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# Cruising

The quarterly magazine of the Cruising Association

13



DECEMBER 2022

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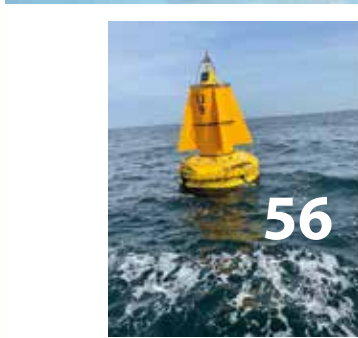
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**Cover picture:** This photo of Arkyla with her crew and escort helped James Kenning to win, appropriately, the Dolphin Cup. See page 48 for an extract from the log



## CRUISING ASSOCIATION

CA House  
1 Northey Street  
London E14 8BT

**Tel:** +44 (0)20 7537 2828

office@theca.org.uk

www.theca.org.uk

**Skype:** cruisingassociation

The Cruising Association is an Incorporated Company Limited by Guarantee Registered in England No 05838052

### Company Secretary:

Marie Ross

### Patron:

Sir Robin Knox-Johnston CBE

### President:

Derek Lumb (elected 2021)

president@theca.org.uk

### Vice Presidents:

Ivan Andrews (elected 2021)

### Hon. Editor of Cruising Almanac:

John Calver

### Hon. Solicitor:

Vacant

### Hon. Treasurer:

Richard Sherwood

## COUNCIL

### The President, Vice Presidents,

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Nick Nottingham (elected until 2024)

Peta Stuart-Hunt (elected until 2024)

Martin Sutcliffe (elected until 2024)

## CA OFFICE

### General Manager

Lucy Hyslop  
generalmanager@theca.org.uk

### Press & PR Manager

Luissa Smith  
publicity@theca.org.uk

### Finance Administrator

Tony Palmer  
finance@theca.org.uk

### Membership Secretary

Jennifer Mitchell  
membership@theca.org.uk

### Administration Officer

Jeremy Batch  
reception@theca.org.uk

### PA/Marketing Officer

Sian Cantellow  
marketing@theca.org.uk

### Catering Manager

Ania Muchla  
galley@theca.org.uk

### Web Editor

Ann Rowe  
web\_editor@theca.org.uk

### Chief Technical Officer

Adrian Lester  
Adrian.Lester@theca.org.uk

**CRUISING** is edited by Camilla Herrmann editor@theca.org.uk Photo services: Guy Brown

### Advertising sales

Jackie Byrne  
Tel: +44 (0)7779 816525  
adverts@theca.org.uk

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# Welcome to

# Cruising

I love books. My parents were both in the publishing business and I was brought up in a house full of them. Nowadays much of my reading is on Kindle so that I don't keep my husband awake at night, but we still have plenty of printed books around the house. For sailing books and especially pilot guides my preference is still very much for paper – you can see a few of my books at the top of page 17.

Fortunately for us all, the likes of Imray, Adlard Coles and Fernhurst are still publishing plenty of options. In this issue we have a bumper bundle of book reviews starting on **page 94**, plus a selection of books recommended by members in our gift guide on **page 17**. And in the absence of Cathy Brown, who was floating without an internet connection somewhere on the Mekong Delta as we finalised this issue and so could not submit her Last Word, we have included a bookish Christmas quiz on **page 98**.

If you are not only a book enthusiast but also a stickler for technical detail, there might be a job for you. As *Cruising* went to press we heard that the Royal Cruising Club Pilotage Foundation is looking for a new editor-in-chief. Read more on **page 15**.

For most of us the sailing season is coming to an end until next year. Hopefully, whatever happens to the price of energy, you can still curl up in front of one bar of an old-fashioned electric fire and enjoy reading and planning for next summer.

**Camilla Herrmann**  
editor@theca.org.uk



## Contributing to *Cruising*

Why not share your experiences of cruising? Articles of up to 2,000 words (or more, if the subject demands it), accompanied by high resolution pictures, are always welcome.

The deadline for the next issue is 12 January, 2023, but please contact editor@theca.org.uk sooner to discuss your ideas, as features are worked on in advance.

Please send submissions as Word documents with separate high resolution jpg images, not embedded in the copy, to [editor@theca.org.uk](mailto:editor@theca.org.uk)

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# 2022 in review

The CA's President, **Derek Lumb**, looks back on his first full year as President. The CA's many recent achievements may be dwarfed by what is in store for the UK and other economies in 2023



For most of us the 2022 sailing season is over, and so now is a time for reflection on the past year. The pestilence of Covid diminished significantly, allowing many UK members to head for Europe in their boats for the first time since 2019, and so the inconvenience of Brexit was felt for the first time.

We took our boat to Brittany and my impression was that, compared with our last visit in 2016, there were a lot fewer boats flying the red or blue ensign. When we did meet some CA members there was much praise for the CA's very practical advice on entry and exit procedures. This was echoed by members I met on the CA's Southampton Boat Show stand.

The reduced number of UK cruisers crossing the Channel and the reported expansion in boat sales during Covid might explain the very busy season in the Solent mentioned by several members at the New Members' Day in October. Perhaps that will encourage people to venture back to France or head for the west coast of Britain in 2023.

Given the difficult conditions of the

last three years, membership has stood up very well. We hit our highest ever membership in October 2019, saw a modest 5% fall during the worst of Covid but I am delighted to say that it has now recovered to surpass the previous highest level.

### Impact of the economy

This is of course excellent news, but the external economic environment looks anything but benign. The UK is starting to feel like Rome in AD 69, the year of the four Emperors, although for us it is four Chancellors and three Prime Ministers – assuming that by the time you read this the tally has not risen! Inflation hit 9.7% in October and is set to rise further. This will inevitably impact on the CA's cost base but, more importantly, will squeeze the disposable income of existing and prospective members.

I believe that the CA has come through the last three years and emerged stronger.

### Recent CA achievements

We released a full re-write of Captain's Mate in time for this season and it has

been well received. Indeed, the app was nominated for one of *Sailing Today with Yachts & Yachting's* British Yachting Awards. This year 583 new locations were created, 2276 Cruising Reports were submitted and 3958 photos were added, which is great! Keep it up in 2023.

CA London and some Sections now "broadcast" many of their meetings on Zoom, making them available to the whole membership, irrespective of geographic location.

RATS continue to provide a superb service answering members' questions.

They have engaged with:

- the Home Office on entry and exit procedures;
- the Department for Business, Energy and Industrial Strategy on the means of complying with the Recreational Craft Directive when the UKCA (UK Construction Assessment) replaces the EU's CE marking as the means of demonstrating compliance (see **page 29**); and
- HMRC regarding VAT on boats purchased in the EU before the end of the transition period but which have never been in the UK. In the case of the latter, we almost got to a decision early in the summer but the start of the revolving door in Downing Street put everything onto the back burner.

RATS have worked with the CA sections to collate information on individual country visitors' visa offerings which allow more than 90 day visits – see articles by Graham and Fay Cattell and Bob Garrett in the RATS section of this issue of Cruising, starting on **page 18**.

For those cruising on the Atlantic coast between Gibraltar and Scilly, the reports of orca attacks have caused understandable consternation. RATS



*Just some of the many topics addressed by RATS in recent months*



Speaking at the AGM, from left, Chair of Council Bob Garrett, President Derek Lumb and Hon Treasurer Richard Sherwood.. Members were able to attend by Zoom and ask questions by email; it is hoped by next year they will also be able to vote online

have formed a collaborative relationship with the Atlantic Orca Working Group (GTOA) resulting in the CA establishing an Orca Interaction reporting scheme on the CA website. This has now become the principal place to submit interaction reports and is now starting to point towards practical measures to minimise damage. See the article on **page 27** for more details.

Independently of RATS, Chris Robb has continued his single-handed battle with the Greek authorities who continue to insist that UK-owned EU-VAT-paid yachts lose their status if they leave EU waters and (incorrectly) do not regain it when they return under Returned Goods Relief. The Greeks then require



The Hanson Cup is awarded for best log overall

these vessels to get and maintain a Transit Log which involves checking in and out with the Port Police in every port they visit and sometimes limits their time in EU Greek waters to 18 months. This is a huge imposition and Chris has submitted a formal complaint to the EU commission about this.

### Award season – enter now

We are approaching the award season. You have until 31 December to submit entries for the Log and Photo Competitions. There are eight categories for written logs, one for the best photographic log (covering one week) and one for the best video log. Full details see **Member Services > Log competition** on the CA website.

There are also two competitions for photographs taken in 2022. One, the CA Photo Competition and a second for the CA Almanac 2024. See **Member Services > Photo competition** on the CA website.

### Our Honorary roles

Finally, we have just had our AGM where members are elected to roles which are

essential for the continued running of the CA. At that meeting we were left with an Hon Treasurer and Company Secretary who wanted to stand down but have kindly agreed to continue until we can find replacements, no Honorary Solicitor and no new Council members.

The Hon Treasurer needs experience of financial management but does not necessarily need to be an accountant and is supported by a Finance Committee.

We had hoped to bring a proposal to modify the CA Articles of Association to allow members who attend the AGM via electronic means to be regarded as “present” and thus count towards the quorum, but we have struggled to get the drafting done. If you have experience as a Company Secretary or Solicitor and would be prepared to assist us with making these changes, then we would like to hear from you.

If you feel you might be able to take on or help with any of the above please speak to Bob Garrett (Chair of Council), Richard Sherwood (the Hon Treasurer), myself or Lucy Hyslop, our General Manager.



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## Have you found your membership card?

Remember to check for your new membership card, enclosed with this issue of *Cruising* – don't just throw away the recyclable wrapping!

Once again, this year's cards are plastic-free and recyclable. You can also display an electronic membership card on Captain's Mate.



CRUISING  
ASSOCIATION  
CA House  
1 Northey St  
Limehouse  
London  
E14 8BT

+44 (0)20 7538 2828  
office@theca.org.uk  
theca.org.uk

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## If you have this rigging arrangement, check your shackle!

My friends Richard, Mike, Mark and I were on passage between Marstal and Sonderborg in Denmark in idyllic conditions on a broad reach making about 7kt. It was a lovely sunny day with a freshening wind of between force 4 and 5. I was enjoying eating my sandwich carefully prepared by Mark, so that I could relieve Richard who was on the helm.

Suddenly there was the sound of a loud explosion. Wires and a pulley dropped around us. Looking up, I saw the backstay flying free and the forestay sagging alarmingly to leeward. "Backstay's gone, turn into wind!" I shouted. Releasing the genoa and main sheet we furled the genoa and main in lightning quick time. Richard started the engine.

"Check for ropes and wires in the water and motor into wind as slowly as you can!" I shouted. By now the swell was building and I was fearful that we would lose the mast, as the forestay, complete with furled sail, swung wildly to and fro.

"I'm going to get the main halyard and put it on the end of the boom," I called, but then found that the mainsheet was knotted in a twisted heap around the block, which meant wasting precious time to get the tension on to pull down the boom, which would make a triangle and act as a temporary backstay. I hoped doing that would stop the movement on the forestay. It helped, but not enough. The remaining part of the backstay was by now wrapped around the forestay. I retrieved it, and by putting a large loop of thin rope through where the shackle had parted company we made a temporary split backstay taken to winches.

All the standing rigging had recently been replaced, including wires, pins and bottlescrews, and it had only one season's light use. The backstay is split with a tensioner at one side and is connected to the single upper backstay via a flexible wire, pulley and shackle, a fairly common arrangement. The forestay tension is provided by the backstay, so the tension was put on by the backstay tensioner. The 8mm stainless steel shackle had exploded. On examination of the pieces we found it had a crack, the interior of which was discoloured, evidence of previous crack corrosion.

It had not occurred to me to replace this shackle along with the rest of the rigging, but importantly, neither had it occurred to the firm replacing the rigging! For the sake

*The jury-rigged backstay arrangement and inset images, the broken 8mm shackle on which forestay tension depends and its original position*



of a couple of pounds I might have lost the mast and sails overboard, but fortunately the deck-stepped mast is well supported by wire rigging including fore and aft lowers.

With the backstay temporarily strapped up to support the mast, we motored gently to our destination until the swell lessened. I purchased another shackle the next day and then we continued on to Flensburg. The rigging seemed okay.

If you have this backstay arrangement – please check the shackle and for a few pounds **replace it!**



Charles Wood, SY *Ella*, Nordship DS 35

*Letters and forum posts represent the views of members and not of the Cruising Association or Cruising magazine.*



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# New Polaris Award flags best member input

Sharing cruising expertise is at the heart of the CA. Now your contributions to location information could be recognised, with the launch of the Polaris Award.

The all-new award will be presented to members who make an exceptional contribution to location information for the Cruising Almanac, CAptain's Mate or range of Cruising Guides.

Posts to the app from now onwards will be eligible for the 2023 award. We covered what makes a good CM report on page 2 of February's Newsletter. The info needs to be of value to fellow members: current, different from what's already on the app or pilot guides, and including recommendations. Photos can be even more helpful. It's not just one report that wins; you need multiple good contributions.

Several recipients will be honoured each year and presented with a unique Polaris flag. CAptain's Mate recipients will have their reports identified by a special Polaris Award star.

The Polaris Award will honour excellence in:

- The Cruising Almanac – Almanac Editor contributions to location-based information;

## CA celebrates success at Southampton

The CA welcomed a throng of visitors to the 53rd Southampton International Boat Show, and membership was boosted during the Show by well over 100 new members. You could visit the CA stand to discover what's new, view a demo of CAptain's Mate, buy the 2023 Cruising Almanac, receive advice on cruising in UK waters and abroad or drop in on our Q&A sessions.

Lucy Hyslop, CA General Manager, told us, "There was a fantastic atmosphere on the CA stand and a huge turnout of support over the 10 days, with plenty of visitors from the UK and abroad."

Among the many visitors was circumnavigator Jeanne Socrates, a CA member since 1996, who commented, "We are sitting here at the Boat Show and there are a lot of friendly faces, and I don't think I recognize anyone, but I know I can go and chat to them as we have common shared experiences. For me, first joining the Cruising Association, the attraction was the library of charts.... It is a wonderful resource, and of course the lectures and educational material too."

How-to talks on the main Foredeck Stage showcased the CA's expertise to a wide audience and drop-in Q&A sessions on the stand provided an effective format to answer questions from sail and motor cruisers.

Chair of Council Bob Garrett with Jeanne Socrates



- CAptain's Mate - editor and member contributions to location-based information; or
- Cruising Guides – author contributions to location-based information. The CA's range of guides cover coastal and inland Europe, plus laying-up guides.

Derek Lumb, CA President, commented, "The depth and quality of accessible location information sourced and shared by our members is one of our most valuable assets, and we are delighted to launch the new Polaris Award to honour these. Receiving the Polaris Award will ensure each recipient knows how much their input and dedication is appreciated. I would like to take this opportunity to thank all our members for their wide-ranging support."

The new Polaris Award will complement the annual Challenge Awards. Each year, nominations will be invited for the Polaris Award, with recipients determined by an expert judging panel made up of the Chair of the Almanac Group, the person responsible for CAptain's Mate Editors and a representative of the Section Secretaries. The inaugural recipients for 2022 will be informed in December 2022.

### Prizes for all at show

The winner of the Big Summer Draw for a £2,000 AquaMarine voucher was drawn at the show, with a delighted Liz Campbell able to enjoy her pick of equipment. **See page 13 for details of our winter draw prize from Lalizas.**



Lucy Hyslop & Boris Webber draw the Aqua Marine prizewinner

### Other winners

- £100 chandlery voucher, Topsail: Andrew Yates.
- Safety bundle from ASAP Supplies: Vikki Hilton
- Icom IC-M25EURO Marine VHF: Simon Dove
- VHF course from First Class Sailing: Don Smith
- £100 Imray voucher: Jack Williamson
- Gill duffel bag plus CA Almanac: Linda Freeman
- Voucher from Marlow Ropes: Simon Butler
- Marine books from Fernhurst: Zoe O'Connell
- Molton Brown fragrance gift set: Suzanne Taylor
- VirCru boat security bundle: Liz Harewood

New members who won a one-year subscription to the Navionics boating app included Jeffrey Webb, Malcolm Howe, Andy Maskell, Darrin Borley, Wesley Absolom, Ian Abbott, Mark Vinten and Jon Ripley.

# AGM report: another year of challenges

The Annual General Meeting of the Cruising Association was held at CA House on Wednesday November 9.

This year membership of Council stayed largely the same as last year, apart from Ken Munn who left Council after completing three years as a Council member and his three-year term as a Vice President. Ken has been on various CA committees for almost 20 years and the President thanked him for his work and commitment over the years.

This meeting was held via Zoom and in person, but only those present at CA House or who had submitted proxy forms were able to vote.

The meeting heard that the year to the end of June 2022 was one that the CA can be proud of. We have managed a

period of ongoing challenges, grown our membership, managed our finances, served the membership and improved our reputation in the sailing community.

Covid required many changes, but demonstrated our adaptability and saw us provide information in new ways. After a reduction in membership during Covid we have now recovered our numbers. Financially we remain stable, but with the threat of further inflation. We have built

upon the services provided to members and released a major update in CAptain's Mate. Finally, we have raised the profile of the CA further through our proactive work on subjects related to cruising in the EU, orca threats and more.

A number of questions were raised by members at the AGM, mostly relating to Brexit and to the finances of the CA.

The AGM papers, including a full financial report, are on the CA website.

## Full list of those elected and continuing in office

**President:** Derek Lumb

**Vice President:** Ivan Andrews

**Council:** Bob Garrett (Chair)

**Council:** Caroline Milmo

**Council:** Peta Stuart-Hunt

**Council:** Martin Sutcliffe

**Council:** Nick Nottingham

**Council:** Simon Hampton-Matthews

**Hon. Treasurer:** Richard Sherwood

**Hon. Solicitor:** Vacant

## We need your photos, logs, blogs & vlogs

### Why not make this the year you enter our competitions for the first time?

Do you take photos or keep a log of your cruising each season? Why not share them with other members via our photo and log competitions? Even if you have never entered before, submission is easy.

This year there will again be **two winners of the photo competition**: the overall winner, and the photo chosen for **the cover of the 2024 Cruising Almanac**

#### Almanac cover photo class

The winner will have the glory of being on the cover of the Almanac and win a year's subscription to Explore with Imray.

- **Location** of photographs must be within the Cruising Almanac area: UK & Ireland, NW Europe from Bergen to Gibraltar, Dutch mast-up routes (but not French waterways) and approaches to the Baltic inc. Denmark and W Sweden.

Photographs should

- **Depict** an aspect of cruising
- **Attract** the attention of purchasers
- **Motivate** a wish to go cruising.

#### Overall photo class

The overall photo competition winner, on any cruising-related topic and taken anywhere in the world, will also receive a prize and could be featured on the covers

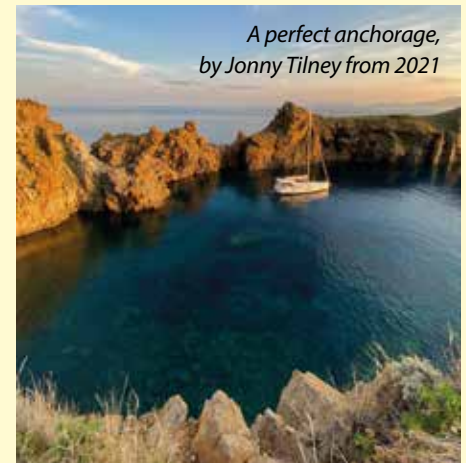
of the yearbook or *Cruising* magazine.

For both classes, photos should be at least 2MB and must have been taken during 2022. Details of how to enter are at [www.theca.org.uk/library/photocomp](http://www.theca.org.uk/library/photocomp)

#### Log competition

You don't have to be a great novelist to win the log contest - some entrants never even passed English O-level (or GCSE). Entries for the competition are especially welcome from **those who have never entered before, families, or under-16s**. The categories are for the best...

- **Hanson Cup:** Log of a cruise of any duration.
- **Love Cup:** Log of a cruise of less than 30 days.
- **Dugon Cup:** Log of a cruise in a vessel no more than 32ft LOA.
- **The Lacey Trophy:** Member's website or blog on cruising in the year.
- **Dingle Cup:** Log or story about cruising by a young person (under 16).
- **Dolphin Cup:** Photographic log, with at least 12 high-res photos plus text.
- **The PBO Prize:** Photographic log of a one-week cruise.
- **Yachting World Family Cruising Trophy:** Log of a family cruise.



*A perfect anchorage,  
by Jonny Tilney from 2021*

- **Hammett Cup:** Log relating to use of the CA's Crewing Service.
- **The osCA:** Video log.

The full rules for each class, and details of how to enter, are at [www.theca.org.uk/library/logcomp](http://www.theca.org.uk/library/logcomp).

**Closing date: December 31.**

*To enter the competition you must agree to sharing the log or photo(s) on the CA website or in CA publications. Please obtain the permission of everyone named in your log, or shown in a photo or video, before submitting your entry. This is a requirement under General Data Protection Regulation (GDPR). For under-13s you must have consent from a parent or guardian.*

# Latest version of CAptain's Mate app introduces 'Background updates'

CAptain's Mate version 4.1.1. for Android and iOS was released this autumn. The changes are:

## New feature: Friends

The settings screen has a new switch, "Background Updates". This defaults to "ON". If a user finds the app using excessive battery power when Friends is enabled, change this switch setting and the app will draw minimal power when not in use.

If this switch is set to "OFF", the app will only send position updates for Friends when either:

- The user enters the **Friends** screen or
- The app does a "data update".

The switch also means that you can choose to be "seen" only when you are on your boat and not, for example, when you are ashore or travelling.

The switch setting is retained by the app between turning Friends on or off.

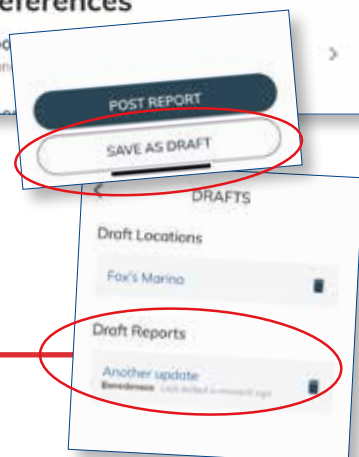
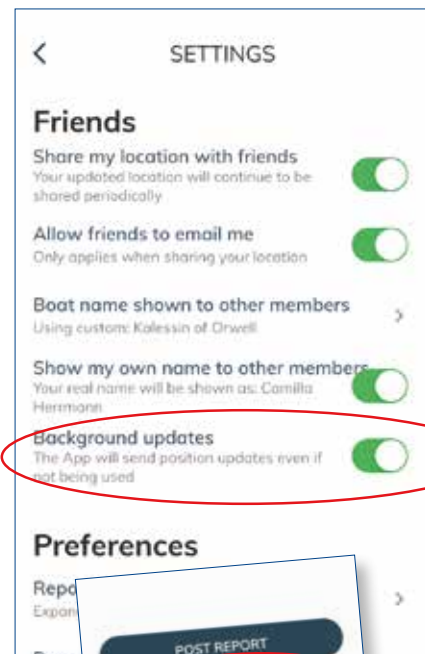
## Issues fixed in this release

- **Delays in enabling Friends.** When enabling Friends, the app will now only allow you to tap it once and will show

a 'wait' icon while the action is being carried out.

- The 'Location Updated' time in a Friends display was incorrect unless your local device time zone was UTC. **The app now respects local time zones.**
- If **Offline**, the app logged you out if you didn't use it for six hours. Being offline, there was no way to log back in. This is now fixed, but the app does expect you to update (online) at least once every two weeks.
- The app sometimes did not log in correctly and got into a loop. This should be fixed.
- **Draft Reports** were not working correctly but have now been fixed:

Ivan Andrews



**STOP PRESS:** As *Cruising* went to press we heard that **CAptain's Mate had won the Equipment Innovation class in the British Yachting Awards**. The official announcement was made on 28 November and there's more information in December's Newsletter.



## New look and feel for The Galley at CA House

If you're visiting CA House you will notice new furnishings for The Galley and Assembly Room. "We wanted to give it a more modern and welcoming feel," said General Manager Lucy Hyslop. The room has had a complete redecoration including softer chairs in The Galley, new curtains, plants and lighting, new sound system and more outdoor furniture for summer use.



## Marking the Queen's death

The death of the Queen on 8 September triggered discussion among members about flying an ensign at half mast on a relatively short flagstaff.

RATS recommends that members who wish to show their respect on any occasions when a half-mast flag is appropriate, should:

- Wear the ensign at half-mast if this can be achieved with the hoist of the flag taut, or
- Add a black cravat or ribbon to the top of the ensign staff (*pictured right*).
- If you fly a burgee from your cross trees, it should also be flown at half-mast.

Read the detailed advice from RATS, including use of non-UK flags, on the CA website under **Member Services > RATS archive**.



# Win £2000-worth of Lalizas kit in our winter big prize draw

The CA and Lalizas UK launched the annual Winter Big Prize Draw for members at the Southampton International Boat Show. Lalizas UK is generously providing a £2000 voucher for the winner to spend across the new marine equipment selection catalogue. This is the perfect prize for CA members who are planning a major winter fit-out or undertaking a boat restoration project. Lalizas UK's products range from windlasses, bow thrusters and outboard engines, to safety equipment and complete plumbing solutions.

"The CA is thrilled to again offer our members a prize that will make a real difference to their cruising," said Lucy Hyslop, CA General Manager. "The value of the prize, together with the expertise of Lalizas UK will ensure the winners will have the best choice of safety equipment for them and their boat."

Charlie Mill, Managing Director at Lalizas UK commented, "As one of the world's leading manufacturers of lifesaving equipment and much more, we are delighted to be partnering with the CA to offer one lucky member the chance to win a selection of products of their choosing to the value of £2000. The Lalizas UK team and I will of course be available to offer advice and guidance where required."

## Take part in the draw

Entries officially opened on Thursday 22 September and entering is easy. For the chance to win, members can:

- Complete the [online entry form](#), or
- Email [office@theca.org.uk](mailto:office@theca.org.uk) a photo of your boat flying the CA burgee, or
- Enter at any CA event.

Members who successfully refer a new member will be automatically entered into the draw. The closing date is 1700 on 22 February 2023. See the online entry form for Terms and Conditions.

**Year-round, Lalizas UK supports CA members with a discount on its products. Find out more on the members [discounts page](#) of the website.**



## About Lalizas UK

Lalizas manufactures safety marine equipment with a commercial presence in 130 countries around the world. The company holds a leading position in the European marine market with decades of experience and expertise in lifesaving equipment, and has millions of loyal clients, both in the commercial and yachting sector.

Lalizas UK was established to build on this foundation and now has a dedicated UK sales team with a UK-based warehouse providing better support to its existing and future customers.

- You can read more about Lalizas on page 58 of this edition of *Cruising*.

## Over and out... in front of the clubhouse

I was on a visitor's berth at the Southport Yacht Club, on Queensland's Gold Coast. The berth was right in front of the members' bar and outdoor deck dining area. It was a lovely sunny weekend afternoon, with many people drinking, eating and enviously observing the lucky boat owners below.

Having not long changed my dinghy outboard from a small two-stroke which had a neutral gear to a four-stroke with centrifugal clutch, I felt a "tune-up" was in order to resolve poor idling.

With the dinghy tied off about three metres astern and facing the aforementioned yacht club, I removed the cowling, started the engine and fiddled around with a screwdriver until I had it just right. Then, with full lock applied, and while sitting on the



*"Just working on my capsize technique"*

### We'd really appreciate your blunders

Has Gordon's story inspired you to recall your most embarrassing moment on board? Please do tell us about the silliest mistake you have ever made on a boat... or maybe the silliest you're willing to admit to. The best will be published in each issue of *Cruising*, alongside a cartoon by wonderful marine illustrator Claudia Myatt. The original artwork will be the prize for the winner each quarter. Send your entries to [editor@theca.org.uk](mailto:editor@theca.org.uk) before 1 November for the December issue, with the subject line "Boating blunders". They should be around 300 words.

dinghy gunwale, I gave it a bit of a rev to check the acceleration. Accelerate it did, clutch engaged as advertised, slewing the dinghy a full 90 degrees against the painter which brought it up short and inverted it. I was flipped under the dinghy (or maybe it flipped over me – the actual sequence was a blur). When I surfaced there was one inverted dinghy, a very quiet outboard engine with its tiny prop pointing skyward, a jerry can and a pair of oars floating around my head, and of course a standing ovation from the crowd above.

Gordon Bretag



## Dining through the centuries at historical CA lunch

In October the CA held another Historical Lunch, following the first in February this year. Ania Muchla, the CA's wonderful chef, again produced a delicious meal. Diners started with a taster of prawns cooked with mint, lovage and cumin, a Roman recipe. This was followed by another Roman dish, asparagus *patina* (very similar to a frittata). Lovage, coriander, wine and fish sauce enhanced the asparagus and egg mixture.

The main course was *Mistress Duffield's chicken*, cooked in a rich sweet spicy orange sauce. The recipe dates from the late 16th century but the flavours were medieval. No-one knows who Mistress Duffield was, but this dish is always a winner.

*Peris in Syrip* is an early 15th century recipe, pears in a sweet red wine sauce with the typical medieval spices of cinnamon, mace, cloves and ginger. This was served with an 18th century-style syllabub, cream whipped up with sherry, orange and lemon zest.

Julian Dussek, who has a keen interest in the history of cooking, gave a light-hearted introduction to each of the courses, describing the cuisine of the time, and diners were able to peruse books from the relevant periods. Good company and a meal of wonderful flavours meant everyone left feeling well satisfied.

Ania has to be congratulated on having produced such a repast, based on the unfamiliar recipes that Julian supplied.



Above, the Roman patina, and below, happy diners fed and entertained by Ania and her team, and Jules Dussek



## All change for Crewing Service



Malcolm Davidson has taken over running the Crewing Service after former organiser Caroline Milmo moved to become Chair of the HLRs group - see page 60. Malcolm said: "I am delighted to be taking over as chair of the Crewing Service from Caroline Milmo. Caroline has done an exceptional job over the last seven years, for which she deserves all our thanks. I've sailed with the Crewing Service on a number of occasions and look forward to working with skippers and crew to ensure it has a bright future."

Caroline added: "Having been involved with running the Crewing Service for the last seven years I'm stepping down. I have so enjoyed meeting members, hearing their sailing adventures and especially seeing those relatively new to sailing getting out on the water and building up their knowledge. I will still be using the service myself. It has been great getting to know other members, sailing different boats and discovering new destinations."

"I couldn't have achieved what I wanted to, taking the CS forward, without the support of the CA staff and other members, including Colin Penn and Jon Boon welcoming members at the winter meetings and Steve Greenham, Michael Barnett and Malcolm Davidson setting up the Zoom meetings."

"I'm really looking forward to getting involved with the HLR section. It will be very different. I know I shall enjoy meeting yet more volunteers and members over the coming years."

The Crewing Service kicked off its winter programme on October 13 with a full house and the mouth-watering

prospect of a three-year circumnavigation from one of the skippers, and Malcolm reported: "It was great to see so many crew and skippers when many people are only just beginning to think about their plans for 2023. It was Caroline Milmo's last evening as chair of the Crewing Service and she was given a rousing send-off for her fabulous work as she handed over the chair. Caroline is determined to continue sailing with the Crewing Service."

The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers. If you're planning for next season, why not contact potential crew members now? We are holding crewing meetings at CA House this winter on the first Thursday of each month and also via Zoom, dates to be confirmed. Find out more at [www.theca.org.uk/crewing/welcome](http://www.theca.org.uk/crewing/welcome) and if you have any queries please contact Malcolm Davidson at [crewing@theca.org.uk](mailto:crewing@theca.org.uk)



Malcolm Davidson, above, has taken over at the Crewing Service from Caroline Milmo, below



## Planning to cross the Channel? Catch up with the webinar

If you missed the CA webinar on *Channel Crossing Paperwork Procedures*, you can now watch the recorded version by going to the News section of the CA website or searching for "Paperwork procedures".

Hosted by Bob Garrett, joint Channel Section Secretary for the CA, the webinar was a follow-up to the presentation made during the 2022 Southampton International Boat Show. It addressed the changes to paperwork and processes for arriving in and departing from France since the UK left the EU, shared practical experiences reported by members and varying implementation of the rules, highlighted protocol reviews and changes to date, presented an overview of new regulations for 2023 and discussed questions from webinar participants.

Over 150 members and non-members from France, Greece, Jersey, Norway, Turkey, UK and the USA tuned in to the live webinar.

Bob said, "After receiving a positive response to the presentation at the Boat Show, where the audience feedback was excellent, we decided it should be shared with the broader cruising community."

With the introduction of the new European EES (Entry/Exit System for non-EU citizens) in May next year, and ETIAS (European Travel Information and Authorisation System – visa waiver scheme for eligible third country nationals) in November 2023, the CA will continue to provide updates to members

- Read more in the RATS section starting on page 18.

## RCCPF seeks new editor-in-chief for pilot books

The pilot books compiled under the aegis of the Royal Cruising Club Pilotage Foundation are some of the most comprehensive and best respected around. Next spring, Jane Russell, current editor-in-chief at the RCCPF, is standing down from her role in order to embark on some more extended cruising.

The Trustees are recruiting a successor and invite interest from CA members. A detailed job description is available.

The Editor-in Chief works closely with the publishers Imray and Adlard Coles, and experience of editing and/or the publishing industry would be an advantage. The role is well-suited to someone with an enthusiasm for navigational and technical detail.

Please contact the Director, Antony Wells ([director@rccpf.org.uk](mailto:director@rccpf.org.uk) or 07407 269459) or the Chairman, Nigel Wollen ([chairman@rccpf.org.uk](mailto:chairman@rccpf.org.uk) or 07979 592548) for more details, or read more at [rccpf.org.uk/News-Item/413/royal-cruising-club-pilotage-foundation-editor-in-chief](http://rccpf.org.uk/News-Item/413/royal-cruising-club-pilotage-foundation-editor-in-chief)

# Festive gift guide



## A roll-up boat hook

Are you always falling over your boat hook? Or perhaps you need to carry one on your dinghy or rib? The ingenious **Revolve boat hook** uses modern materials to create a 1.9m boat hook that packs into a roll which is just 11 x 11 x 12cm and weighs less than 500g. You can deploy it like a light sabre with a quick flick, but the maker recommends unrolling it gently.

It's made in the UK of rollable composite material, with foam grip, injection moulded plastic hook with rubber fending tip, and it floats. The boat hook also fits on to a choice of other heads to make a deck brush, selfie stick or landing net.



It would just about fit in a stocking, but is a tad expensive for a stocking filler at **£79.95**. The same technology is also used for an emergency VHF antenna (£190) and collapsible tripod (coming soon). Find out more or order at [revolve-tec.com/product/boat-hook](http://revolve-tec.com/product/boat-hook)

## The gift of CA membership

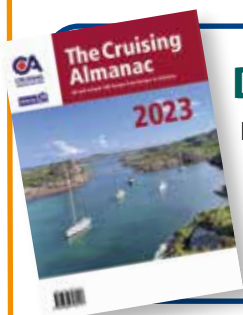
Why not buy a **year of CA membership** for a friend who isn't yet a member?

There's 25% discount for a member buying a non-member a year's gift, with no joining fee, and no need to set up a direct debit. It's an ideal present for someone just starting on their cruising experience. It is available only by paying direct to the CA. Please contact our Membership Secretary on 020 7537 2828 or email [membership@theca.org.uk](mailto:membership@theca.org.uk).



## Don't forget your Almanac

Have you got your **Cruising Almanac** yet? From 1 to 31 December it's on special offer to members at just **£22.50**. Order online from the CA website and arrange to collect from CA House or a CA event to save postage.



## Order your 2023 CA calendar

The CA has launched its 2023 Calendar, with a selection of stunning images taken by members to take you through the months.

Each month has a different image to inspire your cruising plans for the year ahead. There is the tranquillity of the River Yealm in January, puffins on the Orkney Islands, Scotland in April, the canals of Utrecht in June, the French canals at Centre-Val de Loire in August, barge life in Belgium in October and the chilly Svalbard archipelago in December to wrap up the year.

The dates have plenty of space for appointments, with the weekends in a different colour to make it easy to schedule your week. The 2023 CA Calendar is an excellent gift for yourself, family and friends.

Each image and month is printed on an A4 landscape format page; when wall hung the calendar is A3 portrait. It costs **just £7 plus postage and packing**. Order your copy now from the CA online shop.



## ARTHUR BEALE

ADVENTUROUS CHRISTMAS GIFT IDEAS



**ARTHUR BEALE SAWMED & SAMMING ON OFF SET**  
INCLUDES 2 ARTHER BEALE ENAMEL THERMOS  
**£58.95**



**ARTHUR BEALE SMOCK**  
SAILOR'S PROTECTIVE GARMENT. AVAILABLE IN OPEN NECK & BOAT NECK  
**£48.95**



**ARTHUR BEALE BEANIE HATS**  
MADE IN NEW ZEALAND. WOOL, AVAILABLE WITH LOGO BAG OR NO LOGO.  
**£24.95**



**ARTHUR BEALE KNOT KIT**  
LEARN THE KNOTS WITH ARTHUR BEALE'S KNOT KIT. INCLUDES A KNOT A DAY BOOK, POPE & ZIPPER BAG  
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**ARTHUR BEALE SAILING KIT BAG**  
OUR SAILING BAGS ARE BUILT TO WITHSTAND THE ELEMENTS. MADE IN SCOTLAND  
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HEAVY DUTY CANVAS BAG WITH MULTIPLE POCKETS  
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**ARTHUR BEALE POLO SHIRT**  
EXCEPTIONALLY WELL MADE BOOTS. COTTON POLO SHIRT. AVAILABLE IN MEN'S & WOMEN'S CUT  
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**ARTHUR BEALE ENAMEL BOWL**  
TOP QUALITY ENAMEL BOWL. BUILT ON THE INSIDE WITH THE GREATEST FOUR EXPLOSIVES USED  
**£28.95**



**ARTHUR BEALE SAILING CAP**  
THIS CAP IS PERFECT FOR SAILING. RAMBOLENDEN (COTTON), ORGANIC COTTON  
**£24.95**

FOR FURTHER INFORMATION, SAMPLES AND ORDERING PLEASE CONTACT: HUGH THORPE, MANAGING DIRECTOR AT [hugh@arthurbeale.co.uk](mailto:hugh@arthurbeale.co.uk) [ARTHURBEALE.CO.UK](http://ARTHURBEALE.CO.UK)

## Adventurous Christmas ideas

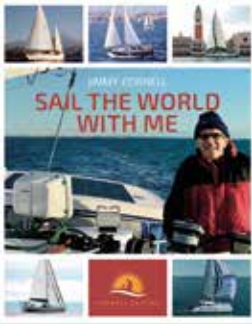
For over 500 years the **Arthur Beale** chandlery has been equipping some of the world's greatest sailors, explorers, wayfarers and pioneers (as well as the odd vagabond).

This year it has put together a range of gifts for Christmas to help put the wind in the sails for today's adventurers.

If you're searching for something bit unusual, or just traditional British-made pullovers, hats and socks, it might be a good place to start. It's offering 10% discount to CA members, site-wide at [arthurbeale.co.uk](http://arthurbeale.co.uk).

**Disclaimer: Unless specified otherwise, products & services have not been tested by nor are they endorsed by the CA**





## Signed copies of latest Jimmy Cornell book

**Special Christmas offer** to CA members on Jimmy Cornell's memoir *Sail The World With Me*. Email [info@cornellsailing.com](mailto:info@cornellsailing.com) to buy one of a limited number of signed copies.



## Books to give...

*We asked members to recommend sailing-related fiction and other writing that they had read recently, and here are a few suggestions. Some may only be available secondhand or as an eBook.*

**The Log from the Sea of Cortez, John Steinbeck.** Not strictly speaking fiction, but clearly a bending of many facts and very entertaining. *Andrew Todd*

**Medusa, Hammond Innes.** One of his later books from 1988, possibly not one of his best but very much based around boats, including a large sailing catamaran and a rather old Royal Navy Frigate after which the book is named... The narrative even briefly mentions the CA! *Fiona Hampton-Matthews*

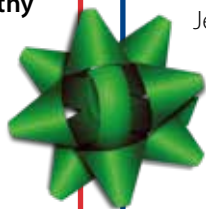
**Dolly & the Bird of Paradise, Dorothy Dunnett.** A mystery concerning a make-up artist, drug smuggling and a classic yacht. It is well written and very funny. *Judith Grimwade*

**Deceit, Clare Francis.** Set in Suffolk and made into a TV drama, filmed mainly in the locations mentioned in the book. *Keith Pettican*

**Erebus: The Story of a Ship, Michael Palin.** Brilliant! *James Lawlor*

**Deep Water, Emma Bamford.** Recent tropical island thriller by a sailing journalist, about a liveboard couple, full of cruising detail and sinister atmosphere. A slow build but a satisfying conclusion. *Camilla Herrmann*

**Sod's Law of the Sea, Bill Lucas & Andrew Spedding.** Possibly the best book to have aboard when the wind's howling and the anchor is yet to drag. Constructed as a series of letters between a very salty uncle and his land-lubber nephew, on running a beaten-up ocean racer (*Lassitude*), it contains many gems. *Ken Munn*



*These recently-reviewed books could make great presents*

**In The Wake Of The Gods, Sam Jefferson. CA18661, ISBN: 978-1-4729-7536-2. Adlard Coles, 2022. £20**

Your reviewer was a touch sceptical upon opening this book. Those of us who have cruised Greek waters have always enjoyed seeking out local antiquities and will have read up a bit about the history – so do we really need something as esoteric as this? However, Sam Jefferson's book (224pp) turns out to be a delight.

Editor of *Sailing Today*, and a regular writer for other publications, Jefferson has penned a work which not only deserves a place on your yacht's bookshelf but might well inspire you to plan a particular cruise.

Covering the Ionian and Saronic Gulf, it first tells us a little of each of the Greek gods - many well illustrated. Next there is a small guide to sailing in the area including weather and mooring. Then it really starts. Place by place, island by island, the reader is taken to 30 spots where interesting and beautiful things are to be found. Whilst by no means a pilot book, *In The Wake* suggests where to moor/anchor with small (depth-sounded) chartlets, and tells you how to get to what you want to see of the antiquities... and the Gods.

Jefferson's style is light-hearted, humorous and very readable. His research seems excellent, too. The many (often large) photos of statues, paintings and views of anchorages are superb. Any sailor wishing to explore Greek waters should carry a copy of this excellent book.

**Bernard De Saulles**

**Weymouth Bound, Paul Weston. CA18659, ISBN: 978-1-906651-17-6. First pub 2012; eBook (£4) or paperback (£8) from Amazon.**

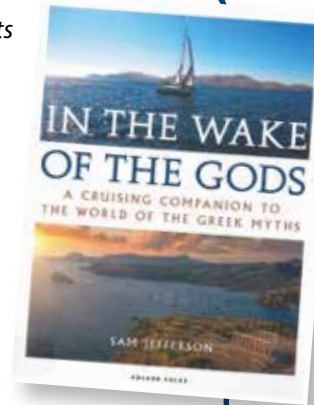
This is a well-written short, easy to read book about the adventures of a smuggler's son, Jack, set in the late 1700's and early 1800's. He starts his sailing career as an apprentice on a schooner carrying cargo from Portland to London and to the Baltic. The story tells of his various experiences while serving on the schooner, including bravely escaping when the ship is boarded by the French and how he manages to save the English King from being captured. This leads to him being promoted to Midshipman in the Navy.

The author, who is a CA member, was born in Swanage and has wide sailing experience, including competing in the Azores race in his 26-foot sloop, and knows the area around Weymouth well. The book has many descriptions of sailing a schooner in those times with no modern gadgets to assist, and presents a good historical insight into life on board at the beginning of the 18th century.

It is written in the tongue of Jack himself and although fiction, is almost believable, with references to English and French locations. It is jam-packed with nautical references and sailing terminology and it would particularly suit those with an interest in sailing in bygone times.

**Sue and David Long**

■ **Read more book reviews on page 94**





## A longer stay in Europe

The CA's campaign for 180-day visas for UK citizens visiting Europe has, sadly, run out of momentum. **Mike Eastman** explains that the campaign is now focusing on providing up-to-date Schengen travel advice; here we cover how to apply for a Swedish permit or French visa

The CA **180 days visa campaign** was launched in January 2021, after Britain finally left the European Union. Many of us had been used to enjoying our sailing for considerable lengths of time in all European countries. Initially we were optimistic about the opportunities for UK citizens visiting EU countries to achieve reciprocal arrangements to those the UK offers their citizens. That is, all could visit for up to 180 days without the necessity of obtaining a visa. Sadly this was bypassed in the plethora of Brexit legislation, and as we now recognise, UK citizens are able to spend only 90 days out of each 180 day period in the Schengen countries of the EU.

The widespread international changes (Covid, Ukraine war, and related issues) since the project was started have of course focused the attention of all governments on these important matters, and the problems of cruising yachtsmen wanting to sail around Europe for extended periods have inevitably slid way down the list.

We believe that now there is only a very small chance of either EU or UK governments being able even to look at changing the position, unless they can directly benefit from doing so, for example to improve income (of an individual country) from tourism. We have considered terminating our campaign, but we already have a good understanding of what is possible under the existing regimes and we think that this information source will be of real value to CA members. So we have changed the objective of the campaign to concentrate on **understanding the laws which govern the movement of non-EU citizens**

**within Europe** and most importantly gathering information and experiences of those visiting and remaining in each of the Schengen and EU countries - both to sail and for all other reasons - so that we can provide clear and up to date advice to members on all aspects of where and how UK citizens (and others) can move and stay within these countries.

Members have already been really helpful in feeding back their own experiences to the working group and we are now making the RATS data as available and as far-reaching as possible. The articles below give good accounts and detail about how to obtain the visas that are presently on offer for France and for Sweden, based on actual experiences so far.

Each country has the freedom under EU law to create its own visa for non-EU citizens wishing to extend their stay in that country, and there is the possibility to use this throughout the Schengen area, not just in the country of issue. We very much hope that other countries will follow these two and offer means to stay around their coasts for longer than at present.

Each CA Section is trying to keep abreast of what is happening in the country or countries they are concerned with, and RATS is co-ordinating our store of information both to keep website information as current as possible and to help individual members with queries on all aspects of this.

Please do help our efforts by feeding back your own information to [RATS@theca.org.uk](mailto:RATS@theca.org.uk) and of course do make use of this by seeking help from the website or by contacting RATS if you need to.

### RATS pages on the CA website – new & updated

Longer and more detailed versions of articles published in *Cruising*, including mathematical appendices, are often published on the CA website – sometimes before they appear in the magazine. Here are some recent updates, and how to navigate to them on the CA site.

#### Home (Hot Topics) > Orcas

- Report or view orca interactions or uneventful passages

#### General info > RATS – Technical Information

- "Electric propulsion revs up" from the June 2022 issue of *Cruising*
- "Electric propulsion gets real" from the September 2022 edition of *Cruising*

#### News & Events > RATS News

- Marking the Queen's death: ensign protocol

### The RATS team

Robin Baron  
(Chair)

Rick Ballard

Roger Bickerstaff

John Burbeck

James Collier

Mike Eastman

Simon Hampton-

Matthews

Alan Kohler

Richard Ritchie  
Robert Sansom

*plus*

Nick Bullen

Colin Heywood

Paul Lingard

Derek Lumb

Trevor Page

Nigel Robinson

Ian Wilson

RATS (the Regulations and Technical Services group) represents the CA in understanding and explaining how regulatory and technical issues affect cruising sailors. We represent their interests in dealings with government departments, the Royal Navy, offshore developers, statutory authorities and the marine industry. We also produce policy papers and technical questionnaires, write articles for *Cruising* and develop material for the CA website. RATS responds in detail to members' queries where it can. To contact RATS, email [rats@theca.org.uk](mailto:rats@theca.org.uk)



## Applying for a Swedish Visitors' Residence Permit

If you are planning to visit the Baltic area, Sweden is the only country offering a way of enabling a stay beyond the Schengen 90 in 180 days, by obtaining a Swedish Visitors' Residence Permit (SVRP).

*Note that this is referred to as a "permit" – the Embassy advises against referring to an SVRP as a "visa" to avoid confusion with actual visas. Visas to visit Sweden are not appropriate for the cruising yachtsmen.*

The process is fairly straightforward but a visit to the Swedish Embassy in London (or in the applicant's country of residence) is obligatory. Around 40, mostly UK-based, CA members applied successfully in 2022, and no one who applied for the correct permit was refused.

### Procedure for UK residents

1. Download, complete and print the **application form** (form 165011 from [www.migrationsverket.se](http://www.migrationsverket.se))

When completing the form, give beginning and end dates for the requested permit. Six months is the longest time usually granted. The time for which the permit is valid is over and above the normal Schengen 90 days, so it is possible to have the Schengen 90 days in any other countries as well as the permit days in Sweden.

The Embassy stresses that the reason for Sweden granting an SVRP is for people to stay in Sweden for most of the time although holders can leave the country and return during the validity of the permit (for example someone wanting to come back home to UK for a week or two). It is *not* intended for people to spend a short time in Sweden then use the permit to travel all over the Schengen area. The permit does however cover time in other Schengen countries during the period of its validity, so travel back and forth should be covered.

2. Visit the **consular office**.

For UK residents, every applicant must visit the Consular Section of the Swedish

Embassy in London (11 Montagu Place, London W1H 2AL). An appointment is not needed – just turn up during working hours Monday, Tuesday, Thursday, Friday 0900-1200. Wednesday and weekends closed. Application is *not* possible at other consular offices in the UK.

Take the following:

#### Mandatory documents:

- Completed application form
- Passport with at least three months' validity beyond the proposed stay
- Documents showing financial status to prove the applicant will be self sufficient and not become a burden on the State (e.g. bank statements)

#### Advisory documents:

- It is advised to have some proof of reason for visit. A letter giving itinerary or explaining what the applicant is intending to do while in Sweden.
- An invoice for winter storage from marina or yard (if available) or correspondence with marina or yard re winter storage in future would be useful.
- It may also be useful to have proof of intention to leave Sweden when the permit expires (eg return travel ticket) or proof that UK is the applicant's country of residence (e.g. proof of ownership of property such as Council Tax invoice)

#### Also take:

- Credit card (to pay fee).
- Medical Insurance EHIC/GHIC/other

While at the Embassy, fingerprints and a photograph of each applicant will be taken. Applicants are no longer interviewed.

The Embassy charge a fee of £173 per person to be paid when visiting the Embassy. This fee is non refundable even if the permit is refused. There is also a charge of £8 to have the permit posted to you. Applicants with an EU spouse do not



Flag photo: W.carter/Wikimedia

pay the fee – see Note 1 below.

The timescale is around two months from delivering documentation to the Embassy to actually receiving a permit card (if granted). If you need to contact the Swedish Embassy, email rather than phone: [ambassaden.london-visum@gov.se](mailto:ambassaden.london-visum@gov.se)

*UK nationals living outside the UK and nationals of other non-Schengen countries should contact the Swedish Embassy in their country of residence.*

3. Receiving and using the permit

This is in the form of a card (size like a driving licence or credit card). The reverse of the card contains an issue date but no start date. It has the holder's photograph and necessary details as well as fingerprints. The card will be sent some time after the Migrationsverket in Sweden has approved the application.

*It is thought that, even without the card, a letter sent from the Embassy stating an application has been approved would be sufficient to allow applicants into Sweden, but it has been found unacceptable by other countries.*



Specimen SVRP (© Migrationsverket [www.migrationsverket.se/English/Private-individuals/Residence-permit-card.html](http://www.migrationsverket.se/English/Private-individuals/Residence-permit-card.html))



## Procedure for applicants who have an EU spouse

The EU citizen does not need to apply for a permit nor attend the Embassy – they can enter and stay in the EU as long as they wish.

An applicant with an EU spouse does not

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pay for the permit – it is free. However such applicants do need to take the following additional items:

- Marriage certificate
- Spouse's passport photo page
- His/her passports (own nationality and British if held)
- It may be useful to have an extract from the Migrationsverket website on exceptions to application fees.

## Are you planning to apply?

Any CA member who is interested in obtaining an SVRP is asked to contact the Baltic Section Secretaries ([baltic@theca.org.uk](mailto:baltic@theca.org.uk)). We are maintaining a confidential list of applicants and gathering feedback on all aspects of applications, and how holding an SVRP works in practice travelling to and from Sweden.

Graham & Fay Cattell



## Extended visas for France

British citizens are limited to just 90 days out of 180 in the Schengen area, but for many this may not be enough. Those planning to visit France are fortunate in that France offers extended visa schemes. The most relevant allows a stay in France of up to six months without using up the 90 Schengen days. As such it provides even greater flexibility if, for example, you plan to spend time in France and also visit other countries of the EU.

The official English-language visa website for France ([france-visas.gouv.fr/en\\_US/web/france-visas](http://france-visas.gouv.fr/en_US/web/france-visas)) provides some excellent advice including a 'visa wizard' to help select the right visa. The French visa is known as the *Visa de Long Séjour* or VLS and there are two versions. The VLS-T (Temporary) allows a visit of up to six months, while the VLS-TS provides for stays of up to 12 months, but this has extra implications as it can be seen as a step towards French residency. The VLS-T will be the most common for cruisers who plan to spend a season cruising and return home with or without the boat.

The VLS-T has a fixed start and end date so is not like the rolling 90 in 180 day rule. You can also enter and leave France as many times as you wish.

- Applications for this visa must be started no more than **three months before** the visa start date you want
- The end date is also important because if you envisage having a visa for the following year then **six months must elapse between the end date of your current visa and the start of a subsequent visa.**
- You can apply for a visa of less than six months so the end date is earlier.

### Applying for the visa

1. The application process starts **online on the France Visas site.**

There is detailed advice on the CA website ([www.theca.org.uk/rats/brexit\\_advice/france](http://www.theca.org.uk/rats/brexit_advice/france)) to guide you through the process. Unless you are travelling alone, it is important to select a group application to simplify following steps.

At the start of 2022 the information required for an application was a concern to cruisers because it was asking for information that was inappropriate, like a residency address; the form assumes the visa is mainly for second-home owners. It is now acceptable to enter boat cruising information like boat ownership details, a contracted berth invoice and even a passage plan, perhaps supported by a summary of previous visits by boat to France. The more information provided the more likely they are to accept it.

There are also other important questions such as "means of support" i.e. financial position. You should emphasise that accommodation is prepaid (your boat), and provide lists and recent statements of savings, bank accounts and credit cards. There are some guidelines on what your income should be to ensure you are self-supporting.

You will also be asked about health insurance; for the VLS-T a valid EHIC or GHIC card is sufficient but note that does not cover repatriation, so an additional policy is worth considering.

2. The next step is **a visit to the visa office.**

Having made all the online submissions,

Flag photo: [fdecomite/Wikimedia](https://commons.wikimedia.org/wiki/File:Flag_of_France.svg)



the next step will be a visit for all those individuals in the application to the visa office to formally submit the application and answer any questions which may arise. The appointment is made as part of the online application process and is held at the offices of TLS, a company contracted by the French government to process applications. There are offices in London, Manchester and Edinburgh.

For the appointment you must take:

- the originals of all your documents plus copies which they will retain (and for joint bank accounts you will need two copies)
- You will complete additional forms (where it is important to stress again your boat ownership, passage plans or contracted berth), and the visa office will take biometric data (photos and fingerprints), and ask further questions to ensure all is complete.
- It is worth taking every extra



document they might ask for that supports your application (boat registration, log book, income sources, etc.) and copies of these.

- At the interview you also make the payment for the visa.

Assuming all goes well they will accept your application and take your passport. The French Consulate will consider your application and may contact you with any further queries. You then have a choice (which does seem to vary from time to time) of having your passports and hopefully your visa posted, sent by courier, or collected, at which time you will find out whether it has been approved.

*An anonymised French visa from a passport*



### CA member experiences

Many CA members have been through this process during 2022 and we are particularly grateful to some of the early applicants for working with the CA 180-day project team to persuade the Consulate and TLS about the different situation for boat owners from second-home owners and to document their experiences. Some of these are on the same web page referred to above, and that is really essential reading for any member looking to spend more time in France.

### Your travel

When arriving in France it is important to get your passport stamped whether you are using your 90-in-180 day allowance or your visa. If you travel to another

Schengen country during your visa period then that will count towards your 90 in 180 days. At the end of your travels on your visa you must check out of France (with passport stamped).

The detailed advice on the CA web site will be updated if anything changes, including the implementation of ETIAS and EES in 2023 and in the light of any further member input.

We hope that this information will reassure members that visas for extended visits to France for boat owners are possible and more of us can enjoy the cruising that France has to offer.

Bob Garrett



## VAT on boats – two years on

It's almost two years since the UK finally left the EU. **Roger Bickerstaff** looks at what we know and what has changed on VAT liability in that time

At the end of the Brexit Transition Period on 31 December 2020 the EU and UK customs zones separated, with the result that, in general, VAT is payable on the import of yachts into the EU from the UK and vice versa unless there is some form of relief available. The imposition of VAT on EU-UK yacht cruising has increased the bureaucracy associated with cruising UK-EU activities.

This article reviews the impact of the introduction of VAT into UK-EU cruising activities, highlighting the activities of the CA campaign to engage with HMRC to minimise and overcome the negative consequences as far as possible. (Full RATS advice on Brexit VAT issues is available on the CA website).

### Significant CA success for yachts in the UK

The main positive outcome that the CA campaign with HMRC, along with pressure from the RYA and other bodies, has been the removal of the time deadline for the return of yachts to the UK in order to recover UK VAT-paid status. You may remember that in October 2020, HMRC arbitrarily imposed a deadline of 31 December 2021 for the return of VAT-paid yachts that had

previously been located in the UK but which had been outside the UK for more than three years. This arbitrary deadline would have inevitably led to the loss of UK VAT-paid status for a great many yachts located outside the UK that could not easily be returned to the UK by the deadline, particularly given the Covid travel restrictions. Pressure on HMRC from the CA, the RYA and other bodies, led HMRC to an extension of the deadline and then in December 2021 the removal of the deadline for the return of these yachts to the UK.

UK VAT-paid status can now be recovered for yachts that are returned to the UK in the same ownership at any time through Returned Goods Relief, as long as they can show that the yacht will be for "the personal use of a UK resident".

### CA support on valuations for VAT assessments

RATS has engaged positively with HMRC on the valuation of yachts that are liable for VAT payment on entry to the UK. When VAT is payable it is assessed on the value of the yacht at the time of its entry into the UK. This is not easy to assess, and HMRC has been quite amenable to approaches which take into



*If items are carried from the UK to the EU by car, they are usually treated as "personal possessions", but there's no statutory basis for this*



account a wide variety of factors, such as depreciation on purchase price, the reduction in value due to non VAT-paid status, and taking into account equipment that has been purchased in the UK (where UK VAT was paid).

RATS has developed a spreadsheet to assist CA members in assessing the yacht's value for VAT purposes. This is available to CA members who may face the payment of VAT by contacting RATS' email address, [rats@theca.org.uk](mailto:rats@theca.org.uk).

### Problems still remain

Despite this success, there are still VAT complications and uncertainties that have an impact on UK-EU yacht cruising. These include:

- No relief for UK-owned yachts that have not previously been located in the UK. The most significant outstanding VAT problem applies to yachts owned by UK residents that were purchased in the EU27 (not the UK) with VAT having been paid, but which were never located in the UK before 31 December 2020. HMRC's continued position is that these yachts will be liable for VAT on entry into the UK, despite EU VAT having been paid.

Where the yacht is owned by a UK resident the UK VAT becomes payable within 30 days of entry. The 18-month Temporary Admission arrangement is not available for UK residents. The CA campaign continues to engage with HMRC on this issue, but any change will require UK government ministerial approval. The turbulence in UK government over the last few months has meant that meaningful engagement has not been possible. This problem still remains.

- Uncertainty on the transport of spare parts and yacht equipment. The VAT rules are quite clear that VAT will be

payable on the value of spare parts and yacht equipment on an entry into the EU from the UK (and vice versa) unless some form of relief is available. VAT is levied on a routine basis if equipment is shipped by post or courier.

In practice, when spare parts and yacht equipment are carried in a car from the UK to EU countries and vice versa as luggage, the items are generally treated as "personal possessions" and VAT is not levied. However, there does not appear to be a statutory basis for this approach.

The personal allowance values for non-exempt items is very low: for travellers on public sea/air transport it is only €430 (with the allowance for travellers on private boats: €300). Given that this issue remains uncertain, information on members' experiences in practice on this issue is welcomed by RATS.

In general, for most CA members the imposition of VAT on EU-UK yacht cruising has increased the hassle-factor for yacht cruising but for most cruising sailors the requirements are workable. The rules can be complied with through increased paperwork and keeping good records and evidence of a yacht's location over time. The CA will continue in its campaign to engage with HMRC to further reduce the impact of the VAT rules, particularly to try and obtain a change of approach for EU VAT-paid yachts that were never located in the UK prior to 3 December 2020.



## ETIAS visa waiver scheme is delayed until late 2023

The European Union's €7 visa-waiver scheme has been delayed again. The European Travel Information and Authorisation System (**ETIAS**), which applies to non-EU citizens from 60 countries that have visa-free travel with the EU, is now scheduled to start operating from November 2023. There is then expected to be a six-month transition period while border authorities run information campaigns on the new requirements.

The scheme is not related to Brexit. It was originally proposed in April 2016 as part of the EU's Smart Borders plan ([home-affairs.ec.europa.eu/policies/schengen-borders-and-visa/smart-borders\\_en](https://home-affairs.ec.europa.eu/policies/schengen-borders-and-visa/smart-borders_en)) and was backed by the UK at that time, although as it related to Schengen it would not then have applied to UK citizens.

The intention is that travellers can apply online and pay the €7 fee to cover multiple visits over three years. Once implemented, ETIAS could reduce border checks and delays such as those seen at Dover this summer.

The **EES** (Entry/Exit System), the other Smart Borders system, is still expected in May 2023. This will replace manual stamping of passports with an automated system to record personal, passport and location details.



## Satellite comms enter new markets

*Over the past year there have been some interesting developments in satellite communications, including mobile phones with satellite capability and new releases of the Starlink satellite system. RATS has taken a look at what this means for CA members.*

In September 2022 Apple released its **iPhone 14** with the capability of emergency satellite communications. Google is also planning to release a Pixel phone with similar capabilities in 2023. The Apple iPhone can send an emergency text message via satellite when there is no mobile phone or wifi service available. This service is currently only available in the USA and Canada (below 62°N). It is provided using the Globestar, a LEO (Low-Earth Orbit) satellite system originally deployed between 1999 and 2000. The service is not available over the open ocean because it relies on communication from the handset to the satellite and then to a ground station. So if you are too far out to sea, you will not be close enough to a satellite link to a ground station. Given its initial restriction to North America, it may not be of much current use to the majority of CA members.

The more interesting news for cruising sailors is the availability from last summer of the **Starlink RV** (Recreational Vehicle) service, offered by Elon Musk's Starlink satellite company. Starlink RV uses the rapidly-growing constellation of low earth orbit Starlink satellites. There are about 3,000 satellites in service but Starlink has plans to increase this to 12,000 satellites.

As its name suggests, Starlink RV is designed for land users, but will work for maritime users within the coastal waters of North American and Europe (up to about 57°N). The system, and the contract with Starlink, require you to be stationary to use it; however you can use it in one location one day and another location the next. The list price for the Starlink RV system is £584 and the monthly fee is £95. For that you get an impressive 50-100Mbps download bandwidth; see [www.starlink.com/rv](http://www.starlink.com/rv)

At the upper end of the market, Starlink has also introduced its **Starlink Maritime** service for cruise ships and superyachts. This is currently available in coastal waters of the USA, Canada, and Europe (up to about 57°N) but will be expanded globally to

latitudes between about 16°N and 57°N at the end of 2022. (The open ocean coverage is dependent on inter-satellite optical links between the Starlink satellites becoming operational.) The initial service is very expensive, about \$10,000 for the dual-dish terminal which delivers up to 350Mbps download bandwidth, and \$5,000 for a monthly subscription. So it's not likely to be adopted by many CA members! For more details see [www.starlink.com/maritime](http://www.starlink.com/maritime).

RATS' view is that neither the addition of satellite capability to mobile phones, nor the increased coverage of the Starlink system, offer any improvement to satellite communications under passage when one primarily needs access to weather and routing information. Existing services such as Iridium still deliver the best option.

A useful upgrade to maritime satellite communication services uses the Iridium Next satellites, launched in 2017 to 2019. These provide the platform for **Iridium Certus**, which delivers a data service capable of up to 704Kbps of bandwidth. Terminals for this have started to become available over the last two to three years, including the Cobham Sailor and the Bluesky Network Skylink 6100. For long-distance cruisers, the latter may replace previous-generation data terminals, such as the Iridium Go, as it offers increased bandwidth (88Kbps download instead of 2Kbps) and is priced at about £2,500 per terminal with a range of bandwidth packages available.

Robert Sansom



*Neither the iPhone 14 (above) nor the Starlink RV (below) offer any real improvement over Iridium services*



## How to dispose of flares under industry-led scheme

In 2021 the MCA (Maritime & Coastguard Agency) carried out a consultation on the disposal of expired pyrotechnics (flares), and this year it provided its response. Now Marine Guidance Note 687 gives guidance on how recreational boaters can dispose of flares.

The disposal service offered by the MCA at most Coastguard stations will finish at the end of December, 2022. This is being replaced by an industry-led scheme for the disposal of flares by third parties. So the MCA is relying on the private sector to ensure safe disposal of flares.

Until the end of 2022, CA members may be able to dispose of their expired flares at local coastguard stations, but check with them first. After this you will need to find a commercial disposal service, which can be found on the Environmental Facilities Map on the Green Blue website published by the RYA and British Marine - see [thegreenblue.org.uk/environmental-facilities-map](http://thegreenblue.org.uk/environmental-facilities-map). The typical disposal fee is £2-3 per flare.

Currently, few businesses offer disposal but British Marine expect this to increase over time. There are no facilities listed on the east coast between Lowestoft

and Fraserburgh, and none in Northern Ireland. And, if you live on an island, don't forget that you often can't transport flares on commercial ferries so you will need to transport your flares to the mainland in a private boat.

Of course, if your pleasure vessel is less than 13.7m long, you can avoid problems by not carrying flares in the first place and relying on other alerting mechanisms, including VHF radio, EPIRBs or PLBs, and EVDS devices (electronic flares) instead.

Robert Sansom



# Fire safety on small craft



Photo: A.Davey/Flickr

## Nigel Robinson and Rick Ballard look at ways to prevent and deal with fire on board

Fire safety on a boat is far more important than say in a car or a motorhome as it is more difficult and far more risky to abandon in most circumstances. You cannot just step outside and leave it to the fire brigade. The key to this, as in most safety issues, is to think through the risks and practicalities and put in place as much mitigation as possible. You should work through in detail how to prevent a fire in the first place but then how to fight it if the worst happens.

When considering this article we thought about our own boats but also consulted a retired senior fire officer who has years of practical fire fighting to give a much more thorough and factual approach. Some of his points were simple and obvious but we had not previously considered them.

If you want an idea of what a fire in a boat is like, see the *Yachting Monthly* Crash Boat Fire video at [youtu.be/aL\\_VdzjM-24](https://youtu.be/aL_VdzjM-24)

### Requirements

Basically, there are few legal requirements for small craft unless you are on canals or have a boat coded for charter. The Recreational Craft Regulations (RGR) for pleasure vessels do not have any statutory requirements for life saving or firefighting equipment for vessels under 13.7m length, but common sense tells us that we should have some form of fire-fighting equipment on board. The Merchant Shipping Regulations 1999 allow an exemption (dated 12 Sept 2007) which requires vessels under 21.34m to have two extinguishers, and if they exceed that length you need three.

This seems to be a good starting point in most moderate sized recreational craft. But think it through: what types of warning systems and fire-fighting

apparatus should you have on your boat, and where should they be located? Also, what have you done or planned for in order to mitigate the risks of a fire occurring?

### Causes of fires on boats

Statistics are difficult to obtain but some were provided by the Marine Accident Investigation Branch (MAIB). It is not a requirement for them to be notified of all accidents on small vessels, and rarely do they record near-miss data, but they have provided us with 10 years of their recorded data for vessels under 15m experiencing fire or explosions. Some years appear to have had only very serious accidents recorded. Only 2020 and 2021 appear more complete so we have used these to gain an idea of the typical causes. The last fatality was 2018 and no boats are recorded as sinking from these causes in 2020, but four sinkings were recorded in 2021.

The vast majority of incidents involve **engine fires** or fires in the engine compartment. Most of these appear to be with diesel engines, not surprising perhaps as there are far more boats using this form of fuel. There were some fires started during filling tanks (mainly petrol) but most were with engines running, including overheating turbos and exhausts. Ancillary electrical issues in

an engine bay were also recorded. Some were recorded as occurring in marinas and moorings on start up.

One **diesel heater** fire is recorded and we know of several similar near misses. Heaters are often situated in small lockers and can quickly overheat if a fault occurs.

**Gas** was surprisingly low on the list; maybe it's such an obvious danger that people take extra care with it. However, changing bottles with a naked flame close by appears in the MAIB records.

Closely related are the risks associated with **petrol** for four-stroke engines and storage of petrol in cans, but again these risks are relatively clear to most people. However, pouring petrol with naked lights nearby was recorded.

We were surprised at the low number of **cooking fires** and we are sure there are large numbers of near misses not recorded anywhere.

**Electrical fires** were an important group. A couple of fires were associated with **shore power issues**, so it is important to understand the risks of a high-voltage, frequently-disconnected system. Many were battery-related: there is a lot of energy in a battery bank. Several times inadvertent shorting of cables was recorded. Complex installations with high-capacity **lithium batteries** need special consideration, as once a fire takes hold it is extremely difficult to extinguish. LiFePO4 batteries are considered safest (see *Yachting Monthly* October 2022) but check with your insurance company. There is a growing interest in craft powered by electric motors, which need large lithium-iron battery banks. Anyone owning or planning to buy a boat with electric propulsion should certainly consider the fire issues.

MAIB figures for fire on board		
CAUSE	2020	2021
Engine fires	19	21
Gas explosions	2	1
Electrical	3	5
Cooking	-	1
Heater	1	-
Not specified	1	4





## Mitigation

Probably the most effective mitigation measures are **smoke alarms** throughout the boat, wherever there is a significant risk, and temperature alarms on the exhaust system. These should be able to be heard with the engine running and may need additional buzzers and/or lights. A carbon monoxide alarm should also be considered; these do not detect fires but can save lives. The galley is an obvious location for a smoke alarm but cooking can set them off too readily. Positioning is the key.

**Gas alarms** are readily available, cheap to buy, easy to fit and are reliable as long as you can hear or see them with the engine running. Some can be configured to automatically switch off the gas at source if triggered by a fire. Both authors have the gas supply on their boats controlled with a solenoid valve at the cylinder and are thus off unless a switch is activated. Supply "on" is signalled by an unmissable bright red lighted switch beside the cooker.

**Electrical systems** need to be well designed and have **fuses, fuses and more fuses** to ensure overloading does not happen. Fire risk is greatly reduced by installing the correct size of fuse for all circuits. If you are not confident to do this yourself it is worth taking advice from a reputable marine electrician. You should also ensure that you understand your **battery monitoring and charging systems** and that they are correctly set up. If you are thinking of changing to lithium batteries remember that they require a different charging regime.

**Shore power** needs a minimum of a proper RCD consumer unit and checking polarity whenever you attach to a pontoon supply. Cheap plug-in devices are available to help you make this check.

You need to give a comprehensive **safety briefing** to the crew to familiarise them with the systems and particularly the don'ts. This will deal with practicalities, where to escape and also the locations of extinguishers. Some cabins (often the aft cabin) do not have an easy means of escape. On one of our boats the escape

## Fire types

In the UK we recognise six classes of fire. Each needs a different approach.

- **CLASS A** – Fires involving organic solids such as paper and wood
- **CLASS B** – Fires involving flammable/combustible liquids, petrol, grease, oil
- **CLASS C** – Fires involving flammable gases
- **CLASS D** – Fires involving combustible metals
- **CLASS E** – Fires involving electrical equipment
- **CLASS F** – Fires involving cooking fat and oil

*Class E is now discontinued as when the power is turned off or a fuse blows it becomes another class of fire.*

route is via an escape hatch through an aft locker – not much use if the locker is full of gear or secured from the outside!



## The Fire Triangle

A fire needs three elements: heat, fuel, air (oxidising agent). A fire occurs when these elements are present in the correct mixture. A fire can be prevented by removing any one of these elements.

For example, by using a fire blanket on a frying pan fire one excludes oxygen and the fire will go out. However, in bigger fires it is often difficult to cut off the air supply. This is why the recommended practice for an engine fire is not to open up the access covers, but have an automatic extinguisher and/or inject extinguisher material through an easily accessible, small, covered hole. This minimises the amount of oxygen getting into the engine bay.

Once a fire starts some fires are controlled by a fourth element, a chain reaction caused by a major exothermic reaction, which sustains the fire.

## Extinguishing fires

To extinguish a fire, eliminate one of the three elements of the fire triangle.

Boats present a difficult situation for **fire extinguishers**, most of which produce materials which can have adverse effects on the human body. Boat bilges collect spillages and leaks, and hulls are always poorly ventilated. If you let off an extinguisher in a road vehicle, you can

open windows and doors, walk away and leave it to let the residues either settle or ventilate away. This is not possible if a vessel is at sea, particularly in bad weather, and in most cases you need to continue the voyage to a safe port. You need to assess what sorts of fires you could suffer and where, and place suitable extinguishers in these locations. A blue water sailor and a day sailor have totally different situations.

Most importantly, whatever you choose, check the **maintenance requirements** for the alarms, cut-offs and extinguishers and follow them. A dud fire extinguisher could lose you your boat or a life.

A point made by our retired fire officer was – what are you likely to be wearing when you fight a fire? You may be in the Mediterranean in shorts and tee shirt when either an alarm goes off or you realise you have a fire inside the boat. A professional fire fighter would be equipped with a full fire-resistant suit, gloves and helmet with visor, and without these you are at a significant disadvantage. Waterproof sea-going attire is much better than shorts and tee shirt, but it is still not fire-resistant and could possibly go up in flames.

Our fire officer suggests a **fire blanket** is situated by the companionway steps, and a large size one (typically 1m x 1.7m rather than a small 1m x 1m one). You could then protect your full body as you move towards a fire. Fire blankets are cheap and can put out most galley fires and Class A fires and some other classes by excluding air. You should learn how to hold one to ensure you don't burn your hands and keep it in position for an adequate time to be sure the fire will not restart. The positioning of a fire blanket is very important – to one side of the cooker (which may have burst into flames) and away from it. Fire blankets used to smother a fire must be left in place until the area is cool or you may get re-ignition. ➤



Which extinguisher? Left, dry powder, foam and CO2. All can be dangerous in an enclosed boat. Right, the newer fire stick type of extinguisher contains potassium nitrate which breaks down to free radicals in use. Their discharge time is several times as long as a conventional extinguishers so they can be set and left to operate. Thanks to Lalizas & Jimmy Green for images



Smoke can be a major issue in many fires as can low visibility once you have let off a powder fire extinguisher. Both can be very disorientating and can develop fast. Make sure you know the direction of escape before you use it.

### Types of extinguisher

There are five different fire extinguishers for different fire types. The contents of most of these are not pleasant to breathe into your lungs, even if not toxic.

- Water
- Foam
- Dry powder
- CO2
- Wet chemical
- ...plus the new Fire Safety Stick types being sold by internet chandlers.

**Water** is underestimated, and those with water mist are very effective in Class A fires. They are also effective with most electrical fires as they do not conduct the low voltages found on most boats. They reduce temperature very efficiently, and break the fire triangle by removing heat.

**Dry powder** extinguishers are widely kept on boats because they are cheap and versatile, and are still recommended in most recreational craft sailing manuals. They can be used on fire Classes A, B and C. However, when activated they drastically reduce visibility in the confines of a cabin causing disorientation, and make a great mess. The mixture is mainly mono-ammonium phosphate and ammonium sulphate, which are not toxic but can be a significant lung irritant, and the powder will be very difficult to clean up at sea. Watch the *Yachting Monthly* Crash Test Boat video to see one going off in a cabin and in an engine room. Dry powder extinguishers can be used in engine compartments and automatic versions are available. They work by smothering the fire but beware, the

area can remain very hot afterwards and reignite. Also the powder can severely damage an engine if ingested through the air intake.

Several types of **foam extinguisher** are available but the most suitable is probably AFFF (Aqueous Film-Forming Foam) and these are widely available for use on fire types A and B plus vapour suppression. They smother the flames and restrict air much more effectively than powder. They could be used in an engine compartment. The long-term effect on the human body is not thoroughly researched, although they are in common use. The foam is extremely messy to clear up but is very effective at extinguishing a fire.

**Carbon dioxide** extinguishers displace air/oxygen and are very loud when activated within the confines of a cabin. CO2 is heavier than air, so gas will collect in the hull and bilges and there have been several fatalities recorded in small fishing vessels from CO2 suffocation after engine room fires.

We do not recommend **wet chemical** extinguishers on a small craft. They are generally used in commercial kitchens.

In the past, automatic engine extinguishers in engine compartments often used **Halon**, banned in UK and Europe because it depletes the ozone in the atmosphere. Halon has been replaced with **Clean Agent**. Both are fire suppressants using inert gases which flood the engine compartment, displacing the air without leaving residues to clean up. When specifying one you need to know the volume of the compartment to flood with gas. They, like CO2, are very difficult to clear out of the hull and bilges having displaced the air, and unfortunately many accidents and fatalities have been recorded with their use. In an industrial setting they have early warning systems to abort their use but in a small boat with poor ventilation they are problematic.

One aspect not appreciated by most people is the **short discharge time** for

all the above extinguishers, especially the small 1kg and 2kg versions most of us install. Even a 3.5kg powder extinguisher only lasts for about **12 seconds**. You need to be very effective in its use and few of us will have ever used one in anger.

Finally, the new type of extinguisher generally called a **Fire Safety Stick** or similar have been around for several years and are sold as having a 15-year life with no maintenance. They can be used on Fire Classes A, B, C, Electrical and F and have exceptional discharge time of between **50 & 100 seconds** (dependent upon size). They are stated to be non-toxic and environmentally friendly. But they don't fit into fire fighting norms, so standard testing has not been carried out.

The content is potassium nitrate which breaks down to potassium free radicals and nitrogen. The potassium radicals react with the oxygen in the air to break the Fire Triangle, forming a small amount of fine powder and nitrogen, an inert gas and the main constituent of air. The same chemistry is used in large computer buildings. You could start the stick going and leave it in the cabin without needing to point it or spray it. The downside is it removes oxygen from the air in the cabin and could asphyxiate. Our fire officer says he would certainly have one on board because of its versatility, long life and long discharge time.

At the end of the day it is your choice as skipper. Following our discussions and research we have completely changed or are planning to change the extinguishers we have on board and how we would approach any fire. The main thing is to think through various scenarios and assess the risks on your particular boat in the conditions you sail under. Also remember maintenance of alarms and extinguishers. If you know *why* you made your choices you are far better placed to avoid a fire, mitigate its effects or to fight one and extinguish it early before it gets a hold.





# Orca watch update

## John Burbeck describes how intelligent orcas have been changing their habits and disrupting attempts to monitor them

Orcas are extremely intelligent, learn from each other, work together well in groups, and judging by their behaviour this year may be able to read the minds of the CA and GTOA Orca Project Team members. We had planned to get detailed reports of interactions with orcas off the Iberian coasts and then compare them with the same details from experiences of crews that travelled through the worst affected areas without suffering an interaction (“uneventful passages”).

Using data from 2020 and 2021 we identified the areas where we expected the highest concentrations of interactions to be for each month of the sailing season, and asked for reports from those areas, starting off with the area east of Cadiz then moving west and north to end the season off Finisterre in October. However our carefully prepared survey required attention when the orcas conspired to ruin our plans!

In July 2021, 35 interactions were recorded east of Cadiz and only five others, four being off Galicia and one in the Bay of Biscay. In July 2022 we requested uneventful passage reports in this area; however, only one interaction was recorded east of Cadiz and 15 were recorded between the west coast of Portugal and into the Bay of Biscay. The tuna fishermen in the Cadiz area reported plentiful tuna and yet a very unusual lack of orca sightings. The unusual location pattern of interactions continued throughout the season. In one interaction during August, a Norwegian yacht suffered serious damage only 90 miles southwest of the Scilly Isles. So we had to **change the uneventful passage survey area** from time to time as the orcas moved in this new pattern.

Even though they caught us out, we were able to publicise the changes to the survey effectively, predominantly using the Facebook groups that have been formed to track and discuss orca interactions. The “Orca Attack Reporting” group has increased from around 4,000 members to over 20,000 during the summer, showing the level of concern about this problem.

Working with the marine biologists at GTOA we have gathered plenty of useful information about orca behaviour. We have detailed reports of nearly 90 incidents and 220 voyages that were incident-free. The CA orca project quickly became the principal place to submit reports. The platform allows anyone to view every individual anonymised report, which includes all the skippers’ comments. You can also see the comparative data which sets interaction and uneventful passage data side by side (see [www.theca.org.uk/orcas/reports](http://www.theca.org.uk/orcas/reports)).

What are the key points? Two yachts sunk, many seriously damaged, several of which were taking on water, but also several yachts had inquisitive visits from the orca, but no physical contact.

A body of evidence showed that **reversing the boat** worked either to reduce the duration of orca interactions and/or to reduce the damage. This is thought to be because they are only interested in the response that bumping rudders creates, and they cannot swim backwards. They occasionally hit the bows of reversing boats, presumably either out of frustration or searching for a rudder.

With our encouragement, our collaboration partners at GTOA lobbied both Spanish and Portuguese authorities

Reports of interactions up to October 2022 include one only 90 miles from the Scilly Isles



to advise them that orcas would not be harmed by slow and steady reversing and as a result of this and subsequent discussions with Associação Naval de Lisboa, the Portuguese authorities approved reversing as a tactic and it is now included in the Safety Protocol.

Together with the GTOA we are lobbying the Spanish authorities to get it approved for Spanish waters as well. At present their advice is still that all motoring in reverse in the immediate presence of orca is illegal because of the risk of injuring them as a protected species.

A small number of comments within interaction reports have testified that **sudden loud noises** have sometimes frightened the orcas away. Popular opinion had suggested that the **noise of an autopilot** in operation might attract orcas from distance, but a pattern in the comparative data is emerging to show that an interaction may be *less* likely when the autopilot is operating. So does the noise of the autopilot sometimes deter rather than attract an interaction? With the numbers to date we cannot say this with confidence, but turning the autopilot off does not appear to reduce the chance of an interaction.

The benefits of **pingers** have not been proven. At the beginning





Two recent reports on the CA website



Government did not put any navigation restrictions on yachts in their waters.

of the season there was a lot of debate about their use and although it was suggested in social media that they are harmless, it remains illegal to use them without license (at least in Spanish waters). Several yachts carried them on board, but no one has reported using them on an uneventful passage. However, there *is* a report of a yacht using a pinger being attacked and damaged. Because orca use their sensitive hearing to identify activities from many miles away, the use of a pinger may make them more aware of a yacht's presence. So the jury is out on whether they are effective.

Scientists believe that pingers can affect the hunting behaviour of orcas, preventing them from diving as deep or for as long in search of prey. Temporary or permanent hearing damage is also possible. One manufacturer has produced a **pinger specifically for orca interactions**, operating at a different frequency range and a lower energy level (volume) from the one most commonly used. It may still require licensing before being deemed legal to use.

Early comparisons between uneventful and interaction reports reinforce the view that this is largely a problem for **sailing yachts** (98%) rather than leisure

motorboats (1%) and fishing boats (1%), although small fishing boats have suffered and may have less awareness of the reporting project. Keeping very close to the shore and in **shallow water** seems to work: 13% of interactions in water up to 40m deep as opposed to 49% of reported uneventful passages occurring mainly within this depth. Only one interaction was recorded in a depth below 20m. Avoiding **black antifouling** and using Coppercoat appears statistically safer.

At this stage there is no clear evidence whether sea state, wind strength or depth sounder use have any effect.

Through this work we can also show that some actions are *not* attracting the orca to interact with yachts. Earlier this season there was a suggestion that towing a fishing line (trolling) might encourage an interaction. After contacting all the skippers who reported having an interaction we were able to find no evidence to support this idea. But we still do not know what is prompting the orca to interact with yachts as they do.

The good news is that unlike in the last two years, this year the Spanish

There is evidence from the many positive and grateful comments from yacht skippers in reports, emails and on social media that they appreciate the work the Cruising Association and GTOA are doing to try to help crews avoid interactions, and reduce the damage caused if they occur.

As this is written the season is coming to a close and there are likely to be only a few more interactions. We will spend the winter analysing the data and comments that we have collected from yacht crews travelling through the affected areas to see if there is any other advice we can provide.

We will also strive to build even stronger relationships with the authorities in Spain and Portugal, to better understand the work they are doing. We have heard about plans to tag a few orca to track their movements and also possibly some research into the effectiveness of Oikomi Pipes which are used for keeping orca away from oil spills.

Finally, we will have a publicity plan in place before the beginning of the season, as we are still hearing of crews that are not fully aware of the risk from the orca in these waters.



## Dealing with dead seabirds

In some parts of the UK a large number of dead seabirds were reported during summer, and once again domestic poultry are being enclosed because of the risks of bird flu. Defra (the Department for Environment, Food and Rural Affairs) has issued the following advice on reporting dead wild birds:

**Do not touch or pick up any dead or visibly sick birds that you find.**

Call the Defra helpline (03459 33 55 77) if you find:

- One or more dead birds of prey or owls
- Three or more dead gulls or wild waterfowl (swans, geese and ducks)
- Five or more dead birds of any species

Defra then collects some of these bird carcasses and tests them to help understand how the disease is distributed



Photo: Peter van der Sluijs/Wikimedia

geographically and in different types of bird.

Calls to the DEFRA helpline about dead wild birds are triaged and not all birds will be collected. The criteria for which birds are collected are adjusted to increase or decrease the sensitivity of surveillance.

Wild birds are susceptible to a range of diseases and injuries and not all dead birds have been infected with avian influenza. To find out more, read the advice on Defra website at [www.gov.uk/guidance/avian-influenza-bird-flu#wildbirds](http://www.gov.uk/guidance/avian-influenza-bird-flu#wildbirds)



## End of year deadline for boat safety marking – could it affect you?



Now it has left the EU, the UK has had to recreate its product safety laws, formerly encompassed by CE (Conformité Européenne) marking. This has implications for the import of secondhand vessels.

After 31 December 2022, owners who repatriate a boat to the UK must demonstrate how they satisfy, or are exempt from, the UKCA (United Kingdom Conformity Assessment) legislation. Most will be able to point at past history and self-certify. But, as with VAT, there are awkward examples who get caught. Sadly there remains great uncertainty; there is little clarity on how this will work.

CE marking for yachts is covered by the UK Recreational Craft Regulations 2017, implementing the 2013 EU Recreational Craft Directive. For **new products** a new regime, the **UKCA Mark**, is to come into force from 1 January 2023. This will apply to all new yachts, though for now the requirements will be identical to the CE mark that it replaces.

Unfortunately, certification against these standards is required on “first putting into use in a territory”, and the UK is now a separate territory from the EU. Thus boats first **brought into this country after 31 December 2022** may also need to demonstrate how they satisfy the standards. If they cannot, they will need to be assessed by a professional (probably against the latest version of the standards) and have any deviations corrected. This could prove costly in both professional fees and remedial works.

We understand that many categories of yacht will qualify automatically, though the guidelines are still unclear. We believe that CE-marked boats that have ever been sold in the UK, those in use in the UK before 1 January 2021, and those put into service in UK before the CE regulations came into force in 1998 will all be covered under new UKCA certification. Likewise, CE marked boats situated in EU on Brexit Day, previously sold in EU, and those pre CE marking will

be covered by EU CE certification.

Problems may arise for post-1998 boats that have never been used in the UK and were outside UK on Brexit Day. These could need a formal assessment if they are first brought back to UK after the end of 2022. If you fall into this category, you should consider whether it is sensible (and viable) to bring the boat to the UK before the 31 December deadline. But if your boat remains in warmer climates, it will not matter until you come to sell.

RATS and the RYA are continuing to engage with BEIS (the UK Department for Business, Energy & Industrial Strategy) who are responsible for this, to try to get more clarity, and whether the deadline might be extended. We will publicise any further clarity on the situation when we have it.

Richard Ritchie



**Set sail for a  
life-changing  
Tall ship  
ADVENTURE!**



3D-printed items on board. From left: rope tidy, battery holders, torch and divider holders, cutlery dividers



# Do you need a 3D printer on board?

If you've ever paid a silly amount for a replacement instrument cover, you can probably see the appeal of a 3D printer. **Boyd Goldie** is so convinced that he now carries one on his boat

My first encounter with 3D printing was in my work as an orthopaedic surgeon. I wanted to print models of fractured bones to help me plan the operation to fix them. There were commercial services available, but these were expensive and also took weeks to produce a model, whereas I needed it the next day. I found open source software for creating the virtual model; a company called Ultimaker offered me a 3D printer to prove the concept (with no commercial agreement). I succeeded in printing high-quality bone models within hours of the patient having their scan.

I wondered what else I might create with the printer. Making items for our boat seemed obvious. However I needed to learn CAD – Computer Aided Design. I started using software called 123Design but then moved on to **Autodesk Fusion 360**. Fusion 360 is free for non-commercial users. It is powerful software but once mastered, is quite easy to use.

## What is 3D printing?

3D printing is *additive manufacture*, in which you start with material and build

it up to form a solid. This is the opposite of *reductive manufacture* where you start with a solid and remove material to get the shape that you want – such as milling or using a lathe.

Desktop 3D printers use FFD – Fused Filament Deposition – to create the solid. The filament comes on a reel. It is fed through the very hot print head (200°C) where it melts and is extruded on to the print bed which is generally heated to around 90°C. The print head nozzle is commonly 0.4mm and the layers that build up are each 0.2mm thick.

## Materials for printing

There is an increasing variety of materials for 3D printing. The commonest and least troublesome to use is **PLA**, which is a form of cellulose. It creates a very hard model but is not good for items that will remain outdoors.

I use **ASA** (acrylonitrile-styrene-acrylate) for items that will live outdoors as it is UV and weather resistant. It is slightly less forgiving to print and needs a hotter print head and hotter heated bed than PLA.

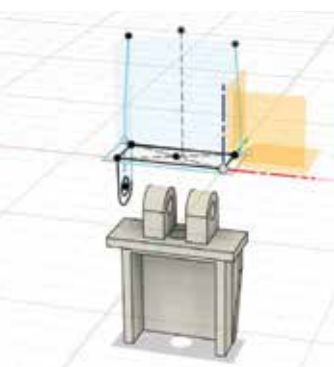
I have also used a **flexible filament** to make rubbery components and **wood-impregnated PLA** to make components that look (and smell) like wood.

One of the challenges of 3D printing is getting the filament to stick to the print bed as it is being printed, and then to be able to get it off the print bed once complete. There are a variety of ways to solve this. I currently use a flexible build plate and a special glue that is sticky when warm, but not when cold, called **Magigoo**.

## Printers and costs

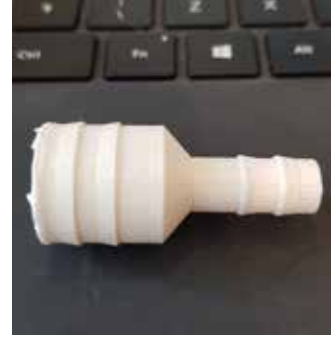
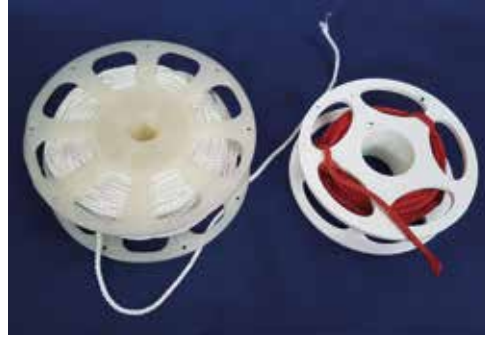
Printers vary in price. I now own an **Ultimaker 3** which costs about £3,000 and also an **Ultimaker2Go** which I bought on eBay for £450. A reel of filament costs about £30. Each model may only use £1 of filament but the cost varies with size and also how many prototypes I make before I get to the final model.

Prints can take 10 minutes for a very small item but over 24 hours for the biggest items.



From left, Fusion screenshot showing sketches and 3D object; Ultimaker 3 and Ultimaker2Go 3D printers, with reel of filament in between; Cura screenshot showing model in virtual printer





Above, from left: fan insert for dorade; spinnaker pole rest, showing broken original and the replacement; reels for small lines; hose adapter. Below: wine box caddy; knife holder at helm; rigging screw protectors



## Production process

The process for producing a model using Fusion 360 has several steps. It tends to start with a two-dimensional sketch, which you build up to create your 3D model. If I am reproducing something that is broken, I take as many measurements as I can to "draw" the object. One clever feature is that after the design is complete, one can go back to change a single dimension and the model then reconfigures to adapt this new measurement.

Once the model is designed using Fusion 360 the printer needs instructions on how to produce the model. Open-source software made by Ultimaker called Cura generates G-code, widely used in computer-aided manufacturing, which is "understood" by the printer.

As with all new skills, there is a learning curve to becoming proficient with Fusion

360. Similarly, dealing with the printer can be frustrating at times as the technology is not yet "plug and play".

Over the past six years I have made many different things. Some replaced items that were broken, such as the spinnaker pole rest and the instrument covers. Many items have been created after I thought "wouldn't it be nice if I had a...?"

## 3D printing on board

This summer I took my small Ultimaker2Go printer on board. It runs off the inverter and can print while we are sailing, as it is unaffected by the movement of the boat. It has proved to be so useful that even my sceptical wife now agrees that it was good to have on board.

This season I have printed :

- Instrument covers for me & a friend
- Cockpit speaker covers
- Hinges for saloon blinds

- Supports for fridge drip tray
- Hanger for dividers
- Toothpaste/toothbrush/razor holder for the heads
- Hooks for heads' door
- Part of Hela fan knob for a neighbour when moored in Turkey.

As I write this on board, the printer is busy producing a new hook for the back of the cabin door!

## Is it worth having?

So can a 3D printer be useful for a boat owner? Absolutely. Is owning a 3D printer cost effective? That is harder to answer. As with a lathe or a CNC mill, the hardware is not cheap, but in the overall scheme of the cost of boat ownership, I think that it is worthwhile

- Boyd has made a **video showing how to use a 3D printer**, which you can view at [https://youtu.be/\\_6D2I38-pL8](https://youtu.be/_6D2I38-pL8)



From left: toothbrush, toothpaste and razor holder; shampoo holder; keyrings that float

Boyd Goldie is a recently retired orthopaedic surgeon. He sails his 2001 Oyster 49 with his wife Debbie. They have sailed throughout the Mediterranean and are currently based in Lefkas, Greece. He admits to being quite "techie" and has been an early proponent of 3D printing in his work and now for boat ownership.



# Sailing with a Super Zero

**Graham Ellison** was the winner of last year's winter draw prize, a Super Zero light-wind sail from Crusader. He was thrilled to win it, and even more thrilled when he rigged it on his Super Seal 26



If I win anything, it's always one of the consolation prizes: When I was about 12 years old, I entered a competition whose first prize was a Caribbean holiday for the whole family. You could enter as many times as you liked, as long as you enclosed with each entry the requisite number of wrappers (five if I remember rightly) from the chocolate bar whose manufacturer was running the promotion, and composed a catchy slogan outlining, in no more than ten words, why you liked the chocolate bar so much. As it happened, my family had been brought a huge box full of the chocolate bars in question by a visiting distant relation, so we managed to put in an awful lot of entries, confident that our sacrifice in forcing down industrial quantities of confectionery and wasting hours composing ludicrous slogans would eventually be rewarded with a week of sandy beaches, palm trees and trade winds. All we won was one of the several hundred consolation prizes, a board game called "Buccaneer", which I think might still be gathering dust somewhere in my attic. Then there was that Saturday I actually managed to complete the *Telegraph* cryptic crossword

and send it in on time, which brought me not the pen but the notebook, so over the years I have grown accustomed to the simple fact that I am destined never to win the main prize. Until now...

## *Did I remember entering the prize draw? The truthful answer was no... but it came back to me*

The phone rang while I was waiting to go in to see the dentist. Did I remember that prize draw I'd entered, Lucy asked. Actually the truthful answer was no, but as the call went on, it came back to me: Yes, I had indeed put my name in the box at the Southampton Boat Show the previous September, not really giving it a great deal of thought because I was too busy chatting to the lovely folk on the Cruising Association stand. Sure enough, it seemed that I'd only gone and won it, and that Crusader Sails would soon be in touch to start making arrangements to get my boat fitted up for two thousand quid's worth of cruising Code Zero. Still in something of a daze when I got home

from the dentist, and not because of the anaesthetic, I thought I'd better find out what I'd won... In no time at all, Crusader's website had enlightened me with a nice write-up and a short video, my eyes growing wider by the second as I realised what a terrific prize this was. It got even better when I spoke a few days later to Crusader's founder Paul, who pointed out that for a boat the size of mine, the sail itself wouldn't actually be as much as that, but since £2000 was the value of the prize, they'd throw in some extras until they got to the appropriate amount. *Tiptoe* would need, for example, a retractable bowsprit from which to fly her new Super Zero.

By July, the sail was ready. I had a week of leave that month, and had hoped to take advantage of it by sailing *Tiptoe Too* from her mooring in Chichester to Crusader's home waters in Poole Harbour for the various fitting works to be done there. Not that they needed me to do that, but it just seemed like a fun thing to do. Unfortunately the southwesterly Force 6 which prevailed most of the week had other ideas, conspiring to prevent my escape from the western





Graham (centre) officially accepts his prize from Paul Lees, founder and principal of Crusader Sails, watched by the CA's Lucy Hyslop, at the 2022 Southampton International Boat Show

Solent, but Crusader, bless 'em, juggled things around and dispatched Mark (not merely an expert bowsprit installer but, I have later learned, a gifted yacht-racing tactician) to Lymington for the few hours it took to do what he had to do.

Incidentally, my enforced stay in Lymington did me a favour and taught me a worthwhile lesson: Over the years, I had got into the habit of staying one night in a particular location and then moving on the next day – If it's Tuesday, this must be Beaulieu, so to speak – and my unexpected few days in Lymington forced me to take the time to explore, getting to know some of the lovely coastal paths between Lymington and Hurst Castle, to say nothing of the delights of the Gun Inn in Keyhaven!

I have now had the chance to sail with

my prize for a while, and I am absolutely delighted with my Super Zero: It's a doddle to furl and unfurl, easy to handle, extremely good fun, and confers terrific light-wind performance. *Tiptoe*, being a Super Seal 26, is no slouch, but even she accelerates quicker and sails faster. In the end, the extra bells and whistles I ended up specifying took me a little over the £2000 prize value, but knowing how much of a prize I'd won, it was no hardship to hand over the small surplus.

As I write this, the Southampton show is once again in full swing and it has been 12 months since I wrote my name on a piece of paper and dropped it into a box on the Cruising Association stand. A fateful day: My years of not winning the main prize are over. I'm off to buy a lottery ticket!



## Tiptoe Too and me

As a youngster I crewed for my dad on the variety of boats he owned over the years: Enterprise and Mirror dinghies (both of which he built himself, the latter in the front room of our then house in Twickenham), then a Kinsman (the-lifting keel version of the Yeoman dayboat), and finally the Contessa 28, moored in West Mersea, which was the last boat he owned before he left us to sail over the last great unknown horizon.

It is fair to say though that while I enjoyed the sailing, my attention – especially when sailing either on the Thames or more frequently on Queen Mary reservoir near Staines – was rather distracted by the succession of airliners passing overhead on their way to or from Heathrow. It was on those that I would make my career: I have flown Virgin Atlantic's aeroplanes for 30 years, 25 of them on the 747 including 20 in command, and since 2016 as a captain on the Boeing 787 Dreamliner.

While I concentrated on my flying career, I didn't sail for a good many years. But while spending time on a Caribbean beach on a downroute layover of a couple of days (it's a dirty job, but somebody's got to do it), I found myself watching the little Hobie beach catamarans whizzing to and fro and wondering if I could remember what one had to do to make them go. I promptly signed up for a lesson, much of it duly came flooding back, and the next thing I knew I had signed up for some RYA courses back home and was wandering round boatyards and leafing through sailing magazines looking to see what was for sale.

One fateful day in 2006 I found myself reading for the first time of a boat they called "Super Seal". After some further investigation via the internet, I couldn't find anyone with a bad word to say about the design, and the Seal Association (as it was then) website had a couple for sale. Phoning up



about one particularly nice-looking example of the type lying conveniently close to home, I was answered by a cheery chap who (alone among all the owners of all the boats I had gone to look at) asked me if I'd like to go for a sail. A scant few weeks later *Tiptoe Too* was mine, and happily moored in her new home waters in Chichester Harbour.

Until recently my most regular First Mate was my father-in-law John Langhorne, a Cape Horner who was among the crew of GB2 when she won the Financial Times clipper race in 1975/1976. Alas he has now had to swallow the anchor, so my sailing these days is almost all single-handed, and predominantly along the UK south coast, largely because of pressure of work. In not many years, however, retirement beckons, and I have many plans, mostly involving Brittany and Scotland. In the meanwhile, membership of the CA keeps the flame of my long-term cruising dreams burning bright!

# Tripping around Sicily

**Richard Crooks & Alix Titley** won the Lacey Trophy for their blog detailing the voyage of their brand new Oceanis 40.1 *Missy Bear* from southern France to Preveza. In these extracts they head from Sardinia to Sicily

## Darkness and Light

7 October, 2021 – Richard

It's much more comfortable to have a strong wind on a flat sea, than the alternative. But we were beggars, with little choice if we wanted to leave Arbatax in Sardinia. The forecast was for a depression to pass through within 48 hours and that would blow all the way past Sicily and beyond for two or three days. There was an open window, and we needed to climb through it.

Elena had agreed to get the yard to put *Missy Bear* back in the water on Monday at 1000. We waited that morning at the hotel and received a text at 0945 from her that the antifouling had not been done!

"Why not?"

"Because I forgot to put it on the work list, but no problem, we can do it tomorrow."

"But we need to sail at 0600 tomorrow, to get to Sicily before the bad weather!"

<Pause>

"OK, we can do it today."

"Great, but when will she be in the water?"

"1430. And we'll do it for free!"

"OK, deal. Thank you!"

So, 1430 came and went, and there was no sign of the travel hoist appearing.

Then at about 3pm, I could see the top of a mast moving behind the trees off in the distance close to the yard. A yacht was on land and on the move. It had to be *Missy Bear*, surely? Half an hour later she was ready to be lowered into the water.

Ricciardo came on board and we had a look at the repairs. Very tidy job. And we already knew that the surveyors had been and checked the works for their report to the insurance company. So, we felt comfortable that all would be well on our next sail: a 175 NM voyage to the south-east. We presented Ricciardo with a toy for baby Alberto.

***Missy Bear was due to be launched at 10am. At 0945 we received a text to say the antifouling had not been done***

Then it was "All hands on deck!" to prepare her for the trip. And to victual her; nothing fancy, just tea, coffee, cereal, milk, water, sandwiches and chocolate biscuits. Off we go, leaving Sardinia behind.

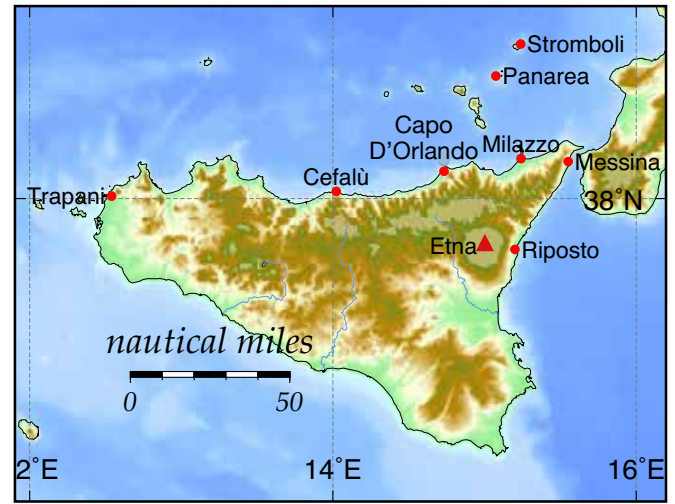
Before the light fell, Alix suggested we put in a reef. It was only a Force 4, but it's better to have a safety margin

when night-sailing. The swell was still a remnant from the previous days' stronger, persistent southerlies and so we had a decent sized sea on the starboard quarter. Alix called me a little later to put in reef number 2, as the wind gusted to 21 knots (F5). She is a good, cautious sailor and we make a good team.

By about 0030 on Wednesday, there was no moon and the sky was a pitch-black shroud punctured by tiny pricks of light of varying lustre. Occasionally, a glow would appear on the horizon. Was it a lighthouse, or town? No, we were 80 miles from the nearest land. Was it the moon about to rise? No, wrong time and wrong quarter. A quick look at AIS provided the answer; a distant cruise ship (*Bonaria*) lit up like a Christmas tree. It would disappear over the horizon in half an hour, as it sped its sleeping passengers at over 20 knots to their next morning port, and the darkness would return.

The only other relief from the black was the dull whiteness of the white horses approaching from the right before slopping against the hull, occasionally showering the helm in a spatter of salty droplets. And the white, frothy, dishwasher melee astern from the wake of the twin rudders.

But then a flash in my peripheral vision...



Capo Milazzo on Panarea where 22 stone round houses have been excavated. Lipari (right) and Vulcano (left) are in the distance. Right, San Pietro, Panarea

and another flash flickered momentarily. A huge cauliflower-floret of a towering cumulonimbus was at one moment invisible and black. And a second later it was lit up briefly from inside like an enormous, organically-shaped light bulb. And then blackness again, as the light switch was flicked off. I watched and waited. This time inside the bubble-wrap cloud was the shape of a man's upper body (head, shoulders, handless arms and torso) in a neon flicker. It was a sign that the weather forecast had been accurate: we were expecting electrical storms way off to the north-east towards mainland Italy, and also far ahead in Sicily.

After 11 hours of darkness on the open sea, it is always lovely and comforting to see the light of a new day gradually blossom. Soon that golden ball of fire would appear, only to be hidden by some low cumulus. Its rays still fanned out from behind them, in a spiked halo. I felt sorry for Alix, as she was off watch and missed it. But it was better for her to sleep after a couple of difficult watches.

We called the port authority to say we were entering the harbour, and by 1230 we were safely parked up in the little family-run Marina Artura Stabile in Trapani. We were both tired and could have done with a long nap, but the weather was great and there was much sightseeing to be done: I had been looking forward to travelling to the ancient settlement of Erice for months.

## The world's first lighthouse 21 October, 2021 – Richard

I was sitting in the cockpit typing this yesterday while anchored just off St Pietro village (on Isola di Panarea) and looking north-eastwards at the oldest lighthouse in the world, sitting about 10 miles away.

It is the shape of a child's version of a volcano and there is a wisp of dark smoke emanating from the top, which is being carried by the gentle breeze in a thin grey band to the south-east. The lighthouse is of course, Stromboli.

This flaming beacon guided ancient mariners who were sailing south searching for the northern entrance to the Strait of Messina. Heikell's *Italian Waters Pilot* informs me that the volcano's night light guided Odysseus towards the twin perils of Scylla and Charybdis guarding the strait.

## Gran Cratere was puffing out white smoke as if a new Pope had been elected

Today, tourists sail at night around to the north-west of the cone to get the best view of the fireworks, but we decided to give that a miss; we will make do with the odd puff of grey smoke from here. And it pretty much puffs away continuously, which is why it doesn't erupt violently from time to time, like Etna.

The Isole Eolie (Aeolian Islands) lie just off the north-east corner of Sicily and comprise seven volcanic islands. They include two active volcanoes, the other one being the Gran Cratere on Vulcano island.

We had motored out of Capo D'Orlando on Tuesday, as there was no wind and the sea was glassy. And we passed to starboard the caldera of Gran Cratere which was puffing out white smoke as if a new Pope had been elected. We headed for Panarea, which mostly screened Stromboli from view.



The steep slopes of the islands are intertwining ridges and valleys where the lava has oozed down like a melting ice cream cornet and then frozen in place. Some slopes look ribbed, perhaps where the rainwaters have washed away rivers of pumice. The brown or grey rock is painted green by the low, shrubby vegetation that clings onto it for dear life. Some of the lower slopes have been terraced for cultivation.

We clambered into *Ursa Minor* [the dinghy] yesterday (Wednesday) and tied her up to the village jetty. If I showed you a picture of San Pietro and asked you where in the world you were, you might possibly say Greece. The houses are rendered and painted white, all the doors seem to be painted blue, the streets are random, winding and narrow. Only tuk-tuks, electric golf-buggies and mopeds impede your progress on foot. There are neither street sign nor signposts; very often your zig-zag way leads to a dead end, and you have to retrace your steps as in some Cretan labyrinth. Bougainvillea, jasmine, olive and citrus trees spill over the walls, with



Above, some of the rocks which have wrecked ships over thousands of years. Left, neolithic houses excavated in Lipari and right, the pots from Capo Milazzo in the excellent Lipari museum



the occasional bakery or simple church.

It is kept very tidy; there is no litter (unlike the rest of Sicily!). And there is a reason. This is the secret island getaway for the super-rich. We did actually walk past a private helipad. There are innumerable lovely, chic but discreet villas, with dry lava-stone walls and immaculately tended gardens. All behind gates with signs saying 'private property'.

Anyway, my mission yesterday was to drag Alix southwards along a coastal footpath to Capo Milazzo. On top of this small yet dramatic headland, connected by a narrow isthmus, is a Bronze Age village dating from the 15th to 13th century BC. Our walk there was lovely. It was a warm, sunny October day. We passed ancient, walled terraces that the locals would have cultivated. We dropped down to a sandy beach and I took off my shoes to paddle along the shoreline. And then we climbed – me barefoot - up the other side of the bay to look down upon our objective. The sea below was a shimmering turquoise and gin-clear.

These people originated from Sicily near Syracuse, and built a village of 22 circular stone huts. One is rectangular and may have been a public building. The archaeological finds include a lot of Mycenaean pottery, which enabled archaeologists to date the site.

The artefacts are kept in the museum on the neighbouring island of Lipari, so

today we set off early and motored across to Lipari to search for the pots. Lipari is the most populated of the islands and has a holiday feel. The bay is dominated by a high citadel with defensive walls and the Cathedral of St Bartholomew atop. We parked *Missy Bear* in a marina at the north end of the crescent-shaped bay, and walked around to the town, which occupies the bay's central point. We climbed the winding streets up to the citadel, and reaching the top near the cathedral, came across an expansive archaeological site showing similar circular stone houses that we had seen on Panarea. I found the ticket office for the museum and paid €20 for two. What great value that turned out to be!

### *In the museum we were immersed in a world of ancient container shipping*

We went into the first museum building and were immediately immersed in a world of ancient container shipping, much of which passed the Aeolian islands en route from mainland Italy and Sicily to the Aegean and Africa. Maybe they used the light of Stromboli to guide them, but not always successfully. Most ships simply intended to pass the islands; many ended up stopping there for good, after meeting an outlying rock.

The ships carried hundreds of amphorae, and archaeologists can tell the date and location they were made by the shape and material of these containers. Many held wines and oils, but amphorae of porous clays would carry dry goods. They were stacked side by side in rows, up to five tiers high, pushed into sand in the

bilges to keep them stable. Gaps were filled with straw and twigs to cushion the amphorae against the boats' motion.

But we still hadn't found the pots. It turns out that we were not in the correct building, so we entered another one and were immersed in amazing discoveries from the citadel of Lipari... but it still wasn't the right building. Finally we were directed to the Minor Islands Prehistory building. Of course! Soon we were gazing upon our prize: a cup on a high stem from which food would be served for communal eating. Some of the stems could be a metre tall.

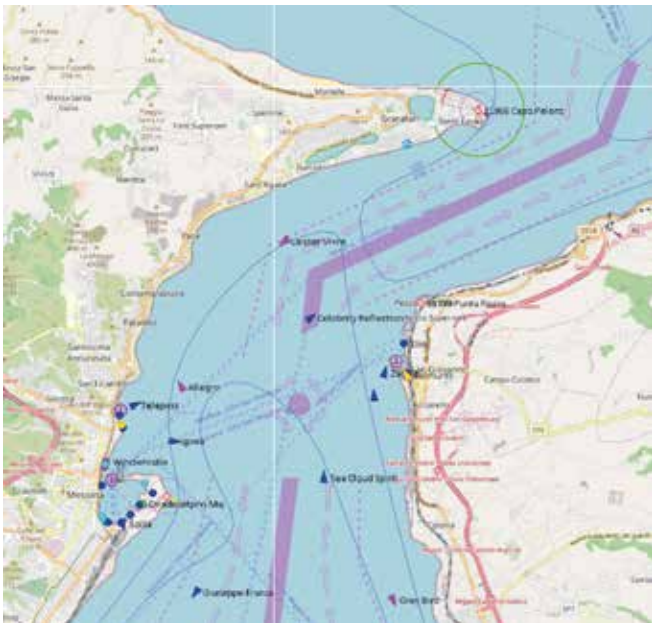
We were amazed at how good and extensive the museum is. There is even another building dedicated to the history or the study of volcanology. But we were "cultured-out" at this point. Everywhere you look in the islands, you are reminded that you are on a volcano that started being active about 260,000 years ago.

### **The Dire Strait of Messina** **30 October, 2021 – Alix**

This part of the trip has given us a few navigation challenges: crossing over from Sardinia; the yet-to-come crossing of the Ionian Sea to Preveza (a good mate is coming out to help Richard do this); and also getting through the Strait of Messina, the narrow waterway that separates the north-east of Sicily from the Italian mainland. When we were little, there was a popular rhyme:

*Long-legged Italy  
Kicked poor Sicily  
Right into the middle  
Of the Mediterranean Sea*

Italy couldn't have been very good at football in those days because it didn't



Left, OpenSeaMap chart of the Strait of Messina, showing shipping channels and vessels on AIS. Above, a fishy tasting platter from Erice

kick Sicily very far. The Strait starts off very narrow at the northern end (barely one and a half miles across), bends westward and opens out to over seven miles wide at the southern end.

The reason that it strikes terror into the hearts of so many sailors is that there are strong tidal streams in both directions, caused by different times of high and low water between the Tyrrhenian Sea to the north, and the Ionian Sea to the south, which can run at up to four knots at springs. A strong wind running with the tidal stream can increase its speed, whereas one running against it can create choppy, uncomfortable conditions. Added to this are sections where you can get whirlpools or eddies, plus it's a major shipping channel up and down with fishing boats and ferries going across, and you can see why it's a section of water to be respected. Odysseus sailed between the whirlpool Charybdis, and the sea monster Scylla. It is generally agreed that it was set in the Strait of Messina.

Richard, of course, has been through the Straits before, and pointed out that the Solent has equally strong currents, strong weather, and busier shipping lanes. In addition, *Missy Bear* is a decent-size boat with a good engine.

Nevertheless we spent quite a lot of time looking up tide timetables and tracking weather patterns. The southerly tidal stream (the *scandente*) starts 4½ hours after HW Gibraltar; we wanted to arrive at the Straits at slack water just before it turned, and preferably in daylight.

Milazzo is a town about three hours' sail from the start of the Strait, so we booked in there for Friday and Saturday, with the intention of heading off early

Sunday morning. We spent the afternoon looking around the Castello on the hill overlooking the town, and got back to the marina late afternoon to find a boat flying the British Red Ensign moored up next to us, with a very British-looking chap on the deck. Of course, we got talking. I think Richard half-wished we hadn't: the couple had set off to get through the Strait, and go on to south Sicily. As they turned to go down into the Straits they met increasing wind and sea swell, and waves breaking over the yacht. Once it reached F7, they decided to return to the marina in Milazzo. Hmm.

### *In the end the sun was shining, the wind manageable, and we decided to press on to Riposto*

We had another look at the weather forecast. Saturday (the next day) was now looking better than Sunday. We decided we would head out, take a look and if we didn't fancy it, also come back. We rang the marina in Messina and booked the Saturday night, and then went out to enjoy a quick drink with our new friends.

Alarm at 0600 Saturday morning. First thing was to check the weather. Windy, our preferred weather app, was showing the wind in the Strait coming from the north-west (which is what we wanted) although other apps showed southerlies – not so good, but such low wind gusts that it wouldn't matter. But you can never really tell, as there are very local conditions there. We got everything ready and were away from our berth just before 0700. As we worked our way along the final stretch of north Sicily, the wind

picked up, and by the time we reached the spit at the north, we had a F5 and were creaming along at 9 knots while double-reefed. Unfortunately, it was a southerly, so would be on the nose as we went down the Strait and would make for a choppy passage. Oh well, the narrow bit is only for two hours. We decided to turn into the channel and see what it was like.

Engine on, most of the sails furled, we turned into the Strait – and the F5 southerly dropped to a F4. Good start. And we still had a knot of current against us, so we had a smooth sea. Even better. We knew the points at which the whirlpools were most dangerous, and Richard pointed out patches of water where he said there would be eddies. But you know what – the sun was shining, the wind was very manageable and we passed pretty houses and scenery.

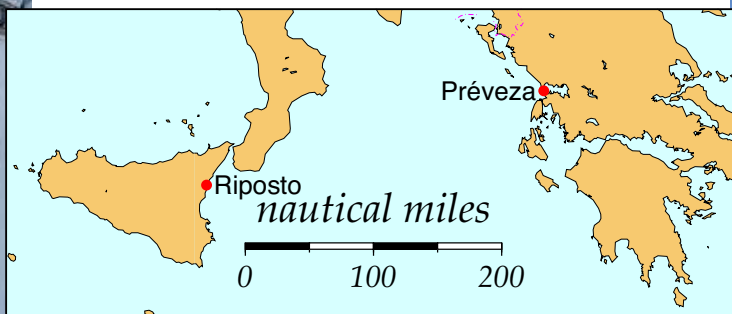
We were careful to stay out of the ship channel, keeping to the passage for yachts. You can incur a hefty fine if you get in the way of a large vessel as they cannot manoeuvre quickly. There are channels for boats going south, and for boats going north. You can only cross from one side to another in one place, and even then, you must radio the coastguard to alert them. A few ferries glided across our path now and then, and a couple of catamarans sailed back and forth, but otherwise all was well. In fact, we reached our planned marina slightly ahead of schedule.

As it was still early, and conditions were still good, we wondered if we should push on to our next port of call - Riposto, from where Richard and Tony will take the boat across to Preveza. We have

# Lacey Trophy: Sicily



Left, volcanic dust on the decks in Riposto, and right, safe arrival at the town quay in Preveza



some parcels to collect from the marina in Messina, but we could hire a car and drive back up. We checked the forecast and rang Riposto – yes, they had room, and therefore we pushed on.

As we made our way down the east coast of Sicily, we noticed that we were accumulating swathes of black dust on the boat. Suffice to say there had been a hefty outburst from Mount Etna that morning.

It was a long day but we were safely tied up soon after our arrival at 1815. A storm came and went on Sunday and we had winds gusting gale F8 forecast through until at least midnight. But at least we were in the marina, not on the sea. I was going to say that the dire Strait of Messina wasn't actually so dire for us after all. But with the wind, and the way all the boats were bouncing around, it seemed the Sultans of Swing had caught up with us.

## The English Skipper's Woman (with apologies to John Fowles) 9 November, 2021 – Alix

Riposto sits at the foot of Mount Etna, and the volcano was going through a particularly active period. We expected the rain to turn the ash into a horrible muddy sludge, but no – the ash itself had the structure of tiny ball bearings which kept their shape and structure even when covered by a few centimetres of rain. Riposto is on a slight incline, and all of the water seems to pour down into the marina area, and within minutes our walk across a damp car park had turned into a paddle across a lake. The rain can turn the ash into a concrete-like structure which can block drains and gutters.

What had seemed like a lovely, buzzing little town on Saturday night had turned into a lovely, quiet little town on the Monday night. Nowhere seemed open, and we had cabin fever from the constant rain. Tony arrived on the Wednesday, and the guys started looking

for a weather window to head over to Greece. However, the storm over the Ionian was still raging away. It was supposed to move southwards but kept popping back up like a yo-yo. In the end it turned out that Monday was the time to leave the safety of the port.



And so to the English Skipper's Woman... I had agreed with Richard that I was not going to stay on board for the 48-hour passage across to Preveza. I kissed him *au revoir* (should that be *ciao?*), and headed

to the airport. Flights to Preveza in Greece had finished for the season, so I flew to Athens on Friday 29 October, and transferred to Preveza on the Saturday. I know the town quite well from previous land-based holidays. *Missy Bear* and crew departed Riposto the next morning, and were in touch until the evening as they got a good signal from the toe of Italy; I was also able to see them on Vesselfinder. Richard estimated an arrival Wednesday morning. They would make their way to the town quay and then Preveza Marina for a few days before heading over to Cleopatra Marina for haul-out.

Non-EU yachts arriving in Greece must have a transit log, valid for up to three years, and once you leave Greece you hand it in. The form is not easy to fill out, and requires visits to the Port Police and Customs department. I found an agent, Malinda, who would help us.... and she also managed to arrange for diesel to be delivered to the quay, so we could have a full tank over the winter.

And so, my day passed as I stood and gazed wistfully at yachts coming up the channel. Early the next morning I kept checking my phone to see if my WhatsApp messages had been read. I realised this was the digital-age

equivalent of the French lieutenant's woman staring out to sea in *Lyme Regis*. Then, at 7am, the second grey tick miraculously appeared. *Missy Bear* was in range of a mobile phone mast. A minute later, up popped a message from Richard – "Good morning". They were two hours away from the channel. Hurrah.

Wrapping my cloak around me (sorry, getting carried away there), I ran to the town quay to persuade local fishing boats to move away from our re-fuelling spot. And as *Missy Bear's* mast appeared in the distance, they packed their nets away and left the quay. Welcome to Preveza, *Missy Bear*.

*Missy Bear continued her adventure in 2022 and is now in Gocek, Turkey. You can read the blog at [rcrooks5.wixsite.com/missybear](https://rcrooks5.wixsite.com/missybear) (2021) and [rcrooks5.wixsite.com/missybearseason2](https://rcrooks5.wixsite.com/missybearseason2) (2022).*



Alix and Richard came to sailing late, but have made up for lost time by chartering in the UK, Greece, Turkey, Australia and Canada and working on flotillas. Alix, an RYA Day Skipper, is known as *Passepartout*, as she sorted out the post-Brexit and Covid logistics, and has been promoted to Rear Admiral. Richard is a (lapsed) RYA Yachtmaster Instructor, and authored the *Skipper's Practical Handbook* (Fernhurst, 2007). Now they are retired, they finally have enough time to enjoy *Missy Bear*, their first boat.



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# Around Britain in a month

**David Temple** sailed around Great Britain in just 33 days, in his Moody 346 *Second Wind*. At 81, he was fulfilling a long-held ambition, but his main aim was to raise money for Parkinson's research following his wife's diagnosis



Headwinds and some rough seas took their toll. The old body was creaking; I must admit I am tired, mentally, and physically, after so many days at sea. The knee hurts a lot, but then having lived in what feels close to a washing machine for weeks, what can you expect if you are an octogenarian? Some fare better, some fare worse. Most people of my age are sitting with their slippers on by the fire watching TV, not dodging windfarms, soaked through, on passage through the North Sea sandbanks at 0400 in the morning.

I was not alone; Andre, my hero shipmate who had been alongside me for more than 2,000 miles, must be equally

tired, and his knee must have suffered since the full-blown knee operation six months ago. I noticed he sometimes had strapping wrapped around his knee...“in pain, never complain”.

It was a challenge, it had been tough, there was a deadline, I had to complete the passage in my Moody 346 by a certain date. I just had to get back. I could not be late. To sail around Britain and take all summer is one of the most wonderful things you can do. It's a life-changing experience: engaging with nature, the rich culture, history, and beauty of this wonderful land. To sail around Britain in three months means short hops and day sailing, allowing time to pause, reflect,

see the sights, allow bad weather to pass through; this journey should not be a race against time. Allowing two months you need to get a wriggle on and include some overnight sailing. But to sail around Britain in one month was a serious challenge for me, especially given our slightly-better-than-walking speed of 5 knots. Other boats could do it much faster.

The family would not allow me to sail on my own, so a great neighbour, Andre Osborne, volunteered. He committed to the whole journey and that was significant, I didn't expect it. Not so young maybe, but as he is a retired Royal Navy officer, Winter Olympian, and RYA Youth Sailing Instructor, I could not have wished for a better qualified mate.

A friend agreed to join us in Dartmouth for the first leg to Scotland, a massive achievement as he too was diagnosed with Parkinson's some years ago. We planned to stop in Troon to take full advantage of the Queen's Jubilee celebrations, a very special week before my grandson and a friend of Andre's joined us. My thinking was that we would then have the skill, local knowledge, and youth to help us sail *Second Wind* around the Shetlands via Muckle Flugga,

## Fundraising for Parkinson's

Why should anyone include sailing around Britain on their bucket list? Because it's there to be done, is the usual answer. I too have an inbuilt desire, but it was not my sole driver; I had a much stronger compulsion than most. My lovely wife of 57 years was diagnosed with a horrible incurable neurological disease called Parkinson's, something that I didn't know much about, nor its profound impact on close family. There is no cure yet and money is needed for research. What better challenge is there than to do something I love, for someone I love.

■ The support for Cure Parkinson's and Parkinson's UK was astonishing, generous and kind. You can make a donation at [www.justgiving.com/davidtemple81](http://www.justgiving.com/davidtemple81) or use the QR code.





## Equipment: no issues, except operator error

*Second Wind* went through a rigorous series of checks during the winter period – much more extensive than usual – including under hull, keel, rudder, rigging, sails, engine, electronics. Attention to detail was helped by a spreadsheet of jobs to be ticked off. This paid off, as we had no issues with the equipment during the voyage other than the one I created. We had left Tobermory when the engine was running very hot. Engine checks are a regular part of the routine and cleaning the raw water filter essential on a Moody 346 as the strainer is so small. I closed the seacock as usual, and forgot to open it again! The impeller was ruined, the spare was useless, so returning to Tobermory was the only option. With the help of a local chandlery, together with Beta Marine engineers, we found and fixed the problem.



Andre fixes the engine in Tobermory

the tricky bit. They planned to depart from Edinburgh, and we were joined by another sailor for the homeward stretch.

With the crew agreed, the plan was hatched. It took just on a year to prepare, using a large Admiralty chart for the overview. Background reading took me back to publications from 2010. I read most yachting magazine articles, tearing the pages out and creating a file for future reference. Considerations included:

- Choosing the right boat; thankfully the Moody 346 was included in the approved list;
- Which way to sail, east or west from Yarmouth;
- The hazards, the tides and the resting places where you can take shelter in the Western Isles of Scotland.

Ken Endeane wrote in *Yachting Monthly* 2014: "The first circumnavigation will probably become simply a maritime reconnaissance mission of the many

magical places that you will want to explore in the future." He was spot on with that comment, certainly in my case.

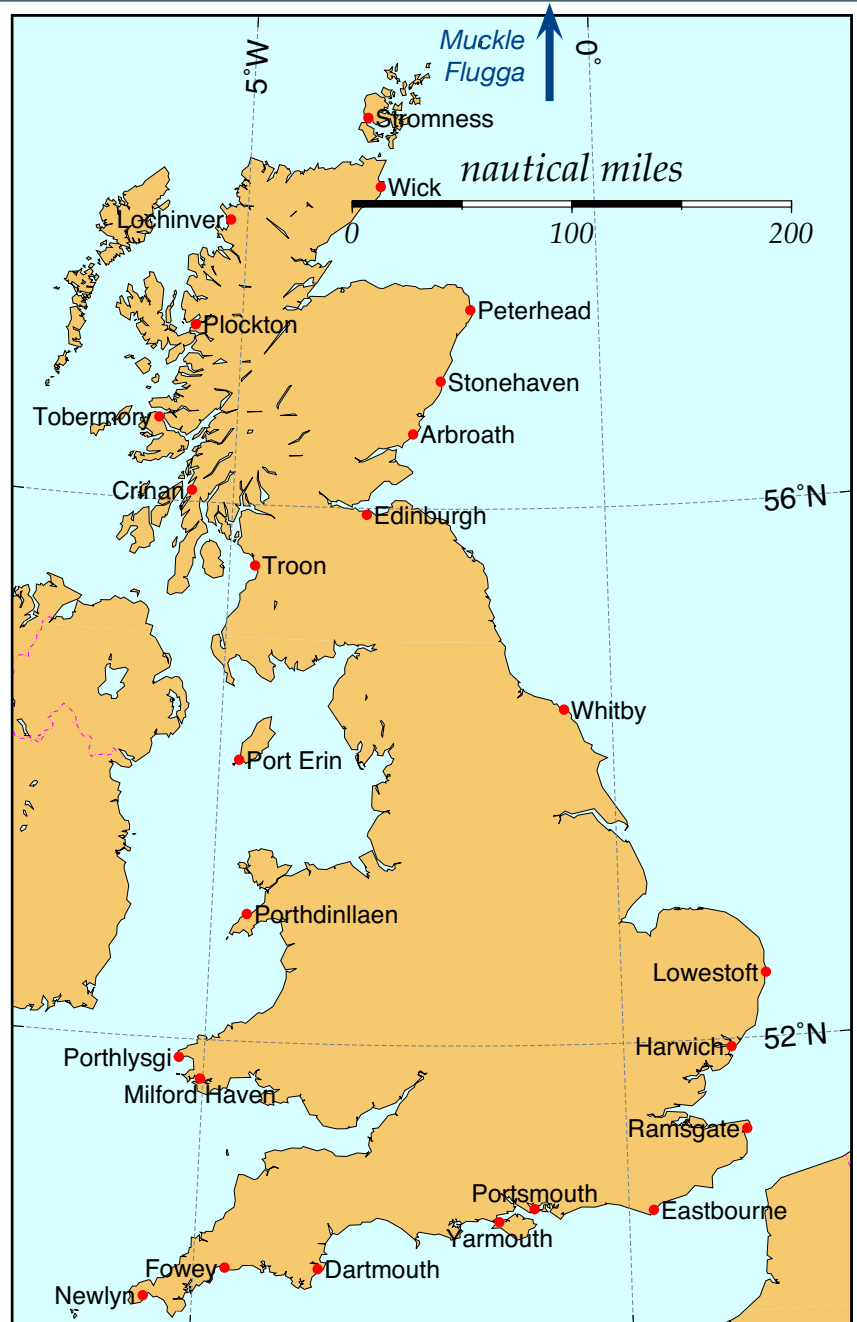
There are lots of books to read to gain background knowledge and help the planning. Sam Steele's *UK and Ireland Circumnavigator's Guide*, a structured and practical guide, was really useful. Reeds *Nautical Almanac* is essential to have on board, together with the entire set of up-to-date Clyde Cruising Guides.

Charts I love; they may be basic and last-century navigational tools, but for me they formed an integral part of the daily planning routine. I had them all, Imray and Admiralty combined. I would not go to sea without them. The Navionics boating app was crucial in the planning and also an excellent back-up during the voyage. The CA's own CAptains Mate app is now so well developed it provided

information not available elsewhere and helped flexible planning.

I produced and printed my own daily passage plan, prepared before we left and updated as we sailed. I also printed and bound a unique Ship's Logbook to keep a good daily record of the route, conditions and "happenings" for immediate use and posterity.

The sailing plan was to leave Yarmouth at the end of May 2022, sail clockwise around Britain and take advantage of the westerly prevailing winds, statistically the most likely wind direction. This would head us for the stretch from Yarmouth to Dartmouth, but then with luck we would have a close reach down to Land's End; after that it would be plain sailing north up the Irish Sea to Shetland. Such expectations did not turn out to be realistic.





Left, not much space in Newlyn's working harbour. Among the generous donors and sponsors were Seago, who provided all the safety equipment



## The South West

The first leg could not have been more difficult. Leaving Yarmouth as planned at 0600 on 29 May we had a great sail down to the Needles but as soon as we turned west it was motor sailing into a head sea with little or no help from the wind. Past Portland Bill, on the long drudge across Lyme Bay we struggled to get even close to 5 knots, so we arrived in Dartmouth late, after a 17-hour day, wet, tired and ready to crash out.

The next passage was to Falmouth but again the weather was against us, so a divert to Fowey was the best course to windward. However, we did make Falmouth the next day and had a brilliant sail. The passage to Newlyn was glorious until of course we rounded the Lizard, the most southerly part of Britain, when it all went downhill with the westerly wind on our nose. Newlyn is a busy working harbour, and we found the harbourmaster helpful; he accommodated us and provided a pontoon finger berth for the night.

## From Land's End to Troon

The prospect of rounding Land's End is a big worry, but with careful planning all was well. The sun shone and with little wind we motored again and enjoyed the adventure, setting off in good heart to cross the Bristol Channel to Milford Haven. However, the wind veered northerly, F6/7 on the nose again, and there was no turning back. It was cold, wet and we had a rough night and a 24-hour sail. Breakfast of scrambled eggs, toast and tea have never tasted so good.

Thanks to the CAptain's Mate app and a little invaluable help from the CA Celtic Secretary, Porthlysgi Bay provided a safe overnight anchorage before the excitement of Ramsey Sound. We did

tackle the passage through the Sound early the following morning and hit 14.1 knots as we passed "The Bitches", not for the fainthearted!

CAptain's Mate also provided the next safe anchorage, Porthdinllaen on the north side of the Lleyn Peninsula. We were covering in the order of 80 miles a day, every day, almost regardless of the weather, which was relentless.

Port Erin on the Isle of Man was intended to be a restful stopover, but we arrived at 1900, filled up with drinking water, bought milk and bread as the Co-op was closing and then decided to depart at 0230 to take the tide north. My wonderful crew made me go back to bed to catch up on sleep before my 0600 watch!

We had a call on Channel 16. "Second Wind, we are a mile ahead of you and have sailed these waters for the last seven years hoping to see orca whales. There is a pod swimming towards you." My immediate thoughts were that they are dangerous and have attacked yachts breaking rudders along the coast of Spain and Portugal, but thankfully they were not interested in us, swimming south at speed. An amazing sight and one we were privileged to see.

I had planned to anchor in Loch Ryan or stop over in Portpatrick, but the seas were oily flat, wind F3 variable, everyone was happy, so why not carry on to Troon? We were a day ahead of our schedule so, with time on our side we slowed the boat and threw a line out. Hopeless, no fish for us. We knew they were there, as a congress of gannets were having a fishing frenzy – a sight to watch as they dived, flattening their wings to their body entering the water like darts at 50 mph! It was a long but cold passage of 25 hours from Port Erin before we tied up in Troon.

## Troon to Orkney

After a short Jubilee break, two new crew joined us to help tackle the journey north. We made for the Crinan Canal, which is certainly an experience. It was a showery day when we negotiated the 14 locks spending the night close to the ancient Clyde Puffer, VIC 32, smoking away, so we berthed upwind. We did expect to be bitten to death by midges but not so, just one bite.

The route through the Western Isles was wet, windy, and so disappointing as the land was shrouded in mist most of the time. Tobermory was our first port of call and didn't disappoint. Eigg provided an adequate anchorage before we motorsailed up the east coast of Skye through the Sound of Sleat and through the narrow Kyle Rhea before the currents spat us out at speed into Loch Alsh. Sailing under the Skye bridge was quite spectacular and we remembered the controversy when it was built. Plockton (thanks to CAptain's Mate) was a good place to pick up a mooring, as the next day was a passage through the Inner Sound north to Lochinver, another 70 mile passage.

Lochinver to Stromness in the Orkney islands is a 120-mile passage exposed to Atlantic swell and unprotected from northwesterly winds, so it needed careful planning. Kinlochbervie was the only safe refuge. Drizzle and cold greeted us that morning, limited visibility and the flags were limp. The engine hours were mounting again but necessary; as we rounded Cape Wrath the sun came out, the Atlantic swell was slight, so we called the coastguard and gave our estimated time of arrival in Stromness. We could not arrive before 0730, which would be as close to slack water as possible avoiding the Scapa Flow flood and seriously



*Left, typical weather in the Western Isles and right, sunset in the North Sea. Below left, almost home, and inset below right, finally back and greeted by blue skies*



disturbed waters. It was still light as the wind strengthened to F6, the rain came down in torrents and the Atlantic waves grew ever bigger but not breaking. Well reefed, headsail furled, we slowed *Second Wind* to ensure we arrived at slack tide. Safe inside the harbour the developing gale hit the island and pinned us down to enjoying the sights, birds flying backwards and the history of Orkney.

## East Coast

There was no five-day weather window sufficient to sail up to the top end of Shetland and round Muckle Flugga. A massive disappointment for me and the crew, as this had been an important goal, but again the timetable did not permit. The journey south past the Old Man of Hoy was a bit muted until we hit the Pentland Firth spring tides which roused the Olympian spirit for speed in Andre. Wick, made prosperous by the herring fishing fleet in days gone by, was now sad, with the once grand buildings boarded up.

Good stopovers on our passage to Edinburgh were Peterhead, Stonehaven, and Arbroath where the youngest crew member managed half a battered Mars bar while the rest had amazing fish and chips in the sunshine.



With a crew change in Edinburgh three of us sailed south intending to make several stops on the way. It didn't happen. We simply motorsailed south through the night as the wind had swung 180° to south, on the nose again. We passed by all those wonderful historic castles, abbeys and sadly Lindisfarne. I wanted to anchor behind Holy Island but it was very dark and entering an unknown anchorage was uncertain, so we carried on. Giving the Farne Islands a good offing we then passed Alnwick Castle (Hogwarts) before arriving in Whitby just after dawn having covered 163 miles.

Historic Whitby is certainly worth a few days exploration, we only had a day and we were soon off again to Lowestoft. The North Sea has so many challenges: sandbanks, huge windfarms, oil and gas platforms to negotiate, together with shipping, supply and maintenance vessels and that does not take into account the wind, tides and rain! Consent was given to enter Lowestoft Harbour at 2200 with a prompt turn to port and then bliss, a safe berth at the Royal Norfolk & Suffolk Yacht Club after a 160-mile passage.

We allowed ourselves a day's rest before we were off again into a foul head sea and wind on the nose. The prospect of a few hours motorsailing in such bad conditions was not inviting, so we returned to the yacht club and watched Wimbledon!

The short passage to Harwich and Shotley Marina provided amazing views of Sizewell power station, and our new member of crew provided a running commentary on the coast's wartime history, from Henry VIII to Martello towers to the Orford Ness secret military testing site.

Navigating the Thames Estuary is not difficult on a fine day providing the passage plan has been carefully prepared. We had such a day, despite zig zagging through the sand banks and wind farms. Ramsgate was an evening arrival and I so

wanted to go to the Royal Temple Yacht Club, my namesake, but they were closed and slipping the lines at 0730 the next morning made a visit impossible.

Our next stop was Eastbourne, avoiding the Goodwin Sands and keeping inside the shipping lanes. Dungeness Power Station loomed large in the distance as did a large warship with launched rib, doing its job searching for immigrants. We were asked on Ch16 to keep a look out and report any unusual movements.

It was only 63 miles to Portsmouth, not an intended stopover, but we were a day early and invited to dinner in Haslar Marina, so why not delay for 24 hours. We had a lovely evening with friends and set off down the Solent to Yarmouth and were greeted by more welcoming friends and family.

It was a tough, relentless journey: 2005 miles, 313 hours of sailing completed in 33 days, on time and with no issues except my body will never be the same again! Would I do it again? Yes, but I would take several summers and I'm not sure, as an octogenarian, I have the time.



From learning to sail Wayfarers on the North Norfolk Coast, David developed his skills in Dartmouth, cruising the Channel Islands, South Coast and crossing the Atlantic several times. The most difficult passage of all was navigating and sailing safely around the British Isles in his 80s.



# It's a family affair



**Nicky Barker** first heard about the CA through her parents, who joined in the 1990s. She and Reg have sailed their Rustler 42, *Blue Velvet of Sark*, more than 54,000 miles with the support of the CA

Reg and I have sailed since we were children. Reg, inspired by *Swallows and Amazons*, badgered his father into buying a beaten up Enterprise and sailed it on a lake on the outskirts of Manchester in the summer and worked on her over the winter. I raced dinghies at the Guernsey Yacht Club and instructed with the Guernsey Sailing Trust, while my parents, having started with dinghy and day-keelboat racing in the Solent, cruised yachts eventually graduating to a Victoria 38, *Nomad*.

After joining the RAF I gradually moved into cruising yachts, thanks primarily to the excellent training offered by the Joint Services Adventurous Sail Training Centre (JSASTC). Reg's enthusiasm for sailing was re-ignited after we met and he too started taking RYA qualifications through JSASTC.

My parents loaned us *Nomad* for our honeymoon and we had a wonderful time, though the tides on the north Brittany coast over those three weeks meant that we made an awful lot of very early starts! We bought our first yacht, a Starlight 35, *Indaba*, the following year (2002) and enjoyed cruising her in the Solent at weekends and further afield when we had longer away from work.

My parents had joined the CA in 1994,

and found access to the charts, pilot books and other members' logs in the club's library invaluable for planning long sailing trips in Scotland, Ireland and the Baltic. They took part in the CA's Millennium Rally through the Baltic to St Petersburg before continuing, along with four other boats, through Russia's inland waterways to Murmansk and the White Sea. From here they entered Norwegian waters, rounded the North Cape and returned to the Baltic via the Lofoten Islands and Bergen.

Partly inspired by their long-distance sailing exploits and partly by an RAF Sailing Association expedition from Plymouth to the Canaries (the boat continued to the Caribbean and I felt quite torn not to be continuing too), Reg and I began planning our own long-distance cruising. We bought our Rustler 42, *Blue Velvet of Sark*, and continued weekendng as well as taking three-week summer holidays to allow us, once a year, the chance to get away to new cruising grounds.

My parents had often praised the CA facilities and we saw a couple of events advertised that gave us the opportunity to visit the CA ourselves. The Blue Water seminar and the Biscay day were both hugely helpful in providing advice and



Top, *Blue Velvet* revelling in the Caribbean trade winds (as were her crew!). Above, Nicky and Reg, and below a page from the Millennium Rally log of Alan & Brenda Donaldson, Nicky's parents. It won the Lacey Trophy in 2000





Left, down the East River, past Manhattan and out into the Hudson past the Liberty Statue. Right, cruising is just maintaining or mending the boat in beautiful locations but CA discounts help reduce the pain. Below, two of the events which make the CA so much fun



opportunities to speak to people who had "been there and done that". In particular we felt that the talks by doctors on what to carry in case of medical emergency were invaluable. We attended both these briefing days as non-members but joined shortly afterwards, partly because we found the club's ethos of information sharing with members and non-members alike so welcoming.

We set off long-term cruising in 2013, sailing across Biscay and down into the Med, where we remained for four years. While we were there we found CAptain's Mate a really valuable tool and tried to add to the database of reports wherever we went. The network of HLRs too proved its worth, especially after an engine failure which we could not resolve. The local HLR arranged for a mechanic to meet us. Adonnis spoke little English but, despite this, while fixing the problem showed us what to do if it happened again. The HLR's recommendation and Adonnis' work meant that our forthcoming fortnight's cruising with Reg's daughter could take place as planned, rather than our being stuck in an anchorage awaiting repairs.

While in the Med we met a number of other CA members, some via a daily HF radio net and some by dint of "flying the flag". David and Juliet Fosh (*Reflections of Hayling*) were in this latter group and, enjoying a chat over sundowners with them, we discovered that they too had been on that CA Millennium Rally with my parents – what a small world! Subsequently they had sailed across oceans and then returned to Europe; we picked their brains furiously both about the Aegean and places further afield.

We first encountered Australians Bob and Eileen Philips (*Songster*) via the HF radio net but met them in person a few months later on the CA's Lycian Cruise organised by Suzie and Robin Roots. Like

all CA activities, this was another major information-sharing event, with people discussing everything from Turkish history (the main focus of the cruise) to sail set-up and trim, ocean cruising and affordable overwintering marinas, and everything in between. We later bought Caribbean and Pacific charts from Robin and Suzie and bumped into Bob and Eileen, again via an HF net, in the west Atlantic.

## *Captain's Mate is hugely valuable, partly because reports are not anonymous and you can contact the authors*

Each year we more than recoup the cost of CA membership in discounts alone. As we have put around 54,000 miles on *Blue Velvet*, most of our discounts have been for equipment, from sails and rope to tiny parts. But we were delighted to discover this summer that the favourite restaurant of our Dartmouth-based friends offers 10% discount to CA members!

We crossed the Atlantic in 2017 and thought the trials and tribulations of red diesel, VAT and stays in the Schengen area would be a distant memory for us... right up until Covid hit and, like so many cruisers, we sailed home. Before that we

had sailed up and down the western North Atlantic, from Grenada to Nova Scotia and west to the Honduran Bay Islands. We continued to use CAptain's Mate, much less well populated with data at that time than the Med and eastern Atlantic Islands, but we added reports and saw that many others were and are too. It remains a hugely valuable tool, not least because the reports are not anonymous and, if you wish, you can get in touch with the authors.

Before our return to Guernsey, our home base, we searched the CA forums, and others, for information on Covid rules, and after that we needed to understand UK VAT, red diesel, time in the Schengen area for UK passport holders... the list goes on. The work of RATS alongside the RYA has eased many of the difficulties and for that we are very grateful.

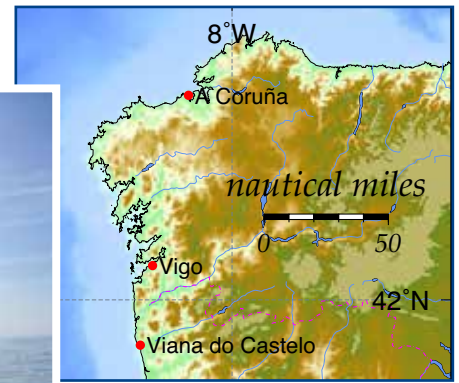
So the CA means an awful lot to us and membership has been worthwhile in numerous ways. As in any organisation, the most important thing is the people, and it is from them, and others who work tirelessly behind the scenes, that we have benefited so much. We fly our CA burgee with pride and look forward to meeting other members of our club to talk boating and exchange ideas, preferably over a glass of something nice in a beautiful anchorage.



# Viana do Castelo



**Camilla Herrmann explains why she loves not just Viana, but the whole of Portugal**



Misty view of Viana from the top of Santa Luzia. Inset: welcome to Portugal. As Ben raises the flag, the first lobster pot is just visible ahead of the boat

In 2006 we sailed our Westerly Storm, *Kalessin of Orwell*, south from her home in Suffolk. With our sons Guy, then 16, and Ben, aged 13 and taking a few months out of school, we meandered gently down the coasts of Normandy and Brittany. Guy headed home from Lorient, and we bravely faced the terrors of a Biscay crossing, arriving in Gijón in northern Spain in early August.

Many people had assured us how much we would love Spain. Well, we do love it now, but arriving on the north coast, where most people only speak Spanish, was a bit of a culture shock after dear, familiar France, even though we were very embarrassed to be discombobulated by one of the world's most-spoken languages. Northern Spain was also cooler, very windy on the top left-hand corner, and foggy in the Rias Bajas.

We rapidly learned a few Spanish words, but there was still a lot of translation, very slowly, using a dictionary. (This was long before Google Translate). We went out for tapas one night in Gijón and they proudly produced an English menu.

Fantastic! We'll have a number 32, a 44 and a 47 please. Unfortunately they had obviously changed the numbering since the English menu was produced, and we ended up with two squid dishes and one of octopus. It was just as well that we already knew how to say *patatas bravas*.

After four wonderful weeks in the rias we needed to head south for the winter. We had been beset by fog, so from Baiona we took a short hop to Viana do Castelo, only about 20km south of the border. As we crossed the border Ben changed the courtesy flags, and while we watched him we nearly hit the first of a squillion lobster pots in Portuguese waters – another reason for a shorter passage.

We hadn't originally planned to go to Viana and didn't know much about it. As we arrived in the marina, very little space was visible, but a marina worker (later described by a fellow cruiser as a "gnarly old man") greeted us and squeezed us into a small space on the first pontoon. He invited Sam to accompany him to the office and as they strolled down the quay together he said, in English, "Arsenal

played well last night, didn't they sir?" Welcome to Portugal. It was wonderful.

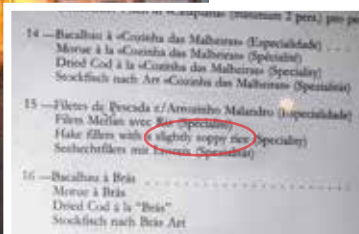
Viana is a charming, authentic Portuguese town topped with a basilica with fabulous views, and with a bridge designed by Gustave Eiffel (yes, the one who designed the tower). We'd had a brief Algarve holiday some years earlier but this was our introduction to proper Portugal: the architecture of the Minho with the Manueline details, the use of *azulejos* (tiles) for external decoration, the Pingo Doce supermarket where the checkout girl also spoke excellent English, and the general feeling that Portugal and England are similar seafaring nations separated only by 600 miles of sea. We went out for an excellent meal where we got exactly what we ordered, even down to the slightly soppy rice.

From Viana we headed south to Porto, Lisbon and the Algarve, deciding to overwinter in Lagos because it was so welcoming. Sadly we have never been back to Viana, but we have visited Portugal a number of times since, and it's always a pleasure.

Recent updates on CAptain's Mate indicate that the marina hasn't changed much in the past 16 years, although high-season prices have soared and welcoming marina workers may be thinner on the ground. Members who manage to squeeze in and pick up the lazy-lines, however, report that the centre of Viana is as lovely as ever.



Downtown Viana is full of little restaurants where they almost speak English



Camilla is editor of *Cruising*.

Do you have a favourite harbour, anywhere in the world? If you can write 500-1500 words about it and have some photos, please contact [editor@theca.org.uk](mailto:editor@theca.org.uk)



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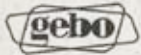
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# Sailing into autumn

With a delayed start to the 2021 season, thanks to Covid, Jenny and **James Kenning** had many changes of plan before sailing their Regina 43 *Arkyla* to the West Country in late summer. This is a shortened version of their log, which won the Dolphin Cup for best photographic entry



It's fair to say that our 2021 sailing season aboard *Arkyla*, our 2008 Regina 43, did not go entirely as planned; with medical, family, and equipment-related problems alongside the more universal impacts from Covid and Brexit, our year is probably best characterised as one of "making it up as we went along".

Our initial hurdle was simply getting access to the boat. Keen to cruise the Mediterranean unhindered over coming years, we had moved *Arkyla* from her Solent home to Cherbourg where, wintered ashore on Brexit day, we had protected her EU VAT-paid status. In hindsight this foresight was flawed in one major respect... international travel or, more specifically, the lack of it!

*Arkyla* was originally scheduled to be re-floated in April but even early in the New Year, it was clear this date was not so much optimistic as totally unachievable. We had little idea however just how delayed the start to our season would be.

Both double-vaccinated by mid-May, we had every confidence that international borders would open in early-summer allowing us to recover *Arkyla* from France, and we would at least enjoy a fair season of French, Channel Island, and West Country cruising. This optimism was misplaced. The UK didn't want us to leave, the French didn't want us to come and, for a while, the EU wouldn't recognise the validity of my India-batch AstraZeneca jab. Even Brittany Ferries plotted against us by cancelling several of our foot passenger bookings.

By mid-July, we now faced conflict with the Fastnet race. Cherbourg was overflowing with competitors unable to stage pre-race in the UK, and both our lift-in and berth at Port Chantereyne had been stolen. We were also vagrants, with contracted cat-sitters now in our home. Thankfully, the generosity of friends in lending us their Southampton crash pad meant we weren't reduced to sleeping in doorways and, on 2 August, we finally boarded a ferry, crossed the Channel and landed in Cherbourg just in time for the rescheduled launch.

*Arkyla* was in remarkably good shape. Having put the boat back together, our escape was delayed waiting for a minor engine part and a suitable weather window. This however played in our favour as, that week, UK quarantine restrictions eased for travellers returning from France.

Our extended stay in Cherbourg also meant that we were able to experience the buzz of what was building to be a

challenging and most exciting Fastnet race. We were privileged to witness, from the comfort of *Arkyla's* cockpit, the evening arrival of the Maxi multi-hull *Edmond de Rothschild*. As first line finisher into Cherbourg, this incredible foiling machine had left all other competitors literally lolling in its wake, the only yacht to escape the near calm conditions that beset the rest of the Fastnet fleet.

We slipped lines just before dawn the next day, 10 August, wary that a dark exit



*Fastnet yachts Edmond de Rothschild, above, entering Cherbourg, and Actual, below, looming out of the morning drizzle*







In the Channel, Arkyla (photographed by drone) was between HMS Prince of Wales (left) and classic sloop Janessa (right)



from an unfamiliar port is not ideal when trying to remember how to sail, navigate and operate all onboard systems, mechanical and electronic. Dawn was slow to break with a persistent drizzle keeping visibility below a few hundred yards. Out of the gloom ghosted a large grey shape; AIS identified the looming beast as the Ultim trimaran *Actual* drifting in as second-placed line finisher some nine hours behind the Rothschild machine. Fortunately I gave *Actual* plenty of room as, with her chase boat escorting her in, she tacked directly in front of us, forcing a crash tack to safely clear the racer's stern; nevertheless, it felt a real privilege to be up close and engaged with one of these incredible racing machines.

We needed to leave the boat in the UK for 12 days while we retreated home to wait on our next set of house-sitters. Not one Channel marina would guarantee us a berth for a single night much less a fortnight, but the Portland Boatfolk team said "we're fully booked, but we haven't turned anyone away yet", so we set a course for Weymouth Bay. A total lack of wind for the first four hours forced us to chug along under engine, but I was glad of the flat seas as *Arkyla's* tank contained

mostly diesel almost two years old, so I didn't want to stir up any potential bug or water. Once past the west-bound TSS, the wind filled in and we cracked along under full main and genoa at a respectable 8.5 knots in what remained, thankfully, relatively calm seas.

## Not one marina would guarantee us a berth for one night, never mind a fortnight

Outside the entrance to Portland Harbour we headed into wind to furl the main on the electric winch. During the process, the Raymarine autopilot alarmed with a "low power" warning and set itself to manual; I hoped this was a one-off glitch. Boatfolk squeezed us in for our requested 12 days and I took the opportunity to commission their engineering team to supply and fit a Marine16 Diesel Dipper as, aside from the worry of the old diesel in our tank, I thought it wise insurance against the levels of bio-fuel now at UK and EU diesel pumps.

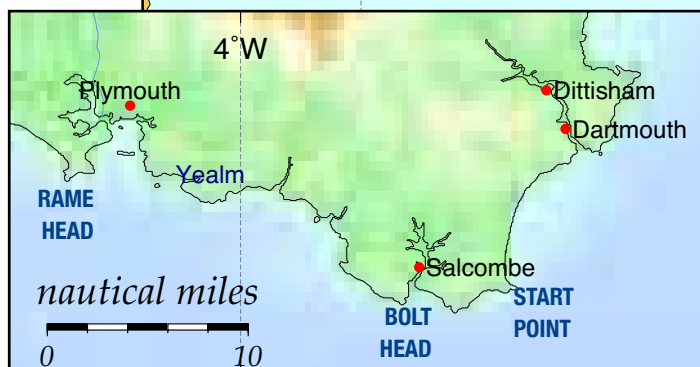
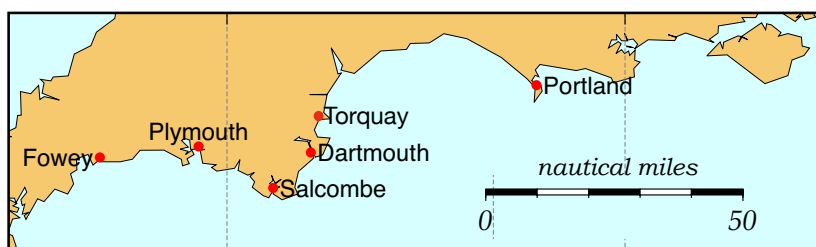
We returned to the boat on 21 August and decided to explore the West Country

before hauling out in Plymouth end-season, as still nowhere could offer a winter berth for a 45ft boat.

We exited right out of Portland Harbour aiming to round the Bill, and heard HMS *Prince of Wales*, the newest and largest of Her Majesty's warships, broadcasting on Ch16 and spotted her out on the horizon.

Mid-way across Lyme Bay, with the wind a gentle north-easterly and the boat coasting under full main and genoa, I decided it was the perfect moment to fly my new Mavic Mini2 drone (for only the second time!). Full of retired-RAF Biggles bravado, I dismissed the wife's advice to practice a bit more on land before launching from a moving, rigging-infested, platform; up the little aviating fella went! As the drone shot backwards off the stern, it dawned on me that, with the favourable tide, we were in fact cracking along at quite a respectable speed over ground; the Mini2, devoid of any tracking capability, was struggling to keep up. Filtering out a repetitive stream of "I told you so", I finally managed to recover the drone to within spitting, if not catching, distance of the boat. Landing it however was quite a different story, as the battery gauge was depleting faster than a bottle of rum at sundown. At last I pushed the stick forward for a "controlled" crash into the back of the cockpit. It survived, thankfully and, for the price of a few extra heartbeats, I was rewarded with a couple of respectable shots of *Arkyla* under sail.

Mindful that it was Dartmouth regatta week, and with anchoring off Torbay untenable in the easterlies, we had pre-booked a berth before departing Portland. Only MDL Torquay had a berth available for our size; this came at quite a price though, lightening my wallet of £75 for a night. Simple economics dictated a move the next day; despite the doom-mongers' prophecies of never getting into Dartmouth during regatta week, ➤





The busy sights and sounds of Dartmouth in Regatta Week (left and right) and more racing in Fowey (bottom left and right)



we decided to chance our luck. Sailing conditions were great; we set full main and self-tacking jib as soon as we cleared Torquay harbour and headed out past the cruise liners anchored in the bay.

Entering the mouth of the Dart, we were buzzed at low level by a CH-47 Chinook heavy-lift helicopter weaving its way between the steep sides of the ria. I spent time on the Chinook force during my RAF career, and the unmistakable *wokka-wokka* of the CH-47 still makes the hairs on my neck stand on end. With *Arkyla* proudly flying her light blue RAF Sailing Association ensign, defaced with eagle and roundel, it felt extra special as the aircraft flew past directly overhead.

Hailing Dart Harbour on the VHF, we were welcomed and swiftly rafted onto one of the deep water mid-river visitor pontoons. Breaking out the gin as the sun dipped below the Britannia Royal Naval College clock tower, we settled down to watch the evening festivities of the royal regatta; you can't get much more traditional, maritime, and British than that.

Dartmouth is a delightful place at any time, but during regatta week it has an extra buzz. Visitors and locals alike cheered on the various races and frequented the many street food and craft tents lining the harbour. From the comfort of our cockpit, we had grandstand seats to the starts of the rowing heats and were able to toast

home the returning yacht crews from the coastal sailing events.

After three days it was time to move on; our intent was to explore Falmouth, the Helford River and, potentially, push for the Isles of Scilly if the easterlies continued; the boat gremlins, however, had other ideas. Under blue skies, and with a fair wind, we set course for the west.

***Dartmouth is a delightful place at any time, but during regatta week it has an extra buzz***

All was great until, having rounded Start Point, we were beset by a worrying set of electrical issues: an autopilot low-power warning, a low-voltage alarm from the electronic Morse control, and the needle of the newly-replaced tachometer dancing like the funky chicken. We made some frantic phone calls to engineers as we were abreast Plymouth and established two things; first, these occurrences were potentially all an alternator-related issue and, second, at 1600 on the Friday of a bank holiday weekend, nothing was going to be done until Tuesday at the very earliest.

We were confident our solar and wind systems would provide enough power to hang at anchor short-term, so we rejigged the plan to continue west to Fowey, enjoy the long weekend, then

double back to Plymouth, where the Mountbatten Boathouse team were willing to help us out.

Arriving in a busy Fowey, we rafted to the boat of another cruising couple on a visitor buoy adjacent to the Royal Fowey Yacht Club. The next morning we took the dinghy ashore to Fowey where the streets were filled with holiday trippers. After an excellent tapas lunch at Pintxo restaurant, we untied the tender from the RFYC pontoon, and instantly found ourselves within a swarm of sailing dinghies; a loud blast from the yacht club confirmed that we had inadvertently joined the line-positioning melee of the bank holiday regatta races. Weaving between jostling racers, we re-boarded *Arkyla* where we watched the chaotic display of coloured sails and varnished hulls of the local one-design Fowey River and Troy classes.

With the long weekend over, and boatyards back to business in Plymouth, we headed back east for Plymouth Yacht Haven where Mountbatten Boatyard diagnosed a failed alternator. A replacement Balmar unit was delivered and fitted, with just enough time for us to cross the Yealm bar for a short night stop. It was three years to the day that we had first seen (and consequently purchased) *Arkyla* on her then mooring on the Yealm.

We had an early start the next day, and we woke to a distinct autumnal feel to the air. However, what the clouds stole



Fowey





Left, Arkyla back in the Yealm, three years to the day since James & Jenny first saw her. Right, rounding Bolt Head to see threatening clouds, thunder and lightning. Bottom, gin, sunset and memories in Salcombe



in the way of heat, they also gave back in the form of spectacular light displays, with sun rays breaking the patchy cover and illuminating the sea and headlands.

We soon faced our own battle to round Start Point; with the wind on the nose and the tide set against us, progress was painfully slow so we swallowed some pride and motorsailed the remainder of the passage. As we closed the Dart entrance, we regretted furling our mainsail quite so expediently, as *Arkyla* rolled quite aggressively until we were well within the shelter of the harbour.

With the regatta over, things were much quieter in Dartmouth with no need to raft on the mid-river visitor pontoons. Having collected our guests from the Kingswear side of the river (where it's very much easier to park a car mid-term), we set about exploring both the town and the river in relative tranquillity, with misty or foggy mornings preceding sunny afternoons.

We motored *Arkyla* upriver to Dittisham where there was a choice of visitor buoys suitable for a 45ft boat. We enjoyed paddleboarding, drinks in the Ferry Boat Inn, and were even honoured by the visit of a curious seal to our stern ladder!

We dropped our weekend guests back to their car, and made a push for Salcombe on a glorious, if windless, morning. Motoring out of the Dart, we passed close to the tall ship *Tenacious*. Soon after setting the main, we again experienced

an autopilot "low power" alarm, apparently related to using the power hungry electric winch; later, in Plymouth, we confirmed that our domestic battery bank had also to be replaced to match the new alternator.

It was often to Salcombe that my dad would trail the family GP14 dinghy for our summer holidays. Returning to Salcombe was, therefore, a nod to the old salt.

### *It was perhaps the longest 40 minutes of my sailing life, until the storm finally passed over us*

When we arrived in the estuary the wind had strengthened to a steady F4-5 and was forecast to remain so. We had hoped to find decent shelter anchoring in The Bag, but were told that it was already pretty much full. The harbour master however found us a suitable buoy to hang off; welcome as it was, it wasn't the most comfortable of locations as we were exposed to the wind and, when it was against the swift spring tide, *Arkyla* never quite settled. Nonetheless, it was by no means untenable and we stuck in for sundowners... with Salcombe Gin from the local distillery, naturally!

But we needed to make progress toward Plymouth Yacht Haven where we planned to leave the boat for the remainder of the month, stopping in the Yealm en route. After an early departure to catch the tide,

along with a number of other boats, we safely crossed the Salcombe bar and rounded Bolt Head. Behind us we saw rapidly darkening skies, accompanied by rolls of thunder and occasional flashes of sheet lightning. The threatening clouds signalled potential heavy rain and strong gusts in the squalls.

We fully rolled the genoa and left just a scrap of mainsail to maintain some stability as we motored on. Within five minutes, we were hit by gusts of 30 knots and more. More worrying was the increased frequency of lightning flashes, some now forking to the sea. At this point we enacted our electrical storm plan: the handheld VHF, mobile phones, and tablet (with Navionics loaded) were despatched to the oven, safe headings noted, our position plotted on the paper chart, and navigation lights illuminated. Soon there was no boundary between sea and sky, and all visual references to land were gone. Sheet rain blasted us in the cockpit and we counted at least six lightning strikes within a mile or less of us. Jenny asked me, on a scale of one to ten, how worried I was. As I saw the colour drain from her face, I now know that "nine" was the wrong answer; she replied "oh, I was thinking seven"!

It was perhaps the longest 40 minutes of my sailing life, until the storm finally passed over us. With less than five miles to the Yealm, we congratulated ourselves on surviving what was a truly terrifying experience; I thought we had dodged maybe 20 lightning strikes, Jenny put the number closer to 40!

The weather gods had not finished with us yet; just a mile away from our northward turn round Yealm Head, the sky once more darkened and the land disappeared again from sight as another storm cell swallowed us. We pressed on, and were grateful that we could see the transits to guide us safely past the Yealm bar. Secured to our mooring, the harbourmaster drew up alongside to





Left, buoys at Noss Mayo. Right, one final treat in Plymouth: the historic gaff yawl *Moosk*, now an RYA training yacht and flying an RAFSA ensign



collect our dues for the next two nights. "That was some storm hey; knocked out the power to Newton Ferrers village twice," he remarked. "No sh\*t" I replied.

By now the weather had fully turned the corner from summer to autumn; with fog, mist, showers and a definite chill in the air we opted to take the dinghy ashore to visit Newton Ferrers and Noss Mayo, and to explore the surrounding coastal, woodland, and riverbank walks. Options are limited for leaving your tender on the Noss Mayo (south) side of the river, but you can always squeeze into the Newton Ferrers dock as long as you keep the short stay pontoon and harbourmaster launch spot clear. A phone call to the harbourmaster will confirm when the causeway from Newton to Noss is usable, so you can safely time a visit to The Ship Inn for lunch and still get back to your boat without getting your legs wet.

Alas, time was now very much against us. With a touch of melancholy we slipped our mooring on a damp, grey and blustery morning for a last, short leg round the Great Mewstone to finish off our 2021 cruise in Plymouth.

The Yealm to Cattewater is a short hop of less than seven miles and we decided, partly through laziness but

mostly wanting to burn more of our ageing fuel, to motor round the Great Mewstone and into Plymouth Sound. In hindsight we should have set at least some of the mainsail as, with a significant swell rolling into the Sound, some extra damping would have made for a far more comfortable passage.

With the sailing season drawing to a close, many boats were now back in their home marinas and the problem of finding a berth for three weeks remained as acute as when we first crossed from France. Fortunately, Plymouth Yacht Haven agreed to take us.

Before departing, the season gave us one last nautical treat; the historic gaff yawl *Moosk*, now an RYA training yacht, by the pontoon in the Cattewater ready to drop her sails to moor up. It was a wonderful sight just to see this lovely classic boat, but it was also great to see another light blue RAFSA ensign flying from her stern. .

We returned to Plymouth in late September to finish preparing the boat ready for her haul-out on 1 October. With the engine serviced and a new battery bank installed, all four sails were dropped and bagged. By early afternoon on haul-out day, we were blessed with ideal conditions to motor across the Cattewater for the lift. We filled the diesel tank to brimming, then manoeuvred the boat on to the waiting pontoon where the yard staff took over loading *Arkyla*

into the hoist. She fitted, but it was a tight squeeze even reversing in, and we left the yard team scratching their heads over the best way to extricate the crane from between mast and generator pole. An hour later we returned to find *Arkyla* safely secured on the hard. The season really was at an end.

■ *Arkyla's* log and all others entered in the CA's log contest can be found at [www.theca.org.uk/cruising\\_info/logs](http://www.theca.org.uk/cruising_info/logs); her website is at [www.sailingarkyla.com](http://www.sailingarkyla.com).



James and Jenny have been sailing together since 2005 when they first chartered in the Ionian, followed by charters in the Med, the Caribbean and more. They bought *Arkyla*, their first boat, in 2018 and refitted her for bluewater cruising. Covid restricted them to UK and French waters, but they finally got away in 2022, crossing Biscay, to cruise Atlantic Portugal and the Algarve where *Arkyla* is currently based.

James, a former RAF officer and company director, has sailed since a child and is an RYA Yachtmaster Offshore. Jenny, a former director within the University sector, is an RYA Day Skipper.



Above, dropping the twin genoas is a handful, even with good weather. *Arkyla* was a tight fit in the hoist; the key problem was the height of the wind generator pole at the stern.



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*Vanessa eating outside a café in the centre of Kalamata where two drinks and a mezza cost three euros*

## To Athens with Granny

**Jules Dussek** on a taxi ride from Kalamata to Athens airport, with a spare grandma in the back

We needed to return home from Kalamata in the Peloponnese, where we were leaving *Pluto*. It had all been arranged before we left home: we were to catch an internal flight from Kalamata to Athens and then on home by easyJet.

Then we got an email; Aegean Airlines had cancelled its morning flights to Athens. The marina office recommended a travel agent called Costas whom we eventually found in an office two floors up in the middle of Kalamata. He was delighted to see us, he loved the English, he had studied, it appeared, in England. He had certificates all over the office wall to prove it and he had an English MBA.

Dealing with educated Greeks appears to follow a set pattern. Having first ascertained what the problem is, and that they are the right people to handle it, they relax. Then comes their history, how they are well educated, have many degrees, have set up many companies, what you see here is just a fraction of their activities. This may take an hour. Then comes the problem solving, always far more complicated than you think.

The mate wanted to ask about the bus service to Athens. "Hopeless," he said. "It took five hours, was crowded, didn't go to the airport and you had to get another coach to the airport itself". He personally would contact Aegean Airlines. He knew whom to contact. All the rest

were hopeless, he with an MBA, and a recognised agent, could do it. We drew breath and freewheeled on our mini-cycles down to the port, stopping for a cool beer on the way.

He rang later and said he had contacted senior management who would give us a full refund or an alternative flight. He asked us to come and see him at four in the afternoon because the scurvy staff at Aegean would slope off early.

*Costas was delighted to see us, he loved the English and even had an English MBA*

We went to see him again. Costas had an idea. "Don't go for a change of flight," he said, "they will only mess it up, he had experience!" There was a car service which went daily from Kalamata to Athens, an air-conditioned Mercedes, and with our refunded fare it would not cost much more. It sounded good, a car would pick us up from the boat at a sensible time for what should be an interesting 130-mile journey. Not quite so, after a little hedging it appeared that the car would come at 7.30am, this was for a flight at seven in the evening. Oh! we would not quite have the taxi to ourselves, there might be someone else.

We accepted; at least we would get to the airport. He wrote out a receipt for the fare. We wondered why the form needed to know the skipper's old occupation. Ha! Surgeon! His father was a paediatric surgeon of great repute, perhaps the skipper had heard of him? All his family were doctors. One hour later he stamped the receipt. How they love stamping, during all the conversation his secretary kept bringing him bits of paper which he stamped with gusto.

We returned to our heaving boat only to find that the scurvy unreliable dolts at Aegean Airlines had already answered the skipper's email, giving him a full refund or the alternative flight he had requested.

In England we joke about Mediterranean time keeping, especially Greek, but it's a silly old joke. The silver Mercedes arrived at 7.20am, the wind had dropped and we had our luggage ready. Granny was in the back seat, joined by the mate.

The driver spoke no English but went through the usual repertoire of driving skills, which this time included talking on two mobile phones at once and then, on a tortuous mountain bit, sorting out his CDs. This meant he could not have any hands on the wheel at the time. The skipper noted that along with the shrines which the Greeks put on dangerous bends – the bigger the shrine the more



*How to take your cockerel home from the market*



dangerous the bend – there was a road off a particularly dangerous one signposted to *Paradiso*. We hoped we were not going there, yet.

We stopped at a roadside cafe and it was then obvious that the phone calls had been to other taxi drivers to arrange a rendezvous. There were three silver Mercs there. After a quick coffee we swapped grannies, I'm not sure why, and we were off.

Three silver Mercedes were racing to Athens, nose to tail, bumper to bumper, swapping places, overtaking on the

inside. We were motoring, and the drivers were chatting to each other on their phones. We made an emergency roadside pit stop as one of the other drivers had pointed out that our bonnet was ajar. We soon caught up the convoy.

The real skill was at the motorway toll booths. First, judging which would be the quickest, next how to answer the phone and press the automatic barrier opener at the same time, and then the drag out of the booths. You could disconcert the driver behind you if he was very close by washing your windscreen; the Merc's washers are so powerful they shower the car behind, taking it by surprise.

And on we streaked. The mate had been looking forward to the highlight of the trip, crossing the Corinth Canal on a very

high bridge. She didn't see much, as we sped over at 90mph. We got to Athens airport with eight hours to spare. Granny vanished into the crowd.

Jules & Vanessa Dussek sailed their Southerly 115 *Pluto* away from British waters in 2006 and have been writing about their adventures ever since. We plan to carry more articles in future issues of *Cruising*. Jules was president of the CA from 2018-21 and is a retired cardiothoracic surgeon.



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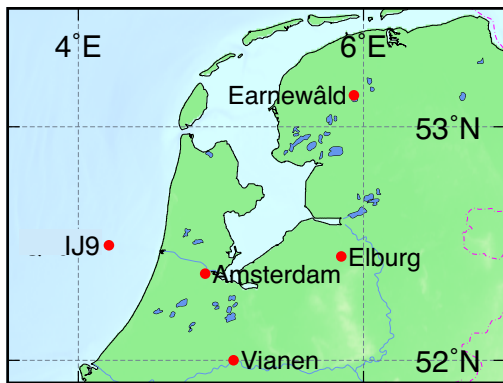
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## Happy to be on *Seawolf*

**Gill & Peter Pitcher, like many other members, spent two long Covid years away from their boat... and on their return the first thing they had to do was take her outside EU waters**

In September 2019 we put our Broom 425 *Seawolf* to bed in her indoor/heated winter storage in Elburg, on the Dutch Veluwemeer. We did not expect that we would not see her again until April 2022.

We arrived at Elburg on 2 April 2022 not knowing what to expect, not having used *Seawolf* for more than two and a half years. How lucky can you be? On arrival she was back in the water and everything was working. Yacht Centre Elburg had looked after her well, put her in the water, and the on-site engineers Joris Loederman had been fantastic, and made every effort to help us. Being of a certain age I wasn't too confident in what I was doing but he spent time with me, went through things, so I left Elburg a lot happier and more confident than when I arrived.

We had been in contact with the Dutch Customs because of the VAT rules for Channel Islands-registered vessels. They had been very accommodating and understanding in allowing us an extension of time because of the circumstances, but we had to leave the EU before mid-May or we would be liable for VAT on the boat. In the meantime they had given us two extensions.

We worked closely with Customs and they permitted us to go 12 miles off the Dutch coast, out of EU waters, to re-set

*Above, Seawolf in Steenbergen and right, a trip out to the IJ9 buoy secured Seawolf's VAT status for another 18 months*

the VAT clock. We moved from Elburg through Amsterdam to IJmuiden and following our instructions went 12 miles out, took some photographs of buoys out there, sent them back to the Customs, and they accepted this, which gave us our 18 months VAT-free.

We spent the rest of our three weeks on board in and around Amsterdam and the Randmeren. Then we returned to Elburg and Joris came aboard and checked things over. What a helping hand. Yacht Centre Elburg looked after *Seawolf* for us until we returned after a further three weeks. We cruised in and around the Netherlands, going out to the Frisian Islands, and spending a beautiful time in the National Park at Earnewoude (Earnewâld in Frisian) in perfect weather.

Schengen regulations curtailed our summer and we had to return to Jersey on 3 August, having spent 88 days with *Seawolf* in Holland. What a pity. We move out and the Dutch community loses out as we are not spending our money in the Netherlands. Hopefully one day this might be sorted.

We were lucky this year because Andy Mulholland kept us informed through the European Inland Waterways section of the Cruising Association. We were fortunate enough to meet up and had a lovely meal with Neil and Betsan Caldwell in Vianen. Hopefully next year we will be able to spend more time with other members of the section.

Our summer was made possible, relaxing and enjoyable by:



1. Having a well-made and high quality Broom 425.
2. The Elburg Yacht Centre being so efficient, helpful and co-operative.
3. Joris Loederman and his professional team ensuring everything worked, and giving me his time to update me on some of the procedures in running *Seawolf* that I was unsure of.
4. The total understanding and co-operation of the Dutch Customs in ensuring we met all our commitments.
5. The information, help and friendship from Andy Mulholland and other members of the CA's European Inland Waterways section.

It was a year we were very sceptical about before departing but in the end it went very well. We are looking forward to next summer.

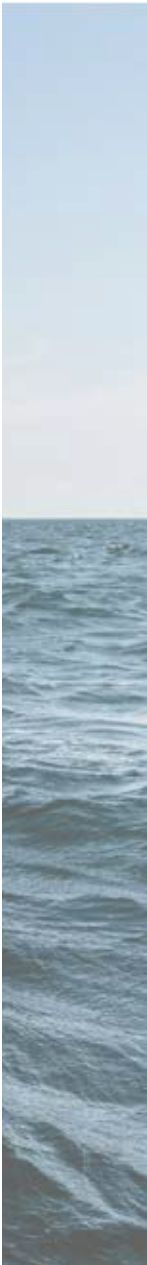
**Peter is Jersey-born and married to Gill, a nurse. Since retirement they have usually lived aboard over the summer. In a series of motor cruisers, including a Birchwood and three Brooms, they have voyaged from Bordeaux to Oslo, along many rivers and canals in Europe, and from the Scillies to Great Yarmouth.**





# LALIZAS

*Simply life saving*



Credit: Michael Held, Unsplash



[Jack.sharland@lalizas.com](mailto:Jack.sharland@lalizas.com)

[www.lalizas.com](http://www.lalizas.com)

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*National Sailing Champion Stavros Lalizas in his Finn dinghy, and the buoyancy aid made by his mother' on her sewing machine in 1982. Stavros is still CEO of the company*



# Lalizas: 40 years of making boating safer

**In 1982, Stavros Lalizas designed a buoyancy aid made by his mother by his mother on her sewing machine. Lalizas has now grown to 10 branches around the world, six factories and thousands of products**

Lalizas was founded in Piraeus, Greece, as a small manufacturing plant of buoyancy aids for professional sailing. Back in 1982, Lalizas' founder and CEO, Stavros Lalizas, decided to make his own buoyancy aid, because the one he used to wear as a sailing athlete did not have an ergonomic design, thus making movement on board difficult. His mother used to sew, so her sewing machine was the one that gave shape to his first "lifejacket", which was actually a vest with buoyancy.

Within a short time, Stavros' sailing teammates asked him for their own buoyancy aids, which would be custom-made depending on their body type. The first order was for 10 buoyancy aids. For almost three years, up to 1985, Stavros operated the business from his family home.

In the years that followed, the company has developed and grown into the organisation that we know today. Lalizas remains a family-run company, with 700 employees, 10 branches around the world, eight logistics centres, seven franchises and six factories, manufacturing more than 10,000 different products. Its vision is to produce high-quality equipment that ensures safety at sea, and distribute the products to international markets through its well-established network of branches, franchises & distributors.

The genuine care for the company's

customers and the indispensable input of its employees, who are considered **#thelalizasforce**, have resulted in the consistent growth of the business. Without leaving the "family" feeling behind, Lalizas focuses on clear and consistent vision, quick decision making, management stability, continuity, honest relationships with customers, suppliers and employees, clear processes, training on soft skills, mentoring and opportunities for personal and professional growth. This year, Lalizas celebrates 40 years since its foundation.

## Popular brands with global reach

The product range that Lalizas manufactures itself includes ISO and SOLAS lifejackets, liferafts, MOB devices, navigation lights, immersion suits, safety harnesses and IMO signs, all of which are designed according to the regulations of different countries.

Since 2012, Lalizas has extended its

portfolio through acquisitions of leading manufacturing brands in the nautical industry. **Lofrans** designs and manufactures windlasses and anchor management solutions. **Max Power** offers a full vessel manoeuvrability range, from small tunnel thrusters to top-of-the-range retractable solutions. **Nuova Rade** manufactures plastic accessories for marine use. **Ocean Fenders** offers a complete range of boat fenders for all yachts as well as unique solutions for mega yachts and **Arimar** is an Italian manufacturer of inflatable boats & liferafts. All products are manufactured and distributed to chandleries, marine stores and boat builders around the world.

## The safety process

The most critical challenge Lalizas faces every day is to ensure the safety of human lives. Unfortunately, unbranded products and low-quality services are widely available in the market.



*Celebrating 40 years of Lalizas*





In October 2000, a massive fire destroyed the Lalizas premises and all the contents. Ten days after the fire Lalizas took part in the Athens boat show, with no products to demonstrate. The whole team resolved to work together to rebuild from scratch, and within a year Lalizas was profitable again. See the full story at [www.lalizas.com/announcement/212-rising-from-the-ashes](http://www.lalizas.com/announcement/212-rising-from-the-ashes). Below: 2000, the Lalizas team on the day of the fire, and 2020, the same Lalizas team 20 years later at its HQ

Below, it's essential that a product like this Lalizas ISO Racing liferaft is serviced by an authorised service station



Products such as inflatable lifejackets or liferafts are often serviced by non-experienced personnel who, in many cases, do not use genuine spare parts. Lalizas advises customers to choose their service stations based on the product and service quality and not just the price. Correct maintenance and inspection of lifesaving equipment should be performed by authorised, reliable and experienced providers, to ensure that the equipment works properly in an emergency. If not, the product might not operate when you need it.

## Rising from the ashes

During its 40-year journey, Lalizas has faced many challenges and obstacles that it has managed to turn into opportunities.



The most crucial one was the fire in its factory, on 23 October 2000. A disastrous fire broke out at Lalizas' premises in Greece and destroyed everything. It was a massive loss for the team; however they managed to have full production up and running within 90 days and re-built the company. Even though they did not have the systems and procedures they have today, as a team, they set goals for their comeback, which they achieved very quickly. The team accepted what happened, moved forward without pessimism, and managed to turn this misfortune into an opportunity for further development and growth.

Stavros comments, "This incident helped me a lot to understand that we need to be open to changes, as you never know what is in store in the future."

## Formation of Lalizas UK

The UK market was identified as one of the opportunities for growth and so Lalizas UK was formed. The formation of the UK office, sales team and warehouse, meant that Lalizas' extensive range of products and brands have become

more readily available in the UK. The UK team provide better support to existing UK customers, as well as developing new relationships and custom, with the opportunity of quicker product availability.

In addition to the equipment of Lalizas, Lofrans, Max Power, Nuova Rade, Ocean Fenders and Arimar, the UK office distributes ACR Electronics and Comet products for the military, commercial and leisure marine markets, meaning it can offer customers a complete package for all their safety requirements.

Charlie Mill, Managing Director at Lalizas UK, comments, "We have spent the last few years committed to strengthening the Lalizas presence in the UK market. As a result, our customers feel more supported and better served, as well as benefitting from systems to help assist the ordering process, such as online ordering and a stock visibility checker. We will continue to develop our UK team and support Lalizas in their global growth strategy and worldwide service network."

Lalizas responds to market needs and requirements, and to develop products and services to meet customer demands. For more information please visit [www.lalizas.com](http://www.lalizas.com).



\*Terms and conditions apply

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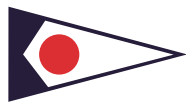
UK MD Charlie Mill, left, and team members

For details of our new winter draw, turn to page 12

# NEWS FROM HLRs & THE SECTIONS



Left, Caroline Milmo, new chair of the HLRs group. Right, Valerio Zoja, HLR for northwest Italy, with his partner Wendy who introduced him to the CA



## HLR NEWS

CA Council member Caroline Milmo has taken over as Chair of the Honorary Local Representatives (HLRs) group. The CA's thanks go to Isobel Porter who chaired the group for many years and helped to create our network of representatives all around the world.

Meanwhile, Caroline's place as organiser of the Crewing Service has been taken by Malcolm Davidson. See page 15 for more about the Crewing Service.

I'm really looking forward to getting involved with this invaluable CA resource which is available for all members wherever they are sailing in the world. HLRs have the local contacts and information needed for members. They are all English-speaking, which as you

can see from CA member David's forum report below, may prove essential in resolving a problem quickly and efficiently.

When I first joined the CA I thought the HLRs were only there for when members had problems. Now I know, from personal experience, they are a mine of local information too, whether it's anything from a restaurant recommendation to where to hire a car.

We are always looking for new HLRs wherever you are in the world, so if you feel a local has been able to help you, do recommend them.

### Thank you to Valerio

As mentioned briefly in September's *Cruising*, Valerio Zoja, HLR for Corsica and Elba has received a huge thank you from member David Lewis, who contacted Valerio seeking a refrigeration engineer.

David posted his experiences on the CA forums, saying: "Valerio suggested I contact the boatyard in Cala di Molo who in turn suggested Elba Frigo in Portoferraio.

"So far so good - but that's when the stress levels increased!! Using Google Translate I emailed them with details

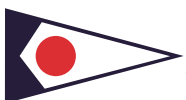


using the address on their website which was returned undelivered. I then used the Facebook link on the website to send the same message but this was never read. I had been given a different email address by the boatyard so used that but got no response. Then on to the telephone... but they could not speak English and I can't speak Italian.

"That's where Valerio came to the rescue. He spoke to them on a number of occasions to arrange for an engineer to visit which finally happened yesterday - arranged for 1000 but they arrived at 1300 which didn't please the marina any as we were supposed to leave by midday.

"Anyway, fridge now repaired - cold beer at last. This illustrates how valuable our HLR network is and is one of the USPs of the CA."

**Caroline Milmo**, Chair HLRs Group  
[HLRchair@theca.org.uk](mailto:HLRchair@theca.org.uk)



## ANTIPODEAN

Many members will be exchanging one summer for another as they return home after spending a lot of their time sailing in the Mediterranean. Being able to meet up with other sailors and talk about their Mediterranean experiences during their time there is what the Antipodean Section lunch meetings are all about and I would like to take this opportunity to thank the organisers of these events which the members really enjoy.

At the time of writing the first event to be held will be at the bistro of **Dicky Beach Surf Club**, on the Sunshine Coast (south of Mooloolaba/north of Brisbane, Queensland) on **27 November**. By the time you read this the lunch will already have taken place and I await the report for the next issue.

The other lunch already arranged is in Sydney, NSW at the **Royal Sydney Yacht**

**Squadron**, hosted by Terry & Julie Clarke on **Sunday 4 December**, from 1200. For last-minute bookings please contact Paul Hardcastle [hph501@gmail.com](mailto:hph501@gmail.com) to see if there are any places left. If you are a visiting sailor or just on holiday in Sydney, do get in touch to join in.

Sending SEASON'S GREETINGS to you all.

**Sandy Duker**, Acting Section Secretary.  
[bluewatersec@gmail.com](mailto:bluewatersec@gmail.com)



*Iceberg photographed in the Sermilik Fjord in eastern Greenland by Helen Gould*



## BALTIC

The following is all about Baltic Section activities but a lot more goes on behind the scenes.

Investigation continues into:

- The requirements and procedures related to application for a **Swedish Visitors' Residence Permit (SVRP)** which will enable the holder to remain in Sweden for more than the Schengen 90 days – please read more about this in our article on p19.
- **Ports of entry to the EU/Schengen area.** We are grateful for the feedback from members on their experiences and also to the relevant HLRs who have made enquiries locally and obtained vital information.

We continue to keep in touch and liaise with our HLRs all round the Baltic and thank them for the help they give to members both individually and collectively through the Section.

### Our activities

#### Denmark Information Day, 19 November

At the time of going to press, this event is still in the future. All indications are that it will be a successful and well attended day. Main presentations are by James Yarrow and Vicky Platt with Robin Guilleret talking specifically about the Limfjord and Fay Cattell giving a brief mention on formalities and introducing our Danish HLRs.

#### Rest of the winter season:

##### 22 Sunday January 2023

#### Baltic Party, 1200 at CA House

Baltic Section's famous annual event returns. Prior booking direct to Baltic

Section (not via CA House) – booking forms have been circulated or can be downloaded from the website. Numbers are limited so please book early. An opportunity to meet up again with friends made in Denmark this year or at any Baltic Section events over the past years and for new members to be welcomed to our Baltic family.

#### Saturday 18 February 2023

##### Baltic Seminar, 0930 at CA House

A whole-day event including presentations on Baltic sailing, country-specific stalls, bring and buy sale of charts and nautical equipment – a must for those going to the Baltic for the first time or anyone wishing to explore further. Buffet lunch included.

At the end of the seminar members of Team Baltic sit down for a meal together. Everyone attending the seminar is welcome to join us. A choice of meals will be available – order and pay at the bar on the evening (tick yes or no on the booking form so we can advise the caterers of likely numbers).

Prior booking direct to Baltic Section (not CA House) is essential. Please book early as numbers are limited. Application forms have been circulated or can be downloaded from the website.

#### Saturday 11 March – Iceland, Greenland, Faroe Islands Information Day at CA House

Have you thought about a great exploration? Whether you are intending to sail to these northern waters and want to learn all you need to know or would

like to enjoy seeing nature in its raw beauty but from the comfort of a chair in CA's Assembly Room, this is the day for you. Presenters are Michael Henderson and Helen Gould, authors of the CA Cruising Guide to the area. Admission free to CA members, non-members £15. Both plus cost of buffet lunch if required.

### 2023 CA Baltic Rally

Next year's Rally will be in the Finnish Åland Islands. Registration forms have been circulated or can be downloaded from the website. Please note that numbers will be strictly limited so early booking is advised. Planned dates are 3 to 12 June. The Rally will start in Mariehamn West, visit Rödhamn, Degerby, Remmarhamn (or Seglinge), Lappo, Bomarsund, Kastelholm and ending in Mariehamn East. Enquiries to the Baltic Section Secretaries [baltic@theca.org.uk](mailto:baltic@theca.org.uk).



If you have an interest in sailing the Baltic or meeting people who have done so, join our mailing list and come along to our meetings. For those who have only limited time, there may be an opportunity to crew for another member.

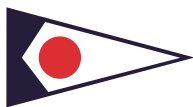
**Graham and Fay Cattell**  
[baltic@theca.org.uk](mailto:baltic@theca.org.uk)

## SECTION UPDATES

A number of sections are seeking volunteers now or very soon: **Biscay, Essex, South West, and Thames Valley**. If you live or sail in these areas and would be willing to help out, contact Alison Hadley, [alisonontabitha@gmail.com](mailto:alisonontabitha@gmail.com). You

don't have to jump straight into the role of section secretary: any support you can offer will be very welcome. Section newsletters and forums will provide more info.

There is no update from **South West** or **Thames Valley** in this issue.



## BISCAY

The prolonged dry period caused some problems for cruising in much of the Biscay area. Hosepipes were restricted on some islands, even for filling boat tanks. The lock at Arzal on the Vilaine was closed from mid-August for extended periods and in early November still has very restricted opening. Most locks are now at low water so even shallow-draft boats need to wait to get out of the river.

Fireworks for nearly all Bastille Day celebrations were cancelled; smoke and ash from wild fires south of the Gironde were further hazards for those cruising Atlantic France.

The drought did have some benefits: so many CA boats were back in the Vilaine that socialising took priority. There were multiple meets in Arzal, La Roche-Bernard and Foleux. The long period of drought also had stable weather with predictable winds from NE to NW in early summer.

Another big change this year is a large windfarm under construction on the Banc de Guérande just north of the Loire entrance, measuring 10M west to east; entry is prohibited during construction. Another wind farm is planned between Belle Île, Île de Groix and the mainland.

The regular Beginning in Biscay session was held at CA House at the end of October. CA House is booked for **18 March 2023** for the **Crossing Biscay Seminar**; not all speakers have been finalised so there is an opportunity to shape the programme. Please email to [biscay@theca.org.uk](mailto:biscay@theca.org.uk) if you are interested in attending and any subjects you would like covered.

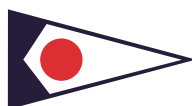
### Biscay section needs you

Could you join a group of people to provide the organisation, events and activities that are so important to our cruising life for members cruising the Biscay Section (Chenal du Four to Gibraltar)? The situations vacant include: organisers for activities ashore, afloat and online; editor(s) for section newsletter, contributions to *Cruising*; people with ideas for future development and of course Section Secretary or Secretaries.

[biscay@theca.org.uk](mailto:biscay@theca.org.uk)



*Hi from Las Palmas! Photo shows Ian & Jacqui from Hummingbird, Philip & Sheila from Infinite Dream and Nic & Vicky from Amokura in the Sailor's Bar. Thanks to Ian & Jacqui for the photo. Below, Matt & Carolyn Thomas on Carinya II get their Parasailor out for the first time. They say it was not dunked but the wind was very light! The CA burgee is just visible*



## BLUE WATER

A warm welcome to all members who have recently joined this section. We would also like to send **Season's Greetings** to every member reading this.

During this lead up to the Christmas holiday period we wish all of those members currently at sea, crossing the Atlantic, *God Speed*. Eleven members' yachts set off from Las Palmas in the Canaries with ARC+ on 6 November to sail to Grenada, via Cape Verde; a further six headed out on 20 November with the ARC, destination St. Lucia. Yet



another 23 members' yachts are sailing independently to various Caribbean islands during this crossing season, Barbados being one of the favourite landfalls; some have already left and others will be waiting until the ARC rush is over and hoping to pick up possibly better trade winds by leaving that little bit later. With all the weather pattern changes being experienced these years, who knows? It has always been a bit of a gamble anyway. We wish all those crews fair winds, calm seas and a safe landfall.

On the other side of the world other members have taken part in the annual Sail Indonesia Rally, [www.sail2indonesia.com](http://www.sail2indonesia.com) and I am awaiting a report. The cyclone season in the Pacific will find members able to spend the summer in Australia and New Zealand now they are fully open again after the Covid restrictions. Any visiting sailors should join the Antipodean Section to find out what may be going on in their area as lunch meetings are held at various times in some places during the summer.

### A date for your diaries

**Sunday 5 February for our Blue Water Winter Lecture Day** to be held at CA House.

**Sandy Duker**  
[bluewatersec@gmail.com](mailto:bluewatersec@gmail.com)  
**Michael & Anne Hartshorn**  
[nimue44@gmail.com](mailto:nimue44@gmail.com)





The Plymouth fireworks were spectacular, but the rain meant that some members were deployed as "umbrella holders"



## CHANNEL

### Firework Meet at Plymouth

The 25th British Fireworks championship took place at Plymouth over two nights in August which, following last year's successful rally gave the excuse for CA members to hold a meet.

Paul and Liz Harewood, whose yacht *Minalto* is moored at Queen Anne's Battery, acted as hosts for the 23 members with seven yachts and one motor vessel who attended and used berths at QAB, Yacht Haven and Mayflower marinas. The fireworks are displayed on Mount Batten pier so the wave wall at QAB on the opposite side of the Cattewater makes an ideal viewing point, without the hustle of the 200,000 crowds that watch each year from the Hoe area.

Six companies competed to hold the title of British Champions, with three 10-minute displays on Wednesday and Thursday evenings. The companies were invited to include a section to celebrate the Queen's jubilee with lots of red, white and blue featuring in the displays; in addition to the smiley faces and hearts seen at previous displays many crown shapes appeared. The winner was announced as Phoenix Fireworks – a local company based in Martock, Devon who managed to include "ERII" in their display and ended with the loudest *bang / bang* we have ever heard at any display!

Social activities for our CA Meet-Up included the opportunity for Pimms on the pontoon before the first display. Then on Thursday four couples met for a guided walk which used the Cremyll ferry to access Mount Edgcumbe (via Royal William Yard with its fascinating Naval history). After coffee and cakes at

the Mount Edgcumbe House Orangery the walk progressed along the South West footpath to Kingsland and took the Cawsand ferry back to the Barbican. Before the fireworks a Pot-Luck supper was held, which due to drizzling rain, required the use of 'umbrella holders' during the serving process and food being eaten on two of the yachts.

Our thanks to Liz and Paul for organising and hosting this and a thank you to all the crews who attended. We would like to repeat the exercise in 2023 either as a rally, if we can secure enough marina spaces, or as a meet if not.

### Channel Seminar 2023

The date for the Channel Section Seminar has been fixed for some time as **Saturday 28 January 2023**. This will be the first Section seminar since 2020 so we are looking forward to this socialising and information sharing day again. Topics include "Rounding Headlands" which will look at this in general and specific Channel headlands; "Our First Channel Crossing" where two members who crossed as part of the 2022 rally will talk about their concerns and experiences; "Channel Section Rallies" which will look at the rallies of 2022 and look ahead to rallies for 2023; "Going East" which looks at English coast ports east of the Solent; "Alternative Energy Supplies" will cover changes that two members have made to their yachts; and *Vive La Difference* - a look at what is different cruising the French channel coast.

For details and to book your places go to [www.theca.org.uk/channel-seminar-2023](http://www.theca.org.uk/channel-seminar-2023). We look forward to seeing you there. Book early to ensure your space and to take advantage of the early booking prices.

**Bob & Sue Garrett**  
Joint Channel Secretaries  
[channel@theca.org.uk](mailto:channel@theca.org.uk)

Essex-based members meet in Boreham to discuss options



## ESSEX

In mid-October a group of members who live or sail in Essex met to discuss relaunching social events in the Essex Section. The previous section secretary, Julian Cable, moved to Scotland, and the last section event was held before Covid.

Chair of Council Bob Garrett spoke to the group about volunteering and the

work required in running a section, and there was enthusiasm for taking the Essex section forward, beginning with identifying likely venues for evening and lunchtime meetings.

If you missed the meeting it's not too late to offer your help – contact Alison Hadley at [calondon@theca.org.uk](mailto:calondon@theca.org.uk).

**Alison Hadley & Ken Nunn**  
[essex@theca.org.uk](mailto:essex@theca.org.uk)





## Winter events

Over the last two years we have been able to hold only virtual meetings, which has enabled us to cover most of the Celtic Area cruising grounds in some detail but lacks the opportunity to discuss issues and experiences face to face. While many people will spend a number of seasons on the West Coast of Scotland, a similar number will probably make their time in the Celtic area part of a Round-Britain cruise. Recognising this we are now planning an all-day seminar on **Cruising Round Britain on Saturday 4 February** at CA House. Details on the Celtic Section pages and in the Events section of the website.

We will supplement this with Zoom talks covering "Orkney and Shetland", "The Clyde" and the "West of Ireland" on Thursday 12 January, 16 February and 16 March (not necessarily in this order). Again, more details on the website..

## Can you help run the Section?

This year Derek has been joined in the Celtic Section by Alan Kohler who has taken over a good deal of the work, assisting in the running of the section, but we would always welcome more assistance, whether it is offering to do a talk for us, editing one or more editions of the Celtic Newsletter or simply feeding information on what is going on around the area.

In terms of talk/presentations, we are open to great ideas for topics to cover. For example, perhaps someone has the knowledge to talk about the rich history of the places within the Celtic waters,



Much of the Crinan Canal, "Scotland's most beautiful short cut", will be closed this winter

such as the Kingdom/Lord of the Isles. If you can offer to help, even in a small way please contact either Alan or Derek at [celtic@theca.org.uk](mailto:celtic@theca.org.uk).

## Celtic waters information

The **Crinan Canal**, often referred to as "Scotland's most beautiful short cut", was closed to navigation at the start of October for another programme of major works this winter. The canal will be drained all the way from Crinan to Lock 9, near Cairnbaan, for improvements to four lock gates and the Cairnbaan Swing Bridge. The canal is due to open at the end of March 2023, but with such major works, this could overrun.

It would appear that the **Caledonian Canal** is not subject to any major closures this winter (although the website was not fully up to date). One change late in 2022 was the introduction of an online advance booking for transits of the canal, apparently due to "staff shortages", at [www.scottishcanals.co.uk/ycw2020/book](http://www.scottishcanals.co.uk/ycw2020/book). It is not clear if this will continue for 2023 but it will be worth checking, especially if planning a late or early season transit.

Finally, we have seen a commendable number of Captain's Mate reports and new photos during 2022 – keep it up, particularly if you visit a location for which there isn't yet a report. And if you spot an inaccuracy, please let us know – either submit a report with a correction, or email [celtic@theca.org.uk](mailto:celtic@theca.org.uk).

We look forward to seeing you at one of the Celtic winter events.

**Derek Lumb & Alan Kohler**  
[celtic@theca.org.uk](mailto:celtic@theca.org.uk)



Above, Neil and Betsan Caldwell and bottom of page Jules Dussek;



## New secretary

After many years of being secretaries of the EIWS, Betsan and Neil Caldwell have handed over the reins to Julian (commonly known as Jules) Dussek, past president of the CA. He took up the post on 1 November.

Jules says: "I am sure that I am speaking for all EIWS members in thanking Betsan and Neil for their unstinting secretaryship of the section; both Covid and leaving the European Union have been additional challenges in addition to the normal responsibilities.

"I'm hoping that there will be enough water in some of the European inland waterways to enable us to cruise at all next year, but in the meantime I have booked the lecture theatre at Limehouse for a **meeting of the section on Saturday 4 March**. The exact format has yet to be decided, as has the content of the day's talks."

**Jules Dussek**  
[eiws@theca.org.uk](mailto:eiws@theca.org.uk)



# CA London lectures, spring 2023

From electronics to Ukraine and from orcas to *Overlord* – just some of this season's topics



## Wednesday 1 February Sailing into the Electronic Age, Jeremy Batch

"We have no use for these inventions" was the rebuff given to Christian Hülsmeyer by Telefunken in 1905 when he offered them his early versions of radar and the chart plotter. Decca would make the same mistake with the Beatles.

In this sequel to *Sailing into the Electrical Age* (2017), we'll follow the adventures and misadventures of the inventors, scientists and engineers who brought us not only radio and radar but all the other gadgets we never knew we wanted on our vessels and in our homes.

We'll start with a long-delayed visit to Cragside, William Armstrong's home in Northumberland, to admire his (British!) light bulbs from Joseph Swan, powered hydroelectrically in 1881 from a convenient lake via a generator from Werner Siemens. We'll look at the radio valve, the cathode ray tube (once in your TV and radar) and the cavity magnetron (still in your microwave and probably your radar) and move on down to the transistor, the integrated circuit, the microprocessor and the memory chip,



Cragside, Northumberland.

Photo Derek Voller/geograph.org.uk

now allowing you to drop the entire Admiralty chart collection into your plotter or into the bilges — provided you can still get the chips.

Also: a return visit to London's Lea Valley where the British electronics industry was nurtured; a wartime miniature radar device whose level of secrecy approached that surrounding the Flag Officers' Lunch; and "the machines that made nothing" but made everything possible.



Swallow's Nest castle in Crimea

## Wednesday 8 February Sailing in Ukraine, Christopher Smith

After decades of sailing around Greek waters, Christopher's retirement dream was to sail through the Bosphorus and round the Black Sea to Georgia. Planning quickly showed Russian and Russian-occupied Georgian waters were no-go zones but at that time, 2012, the Ukraine and especially the Crimea proved to be excellent sailing. The Black Sea is notorious for storms, but these are reasonably predictable and thus avoidable (though during the long sail from Yalta to N Turkey he endured 85 knots of wind, thankfully only for 10 minutes). Setbacks included laborious times with officials, boardings by the Coastguard, jellyfish and outdated

electronic charts. Highlights were mooring at the bottom of the Potemkin steps in beautiful Odesa, sleepy towns on the Crimea coast, the splendour of the then co-Russian naval estuary of Sevastopol, an abandoned base for nuclear submarines in Balaclava estuary, palaces and downbeat hotels in Yalta - and dolphins. Let's hope we can get there again.

## Wednesday 15 February Smuggling on the east coast, Andy Beharrell

Over several centuries a surprising diversity of goods was traded between East Anglia, northern France and the Low Countries. Good quality English wool was exported, woven in Flanders and SW Netherlands, and some cloth smuggled back, all duty free. In the golden age of import smuggling the most important commodity was over-proof gin called strong *Jenever*, or brandy; other items smuggled were most of the heavily-taxed products including wine, tobacco, spices, silks and tea. Andy describes the trade and how the pattern of landing and distribution changed with the evolving policies for prevention.



Moorings at Brandy Hole on the Crouch: was the creek named for smuggled *genever*? Pic courtesy of John Negus.

Main photo, left, Missy Bear anchored east of the fort on Methoni. Below, Julian Cable on Robinetta; Windfall Yacht Overlord under way (photo, Tom Cunliffe) and right, Admiral Lord Nelson on his column in Trafalgar Square (photo, Beata May/Wikimedia)



**Wednesday 22 February**  
**Round Cape Wrath: Southwold to the Clyde in Robinetta, Julian Cable**

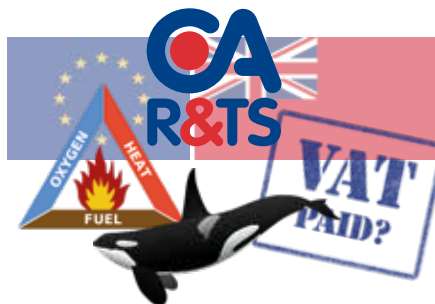
Robinetta is a gaff cutter designed by Denys Rayner and launched in 1937. Last year, she made it from Tollesbury to Southwold on a shake-down cruise where rather more shook down than was ideal. Julian rebuilt the gaff and repaired the boom fixings by the spring and continued north towards their new home in Scotland. Leaving the Humber proved challenging. Getting around Spurn Head at dusk with wind over tide is not an experience boat or crew would choose to repeat, but once in Scotland, things got easier. A delightful weekend at the festival in Portsoy was followed by an uneventful passage to Loch Eribol via Scapa Flow and Stromness. From there to Cape Wrath was a thrilling ride. Now on the west coast, the delivery trip turned into pure holiday, exploring remote anchorages far up sea lochs and making new friends in tiny harbours. On her first attempt to round the Mull of Kintyre she was beaten back to Gigha. Undaunted, she tried again and made it into the Clyde.



**Wednesday 1 March**  
**The Windfall Yachts, Charles Chambers**

During the 1930s the Germans built up a large fleet of cruiser racer yachts to sail under the German Square Metre Rule. They were principally used for nautical training of German armed forces officers. At the end of World War II a large number of these German Government-owned yachts were allocated to the victors with many finding their way into various, mainly British services, yacht clubs. They

became known as the 'Windfalls' or 'Booty Boats'. Charles is one of a handful of skippers qualified to sail *Overlord* on behalf of the Offshore Cruising Club. He will talk about the history of the boats and how the OCC boats are used.



**Wednesday 8 March**  
**Orcas, Windfarms and Taxes - an evening with RATS**

RATS, the Regulations and Technical Services Group, represents the CA in understanding and explaining how regulatory and technical issues affect cruising sailors, and in dealings with government and other authorities, offshore developers and the marine industry. In this session they will cover some of the hot topics in their current workload.

**Wednesday 15 March**  
**John Dillon-Leetch, Port Hydrographer, Port of London Authority.** Details to be confirmed.

**Wednesday 22 March**  
**The adventures of Missy Bear, Richard Crooks and Alix Tittley**

This talk describes the adventures of *Missy Bear*, a new Oceanis 40.1, as she sails from Canet-en-Rousillon in France to Preveza in Greece. *Missy Bear* remains steadfast as her crew deal with route planning, weather, laundry and an uncharted rock. Did they also mention Brexit rules and Covid regulations? Richard and Alix won the Lacey Trophy for their delightful blog of this trip.



**Wednesday 29 March**  
**Hanson lecture: The influence of leadership and healthcare upon Britain's maritime dominance, Lionel Jarvis**

It is too often assumed that British naval victories during the French Revolutionary and Napoleonic wars resulted from impressive strategic insight and imaginative tactical excellence. However, a very substantial contribution to these successes can be attributed to compassionate leadership, and an astute understanding of the needs of sailors and their health. It has been said that victory at Trafalgar owed as much to the citrus fruits as to Nelson's strategic brilliance. Far ahead of his time, we continue to learn today from Horatio Nelson's approach to leadership.

Surgeon Rear Admiral Lionel Jarvis is a consultant radiologist. He has previously served as Surgeon General of the Royal Navy, Assistant Chief of the Defence Staff for Health and as the Royal Navy's Chief Medical Officer.

Log competition prizes will be awarded on the night. Tickets at **£19 include supper** and must be ordered and paid for in advance.

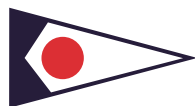
## Bookings

Events start promptly at 7pm. To book any lecture, please go to **News & Events > Events** on the CA website. To attend at CA House, click on **BOOK VENUE**. Please pay in advance on the website, or by contactless on the door; the cost is £4 for members unless otherwise stated. To watch online, please click on "Register by Zoom".

A reminder email with both links will be sent to CA London members each week. Any problems with the booking system, call or email Jeremy on 0207 537 2828 / [reception@theca.org.uk](mailto:reception@theca.org.uk).



Members gather outside the vessel, left, and inside the Medway Queen's visitor centre, right



## KENT

### Tea with the Queen

On 8 September a group of 35 Kent and Essex CA members braved the rain to meet at Gillingham Pier for a visit to paddle steamer *The Medway Queen*.

Pam and Mark Bathurst and a team of knowledgeable volunteers guided us through the history of this remarkable Little Ship from her spell as a mine sweeper to her seven trips across the Channel to Dunkerque to rescue 7000 troops when she became known as The Heroine of Dunkerque. After the war she became a nightclub on the Isle of Wight and then fell into disrepair. In 2008, £1,861,000 was secured from the Heritage Lottery Fund to rebuild the hull which was carried out at David Abels Shipbuilders at Bristol. She was ultimately taken to Gillingham Pier where she is being lovingly restored.

We were taken round the exhibition with many photos of her history, we were shown the workshop where the repairs are being carried out. Then we toured round the ship to see the beautiful main stateroom and were shown where the troops were looked after having hot food cooked in a tiny galley, it must have been

a welcome but squashed experience. A cream tea was then enjoyed which was a lovely end to the tour. Sadly she looks unlikely to ever take to sea again due to MCA regulations affecting her hull but she is well worth a visit if you are ever in the area on a Saturday.

We arrived home to the news that the Queen had died, which rather took the edge off a lovely afternoon.

### Winter Warmers

We have resumed our Winter Warmers Programme at the Dog and Bear Hotel Lenham. Talks must be pre-booked through the CA Events page on the website, as we are restricted in numbers.

The first talk, by our very own Jeremy Batch, was *Going boldly, across, beneath and beyond the ocean*. He followed the development of lifejackets from the Ancient Egyptians to modern times, how we learned to breathe underwater and almost overcame scurvy. It was very well attended and enjoyed by all. By the time you read this we will have had our second talk by Adam Taylor on *Defending the Swale from the 1500s to the 1950s*.

### Forthcoming talks

**Thursday 8 December: Engaging the wild world of the tidal Medway** – the work of the Living River Foundation by Tanya Ferry.

The Foundation is working to reconnect communities with estuaries. Our local estuaries are improving, despite their characteristic brown colour which makes it difficult to see the important animals that live in them. The Foundation runs programmes to allow people to explore different aspects of the estuary, tackling litter, eliminating single use items, sampling microplastics and giving talks.

**Thursday 12 January 2023: Exhibiting a boat at the Southampton Boat Show** by Roger Clark

Roger owns a Westerly Fulmar, *Concerto*, the Westerly Owners Association boat at the Southampton Boat Show in 2021. Roger will talk about preparing for the show and some of the things that go on behind the scenes.

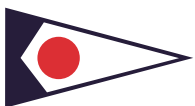
**Thursday 9 February: Sail repair and maintenance by Cindy Parker** from Wilkinson Sails Faversham.

A must for all sailors. Experienced yachts-woman, sailmaker and CA member Cindy guides us through sail care, valeting and emergency get-you-home repairs.

**Thursday 9 March: The Last Master of the QE2 by Captain Ian McNaught**

As the final Master of the QE2, Ian will tell the story of this, the last British-built Transatlantic liner, a true ocean greyhound, a ship loved by her crew and cherished by her passengers.

**David & Sue Long**  
[kent@theca.org.uk](mailto:kent@theca.org.uk)



## SOLENT

### Recent Events

#### September Rally at Bucklers Hard

Ten boats gathered at Bucklers Hard on Friday 9 September. The event was overshadowed by the news of the Queen's death the day before, but it was decided to carry on. After the King's address to the nation, drinks and nibbles were enjoyed on shore, followed by a DIY barbecue for those so inclined, with a mobile chilli wagon for those who preferred not to cremate their food.

**October Rally in Yarmouth** Forecasts of strong winds led some members to cancel their plans to come to Yarmouth on Saturday 15 October. Others took the opportunity to arrive the previous day, and the rest battled their way across or down the Solent on the day of the rally. As it was 11 boats were moored up together on the finger pontoons to make a significant gathering while another was moored further away. In view of the weather the planned pontoon party was transferred to the Yarmouth Sailing Club's marquee before we all marched off to a very full Bugle for an excellent meal.

### Coming Events

Our evening for members to tell of their cruising exploits over the previous summer on 11 November will already have happened by the time you read this issue of *Cruising*. On **Friday 9 December** we have our **Christmas Dinner** at the Royal Southern Yacht Club in Hamble with a suitably themed quiz, while on **Friday 20 January** we have **Sam Steele** on *Captain's Mate – How to use it and get the best out of it* following on from an optional club supper at the club. Further talks are planned for February and March.

**Tim & Liz Dodwell**  
[solent@theca.org.uk](mailto:solent@theca.org.uk)



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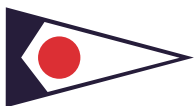
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Above, members based in Agios Nikolaos Marina in Crete attended an end-of-season get together organised by HLR for Crete Carl Waters, who said "Wine flowed, sailing stories and experiences were discussed and overall a good evening was had by all." Right, Med section members enjoyed the summer party in Kent



## MEDITERRANEAN

### Looking back

The Med Section love to party and this year has been no exception. One tradition has been the **annual summer party** which takes place in August when many members are back in the UK as the Med is very hot and very busy. The party took place this year at home of Angela and Bernard de Saulles near Sevenoaks, and as ever it was a thoroughly enjoyable afternoon. The weather was hot and sunny, the wine flowed, and it was lovely to catch up with old friends again.

Huge thanks as ever go to Section secretary Peggie Manton for organising, Angela and Bernard for their hospitality, and to all the members who brought their favourite dishes to put on a great lunch.

The **Southampton Boat Show** in September is a great recruiting ground for the CA and I spent three days there, meeting lots of existing members including quite a few Med sailors. It is always delightful to put faces to names, and to exchange news, information and sailing stories. I'm delighted to say we signed up a lot of new members, some of whom sail or plan to sail in the Med. I met some of our new Med sailors at the **Welcome Event** for new members held at CA House on 23 October and hope to see many more at our events over the winter either at CA House, or over Zoom as we plan to livestream as many events as possible.

We have continued our section Zoom meetings which are great for keeping in touch with each other, and discussing topics of general interest or concern. On 3 October Chris Robb kindly agreed to field **questions on post-Brexit rules**.

Things seem to be settling down now in most countries although problems continue in Greece with different port officials interpreting rules differently. Chris Robb continues to lobby Greek and UK government officials on our behalf and the Med section owes him huge thanks for the hours of work he puts in. The limitations on cruising with the 90/180 day rule in the Schengen area are also being eased by countries starting to provide straightforward tourist visas as an alternative to residence permits to extend the time. France have already instituted a fairly straightforward tourist visa extending cruising time in France for up to six months (see page 20 for more details), and Greece is talking about doing something similar. Meanwhile, Croatia's accession to Schengen is set for 1 January 2023, so it will no longer be a "bolthole" for next season.

The next Zoom meeting was due to be on Monday 28 November: a Q&A on CAptain's Mate with people on the development team to sort out some of the queries members have on getting the best out of it following its major upgrade. Further talks in November included Rod Heikell talking about his many years cruising in the Med, and Tony Boas on the pleasure to be found cruising the Balearics, Corsica and Sardinia in the Western Med.

### Looking ahead

2023 gets under way on **Wednesday 11 January** with the **Med Section Winter Party** at CA House – still better known as the *Not the Boat Show Party*, as it used to be held during the London Boat Show. Definitely one not to miss and also one which will not be livestreamed!

And for something a little different, **Tristan Gooley** will give the talk at the lecture supper on **16 February**. He is the author of many books including *The Natural Navigator* and *How to Read Water* and this will be a fascinating look into the natural world of sailing away from our books and gadgets.

The **Mediterranean Seminar** will take place over the weekend of **25 and 26 March**. The format will see Saturday as an introduction to the Med along with topics of general interest like cruising equipment, cruising techniques particularly relevant to the Med, weather, first aid, practical preparation for leaving home, EU formalities and more. On Sunday members will talk about the different cruising grounds in Mediterranean Spain, France, Italy, Greece, Croatia, Montenegro, Albania, and Turkey.

**Sarah Stevens**  
med@theca.org.uk



Joint section secretaries Sarah Stevens, Peggie Manton and Keith Pettican

# BOATS ARRIVING AT UNUSUAL TIMES?

PROJECT  
KRAKEN



## REPORT IT. LET'S SORT IT.

To report anonymously, call the Coastal Crime Line powered by Crimestoppers on 0800 011 3304. In an emergency, always call 999.



## Project Kraken Relaunch

Border Force, in partnership with Crimestoppers, have refreshed and relaunched Project Kraken, a joint law enforcement operation tackling maritime threats to the UK this summer.

The refresh includes the creation of a Coast Crime Line, a single bespoke reporting telephone number (0800 011 3304), unique QR code for easier, quick, and anonymous reporting and a dedicated website to assist the public in understanding what coastal crime is and what to look out for.

### What do we mean by coastal crime?

Essentially, it's any crime that has an impact on, or happens around, our coasts and borders, including smaller ports, docks and marinas. From theft, to smuggling, to criminal damage - whether you're a keen sailor, work in the maritime industry or are simply enjoying a coastal hike - if you see something suspicious, the Coastal Crime Line is here for you.

**In an emergency, or if a crime is happening now, always call 999.**

### Don't ignore it - report it.

Here in the UK, we are incredibly lucky to have so many stunning coastlines, bustling ports and harbour towns to enjoy and explore - but if crime and the people behind it are left unchecked, then everybody suffers. We all have the power to protect our coastal communities from crimes that put them at risk

The Coastal Crime Line brings together Project Kraken and Project Falco which seek to support and educate, making it easier to contact us and report suspicious behaviour.

Our recent social media campaign has amassed over 1 million impressions and attracted 2000 visitors to the Coastal Crime site within the first two week. So please do retweet, like and share when you find our post and help spread the word. Report it, Let's sort it!

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RIB



Motor Cruiser



Sailing Yacht



Sailing Boat

Right, members enjoy a recent talk at the Royal Harwich YC. Below, a baby seal rescued by BDMLRG



The season of Winter Talks is under way after a cracking start, see the reports below. Happily, members seem to have put Covid behind them and are celebrating by coming out and meeting; we were sold out for the first talk and as a result have increased the number of places for the talks with a meal; there are almost always places for attending for just the talk, but these must still be booked and paid for in advance. We look forward to welcoming you to the Royal Harwich YC where we meet.

### Contributions needed

#### Suffolk Photographic Competition:

Why not submit some of this season's photographs? For entry details see the CA website Events list and look for **31 January**.

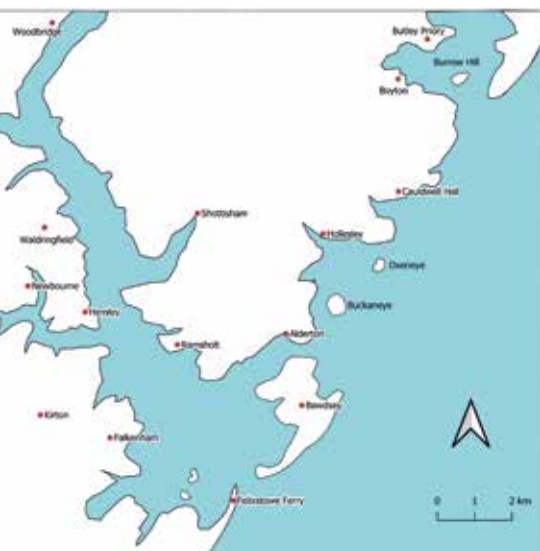


**Near and Far:** We are looking for short stories. If you have a story to tell in just 20 minutes, please contact us. N&F is on **1 April**, and it's not a joke!

### Looking back

#### The Lost Port of Goseford on the River Deben, 15 October

Peter Wain, "an accidental historian",



explained how the present Suffolk coastline is the result of changes which took place in the medieval period, when the increased frequency of storms accelerated the erosion and movement of sediment along the coast. Ports silted up and drying areas first became salt marshes and were subsequently reclaimed for agriculture. To our surprise, we learned that Bawdsey, where radar had been developed during the Second World War was once an island only accessed from the mainland via a causeway. Peter also captivated the audience with the results of his research into the important lost medieval port known as Goseford, which was just inside the Deben, between Bawdsey Island and the mainland. He showed us conjectural maps illustrating the changes along our coast over the past 1000 years. The next time we sail up the Deben, we will look at it with a different perspective and imagine the port of Goseford crowded with shipping.

**Tim Daley**

#### East Anglian Ports in the age of the Black Death, 27th October

Our speaker, Professor Mark Bailey, smiled wryly and told the audience he needed notice for the question, "After hearing your talk, do you consider history to have become a science rather than an arts subject?" However, the question reflected this fascinating and entertaining insight into the Suffolk coast. Mark's talk covered historical aspects of climate change, pandemics, epidemiology and economic recession to explain the changing fortunes of our coastal settlements, population, ports and trade. With good humour and great skill, he showed us both original sources (translating ancient documents and maps directly) and modern scientific evidence, keeping the audience fascinated throughout. Audience questions showed how much the former England Rugby International

had excited people and everyone will be looking at our coastline in a slightly different way from now on, trying to understand the landscape a little more and not just to see it.

**Dennis and Anne Kell**

By the time you read this we shall also have sailed on the Thames Sailing Barge *Victor* for a spot of birdwatching and caught up with the East Coast Guides for Sailors with editor Garth Cooper – reports in the next issue.

### Winter talks

For the latest information, and for booking, please visit the CA website, Suffolk Section.



#### Thursday 8 December, 11am: The River Deben – its history and its people

**by Robert Simper.** Sailing on as many traditional types of boats as possible, with endless travelling and research, has made Robert Simper the authority on the history of the East Coast rivers, the people, and the boats.

#### Saturday 17 December, 6pm: The British Divers Marine Life Rescue Group

**by Jo Collins.** Marine mammals and other species in need of help are provided assistance by BDMLRG. Jo and her team will tell us how they achieve this in Suffolk with some tips on how we can help.







Above, a view of Felixstowe docks. Below, one of Surinder Beerh's lovely marine works

**Saturday 14 January 2023, 6pm:  
Felixstowe Docks by Simon Mullett.**

Britain's biggest and busiest container port handles around two thousand ship movements a year including the world's largest. Simon is CFO of Hutchison Ports and a keen yachtsman himself.

**Thursday 26 January, 11 am: Marine Watercolour Painting in Retirement by**



**Surinder Beerh.** Never having painted until ten years ago, Surinder is now an acclaimed artist producing wonderful paintings of boats and seascapes.

**Tuesday 31 January: Suffolk Photographic Competition,** final entries by 23:59 please.

**Saturday 11 February, 6pm: Samuel Pepys and Harwich by David Davies.**

This author of historic novels is a popular speaker at our Winter Talks and, this time, we shall learn about a famous man who has local connections.

**Saturday 25 February, 6pm: Platforms, Pirates and Pornography by Andy Beharrell.**

The second world war army and navy forts were built offshore in the Thames Estuary to protect London from enemy air force and naval incursions.

**Camsail – Cambridge**

CA members living near Cambridge will find a warm welcome at Camsail, which meets on the second Wednesday of the month from October to March. Talks start at 7.45pm at the Cambridge and County Bowling Club, Brooklands Avenue, CB2 8FG. Full details at [www.camsail.org.uk](http://www.camsail.org.uk)

**January 11 – Lessons Learnt:**

Charles Joint, sailing from Dubai to Kuwait City

**February 8 – The Woodbridge**

**Boatyard:** Eric Reynolds on the yard once known as Everson's

**March 8 – How did the Anglo-Saxons cross the North Sea?** Paul Constantine

**Dates for your Diaries**

**Saturday 11 March, 2pm:** We Really Mean to go to Sea. Pip Hare and Seminars at the Royal Hospital School, IP9 2RX

**Thursday 23 March, 11 am:** Coastal Partnership East

**Saturday 1 April, 6pm:** Near and Far, Four Short Talks and the Photographic Competition

**Saturday 29 April - Monday 1 May:** East Coast Bank Holiday Rally

**Simon and Georgette Harrison**  
for the Suffolk Committee  
[suffolk@theca.org.uk](mailto:suffolk@theca.org.uk)



In October, at the friendly Lilliput Sailing Club, the Wessex Section held its first meeting since February 2020, and David Bursey from the Maritime and Coastguard Agency started the winter programme with a really interesting talk explaining the multiple roles which the MCGA fulfils, including being the only agency capable of worldwide liaison on emergency situations. We have tried, over the last few years, always to have at least one speaker who earns their living either on or in connection with the sea, and David's talk was one of those which generate lots of questions, so it was a lively evening.

By the time this edition of *Cruising* reaches you, we will have had another talk which should generate another

round of questions – Duncan Wells with Stress Free Sailing, Part 2.

On **17 January** we shall be having our usual **Near and Far** evening, on **Tuesday 21 February** a further talk with the topic to be confirmed, and on **Tuesday 21 March Expanding Horizons: One Hundred (and thirteen) Years of Cruising and other things with Jeremy Batch.** Jeremy has adapted *100 Years of Cruising* by Brian Hammett to tell the story of the CA against the background of a century of developments in marine technology, including: how a melted ice cream led to an invention which has been blessed – and cursed – by every CA member, and how “the most valuable cargo we ever sent to America” can now be found on many of our boats and all our homes. Jeremy always, always, delivers his authoritative talks with dry

humour.

Our talks are at Lilliput Sailing Club, 200A Sandbanks Road, Poole, Dorset, BH14 8HA starting at 1930; the bar will be open well before. For CA members the talks are free.

The latest information about talks can be found on the CA website.

**Changes afoot**

Michael Prewett has decided to step down as Section secretary so we are in a bit of a transition, but have found some volunteers who are willing to share out the duties. We thank Michael for all his hard work over the last few years and wish him well for his future ventures.

[wessex@theca.org.uk](mailto:wessex@theca.org.uk)

# Welcome to new members

Thank you to everyone who has joined the CA in the past three months...  
and to everyone who has helped to recruit a member

NAME	ADDRESS	BOAT NAME	HOME PORT
Mr I Abbott	Coalville Leicestershire	<i>Ibis</i>	Fosdyke
Mrs J Abbott	Coalville Leicestershire	<i>Ibis</i>	Fosdyke
Mr W Absolom	Southend on Sea Essex	<i>Molly Malone</i>	Thorpe Bay YC
Mr MG Allen	Gerrards Cross Buckinghamshire	<i>Seaduction III</i>	Port Solent
Mrs L Allen	Gerrards Cross Buckinghamshire	<i>Seaduction III</i>	Port Solent
Mr C Anderson	Liskeard Cornwall		
Mr J Andrews	Lymington Hampshire	<i>Aotea</i>	Hythe Marina
Mr P Asquith	Chichester West Sussex	<i>Katya</i>	Port Solent
Mr R Bartropp	Maidenhead Berkshire	<i>My Sayang</i>	Hamble
Mr T Baxter-Smith	Sheffield South Yorkshire	<i>Bliss</i>	Dartmouth
Mrs G Baxter-Smith	Sheffield South Yorkshire	<i>Bliss</i>	Dartmouth
Mr M Bell	Manchester Cheshire		
Mr S Berg	Baltimore United States	<i>Chardonnay</i>	Washington, DC
Mr J Berry	London		
Mr J Berty	London	<i>Saphir</i>	
Mr D Borley	London	<i>Libat I</i>	Swanwick
Mr G Boyd	Haverhill Suffolk	<i>Snowbird of Rhu</i>	Titchmarsh Marina
Mr RJ Bradford	Worthing West Sussex		
Mr E Briffa	Cambridge Cambridgeshire		
Mr S Bristow	London		
Dr J Bristow	London		
Mr D Bruce	Llandrindod Wells Powys	<i>Iceni of Alde</i>	Preveza
Mr J Bruce	Vastra Frolunda Sweden	<i>Vilja</i>	Sweden
Mr R Bulcock	Little Bedwyn Wiltshire		
Mr M Butler	Arundel West Sussex	<i>Poet's Eye</i>	Chichester
Mr S Butler	Salisbury Wiltshire	<i>Meandro</i>	Hamble
Mrs S Buxton	Cirencester Gloucestershire	<i>Sally B</i>	Gouvia, Corfu
Mr T Buxton	Cirencester Gloucestershire	<i>Sally B</i>	Gouvia, Corfu
Mr T Bywell	Lymington Hampshire		
Mrs P Campbell	New Milton Hampshire	<i>Penelope</i>	
Mr S Carson	Solihull West Midlands	<i>Full Circle</i>	Mercury, Hamble
Mrs S Carson	Solihull West Midlands	<i>Full Circle</i>	Mercury, Hamble
Mr G Chapman	London	<i>Blue Phoenix</i>	Lefkada
Mr S Clarke	Oxford Oxfordshire	<i>Sea Fox</i>	Kemps Quay, Southampton
Mr B Clarkson	Whitby North Yorkshire	<i>Specksioneer</i>	Hull
Mr C Claviez	Hamburg Germany	<i>Charisma</i>	Hamburg
Mrs A Claviez	Hamburg Germany	<i>Charisma</i>	Hamburg
Mr P Collinson	North Shields		
Mrs S Collinson	North Shields		
Mr B Coward	New Milton Hampshire	<i>Penelope</i>	
Mr D Cox	Norwich Norfolk		
Mrs J Cox	Norwich Norfolk		
Mr C Cox	Thatcham Berkshire		
Dr Y Daniju	London	<i>Spookee</i>	UK
Mr MJ Davey	Scarborough North Yorkshire	<i>Tenacious</i>	Limehouse
Mr C Davidson	Fowey Cornwall	<i>Cake By The Ocean</i>	Millbrook
Mrs C Davidson	Fowey Cornwall	<i>Cake By The Ocean</i>	Millbrook
Ms M Davis	London	<i>Bifrost</i>	Limehouse

<b>NAME</b>	<b>ADDRESS</b>	<b>BOAT NAME</b>	<b>HOME PORT</b>
Mr T Dawson	Shortlands Kent	<i>G and T</i>	Kos
Mrs G Dawson	Shortlands Kent	<i>G and T</i>	Kos
Dr C de Mille	Framlingham Suffolk	<i>Copperbeaches</i>	Aldeburgh
Mr P de Mille	Framlingham Suffolk	<i>Copperbeaches</i>	Aldeburgh
Mr N Dean	Fethiye Turkey	<i>Penola</i>	Gocek, Turkey
Mrs A Dean	Fethiye Turkey	<i>Penola</i>	Gocek, Turkey
Mrs Y Den Hild	Roosteren Netherlands	<i>Evening Tide</i>	Hellevoetsluis
Ms S Douglas	Corby Northamptonshire	<i>Papajou 2</i>	Burriana Marina, Spain
Mr S Dove	Corby Northamptonshire	<i>Papajou 2</i>	Burriana Marina, Spain
Dr PA Dubock	Southampton Hampshire		
Mrs G Durham	Brighton East Sussex	<i>Hōne Rua</i>	Brighton
Mr J Durham	Brighton East Sussex	<i>Hōne Rua</i>	Brighton
Mr S Eastmond	Seaton Devon	<i>Lady C</i>	
Mr T Edwards	Bristol	<i>Hullabaloo</i>	Bristol Channel
Dr H Edwards	Bristol	<i>Hullabaloo</i>	Bristol Channel
Mr R Egan	Weymouth Dorset	<i>Piacere</i>	Weymouth
Mrs K Egan	Weymouth Dorset	<i>Piacere</i>	Weymouth
Mr D Ellis	Bewdley Worcestershire	<i>Cygnus</i>	Portsmouth Harbour
Mr N Ellis	Bewdley Worcestershire	<i>Cygnus</i>	Portsmouth Harbour
Mr M Eriksson	Ornskoldsvik Sweden		
Mrs P Eriksson	Ornskoldsvik Sweden		
Mr J Everson	London	<i>Shearwater</i>	Chatham
Mrs A Everson	London	<i>Shearwater</i>	Chatham
Mr M Faulkner	Darlington County Durham		
Mrs C Febus	Groningen Netherlands	<i>Polaris</i>	
Mrs N Ferguson-Borley	London	<i>Libat I</i>	Swanwick
Mr BA Forte	London	<i>Carlybird</i>	
Mr D Fowler	Norwich Norfolk	<i>Intrepid</i>	Mediterranean
Mr A Fraser	London	<i>Stravaig</i>	Nomadic
Mr L Fraser	London	<i>Stravaig</i>	Nomadic
Mr A Gardner	Perth	<i>Quahog</i>	Craobh Marine
Mrs C Gardner	Perth	<i>Quahog</i>	Craobh Marine
Mr D Gilbert	Bushey Hertfordshire	<i>Lockdown Dream</i>	Solent
Ms F Gordon	Upton Norfolk	<i>Asante</i>	Ipswich
Mr A Gratton	Lympstone Devon	<i>Niord</i>	Plymouth
Mrs K Gratton	Lympstone Devon	<i>Niord</i>	Plymouth
Mr D Greaves	Prenton		
Mr C Gregg	Newcastle Upon Tyne Tyne & Wear	<i>Jal Amande</i>	RNYC Blyth
Mrs L Gregg	Newcastle Upon Tyne Tyne & Wear	<i>Jal Amande</i>	RNYC Blyth
Mr T Haines	Maidenhead Berkshire	<i>Kisot</i>	
Mrs G Haines	Maidenhead Berkshire	<i>Kisot</i>	
Mr J Hallwood	Conon Bridge		
Mr G Hammet	London	<i>Zanzibar</i>	Limehouse Basin
Mr B Harte	Groningen Netherlands	<i>Polaris</i>	
Mrs F Haylett	Lymington Hampshire	<i>Aotea</i>	Hythe Marina
Mr JA Helliwell	Wellington Devon	<i>Cedric</i>	Turkey
Mrs L Helliwell	Wellington Devon	<i>Cedric</i>	Turkey
Mrs C Herbert	London	<i>Saphir</i>	
Mr C Hewitt	Macclesfield Cheshire	<i>Alive and Kicking</i>	Lagos Portugal
Ms D Hicks	Seaton Devon	<i>Lady C</i>	
Mr J Hodgson	Filey North Yorkshire		
Mrs K Hodgson	Filey North Yorkshire		
Mr R Holmes	Kingsbridge Devon		
Mr A Homan	Hook Hampshire	<i>Kite Runner</i>	Port Hamble
Mrs S Homan	Hook Hampshire	<i>Kite Runner</i>	Port Hamble

# Welcome to new members

NAME	ADDRESS	BOAT NAME	HOME PORT
Mr MR Howe	St Albans Hertfordshire	<i>Souimanga</i>	N. Farnbridge
Mrs I Howe	St Albans Hertfordshire	<i>Souimanga</i>	N. Farnbridge
Mr J Hutton	London	<i>Bifrost</i>	Limehouse
Mr A Iafrate	Guildford Surrey	<i>Brizo</i>	Hamble
Mrs S Iafrate	Guildford Surrey	<i>Brizo</i>	Hamble
Mr JR John	Maldon Essex		
Mr A Johns	Southampton Hampshire	<i>Red Rider</i>	Portsmouth Harbour
Ms K Jones	Lymington Hampshire		
Mr B Jones	Post Falls United States	<i>Gecko</i>	Stavoren, Netherlands
Mrs L Jones	Post Falls United States	<i>Gecko</i>	Stavoren, Netherlands
Mr R Jordan	London	<i>Seasalter</i>	Plymouth
Mr S Karakusevic	Newton Abbot Devon	<i>Full Circle</i>	Torbay
Dr C Karakusevic	Newton Abbot Devon	<i>Full Circle</i>	Torbay
Mr A Kendrick	Wirral	<i>Islander</i>	Walton-on-the-Naze
Mr D Kennedy	Whitley Bay Tyne and Wear		
Mr AC Kerr	Kingsbridge Devon		
Mrs D Kerr	Kingsbridge Devon		
Dr Z Kirkor	Oxford Oxfordshire	<i>Two Lives</i>	
Mr M Knight	Oakham Rutland	<i>Nocturne</i>	Shotley
Mrs C Knight	Oakham Rutland	<i>Nocturne</i>	Shotley
Dr L Lamont	Chichester West Sussex	<i>Katya</i>	Port Solent
Mr R Lawn	Shrewsbury Shropshire	<i>Dando Of Maryport</i>	Lefkas, Greece
Ms L Levy	Bushey Hertfordshire	<i>Lockdown Dream</i>	Solent
Mr J Lewis	Chearsley Buckinghamshire	<i>Callisto of Hamble</i>	Lefkas, Greece
Mrs A Lewis	Chearsley Buckinghamshire	<i>Callisto of Hamble</i>	Lefkas, Greece
Mr B Lewis	Richmond Surrey		
Mrs H Lewis	Richmond Surrey		
Mrs F Lipstein	Baltimore United States	<i>Chardonnay</i>	Washington, DC
Mr D Locke	Nr Borden Hampshire		
Mrs J Loe	Castle Cary Somerset	<i>Jessica</i>	Weymouth
Mr S Loe	Castle Cary Somerset	<i>Jessica</i>	Weymouth
Ms C Lyons	Southend on Sea Essex	<i>Molly Malone</i>	Thorpe Bay YC
Mr A Maskell	Lymington Hampshire	<i>Disarray</i>	Lymington
Mr JF Mcloughlin	Moreton Wirral	<i>Ischi Ban</i>	Mallorca
Mr S Mcloughlin	Moreton Wirral	<i>Ischi Ban</i>	Mallorca
Mr I Mcneill	Kinlochleven	<i>Faenoe 42</i>	Turkey
Mrs G Mcneill	Kinlochleven	<i>Faenoe 42</i>	Turkey
Mr L McPherson Young	Ballachulish Argyll	<i>Freedom</i>	Ionian
Ms J McVicker	Coleraine Londonderry	<i>Opihr</i>	Coleraine
Ms S McVittie	Little Bedwyn Wiltshire		
Mr S Mendes	Southend Essex	<i>JP</i>	Essex
Mr P Metcalf	Gosport Hampshire	<i>Tiddely Pom II</i>	Haslar Marina
Mrs SE Metcalf	Gosport Hampshire	<i>Tiddely Pom II</i>	Haslar Marina
Mr K Millay	London	<i>Zanzibar</i>	Limehouse Basin
Mr A Millerick	Reading Berkshire	<i>Aquarius</i>	Bucklers Hard
Mrs M Millerick	Reading Berkshire	<i>Aquarius</i>	Bucklers Hard
Mr N Mitchell	Northampton Northamptonshire		
Mrs O Mitchell	Northampton Northamptonshire		
Ms O Moon	Salisbury Wiltshire	<i>Augustina</i>	Fowey, Cornwall
Dr E Murphy	Exeter Devon	<i>Delphini</i>	Mylor
Mr T Narramore	Portland Dorset	<i>Remi</i>	Portland, Dorset
Mrs R Narramore	Portland Dorset	<i>Remi</i>	Portland, Dorset
Ms J Newman	Palmer United States	<i>Meraki</i>	Turkey
Mr T Newman	Palmer United States	<i>Meraki</i>	Turkey
Mr N O'Hare	Trinity Jersey	<i>Honky Tonk</i>	St Helier



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<b>NAME</b>	<b>ADDRESS</b>	<b>BOAT NAME</b>	<b>HOME PORT</b>
<b>Mrs R Olliver</b>		<i>Naughty Cat</i>	Travelling In Europe
<b>Mr G Olliver</b>		<i>Naughty Cat</i>	Travelling In Europe
<b>Mr K Orme</b>	Cannock Staffordshire	<i>Parergon</i>	Haslar
<b>Dr M Osborne</b>	Petersfield Hampshire	<i>Peitho</i>	Gocek, Turkey
<b>Mrs C Osborne</b>	Petersfield Hampshire	<i>Peitho</i>	Gocek, Turkey
<b>Mr R Parr</b>	Bampton Devon		
<b>Mr I Patience</b>	Upton Norfolk	<i>Asante</i>	Ipswich
<b>Mr M Payne</b>	Reading Berkshire	<i>Grace</i>	Hamble
<b>Mrs A Payne</b>	Reading Berkshire	<i>Grace</i>	Hamble
<b>Mr G Peckham</b>	Cowes Isle of Wight	<i>Infinity of Yar</i>	Cowes
<b>Dr J Peckham</b>	Cowes Isle of Wight	<i>Infinity of Yar</i>	Cowes
<b>Mrs C Pereda</b>	Prenton		
<b>Mrs J Petersson</b>	44970 Nodinge Sweden	<i>Fiesta 2</i>	
<b>Mr A Pidduck</b>	Bordon Hampshire	<i>Gallivant of Hamble</i>	Portsmouth
<b>Mrs S Pidduck</b>	Bordon Hampshire	<i>Gallivant of Hamble</i>	Portsmouth
<b>Mr N Plater</b>	Southampton Hampshire		
<b>Dr M Plater</b>	Southampton Hampshire		
<b>Mr I Pratt</b>	Cardiff Vale of Glamorgan		
<b>Mr G Prest</b>	Newbury Berkshire		
<b>Mr W Prest</b>	Newbury Berkshire		
<b>Mr M Priestley</b>	Runcorn Cheshire	<i>Blue Yonder</i>	
<b>Mrs J Priestley</b>	Runcorn Cheshire	<i>Blue Yonder</i>	
<b>Mr P Puddiphatt</b>	Exeter Devon	<i>Vagabond</i>	Poros
<b>Mr J Roche</b>	Kidderminster Worcestershire		
<b>Mr CW Rodgers</b>	Reading Berkshire	<i>Synchronicity</i>	The Solent
<b>Mrs G Rodgers</b>	Reading Berkshire	<i>Synchronicity</i>	The Solent
<b>Mr. J Rowe</b>	Bury St Edmunds Suffolk	<i>Lucy Two</i>	Aldeburgh
<b>Ms MA Rudge</b>	Hayling Island Hampshire	<i>Wizzard</i>	Hayling Island
<b>Dr J Russell</b>	Harkstead Suffolk	<i>Tinfish II</i>	Pin Mill
<b>Mr D Russell</b>	Harkstead Suffolk	<i>Tinfish II</i>	Pin Mill
<b>Mr C Ryan</b>	Swanage Dorset	<i>Albatross</i>	Poole
<b>Mr M Salisbury</b>	Morristown United States	<i>Seashells of St James</i>	Barcelona
<b>Mr C Samuelson</b>	London SW1	<i>Coleen</i>	St Katharine's
<b>Mrs S Sanderson</b>	Cardiff	<i>September Moon</i>	
<b>Mr B Sanderson</b>	Cardiff	<i>September Moon</i>	
<b>Miss M Shea</b>	London	<i>Carlybird</i>	
<b>Mr A Shorrock</b>	Godalming Surrey	<i>Iris</i>	
<b>Mrs K Shorrock</b>	Godalming Surrey	<i>Iris</i>	
<b>Mrs PE Sims</b>	Greenhithe Kent	<i>Simtricity</i>	Gosport
<b>Mr C Sims</b>	Greenhithe Kent	<i>Simtricity</i>	Gosport
<b>Mr P Slattery</b>	London		
<b>Mr N Smallwood</b>	Surbiton Surrey		
<b>Mr C Smith</b>	Carrickfergus Antrim		
<b>Mr A Smith</b>	Tarporley Cheshire	<i>Grey Seal</i>	
<b>Miss S Smith</b>	Manchester Cheshire		
<b>Prof. PD Spanu</b>	Reading Berkshire	<i>Tigger Too</i>	Plymouth
<b>Mrs J Spinlove</b>	Chalfont St Giles Buckinghamshire	<i>Caprice</i>	Shamrock Quay
<b>Mr SJ Stell</b>	Christchurch Dorset	<i>Free Spirit</i>	Weymouth
<b>Mrs J Stell</b>	Christchurch Dorset	<i>Free Spirit</i>	Weymouth
<b>Mrs P Steventon</b>	Basingstoke Hampshire	<i>Bella</i>	Cowes
<b>Mr W Sunnucks</b>	Colchester Essex		
<b>Mr H Sunnucks</b>	Colchester Essex		
<b>Mr J Thomas</b>	Epping Essex		
<b>Mr P Thompson</b>	Coleraine Londonderry	<i>Opahr</i>	Coleraine
<b>Mr A Troop</b>	Sidmouth Devon	<i>Ish</i>	Plymouth

# Welcome to new members

NAME	ADDRESS	BOAT NAME	HOME PORT
Mr J Trumper	Pulborough West Sussex	<i>True Colours GB</i>	Ireland
Mr W van der Molen	Roosteren Netherlands	<i>Evening Tide</i>	Hellevoetsluis
Mr J Vardy	Almere Netherlands	<i>Asylum</i>	
Mrs K Verma	Rochester Kent	<i>Sapphire</i>	Chatham
Mr A Verma	Rochester Kent	<i>Sapphire</i>	Chatham
Mr E Vicens Martinez	Bellcaire D'emporda Spain		
Mr. M Vinten	Brighton East Sussex	<i>Grace and Hope</i>	Shoreham
Mr LH Waldron	Hayling Island Hampshire	<i>Wizzard</i>	Hayling Island
Mr JA Walter	Salisbury Wiltshire	<i>Augustina</i>	Fowey,Cornwall
Ms R Way	Bampton Devon		
Mr J Webb	Church Stretton Shropshire	<i>Galene</i>	Tancarville
Mrs J Webb	Church Stretton Shropshire	<i>Galene</i>	Tancarville
Mrs F Webb	Shotesham St Mary Norfolk		
Miss E Webb	Shotesham St Mary Norfolk		
Mr C Weeks	Romsey Hampshire	<i>Kudos Royale</i>	Preveza, Greece
Mrs L Weeks	Romsey Hampshire	<i>Kudos Royale</i>	Preveza, Greece
Ms A Westbury	London	<i>Seasalter</i>	Plymouth
Mr J Westlake	Haslemere Surrey	<i>Polar Bear Iv</i>	Croatia
Dr E Wightman	Whitley Bay Tyne and Wear		
Mr A Williams	Chester Cheshire		
Mr SJ Worsdall	Chalfont St Peter Buckinghamshire	<i>Joker</i>	Mercury Marina Hamble River
Mrs C Worsdall	Chalfont St Peter Buckinghamshire	<i>Joker</i>	Mercury Marina Hamble River
Mrs M Young	Ballachulish Argyll	<i>Freedom</i>	Ionian

## Data privacy & data protection

The Cruising Association's records of Membership, Subscriptions, Boats, and Crewing Service are kept on computer and the Cruising Association is registered with the Information Commissioner's Office as a data controller under the Data Protection Act. The following information concerning Members is disclosed in the following ways and to the following persons:

Details (including name, geographical location and, if applicable, boat name and home port, but not contact details) of a new member appear in the first edition of the magazine *Cruising* to be published after they join.

A member's name, home town, telephone number(s), email address and, if applicable, boat name appear in each subsequent edition of the CA Yearbook, for so long as they remain a member, unless they ask us not to publish any of this information.

The magazine is widely distributed to members and selected related non-members, such as advertisers in the two publications, Honorary Local Representatives (HLRs), and other organisations and individuals interested or involved in cruising and inland and marine navigation.

The Yearbook is distributed to members and HLRs. In addition, details of members participating in the Crewing Service may be disclosed to non-members as part of that service. Distribution in each of these cases is worldwide.


We need to ensure that the information we hold about members is correct and up-to-date. So please check your own entry and let us know if any change is required by contacting us by email at [membership@theca.org.uk](mailto:membership@theca.org.uk) or telephone on +44 20 7537 2828.

You have the right to ask us for a copy of the personal data that we hold about you at any time. If you require a copy of your personal data please contact us by email at [generalmanager@theca.org.uk](mailto:generalmanager@theca.org.uk) or telephone on +44 20 7537 2828.

For further information about the personal data which we hold about you please check our Privacy Statement at [www.theca.org.uk/privacy](http://www.theca.org.uk/privacy).

**SANI**  
**MARINA**

GREECE'S LITTLE OWN MONACO



SANIMARINA@SANIRESORT.GR +30 23740 99582  
HALKIDIKI GREECE SANIRESORT.GR

# Discounts for CA members

The discounts listed below are a key benefit of your CA membership – please make use of them! They can also be viewed via Captain's Mate in a single list. They are available to all Cruising Association members, via:

- Production of a **valid CA membership card**, or showing your virtual **card on Captain's Mate**, or
- Purchase through the **CA website**, for Imray charts and books
- Submission of a **code**. Refer to the members' area of the **CA Website** or contact the CA to access the codes.

**NOTE:** CA discounts are *only* available as listed below, usually by direct purchase from the supplier, agent or manufacturer. Please don't ask for a similar discount from your local chandlery – this may result in the member discount being withdrawn.

Correct as at November 4, 2022 – please check [www.theca.org.uk/discounts](http://www.theca.org.uk/discounts) for updates and corrections.

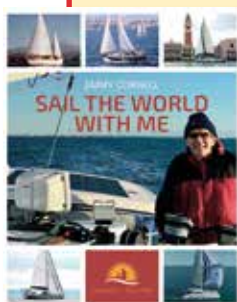
## Global discounts

The discounts below can be used from anywhere in the world.

### Featured offers

#### Special Christmas offer

to CA members of Jimmy Cornell's memoir *Sail The World With Me*. Email [info@cornellsailing.com](mailto:info@cornellsailing.com) to buy one of a limited number of signed copies.



**Clean to Gleam** offers members 15% discount on cleaning products. It can also provide a detailing and valeting service operating throughout all UK marinas. Find out more at [www.cleantogleam.com](http://www.cleantogleam.com)



### Accommodation/Hospitality

**Beds on Board** 10% off all accommodation booked via the website [www.beds onboard.com](http://www.beds onboard.com) ⓘ

**Lava Resorts** 15% off villa accommodation bookings [www.lavaresorts.com](http://www.lavaresorts.com) ⓘ

**Royal Foundation of St Katharine** Up to 40% discount is available either through their website, or by calling 0300 111 1147. Please quote the code in order to access the special rates. [www.rfsk.org.uk](http://www.rfsk.org.uk) ⓘ

**The White House Guest House** Clifton, Penrith, Cumbria. CA members are offered a 10% discount off the double, triple and

family (Quad) rooms. Dogs stay FREE. [www.thewhitehouseclifton.co.uk](http://www.thewhitehouseclifton.co.uk) ⓘ

### Chandlery

**Andark Promotions** 5% to 15% discount off full price items sold in the Andark store (excluding sale/reduced items, lead weight, books, courses). [www.andark.co.uk](http://www.andark.co.uk) ⓘ

**Arthur Beale Ltd** CA members get a 10% discount sitewide. To activate your CA discount go to [www.arthurbeale.co.uk/pages/membership-discount-form](http://www.arthurbeale.co.uk/pages/membership-discount-form) and they will send you a discount code. Not valid with existing offers. [www.arthurbeale.co.uk](http://www.arthurbeale.co.uk) ⓘ

**Jimmy Green Marine** 10% online discount on custom build products including mooring warps, anchor rodes, standing rigging, guard wires, webbing jackstays, running rigging including halyards, sheets and control lines. Only available online and cannot be used in conjunction with other offers or promotions. [jimmygreen.com](http://jimmygreen.com) ⓘ

**Marine Warehouse** 10% off all European made Bluewave gas lifejackets & accessories [www.lifejackets.co.uk](http://www.lifejackets.co.uk) ⓘ

### Charts/books

**Adlard Coles Nautical** 25% off all Adlard Coles books at Bloomsbury.com using the discount code. Offer excludes Reeds Nautical Almanacs. [www.bloomsbury.com/nautical](http://www.bloomsbury.com/nautical) ⓘ

**Belfield Software Ltd** 25% off chart plotters including 1000+ charts of the UK, Ireland, Channel Islands, N France, Belgium and the Netherlands. 25% off tide plotters [www.chartsandtides.co.uk](http://www.chartsandtides.co.uk) ⓘ

**English Logbook Company** 10% discount across their range of logbooks [www.englishlogbook.co](http://www.englishlogbook.co) ⓘ

**Fernhurst Books Limited** Discount offered against all of their books. Please see the members discount pages for the offer. [www.fernhurstbooks.com](http://www.fernhurstbooks.com) ⓘ

**Global Aqua Maps s.r.l** 30% off GEC Global Aqua Map navigational apps. Please visit the online link for further details. [www.globalaquamaps.com](http://www.globalaquamaps.com)

**Imray** 10% - 15% discount only through the CA website. Imray offer 15% discount on Imray books and 10% on Admiralty charts. Please note to order digital charts please contact direct to order over the phone. [www.imray.com](http://www.imray.com) ⓘ

**Irish Cruising Club** 10% discount on 'East and North Coasts of Ireland', 'South and West Coasts of Ireland' and 'Cruising Ireland' publications. [www.iccsailingbooks.com](http://www.iccsailingbooks.com) ⓘ

**Nautiska Magasinet** 10% off all products, excluding electronic charts [www.nautiska.se](http://www.nautiska.se)

**Stanfords** 10% Discount [www.stanfords.co.uk](http://www.stanfords.co.uk) ⓘ

**The Marine Quarterly Ltd** 10% off UK subscription price, which is normally £48/year, [www.marinequarterly.com](http://www.marinequarterly.com) ⓘ

**Topsails** 25% discounts on children's books and sailing themed greetings cards and prints. [www.topsails.co.uk](http://www.topsails.co.uk) ⓘ

### Clothing/shoes

**Azure Wear** 10% discount on normal priced clothing. [azurewear.co.uk](http://azurewear.co.uk)

**Chatham Footwear** 25% off full priced Chatham footwear. Please go to the Chatham website for use. [www.chatham.co.uk](http://www.chatham.co.uk) ⓘ

**Ora Sailing** 15% discount on sailing gloves [www.sailinggloves.co.uk](http://www.sailinggloves.co.uk) ⓘ

### Communications

**Dell Technologies** 7% off all Vostro and Inspiron laptop and desktops, 14% off all Latitude, Precision and Optiplex laptops and desktops, 10% off all XPS, Alienware, Dell Gaming and monitors, 20% off all Accessories. Plus, additional discounts during the promotional period. Use relevant code. [deals.dell.com/en.uk](http://deals.dell.com/en.uk) ⓘ



**Geosim Global SIM card** 10% off multi-network global roaming sim cards [www.globalm2msim.com/](http://www.globalm2msim.com/) ⓘ

**MailASail** £50 off normal RRP on each of the following products: WiFi Bat Booster / 4G 4Gateway / Red Box PRO Marine Router / Red Box PRO Ultra Router. 50\$ off the following Iridium pre-pay airtime voucher: Iridium 600 mins (inc 12 months) - normal RRP \$899, CA price \$849 [www.mailasail.com](http://www.mailasail.com) ⓘ

**Wifi on Board** 10% discount [www.wifionboard.co.uk](http://www.wifionboard.co.uk) ⓘ

## Courses/training

**Ardent Training School** 15% off all online courses including RYA Day Skipper Theory. [www.ardent-training.com](http://www.ardent-training.com) ⓘ

**Elite Sailing** Up to 15% discount on RYA theory and practical courses. Theory courses are held in Chatham, Kent, where the practical courses run from. Call 01634 890512. [www.elitesailing.co.uk](http://www.elitesailing.co.uk)

**First Class Sailing** 10% discount off the RYA Day Skipper, Coastal Skipper/Yachtmaster and Ocean Theory. 20% discount on shore-based RYA courses including, First Aid, Diesel Engine Maintenance, Sea Survival, VHF Radio, Radar and Offshore Personal Survival Course. Courses are held either via Zoom or at CA House. [www.firstclasssailing.com](http://www.firstclasssailing.com)

**Monkey's Fist Sailing** Up to 10% discount on RYA theory and practical courses. Monkey's Fist is a CA Training Partner. Call 07932 632112. [www.mfsailing.co.uk](http://www.mfsailing.co.uk) ⓘ

**Royal Harwich Yacht Club** Up to 10% discount on RYA theory and practical courses. RHYC is a CA training partner. See their courses page for discounts to CA members. [www.royalharwichyachtclub.co.uk](http://www.royalharwichyachtclub.co.uk)

**Sailing School Brittany** 50€ discount on a practical week. 10% discount on Day Skipper, Coastal Skipper/Yachtmaster Offshore and Yachtmaster Ocean online theory. 15% off First Aid, SRC/VHF, Diesel Engine. [www.sailingschoolbrittany.com](http://www.sailingschoolbrittany.com) ⓘ

**STL** 20% off Microsoft software training / soft skills training. [www.microsofttraining.net](http://www.microsofttraining.net) ⓘ

## Holidays/charter

**ABC Boat Hire** 15% discount on basic boat hire. No to be used with any other promotional offer. [www.abcboathire.com](http://www.abcboathire.com) ⓘ

**Barrhead Travel** Up to 10% off a range of holidays and cruises, free travel insurance, currency exchange and special offers. [www.barrheadtravel.co.uk](http://www.barrheadtravel.co.uk) ⓘ

**Budget Sailing Turkey** 5% discount on all boat hire. [www.budgetsailingturkey.com](http://www.budgetsailingturkey.com)

**Cosmos Yachting** 10% discount on all worldwide yacht charters. [www.cosmosyachting.com](http://www.cosmosyachting.com) ⓘ

**CS Charter SRL** 15% discount on weekly cruises starting from the Cagliari, Sardinia Base [www.cscharter.it](http://www.cscharter.it) ⓘ

**Culture Sailing** Discount is applicable to the boat fee when enrolling to one of our rallies [www.culturesailing.com](http://www.culturesailing.com) ⓘ

**Dream Yacht Charter** Offering 5% Discount on charter fees and training courses. [www.dreamyachtcharter.co.uk](http://www.dreamyachtcharter.co.uk) ⓘ

**E.G.G Yachting** E.G.G. Yachting, located in D-Marin in Göcek, Turkey manages a fleet of 25 yachts from 33ft to 54ft. It is offering 20% discount on charters to CA members [www.eggyachting.com](http://www.eggyachting.com) ⓘ

**Ecosiana Brokerage & Consultancy Ltd** 5-10% discount on any local charter provider world-wide. [www.mediterranean-charter-boats.com](http://www.mediterranean-charter-boats.com) ⓘ

**FeelDouro** 5% discount on 1 week charter. Not combinable with other discounts [www.feeldouro.com](http://www.feeldouro.com)

**GlobeSailor Yacht Charter** Extra 5% discount on yacht charter rates (on selected fleet only) [www.theglobesailor.com](http://www.theglobesailor.com)

**Greek Isles Yachting** 10% discount on motor boat charters or 15% discount on bareboat yacht charters. Offered on a weekly basis, Saturday - Saturday from Alimos Marina, Athens. [www.greekislesyachting.com](http://www.greekislesyachting.com)

**Jubilee Sailing Trust** Discounts on Tall Ship voyages aboard *Tenacious*. The Jubilee Sailing Trust is the CA's chosen charity. [www.jst.org.uk](http://www.jst.org.uk) ⓘ

**Latesail Ltd** Worldwide yacht charters, 5% off all charters [www.latesail.com](http://www.latesail.com) ⓘ

**Lava Charter** 10% off yacht charter bookings [www.lavacharter.com](http://www.lavacharter.com) ⓘ

**Nicols** Discount: 10% on short breaks, 15% on one week or longer. Valid for all boats, and all bases in France. Only small print is that the discount can't be added to any other current discount. [www.boat-renting-nicols.co.uk](http://www.boat-renting-nicols.co.uk) ⓘ

**Nisos Yacht Charter** 10% off all Greek yacht charters. Call 01600890606. [www.nisosyachtcharter.com](http://www.nisosyachtcharter.com)

**Paralos Yachts** 20% discount on yacht charters from Athens, Corfu, Lefkas, Rhodes and Paros. [www.paralosyachts.com](http://www.paralosyachts.com) ⓘ

**PlainSailing.com** 5% discount offered on weekly charters Greece, Croatia, the Med and the Caribbean (including Greece, Croatia, Italy, France, Spain, Turkey, Montenegro, Malta, UK, Antigua, Bahamas, BVI's and Grenada). [www.plainsailing.com](http://www.plainsailing.com) ⓘ

**Sail Aegean** 15% discount on bareboat charters from/to Volos or Loutraki/Skopelos Island for the period 30/04/2022 - 29/10/2022 [www.sailaegean.eu](http://www.sailaegean.eu)

**Sail Croatia** 35% discount on price list charters or 5% off 'best offer' prices. Send email and quote Cruising Association. [www.sailcroatia.net](http://www.sailcroatia.net) ⓘ

**Sail Grenadines** 5% discount on charter holidays in St Vincent & the Grenadines via email. [www.sailgrenadines.com](http://www.sailgrenadines.com)

**Sailing Starboard Ltd** CA members will receive between 5-10% discount on all charters booked. This will also include the Nov/Dec 2020 Thailand flotilla. [www.sailingstarboard.com](http://www.sailingstarboard.com) ⓘ

**Shell Yachting** 10% off Greek Holidays and Charter, 10% off Sail/Canvas, 15% off Services, 10% Yacht Delivery [www.shellyachting.com](http://www.shellyachting.com) ⓘ

## Insurance

**General and Medical Healthcare** 18% off private medical insurance via the website. Must be UK resident. [www.generalandmedical.com](http://www.generalandmedical.com)

**Haven Knox-Johnston** CA members can get a 10% discount when purchasing through the CA website. Just click on the link and complete the online quote form. Don't forget to choose The CA in the 'How did you hear about us' question. There is an additional 10% discount for marina berth holders in a recognised UK marina facility. [www.havenkj.com](http://www.havenkj.com)

**My Greek Insurance** A discount of between 5% - 10% on all insurance policies, including Villas insurance, Third-party liability insurance, House insurance, Health insurance, Car insurance, Boat insurance and Residency permits [www.mygreekinsurance.eu](http://www.mygreekinsurance.eu) ⓘ

**Pantaenius UK** Take advantage of the great deals on offer including 50% off your excess (terms and conditions apply\*), competitive prices, flexible payment options, choice of policies to suit your individual boating needs including blue water cruising. Email [quotes@pantaenius.co.uk](mailto:quotes@pantaenius.co.uk) for more details\*. [www.pantaenius.co.uk](http://www.pantaenius.co.uk)

**Topsail Insurance** Minimum 5% discount on boat & travel insurance products. Price match guarantee, at least 5% annual premium saving on your existing boat insurance. [www.topsailinsurance.com](http://www.topsailinsurance.com) ⓘ

**Topsail Insurance Pty Ltd** Minimum 5% discount on boat & travel insurance products. Price match guarantee, at least 5% annual premium saving on your existing boat insurance (only applicable with certain insurers. Speak to Topsail for full details) [www.topsailinsurance.com.au](http://www.topsailinsurance.com.au) ⓘ

## Products

**A.S.A.P. Supplies Ltd** Approximately 5% off for all CA members - contact ASAP Supplies to register and tell them you are a CA member. The discount will then be automatically applied to your online account (please remember to log in to your account when shopping online to receive your discounts). [www.asap-supplies.com](http://www.asap-supplies.com)

**Advance Yacht Systems** 5% discount off spares purchased online. To include: Westerbeke and Paguro generator spares and Dessalator watermaker spares. 5% discount off all Frigomar, 'Inverter Drive' Low Energy Air Conditioning units. [www.advanceyacht.co.uk](http://www.advanceyacht.co.uk)

**Adverc Battery Management** 5% (under £300) - 10% (over £500) off Battery Management Systems. [www.adverc.co.uk](http://www.adverc.co.uk)

**Aero Tec Laboratories Ltd** 10% discount on ATL Range Extension bladders and accessories, as well as any custom made bladders. [www.atltd.com](http://www.atltd.com)

**Anode Supplies** 15% discount on our whole range of anodes. 10% off our range of Beoro Antifoul paints. [www.anodesupplies.com](http://www.anodesupplies.com)

**Bainbridge International** 10% discount across the whole Aquamarine product range. The sailcloth and cover fabric is not included. Contact Bainbridge Int'l direct to claim the discount. You can also use [www.bainbridgemarket.com](http://www.bainbridgemarket.com) [www.bainbridgeint.com](http://www.bainbridgeint.com)

**Barden** 10% discount off current retail price (special offers and website excluded). [www.barden-uk.com](http://www.barden-uk.com)

**Batteries and Solar Ltd** 10% off all online purchases. Code is for one time use only, please contact direct if you would like to make additional purchases. [www.batteriesandsolar.co.uk](http://www.batteriesandsolar.co.uk)

**Bell Marine** 20% off standard Brunton products inc. Autoprops and Sigmadrives. 20% off standard PSS seals and Spurs rope cutters. Advice and guidance on all types of installation, sail and power. Ships worldwide. [www.bellmarine.co.uk](http://www.bellmarine.co.uk)

**Biosure UK Ltd** £10 discount for all CA members on the BioSURE COVID-19 IgG Antibody Self Test. Normally £32.95 <https://www.biosure.co.uk>

**Bruntons** 10% off propellers. [www.bruntons-propellers.com](http://www.bruntons-propellers.com)

**Clean to Gleam** 15% discount on cleaning products. [www.cleantogleam.com](http://www.cleantogleam.com)

**Consult Shannon (Gibraltar) Ltd/ Frigomar products** Consult Shannon can supply and/or install/maintain Frigomar. com and marine air-conditioning products in Gibraltar and surrounding areas of Spain, Portugal and Morocco. There is a 15%

discount on equipment supplied in Gibraltar. Please contact [paul@consultshannon.com](mailto:paul@consultshannon.com) for more information. [www.consultshannon.com](http://www.consultshannon.com)

**Den Phillips Calendars** 10% off all classic and traditional boat calendars. [www.denphillipsphotos.com](http://www.denphillipsphotos.com)

**Digital Yacht** 20% discount on products site-wide [www.digitalyacht.co.uk](http://www.digitalyacht.co.uk)

**East Coast Stainless Ltd** 10% off all marine custom-made stainless steel fittings against any other written quote. [www.eastcoaststainless.co.uk](http://www.eastcoaststainless.co.uk)

**NEW Ellebogen** 10% discount on marine engine mounts [www.ellebogen.com](http://www.ellebogen.com)

**Exposure Olas** Safety and lighting product manufacturer. 20% discount, on all full price online purchases. [www.alertandfind.com](http://www.alertandfind.com)

**Fendequip** 20% discount on all Fendequip products, fender covers, inflatable fenders, fenderhooks. [www.fendequip.com](http://www.fendequip.com)

**Fox's Chandlery** Fox's Chandlery is offering free shipping on all UK orders [www.foxschandlery.com](http://www.foxschandlery.com)

**Green Yachting SAS** Solar panels and water heaters for sailing yachts. 10% off all products [www.green-yachting.eu](http://www.green-yachting.eu)

**Halyard (M&I) Ltd** 15% discount on the full range of Wave International filter products including Wavestream bilge filters, Wavebrite grey water filter, Flostream drinking water filtration, Waveair tank vent filter, PROstream water maker protection filter and Waveshine wash down filters. Please view [www.halyard.eu.com](http://www.halyard.eu.com) or email: [technical@halyard.eu.com](mailto:technical@halyard.eu.com) for further detail. [www.halyard.eu.com](http://www.halyard.eu.com)

**Hydrovane** A Self Steering Windvane System - Hydrovane offers a special CA Members discount of 7.5% on complete new unit purchases. Please contact John Curry or Will Curry for a proposal specific to your boat. [www.hydrovane.com](http://www.hydrovane.com)

**IMP** 10% discount on custom SEAPLEAT Original blinds. [www.improducts.co.uk](http://www.improducts.co.uk)

**It's a Blast** Beautiful contemporary stained glass made by a designer/maker based on the Herts/Essex borders. 10% discount on a stained glass CA pennant designed & made especially for the CA. Carole also works to commission - please contact her to discuss your requirements. [www.itsablast.co.uk](http://www.itsablast.co.uk)

**Lalizas UK** Safety equipment and marine plastics manufacturer. Great deals and technical advice on major brands including Maxpower, NuovaRade, Lofrans, ACR, Comet and Lalizas. To discuss options and/or request a price list please email [uk@lalizas.com](mailto:uk@lalizas.com) or call 07802 315 762 [www.lalizas.com](http://www.lalizas.com)

**Lampspecs LLP** 10% off all purchases and sales including LED lights. [www.lampspecs.co.uk](http://www.lampspecs.co.uk)

**Lee Sanitation** 10% off all web and phone orders. No minimum order required, not applicable against other offers. [www.lee-san.com](http://www.lee-san.com)

**Mactra Marine** 5% discount on Schenker watermakers, Superwind wind turbines, sunset solar panels and Enteron & Aquonic water treatment [www.mactramarine.co.uk](http://www.mactramarine.co.uk)

**Marine 16** 15% discount on any Marine 16 products purchased online [www.marine16.co.uk](http://www.marine16.co.uk)

**Maximon Solutions** 15% off the RRP of VHF radios. Call 01628 878 066. [www.maximonsolutions.com](http://www.maximonsolutions.com)

**Medical Support Offshore** 5% discount on all medical kits. To buy kits, email or call +44 2381 787059 [www.msos.org.uk](http://www.msos.org.uk)

**Millbrook Boat Mattresses** 10% discount off all Millbrook beds (domestic) and all Millbrook boat mattresses. [www.millbrook-boat-mattresses.com](http://www.millbrook-boat-mattresses.com)

**MOB Lifesavers** 10% off MOB Lifesavers. Call 01753 890 555 or email sales. [www.moblifesavers.com](http://www.moblifesavers.com)

**Molton Brown** 20% off full-price items, use the code. [www.moltonbrown.co.uk](http://www.moltonbrown.co.uk)

**MrFlag** 10% off flags. Includes national and regional flags from the 'Traditional Sewn', 'Professional Printed' and 'Budget' ranges. Does not include feather/teardrop/beach flags, bespoke sewn flags or flagpoles. Minimum order £20 +VAT. [www.mrflag.com](http://www.mrflag.com)

**Ocean Safety** 10% discount off list price at that time. Please call +44 (0) 23 80 720 800 (products will not be price matched with retail outlets) [www.oceansafety.com](http://www.oceansafety.com)

**Osprey Marine** 10% off all products. [www.ospreymarine.co.uk](http://www.ospreymarine.co.uk)

**Overboard** Supplier of a range of waterproof bags. 25% discount off all full price items. [www.overboard.com](http://www.overboard.com)

**Oze fridge Industries (Australia)** 5% discount on refrigeration systems. [www.oze fridge.com.au](http://www.oze fridge.com.au)

**Photonic Universe** 10% off all products (excluding sale items) [www.photonicuniverse.com](http://www.photonicuniverse.com)

**Pochon SA** 20% discount for Cobra Marine and 15% for Garmin, Raymarine, Simrad, B&G, Lowrance, Vesper, Fusion, Mastervolt, Victron, WhisperPower, NKE and Banten. Full catalogue can be found here [www.cataloguepochon.com/electronique/](http://www.cataloguepochon.com/electronique/). Email for a quote. [www.pochon.com](http://www.pochon.com)



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Charts, weather, tides...  
Everything you need in one place.

**20% Discount**

[savvy-navvy.com/theca](https://savvy-navvy.com/theca)



**Premier Marine Paint** 10% discount off antifouling, anti-slip deck paints, hull and topside paints etc. [www.premiermarinepaints.co.uk](http://www.premiermarinepaints.co.uk)

**RJS Marine** 7.5% discount on Balmar alternators, regulators and accessories. Competitor price match + 5% extra on Solbian solar panels and Rolls batteries when purchased with a Balmar system. All products must be installed by a qualified professional. [www.rjsmarine.co.uk](http://www.rjsmarine.co.uk)

**Sacqua** Stylish waterproof dry-bag handbags. 15% off the large loading kit bag. 10% off the floating, drybag, cabin sized, handbag. [www.sacqua.com](http://www.sacqua.com)

**Sandbanks Style Ltd** Paddleboards - £50 off all store orders over £349 [www.sandbankssupstyle.com](http://www.sandbankssupstyle.com)

**Savvy Nabby** Savvy Nabby, to offer all Cruising Association members 20% off annual subscriptions. Discount only applies to the first year's membership. [www.savvy-nabby.com](http://www.savvy-nabby.com)

**Searolf LED Ltd** 10% off LED bulbs. [www.searolf.com](http://www.searolf.com)

**Seasafe Systems Ltd** 10% discount on all Seasafe manufactured products including clothing, 'Build A Coat', lifejackets, hypo hoist, rib hoist, SOS Dan Buoy and rescue blankets. [www.seasafe.co.uk](http://www.seasafe.co.uk)

**SeaSpace Solutions** 20% discount on all canvas storage solutions. Just go to the dedicated CA page and buy from this page: the discount will be applied automatically. [www.seaspaceolutions.com](http://www.seaspaceolutions.com)

**Seaview Progress** 10% discount off Max-Prop Feathering Propellers and Anodes. 15% discount on Fendertex Inflatable textile fenders, many colours to choose from and can be personalised. Email James on [james@seaviewprogress.com](mailto:james@seaviewprogress.com) to place an order. [www.seaviewprogress.com](http://www.seaviewprogress.com)

**SelectaDNA** 25% discount on SelectaDNA security marine kits. Limited to 5 kits per basket and vat and delivery applicable. [www.selectadna.co.uk](http://www.selectadna.co.uk)

**Ship Shape Bedding** 10% OFF sitewide products. Not to be used against other promotional offers. [www.shipshapebedding.co.uk](http://www.shipshapebedding.co.uk)

**Silky Products** 10% discount on Silky Marine Products. [www.silkymarine.co.uk](http://www.silkymarine.co.uk)

**Sillette Sonic Ltd** 10% discount on orders for Propellers & Sterngear over £100. [www.sillette.co.uk](http://www.sillette.co.uk)

**Sleek Clean Care** High-performance eco-friendly cleaning products. 15% discount on all products on the website [www.sleekcleancare.co.uk](http://www.sleekcleancare.co.uk)

**Southern Ropes** Up to 50% discount on Yachting Ropes [www.southernropes.co.uk](http://www.southernropes.co.uk)

**Spineless Classics** Complete books, including classics and children's books, printed on a large art-quality poster. 20% off a selection of travel and boating related titles. [www.spinelessclassics.com](http://www.spinelessclassics.com)

**Tek-Tanks** 10% off series 'A' rectangular and shaped tanks only (not fittings). 10% off custom build tank and fabrication products [www.tek-tanks.com](http://www.tek-tanks.com)

**The UK Electric Bike Company Ltd** Online only: 5% off. Code to be entered at the checkout [www.e-bikeshop.co.uk](http://www.e-bikeshop.co.uk)

**Totalcool** £40 discount off the normal retail price of Totalcool portable air cooler. Online purchases only. [www.totalcool.co.uk](http://www.totalcool.co.uk)

**Ultrasonic Antifouling Ltd** 10% discount to members on the 'Power Plus' [www.ultrasonic-antifouling.com](http://www.ultrasonic-antifouling.com)

**Victoria Linen Company** 10% off all bespoke boat and luxury bedding [www.victorialinen.co.uk](http://www.victorialinen.co.uk)

**VirCru** 10% discount on Smart Boat products which enable you to remotely monitor and control your boat via your phone. Can monitor Bilge Pump, High Water Alarm, Intrusion Alarm and GeoFence to name but a few. Please see the website for further details. [www.vircru.com](http://www.vircru.com)

**Yacht Sentinel** 10% discount on all products [www.yacht-sentinel.com](http://www.yacht-sentinel.com)

## Sails/canvas

**Crusader Sails** 20% off all new sails, 15% off on sail repairs and furlers and reefing systems. This discount offer cannot be combined with any other offers. [www.crusadersails.com](http://www.crusadersails.com)

**Dolphin Sails** Dolphin are offering a FREE gift worth £50 with all orders over £500. Please use the code when requesting a quote. [www.dolphinsails.com](http://www.dolphinsails.com)

**Hyde Sails** 10% discount on new sails. Please email [wooderz@hydesails.co.uk](mailto:wooderz@hydesails.co.uk) for more information. [www.hydesails.co.uk](http://www.hydesails.co.uk)

**Jeckells The Sailmakers** 10% off sails, sail handling systems, rigging and reefing systems. Please email or call for a quote. This company is not connected to Jeckells and Sons Ltd. [www.jeckells.co.uk](http://www.jeckells.co.uk)

**OneSails GBR** 10% off new sails and new covers [www.onesails.co.uk](http://www.onesails.co.uk)

**Rolly Tasker** 10% discount off all sails except laminate and racing sails. [www.rollytasker.com](http://www.rollytasker.com)

**Sail and Cover** 10% discount on any and all work on your sails and covers. [www.sailandcover.co.uk](http://www.sailandcover.co.uk)

**Tecsew** 10% discount on canvas canopies and covers for boats. [www.tecsew.com](http://www.tecsew.com)

**Ullman Sails GBR** Sails - 10% off new sails and 10% off wash and service [www.ullmansails.co.uk](http://www.ullmansails.co.uk)

**Ultimate Sails** 10% off the retail price of all new sails. Not applicable with any other offers. [www.ultimatesails.co.uk](http://www.ultimatesails.co.uk)

## Services

**CREO Yacht Brokers Ltd** Specialising in boats in the Ionian. 5% +VAT special rate to CA members on brokerage fees over £1500 + vat. Not to be used with any other offers. [www.creoyachtbrokers.com](http://www.creoyachtbrokers.com)

**DT Maritime** 10% discount on pre-purchase and insurance surveys. (discount applied to survey fee only). Please email for details.

**InterYacht PM** 10% Discount on yacht design and re-drawing old design [www.interyachtpm.com](http://www.interyachtpm.com)

**London Marine Surveys** 15% discount on pre-purchase and insurance renewal surveys by accredited YDSA Yacht Surveyor and CA member. [www.londonmarinesurveys.com](http://www.londonmarinesurveys.com)

**Marine Surveys** 15% discount on pre-purchase and insurance renewal surveys by accredited YDSA Yacht Surveyor and CA member. [www.portugal-spainmarinesurveys.com](http://www.portugal-spainmarinesurveys.com)

**MJ Marine Safety** 10% off life raft servicing and 5% on all other safety equipment and hire. [www.mjmarinesafety.co.uk](http://www.mjmarinesafety.co.uk)

**Premium Liferaft Services** 10% off Liferaft hire charges and 5% off sales items. [www.liferafts.com](http://www.liferafts.com)

**Rhino Car Hire** Up to 10% discount on car rentals worldwide. See website for URL [www.rhinocarhire.com](http://www.rhinocarhire.com)

**Sky Park Secure Airport Parking** Discount of up to 30% off airport parking. Exact discount will be shown on the results page prior to booking. [www.skyparksecure.com](http://www.skyparksecure.com)

**Spectrum Yacht Coatings** 20% discount on labour charges for repair and yacht painting, including Awlgrip. [www.spectrumyachtcoatings.co.uk](http://www.spectrumyachtcoatings.co.uk)

**Suffolk Marine Safety** 5% discount off our huge range of competitively priced liferafts, lifejackets and other marine safety chandlery including servicing and hire. All the top brands and models. Largest manufacturer approved service station in the UK. Nationwide delivery and collection. For codes and detail visit our dedicated CA members page or call. [www.suffolkmarinesafety.com](http://www.suffolkmarinesafety.com)

**Topmark Marine Surveys** 15% discount for insurance renewal surveys & pre-

purchase surveys available in English. [www.topmarkmarinesurveys.com](http://www.topmarkmarinesurveys.com) ⓘ

**UK Yacht Surveyors** 15% discount off marine surveys, damage inspection and SCV Coding [www.ukyachtsurveyors.com](http://www.ukyachtsurveyors.com) ⓘ

**Universal Safety** Liferaft services 15%. Lifejacket purchase 10%. Lifejacket services 10%. Spare parts 20%. [www.universalsafety.co.uk](http://www.universalsafety.co.uk) ⓘ

**Wren Healthcare** 15% discount on Covid-19 testing done at home or national on-site clinics. [www.wrenhealthcare.co.uk](http://www.wrenhealthcare.co.uk) ⓘ

## Subscriptions

**Sailing Today (The Chelsea Magazine Company)** As a Cruising Association

member, you can save over 20% off the cover price and postage to your home is FREE! Subscribe today and receive the next 6 issues for just £19.95. Subscribe online now or call us on +44(0)1858 438 769 [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk) ⓘ

**Seahorse Magazine** Seahorse Magazine is offering a 3rd off on 12 print editions of the magazine or 12 of the digital editions or both. Please follow the link to claim the discount. [www.seahorse.co.uk](http://www.seahorse.co.uk)

**TI Media** UK offer: Get 3 issues of Yachting Monthly, PBO, Yachting World or Motor Boat & Yachting for just £3; or Overseas offer: Save 50%. Use following link with relevant code inserted instead of XX [http://](http://http://)

[www.magazinesdirect.com/XX](http://www.magazinesdirect.com/XX) [www.magazinesdirect.com](http://www.magazinesdirect.com) ⓘ

## Yacht delivery

**Halcyon Yachts** 10% off yacht delivery services and own boat tuition. [www.halcyonyachts.com](http://www.halcyonyachts.com)

**Seaway Yacht Deliveries** 10% off worldwide yacht delivery or a free Leatherman Wave with every delivery booked. [www.seawaydeliveries.com](http://www.seawaydeliveries.com) ⓘ

**Wright Marine Ltd** 10% off all standard yacht delivery rates [www.Wright-Marine.Com](http://www.Wright-Marine.Com) ⓘ

## Country specific

The discounts below can be used in specific locations worldwide.

### AZORES

#### Services

**Sailazores Yacht Charter** Horta, 10% discount from the rack price. [www.sailazores.pt](http://www.sailazores.pt) ⓘ

### CANARY ISLANDS

#### Chandlery

**Lava Chandlers** Arrecife (Lanzarote), 10% off shop products [www.lavacharter.com](http://www.lavacharter.com) ⓘ

#### Mooring/marina

**Calero Marinas** Lanzarote, 10% off the daily berthing tariff in the following marinas: Puerto Calero, Marina Lanzarote, Marina La Palma. [www.caleromarinhas.com](http://www.caleromarinhas.com)

**Marina La Palma** La Palma, 10% discount off short stays. [www.marinalapalma.es](http://www.marinalapalma.es)

**Marina Rubicon** Lanzarote, 10% discount on all stays, book in advance via email. The discount can not be joined to other discounts. CA member's number must be shown on check-in. [www.marinarubicon.com](http://www.marinarubicon.com) ⓘ

**Marina San Miguel** Tenerife, 10% discount on berth price per day. [www.marinasanmiguel.com](http://www.marinasanmiguel.com)

**Puerto Tazacorte** La Palma, 7% off 7 day berthing, 10% off one month berthing, 20% off 3 month berthing. [www.puertotazacorte.com](http://www.puertotazacorte.com)

### CARIBBEAN

#### Boatyard/storage

**Clarks Court Boatyard & Marina** Grenada, Book a 6 month haul out and get a 10% discount on re-launching plus one night

free on the dock. [www.clarkescourtmarina.com](http://www.clarkescourtmarina.com) ⓘ

#### Chandlery

**North Yacht Shop** Grenada, 10% discount on all battery purchases.

#### Mooring/marina

**Blue Lagoon Hotel and Marina, St. Vincent** Blue Lagoon Bay, 20% off regular rates. [www.bluelagoonsvg.com](http://www.bluelagoonsvg.com)

**Jolly Harbour Marina** Antigua - Jolly Harbour, 5% on dockage and storage. Not applicable with any other discounts offered. Only applicable with valid CA membership card. [www.jolly-harbour-marina.com](http://www.jolly-harbour-marina.com)

#### Services

**Driftwood Ltd** Grenada, Free drivegear/propeller/saildrive clean and antifouling preparation for every bottom job carried out. Also get a free inspection and advice on your teak decking. ⓘ

**Palm Tree Marine** Grenada, 5% discount on mechanical labour. [www.palmtreeamarine.com](http://www.palmtreeamarine.com) ⓘ

### CROATIA

#### Accommodation/Hospitality

**Yachting.com** Split, Yachting.com is an agent for yacht charter operators and are offering CA members a 5% discount on their first booking. [www.yachting.com](http://www.yachting.com) ⓘ

#### Holidays/charter

**Salona Palace Hotel** Split, 10% on hotel accommodation [www.salonapalace.com](http://www.salonapalace.com) ⓘ

### Mooring/marina

**D-Marin Borik** Zadar, 10% discount on daily berths [www.d-marin.com](http://www.d-marin.com)

**D-Marin Dalmacija** Sukosan, 10% discount on daily berths [www.d-marin.com](http://www.d-marin.com) ⓘ

**D-Marin Mandalina Marina** Sibenik, 10% discount on daily berthing [www.d-marin.com](http://www.d-marin.com) ⓘ

**Marina Preko** Ugljan, 5 % discount to Cruising Association members on berth service costs only (daily, monthly or annual berth service) [www.marinapreko.com](http://www.marinapreko.com)

### CYPRUS

#### Mooring/marina

**Gemyat Delta Marine** Kyrenia/Girne, 5% on mooring, water, laundry and labour. [www.delta-marina.com](http://www.delta-marina.com)

### ENGLAND

#### Accommodation/Hospitality

**Rockfish Restaurants** 10% discount on the bill for tables of up to 6 people at any of the Rockfish restaurants. Locations available Poole, Brixham, Dartmouth, Exmouth, Weymouth, Torquay, Plymouth. Discount does not apply to Take Away. See separate listing for the Seahorse restaurant. [www.therockfish.co.uk](http://www.therockfish.co.uk) ⓘ

**Seahorse Restaurant** River Dart, 10% discount on the bill for tables of up to 6 people. [www.seahorserestaurant.co.uk](http://www.seahorserestaurant.co.uk) ⓘ

**Star Castle Hotel** St Mary's (Isles of Scilly), 10% discount on any dinner reservation, including drinks [www.star-castle.co.uk](http://www.star-castle.co.uk) ⓘ

### The Nelson, Ipswich Public House

Ipswich, 10% off the entire bill for all sailing club/association members on the presentation of your membership card. [www.thenelsonipswich.co.uk](http://www.thenelsonipswich.co.uk) ⓘ

## Chandlery

### Espar Marine, Harleyford Golf Club

Marlow, 10% discount (excl special offers). [www.espar.co.uk](http://www.espar.co.uk)

**Harbour Marine Services** Southwold, 10% off all items in the chandlery. [www.harbourmarine.co.uk](http://www.harbourmarine.co.uk)

**Richardson Yacht Services** Newport, Isle of Wight, 5% discount offered on goods in the chandlery that are not already discounted. No discount on 'branded' filters or engine parts. No discount on electronics (however, if ordering in non-stock items a price can be negotiated at point of order). [www.richardsonsyacht.co.uk](http://www.richardsonsyacht.co.uk) ⓘ

## Mooring/marina

**Fambridge Yacht Haven** North Fambridge, 10% off all rallies if 5 or more boats. Prices include free Wi-Fi and use of washrooms. [www.yachthavens.com](http://www.yachthavens.com)

**Mayflower Marina** Plymouth Mayflower Marina, 7 consecutive nights berthing for the price of 5 and includes free wifi & electricity. Apply for a discount voucher giving 50% off the first night's berthing. One voucher per customer and not to be used in conjunction with any other offer. All berthing subject to marina t&cs. [www.mayflowermarina.co.uk](http://www.mayflowermarina.co.uk) ⓘ

**Plymouth Yacht Haven** Plymouth Yacht Haven, 20% off visitor berthing rates for all rallies of 5 boats or more boats. Should you wish to stay for longer, we are happy to offer CA members to stay for 5 nights and enjoy 2 nights extra free. Prices include free electric, Wi-Fi and use of washrooms. [www.yachthavens.com](http://www.yachthavens.com)

**Poole Quay Boat Haven** Poole Harbour, 10% discount on berthing fees only for groups of 10 or more. [www.poolequayboathaven.co.uk](http://www.poolequayboathaven.co.uk)

**Town Quay Marina** Southampton, 15% discount on standard visitor overnight rates [www.townquay.com](http://www.townquay.com) ⓘ

**Universal Marina** Hamble, 20% off marina fees up to 14 nights. [www.universalmarina.co.uk](http://www.universalmarina.co.uk) ⓘ

## Sails/canvas

**Elvstrom Sails UK** Hamble, 10% off performance Dacron and laminate membrane EPEX sails as well as all downwind sails. Further discount can be discussed during the off-season and Boat Show time. [www.elvstromsails.co.uk](http://www.elvstromsails.co.uk) ⓘ

**Quay Sails** Poole Quay, 5% on covers and rigging and 10% on sails. Please quote QUAYS at the point of order to claim your discount. Quoting after any sale has been made will void any discount. [www.quaysails.com](http://www.quaysails.com) ⓘ

## Services

### Bill Jones Marine Gas Engineer

Rossendale, 10% off all surveys and installations on LPG systems. [www.marinegasengineer.com](http://www.marinegasengineer.com)

**Frank Halls & Son Ltd** Walton-on-the-Naze, 10% discount on mooring, storage and steel fabrication works [www.frankhalls.com](http://www.frankhalls.com) ⓘ

**GR Pro-Clean** London, Boat cleaning services on the Thames. 10% discount offered on all services. May not be used in conjunction with any other offers. [www.gpro-clean.co.uk](http://www.gpro-clean.co.uk)

**LGS Marine** Bristol, 10% off liferaft and lifejacket servicing; 15% off lifejackets and lifejacket lights [www.lgsmarine.co.uk](http://www.lgsmarine.co.uk) ⓘ

**Ocean Coats Marine Services** Cowes, Painting, cleaning, polishing, and repairs 10% discount on storage, labour and materials [www.oceancoats.co.uk](http://www.oceancoats.co.uk) ⓘ

## FRANCE

### Boatyard/storage

**Les Portes de l'Atlantique** Frossay, 10% discount on storage and services. [www.placedeport.fr](http://www.placedeport.fr) ⓘ

**Navys Service** Port St Louis Du Rhône, 10% on the 6 month or 12-month storage. 10% Lift out/lift when taking one of these contracts [www.navyservice.com](http://www.navyservice.com)

### Mooring/marina

**Marina du Château** Brest, After 3 nights in the Marina, the fourth night is free. Present membership card upon arrival. [www.marinasbrest.fr](http://www.marinasbrest.fr)

**Moulin Blanc Marina** Brest, Pay for 3 nights, get the 4th night free. [www.marinasbrest.fr](http://www.marinasbrest.fr)

**Port Chantereyne** Cherbourg, 20% discount for short-term mooring. This discount does not apply to permanent berth holders or to seasonal contracts. [www.portchantereyne.fr](http://www.portchantereyne.fr)

**SPL Moselle Nord Plaisance** Basse Ham, Stay for 3 nights for the price of 2 [www.nautic-ham.fr](http://www.nautic-ham.fr) ⓘ

## Services

**Extrado Yachting** Port-La-Forêt, 5-20% off sails, depending on type of cloth and cut; 20% off standing and running rigging and ropes; 5% off maintenance, services, repairs; 20% off yard fee for winter or annual contracts; 20%

off bareboat charter from Port la Forêt [www.extrado.fr](http://www.extrado.fr)

**Morbihan Yacht Survey** Noyal, 5% discount on all survey services. Not applicable on admin fees or via third parties, such as insurers [www.morbihanyachtsurvey.com](http://www.morbihanyachtsurvey.com) ⓘ

## GERMANY

### Boatyard/storage

**Ancora Marina GMBH & Co. KG** Neustadt In Holstein, 10% discount on winter storage (outdoor, heated hall, unheated hall). [www.ancora-marina.com](http://www.ancora-marina.com)

## Products

**Raumgestaltung Brödenfeld** Fehmarn, 10-20% off repair/replace of upholstery, mattresses, sprayhoods, sun covers, curtains, window blinds, carpets, headlining, sail repair and storage. [www.bootspolster-web.de](http://www.bootspolster-web.de)

## GREECE

### Boatyard/storage

**Artemis Leros Boatyard Ltd** Leros, 5% discount on the winterization [www.lerosboatyardltd.com](http://www.lerosboatyardltd.com) ⓘ

**Ionion Marine** Preveza, 5% please contact directly for more information. [www.ionionmarine.com](http://www.ionionmarine.com)

## Chandlery

**Nautilus Corfu** Gouvia, 6% discount on all items excluding special offers and electronics. [www.nautilus.gr](http://www.nautilus.gr)

## Courses/training

**Crete Underwater Center** Agios Nikólaos, 10% discount on dive trips and 5% discount on courses [www.creteunderwatercenter.com](http://www.creteunderwatercenter.com) ⓘ

### Mooring/marina

**Cleopatra Marina** Preveza, 5% off land berthing fees. [www.cleopatra-marina.gr](http://www.cleopatra-marina.gr)

**D-Marin Zea** Piraeus (Athens), 6% discount on annual, seasonal and daily berths. [www.d-marin.com](http://www.d-marin.com) ⓘ

**Evros Marina** Leros, 3% discount. [lerosmarina.wordpress.com](http://lerosmarina.wordpress.com)

**Gouvia Marina** Gouvia, 6% discount on annual, seasonal and transit berths. [www.d-marin.com](http://www.d-marin.com)

**Kalamata Marina** Kalamata, 6% discount on mooring and services [www.ksmarin.com](http://www.ksmarin.com)

**Lakki Marina & Partheni Boatyard** Partheni, Lakki, 5% discount for contracts in the marina and boatyard. [www.lakki-marina.gr](http://www.lakki-marina.gr)

**Lefkas Marina** Lefkas (Marina), 6% discount on annual, seasonal and transit moorings [www.d-marin.com](http://www.d-marin.com)

**Marina Mytilini** Lesbos, 10% discount on all mooring categories [www.mytilinimarina.com](http://www.mytilinimarina.com)

**Marina of Agios Nikolaos** Crete, 6% discount off daily rate. [www.marinaofaghiosnikolaos.gr](http://www.marinaofaghiosnikolaos.gr)

**Medmarinas** Athens, Zea, 6% discount. [www.medmarinas.com](http://www.medmarinas.com)

**Rhodes Marina** Rhodes, 15% discount on all mooring fees, for stays up to 14 days. The discount is not valid with any other promotion. [www.rhodesmarinas.com](http://www.rhodesmarinas.com)

**Sani Marina** Halkidiki, 50% off winter mooring bookings; 10% off annual bookings; 15% discount for seasonal mooring bookings done for the months of May, June, September and October; 10% discount for annual mooring bookings (365 days contract) [www.sani-resort.com](http://www.sani-resort.com)

**Zea Marina** Piraeus (Athens), 6% discount [www.d-marin.com](http://www.d-marin.com)

## Products

**Marine Shop** Lavrion Attica, 10% off chandlery products, clothing and shoes and 5% off charts and books [www.marineshoplavrion.gr](http://www.marineshoplavrion.gr)

## Sails/canvas

**Quantum Sails** Corfu, 6% discount on new canvas, 6% on new sails. Not to be used with other offers. [www.quantumsailscorfu.gr](http://www.quantumsailscorfu.gr)

## Services

**Preveza Services** Preveza, 5% discount on all the services mentioned on their website including transit logs, port and crew formalities, boat cleaning, car and scooter hire, and bike hire. [www.prevezaservices.com](http://www.prevezaservices.com)

**Sail Your Soul** Corfu, 10% discount on yacht services, maintenance, charter and brokerage [sailyoursoul.com](http://sailyoursoul.com)

**YES (Yacht Engineering Solutions)** Lefkas Island, 10% discount offered to CA members on electrical, mechanical, plumbing, refrigeration, outboard motors, hulls, decks, wintering, repairs, servicing, installation and bespoke upgrading. [www.yeslefkada.com](http://www.yeslefkada.com)

## IRELAND

### Mooring/marina

**Kilrush Marina** Kilrush, 10% Discount on Annual Berthage [www.kilrushmarina.ie](http://www.kilrushmarina.ie)

## ITALY

### Accommodation/Hospitality

**La Bougainville Crew House** Viareggio, A discount of 8% on your stay and breakfast [www.crewhouse.it](http://www.crewhouse.it)

### Boatyard/storage

**Cantiere Navale Fulghesu** Cagliari, Sardinia, 10% discount on the following: Maintenance, Storage, Self-service area and R.I.N.A. inspection. [www.cantierenavalefulghesu.com](http://www.cantierenavalefulghesu.com)

### Mooring/marina

**Arnovecchio** Pisa, 5% discount on marina, Drydock and Travellift rates. [www.arnovecchio.com](http://www.arnovecchio.com)

**Capo D'orlando Marina** Messina, 10% off annual, seasonal or monthly contracts and daily mooring. Not to be used with other offers. [www.capodorlandomarina.it](http://www.capodorlandomarina.it)

**Marina de Vieste** Vieste, 10% discount. [www.marinavieste.it](http://www.marinavieste.it)

**Marina di Baunei e S. Maria Navarrese S.r.l** Ogliastra, Sardinia, 10% off berthing fees between November 1 and March 31; 5% off for the rest of the year, except August and subject to availability. [www.portosantamaria-baunei.it](http://www.portosantamaria-baunei.it)

**Marina di Cala del Sole** Licata, Sicily, 15% discount on daily rates. When booking a winter mooring receive 1 extra month for free, by signing a promotional winter mooring contract (Oct - Apr) or an annual mooring contract (12 months). [www.portoturisticoalicata.com](http://www.portoturisticoalicata.com)

**Marina di Carloforte** Carloforte, Sardinia, 10% discount on daily berthing; 5% discount on yearly berthing. [www.marinesifredi.it](http://www.marinesifredi.it)

**Marina di Ragusa** Ragusa, Sicily, 8% discount on annual berthing, 5% on daily berthing. 10% sailing team ship chandler. 5% on shipyard facilities. <https://>

**Marina Di Sant'Elmo** Cagliari, Sardinia, 5% off berthing. [www.marinasantelmo.it](http://www.marinasantelmo.it)

**Marina Stella del Sud** Vibo Valentia Marina, 15% off original price. [www.marinastelladelsud.it](http://www.marinastelladelsud.it)

**Marinatour s.r.l** Carloforte, Sardinia, 10% off moorings at the marina: 250 moorings; annual stays, ship yard facilities. [www.marinatour.it](http://www.marinatour.it)

**Nautica Ranieri - Bari** Bari, offering a 10% discount on the price of a berth, for periods of less than 1 month. [www.ranieri-bari.com](http://www.ranieri-bari.com)

**Porto Di Tropea S.P.A.** Porto Di Tropea, 40% discount off listed prices for the winter season (1 Oct - 30 Apr). Please check direct for other discounts which might be available to CA members. [www.portoditropea.it](http://www.portoditropea.it)

### Porto Turistico Marina di Ragusa

Ragusa, Sicily, 8% discount on mooring contracts and 5% off daily stays [www.portoturisticoamarinadiragusa.it](http://www.portoturisticoamarinadiragusa.it)

**Riposto Marina** Riposto, Sicily, 5% discount on production of CA card. [www.artemare.it](http://www.artemare.it)

**Venezia Certosa Marina** Venice, Annual or winter contract, wet and dry. 10% discount on visitor moorings. 8% discount on annual moorings [www.ventodivenezia.it](http://www.ventodivenezia.it)

## Services

**Base Nautica Usai** Fertilia, Sardinia, 10% discount. [www.basenauticausai.it](http://www.basenauticausai.it)

**Nautica Pinna e Servize Srl** Bosa, Sardinia, 10% applicable to everything except original spare parts for engines, in particular by Volvo, Mercury, Yanmar. [www.nauticapinna.it](http://www.nauticapinna.it)

**Zerbinati Davide Surveyor** Crotta D'Adda-Cremona, 10% off on yacht surveys (insurance and purchase) [www.zerbinatidesign.com](http://www.zerbinatidesign.com)

## MADEIRA

### Boatyard/storage

**Boatyard Porto Santo** Porto Santo, 30% discount. [www.quintadolorde.pt](http://www.quintadolorde.pt)

### Mooring/marina

**Quinta do Lorde Marina** Quinto do Lorde, 20% discount over marina berthing fees in high season (June to November) 30% discount over marina berthing fees in low season (December to May) [marina@generousrain.pt](mailto:marina@generousrain.pt)

## MALTA

### Mooring/marina

**Creek Developments Plc** Msida, 5% discount for members of the Cruising Association on all visitor berthing fees, on presentation of a current membership card [www.marinamalta.com](http://www.marinamalta.com)

## MONTENEGRO

### Mooring/marina

**D-Marin Portonovi** Portonovi, 5% discount on annual and seasonal berths. 10% discount on daily berths. [www.d-marin.com](http://www.d-marin.com)

## NETHERLANDS

### Mooring/marina

**Jachthaven Biesbosch** Drimmelen, 10% discount for rallies of 5 to 10 boats, 15% discount for 11 to 15 boats, 20% discount for rallies of 15 or more. English speakers available and ready to welcome you to Europe's largest inland marina. Price includes free Wi-Fi [www.jachthavenbiesbosch.nl](http://www.jachthavenbiesbosch.nl)

## NORWAY

### Mooring/marina

**Askøy Sailclub** Bergen, 15% discount for berthing, crane and winter layup in water. [www.askoy-seilforening.no](http://www.askoy-seilforening.no)

## PACIFIC ISLANDS

### Services

**Yacht Agents Galapagos** Galápagos Islands, 15% Discount on repairs services and technical support (sail repairs, mechanics, electricians, welding, etc). 10% Discount on our agency fees (representation and paperwork) [www.yachtagentsgalapagos.com](http://www.yachtagentsgalapagos.com) ⓘ

## PORTUGAL

### Boatyard/storage

**Centro Nautico de Alges** Lisbon, 10% discount in all boat yard services. [www.cnalges.pt](http://www.cnalges.pt)

**Ondastar, Lda** Porto, 5%-15% discount on parts, accessories and labour. Discount is dependant on the brands which are stocked. Free boat stands whilst your boat is being worked on ashore and also special prices and packages to winterize your boat. Please contact to arrange a quotation. [www.ondastar.pt](http://www.ondastar.pt) ⓘ

**Sopromar Boatyard** Lagos, 10% discount will be offered on laying up facilities. Must prove CA Membership. [en.sopromar.com](http://en.sopromar.com)

### Courses/training

**Douro Marina Sailing Academy** Porto, 10% discount. [www.douromarina.com](http://www.douromarina.com)

**Learn2sail** Albufeira, 5% discount on non promotion courses excluding RYA vouchers. [www.learn2sail.com](http://www.learn2sail.com)

### Mooring/marina

**Douro Marina** Porto, 15% discount on marina daily rates. Please contact in advance for availability [www.douromarina.com](http://www.douromarina.com) ⓘ

**Marina de Albufeira** Albufeira, 3, 6 and 9 months special rates (from September 15th to June 30th), 15% discount off on visitors stay (day, week or month) and annual contracts (1 year special prices). 10% discount off travel lift and crane services, 15 days free on land in the shipyard equipment. [www.marinaalbufeira.com](http://www.marinaalbufeira.com)

**Marina de Lagos** Lagos, Low season berthing (Oct 1 - Jun 15 incl 3,6 and 9 months contracts) 5%. Mid - high season (Jun 16 - Oct 1). 10%. Annual contracts: 10% [www.marinelagos.pt](http://www.marinelagos.pt)

**Marina de Portimão** Portimao, 10% discount on visitor's stay. [www.marinadeportimao.com.pt](http://www.marinadeportimao.com.pt)

**Marina Parque das Nacoes** Lisbon, 10% discount on mooring fees for daily and monthly stays. Or stay for 7 days and only pay for 5. [www.marinaparquedasnacoes.pt](http://www.marinaparquedasnacoes.pt)

**Oeiras Marina** Oeiras, 20% discount on berthing rates, welcome drink, discounted shuttle service. [portoderecreio.oeirasviva.pt](http://portoderecreio.oeirasviva.pt)

### Services

**Marine Surveys** Lisbon, 10% discount on pre-purchase and insurance renewal surveys by accredited YDSA Yacht Surveyor and CA member. Go to [www.portugal-spainmarinesurveys.com](http://www.portugal-spainmarinesurveys.com) and use discount code [www.portugal-spainmarinesurveys.com](http://www.portugal-spainmarinesurveys.com) ⓘ

**Tagus Yacht Center** Seixal, 10% off on all services, not applicable with other discounts. [www.tagusyachtcenter.com](http://www.tagusyachtcenter.com)

## RUSSIA

### Services

**Russia HLR discount** St Petersburg, Contact the HLR for discounts.

## SCOTLAND

### Mooring/marina

**Largs Yacht Haven** Largs, Flat visitor rate of £25 per boat based on rallies of five or more. For individual boats, stay for 5 nights and enjoy 2 nights extra free [www.yachthavens.com](http://www.yachthavens.com)

**Troon Yacht Haven** Troon, Troon Yacht Haven is pleased to offer visitor berthing to CA members at just £15 per boat based on rallies of five or more. When booking for 5 nights stay, CA Members can stay an additional 2 nights for FREE [www.yachthavens.com](http://www.yachthavens.com)

## SLOVENIA

### Mooring/marina

**Marina Portoroz** Portoroz Marina, 5% discount on moorings; 10% discount on travel lift and crane services, HP washing, accommodation and sail repair and maintenance. [www.marinap.si](http://www.marinap.si)

## SPAIN (MAINLAND & BALEARICS)

### Boatyard/storage

**Varadoiro Do Xufre** A Illa de Arousa, 10% off long term storage over 4 months [www.xufre.es](http://www.xufre.es) ⓘ

## Mooring/marina

**Alcaidesa Marina** Cadiz, 10% on boatyard lifting, hardstanding tariffs and on berth rentals up to a max of 5 days stay. [www.alcaidesamarina.com](http://www.alcaidesamarina.com)

**Club Nautic L'Escala** L'Escala, 10% discount on visitor moorings. [www.nauticescala.com](http://www.nauticescala.com)

**Club Nautic Sant Antonio** Ibiza, 20% off berthing fees between September 1 and June 30. [www.amarre Ibiza.com](http://www.amarre Ibiza.com) ⓘ

**Marina Burriananova** Burriana, Free night's stay when two consecutive nights are booked. 10% discount on our services slipway (travelift, stay, etc). 10% discount on rental moorings. 10% discount on purchase moorings. [www.burriananova.com](http://www.burriananova.com)

**Marina Menorca** Mahon, Menorca, 10% discount on mooring fees booked in advance. [www.marinamenorca.com](http://www.marinamenorca.com)

**Marina Yates** Gijon, 25% discount on daily rates. [www.marinayates.es](http://www.marinayates.es)

**Nautic Tarragona, SA** Tarragona, CA members will have an additional 10% discount, on all rates (including special season offers) upto 50% maximum. [www.nautictarragona.com](http://www.nautictarragona.com)

**Puerto Deportivo Gijon** Gijon, High Season (15 May - 16 Sept) 30% discount on mooring fees, maximum of 8 nights. Rest of the year 50% discount on mooring fees, maximum of 4 nights. [www.puertodeportivogijon.com](http://www.puertodeportivogijon.com)

**Puerto Sherry** Cadiz, 10% discount off daily rates for CA members [www.puertosherry.com](http://www.puertosherry.com) ⓘ

**Real Club Náutico de La Coruña** A Coruña, 25% off [www.rcncoruna.com](http://www.rcncoruna.com)

**Real Club Nautico de Vigo** Vigo, 15% discount on daily rates with CA card [rcnauticovigo.com](http://rcnauticovigo.com) ⓘ

**Real Club Nautico Portosin** Portosin, Galicia, 25% discount on the high season rates. [www.rcnportosin.com](http://www.rcnportosin.com)

**Yacht Port Cartagena** Cartagena, 5% discount for boats over 12m [www.cartagenamarina.es](http://www.cartagenamarina.es)

### Services

**Dinautica Menorca S.L.** Puerto Addaia, Menorca, Dry dock, 10% discount. Antifouling, paintings 10% discount. Repairs & maintenance 10% discount (fibreglass, polishing, spray, gel coat) ship chandler from 5% to 10% (only stock products).

**Sailpower Menorca** Menorca, 5% discount on labour only. Membership to be advised before estimates begin. [www.sailpowermenorca.com](http://www.sailpowermenorca.com)



www.hydrovane.com

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 Winner Jean-Luc Van Den Heede  
 SY Matmut, Rustler 36



Photo B. Gergaud

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## SURINAME

### Mooring/marina

**Marina Resort Waterland** Para, 10% off Marina Berths. 10% for luxurious rental homes with a minimum stay of 1 week. [www.waterlandsuriname.com](http://www.waterlandsuriname.com)

## SWEDEN

### Products

**Ystad Skeppshandel AB** Ystad, 10% discount off all products except gas, antiques and used items. [www.ystadskeppshandel.se](http://www.ystadskeppshandel.se)

## TURKEY

### Mooring/marina

**Alanya Marina** Alanya, 15% off for Catamaran mooring fees and 10% off for other boats. [www.alanyamarina.com.tr](http://www.alanyamarina.com.tr)

**Cesme Marina** Cesme, 10% discount for daily berthings. [www.cesmemarina.com.tr](http://www.cesmemarina.com.tr)

**D-Marin Didim Marina** Didim, 10% off annual berths on boats up to 15m [www.d-marin.com](http://www.d-marin.com)

**D-Marin Göcek Marina** Göcek, 5% discount on annual, seasonal and transit berths. [www.d-marin.com](http://www.d-marin.com)

**D-Marin Turgutreis Marina** Bodrum, Turgutreis, 10% discount on annual, seasonal and transit berths on boats up to 15m [www.d-marin.com](http://www.d-marin.com)

**Egesu Gulluk Marina** Gulluk, 35% discount on annual mooring until 31/12/21. Then 25% discount on annual mooring after 01/01/22 [www.egesumarina.com](http://www.egesumarina.com) ⓘ

**Kemer Turkiz Marina** Kemer, 5% discount on berthing between 6 months and 1 year. 10% discount for wintering upto 6 months. [www.gmarinakemer.net](http://www.gmarinakemer.net)

**Marinturk Istanbul** Pendik, 10% off daily rates, 5% off long term rates. [www.marinturk.com.tr](http://www.marinturk.com.tr)

**Marinturk Marinas & Boatyards** Göcek, 10% discount for stays up to 6 months long, for proven CA members. [www.marinturk.com.tr](http://www.marinturk.com.tr)

**Marmaris Yacht Marina** Marmaris, 5% off 12 months berthing [www.yachtmarin.com](http://www.yachtmarin.com)

**Marti Marina & Yacht Club** Marmaris (Marti Marina-Orhaniye), 5% off mooring fees, 10% off accommodation and 10% off at the restaurant. [www.marti.com.tr](http://www.marti.com.tr) ⓘ

**Mersin Marina** Mersin, 10% discount for any mooring contracts. [www.mersinmarina.com.tr](http://www.mersinmarina.com.tr)

**Palmarina Bodrum** Palmarina Bodrum, 10% off annual contract. [www.palmarina.com.tr](http://www.palmarina.com.tr)

**Port lasos Marina** Mugla, 25% discount on annual mooring rates [www.portiasos.com](http://www.portiasos.com) ⓘ

**Teos Marina** Sigacik, 40% discount on berthing between 1 October and 30 April for a minimum of 90 days. 5% discount on all other dates. [www.teosmarina.com.tr](http://www.teosmarina.com.tr)

**West Istanbul Marina** Beylikdüzü, 10% discount. [www.westistanbulmarina.com](http://www.westistanbulmarina.com)

**Yat Lift** Bodrum, Milta Marina, 5% discount at Milta Bodrum marina. [www.yatlift.com](http://www.yatlift.com)

### Sails/canvas

**South West Sails** Marmaris, 10% on sail repairs and maintenance, new canvas, and ropes. 5% - rigg check and tension adjustments, rigging repair, standing rigging replacement and deck equipment [www.southwestsails.com.tr](http://www.southwestsails.com.tr)

### Services

**Blues Yachting Ltd** Göcek, 10% discount on technical services. Between 5-15% discount on yacht equipment and 10% on agency

services. [www.bluesyachting.com/en/Technical-Services/Liferaft-Inflatable](http://www.bluesyachting.com/en/Technical-Services/Liferaft-Inflatable): ⓘ

**Finike Yachting Agency** Finike, Antalya - 10% discount on various agency services including transitlog renewals, country check-in formalities and yacht brokerages [finikeyachting.wixsite.com](http://finikeyachting.wixsite.com)

**HMS Marine Services** Göcek, 10% discount on gold, silver or bronze service packages; 10% off labour costs. [www.hmsmarineservice.com](http://www.hmsmarineservice.com) ⓘ

**Lodos Yachting** Bozburun, 10% discount on agency fee [www.lodos.online](http://www.lodos.online)

**Pera Yachting** Bozburun, Agent fee 20% discount for check-in/check out clearance

**Seagull Transfers** Dalaman, 12% discount off airport transfers to & from Dalaman, Izmir and Bodrum. [seagulltransfers.com](http://seagulltransfers.com) ⓘ

## UNITED ARAB EMIRATES

### Mooring/marina

**D-Marin Dubai Al Seef** Dubai, 10% discount on annual, seasonal and daily berths [www.d-marin.com](http://www.d-marin.com) ⓘ

**D-Marin Dubai Business Bay** Dubai, 10% discount on annual, seasonal and daily berths [www.d-marin.com](http://www.d-marin.com) ⓘ

**D-Marin Dubai Harbour** Dubai, 10% discount on annual, seasonal and daily berths [www.d-marin.com](http://www.d-marin.com) ⓘ

**D-Marin Jaddaf Waterfront** Jeddah, 10% discount on annual, seasonal and daily berths [www.d-marin.com](http://www.d-marin.com) ⓘ

## WALES

### Mooring/marina

**Neyland Yacht Haven** Neyland, 10% off visitor berthing available for rallies over five boats. Further discounts available for rafting or in the Upper Basin. Prices include free electric, free Wi-Fi and use of washrooms. [www.yachthavens.com](http://www.yachthavens.com)

## Have you used these discounts?

We need your feedback on the offers from suppliers on these pages. Have you had a great deal on a really good service or product?

Or at the other end of the spectrum, have you wondered why you bothered, or been offered a price which is actually the same for everyone?

Contact Sian Cantellow at [sian@theca.org.uk](mailto:sian@theca.org.uk), or post your thoughts on the forums in the members' area of the CA website. We want to make sure these offers are as good as they can possibly be.

You can also introduce suppliers – see [www.theca.org.uk/discounts/recommendation](http://www.theca.org.uk/discounts/recommendation)

# Application for membership of the Cruising Association

The Cruising Association complies fully with the **General Data Protection Regulation** [GDPR].

We ask you for the information we need to manage your membership (to know who you are; your payment details; and how to contact you). We also invite you to share personal information which can enhance your membership/contribution (your boat details, your cruising ground, which sections you wish to join; plus any skills or previous experience you might be able to offer us).

Full information about your rights, our obligations, and the way we look after your personal information can be found on our website: [www.theca.org.uk/privacy](http://www.theca.org.uk/privacy). We are registered as the data controller with the Information Commissioner's Office: [ico.org.uk](http://ico.org.uk).

**Membership fees** These rates apply from 1 January 2023. Please tick your required membership.

Boxes with a solid red border are for required information. A second, household member may be included without charge.



CA House, 1 Northey Street  
Limehouse Basin  
London E14 8BT

You can join online at:  
[www.theca.org.uk](http://www.theca.org.uk)

Type	Fee	Direct Debit	
<input type="checkbox"/> Annual membership <sup>1</sup>	£168.00	£155.00	<ol style="list-style-type: none"> <li>Includes complimentary household member</li> <li>Crewing Service members may join local sections only, and attend local meetings</li> <li>Exceptions apply</li> </ol>
<input type="checkbox"/> Young member (under 25)	£30.00	£26.50	
<input type="checkbox"/> Crewing Service (single member) <sup>2</sup>	£36.00	£32.50	
<input type="checkbox"/> Crewing Service (two members) <sup>2</sup>	£44.50	£40.50	
<input type="checkbox"/> Joining fee <sup>3</sup>	£16.50	£16.50	

## First member

Title: \_\_\_\_\_ Surname: \_\_\_\_\_

Forename(s): \_\_\_\_\_ DoB (optional): \_\_\_\_\_

Email: \_\_\_\_\_

Home number: \_\_\_\_\_ Mobile: \_\_\_\_\_

Occupation/Profession (optional): \_\_\_\_\_

## Household member, if required (title, surname & forename must be given)

Title: \_\_\_\_\_ Surname: \_\_\_\_\_

Forename(s): \_\_\_\_\_ DoB (optional): \_\_\_\_\_

Email: \_\_\_\_\_

Home number: \_\_\_\_\_ Mobile: \_\_\_\_\_

Occupation/Profession (optional): \_\_\_\_\_

## Address details (required)

Household Address: \_\_\_\_\_

Post Code: \_\_\_\_\_ Country: \_\_\_\_\_

## Boat details (Optional & if applicable. You can include two or more boats; add a second boat online or contact the CA office)

Boat Name: \_\_\_\_\_ Class/type: \_\_\_\_\_ Rig: \_\_\_\_\_ LOA (ft/m): \_\_\_\_\_

Boat Location \_\_\_\_\_ Preferred sailing/cruising area(s): \_\_\_\_\_

Optional: please select all the Sections you wish to join in your local area and cruising grounds of interest:

### Local/ UK Sections (also open to Crewing Service members)

- |                                     |                                     |  |
|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/> Antipodean | <input type="checkbox"/> London     | <input type="checkbox"/> Suffolk       |
| <input type="checkbox"/> Essex      | <input type="checkbox"/> Solent     | <input type="checkbox"/> Thames Valley |
| <input type="checkbox"/> Kent       | <input type="checkbox"/> South West | <input type="checkbox"/> Wessex        |

### Cruising Area Sections (for full members only)

- |                                     |  |  |
|-------------------------------------|--|--|
| <input type="checkbox"/> Baltic     | <input type="checkbox"/> Celtic        | <input type="checkbox"/> North Sea     |
| <input type="checkbox"/> Biscay     | <input type="checkbox"/> Channel       | <input type="checkbox"/> Europe Inland |
| <input type="checkbox"/> Blue Water | <input type="checkbox"/> Mediterranean | <input type="checkbox"/> Waterways     |



See next page  
for address &  
payment details

## Join online and save....

If you have a discount code from

- an existing CA member, or
  - your owners' club or sailing club
- why not join online? You can save 25% on your first year's membership and you may even save the joining fee.

Just go to [www.theca.org.uk/join](http://www.theca.org.uk/join)



## BOATS FOR SALE



### ALAN PAPE 12.9m STEEL YACHT (1998)

12.9m x 3.81m cruising yacht. Built for long distance cruising of steel construction, with long keel and 50hp diesel engine in 1998 for a discerning yachtsman by Morvoren Seacraft, Cornwall. Unfortunately plans had to change and she has spent 10 years in the Mediterranean and currently ashore in Preveza Greece. In my ownership throughout, and whilst hardly used, I have been careful to ensure that she is in good condition and the maintenance has been kept up. I have found a smaller yacht that may suit me better, so for sale for **£97,000**. Please do contact me for full details and more photos if my yacht is of interest to you.

**Derek Bruce**, at [nkmillcottage@yahoo.co.uk](mailto:nkmillcottage@yahoo.co.uk)



### HALLBERG-RASSY 43 (2006)

How can we think of parting with such a beautiful boat that we have owned since new and gives us so much pleasure? Well, I am 76! In 2011, we sailed *Morning Tide* for 5 weeks from Poole to Marina Kastela, near Split - we felt so safe all the way including on the Atlantic swell. Croatia is magnificent and we may well keep her in this excellent marina for a few more years. However, if we find someone who values her as much as we do, we might be

Ads are free to CA members, who may have up to *three* full-length ads in successive issues. To advertise boats & items for sale in the March 2023 issue of *Cruising*, please send your copy (up to 150 words, fewer if possible) and high-resolution pictures to [editor@theca.org.uk](mailto:editor@theca.org.uk) by 1 FEBRUARY, 2023.

persuaded to part with her. We are always interested to talk to fellow sailors, particularly about Hallberg-Rassys and Croatia. Please do contact me if *Morning Tide* and Croatia are of interest to you: [guy.norris@hotmail.co.uk](mailto:guy.norris@hotmail.co.uk)

## STILL FOR SALE

**These boats have been advertised in at least three previous issues of *Cruising* and the ads are now in shortened form. See previous issues or the CA website for full details.**

### BAVARIA OCEAN 47 (2000).

Berthed in Marmaris, Turkey. **£115,000 UK VAT paid.** Contact: **Chris Haire 07432 347913**, Email: [sinbadatsea@hotmail.com](mailto:sinbadatsea@hotmail.com)

### Share in CURTIS & PAPE 16m motor yacht (1971)

Details on [www.MYPremierCru.com](http://www.MYPremierCru.com). Premier Cru is based in Preveza, Greece. Share on offer for **£11,500** plus £3,000 annual maintenance charge. Contact **David Rudland**, at [david@davidrudland.com](mailto:david@davidrudland.com)

## EQUIPMENT FOR SALE



### PILOT ATLAS, BOARDING LADDER, ANCHOR WARP, MOORING HOOKS

**1. Adlard Coles Nautical Pilot Charts & Regional Weather Conditions.** Spiral bound 2nd Edition by James Clarke

covering North & South Atlantic, Med & Caribbean. **£50**

### 2. Bow boarding ladder,

316 Stainless steel, 4 steps, width 20cm, length 80 cm. Standoff arm, 60cm, folds flat for stowage. Sturdy & rugged construction **£80**

### 3. 20 metre anchor warp.

16mm nylon multiplait with s/s eye & bow shackle, **£50**

### 4. 2 stainless steel mooring hooks,

'Boj-Grip' made by Mann Trading, Toreboda, Sweden provides a safe & secure means of mooring to a pick-up buoy, pontoon cleat /ring or a rock piton ring and avoids chafed lines. Length 1 metre, available **singly £75** or as a **pair £135**

Contact David Hailes, 01202 706280 or [david.hailes114@btinternet.com](mailto:david.hailes114@btinternet.com). Available to collect in Dorset, or carriage costs to be agreed



### C. PLATH SEXTANT

A 1950 C. Plath sextant in an almost new condition. This sextant looks as if it has had very little use, if any, over the years and comes in its original wooden box.

I bought it to learn celestial navigation but find it too heavy (getting old!), and I have now bought a much lighter yacht sextant that I can handle. **£750.00** ono, contact Nigel, **(+44) 07545 614 630**



### SWI-TEC BURGLAR BARS

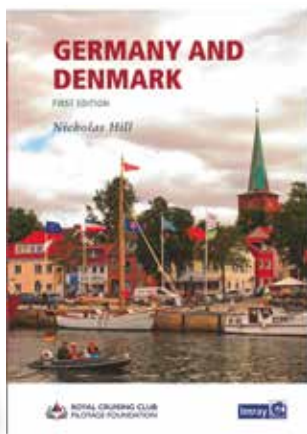
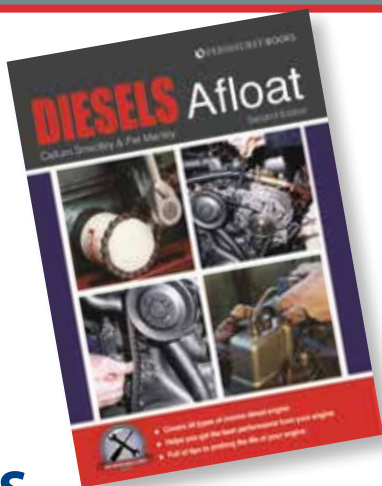
Swi-TEC stainless steel burglar bars so you can leave hatches open but secure. Medium size (Inside hatch cut out: 450-550 mm). Can also be used for rectangular hatches; suitable for hatch depths up to 130 mm. Secured with a lock (not included). Read more at [swi-tec.com/product/burglar-bars-for-hatches-swi-tec](http://swi-tec.com/product/burglar-bars-for-hatches-swi-tec). These bars are new and have never been used. View or collect from St Albans area or CA House, London. Two Burglar Bars are available for **£250 each ono**. Contact: **Johan Fraser**, +44 7979 940996, [nimrod.oceanlord@gmail.com](mailto:nimrod.oceanlord@gmail.com)



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# Book REVIEWS



## Diesels Afloat

Callum Smedley & Pat Manley

CA 18663, ISBN 9781912621378

Fernhurst Books, 2nd edition, 2022.

£18.99

Some years ago, I had the pleasure of working alongside the original author of this book, the late Pat Manley. Pat was a man who loved engines and enjoyed sharing his knowledge. That is clear in this newly revised and updated version of his original work.

*Diesels Afloat* is a well-illustrated and informative encyclopaedia of diesel engines and much more. The book's title does not do it justice: it covers batteries, hull fittings, anodes, safety, pollution, propellers and boat engine electrical wiring in detail. The illustrations are comprehensive. The authors use many clear photographs, drawings, and diagrams to illustrate the text. The book goes into considerable detail, but it is written in layman's language with a minimum of jargon. Of the many books available on the subject I would probably consult this first due to its ease of use and clarity.

It is a slightly quirky book, clearly written by engineers rather than writers. This is a strength and a weakness. Written in a rather avuncular style, the text is easy to read and non-technical. There are one or two illustrations that are a bit out of place. I found the use of an elephant to illustrate the principles of the internal combustion engine a little odd. There is the odd typo and the odd unwieldy sentence, and the book might have benefited from more rigorous editing by writers rather than engineers. Despite these small faults this book would be a useful and attractive addition to any small boat owner's toolbox.

Ray Kay

## Germany and Denmark

Nicholas Hill

CA18689, ISBN: 9781786790064

Imray Laurie Norie & Wilson, 1st

Edition, 2022. £37.50

The impressive scope of this work is immediately evident in the introductory map which outlines in different colours, the coastlines of the North Sea German Bight and the rivers Ems, Weser and Elbe. Similarly, for the Kiel Canal, which, of course, takes us to Denmark's eastern seaboard, the islands of the Kattegat, Odense, Sjælland and then Germany's Baltic Coast. The body of the text is also colour-coded for easy reference from the Contents page.

Chapter One is an informative introduction that features regional history, border disputes, language and, as usual in modern pilots, current guidance for managing a boat locally. The author also offers a timely reminder for non-EU owners to seek the latest state-of-play when negotiating Brexit complexities. Eleven sections then follow, giving pilot notes and harbour plans for each area.

Generous acknowledgements pay tribute to the late Nicholas Hill – a CA member – for his comprehensive work of compilation, born of extensive personal exploration of these waters. Similarly, Brian Navin, author of the original regional pilot, *Cruising Guide to Germany and Denmark*, from which this work is derived, is recognized.

Harbour illustration features Imray's distinctive shades of green, blue and beige; photography is plentiful and clear. Published in the name of the Royal Cruising Club Pilotage Foundation, the review copy was an attractive, albeit quite hefty soft-back work that handled well on opening and would grace any onboard library. It is available, however, as a Google Ebook for the same price.

Edward Cartner

## Complete Ocean Skipper

Tom Cunliffe

CA18706, ISBN: 978-1-3994-0052-7

Adlard Coles, 2nd ed, 2022. £32

Written by accomplished sailor and Yachtmaster Examiner Tom Cunliffe, the second edition of this book is a timely modernisation of the first edition, which was published six years ago, with more sailors venturing further afield since the lockdown years have ended – borne out by the 42 Cruising Association members' yachts heading across the Atlantic during the 2022-23 season. With updated and new content regarding communications, navigation, autopilots etc it contains loads of information on all aspects of ocean sailing.

This readable book goes further and deeper into the general subject of ocean sailing than most others of this type, covering issues including the choice of boat, ocean seamanship, heavy weather sailing, living life on board and much, much more. It starts with the whole "contents" laid out at the beginning of the book rather than at the start of each group of subjects as before, making it much easier to find specific topics. There are also many useful diagrams illustrating certain ideas, weather charts, navigation and other points, supported by many good photographs showing real life sailing situations, types of yachts, sail plans etc.

The purpose of this book is to give the reader an insight into each subject so that if more knowledge is required or deemed necessary on a particular topic, more research can then be carried out by reading specialised books on that given subject; of which there are plenty. As Tom states, "A general book like this can only go so far on any subject".

*The book to go to if you are thinking/dreaming of voyaging over the horizon.*

Sandy Duker



## Channel Coast of France Paul Heiney

CA18682, ISBN: 978 1 472985 69 9  
Adlard Coles Shore Guide, 1st edition  
2022. £18.99, also as eBook.

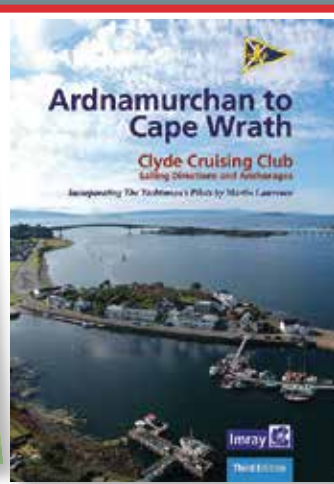
A pocket-sized book which packs a punch and certainly lives up to the sub-title, *Everything you need to know when you step ashore* or, almost\*. This useful little book by Paul Heiney is one of a series of Shore Guides published by Adlard Coles to help sailors make the most of their time ashore. As it states – “this is a book for after you have arrived, not a book to get you there”.

The guide covers the northern French coast from L’Aber-Wrac’h to Dunkerque and there is a map of the whole area within the pages of the first chapter, *How to use this Book*. This chapter should not be skipped as it sets out the parameters of the harbours covered (also emboldened on the map, which is just that, not a chartlet) and gives tips on the best way to tackle the sail along the coast.

Each section has a short introduction to the area covered and is then split into specifics under the headings: Navigation, Overview, Things to See and Do, Food and Shopping, Further Afield. There is also a yellow box insert entitled, The Essentials: Fuel, Chandlery, Repairs, Laundry, Hire are all covered here, the larger places being more comprehensive than others. Last and by no means least there is a section covering the Channel Islands.

Lovely photos throughout give a flavour of each place.

Perhaps in the next edition a few of these could be included: in Calais: Rodin’s *Burghers of Calais* statue outside the Town Hall and the hidden gem of the Bunker Museum; in Caen: the two monasteries, L’Abbaye aux Hommes and L’Abbaye aux Dames and of course the Castle. But maybe this is being too picky, because so much has already been included in this excellent book.

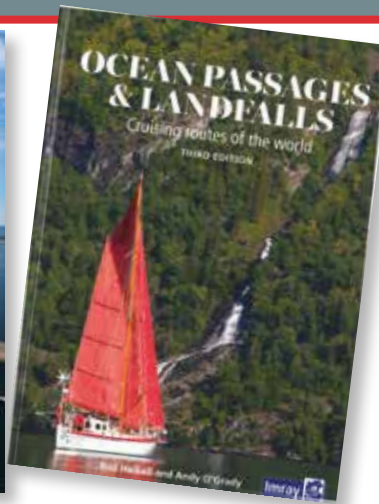


## Ardnamurchan to Cape Wrath: Sailing Directions and Anchorages Edward Mason & Geoff Crowley (eds.) Clyde Cruising Club CA18675, ISBN: 978 178679 323 2 Imray, Laurie, Norie & Wilson Ltd, 3rd ed 2022. £37.50

“The northwest coast is no place for anyone who is unable to deal with adverse conditions, which may arise unexpectedly...”

With an introduction like this, you might wonder whether it really is safe to cruise the stunning waters north of Ardnamurchan Point on the west coast of Scotland without local knowledge.

Happily, the required knowledge is then clearly set out in this latest edition of the Clyde Cruising Club’s comprehensive sailing directions for the area; supported by informative photographs and superb plans drawing on the unrivalled accuracy of Antares Charts. The editors acknowledge that things move gradually on the northwest coast, and there have been few changes since the previous edition which was published in 2017, but they capture the benefit to the leisure sailor of the continuing expansion of the



Antares portfolio in opening up many more anchoring possibilities.

While covering the usual cruising destinations, including the gem which is Plockton, the benefit of these directions is most obvious when cruising the coast north of the Isle of Skye.

Not many sailors would contemplate entering the remote and tiny Loch Shark, with its rock lying just below the surface and an entrance bar, without the detailed guidance offered by the editors. Those who do visit will be generously rewarded for their efforts.

Rating? Can only be 5 stars: to cruise this area without this magnificent resource could be a visit wasted.

Boyd Holmes

## Ocean Passages & Landfalls: Cruising Routes of the World

Rod Heikell and Andy O’Grady  
CA: 18650, ISBN: 978 178769 302 7  
Imray, Laurie, Norie & Wilson Ltd, 3rd  
edition 2022. £37.50

This third edition updates the previous volume published in 2009 and remains the book for all those sailors planning, or dreaming, to cruise the world’s

## A Quirky History of boating

Fernhurst has recently published *Quirky History: Maritime moments most history hooks don't mention* by John Quirk. We’ll probably review it in due course and we have a page full of books for you to consider as gifts (see page 17) but we thought this one was worth a special mention, as its gallop through lesser-known corners of marine history includes

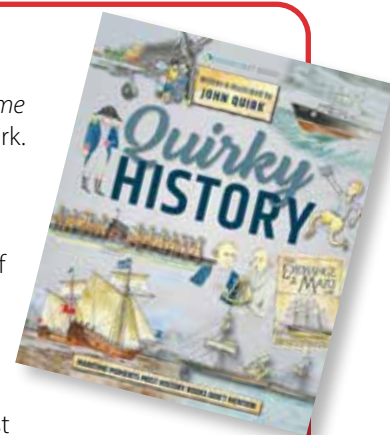


John Quirk’s delightful drawings. It’s £17.99

for the hardcover

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Sandy Duker

## Member discounts on nautical books

CA members can obtain generous discounts on books from **Imray, Fernhurst** or **Adlard Coles Nautical**. See the discount pages in *Cruising* or on the CA website for more information.

oceans, including the Mediterranean Sea. It covers all the major routes/passages and some minor ones, weather systems and currents, country guides and cruising destinations plus a lot more.

Like the previous editions it is split into seven sections with colour-coded page edges with each section covering a main area – North Atlantic Ocean, South Pacific Ocean etc. All have a general overview of the area before being broken down into countries and port guides with various chartlets and interesting and sometimes stunning photographs. Within the section "Resource" boxes cover more detailed pilots, guides and charts to use as well as *Further Reading* and a *My Gem* for even more information.

Do not skip the Introduction which covers the layout of the book, briefly described above, and the reasons for this structure along with much other information from world weather to navigating in ice. It also touches on the use and benefits of using AIS as well as its disadvantages and the possibility of it becoming compulsory for yachts (it already is in some countries). Before this, on pXII, the notes on *Cruising with Coronavirus* cover the issues thrown up by the Covid-19 pandemic and should be taken on board. On a more light-hearted note do not miss the recipe for the perfect *Caipirinha* from Rod on p145.

A serious contender for those planning to get away, but I took great delight in reading about places that I had sailed to and loved and the other countries which had been on our wish list; a joy to just sit, read and dream.

**Sandy Duker**

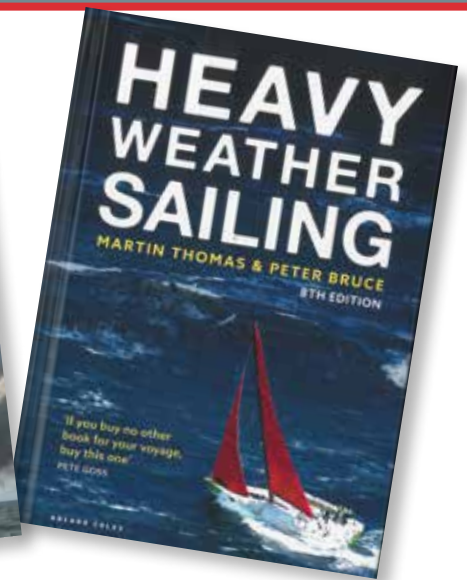
## Reeds Cloud Handbook

**Oliver Perkins**

**CA18662; ISBN: 978-1-4729-8207-0  
Bloomsbury, 1st edition, 2022. £9.99.**

(Also available as Ebook 978-1-4729-8212-4)

If you are a yachtsman/yachtswoman who prefers not to rely on externally-derived information alone, this book might be for you. It is a specialist book for identifying cloud types, how to predict weather from types of cloud and predict changes in weather.



It represents an expansion of the images of clouds that are available in the Reeds Almanacs, which is not surprising given that it is published by the same company. So, if you prefer to use the *CA Cruising Almanac*, this inexpensive small book could obviate the more expensive alternative. The handy publication measures 10cm by 16cm and contains many clear photographs and diagrams of clouds, and the atmospheric conditions that cause cloud formation.

Near the back of the book there is a "Quick Cloud Identifier" which is a flowchart of written descriptions of cloud formations. A caution is given that often more detail is required before reliable identification is possible, by reference to earlier pages. The book has a small glossary and a useful index.

**John G Williams**

## Heavy Weather Sailing

**Thomas Martin and Bruce Peter**

**CA18709; ISBN: 978-1-4729-9260-4**

**Adlard Coles, 8th edition 2022, £39.99**

I reviewed the previous edition six years ago and reported it as a definitive read for all venturing out to sea in a yacht. Now re-written and updated with a second author, Martin Thomas, on board, it is still the authority on heavy weather sailing and surviving storms at sea.

The structure of the book has been reworked: part one features eight accounts of storm experiences which are gruelling to read, describing relentless strong winds and ferocious seas resulting in exhaustion for skippers and crews, and one includes the loss of a yacht and a fatality. The second part of the book contains expert advice as before with new additions focused on preventing or coping with lightning strikes, navigating

in heavy weather with both paper and electronic charts, the choice and use of tenders in severe weather and special problems faced by the new generation of foiled cruising boats. A chapter is dedicated to high-latitude sailing as more yachts venture further offshore.

For me there were some fascinating facts about wind and waves. Did you know that as the wind speed doubles in strength, the forces are 17 times as high, and the forces increase twofold between Force 8 and Force 10? What also becomes clear is that one can never predict storms with one hundred percent accuracy and the most dangerous sea appears to be at the end of a gale. Danger is not seen to come from the force of the winds themselves, but from the tremendous power of the breaking waves they create.

The chapters are well-written and make captivating reading; however some, such as the weather chapter, are pretty technical, as you might expect with such an authoritative volume. There is a comprehensive chapter on storm tactics and one devoted to seasickness which offers an easy-to-understand explanation of the potential remedies and medications available.

Overall there are some clear themes to emerge. Meteorologists agree that due to global warming severe storms out of season at unusual locations will increase. The importance of good preparation and planning for heavy weather and storms cannot be overemphasised, as prevention is better than cure. Skippers are advised to pay attention to weather forecasts, act on them and call for help before it is too late.

**David Long**



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# A Christmas quiz

Ten years ago the late **Christopher Courtauld** compiled a Christmas Book Quiz for *Cruising*. In this very bookish issue we thought we'd repeat part of it. There are no prizes this time, but how many of these can you identify without asking Professor Google?



Answers below.

1. All the nice girls love a sailor.
2. "Aren't your men here?" I asked faintly. "Men?" – he looked confused. "Oh, perhaps I ought to have told you, I never have any paid hands; it's quite a small boat, you know – I hope you didn't expect luxury. I've managed her single-handed for some time. A man would be no use, and a horrible nuisance."
3. At last, in the gathering dusk, we approached Orford Haven. Against the dark line of the beach and the pinetrees beyond we could see the line of white that marked the entrance – a boiling cauldron of water wherein, here and there, shingle banks rose up like the backs of whales, and were smothered again and again. It was a sight that would test the courage of the bravest, for as we rushed towards the place it seemed as though we were heading for certain destruction.  
"My God, there isn't any entrance!"
4. ...at that moment the sail swung slowly round, filled slowly out, the boat seemed to shake herself, and then to move off half conscious in her sleep, and then she woke and shot through the waves. The relief was extraordinary.
5. Bowsprit cracked with ice and paint cracked with heat. I made this, I have forgotten  
And remember.  
The rigging weak and the canvas rotten  
Between one June and another September.  
Made this unknowing, half conscious, unknown, my own.  
The garboard strake leaks, the seams need caulking.
6. But of his craft to rekene wel his tydes,  
His stremes, and his daungers hym bisides,  
His herberwe, and his moone, his lodemenage,  
Ther nas noon swich from Hulle to Cartage.  
Hardy he was and wys to undertake;  
With many a tempest hadde his berd been shake.
7. He knew alle the havenes, as they were,  
Fro Gootlond to the cape of Fynystere,  
And every cryke in Britaigne and in Spayne.  
His barge ycleped was the Maudelayne.
8. Can you hear the crash on her bows, dear lass,  
And the drum of the racing screw,  
As she ships it green on the old trail, our own trail, the out trail,  
As she lifts and 'scends on the Long Trail — the trail that is always new?
9. Come cheer up my lads, 'tis to glory we steer
10. Day after day, day after day,  
We stuck, nor breath nor motion;  
As idle as a painted ship  
Upon a painted ocean.
11. I have never liked the [Thames] estuary; it gives me the shivers. You can be ten miles offshore, with no land in sight, yet floating in a mere six feet of water; if you are unwary or confused, the banks wait like submerged crocodiles to grab your keel and pound you to pieces as the falling tide mercilessly withdraws its soft support.
12. Methought I saw a thousand fearful wracks;  
A thousand men that fishes gnawed upon;  
Wedges of gold, great anchors, heaps of pearl,  
Inestimable stones, unvalued jewels,  
All scattered in the bottom of the sea.
13. "Oh, John!" gasped Susan. "That was the Beach End buoy. We're out at sea."
14. O well for the fisherman's boy,  
That he shouts with his sister at play!  
O well for the sailor lad,  
That he sings in his boat on the bay!
15. Stick close to your desks and never go to sea,  
And you all may be Rulers of the Queen's Navee!

- |   |   |  |
|---|---|--|
| <p>11. Part of a description of a dream by Grace by Libby Purves.</p> <p>12. Sailing out of Harwich in the novel <i>We Didn't Mean to go to Sea</i> by Arthur Ransome.</p> <p>13. From the poem <i>Break, Break, Break</i> by Alfred Lord Tennyson.</p> <p>14. The final lines of <i>The First Lord's Song</i> in <i>HMS Pinfore</i> by Gilbert and Sullivan.</p> | <p>5. From the poem <i>Marina</i> by T S Eliot.</p> <p>6. From <i>The Shipman</i> by Geoffrey Chaucer.</p> <p>7. From the poem <i>The Long Trail</i> by Rudyard Kipling.</p> <p>8. From <i>Heart of Oak</i>, the official march of the Royal Navy. It was written by David Garrick and the music was composed by William Boyce.</p> <p>9. From the poem <i>The Rime of the Ancient Mariner</i> by Samuel Taylor Coleridge.</p> <p>10. From the beginning of <i>One Summer's</i></p> | <p>1. From the chorus of the song <i>Ship Ahoy</i>, written and composed by A J Mill and B Scott.</p> <p>2. Conversation between Carruthers and Davies on the arrival of Carruthers in the novel <i>The Riddle of the Sands</i> by Erskine Childers.</p> <p>3. From <i>The Magic of the Swathways</i> by Maurice Griffiths.</p> <p>4. From <i>To the Lighthouse</i> by Virginia Woolf.</p> |
|---|---|--|

Cathy Brown is away

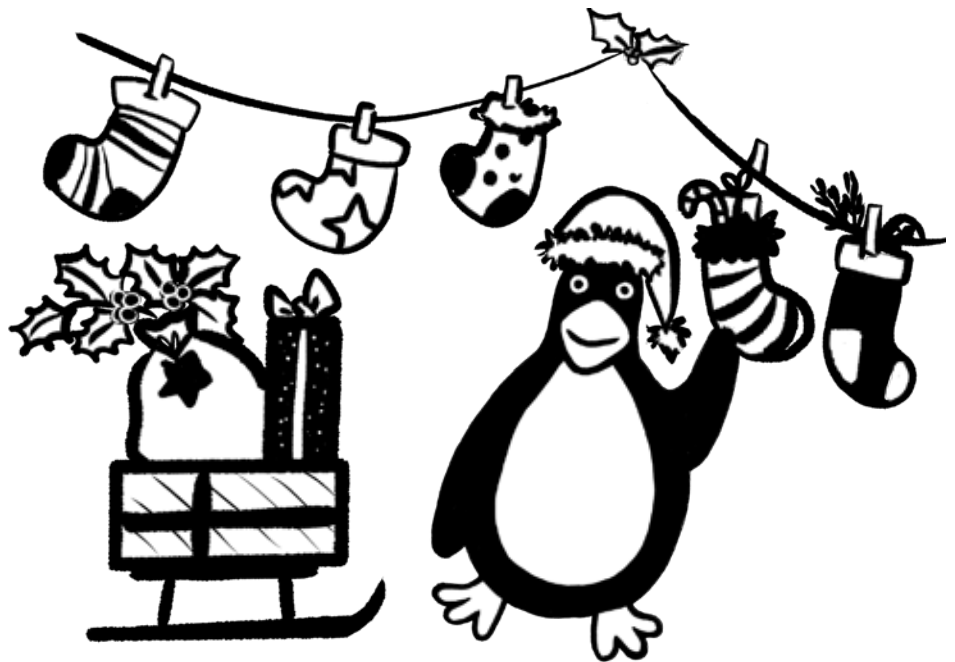
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