



Cruising

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- Charts & navigation update
- Weather routing: worth paying for?
- The Calor gas crisis

PLUS

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- Into the rocks in Portugal
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Cruising

The quarterly magazine of the Cruising Association

13



MARCH 2023

Contents

6 & 26



REGULARS

President's report – Derek Lumb	5
Members' views: Calor gas 4.5kg	6
CA news: New Hon Treasurer and Solicitor	11
Win a £2000 voucher from Lalizas	13
CA news: Challenge Awards for CA volunteers	15
CA news: Business plan for 2023	16
Refer a friend & you could win a prize	19
What the CA means to me –Malcolm Davidson.....	42
HLR update	62
News from the Sections	63
Welcome to new members.....	76
Discounts for CA members	80
Members' classified ads	93
Book reviews	94
Last word – Cathy Brown on the environment	98

R&TS NEWS & UPDATES

Small craft at the end of life	20
Charts & navigation update	23
Studland Bay and conservation zones	28
Orca watch update.....	30
Best fire extinguishers on board.....	31

TECHNICAL

Weather routing – Frank Singleton is not a fan	32
---	----

FEATURES

Chartering in Canada – Isabel Joce	36
Love Cup: Portuguese calamity – Peter Bell	44
My favourite harbour: La Ciotat – Paul Weston.....	50
Planning a circumnavigation – Nick Hine	52
Into the French waterways – Julian Dussek.....	56

Cover picture: The beach at Berneray in the Outer Hebrides, looking north, July 2022. An entry in the 2022 photo competition from Andrew Ormsby

23



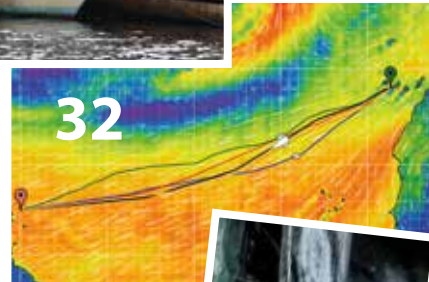
20



31



32



44



36



50



52



56



98



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Welcome to

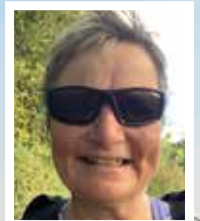
Cruising

Owners of older British boats will probably know that Calor, a UK-based gas supplier, has withdrawn its 4.5kg bottle from the market. You can read about why Calor says it is doing this on page 26, and what CA members think on page 6. For many years, sailing yacht gas lockers were designed to fit these bottles exactly, and the withdrawal will make it difficult for many to cook on board; alternatives are hard to find, expensive, or both. Flogas, which sells the nearest option, says it is bemused by the withdrawal and will not, of course, have enough bottles to go around. And so retailers of Campingaz, used across much of Europe, can charge anything they like in the UK – typically four or more times the price in Greece.

It has made me even more aware how dependent we all are on an infrastructure to support our boating. Even if we never use a marina berth or plug into shore power, we need food, drinking water and (for most people) diesel. Most cruising sailors have experienced weeks of popping into every possible chandlery, *ferreteria* or *accastillage* looking for a part to replace the one currently being held together with gaffer tape. It only takes a minor change in supply and demand to throw the whole finely balanced process into chaos.

Even so, we are the lucky ones. Many people in the UK depend on deliveries of LPG for cooking and heating their homes and they too have been let down, often during the coldest months of the year. Generally, boat owners have a lot more options to turn to. We can also turn to other members of the CA for advice, suggestions and maybe a kettle of hot water. I'm sure that members' resourcefulness will see them through this crisis one way or another.

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 April, 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

Advertising in Cruising

Should your business be advertising in *Cruising*? The Cruising Association's quarterly magazine goes to more than 6,000 of the most active, ambitious, and adventurous yachtsmen and yachswomen in the UK and around the world.

If you think this is a market sector you cannot afford to ignore, please contact Jackie Byrne for more information:

adverts@theca.org.uk
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Thank you to volunteers

The CA's President, **Derek Lumb**, enjoyed thanking the CA's volunteers at the recent Flag Officers' lunch – and is grateful that more members are now starting to step forward to help us out. Could you be next?

My December report looked back on 2022 but now, in March, spring is well and truly with us and most of us are looking forward to the 2023 sailing season. For once it looks as if change has at least slowed down, for the moment.

We had expected (dreaded!) the EES (Entry/Exit System) for the Schengen area to be introduced this summer, but it has just been reported that its introduction has been delayed until the end of 2023. For *sailing* into the EU it may not have made that much difference. However, travelling by ferry to get to your boat could have been a nightmare, as all passengers in cars would have had to undergo a biometric check. If you are wondering how that would work – so are the ferry operators!

News on the VAT front, for owners who have EU-VAT paid boats which have never been in the UK, is less good. HMRC has told us and the other stakeholders that the Minister has decided not to make any concessions, and VAT will be payable if you bring your boat to the UK. The decision is particularly disappointing given that the problem was made worse by HMRC itself. In April 2020 it told the sailing community that such yachts could be returned after Brexit VAT-free, but changed its advice at the end of September 2020, by which time Covid and the imminent onset of winter made it virtually impossible to get your boat to the UK legally before the 31 December. To add a further twist to the logic of the situation, it appears that if you had moved your boat to Norway (or anywhere else outside the EU) you would not be required to pay VAT if you subsequently brought it to the UK.

RATS has put a huge amount of time and effort into lobbying for a concession, with fortnightly sub group meetings at 08:30 am on a Tuesday for most of the last two years. That group has liaised with other stakeholders and letters have been sent to HMRC, MPs, ministers and other influential people. There have been

meetings with HMRC, and Freedom of Information requests made. The current state of play is that RATS is pursuing HMRC for information regarding the reasoning behind the decision, but has little hope of a change of heart.

On the CA front, we held the Flag Officers' lunch in January. This was the first time since 2020 that we were able to hold it at its usual time. The lunch is the CA's opportunity to say thank you to the many volunteers who have worked so hard on behalf of all of us over the past year. This year we had a close to capacity attendance to see our awards presented by Mike Golding OBE, an honorary member of the CA, and thanks to Mike for his role.

It appears that if you had moved your boat to Norway, you would not now have to pay VAT to bring it to the UK

Throughout 2022 I have been highlighting the need for volunteers, and so it is with some relief that I am able to report that the situation has significantly improved, for example:

- Julian Dussek has taken over European Inland Waterways
- Fiona Slay and Malcolm Denham, Wessex
- Sue Gibson and Andy Johns, Solent
- Sarah Stevens as joint secretary for the Mediterranean
- Alan Kohler joint secretary for Celtic
- Caroline Milmo has moved from chair of the Crewing Service group to chair of the HLR group
- Malcolm Davidson has taken over as chair of the Crewing Service group.

We have a new Honorary Treasurer in Nick Clayton, now co-opted onto Council to replace Richard Sherwood who has been looking to retire on health grounds.



Richard had held the Treasurer role since 2010 and was the longest serving Council member. Under his stewardship the CA's finances have improved out of all recognition and he has worked tirelessly for the CA – spending several full days a month at CA House. He will be sorely missed from Council, both as a colleague and friend.

The Honorary Solicitor's role is one which is not called on that often, but when it is, it is incredibly valuable, and I am delighted to welcome Jenny Bowes as our new Honorary Solicitor.

So it's good news on the volunteer front, but there is more to do. Essex and the South West are still without secretaries and we have a potential vacancy in Biscay section. In other sections help is always welcome. Joining a team is much easier than taking over, and so if you would like to help out in parts of the CA that have been of service to you, then please have a word with the chair or secretary – any help, however little, is always welcome and becoming more involved will enhance your experience of the CA.

On that note can I wish all of you a successful and enjoyable sailing season in 2023.



Richard Sherwood, left, is thanked by Derek at the Flag Officers' lunch for his major contribution to the CA's current success

From the forums

Calor gas – worst fears realised

Calor sells bottled gas in the UK and Ireland. It has suffered supply problems since 2020 when Covid increased demand for small gas cylinders for barbecues and the supply chain was badly affected; it has also suffered issues with tanker delivery of domestic gas. Read more in the RATS section on page 27.

Sadly it seems that the various rumours that have been circulating about Calor discontinuing the smaller 4.5kg butane bottles, that hundreds if not thousands of British-built boats were designed to use, have now solidified into truth www.calor.co.uk/cylinder-range-faq. Only options remaining are to accept the use of ridiculously more expensive Campingaz, or find any local gas suppliers who will refill our Calor bottles. Our Moody's gas locker is designed specifically to take two Calor 4.5s side by side.

Dick Holness

Safefill do a small 5kg cylinder but it is about 50mm taller and also a larger diameter: Capacity: 8.5 litres (80% fill) Height: 396 mm Diameter: 310 mm. There is also an option from Flogas which is almost the same size as the Calor ones.

Philip Leith

I have compiled a table of options [*published in this edition of Cruising on page 27*]. Of course with the current crisis it may also be difficult to buy new cylinders, so take that into account before attacking your gas locker with a chisel.

Camilla Herrmann

For me, it is not just the main diameter of the bottle that is relevant, but also that of the base and the top. My gas locker (Victoria 34) has mouldings on the floor of the locker base to accommodate the Calor bottle and in the lid to accommodate the top section of the in-use bottle

Alan Young

I priced a Campingaz bottle in our local supermarket in SW France to save carrying our large propane bottle to a BBQ. A 907 bottle was €64 and the half size one €54. We took the propane bottle! Our boat carries two Campingaz bottles in a moulded gas locker. Fortunately Greece will refill these for more reasonable sums. I replaced one in October at Cleopatra for €16.

Vyv Cox



Done a quick bit of research and the Gaslow refillable bottles look promising (probably just the 2.5kg size given the constraints of my gas locker). Widely used by mobile home owners apparently. Anyone got any experience to share?

CA member

The redesigned cylinder [added to Calor's range in an attempt to solve supply problems, designed in Italy, but apparently not up to the job and now withdrawn] was sold in NI. It was taller than the old one and would not fit into my gas compartment.

Philip Leith

I recently had my 6 kg propane refilled in Marbella. I'm not on commission but Dirk will travel some distances or meet you dockside to fill all types with propane or butane.

Robert Partridge

I have tried twice to order cylinders through the Flogas website and both occasions they failed to deliver. [They told me]: "This size cylinder is out of stock and I'm not entirely sure when they will be back in... the only other option is a 7kg 21mm Butane." I did find a local retailer who had one but he wouldn't sell it to me without an empty to exchange.

Andrew Wallace

We have Gaslow refillable cylinders on our motorhome. As far as I know nowhere will let you just refill one from an LPG pump on a forecourt. Ours are hidden in the vented gas locker with the refill point on the skirt of the van to make it look like we are refilling an underslung gas tank. Our experience of refilling: UK, France, Spain, Portugal no problem; Italy impossible; Greece, usually only if they think the actual van is powered by gas, so fill gas first then diesel! Local LPG cylinder suppliers might be more amenable to filling them; the bottles have a max 80% fill mechanism.

Paul Evenden

Join the conversation at www.theca.org.uk/forum

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UKHO to delay withdrawal of paper charts



Last year the UK Hydrographic Office announced that it would withdraw all printed charts by the end of 2026. Following protests from the CA's RATS (Regulatory and Technical Services) team, and others, it has now announced it is to delay the withdrawal until 2030.

UKHO says that it has engaged with distributors, defence customers, commercial and leisure users, international regulatory authorities and the global hydrographic community. It says: "More time is required to address the needs of those specific users who do not yet have viable alternatives to paper chart products, so we will continue to provide a paper chart service until at least 2030."

Peter Sparkes, Chief Executive of the UK Hydrographic Office, commented: "As we further develop digital navigation solutions, our long-term intention to withdraw from paper chart production remains unchanged and we will continue to withdraw elements of our chart portfolio over the coming period, on a case-by-case basis."

"However, having listened to the feedback we have received and in light of the consequential impact of the international technical and regulatory steps required to develop digital alternatives, we will be extending the overall timetable for this process... the paper chart portfolio necessary to support safe

navigation for our customers will be maintained throughout this transitional period, as we increase our focus on digital navigation products and services."

The timetable for the withdrawal was never made clear, and the further delay means that all plans are now being reconsidered.

RATS is a core member of the Pleasure Vessel Navigation Systems Working Group (PVNSWG), along with the MCA, RYA, RNLI and UKHO, among others. Initially the group has worked with leading industry players to propose a set of core standards for electronic charts and display systems which would be "fit for navigation".

RATS welcomes the announcement in principle, and has insisted that there must be electronic alternatives "approved for navigation" before the paper charts are withdrawn. Alan Kohler of RATS told *Cruising*: "We understand that the recent announcement by UKHO to delay the withdrawal of paper charts has been, at least in part, a result of RATS' work with RIN and other members of this Working Group. We look forward to hearing more about the new timetable to confirm that Small Craft charts will remain available."

■ You can read more about RATS' work on charts and navigation, together with a timeline of UKHO's recent announcements and their impact, starting on page 23.

No further RGR relief for EU-based vessels



If you are resident in the UK and own a vessel which has always been in the European Union and remains there now, December's announcement from HMRC is bad news: if you bring the boat to the UK, VAT will become payable.

At a meeting with HM Revenue and Customs (HMRC) attended by RATS (Regulatory & Technical Services Group) on behalf of the CA and by other boating organisations it was announced that no changes will be made to the VAT rules for boats located in the EU on 31 December 2020 that had never been in the UK and are owned by a UK resident. If such boats enter UK waters while under UK ownership then UK VAT will be payable.

The CA is extremely disappointed at this outcome.

In March 2019, HMRC stated to RATS that: "UK-owned boats will retain their UK VAT-paid status, whatever their location, on the day the UK exits the EU". In September 2020 HMRC reversed this announcement. The timing of this reversal meant that most owners were out of time to return their boats to the UK due to the lateness in the season for Northern European waters and the effect of Covid-19 restrictions.

For more than three years, RATS on behalf of the CA has been

working together with other organisations, including the RYA and British Marine, to engage with and lobby HMRC on a positive outcome. RATS provided HMRC with detailed scenarios and background information.

"The Cruising Association has been informed that this HMRC decision marks the end of the road for any hope of a positive outcome," said Derek Lumb, CA President. "The CA is bewildered as to why people who bought boats in Europe and paid VAT on those boats should now be discriminated against in this way. This intransigence by HMRC is deeply disappointing and a further obstacle for the cruising community."

RATS will continue its engagement with HMRC and will be requesting transparency around the grounds on which this decision was made and the logic behind it. It will be difficult to overcome the decision, but RATS will continue to challenge it.

■ More news from RATS is on page 20.



Welcome to new Hon Treasurer & Solicitor

Since 2010 we in the CA have been very fortunate to have had Richard Sherwood as our Honorary Treasurer. Richard has been a very active Treasurer pursuing with cheerfulness and vigour all the tasks that role entails, plus a few more on top. At the last AGM it was announced that he wished to retire due to ill health but, in his usual dedicated way, he said he would continue to serve until a replacement could be found. That point has now been reached, so Richard has retired, though he aims to assist in every way he can to support the handover.

I am sure I speak for all of Finance Committee, staff, Council, and all members in thanking Richard sincerely for all the work he has done on behalf of the CA and its membership over the last 13 years. I am also sure we all wish him well.

New Honorary Treasurer

We are pleased to announce the appointment of a new Honorary Treasurer for the CA – **Nick Clayton**. Nick has been co-opted to the position by Council and will be proposed for election at the next Annual General Meeting.

According to Nick... *My first sailing experience, as an eight- or nine-year-old, was in my Dad's wooden Enterprise on gravel pits near our home in Hertfordshire. More than 50 years later, after plenty of sailing with friends and family, several bare-boat charter holidays, and a leg of the Clipper Round the*

World Race I am, with my wife Amanda, now in our eighth year of ownership of Ernestina, our Contest 48cs. We have enjoyed a couple of seasons in the Baltic before crossing the Atlantic and will soon be flying back to Grenada for our fourth trip to the Caribbean.

As a Chartered Accountant working in business throughout my career I have gained wide-ranging commercial and financial management experience across varied sectors and I am delighted to be able to contribute to the CA whose resources we have found invaluable.

New Honorary Solicitor

We are also pleased to announce the appointment of a new Honorary Solicitor for the CA – **Jenny Bowes**. Jenny has been co-opted to the position by Council and will be proposed for election at the next Annual General Meeting.

Jenny says... *I am a commercial litigation partner at a regional law firm based in Southampton. I was brought up sailing a 26ft old gaffer with my Dad which we sailed inshore around the Solent, the West Country and the Scilly Isles, and offshore to the Channel Islands and the north coast of France. I now sail with my husband and two boys. I have owned three boats myself including a Signet 20, a Cobra 750 and now my current boat which is a Beneteau Oceanis 323 called Stormtrooper, currently kept on the Hamble.*



Richard Sherwood



Nick Clayton



Jenny Bowes

Bob Garrett, Chair of Council

Sam Barham joins CA office team

The CA is pleased to announce that Sam Barham has joined the office staff at CA House.



In her part-time role as Clerical Assistant, Sam will be providing support to the rest of the office team, our members and partners. This will include acting as the first point of contact for incoming calls, processing shop orders and queries, administering our marine discount partnerships, Library and Information Centre activities and supporting the CA's events.

Sam brings plenty of marine experience to the role, having previously worked at Limehouse Marina and for the Canal & River Trust.

When not busy at the CA, Sam has a young daughter who keeps her occupied, and they are both keen to head out on the water.

A big welcome to Sam from all of us.

Spring towards summer with CA events

- **Saturday, 18 March Crossing Biscay Seminar** CA House.
- **Saturday 25 March and Sunday 26 March Annual Mediterranean Section Seminar** CA House. Day 1, preparation and tech; Day 2, cruising grounds.
- **Wednesday, 29 March Hanson lecture** CA House. The influence of leadership and healthcare upon Britain's maritime dominance with Lionel Jarvis.
- **Tuesday, 4 April UK & France entry & exit processes in the channel** Web seminar
- **From Saturday, 29 April East Coast Spring Bank Holiday Rally** Royal Harwich YC, Woolverstone
- **From Saturday, 3 June Baltic Rally, Åland 2023** Starting in Mariehamn West
- **From Sunday, 11 June Channel Section Rally/Cruise-In-Company**, West Country & Solent to Channel Islands and France

This is just a selection of events over the next few months. Find out more in Sections News from page 63 onwards, or book via the CA website at www.theca.org.uk/events/all.



From left, Steve Lacey, Gordon Knight and Keith Mann receive their flags from Mike Golding at the Flag Officers' lunch



Polaris Award winners thanked for location input

New in 2022, Polaris Awards are presented annually to members who make an exceptional contribution to location information for the CA's renowned Cruising Almanac, CAptain's Mate and range of Cruising Guides. The recipients have each been presented with a Polaris flag. CAptain's Mate recipients will have their reports identified by a special Polaris Award star. The winners for 2022 are:

Almanac editor, CM editor & Guide author

Mike Henderson

Almanac & CM editors

Mike Crummy
Andy Smith
Judith Grimwade
Nick Ellis
Hans Valderhaug

Guide & CM editors

Fay and Graham Cattell

Almanac editors

John Calver, Hon Editor
Robin Baron

Judi & Stuart King
Steve Lacey
Graham Howat
Paul Bond
Roger Lloyd
Daria Blackwell
Gordon Knight
Tony Truin
Barbara Sumner
John Sharp

Guide authors

Andy Mulholland
Gordon Knight
Howard Steen
Helen Gould

Keith and Åsa Mann
Eric Von Troll

CAptain's Mate editors

Jane Murphy
Bob Garrett
David Lovejoy
Derek Lumb
Iain Kidson
Johan Fraser
Laurie Brooks
Nigel Topham
Paul and Liz Harewood
Simon Hampton-Matthews

Tony Montgomery-Smith

Hilary Young
Betsan Caldwell
Chris Day
David Fickling
Dick Beddoe
Donald MacDonald
Elizabeth Thorp
Gerald Freshwater
Gilbert Park
Judy Evans
Keith Harrison
Kuba Szymanski
Machiel Lambooj

Martin Sutcliffe

Sam Steele
Sandy Duker
Tim Herbert Smith
Viv Fox
Vyv Cox
Alan Kohler

Top CM contributors involved in migration

Nick Nottingham
Boyd Goldie
Fiona G Bennett
Nicky Barker
Stuart Bradley
Ian Wilson

Should you join a CA section?

You may be missing out on one of the benefits of your CA membership: 12% of CA members don't belong to any section.

Cruising sections, as their name implies, cover sailing areas such as Baltic or Mediterranean; local sections are typically close to where you live. Each has a different emphasis but both provide an opportunity to meet other members, socialise, make friends, share information and to learn from talks and seminars. Well-established sections, such as the Baltic and European Inland Waterways have, over the years, built so much knowledge that they have produced Cruising Guides, available from the CA shop.

Why not give it a go, and see what a section has to offer. You can join as many sections as you like and it's free. You will receive email newsletters, event reminders and occasional important information for your area.

It is easy to join. Either go to your **Profile** > **My account** > **Sections**, then tick the relevant section(s) and don't forget to save. Or go to the section page on the CA website and click Join.

If you have problems email the Section Secretary, for example wessex@theca.org.uk – emails are given on the Contact pages – and they will add you. If it doesn't suit you, it is just as easy to leave, just go to your profile and untick the section.

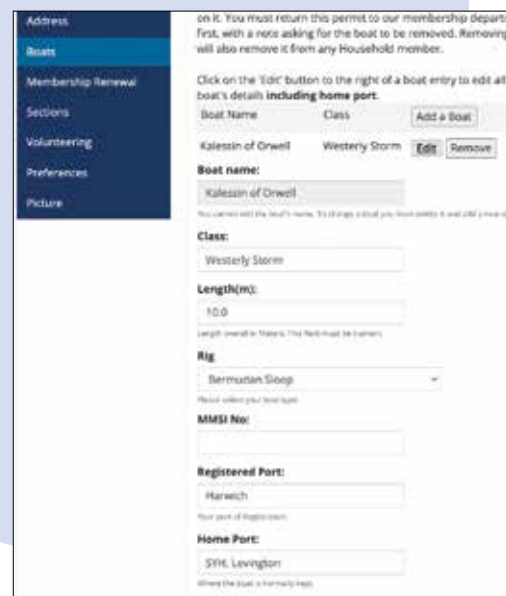
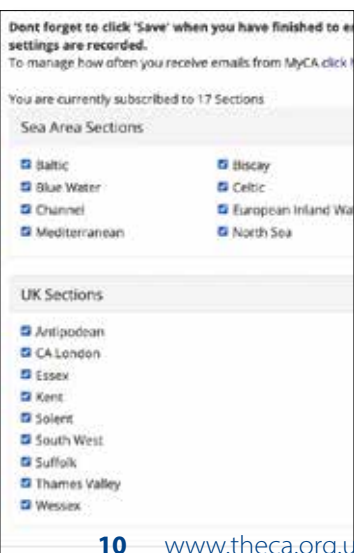
While you are in your Profile on the web page, why not update your "home port" and "cruising area", this helps the Section Secretaries; see panel, right, for guidance. We look forward to welcoming you to a section.

Malcolm Denham, joint Section Secretary, Wessex

How to view and update home port & cruising area

Simply log on to www.theca.org.uk then at top right of the screen select your **Profile** > **My account** > **Boats**.

The only way to view the information about your boat is to click **Edit** which opens the screen below. Here you can view and edit any boat information including *Home Port* and *Cruising Area*. Make sure you click Save before leaving.



Right, Chair of Council Bob Garrett and General Manager Lucy Hyslop accept the award

CAptain's Mate app wins top award

CAptain's Mate has won the "Equipment Innovation of the Year" category at the prestigious British Yachting Awards.

Held back in November at the Royal Thames Yacht Club, London, the British Yachting Awards rewarded the very best examples of excellence and celebrate the leading marine products, services, yachts, destinations and achievements across 11 cruising and racing categories.

CAptain's Mate was voted as the winner from seven nominees in the equipment category, with the nominees shortlisted by *Sailing Today with Yachts & Yachting* and voted for by their worldwide readership and the public (and CA members – thank you!).

Rob Peake, Group Editor of *Sailing Today with Yachts & Yachting*, said, "The winners in the British Yachting Awards are decided by public vote and it is no surprise that sailors showed their support

for an app that offers such a huge amount of up-to-date cruising advice. CAptain's Mate is a great app on many levels, but at its core it creates a better informed, safer cruising community. Congratulations to the Cruising Association's team."

Receiving the British Yachting Award, handmade by historic chandler Davey & Co, Bob Garrett, Chair of the CA Council commented, "The Cruising Association's objective is to share knowledge for members within the Association and also to the broader cruising community. CAptain's Mate has massively boosted their cruising experience and discovery of new cruising waters. I accept this Award on behalf of all our members. We are proud of what has been achieved and what is still to come.

"It was wonderful to see finalists from across the sailing and cruising industry



coming together, and to share how we are all playing a key part in evolving better products and services across the sector."

Garmin Navionics+ cartography came second in the equipment category. Other BYA winners included Buckler's Hard Yacht Harbour, which won Marina of the Year; the Tall Ships Youth Trust, which won Charity of the Year; and Ellie Driver, at 20 the youngest person to do the Round Britain & Ireland Race, with her father Jim, who won Pantaenius Sailor of the Year.

Remember to register your EPIRB or PLB

CA members with UK-registered boats are reminded that details of emergency beacons, including EPIRBs and PLBs, should be registered with the new MCA online beacon registry: www.gov.uk/register-406-beacons. If you had a beacon registered on the previous offline system, you may have received a reminder letter from the MCA. You can claim your existing beacon registry entry by creating an account using the same email as you used to register your beacon with the previous system. Any records on the previous system will remain visible for about 18 months but unclaimed beacons will start to be deleted from about October 2024. In the future the MCA will be asking users to validate their details on the new system at regular intervals.



Goodbye to old version of app

If you still have a pre-2021 copy of CAptain's Mate on your mobile, it's time to upgrade, because we turned off the old app's ability to obtain data in mid-February. You're missing out on nearly two years' worth of reports by your fellow members, plus the hard work of editors and improvements in the new software.

The vast majority of CAptain's Mate users now have the new version (4.x.x, with orange map pins), but a few of you were still connecting with version 2 (which has red pins – see image above right). This was kept alive, accessing archive data, since the launch of the new app in March 2021, to smooth the transition for members with legacy phones and tablets, or those who weren't in a position to make the upgrade immediately. However, it can no longer be supported on the CA's digital infrastructure, and the information it contained was becoming increasingly stale. Nearly two years down the line, it's time to say goodbye to the old CAptain's Mate.

You can find the latest version of CAptain's Mate on the **Google Play Store** or **Apple App Store**. Anyone who has problems installing it on an ageing device should try the web version at theca.org.uk/ciapp, which also allows you to enter reports on a full-size keyboard.





Valerie navigating on board, and Colin celebrating a round-Britain voyage in 2015

Valerie Sadler & Colin Iskander

The CA is sad to report the recent deaths of two former Suffolk Section secretaries.

Valerie Sadler, 1938-2022. With her husband David, she volunteered for many years with the Suffolk Section and they took on the joint secretary role in 2010 with the Iskanders. Valerie had a history degree, and taught children with learning disabilities. When she married David she promised to “love, honour and come sailing”; they owned a Contessa 32 and later a Rustler 36. A full obituary is on page 74.

Colin Iskander, 1935-2023, a retired GP, was Section Secretary with his wife Elspeth from 2001 to 2020 and also served as a vice president of the CA. Under Colin and Elspeth’s leadership the Suffolk programme grew from Saturday evening talks on cruising adventures at the Royal Harwich to a wide range of maritime topics plus daytime events and an annual rally. They sailed *Scarba*, a Nicholson 35. A celebration of life service will be held at Chelmsford Cathedral on 23 March 2023 at 1pm. A full obituary will be in a future issue of *Cruising* magazine.

Croatia joins Schengen: blow for non-EU sailors

Croatia has become part of the Schengen zone from 1 January, 2023, following the unanimous decision by the 26 EU states on 9 December – although Bulgaria and Romania were rejected. It is now part of the 90/180-day zone for non-EU citizens and can no longer be used as a “bolthole” for spending 90 days outside Schengen.

Border checks for visitors arriving from other Schengen countries by road, rail or sea have ceased, but airport checks are due to continue until late March.

Croatia has also adopted the euro. If you have old currency left, you can exchange kuna for euro at banks and post offices, at the rate of 1 euro = 7.5345 kuna.

Montenegro, Albania and Turkey remain outside both the EU and Schengen and are therefore outside the 90-day limit, although all are recognised candidates for EU membership.

Discussion of options on the CA forums has covered the UK/Greece 180-day visa, which is proposed but not yet implemented, and the Croatia 180-day temporary stay visa. Members are advised to check carefully before taking up any offers of services from agents in Croatia.



News in brief

All motor-propelled watercraft covered by tighter UK law

Tighter laws governing the driving of jet skis, speed boats and other recreational and personal watercraft in the waters around the UK come into effect from 31 March.

The Maritime & Coastguard Agency has been given new powers to prosecute those who dangerously misuse watercraft; anyone caught riding or driving recklessly could now face a prison sentence of up to two years and an unlimited fine.

Those who operate “watercraft” – which covers any type of craft capable of moving under its own mechanical power, including dinghies with outboards – will be subject to the same laws and safety obligations that apply to ships, including the requirement to maintain a lookout, drive at safe speeds and outline their responsibilities to other vessels.

The new legislation, the **Merchant Shipping (Watercraft) Order 2023**, was brought in following the increase in the number, size, power and use of recreational and personal watercraft in UK waters.

International Paint leaked toxic chemicals into Yealm

International Paint has been fined £650,000 for polluting the Yealm estuary at Newton Ferrers in Devon. The firm is paying for remediation work, which is expected to cost at least £500,000. The fine followed a nine-day hearing at Plymouth Crown Court in a prosecution brought by the Environment Agency (EA).

The EA investigation began in 2015. One water sample taken close to the facility was found to contain 80,000 times the safe level of banned substance TBT (tributyltin), once used in antifouling but found to be too toxic. International had run a testing facility at Newton Creek since 1928 and allowed TBT, along with copper, arsenic and mercury, to escape into the estuary.

HURRY! CLOSING 15 MARCH 2023

Win £2000-worth of Lalizas kit in our 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 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. Closing date is extended to 1700 on **15 March 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*.

Time and tide... don't get them muddled up

On 21 July 1992, my wife and I, with 10-year-old son as crew, were cruising along the coast of north Brittany in our Westerly Konsort, *Quintessence*. We sailed from Dahouët, about 25 miles west of St Malo, to Saint-Quay-Portrieux (SQP) about the same distance further east. It was a lovely summer day and we had a blissful sail across the Baie de Saint Brieuc. The wind was on the beam, the sun was shining, the navigation seemed straightforward.

SQP is guarded by an archipelago of rocks both visible and below the surface, but the channel is about a mile wide and buoyed; so what could go wrong? We passed the south cardinal and it was a straight run in. We could see the harbour mouth straight ahead.

Suddenly there was a loud bang and *Quintessence* jolted. Moment of horror! Our son erupted through the hatch, clutching his lifejacket. Then I noticed that the south cardinal which should have been on our starboard quarter was now on our port quarter. We were right in amongst the rocks.

We immediately turned through 180 degrees and sailed out into clear water, while my son checked the bilges for incoming



"That's the tricky bit done, it's a clear run in now..."

water. There was none. In a minute we were out in the channel, heading for the harbour and keeping the line between buoy and harbour mouth well to starboard. We anchored near the entrance of SQP's tidal harbour to dry out and check for damage. Fortunately the only sign of collision was scratched antifoul on one keel. A lucky escape!

So what went wrong? It was clear that there was a strong current pushing us north-east of which I was unaware. I went back to the almanac and worked out the tides again. The standard port for SQP was St Helier, with data in GMT. The data for SQP was in French standard time. Boat time was French summer time. I realised that I had got muddled up in converting times and expected the tide to turn an hour after it did. This was compounded by poor watch-keeping. I should have noticed the back-bearing of the south cardinal behind me was changing. Well, I was lucky, and I learnt a number of valuable lessons.

John Harwood



We'd really appreciate your blunders

Has John'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 before 1 May for the June issue, with the subject line "Boating blunders". They should be around 300 words.

CREW: "I was brought up with the sea at the bottom of our garden in the NW of England. I learned to sail as soon as I could walk and have been 'messaging about in boats' ever since. Bringing up my family and earning a living caused a slight diversion for a few decades! So, I am now trying to regain some time for sailing... I have the RYA ICC, VHF, CEVNI, plus PADI Advanced Diver and Sea Survival. My main aim in 2023 is to do one-day or short UK trips to meet like-minded people who need crew capable of acting as skipper. I am happy to travel a reasonable distance to base, or even abroad."

Join 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 this summer, why not contact potential crew members now?



We hold crewing meetings at CA House during winter on the first Thursday of each month and also via Zoom. There's just a taste of what's on offer in our crew and skipper listings in the quotes here. Find out more at www.theca.org.uk/crewing/welcome and if you have any queries please contact Malcolm Davidson at crewing@theca.org.uk

SKIPPER: "From North Caribbean (departure location flexible) to Azores via possible stop in Bermuda. Two weeks in Azores then to A Coruña, Spain. Overall 6-8 weeks on board leaving end April 2023. Active husband and wife owners need experienced crew to help sail back to Europe after season in Caribbean. Ideally require extensive offshore and transatlantic experience."



The Desmond Scott Memorial Cup, awarded for the most outstanding contribution by a CA member to the work of the CA. Presented to **Alison and John Hadley** for leading the establishment of online webinars during the Covid lockdowns and continuing the format to benefit members worldwide. They are pictured with Brenda Scott, second from left.



The Fid, awarded for: best article published in *Cruising*. Presented to **Julian Dussek** for his informative and amusing series of articles on the Adventures of *Pluto* and on the myriad uses of the humble pipe cleaner.



The Dussek Plate, awarded for the most valuable collection of forum posts. Presented to **Judy Evans** for her investigations on the Long-Term Visitor French visa application process for UK subjects and interpretation of visa requirements.

Right, Ania and her CA House catering team were also thanked for their excellent service

Challenge Awards pay tribute to volunteers

Each year, the CA hosts the Flag Officers' Lunch and presentation of the Challenge Awards at CA House, London to celebrate the outstanding volunteer work and support which contributes to the goals of the CA.

This year's event, attended by 70 guests, took place on Saturday 20 January, hosted by President Derek Lumb and Council members, with Honorary Member Mike Golding as guest of honour.

"The Challenge Awards recognise volunteer members who go above and beyond to make a difference," commented CA President, Derek Lumb. "They truly embrace the spirit of the CA and extend knowledge and access across our membership and the wider cruising community."

The President's Plate, awarded for: outstanding service to the CA. Presented to **Paul Lingard** in recognition of his contribution to the CA orca online portal to log orca interactions and uneventful passages off the Atlantic coast of Europe.

The Laver Sextant, awarded for: services to the Sections, presented to **Ann Rowe**, CA member and staff member, for her outstanding help and support to enable Section Secretaries and RATS to use and update the CA website.

Paul and Ann were unable to attend the lunch.

You can read more about the Challenge Awards and recipients at www.theca.org.uk/about/awards.



The Brittain Cup, awarded for most valuable contribution to knowledge of a cruising area. Presented to **Keith and Åsa Mann** for their long-term contributions to Baltic Cruising and the Baltic Section, including editing the Baltic Lay-up Directory, documents and guides.



The Knight Cup, awarded for: the authorship of a major body of written work published by the CA. Presented to **Gordon Knight** who has written 16 mooring guides to the inland waterways of France and edited six Cruising Guides on the inland waterways of France, Belgium, Germany and the Netherlands.



The Michael Manton Commemorative Plate, awarded for innovative work to build the CA's cruising community in the Mediterranean. Presented to **Chris Robb** for his advice on Greek regulations, including the Greek 180-day visa, and boats that are UK-flagged but EU-VAT paid, which leave Greek waters.

The CA business plan for 2023

Bob Garrett, Chair of Council, reports on a project to clarify and summarise the priorities of the CA

Over the last year, and culminating at the end of 2022, the volunteers and staff of the CA have undertaken a project to produce a Business Plan for 2023. This article looks at why this was done and how it was carried through to conclusion.

Over the last few years the CA has responded to a number of major challenges and managed some major developments. Challenges have included all issues arising from Brexit and the Covid pandemic, while developments have included the new version of CA's Captain's Mate and events such as the introduction of web seminars. The CA Council, as elected at the end of 2021 with a number of new members, agreed that given such challenges and changes the Association should initiate a significant review and develop a business plan that was more complete and formalised than had been produced before.

Risk register and SWOT analysis

It started with the Council working to produce two key documents: the "Risk Register" and the "Strengths, Weaknesses, Opportunities and Threats".

The "Risk Register" was completed in May 2022. It identifies the key risks the CA could face, what mitigation there is and the lead individual or group responsible for managing each risk. These risks were of a broad range (financial, legal, technological, etc.) and were then detailed, but kept within some 10 headings. Council will review these every six months to consider any changes to the list or to their status, and to any further mitigation that might be necessary.

The "Strengths, Weaknesses, Opportunities and Threats" (SWOT) document was completed in October 2022. This document lists under each of its SWOT headings the key items and what the CA might choose to do in order to mitigate or take advantage of each issue. This will also be reviewed every six months.

Even before the SWOT analysis was completed, Council was already working towards a Business Plan with the goal of concluding the document in December 2022. The Plan would have as its foundation the CA's strategic objectives outlined in the published Memorandum of Association (which Council had already decided remain as they are). Producing the Plan would closely involve all the CA volunteer groups, committees and staff – it would be "collegiate in nature" to include existing and newly planned work. Council was anxious not to be overly directive but to better coordinate, support and prioritise while considering the allocation and use of the resources the CA has.

Consulting volunteer groups and staff

Council asked each group to consider what should be in their plan for 2023 and then prepare to discuss this with Council. Most of these groups were CA committees consisting of CA members, but some also included CA staff; and some groups were not formally committees but are responsible for some particular area of activity or development.

Twelve bilateral meetings with Council, represented by Council member Nick Nottingham, then took place. Nick was usually supported by an additional one or two other Council members. He then drafted the plan for each individual group and agreed its content with that group. He also identified and discussed where the work of one group might not necessarily complement another. It may seem strange to say this, but Council was impressed with how well this particular stage of the process went. All the groups were keen, cooperative and engaged in the process. It reinforces the view that volunteers really enjoy their roles and feel they get something out of it while also supporting the Association and its members.

Inevitably some negotiation was necessary where the plans or expectations of one group might impinge upon another or something was probably impractical, but the advantages of looking at plans across the organisation in terms of better coordination are substantial. The CA Council and I are sure all members will be very grateful to Nick and all those volunteers and staff who took part in this process.

Drafting the Business Plan

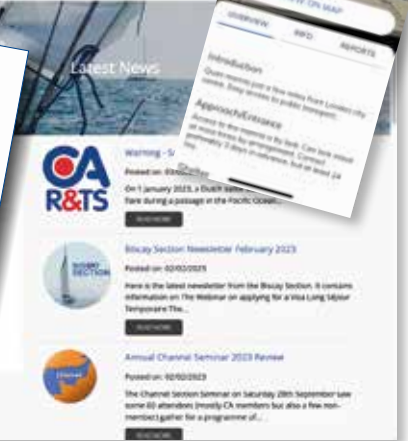
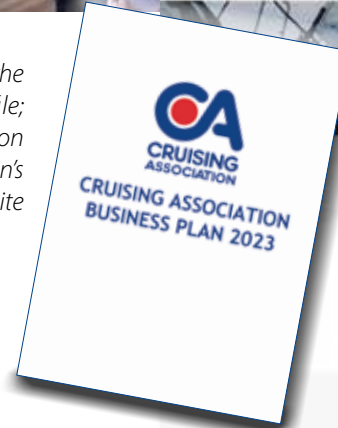
Nick and a few Council members then drafted, for Council to approve, the CA Business Plan for 2023. After a few minor changes this document was approved by Council at its December meeting. For this first time (as far as we can see) we have a single document which builds on the CA's strategic objectives to set out in detail

- the context in which the CA is now working for its members;
- the CA Council priorities for 2023;
- the goals and key activities, priorities and resource requirements, and measures of effectiveness by CA group;
- the financial, staff and infrastructure resources required.

The 10-page Business Plan is now shared with all those who took part in its production, but I am sorry to say we are not



Key priorities include widening the CA's influence and external profile; improving cruising information including seminars, webinars, and Captain's Mate; and crucially, reviewing the CA's website



able to share the document with all members. This is because some future member services may increasingly compete or collaborate with commercial organisations. As a result the plan does include some commercially confidential information, so sharing it too widely presents a risk. Key elements of it are, however, shown below:

Summary of priorities

The introduction to the document concludes by setting out the following overarching priorities as agreed by Council.

Long term

The CA's overarching aim remains the same – to be the leading organisation for cruising sailors. The goals last published in 2020 remain fit for purpose:

- Increase our membership to widen our influence and support good member benefits
- Improve our cruising information
- Provide informed advice on regulatory and technical issues and represent the interests of cruising sailors
- Promote social aspects of cruising
- Maintain good quality communications with members
- Maintain the ethos of volunteering and sharing information and support

... all while maintaining the prudent management of finances and assets.

2023 priorities

In addition to these overarching goals, CA Council has agreed the following specific and important priorities for 2023, which are supported by the various CA committees, groups and staff. These will serve as a focus for the CA's key activities and will receive targeted resourcing where required:

- Improve its information strategy, by modernising the CA website, enhancing the way in which regulatory, technical and cruising information is presented, and making it more coherent and user friendly. This work will also consider other forms of cruising information, such as how the CA conducts its seminars and webinars, the next steps for Captain's Mate and the CA library. The work on the website is likely to require the most resources in 2023 and 2024 and is considered to be the highest priority by most business areas.
- Improve its marketing and communications, forming a new

marketing committee to widen the CA's influence and external profile, aiming to promote the CA "brand" more effectively and target its messages and influence more widely and accurately.

- Improve the management of its volunteer base, looking at ways of better attracting and retaining volunteers, managing the small cadre of highly active and high-output volunteers more effectively, and more directly planning for the succession of key volunteer roles.
- Improve its internal financial mechanisms as parts of CA activity come under increasing cost pressure. The costs, and profit/loss accounts of individual elements of CA business need to be better understood to ensure that efficiencies are maximised.

The Business Plan document then sets out plans and key goals by business area.

Conclusion

The CA Council is convinced that in producing this plan with all the CA's groups, we are in a much better position for 2023 and beyond. All the volunteer groups and staff have an agreed plan to work on and knowledge that Council supports them in progressing these plans; and every group has a better overall picture of how we work together to deliver for all members.

Of course a business plan is only that: a plan. Like a passage plan, changes are inevitable as we encounter unforeseen challenges or opportunities. But having one means we know when something new arises and we can take appropriate action, while understanding how it might affect other activities.

Finally, as Chair of Council, I would like to thank all those who have worked on this project: the member volunteers in the various groups (maybe 70-80 individuals), the CA staff, the Council members who were focused on this, and the overall Council.

Through this work we are better placed to support each other as volunteers and staff, as well as in the ultimate goal of supporting members in their cruising.





Dolphins win 2022 CA photo contest

Congratulations to CA member James Kenning who wins the 2022 photo competition with his photo of dolphins playing off the Portuguese coast. By chance, the photo has already been used on the cover of December's *Cruising*.

Professional marine photographer Paul Wyeth judged the 144 entries. He said:



"It was a pleasure to be asked to judge the CA Photo competition. There was an amazing range of images submitted which made choosing a winner very difficult."

On the winning shot, Paul commented, "The really wide angle makes for an arresting image that makes you want to grab your sailing kit and go cruising. I love the energy with the dolphins playing under the bow, and crew having an equally great time."

Commenting on capturing the shot off the bow of *Arkyla*, James explained, "For a long time, I've tried but failed miserably to take a worthy dolphin shot using my usual DSLR camera equipment. For this shot I decided to sacrifice image quality to increase my odds of capturing a unique composition. I used a GoPro 360 on a long selfie stick, with the camera set to record video rather than stills. This way I was able to review the footage, then screen grab the best moment showing boat, crew, and dolphins."

Runners-up

Acarsaid Fhalaich, Flodday Sound, Outer Hebrides, Scotland – **Graham Keating.** Paul Wyeth said: *The colours are amazing and with the landscape wrapped around the boat, it just totally takes you to*

another place. I really like the composition with the boat at centre of the frame. It defies the usual convention of the focal point being at one third of the way in from an edge.

Dawn over Beaulieu River, Beaulieu, England – **Steve Lacey.** Paul commented: *This image has a beautiful calm morning light. The framing with the horizon almost central allows the almost painting-like reflections to draw your eye into the image. All the more impressive when you consider that this was shot on a phone, proving that photography isn't always about the kit.*

Jellyfish, Kerrera Marina, Scotland – **Peter Henery.** Paul said: *This image is quite different from all the others. It grabbed my attention straight away as it could almost be a painting. The abstract shapes conjured by reflections and the jelly fish are just beautiful.*

The winner of the photo competition to feature on the front cover of the 2024 Edition of the CA Cruising Almanac is yet to be announced.

Start taking photos now for the 2023 contest, and enter from October. Find out more on the CA website at www.theca.org.uk/library/photocomp

Recommend a friend this summer and you could win one of these great prizes

Members are the lifeblood of the CA and the very best way to recruit them is through you – telling your cruising friends all about the benefits of the Cruising Association.

This summer we will once again be offering a prize each month to a member who successfully recommends someone else to join the CA using the code at www.theca.org.uk/referafriend



April

Gill Marine Savona trainers and a black duffel bag, worth £140 The new Savonas, worth £70, are super-lightweight & quick-drying and have heat-moulded toe protection, air-cell impact-absorbing and removable insole and a non-marking sole.



May

Yacht Rigging and Rope Splicing Course from First Class Sailing, worth £150. This new and very popular one-day course covers the mast, the wires and bottle screws that support it; the ropes and the fittings that they run through; and the winches that allow us to pull the sails against the huge force of the wind.

June

Everyone's favourite handheld VHF, the **IC-M25EURO Buoyant Marine VHF Radio from ICOM, worth £180.**



July

ASAP Supplies cleaning bundle worth £150



August

Ship Shape Bedding set



September

Chart and book voucher from Imray worth £150



■ Don't forget that one of the very best ways to pass on the message to a friend is to use one of our great boat cards, pictured right



Gill Limited-time offer

Gill Marine is not only offering a refer-a-friend prize (left) but also a special limited time offer of **15% off for CA members**, valid until 1 June 2023. Go to the Discounts section on the CA website to get the special code. You can only use it once per member, so perhaps this is a good time to order sunglasses, a bobble hat *and* some lightweight waterproof breathable trousers... Go to gb.gillmarine.com or www.gillmarine.com.



Clean up those lazy lines

Do you sail in an area where you often have to pick up revolting lazy lines, covered in weed, shellfish and slime? Or are you moored to a buoy via a thick rope with years of growth on it? Typically the sharp edges of shellfish can cut even through gloves, leaving you open to nasty cuts that are easily infected.



Now help may be at hand with the **Boatasy Ropecleaner**. It's a metal square spiral with sharpened inner parts, which are said to cut and remove shells, corals and algae on any diameter of rope. The cleaning quickly breaks down and removes the overgrown and dirt parts, leaving ropes and lines looking (approximately) like new. The cost is **€40** and Boatasy says it ships worldwide from its base in Slovenia. The company also sells whizzy mooring hooks of various kinds. Find out more at boatasy.com



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



Small craft at the end of life

Rick Ballard of RATS and **Phil Horton**, Environment & Sustainability Manager, RYA, examine a growing problem of disposal

In December 2020 we published an article in *Cruising* asking the question “Where do plastic boats go to die?” The answer was that most were scrapped, with the hulls going to landfill but many were abandoned.

So has anything changed in the past two years? The answer is “yes and no”. No, there has been little change in the way end-of-life (EOL) boats are managed but

yes, there has been a growing recognition of the problem, and that numbers will increase significantly.

The majority of small leisure craft built over the last 50 years have been constructed from glass reinforced plastic (GRP) and this continues to be the case.

Many older boats have already come to the end of their useful lives and have been scrapped or abandoned, and there is likely to be a significant growth in such boats in the coming years. These include sailing or power boats suitable for coastal or offshore activities, but there are many more small, personal water craft which have a shorter life and are scrapped much sooner.

Why is end-of-life important?

Wood and steel hulls can be managed relatively easily through established recycling routes, as can other metal and wood components on a boat, but this is not the case for GRP which is very durable and it does not decompose. However, it does break down over time, resulting in small plastic and other particles which can cause damaging pollution.

Research undertaken at the University of Brighton has shown that the ageing

of degraded or ground-down GRP in a marine environment can result in the release of microscopic fibres, some of which have chemical and physical properties similar to those of asbestos. These tiny particles can enter the ecosystem via small marine creatures, with the potential for GRP particles to enter the food chain.

Ground-down GRP can be recycled for use in concrete and other construction products, but this is currently not an economic route. Consequently the cheapest option is to break down the GRP hull and dispose of it in landfill. However, some countries (for example Germany) have banned this practice, so more expensive disposal involving high-temperature incineration is required.

Apart from the environmental contamination and health issues there are aesthetic issues. Boats abandoned on moorings or on the sea shore are an eyesore as well as a potential safety



RATS (the Regulatory & 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, 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



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

	Millions of craft	Average age	Reaching end of life each year
All			
Europe	6 ¹		70,000 ⁶
UK	1 ²		11,000 ⁶
France	1 ³	23 y ⁴	13,000
USA	16 ⁵		

1 2007 figures from International Council of Marine Industry Associations (ICOMIA)
 2 2018 figures from British Marine. Numbers including dinghies and paddleboards could be as high as 5 million
 3 2011 figures from APER (Association pour la Plaisance Eco Responsable). About half are active
 4 2008 figures
 5 2007 figures from ICOMIA
 6 Extrapolated from French figures

risk. Some owners may resort to having the boat taken out to sea and scuttled. This is a low-cost solution, but not one to be recommended, as ultimately it will just create more pollution.

How big is the problem?

Statistics are difficult to obtain but the best we have been able to find are shown above, although these are out of date and probably now underestimates.

Based on the 2011 data for France alone we see that out of one million craft, 13,000 reach EOL each year and if (as a guess) we assume 90% have GRP hulls we arrive at a figure of 11,700 reaching EOL. This would then extrapolate to 70,000 for all of Europe: almost 200 GRP hulls scrapped per day of which more than 30 would be in the UK. Perhaps this does not appear to be many, but it's enough to be of concern and it will only become worse.

Why aren't boats dismantled and recycled?

Cost: It's expensive for owners to scrap unwanted boats responsibly, so many are abandoned and left to decay. The table shows estimates of the average



cost of professional, properly controlled dismantling and handling of an EOL boat.

Boat length up to 7m	£1,000
Boat length 10 to 12m	£2,000
Boat length 15m	Up to £20,000

The rapid increase is due to boat volume and complexity.

Lack of manufacturer responsibility:

Most countries do not have an organised system for boat scrappage. France is one significant exception: legislation promotes the principle of Extended Producer Responsibility (EPR) which is common practice in other sectors such as automobiles, electrical products and packaging. The principle is that manufacturers selling recreational craft on the French market are required to contribute to the costs of recycling and waste treatment facilities

France currently leads in management of the problem. The Association pour la Plaisance Eco Responsable (APER), with government funding, has set up a network of 20 companies operating 52 dismantling sites. This encourages good practice EOL management.

No registration: There are countries which require compulsory registration of some recreational craft. However, In

the UK there is little appetite for this and neither the Cruising Association nor the RYA would support it. In any case it would not be appropriate and probably not enforceable for the tens of thousands of small watersports craft. Nevertheless, there is certainly an argument for some action to be taken so that abandoned boats can be dealt with before they become a risk to the environment. Extended Producer Responsibility, as adopted in France, seems to be the most effective approach: there is no need to register and track individual boats and a central fund allows anyone to manage EOL responsibly.

Few decommissioning companies:

Unlike the car industry where scrapping and recycling is big business covered by legislation, only a small handful of organisations specialise in dealing with EOL small craft in the UK.

The leading company is Boat Breakers, based in Gosport, who for many years have been promoting the responsible management of EOL boats through careful dismantling and recycling. However, they admit to not yet being able to find a cost effective method of re-using GRP, most of which ends up in landfill. They currently deal with around 200 boats a year.

RATS pages on the CA website – recent & reference

Longer and more detailed versions of articles published in *Cruising* are often on the CA website. Here are some relevant updates, and how to navigate to them.

Home (Hot Topics) > Orcas

- Report or view orca interactions or uneventful passages

News & Events > RATS News

CA Statement regarding Returned Goods

Relief (RGR), December 2022

General info > RATS – Technical Information

- Electric propulsion, from June & September 2022 issues of *Cruising*
- Electronic navigation systems – article on p23 refers to this
- Advice on gas – may be useful given withdrawal of Calor bottles

Change of name for RATS

The initials RATS now stand for **Regulatory & Technical Services group**, rather than Regulations and Technical Services group as before. Everything else about RATS continues unchanged.



The lack of a network results in higher transport costs for someone not close to the south coast looking to find a suitable place to recycle. Transport is a big part of the cost, especially for larger boats.

What actions are being taken?

There is work taking place worldwide aimed at dealing with the problems of marine litter, particularly plastics, and much of this work includes EOL boats. The following are just a few of the activities that our work has highlighted.

International Maritime Organisation (IMO) published a report in 2019 entitled *End-of-Life Management of Fibre Reinforced Plastic Vessels: Alternatives to at Sea Disposal*. This was in response to the recognition of the problem world-wide.

The European Boating Association (EBA) is a not for profit association of recreational boat users' organisations (which includes the RYA). It is working to help the marine industry develop viable EOL strategies. The promotion of Extended Producer Responsibility throughout the industry is one way forward which is being considered.

RYA Green Blue maintains a list of current disposal routes on its pages at thegreenblue.org.uk/you-your-boat-main-page/you-your-boat/info-advice/end-of-life-boats. The page also lists some of the research projects being undertaken around Europe into finding new uses for the material.

UK Government/DEFRA The Department for Environment, Food & Rural Affairs recognises the problem and recently commissioned consultancy firm Resource Futures to undertake research into EOL boats.

The European Union has provided funding for research including the Boatcycle project undertaken by research organisations in Spain and Italy. The work highlighted substantial savings resulting from proper recycling.

- Read the CA's environmental guidance on the website under **About Us > Environmental Guidance for Cruising Yachtsmen**.

University research There is considerable work being undertaken by universities throughout the world covering a range of issues covering EOL boats, the re-use of GRP, the environmental impacts of waste GRP and related topics.

The future

Ideally, GRP would be recycled into new boats, but given the low cost of new material, this is unlikely to happen without government intervention. Re-use has proved successful with some plastic materials, as it creates a value for the material at end-of-life.

In the UK a consortium of chemical companies, boat builders and harbour authorities claim to have a working method to extract the resins and the fibres from GRP. They launched the project at the Green Tech Boat Show in 2022 and they are currently looking for funding to progress the work.

What does it mean for members?

This article aims to highlight the growing problem of EOL boats and perhaps instigate some debate. It is just one element of the CA's objective of

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increasing awareness of the impact that recreational boaters can have on our environment and how we can help with marine conservation.

You might like to think about it this summer and if you come across any abandoned boats contact RATS. Tell us what you have seen and where, and perhaps send us a photo.



UKCA/CE marking of boats: implementation postponed



The new UKCA regulations on product marking in the UK will not now take effect until 31 December 2024. Until then, nothing will change: existing CE marking can continue and will be sufficient. The postponement is included in a statutory guidance paper released by the Department for Business, Energy & Industrial Strategy (BEIS) before it was reorganised. Responsibility will pass to a new department shortly: most likely the Department for Business & Trade. See www.gov.uk/guidance/using-the-ukca-marking

As a result, up to 31 December 2024, imported boats that have previously been in service in EEA or UK and were covered under CE marking will continue to be considered covered under the UKCA regime after that date, unless the boat is subject to changes which affect regulated matters. The owner is responsible for maintaining documentation to substantiate the history and status of the boat.

RATS are still studying this new guidance to understand how it applies to the more complex cases such as second-hand boats that have previously moved between EU and GB markets.

Richard Ritchie





Charts & navigation update

Alan Kohler looks at how small boat navigation has changed in recent years, from the death of Admiralty paper charts – now delayed to 2030 – to the rapid growth of online pilotage information

In the March 2021 edition of *Cruising*, RATS published a comprehensive article on Electronic Navigation Systems for cruising yachts. This was written to complement the booklet of the same name published by the Royal Institute for Navigation (RIN), with whom RATS have been collaborating closely.

This article remains an excellent overview and is available on the CA website under **General info > RATS technical information > Electronic navigation systems**.

A lot has happened in the two years since then, and the purpose of this article is to give an update on some key aspects.

UKHO withdrawal of Small Craft Folios

Two major announcements by the UK Hydrographic Office (UKHO) have certainly added impetus.

In May 2021, despite concerns raised by both RATS and RIN, the UKHO announced the withdrawal of the excellent Small Craft Folios of paper charts. Typically priced around £45, these included up to 30 charts for a cruising area, and were widely available in most chandleries.

These were supposedly “replaced” by the Small Craft Chart service launched in October 2021. These are individual chart sheets, which require to be Printed On Demand (PoD) and are therefore up to date at time of sale. However, as no UK

chandleries have PoD capabilities, these charts generally need to be ordered from wholesale suppliers. Also, the price per sheet increased substantially so, in spite of volume discounts, it is likely that the sales of UKHO leisure charts have dropped substantially.

Fortunately other suppliers, notably Imray, continue to offer leisure craft folios of paper charts, which provide a good alternative in many cruising areas. However, the folios do not currently include the most northern and eastern waters of the UK. NV Charts, used by many CA members in the Baltic and France, also started to introduce paper chart folios for the UK, but these currently only cover the Channel and SE coasts.

UKHO withdrawal of paper charts delayed to 2030

UKHO announced in July 2022 that it would withdraw *all* paper charts between now and the end of 2026. However, as *Cruising* went to press, it announced that it would be delaying this process, saying: “It has become clear that more time is required to address the needs of those users who do not yet have viable alternatives to paper chart products, so **we will continue to provide a paper chart service until at least 2030.**”

All UKHO cartographic source information is held in *vector* (scalable) format, and needs to be converted into *raster* format for creating printed charts. This requires manual input to optimise the final view. Hence, in response to RATS questions, we understand that the **UKHO intends to withdraw all its electronic raster charts** although the timetable is uncertain. This is a concern for CA members, like the author, who use UKHO raster charts on applications such as Memory Map (alongside Antares Charts, for example), Visit My Harbour etc.

Lack of clarity on proposed timetable

Although the withdrawal of paper charts has been delayed, the process will continue. Peter Sparkes, Chief Executive of the UK Hydrographic Office, commented: “As we further develop digital navigation solutions, our long-term intention to withdraw from paper chart production remains unchanged and we will continue to withdraw elements of our chart portfolio over the coming period, on a case-by-case basis.” We understand that this applies first to waters outside the UK. As a consequence, **blue water cruising members may be first to experience UKHO chart withdrawal.** RATS, RIN and

UKHO timeline

May 2021	UKHO announces withdrawal of Small Craft Folios of paper charts (around £45 for up to 30 charts, widely sold)
October 2021	Small Craft Chart service launched. Individual chart sheets are Printed On Demand (£15 per sheet, must be ordered from specialist suppliers)
July 2022	UKHO announces withdrawal of all paper charts between now and the end of 2026
August 2022	RATS establishes that all UKHO electronic raster charts will apparently also be withdrawn
February 2023	UKHO announces that full withdrawal of paper charts will be delayed to 2030
2023 onwards	UKHO has said non-UK and larger-scale paper charts will be removed first, but the timetable is being revised in light of the delay to 2030



RYA have all asked for clarification of the proposed timeline, but UKHO just said “More details will be made available as a revised course of action takes shape.”

RATS is concerned that, without concerted input from CA and others, low-volume leisure craft charts (such as the new Small Craft Charts) could be withdrawn before suitable “approved for navigation” alternatives are available. Indeed, one FAQ on the UKHO website states that “Our larger-scale charts will likely be removed first as the locations they cover typically receive fewer individual vessel visits”, yet these are the inshore pilotage waters typically navigated by leisure craft.

Other concerns raised with UKHO and MCA

RATS recognises that the direction of travel is unequivocally towards electronic navigation, which offers many benefits when used appropriately. However, paper charts still play a key role in many circumstances, and for many navigators.

For passage planning, the breadth of view on a paper chart can be advantageous. Most yachts do not have space (or budget) for very large screen chart plotters. It can be easy to miss hazards when looking at a proposed route on a small screen. Isolated rocks, in particular, can be easily missed on many vector format chart displays (hence the suggestion in the previous article for the option to able to highlight hazards with a red ring to make more visible). A real-life example is described in “Into the rocks”, on page 42 of this edition of *Cruising*.

Furthermore, GPS (or more correctly GNSS) signals are very weak and can easily be blocked –accidentally or otherwise. Most navigators would still be able to plot a conventional transit or fix on a paper chart, in the event of GNSS unavailability. ECDIS (Electronic Chart Display and Information System) for ships enables fallback navigation modes in the event of GNSS signal loss, but few leisure craft chart plotters do this – a gap that RIN and RATS believes needs to be filled.

Not all CA members are comfortable with the use of technology; there is a training and skills gap that needs to be filled before paper charts can be safely withdrawn entirely. The MCA has a key role to play here, as it has formal responsibilities for the application of SOLAS (International Convention for the Safety of Life at Sea) requirements in UK waters.

Changing supplier marketplace

There has also been a lot happening amongst the suppliers of electronic leisure charts, with a trend for equipment suppliers to acquire leisure chart publishers. For example:

- Navionics is owned by Garmin
- C-Map is owned by Navico, which also owns B&G
- Raymarine has launched its own Lighthouse charts.

Imray raster charts can now be displayed on Raymarine plotters running the Lighthouse 4 software.

Furthermore, there is a rapidly increasing array of options for electronic chart display and navigation on tablets and other mobile devices. Some, like OpenCPN and iNavX, have been around for some time, but there are also notable newer entrants including the likes of SavvyNavy and Orca. Integration of multiple functions, including ever more sophisticated routing



The author studies a pilot book

functions – incorporating tides, weather and waves – are also major trends. It is hard for most of us to keep up with the developments.

Not to be used for navigation

However, all of these products rely on chart data from the various hydrographic offices, including UKHO. Many of you will have noticed that electronic leisure charts generally have a disclaimer “Not to be used for navigation”. Quite what these expensive plotters and charts are intended to be used for, if not navigation, is a mystery to RATS!

Electronic charts are already used by large commercial vessels using ECDIS. However, these are large and expensive systems unsuited to smaller commercial and leisure craft.

Consequently RATS has been working closely with the Royal Institute for Navigation since the publication of its booklet *Electronic Navigation*, with the objective of addressing how electronic charts/systems can be recognised for navigation use on pleasure vessels.

RATS is a core member of the Pleasure Vessel Navigation Systems Working Group (PVNSWG), along with the MCA, RYA, RNLI and UKHO, among others. This group reports to the UK Safety of Navigation (UKSoN) Committee, a formal body covering all UK ship safety matters under the MCA’s remit.

Initially the group has worked with leading industry players to propose a set of core standards for electronic charts and display systems which would be “fit for navigation”. A draft, co-written by RATS, was shared with the Working Group in March 2022.

One fascinating benefit of the joint activity with RIN has been the opportunity to meet many of the leading electronic chart suppliers. These are clearly very professional organisations, who put a lot of effort into compiling and maintaining their electronic charts. We can’t share the specifics, but it was encouraging to hear the exciting developments under way.

We understand that the recent announcement by UKHO to delay the withdrawal of paper charts has also been, at least in part, a result of RATS’ work with RIN and this Working Group.

Most chart suppliers are global players, and UK waters represent only a small part of their chart activity and marketplace. They emphasised that UKHO is only one of many hydrographic offices they deal with, and any new developments have to be coordinated internationally. They all emphasised the wide range of data sources they use to compile leisure charts; official hydrographic office data is complemented by input from marina operators, harbour authorities, private surveys and more.

Crowd-sourced data

Crowd-sourced navigation data can cover both *user notes* (textual comments and photos of the kind we have in CAptain’s Mate) and *bathymetric data* (typically recordings of depth

Real life examples of chart issues

One CA member unfortunately hit a rock off Sardinia, which was not shown on the official charts of the area. It transpired that a crowd-sourced overlay (not shown on the yacht's chart plotter, but on an online chart viewer) included a little cross with a user warning of a rock in that area. And the Google Earth view also suggested the risk of underwater hazards.

There is an apparent shoal patch and "0.5m rock" indicated on the official UKHO chart for the busy Sound of Mull. Antares Charts surveyed this some years ago and reported this was actually deep water (<20m), but the official chart has not been amended pending an "official" survey (which may never happen as the "rock" is not close to where commercial vessels generally pass).

So it would be false to assume that the "official" hydrographic office chart data is always the most accurate. Equally, it would be dangerous to assume that all crowd sourced information is accurate. As ever, the wise navigator should refer to as many sources as possible and make judgement calls – and shape a course to avoid all potential hazards, just in case.

A CA member recently "kissed a rock" off Scalpay, north of Skye. They were using a small-scale chart and assumed the beacon was on the edge of the rocks, whereas the detailed UKHO Folio chart clearly showed the beacon was a long way from the edge. These issues of chart scale also apply to digital versions, based upon the same survey data.



Hitting a rock off Scalpay, Skye. Photo above shows Imray C Series at a scale of 1:155,000. The rock, marked with red arrow, appears to have a beacon on the edge of the rock. Below, UKHO Small Craft Folio at 1:25,000 – with author's red pen marks round dangerous rocks, per his usual practice. On careful examination the beacon is some way from the edge of the rocks.



soundings taken by leisure craft under way). It is the latter that has been most controversial, and there were some well publicised issues with early versions – including, briefly, an apparent (and fictional) deep water channel through the Shingles Bank in the Solent!

All the chart suppliers are investing heavily in this area, and it will be increasingly available, although its display is usually optional, the option currently selected by the author for his Raymarine/Navionics chart plotter. A key driver for crowd-sourced data is waters such as US lakes, where there are few survey vessels but lots of leisure craft exploring the waters.

The systems being developed are much more sophisticated than early versions. An individual vessel may not have calibrated its depth sounder accurately, and doesn't supply an accurate height of tide associated with its track. But mathematical processing can re-baseline depths based upon passing a known point. And with a large volume of data, accuracy will increase substantially.

Indeed, a chart supplier can often detect when buoyage has been moved (eg due to shifting sands) by noting the change in vessel tracks, sometimes well before a hydrographic office updates its data feeds (which may be only quarterly to leisure chart publishers).

One key issue with (quality assured) crowd sourced hydrographic data is that it needs a lot of vessel tracks. In UK waters this tends to be in the best surveyed locations. There are likely to be too few vessel tracks to fill in the gaps safely in more remote waters (such as North & West Scotland), where significant areas remain uncharted or only old surveys.

The recommendation of RATS remains to use as many data sources as possible, to make informed judgements about what to rely upon, and when sources differ to take extra care.

In many waters, UK and overseas, using satellite images such as Google Earth can help identify potential hazards or spot charting / datum errors. And crowd sourced information can also be useful.

Importance of chart scale

With the reduced availability of UKHO paper charts, it is important to retain focus on the importance of understanding the concept of chart "scale", and the degree of granularity (and date) used for the original survey (see CATZOCs, categories of Zones of Confidence, in the previous article).

Many of the UKHO Small Craft Folios included large-scale paper charts at 1:25,000 or more, which are essential for pilotage in waters with many rock hazards (such as NW Scotland). With these now withdrawn, some may rely on small-scale charts such as Imray's C-Series. These are often at a scale of 1:150,000 or less, and a tiny 1mm spot (or biscuit crumb!) on the chart represents 150m in the real world. In places where an entire anchorage is less than 150m wide this is insufficient for detailed pilotage.

It is important to remember that these issues of chart scale also apply to digital versions, which are based upon the same survey data.

Chart datums

The subject of chart datums has also been raised with chart publishers and plotter manufacturers. Many members will be aware of the new Baltic Sea Chart Datum (BSCD2000) being phased in. This changes the reference point for charted depths, which can be critical in shallow waters

Paper charts typically state which datum is used, as well as the survey sources and dates. But few, if any, electronic leisure charts and plotters can be interrogated to determine this information (*metadata*). These requirements have been



incorporated into the proposed core standards for suppliers, but it may be some time before this is available in practice. In the meantime, navigator beware.

Social media & electronic ‘pilot guides’

As with charts, there is a trend towards more electronic forms of pilotage information, and use of social media to complement it. Personally I enjoy good quality paper pilot books. The superb Imray/Clyde Cruising Club Sailing Directions for Scottish waters, the Irish Cruising Club equivalents and the excellent guides to the Baltic fill my bookshelves at home and on the boat.

However, many are looking for this information on their tablets and mobile phones when cruising. Within the CA we have made great strides in this respect, with the new release of CAPtains Mate winning Equipment Innovation of the Year at the British Yachting Awards. Congratulations to the team and editors.

Similarly, the new Explore With Imray website allows online access to a wealth of information from the range of Imray-

published pilot books – including the CA Almanac, the CCC Sailing Directions and many more – for a modest annual subscription. This is often the quickest way to look up details of a location, without digging out my paper books (although it is not yet available as an app, and hence is dependent on internet connections). A key feature of Explore With Imray is the social media extensions, with Imray encouraging subscribers to “use the blogging tools to tell your stories, illustrate them with images and share them with other users”.

Other well-established sites such as Noonsite, originally founded by CA member Jimmy Cornell in 2000, are growing in popularity and an excellent source of additional cruising insight.

Work in progress

This is a fascinating and important area of RATS activity, which is contributing to shape the future of electronic navigation for leisure craft. But with the global nature of leisure chart systems, and the number of bodies involved in safety at sea, it is more of a long voyage than a day sail!



Calor officially withdraws 4.5kg butane bottle



After a couple of years of poor availability Calor UK has officially announced that it is withdrawing the Cube, 3.9kg propane, 4.5kg butane, 6Lite propane and 12kg butane cylinders.

Many older British boats have lockers especially designed to take the 4.5kg butane bottles. Their only choice may

now be to use the Campingaz 907, which holds just 2.72kg of gas and last year was costing as much as £50 for an exchange cylinder. If the gas locker can be enlarged, without, of course,

compromising safety, other alternatives may be available from companies such as Safefill or Gaslow (whose cylinders can be refilled relatively cheaply at an LPG filling station, although finding a suitable station can be challenging) or Flogas, which offers a similar butane cylinder although the height may vary. A table of some alternatives, with dimensions, is below. *All figures are approximate.*

Note that availability of all new bottles is patchy and you may need to pay a surcharge. It may also be difficult to obtain exchange bottles/refills of some brands in many sailing areas.

Calor says: “Improving our cylinder service is a priority. Our existing range of cylinders creates complexity in our supply chain...with longer change-over times and reduced filling capacity on high volume key sizes. That’s why we’ve taken the difficult decision to reduce our

cylinder range, simplifying the business.”

Its advice to anyone dependent on the old cylinders is: “We recommend reaching out to a local gas safe registered engineer who can safely advise on any changes required to your gas cylinder set up.”

Calor has not responded directly to questions from RATS, but discussion with a local plant established the following:

- At a plant they will exchange the 4.5kg bottle for a new one in the old size while stocks last, possibly only until the end of February 2023.
- Empty bottles cannot be refilled
- They will exchange an old bottle for a 7kg butane, if you can use this, but will not pay for a new regulator if needed
- Calor will not refund the deposit on the defunct bottle *unless the original paperwork recording the purchase of a bottle is available*, which is improbable on an older boat.



Gas bottles not the only issue

Users of leisure cylinders are not the only ones to experience gas availability issues. Residential customers of Calor, Avanti and Flogas have experienced very long delivery times since early 2022. A letter sent to Calor Gas customers and seen by *Which?* magazine said demand for LPG was higher than usual and it had a backlog of orders to fulfil. It also cited the HGV drivers’ shortage. More recently, elderly customers of Calor have been without gas for heating and cooking for weeks during the cold spells in December 2022 and January 2023.

Alternative gas bottles	type of gas	height mm	diam mm	volume of gas litres	weight of gas kg	cost of refill approx	cost of refill / litre	cost of new bottle approx
Calor 4.5kg	butane	340	240	7.8	4.5	n/a		n/a
Safefill 5kg	LPG/propane	396	310	8.5	5	£7	£0.82	£200
Flogas 6kg	propane	495	256	10.2	6	£25	£2.45	£75
Flogas 4.5kg	butane	variable, up to 376	240	7.8	4.5	£21	£2.69	£59
Campingaz 907	butane	250	203	4.7	2.72	£40	£8.53	£65
Gaslow 2.7kg	LPG/propane	330	203	4.5	2.7	£4	£0.82	£200



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Studland Bay photographed in August 2018 by Tiia Monto/Wikimedia. As well as being a very popular summer stop for craft from Poole Bay or the Solent, Studland Bay has been a safe anchorage for vessels on passage up or down the Channel for centuries. Since 2019 it has been a marine conservation zone (MCZ) which means its wildlife is protected



Studland Bay update: feedback from survey

Nick Bullen reports on the results of the survey of Studland Bay users carried out last summer, and **James Collier** (facing page) looks at the wider implications of marine protected areas

Following the introduction of the voluntary no anchoring zone (VNAZ) to Studland Bay, Dorset in late 2021, the Dorset Coast Forum (DCF) and the Studland Bay Marine Partnership carried out an online survey, in summer 2022, relating to eco-moorings and to the draft management strategy for Studland Bay. The survey results have been summarised in a consultation report by Dorset Coast Forum which can be found at www.dorsetcoasthaveyoursay.co.uk/studland-bay-marine-partnership

This will take you to the Studland Bay Marine Partnerships page with a wealth of information about this marine conservation zone and the proposed strategy. The link to the survey consultation report can be found on the right-hand side below Community Consultation Feedback.

Survey consultation report

This is only a brief summary as the report contains far more data than can be included here. The report sets out the extensive publicity campaign and community consultation that was

carried out throughout the past year before presenting statistics on the responses. There were 791 respondents to the closed questions in the survey.

Eco mooring survey

Much of the closed questioning section focuses on respondents' understanding of the VNAZ, its location and extent and the need for it to exist together with personal circumstances such as boat ownership (85%), frequency of visits and the like.

The thorny question of funding for the installation and maintenance of the proposed Eco moorings had a series of closed questions but also gave the opportunity to provide additional comment. The daily hiring charge had support from about 60% with grant funding most popular with 82% and a combination of the options at 71%. The need to allow for larger yachts up to 60ft was included as one of the additional comments. 50% of respondents disagreed with a pre-bookable daily hiring fee with suggestions that if all the eco-moorings were bookable in advance,

they may remain unoccupied if people did not arrive to use them.

Much of this survey focused on whether people understood the objectives of the management plan. It identified that respondents generally supported conservation but many felt disconnected from the process and that they did not have a voice.

Key recommendations

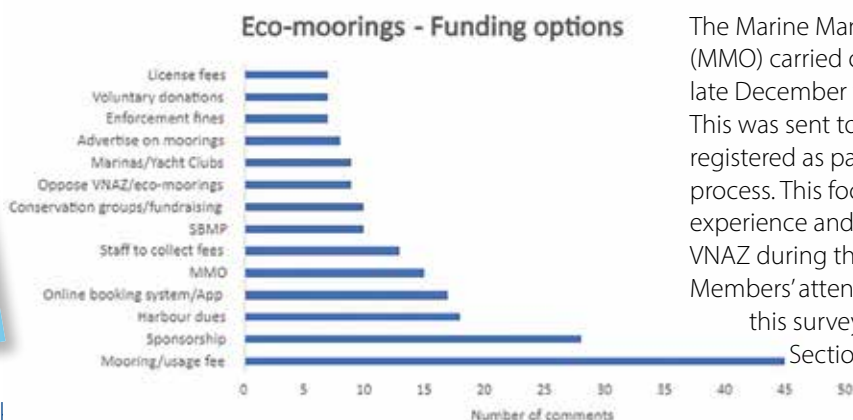
It is now for the Studland Bay Marine Partnership to review the report and the collated data with an extensive list of points picked out for them to consider.

One of the key points identified is:

"If the Mission Statement is to succeed in its aims the discord between recreation and conservation needs to be addressed by all organisational members of the SBMP and in particular through those organisations representing boat users."

With this in mind RATS have proposed our closer involvement with the Partnership, so that we can represent the views of CA members and the cruising community.

The Marine Management Organisation (MMO) carried out a further survey in late December to mid January 2023. This was sent to stakeholders who had registered as part of the earlier survey process. This focused on the knowledge, experience and compliance with the VNAZ during the first year of operation. Members' attention was drawn to this survey by the Channel Section Newsletter.



Fragile sponge and anthozoan communities on subtidal Scilly rocky habitats. Photo © K Hiscock

Marine protected areas – not all bad

The first marine conservation zones were designated in England in 2013, with a second round in 2016, and there are 91 so far. In Scotland there are 235 MPAs (the terms conservation zone and protected area are used pretty much interchangeably), in seven sub-categories. In Wales there is just one, and in Northern Ireland the process only got under way in 2018 and is not complete.

A complication when the MPAs/MCZs were being designated was that designation had to be concluded before any management methods or restrictions on activities could be discussed; we and the RYA complained at the time. However, RATS has been keeping an eye on the management methods proposed, and we now feel that in England, Scotland and Wales at least they have been established long enough for it to become clear, so we are conducting

a review of each, starting in the Isles of Scilly and going counter-clockwise around the coast – just like the Cruising Almanac, which is not a coincidence.

We are looking at the features or flora and fauna which are designated for protection, whether they are to be maintained or returned to favourable condition, what impact that might have on our activities, and whether the proposed restrictions, if any, are consistent with that objective. It needs detailed knowledge of the areas in question, so **we need volunteers with local knowledge**, particularly as regards anchoring.

But the good news so far is it's benign almost everywhere, with Studland Bay (opposite) being an outlier. We might contrast the response we received from the Isles of Scilly Inshore Fisheries



and Conservation Authority (who were responsible for management of the Scilly MCZs when we contacted them in 2014); they assured us that there would be no additional restrictions on anchoring in St Helen's Pool and they recognised it was a traditional anchorage, despite it being partially included in an MCZ.

Just staying in Cornwall, this light touch has been repeated in Mount's Bay, the Manacles, the River Helford, the River Fowey, and Looe Bay. It should not be abused, so the existing voluntary no-anchoring area in the Helford for instance should still be obeyed, but Studland has not been typical of MCZs/MPAs.

James Collier



EES biometric entry/exit scheme delayed until end 2023

The EU has recently announced a delay in the introduction of a new biometric **Entry and Exit System (EES)** which was most recently scheduled for May 2023. The new system is now planned for late 2023, so should not impact the majority of cruising sailors this season.

Under EES all non-EU visitors entering the EU will be physically scanned for biometric information and have their passport scanned electronically. It is reported that new biometric booths are being installed at Ports of Entry across the EU. However, concerns about the practical implementation remain and significant delays, particularly at ferry ports, are expected.

The overall aim of the system is to allow Schengen countries to control their borders via a common electronic system and the set up will probably be somewhat similar to the familiar biometric recognition systems used at airports, although it appears that non-EU citizens may now also be required to undergo additional fingerprint checking.

What remains unclear is how this process could work for those arriving by small vessels at a marina where there are no biometric passport facilities. There are concerns that the recent flexibility shown by some French marinas will not be possible in the future, and all entry and exit authorisation will have to be via the official ports of entry.

The CA will continue to use its local connections to monitor the system and explore opportunities for authorities to create practical systems which work for cruising sailors.

In addition to the EES system for biometric identity checking

at the border the EU is also due to introduce an electronic travel authorisation system for non EU citizens planning to visit the EU. The **European Travel Information and Authorization System (ETIAS)** scheme is also now due for late 2023 and will apply to visitors who have been granted visa-free access to the EU and Schengen member countries (such as those travelling under the visa-free Schengen 90/180 scheme).

An application for travel authorisation under ETIAS must be made online for every non-EU traveller wanting to travel. It will allow the EU to pre-screen and approve (or otherwise) non-EU security credentials before travel. There will be a fee of €7 per traveller, except those under 18 or over 70.

Airlines and ferry operators will not allow travellers without an ETIAS travel authorisation to board a plane or ship and anyone arriving by small boat without an ETIAS authorisation could be treated as a potential illegal immigrant!

RATS will continue to monitor the introduction of the system and we will update any new information via newsletters and the website. Any information gathered by members during the pre-introduction period would also be appreciated.



Trevor Page





Orca watch

John Burbeck reports on the latest incidents and reporting tools

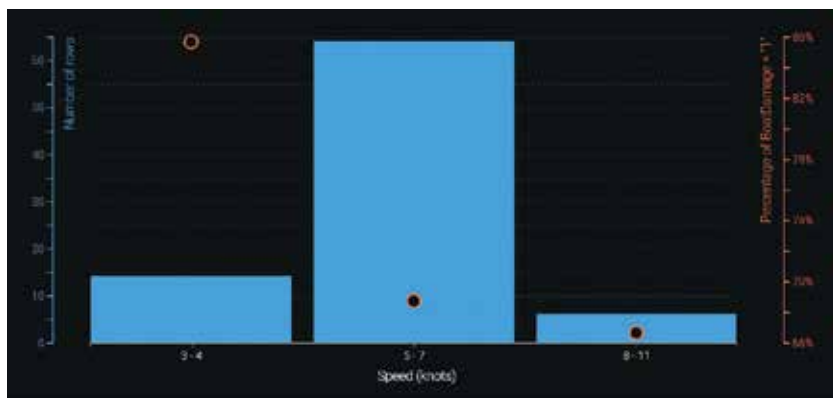
As expected, over the winter the number of occasions yachts were damaged by orca reduced, but it didn't stop. The most high profile incident in late November involved a yacht whose crew included our Patron, Sir Robin Knox-Johnston, which was severely damaged off north-west Spain. There were two reports of damage in December and another yacht was severely damaged off Tarifa in early January.

In addition, discussions with sailing organisations in Portugal suggest there has been under-reporting, and there have been more collisions and damage than we have recorded.

In both Spain and Portugal we have seen some evidence that these attacks and interactions have raised concerns at Government level. The Spanish Government has funded the development of a smartphone app called *Orcinus* by three organisations, The Bottlenose Dolphin Research Institute and the Nautilus Project led by the Port of Galicia. This app allows the reporting of real-time observations of orca off the Iberian coast and so helps yachts crews to avoid them.

At the time of writing this article, the Portuguese Government have called a meeting of all interested parties and we are awaiting the outcomes. In addition Portuguese sailing associations are making members aware and encouraging the reporting of incidents to the CA website.

Once we had reports of over 100 incidents we were able to submit the data to a data analysis tool



owned by a very helpful company, Continuum, based in Jersey. There is a health warning on the results at this stage because of the low numbers, but the results confirm what we knew: that **it is safer in shallow water**. They also noted that the depths with the biggest risk of damage from an interaction were between 40 and 200m.

They also found that speed appears to be a factor, see graph above. The orange circle shows that **the faster you go the less likely you are to have damage**.

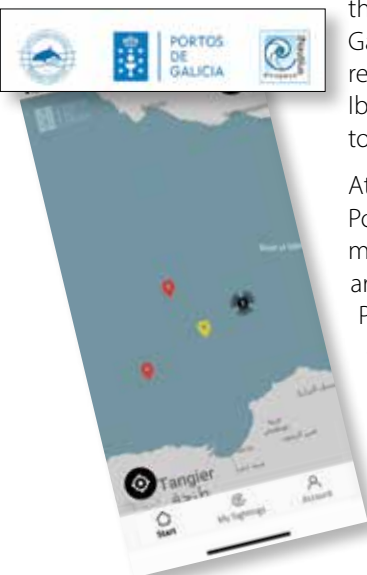
Further suggestions

Sand poured around the rudder reduces the length of the interaction and so presumably the damage. Several boats have reported carrying bags just in case. It does no harm to the orcas. We suspect it just makes it more difficult for them to see their target. **Use of firecrackers** is illegal, but there are also plenty of well informed stories about yachts carrying them to frighten off the orcas.

As this risk is becoming more widely known we have been asked to give presentations to CA members and in particular the Biscay Section. We are also planning to brief the European Sailing Federation in May. We are updating the CA website in light of lessons learnt last year.

We will continue to collect reports of interactions and uneventful voyages again this season and make all the data publicly available. We can assure yacht crews that we will continue to update the safety advice and as soon as we get any evidence, or even good indications, that something works, we will publish it.

Here is to hoping you are not one of the unfortunate crews this season.



Sailor killed by malfunctioning flare

On 1 January, a Dutch sailor was killed by a malfunctioning parachute flare during a passage in the Pacific Ocean. The sailor fired the flare just after midnight to celebrate the New Year. Unfortunately, the flare malfunctioned and, despite the efforts of the crew, the sailor died shortly after the incident.

The flare was manufactured by the Spanish company LECEA and was a rocket parachute flare (model L-35) from a 2021 batch manufactured in 2021. These flares are only sold in Spain and the malfunctioning flare was most likely purchased in Gran Canaria before the start of the ARC in November 2021. LECEA has issued a recall of these flares (www.lecea.eu/



avisos?lang=en). The Dutch water safety board has also issued a warning (www.onderzoeksraad.nl/nl/media/inline/2023/1/19/waarschuwing_flare_19jan2023.pdf).

RATS recommends that CA members check that they are not in possession of the recalled flares. In the UK, pyrotechnic flares are a legal requirement if your boat is longer than 13.7m. Otherwise, owners should make their own decision on whether to carry them. Other means of communication, including VHF radios, mobile phones, internet phones, EPIRBs and electronic flares, should generally be used in emergency situations. And certainly flares should never be fired to celebrate the New Year.

Fire safety on small craft

Performance and that should be a concern for all small craft...

Which type of fire extinguisher is best?

Nigel Robinson and Rick Ballard follow up their December 2022 article about fire safety on board

Our article in the December issue of *Cruising* has encouraged a lively debate on the Technical and Weather Forum (www.theca.org.uk/node/57259). This is good, because the point of the article was exactly to make members think about fire risks on their boats and how to mitigate them.

Which type of extinguisher to use was only one of the issues we raised but as this was the main debate on the Forum we thought just a few more comments might be useful.

Firstly, there is no right or wrong answer to the question. It is for every skipper to make his or her own decision on the number and type of extinguishers to have on board, based on the boat size and how the boat is used. But there are a few key considerations.

For our purposes here we will assume that the boat is a UK-registered, recreational craft and under 13.7m length, and hence does not have to comply with any statutory safety requirements.

To recap, the basic types of extinguisher, as given in our December article are:

- Water/water mist,
- Foam
- Dry powder
- CO₂
- Wet chemical
- The fire safety stick types being sold by the main internet chandlers

Wet chemical extinguishers are *not* recommended and most guidance on small craft safety recommends **dry powder, foam and possibly CO₂** as being most appropriate. This is mainly because they have been thoroughly tested over the years and meet standards required by the MCA. However, these standards generally apply to larger commercial vessels and our contention is that they do not adequately meet the requirements of the confined spaces found in small recreational craft. Water mist and fire safety sticks offer effective, safe, firefighting options in a small space and, in our view, are much safer to use on a boat which cannot be abandoned.

The problem with **fire sticks** is that they have not been thoroughly tested by the relevant civil authorities so we rely mainly on the manufacturers for data. But, interestingly, in a Forum post that appeared just after our December article went to print at www.theca.org.uk

www.theca.org.uk/node/56958, one member notes that following extensive testing in confined spaces, NASA space modules and small Royal Navy vessels both use fire stick type extinguishers on board. In our view all the evidence suggests that fire sticks are perfectly suited to small craft, they are of the same order of price as “conventional” extinguishers and are service-free for at least 10 years. We would see every reason to encourage their use. Both of us have fitted, or will be fitting at least one of these for the current season.

The recent Forum debate has much to say about **water mist** extinguishers and we were interested to learn more. There was concern over some water mist extinguishers freezing if left aboard in winter. Typically they have a working temperature of +5 to +60°C but some, such as Firexo extinguishers, have additives, allowing a storage and working temperature down to -15°C. The additive, ammonium sulphate, acts both as a fire suppressant and as antifreeze. In addition, water mist extinguishers have discharge times about twice that of powder extinguishers giving a better chance of controlling a fire, and they cool the site of the fire significantly.

Another consideration is the choice of an automatic extinguisher for the engine room. Only powder and **clean agent** (HFC-236FA halon replacement) are readily available. The mess left by a discharged powder extinguisher makes working to get the engine back in use a very unpleasant task and the engine could have digested a significant amount of powder. For that reason we believe the use of clean agent automatic extinguisher is worth the extra cost. We would still have an access port to allow use of a large water mist or fire stick extinguisher to ensure the fire is fully out and cold before opening up to start work. Automatic extinguishers normally have a temperature bulb set to deploy at 79°C but other temperature bulbs can be ordered.

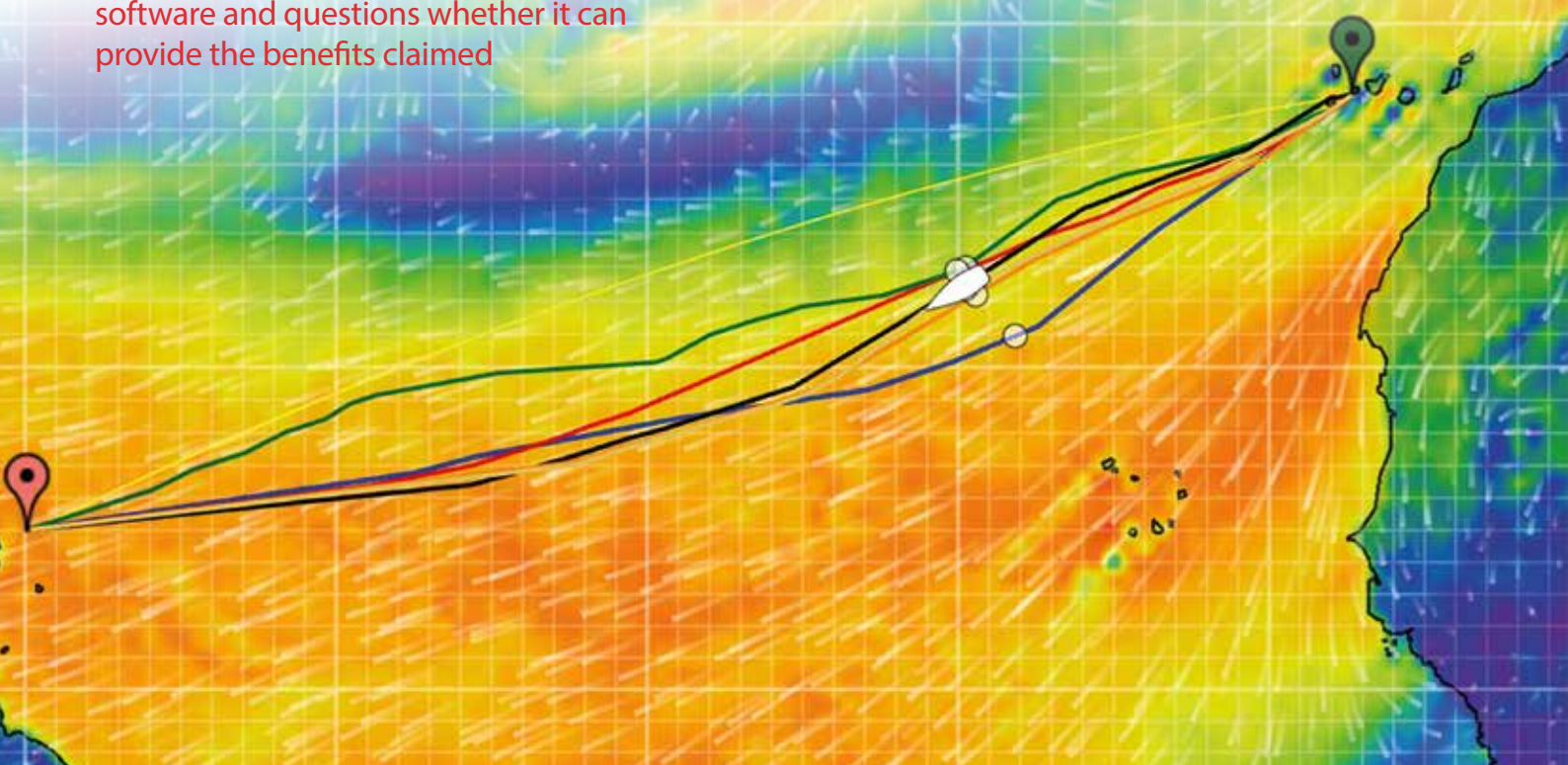
- Types of extinguisher, from top:*
- 1 **Dry powder, foam, CO₂** all widely available but potentially dangerous in an enclosed boat. Powder is cheap but destructive. Images: Lalizas.
 - 2 **Fire safety sticks** use technology tested by NASA and may be perfect for use on board. Image: Jimmy Green.
 - 3 **Water mist** extinguishers are very effective & can include additives to prevent freezing. Images: Firexo and Ultrafire.
 - 4 An **automatic clean agent** extinguisher, ideal for use in the engine bay. Image: Fireblitz. Images not to scale



Below, a PredictWind ARC routing using five models for a passage of some 2,700 miles.

Weather routing: is it helpful?

Frank Singleton looks at weather software and questions whether it can provide the benefits claimed



Should we weather route?

As so often with weather there is no definitive answer to this question and sailors have differing opinions about the need for and value of weather routing. A winning round-the-world navigator told me that he used GRIB data so that, in 10 days' time, he would be on the rhumb line to his next waypoint. He revised the route with every computer run, six-hourly for the GFS that he was using. He

said, also, that, embarking on an ocean passage in his own, relatively slow 40-foot yacht, he would, quite simply, choose a sensible time of the year, wait for a window of three or four days to get clear of land, and then take what came using forecasts to warn of weather problems ahead. This dichotomy of opinion from one person may surprise some.

No doubt, like all CA members, we take weather into account when passage

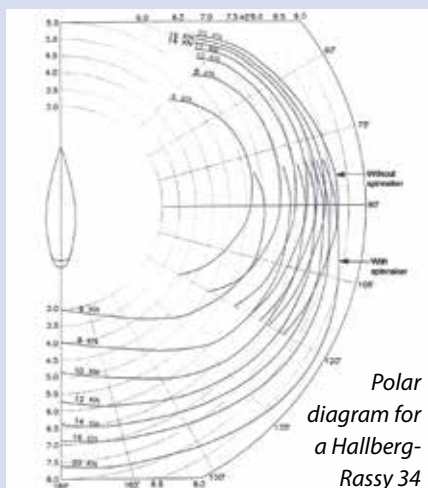
planning even for short coastal passages or sea crossings. In effect, we are weather routing in that, unless there are other over-riding factors, we do not go if winds are predicted to be too strong or adverse.

Weather routing

Commercial ships have been weather routed for many years in order to reduce time at sea, reduce damage to vessel and cargo and, increasingly, to minimise fuel usage. As a Senior Forecaster at the Central Forecast Office then at Bracknell, I used to advise a team of experienced ship captains, providing a tailor-made routing service. This involved knowledge of the ship characteristics and, sometimes the cargo. Ship speeds, as now, could be as low as 10kt. Together with limits on predictability, this limited the value of the routing advice. Forecasting has improved greatly since those early days and forecasts are often remarkably good in general terms out to a week or so ahead. Beyond that, skill decreases rapidly and any initial routing is always likely to be amended in the light of later forecasts.

Yacht routing calculations require knowledge of the boat performance characteristics (**polars**) and the weather, primarily wind. See panel, left.

What is a polar diagram?



Polars are the data we see in yacht specification diagrams showing the speeds that should be made with different wind directions and strengths. There are uncertainties depending on how well the boat is rigged, how well it is being sailed and sea state. Polars for most production yachts are available online and it is possible to amend them in the light of personal experience. Wind data from numerical weather models are subject to uncertainties which may or may not be significant for a specific route and time. Wind directions are fairly well predicted for strong winds but less so when the wind is light.



Routes from Lefkas to Malta calculated by qtVlm using four global models

For computational reasons, all weather model calculations include smoothing, so limiting effective resolution to about 5 grid lengths. The best global models can only define weather on a scale of about 50–80 km. As a result, the strongest winds are under-predicted. However, on time and distance scales for routing, this smoothing is not a big issue because average speeds are important, not short period variability. Timing of changes in wind speed and direction can be good but, sometimes, less so.

Routing services and software

A Google search will provide links to several providers of routing services and software packages for yachts. Most are purely objective; others offer individual expert opinion. Most will use the GFS as their forecast input. Some, notably PredictWind and the French based, free qtVlm, provide routing based on a selection of models. Weather routing is a well-established procedure and all services use established global models, so that differences between providers will be in presentation and ease of use.

PredictWind is the most commonly mentioned in discussions but an alternative, used by some members, is **qtVlm**. (See extracts from a recent forum discussion, right). Both packages offer several routes. In effect these are small ensembles and it is not clear how best to select which to use. My usual advice

on using output from several models for a specific time is not to take an average but to treat each forecast as possible, and an outlier as indicative of uncertainty; on the day it might be the best forecast. *Routing is different* in that, effectively, each model provides the net effect of several days' forecasts. Taking an average may be the only sensible approach, as random variability is likely to be self-cancelling over the routing period. The increasing uncertainty of model predictions with time ahead must make routing calculations increasing speculative beyond a week or so.

The qtVlm example above is for a 320-mile passage, about 2½ to three days. Over such a short period, differences between models are usually small and random. The spread of routes shown is an indicator of the sensitivity of routing software to small differences in model input.

Short passage decisions

Most leisure sailors rarely make passages lasting much more than 24 hours, often much less. In over 50,000 miles, *Anhinga* has made occasional passages lasting over 24 hours but never more than three days. My personal planning rule, sometimes observed in the breach, has been *F6 ever, F7 never*. This is based on the fact that a forecast F6 may well result in some F7 with, perhaps a touch of F8. Depending on the direction, we



qtVlm routings on three consecutive days

From the forums

Iridium GO for weather?

I haven't used my IridiumGo for several years but plan to next summer. When I used it before I got weather downloads via Mailasail or Saildocs as described on Frank's website, or through PredictWind, which was more convenient but pricey. I wondered if there are other options to get weather via satellite that I am not aware of or that have come along in the last few years?

Colin Reid

qtVlm (www.meltemus.com) gives you all the models via Saildocs. It's almost as easy to use as PredictWind but has more functions available as it's used for racing. IT'S FREE... although a donation would be appreciated.

Andy Todd

Good that qtVlm uses Saildocs. Presumably data are saved and you can use the variable time step facility. Both could be useful for anyone using Iridium Go! Probably like most members, I have never made a passage of more than three days and so have no real need for weather routing.

Frank Singleton

We never use qtVlm beyond three days. I typically set it up to draw routes in 6- or 12-hourly intervals for three days. It tells me the best time to take off and in what direction.

Andy Todd

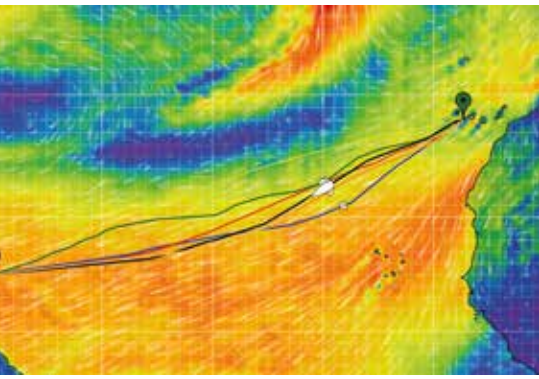
I had not heard of qtVlm and I've been playing with it. It does provide what I am after, a simple way to request and view grids with Iridium Go, plus a great deal more. For iPad there is a one-off payment but a huge saving on PW subscription, plus it's nice to support an effort like this. It is a bit geeky as you said, but a helpful forum answered my questions. Thanks for the advice.

Colin Reid

Great discussion. This is the sort of sharing the CA is all about. I had not heard of qtVlm and have downloaded it to use as a grib viewer.

Malcolm Denham

Join the conversation at www.theca.org.uk/forum



A PredictWind ARC routeing using five models for a passage of some 2,700 miles.

can live with that. On the other hand, a forecast F7 could lead to periods of F8, with the possibility of some F9. No great problem, but we would prefer to avoid that. Wind is not the only consideration; visibility should also be considered, although less well predicted.

So, given an acceptable, not necessarily ideal forecast, what factors determine our decision making? Planning departure and arrival times can be dictated by tidal gates and heights. Tidal stream calculations and shipping lanes, especially Traffic Separation Schemes, can be major considerations in route planning. Over the last 40 years, we have made many passages across the English Channel, Biscay, around Iberia, the Mediterranean and Caribbean. On such short passages, even up to 300 or so miles, there is little latitude to be able to use weather routeing information to make significant gains, bearing in mind the uncertainties in routeing packages. We wait for a settled spell of weather with mostly favourable winds, and set courses allowing for tides. The overall quality of forecasts nowadays means that such a pragmatic approach can, with care, be used for passages up to around four or five days with some confidence.

Understandably, other sailors use routeing on such short passages. On page 33 an example uses qtVlm to select optimum day and time departure times.

In the light of model uncertainty and use of the data by routeing programs, there must be some doubt regarding the value of this advice. However, the predictions of weather en route are clearly useful. The routeing will probably confirm the skipper's subjective assessment.

Ocean passages

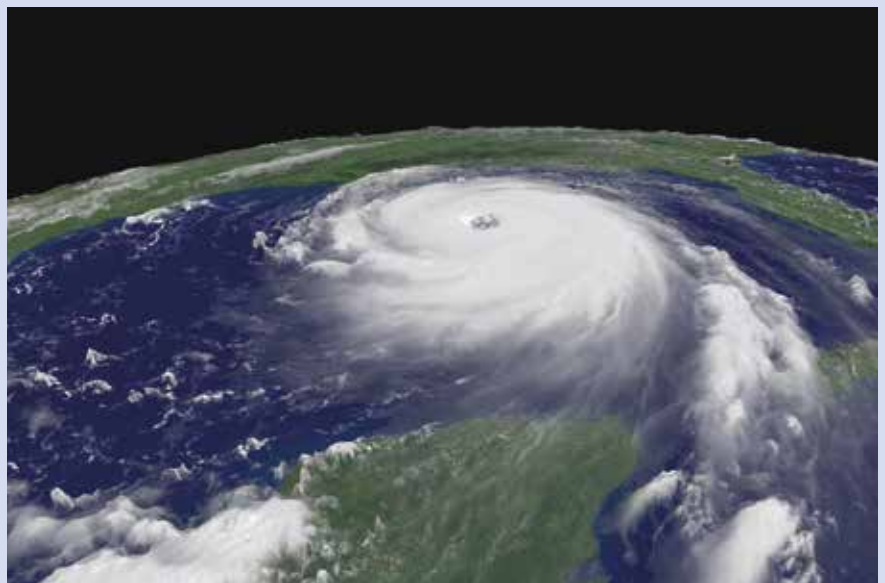
For ocean passage making, the case for weather routeing becomes more arguable. Regular updating is necessary for any passage likely to exceed a week to 10 days. How often a routeing will be updated will depend on the ocean

area and the consistency of successive forecasts.

For the ARC, a 2,700-mile passage south of the Azores high to the Caribbean should be straightforward, despite some variability in the Trade Winds. Routeing is not likely to be of great help because small disturbances, easterly waves are unlikely to be well predicted long enough ahead to be taken into account. A Great Circle route will be as good as any. This is apparent in the PredictWind

image (top of this page) showing routeing from several models.

A caveat is that tropical storms are becoming more frequent and active as seas get warmer. Although still low, the risk is increasing of a tropical storm or hurricane in late November or December. Returning to Europe in the spring is likely to be from Bermuda, some 2,300 miles to the Azores. Blue water sailors are divided as to whether routeing is useful for such passages. Perhaps it is a question of boat



Off-season Atlantic storms

Tropical storms, a major consideration for much oceanic cruising, have become more frequent over the past 100 years. There were 247 Atlantic hurricanes in the period 1900 to 1920 rising to 512 in the period 2000-2020. Major hurricanes, Category 3 and above, have increased from 27 to 66. Naturally, sailors try to avoid the hurricane season but that is becoming more difficult due to climate change.

It is notoriously difficult to predict the formation of a tropical storm until satellite images show one to be developing. Even when known about the path might only be well forecast up to about 5 days ahead. That is cold comfort for a slow moving yacht over 1000 miles from a safe haven.

The old rhyme about hurricanes says: *June too soon, July stand by, August it must, September remember, October all over.* That was fairly good guidance 100 years ago even though there were occasional hurricanes in the off season. As well as a general increase in hurricane numbers and intensity there has also been a marked increase in numbers of off-season tropical storms with winds from F8 to F11, as shown here.

Period	1900-1920		Since 2000	
	Months	Dec/Jan	Apr/May	Dec/Jan
Tropical Storm F8-11	0	1	6	13
Hurricane, F12+	0	2	3	0

speed. A big catamaran capable of high speeds might be able to take avoiding action as storms develop but slower moving boats cannot. Initial routing advice might look good but leave a yacht in a difficult position due to previously unforeseen storm developments. Whether daily updated routing is any better than just studying forecasts daily is debatable. There are apocryphal accounts supporting both views.

Routing options

For leisure sailors there are four possibilities when making an ocean passage. All assume that passages are being made at climatologically sensible times of the year. In order of decreasing cost:

1. Use a shore-based, personal service with informed, human, professional meteorological input. That might be attractive to anyone unsure about a first-time crossing.
2. Use a shore-based, objective, service with no human input.

There are several of these, some offering results from several models. Updating the routing would be necessary on long crossings, say over a week's duration.

3. Use a routing package on board. There are several of these available depending on your computer device and/or chart plotter. In addition to PredictWind and qtVlm, run on several platforms, there are SailGrib for Android, Weather4D for iOS, or OpenCPN for various laptops. An advantage is that the skipper can make a judgement incorporating boat performance, sea conditions and crew wishes.
4. Choose a window to get safely well clear of land, and take the weather as it comes, keeping a close eye on forecasts.

For options 1 and 2, users have to remember that whatever the advice, the safety of vessel and crew are the sole responsibility of the skipper.

I would like to thank members for comments via the CA forum (see page 33 or www.theca.org.uk/node/57199 for the full discussion), particularly Andy Todd who provided the qtVlm examples.

Find out more:

- qtVlm: www.meltemus.com
- PredictWind: www.predictwind.com
- SailGrib: www.sailgrib.com
- Weather4D: www.weather4d.com
- OpenCPN: www.opencpn.org

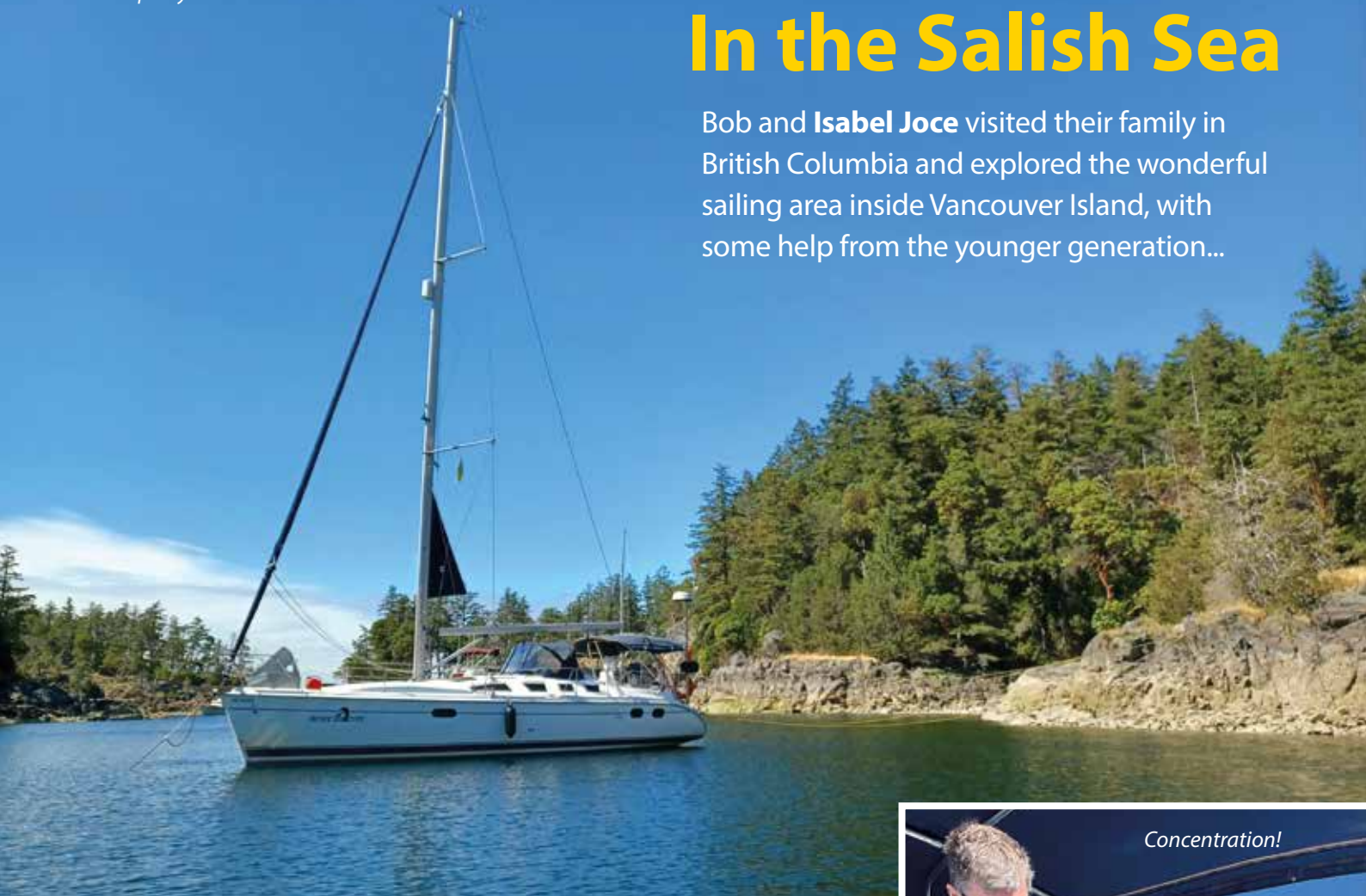
After a career as a professional forecaster Frank set up his respected weather site, weather.mailasail.com/Franks-Weather. His books include the recent *Skipper's Cockpit Weather Guide*.



Set sail for a life-changing Tall ship ADVENTURE!

In the Salish Sea

Bob and **Isabel Jace** visited their family in British Columbia and explored the wonderful sailing area inside Vancouver Island, with some help from the younger generation...



About eight years ago our son and daughter in law moved near to Whistler in British Columbia, Canada. Each time we drove up the impressive Sea to Sky Highway from Vancouver we had amazing views of the Salish Sea and wondered what it would be like to sail there. In summer 2022 we found out!

On Sunday 31 July we took a ferry from Horseshoe Bay on the mainland, to Departure Bay, Nanaimo on Vancouver Island and walked to the Nanaimo Yacht Charter base. Soon we were on-board our first week's boat – a 30ft Catalina (*Sommelier*). Because of Covid-19, our briefing had been online, but there were staff to help, and a courtesy car was available for us to do our provisioning.

The Salish Sea consists of the waters between mainland BC and Vancouver Island and southwards to the USA. For our first week we intended to stay in the area known as the Sunshine Coast.

Our first sailing day dawned hot and sunny. The first challenge was to leave Nanaimo harbour and get into the open sea. Firstly, we had to check that the nearby firing range was not active, and

then run the gauntlet of the local sea planes (float planes). The planes appeared to be buzzing us from overhead and then taking off and landing just metres away from us – it was very disconcerting. This became such a common occurrence that we soon got used to it! There was a terrific contrast in weather conditions once away from the harbour. The temperature dropped substantially, there was a fair swell, and the wind blew a steady 18-20kt. We wanted to head north: the wind was, naturally, northerly. Our small engine wasn't making much way against the wind, waves and tide, so the sails were quickly deployed and eventually progress was made. Once everything had calmed down, we had time to appreciate the beauty and the grandeur of the snow-capped peaks and tree-covered hills in the distance.

It was Canada Day, a bank holiday, and there were many boats out and about. On Channel 16 we heard frequent Maydays and Pan Pans – plenty of motor cruisers had engine breakdowns and there were requests for tows. It was quite reminiscent of the Solent!



Concentration!



Secret Cove

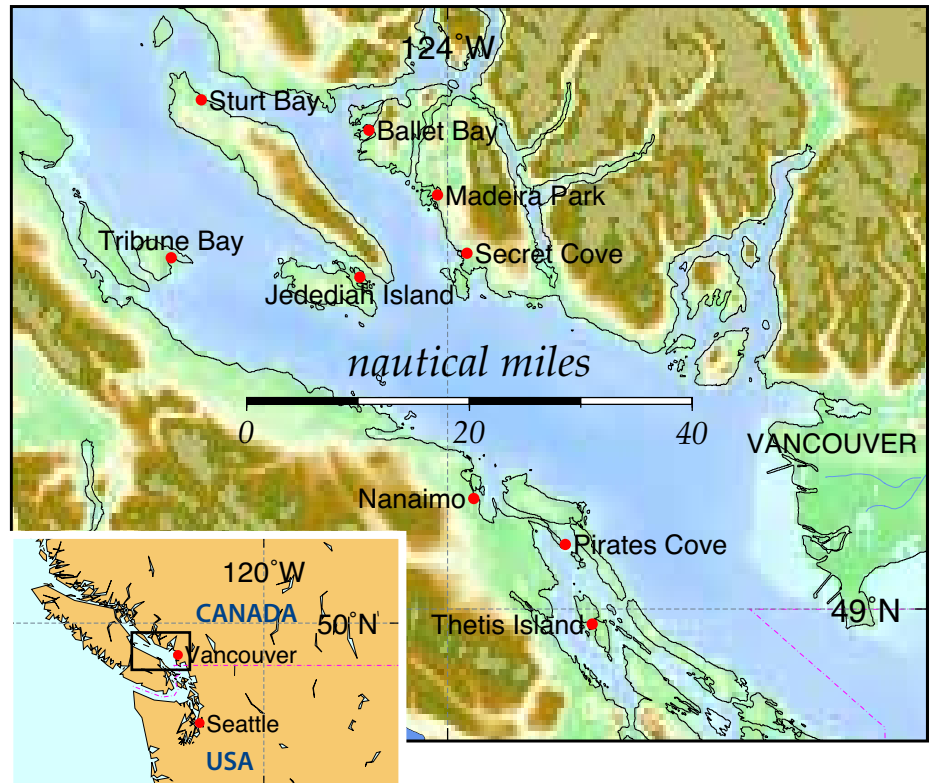


Sommelier, a 30ft Catalina, was the boat chartered for the first week. When the family arrived there was a swap to a newer and more spacious Hunter 38, Never for Ever (opposite). Bob & Isabel chose www.nanaimoyachtcharters.com as it is easy to sail from Nanaimo to both the Sunshine Coast and the Gulf Islands, there was a wide range of different yachts to choose from, the base was accessible by public transport and charters could start on any day

Our first stop was about 20 miles away in Secret Bay, back on the mainland Sunshine Coast. The anchoring options in the main bay were not appealing so we crept carefully up the river and dropped our anchor. The tidal range was about 4m, so Bob double-checked his calculations to ensure we didn't run aground in the night! The sun came back out, and so did the canoeists and paddleboarders.

Tuesday 2 August We headed northwards towards Ballet Bay. The winds were still northerly, but we had a good sail with plenty of sunshine. We had our first view of a "log train" – a single tug with a very long tow rope pulling an enormous number of logs. You wouldn't want to get anywhere near it!

We crept into Ballet Bay past sunbathing seals, checking for the rocks, and scouting



for a good spot. The place was so beautiful – brilliant blue sky, trees lining the shore, distant mountains, and blue-green water. After tying back to a tree, we were content and had a great swim. As the entire shore is private, we could not have a walk, so we got the oars out and had a nice long row round tiny islands and almost had conversations with the visiting seals.

Wednesday 3 August was a grizzly day with rain and the wind now coming from the south. Leaving the "Sunshine" coast we reached westwards across to Texada Island having an excellent sail despite the weather.

Coming into Sturt Bay it was obvious that the anchorage was not a good idea, so we went alongside at the Texada Boat Club's visitor's pontoon. Attractive it was not, being overlooked by a boatyard, but it was safe and secure. Several other yachts pulled in throughout the

afternoon and the "dock" was full of cheerful chatter. Canadians, especially mariners, are immensely friendly and always want to know where in England you come from, why you were here, and where you have sailed from that day. The "wharfinger" came to take our fees and tell us where we could find a supermarket and somewhere to eat. Luckily, we set off in good time (past deer roaming on the road) – as bars and restaurants in British Columbia often shut early. We managed to get the last two servings of food in the only eatery that was open.

Thursday 4 August The weather was greatly improved and the sun shone again. I was helming and suddenly saw a black shape in the distance, then a huge waterspout and realised it was a whale. I was ridiculously excited. That whale disappeared but, in the distance, we saw some more massive waterspouts. We couldn't see the whales themselves but there was no doubt what it was.

The sail to Tribune Bay on the southeast coast of Hornby Island was lovely. We discovered a huge sandy beach – not a rock-strewn cove. It was absolutely packed, probably because Monday had been a bank holiday, but everyone was anchored very considerably. We were able to drop our anchor without the bother of tying back and enjoyed a fantastic sunset in a calm anchorage.

Friday 5 August Today we had planned to stay on Jedediah Island. This is a small National Park with many small

Tribune Bay



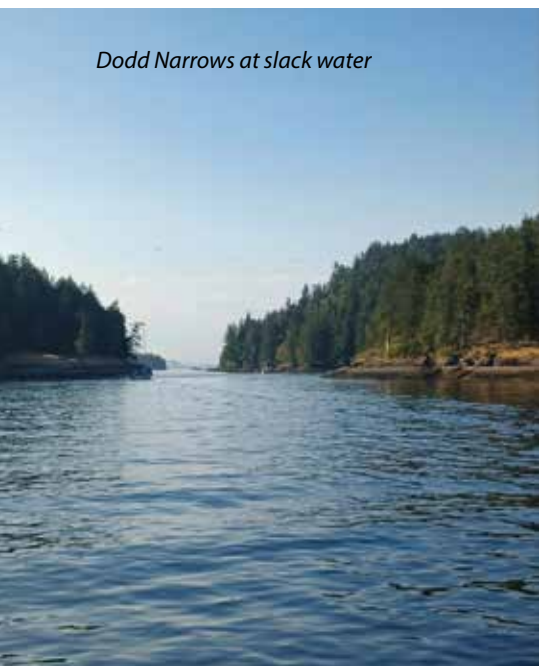


Left, one of many container vessels under tow. Right, Archie and Riley enjoying their time on board

bays to explore and anchor in. There are very few facilities, and it is very unspoiled. It seemed that we sailed round the whole island looking for a suitable spot to stay, but none could be found – the bays were full up with other boats or too deep, or perhaps we just weren't brave enough. So, we cut our losses and sailed to Boho bay on Lasqueti Island. As with many anchorages in BC the depths were quite considerable (here 30m) so we anchored and took a line ashore – there was quite a steep climb for Bob to find a suitable tree! I wasn't reassured when a neighbouring motorboat told us that a yacht had dragged in the same location on the previous night. But all was calm.

Saturday 6 August After all our anchoring we decided to try a marina. We sailed downwind for French Creek on Vancouver Island. This was a "municipal" marina so after phoning ahead, we were told that it wasn't too busy, to come in and find a spot, and try not to berth more than three boats out! We tentatively drove around the absolutely packed harbour desperately looking for a spot, and as usual in Canada, a friendly person on the dock indicated a suitable location – only one boat out! The marina shop was closed (as the owner had to attend

Dodd Narrows at slack water



a funeral) so we had to go to the pub for supper. Perhaps due to French Creek being a fishing harbour we had the best halibut and chips we have ever eaten!

Sunday 7 August All too soon we were heading back to Nanaimo to change yachts and start another phase of our adventure. Today we saw yet more of the massive tugs towing barges with seemingly impossible numbers of containers plied high.

Monday 8 August We had a new yacht! Never for Ever was a Hunter 38 – larger and much more modern than *Sommelier*. We were soon "boarded" by our son and daughter-in-law and two very lively young boys. After a short safety briefing, we went to Mark Bay – a nearby anchorage with mooring buoys (pronounced "boo-eyes" in Canadian!) After a BBQ on board we turned in for an early night.

Tuesday 9 August We were now heading south to the Gulf Islands and the relatively calm Georgia Straits for some gentle sailing suitable for a young crew. The currents in the Georgia Straits are generally fairly moderate, but some of the narrow channels have very fast streams and even rapids and can only be transited around slack water. We had to be up early for a 7am trip through the infamous Dodd Narrows where the current can run at 7-10kt. Getting up was not a problem as at 6.30am Archie (five) and Riley (three) charged into our cabin demanding breakfast!

It was very straightforward going through the Dodd Narrows at slack water. All the traffic was going in the same direction and there was plenty of space. Many boats announced their transit on the VHF.

For this second week we had planned short voyages, eating in restaurants and plenty of time for the three- and five-year-old boys to have some time onshore. Not all went to plan. After motoring/sailing 15 miles we arrived at Thetis Island Marina, carefully chosen because of its shop and restaurant. Well,



the "marina" was a couple of pontoons, known in Canada as *slips*, the shop had hardly any food and the restaurant was closed! We still hadn't fully appreciated that the Salish Islands are a little remote and that getting staff was a problem. The recent bank holiday had also emptied the shop of most of the food!

Nothing daunted, we got into the dinghy and motored up to the other "marina". After a walk we found an amazing shop with plenty of frozen sausages and fresh fruit and vegetables. There were no staff, it was run totally on an honour system: you either left cash or paid by bank transfer! We explored the beach finding lots of crabs and starfish and the boys had their first attempt at using an outboard. Can't start them too young!

Wed 10 August Careful timing was required to get us through the Gabriola Passage at slack water. This was our longest voyage with our young crew members, and they needed plenty of entertaining. We started off motoring and as the wind gradually increased, we soon had got everyone involved in putting up the sails and steering. Before we knew it, in the Pylades Channel the wind was 20kt and we were having a very exciting sail. By the time we had reefed, the wind dropped, and we were ready to motor through the Passage. We had heard on Channel 16 that there were a lot of logs around and indeed we had to keep a very sharp lookout to avoid logs of all shapes and sizes, some longer than us!

The restaurant at Silva Bay had burnt down the previous year but they



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Adult crew enjoy the picnic area

had a very well stocked shop with some excellent frozen meals. There was a nice picnic area for the crew to relax....

Thursday 11 August It wasn't a great distance back to Nanaimo where our crew needed to depart. We had time to make a lunchtime stop at Pirates Cove. It was gently drizzling as we crept through yet another narrow and shallow rock-strewn entrance. After we set our anchor, a shore party went off to find the Treasure Chest. The children took a selection of small dinosaurs and colouring pencils donated by the locals. There was unimaginable pleasure in finding a Treasure Chest at Pirates Cove!

All too soon we were back at Nanaimo waving off our children and grandchildren, and wondering when we would see them all again!

Friday 13 August We had a few days left on our charter, so we opted to go north towards Jedediah Island. We had sailed past Deep Bay before and decided we

could not anchor there. But this time we were determined to give it a go. As we approached between Jedediah and Paul Island, in the distance there seemed to be rocks where there had been none before! As we approached closer and cautiously, we realised that a log raft had been anchored obstructing about half the passage. There was still plenty of room to pass through, but we did wonder whether it would have been lit at night.

Jedediah island had been bought by a family from Vancouver in 1890. During their 30 years tenure they cleared land for a pasture, established an orchard, and built a house at Home Bay. The 600-acre island changed owners several times throughout the years. The final owners lived on the island for 20 years and then, sold it to the province of British Columbia (at a substantial discount!) and it was established as a Marine Provincial Park in 1995 and is now uninhabited.

We found a spot to anchor and located a suitable ring on the steep rocks surrounding the bay. Copying what the other boats had done we threaded our stern line through the ring and back to our boat – like a slip – so now we could adjust our lines if needed.

After we had settled down, we went ashore to walk the trails across to the other side of the island. Initially we passed through a forest of tall Douglas firs and arbutus, then through an overgrown meadow with some pasture. We saw a good number of wild sheep and goats. Then almost at the other end of the



Finding of the treasure chest

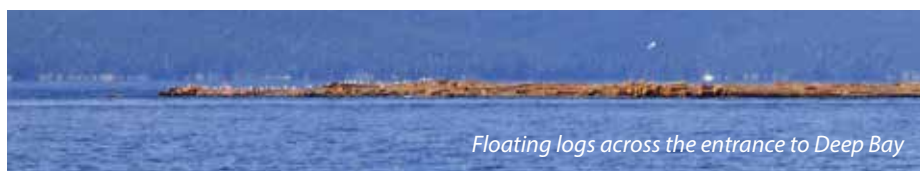
island we found the old homestead. It was both interesting and sad. The house is now in a dangerous state of repair, but we could see right into the 1950s kitchen, with lots of personal possessions looking as if the previous occupants had just walked out. The orchard still had fruit and nut trees. Finally, we reached Home Bay, not suitable for yachts but peaceful and beautiful with the beach covered with logs and branches. It made us realise how much wood was floating around the Salish Sea.

On our return to Deep Bay we were invited aboard a motor yacht and had a lovely evening with couple originally from England, who had come to Canada for a holiday 30 years ago and never left!

Saturday 14 August This is a morning I won't forget easily. We awoke to a dull, gusty morning. I popped on deck to look



The homestead on Jedediah Island, occupied until the 1990s



Floating logs across the entrance to Deep Bay



Moored to an anchor and rock ring in Deep Bay



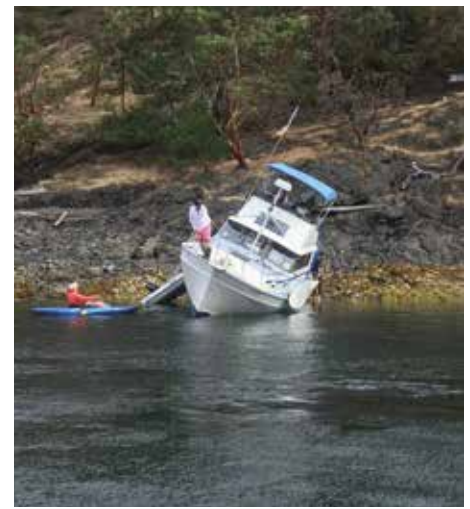
To aid with planning we bought an online resource, Salish Sea Pilot, which was very useful with up-to-date information. See salishseapilot.com. Right, the owner of this motorboat may not have read the local guidance, but eventually got away safely

around and said “hi” to our neighbour on the motorboat and mentioned to him that he seemed quite near to the rocks. He replied cheerily that the depths were deep, right up to the land. So I went below for breakfast. When I came back the motorboat was firmly stuck on the rocks! Our motor yacht friends from the previous night were already unmooring to help. Bob jumped into the dinghy and went to help from the land. Bob put a log under the boat, got the owner onboard ready to receive the tow rope, comforted the crew and tried to stop the dog crying. The first tow rope broke! Eventually another mariner got a thicker rope and gradually, gradually with a lot of blue engine exhaust, the motorboat was freed. He thanked everyone profusely and headed off. Luckily his boat had a keel and propellor protector and was unlikely to have been damaged.

By now I was convinced that our anchor

was dragging and that we were going to end up the same way. We left in short order. Outside our little bay the wind really was howling.

I was determined to have a tranquil mooring for the night. We had a demanding sail/motor to Madeira Park at Pender Harbour. Strong winds and a nasty chop were the order of the day. We had to keep our wits about us as we approached the harbour – there were racing yachts everywhere, shallows and rocks to contend with. As we entered the huge bay of Pender everything changed: the sun shone and there was a gentle breeze. There were hundreds of boats absolutely everywhere in nooks and crannies around the shoreline. We headed for the municipal “slips” at Madeira Park. As we had phoned ahead, we were helped in by the wharfinger. The end of our slip was reserved for floatplanes – it seemed crazy to share a parking spot with an aircraft! I was very



happy to be back into civilisation with shops, restaurants, and showers – at least for one night.

Sunday 15 August Smugglers Cove has a narrow rocky entrance followed by a selection of berthing spots depending on the draft of your boat and your confidence in your depth sounder. It was delightful inside the cove – picturesque, sheltered, warm and full of wildlife. We tied back to the land, taking great care to have plenty of scope on our anchor chain. Once settled and after chatting to our neighbours we went ashore for a great walk on the well-marked trails through the forest around the bay. Then we watched as the tide came in and rocks disappeared and the whole aspect of the bay altered.

Monday 16 August Our final sailing day! We had a great sail back to Nanaimo and at last managed to see a group of three orcas. Then sadly it was time to pack and get ready for our long trip back to England.



Bob and Isabel Joce have been sailing around the Mediterranean for more than ten years but are now, much to their surprise, enjoying a few seasons in Croatia.



Our overall impressions

Positive

- It's a great sailing area and the scenery is stunning
- Canadian people are extremely friendly and helpful
- Berthing fees and fuel cost are reasonable
- The marine wildlife is magnificent– we saw seals, whales, and orcas as well as many sea birds.
- The limited fetch and presence of islands means that the maximum wave height is rarely more than 3m
- We had a great time!



Seals!

Less positive

- There is plenty of rain!
- Food and alcohol are relatively expensive
- Salish weather is very variable. The temperature even in winter rarely drops below zero and in summer can reach up to 30°C. It can change rapidly.
- In summer the predominant winds are from the northeast, but topography can cause local strong winds in any direction.
- It is important to be aware of the tides, particularly anchoring in bays and transiting narrows. Nanaimo Yacht Charter sends a diver down after every charter to check for grounding damage.

A long journey to the CA

Malcolm Davidson has recently taken on the role of running the CA's Crewing Service



My life in sailing began when my parents bought an old wooden Enterprise dinghy. Bringing it back to life meant spending that winter in the cold garage at home rubbing down, painting and varnishing the boat until it shone.

We joined the Frensham Pond Sailing Club in south-west Surrey and for much of my teenage years I spent weekends racing the Enterprise and crewing for a family friend.

The demands of studying and then work as a young journalist put paid to regular sailing, but my love for the water, both on it and as a scuba diver, remained strong. Even today I live beside the Thames, not far from CA House, and watch the daily movement of the tides and traffic on the river.

The journey from dinghy sailor to joining the CA and chairing the Crewing Service has been a long one.

Much of my professional life has been spent with Reuters, the international news agency, which has taken me to many parts of the world as a correspondent with postings in Brussels, India, the Philippines, Pakistan and Afghanistan. Before that my parents lived for a while in the United States and I and my now wife, Gill, spent a couple of years in Sydney.

There was not much time for sailing while working abroad, but family holidays in places like the Maldives and Thailand gave us the chance to sail the odd Hobie Cat and our opportunities for water sports grew hugely with the move to Manila.

After more than 10 years abroad we decided to come back to London, and I eventually turned my thoughts to the idea of big boat sailing. With some colleagues, I helped create the Reuters Sailing Club, running evening dinghy sailing near the Canary Wharf office, weekend charters in the Solent and organising trips to the Channel Islands and France.

It wasn't until after I retired that I learned about the CA and the Crewing Service when I got chatting to Caroline Milmo at our local gym.

With Reuters, I had postings in Brussels, India, Pakistan, Afghanistan and the Philippines, and we lived in Sydney for a couple of years

And it has proved a great way to sail with different skippers, different boats and to discover new areas. I've sailed with Trevor Pratt in Croatia, the Ionian and Malta, with Andy Miller around Sicily and with others in Greece, Turkey and in British waters too.

Not everything went completely well, of course. There was one occasion when I went out with friends for a cruise through the Stockholm Archipelago. As their wooden yacht was being towed out of its winter shed, the yard foolishly put one of the lifting pads over an anode and promptly pushed it through the bottom. That delayed things for a few days.

So why haven't I bought a boat? Well, Gill doesn't like sailing, at least not for extended periods, and I want to be free to try new areas and different boats without the tie of always having to go to the same place.

I think that is one of the beauties of the Crewing Service. It offers people new to sailing the opportunity to hone their skills as well as sail new waters. And for skippers thinking of changing boat, it gives them the chance to try out prospective yachts before they buy.

This year we have lots of skippers offering a big range of trips -- from midweek sailing in the Solent, right up to Nick Hine's preparatory trip before a three-year circumnavigation (see page 52 for more details) and Steve Bradley's plan to sail from Scotland to Svalbard via the Norwegian coast.

One of the innovations the Crewing Service introduced during Covid was Zoom meetings that have brought in members living beyond easy reach of Limehouse. I started helping Caroline with those Zoom sessions and last autumn she persuaded me to take over the Crewing Service as she wanted to move on to organising the HLRs.

And I'm glad she did. The Crewing Service and the CA have given me a lot of pleasure over the last few years, and I am very keen to see it develop its mission to bring crew and skippers together to everybody's advantage.



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Into the rocks



Peter Bell was motoring north up the coast of Portugal, close to shore to avoid orcas, when there was an almighty bang and *Dofesaba II* listed to port... His account of the adventure won the Love Cup for 2021

In June 2021, *Dofesaba* was on her way north as part of a circumnavigation of the Iberian peninsula.

We decided to leave Porto early and try to catch what little tide there was, so with a glad heart, stratus cloud, a light swell and light winds off the starboard quarter we headed out of Porto. We planned to keep well inshore because of the risk of orca attacks.

Once we had left the breakwater, we tried to get the sails out in five knots of wind to help us along a bit and not burn quite so much diesel. However somehow the sail jammed as I was pulling it out and it became stuck fast. I shrugged my shoulders and contented myself that once in Viana do Castelo, our destination for the day, I could easily go and look at the problem and find help sorting it out, and if not there, well, Vigo was our next stop, and that was bound to have someone that could help me, as Vigo is a major shipbuilding city with a good reputation for boat repairs of any type and size. How I was going to regret this decision later, and realise how right I was about Vigo.

We were three hours into the voyage when I thought, "Well, if this keeps up we can easily make Baiona and we can miss out Viana do Castelo." There was nothing special about Viana, it was just there to break up what would otherwise be a long trudge, and looking at the book, it was a small marina with few facilities.

I shouted down to Mary, "How about we stay sailing a bit longer but end up in Baiona?... we are making good time and it would be a pity to waste it." Mary, being pragmatic, thought this was a good idea, and asked how much longer it would take.

To answer this very reasonable question I had to check the chartplotter (multi-function display or MFD), mounted between the wheels. This is where it all gets confusing, terrifying and horrible, so trying to put this down in a sequence of events is very difficult and even writing this three months later, makes my breath quicken. Don't worry, we are both all right physically and the boat is now fine.

Before I could get to the throttle, there were all sorts of grinding noises as our prop smashed into the rocks

We were proceeding north on autopilot about one mile from the coast on the same bearing we had been on for a while. I sat down and pulled the MFD towards me (it is on a swivel so both wheels can have the screen facing them) I checked ahead visually – nothing in view. I checked on the chart plotter to see if all was clear ahead, even remembering to zoom in as advised in all yachtmaster texts. I noticed that the sea floor had become more geographical

and there were odd circles of contours, the one ahead read 11 metres. I looked at the depth gauge and it was reading about 16m, so feeling confident and safe I started to look at Baiona.

The next thing I knew there was an almighty bang, and the boat listed to port.

"Bloody hell, what was that?" was all I managed to get out before there was another smash and a crack that sounded like a hull breach. We started to slow down but before I could get to the throttle there was all sorts of grinding noises as our propeller smashed itself against the rocks. Both Mary and I were terrified. "Make it stop!" I remember her shouting. Just at that moment we hit another rock and were twisted to starboard and listed at 25 degrees, as I tried desperately to get to the throttle, to have some effect on our destiny. I banged it into neutral but we continued to go forward. All this time my lovely wife is making noises that twist my heart out, and I really thought we were not going to make it.

I grabbed the VHF radio and started to make a Mayday call as I was convinced we were sinking (although I had not yet checked downstairs to see if water was coming in). I soon realised that the radio was not transmitting, so while picking up a handheld that we always keep spare, I tried to back the boat away from the land; this turned out to be very unwise.



The marked rock may be the one hit by Dofesaba II. On the Navionics app, unless you can hover over the tiny cross, it is almost invisible at all zoom levels. Chart courtesy of Navionics, ship icon courtesy of flaticon.com



Some of the damage done to the hull and rudder



We had gone over a rocky patch into deeper water and all I did was move us back on to the rocks again. I have to admit I was probably a bit shocked and not thinking very straight. Bear in mind I am trying to steer the boat in reverse, make a Mayday call and calm Mary down, while still worrying about the water coming in. More bumping noises from downstairs, then a big crash and again the boat twisted, I think it was then that one of my two rudders was split in two.

I somehow managed to get a Mayday call out in the prescribed form, but when I had finished I could hardly hear the coastguard on the other end, but I heard him ask me to repeat my position and ask if there were any casualties.

By now the machinery downstairs is making some horrible noises and all the while I am trying to steer with the bow thruster and trying to ignore all the battery warning alarms going off. With beeping, grinding, bumping, screeching and crying it was difficult to think. At this point I felt it wise to give my crew a cuddle and try to reassure her that our Mayday call had been heard.

After what seemed like half an hour but was probably five minutes, we had got into deeper water (or just got out of "rock land") and I had put us on a course for Baiona. We were limping along at four knots with all sorts of funny noises coming from downstairs. By now I had

checked that there wasn't any water ingress – well none that I could see, which just went to show what a jolly tough boat a Southerly is – when I saw coming towards us a little orange dinghy, smashing through the waves.

At that precise moment there was a special gnurdly sound and the engine stopped. A tow was necessary... to Viana

It turned out to be the rescue boat from the little fishing village we had just passed, crewed by two volunteer fishermen. They pulled alongside and asked if we had called a Mayday, which as we were the only vessel within a six-mile radius was purely an introductory question. They asked us if we were OK; I replied that I thought so and I wanted to limp to Baiona as Viana did not have any repair facilities. They very nicely told us that they were happy to accompany us to ensure all was well. All was not well, as the machinery downstairs was still making strange gnurdling noises but we were proceeding north, albeit slowly.

At that moment I looked up to see a large vessel screaming towards us with a bone in its teeth. It turned out to be a proper lifeboat which pulled in next to us on the other side from the orange RIB. We tried a

conversation, which started with "We will tow you into Viana."

I tried to explain that Viana was too small for us and I was trying to limp towards Baiona, forgetting that I was talking to Portuguese lifeboat personnel and Baiona is just across the border in Spain. "I think we should tow you to Viana."

At this point the orange RIB headed back home. The captain of the lifeboat was getting a bit disgruntled at my refusal to be towed. I was also aware of the many stories I had heard about the exorbitant fees charged to many cruising sailors when they had requested help. "I will stay with you another five minutes and then I must get back," said the captain.

At that precise moment there was a special gnurdly sound and the engine stopped completely. I decided that a tow was necessary... and it was off to Viana..

The lifeboat screamed around to the other side and a crewman threw a ball attached to a light line which when pulled, brought over the main tow line.

The heavy line was not the usual very stretchy 18 mm polypropylene, with a double eye splice on the end to put around your two forecleats. What I dragged over was 25mm hemp with two eye splices. I managed to get one of the eyes onto the port cleat and at that moment the helmsman stuck the lifeboat into full forward gear. I had



Left, the route into Viana, including handbrake turns. Right, moored on the caisson



just removed my hand or I would have lost it, or at least several fingers. I shouted at him to de-tension the tow so I could put the other eye over the starboard cleat, this was eventually communicated to the helmsman but there was still so much pull I had to ask Mary to come and help, so after five minutes we got our tow on properly, waved to tell the lifeboat that all was clear and then I saw his transom bury itself in the water as he put max power on as fast as possible, while we struggled to return to the cockpit. The boat thrashed from side to side as we tumbled into the cockpit and I regained some measure of control. Once we were up to six knots he eased back for a bit and after an hour we entered the river Lima.

I hoped we would be towed to the marina and at the last moment be ushered in with a RIB to help guide us to a berth, which would also be there to stop us. Sadly it was not to be. The helmsman on the lifeboat did not appear to know what to do. We moved at a steady four knots towards the marina. As we got closer, he veered over to the right as if to enter the port at right angles, which was a very good thing to do, except that the swing bridge guarding the marina entrance was not opened. Eventually this seemed to register with the helmsman and as we got within 100 metres of the closed bridge, we veered away at a 90 degree angle, thereby slewing my bow round. (Large yachts under tow are not designed to do handbrake turns). It was a Saturday and the marina was not manned; no-one had checked if the bridge was open.

"We can't get you into the marina, so we will take you to the commercial port where there is a dock." There was little I could do but agree. So round we went (another handbrake turn) back downstream. Ahead was a large caisson with four or five officials, and several police cars with blue lights flashing away in the background. I assumed this was where we were headed.

The lifeboat helmsman stuck his boat into full forward. I had just removed my hand, or I would have lost several fingers

We got several lines ready to throw to those on shore, and I remembered wondering to myself "I wonder what the plan is to stop us?" I needn't have worried, as there wasn't one. We hurtled towards the caisson at two to three knots, which does not sound fast but in a 14-tonne ship with no engine it really is. As we arrived at the caisson Mary threw a midships line to one of the policemen who caught it and held on. He went "waterskiing" along the bank trying desperately to hold the momentum of 14 tonnes at two knots. He would have made it if the caisson was 100m long but it was only 20m and we had passed our berth. I shouted at him to throw the lines back on board so that Mary could prepare for another go.

I called to the lifeboat captain: "You will have to go round again and this time you have to go slower, I do not have an engine to stop us. Please ask someone on

shore who knows what to do, to take the line." After lots of Portuguese shouting, out stepped a figure who turned out to be the marina manager.

So around again went the lifeboat, with another handbrake turn, and we went off for try two. This time we approached the caisson at two knots and were allowed to drift in gently, Mary threw the line, it was caught and belayed around a bollard – and we were safe. Three hours after our accident. My first task was to release the lifeboat and wave our thanks. As soon as the bridle was off, they were away at top speed, maybe to help someone else.

The marina manager, Augustine, came on board. He spoke perfect English, and the first thing he said was "Do not worry, we can fix you." I told him what I thought was wrong "Do not worry *senhor*, we have many highly trained engineers in this port, I will come for you on Monday morning, take you to the marina and all will be fixed". I could feel relief seeping into my bones. "But first, *senhor*, you will have to deal with these policemen." I sighed, I knew that this had to happen, I was still in a bit of shock and so was Mary, but it had to be done. After two hours of relating what I thought had happened and translating into Portuguese, including thanking everyone profusely, the police left us alone. Then along came an official marine engineer, he had to be shown around too to make his report. After that the security manager of the commercial port we were attached to came to tell us what we could and could not do as we were only here because we were "shipwrecked" (his term). Three



Above, the gnurled gears, and right, the brand-new gearbox, possibly the only one in Europe. Left, the wait for the gearbox allowed time to visit Viana's showpiece, the Santuário de Santa Luzia, accessible by funicular or a lot of steps

hours from landing we were finally alone. We just held each other, grateful that we were alive, safe and together. It was a special moment.

On Monday morning early we were ready and looking out for Augustine. Just before lunchtime a small RIB came out of the marina and headed towards us. I noticed that the bridge was now fully open. "That's an improvement," I thought. Augustine arrived. He had a 5hp outboard motor on a four-man dinghy.

"Is that going to be enough?" I said. "This boat is 14 tons."

"It will have to do, the RIB I was hoping to get from my friend is away on another job, it is this or nothing." "OK," I said, "let's try." So we did.

The advantage of a tiny engine is that we could not go more than about two knots. It was only a short distance to the marina and this guy *did* know what he was doing. As we got into the marina, he cast off the tow, letting me drift towards my berth; he parked on the pontoon and rushed around to catch us. My momentum took me into the berth; there was only room for one try, so I was careful to get it right. He arrived just in time to catch the pulpit and stop us hitting the pontoon, so that was very well judged. We tied up and were safe.

"I have an engineer and a diver coming this week, do not worry, we will sort you out. Oh and by the way the Polícia Marítima want to talk to you, don't tell them about the diver".

The engineer arrived, listened to what had happened and then removed the

gearbox and clutch unit. I was quite shocked when he showed me the gears, I thought they had been gnurled but these were completely trashed. No wonder there were very strange noises coming from below. He took the gearbox away and went to order a new one.

I was shocked when the engineer showed me the gears: they were completely trashed. A new gearbox was needed

The diver turned up and took his camera with him. Again I was shocked at the level of damage I saw, even though it always looks worse underwater. One rudder was split, the other had the bottom knocked off, the skeg had been smashed off, the propellor looked like a turtle had nibbled off the ends of the blades, and there were massive scratches and deep indentations in the hull. There was no way we could fix that in Viana, it would have to wait until we got to Vigo, and for that we needed a working engine and gearbox. It was over to the engineers now.

The following day, we were visited by the Captain of the Polícia Marítima, a pleasant chap who spoke excellent English. He wished to take a statement from us, so would we be so kind as to come with him to his office with all our papers and make a statement there. So we did: our statement in English was as factual an account as I could make it. Mary helped with a few details and it was done.

A few days later I got a text from the

engineer to say that they had found a replacement gearbox, and the gods were obviously shining on our heads (I hadn't thought so after the previous week's adventure) as this was the last spare gearbox in the whole of Europe and I needed to get down to his shop and pay for it quickly before some other poor shipwrecked *matelot* sneaked in and nabbed it. Unfortunately when we arrived he had shut for lunch. There was only one thing to do – go away and find somewhere to have lunch ourselves, although my internals were knotting themselves with worry. If we did not secure this gearbox, another would have to be ordered from Japan and that would take months, and while Viana and most of Portugal are very fine places, there isn't much to keep you in Viana for more than a couple of days unless you are "shipwrecked".

But after lunch there was Pedro, all of 35 years old, the owner of a huge chandlery and fishing boat supply store. He very nicely relieved me of a lot of money and promised the gearbox would be here on Monday ready for his friend Antonio to fit into the boat.

That weekend we tidied the boat, did the washing and when the sun came out decided to visit the Sanctuary of Santa Lucia. This is an amazing piece of Gothic architecture on top of the "mountain" behind Viana. It looks really old but was completed in 1943. There is also a funicular railway to get to it. Very few people were visiting even though the views over the river Lima and its valley were spectacular. ➤

Love Cup: Portuguese predicament



Left, Viana's marina, and right, the swing bridge open, ready for escape



The next day a text arrived from the Pedro at 08:30. "Senhor – I have brought the gearbox and Antonio will be along soon to fit it. Fare well and good luck".

I gingerly opened the cardboard box and there it was. I just wanted to touch it and stroke it and sniff it, it was just so gorgeous, all new and functional with a distinct oily newness smell.

Antonio arrived after lunch. Within an hour the gearbox was in place and we started checking it out. It worked, but there were some very strange noises from below. "Propeller not good, shaft not straight," was Antonio's wisdom. "Take it easy and check in Vigo."

But, before we left, we had to get clearance from the Polícia Marítima. Off we trudged to the police station again, to be met by the Chief of Police (*not* the nice friendly Captain). He told us that he was in charge of all that happened in north Portugal on the sea: in fishing boats, lifeboats, air searches, RIBs and more. He had heard our Mayday and directed the small orange RIB and the lifeboat to rescue us. He had followed our progress on AIS and decided that he did not need to send out the helicopter (which relieved me no end). He had noticed our abortive attempts to get into the marina and get tied up to the caisson and he was pleased that no harm had come to us from his troops. (He hadn't noticed my hand being nearly removed while attaching the tow, so I didn't mention it).

We were his responsibility until:

1. We had paid all the expenses of the rescue – my heart sank a little at that
2. We had a certificate that showed we had paid all our bills –engineer, marina fees, marine surveyor, and
3. We had an all-clear on the final survey by *his* surveyor, who checked

we were seaworthy to get out of Portuguese waters and therefore out from his responsibility.

I could see his point, and I had already contacted my bank and transferred funds to ensure I had enough money to pay my bills. Our bill would be ready the following day. My stomach sank this time; I really did not like the sound of that.

"Mr & Mrs Bell, you have behaved in such an exemplary fashion that we feel you deserve some reward..."

So we returned to the boat to gather all the receipts the Chief of Police had requested. That afternoon the surveyor arrived and we ran the engine, showed the shaft was turning, both backwards and forwards. A quick inspection of the dry bilges and away. By now we had stayed in Viana longer than any other town we had visited in the last four years..

A police car was waiting for us at 10am the next day to take us to the police station. The Chief took us into the office and checked all our papers, receipts and reports. He showed me the latest surveyor's report, which basically said we were free to go. He asked a secretary to bring in the bill, he looked at it, shook his head, spoke in Portuguese and handed it back to her.

"She has charged you the full amount after I told her specifically to reduce it by 15% to take into account the extra diesel that was wasted but not your fault. Also, Mr and Mrs Bell, you have been very polite and behaved in such

an exemplary manner that we think you deserve some reward. You won't believe the behaviour we sometimes have to deal with from yachtsmen who crash into our country."

We were flabbergasted and stammered our thanks, he then presented us with the new bill. I was expecting something in the region of €10,000: two lifeboats, a tow, several surveys etc. The bill came to less than €1,000 – I could not believe it. We both thanked him again and paid by credit card. Receipt in pocket, we all shook hands, said our farewells and were driven back to the boat.

Mary and I could not believe our luck. We thanked the Lord and got ready to leave. The following day it was off to Vigo, but that is a much longer story.

Peter is a retired consultant geophysicist from Lymington. He & Mary have four grown-up children and have recently become grandparents. They bought their first boat, *Dofesaba*, a Southerly 110, in 2010 then upgraded to *Dofesaba II*, a Southerly 42 RST, in 2013, and have cruised both sides of the Channel. They have now completed a clockwise circumnavigation of Iberia via the Gironde, the Canal du Midi, reaching Malaga in 2019 and the south coast of Spain and Portugal in 2020, ending up in Lagos. You can buy Peter's books from him at pbell@cgs ltd.co.uk or Authorhouse/ Amazon.





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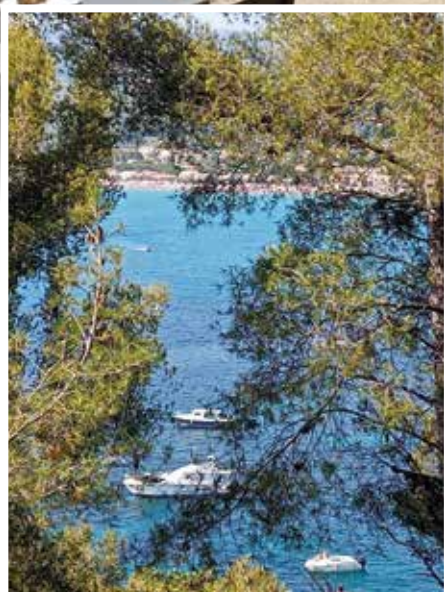
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La Ciotat



I think my favourite port is La Ciotat, on the coast of Provence between Marseilles and Toulon. We have visited several times in *Mitch*, our Mitchell 31 Sea Angler, and in *Mitch's* replacement, *Kadash*, a 42ft aluminium lift-keeler. The Bay of La Ciotat is spacious, about three miles across, surrounded by the green pine-clad hills of Provence stretching into the distance, entered from the west through the passage between Cap de l'Aigle and Ile Vert. At sunrise and sunset Cap de l'Aigle's stratified red cliffs seem almost to glow.

In our experience the bay is never so crowded that a good anchorage cannot be found, but it is open to the south. The north west corner is protected from the Mistral, and in easterlies La Madrague is sheltered. The chart shows a seaplane

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

Paul Weston visits a town in Provence with spacious anchorages, an old port, superyacht repairs and the world's oldest cinema

landing area in the middle of the bay, and this should be taken seriously – on one occasion a Canadair firefighting aircraft diving to scoop up water passed frighteningly close to our masthead.

We have spent many pleasant days at anchor off La Ciotat, though we probably prefer La Madrague, tucking our shallow draft boats close into the shore. Be careful to drop your anchor on a patch of sand, as anchoring on sea grass is environmentally damaging and can lead to dragging. There is a holiday camp at La Madrague, with a small supermarket, and some very pleasant walks through pine woods, including one which circles a historic vineyard.

The port of La Ciotat, easily identified from miles away by huge shipyard cranes, has visitor moorings in the marina and in the Old Port. We have not been into the marina, but the Old Port is delightfully picturesque, a stone basin surrounded by pastel coloured buildings. Yachts are moored stern to, but large bollards betray its former life as a commercial port. La Ciotat, "The Harbour" in Provençal, exported stone and imported material for the shipbuilding yard as evidenced by a crane in the north west corner which was used to lift steel plates from ships onto railway wagons for the short trip to the yard.

Shipbuilding ceased in the 1980s, but the yard is now a thriving superyacht repair facility, where vast yachts are hauled

out or dry-docked for maintenance. The existing lifting platform, capable of handling superyachts weighing up to 2,000 tons, has recently been supplemented by one for megayachts with 4,300-ton capacity, and the Krupp gantry crane can handle odd-shaped craft up to 600 tons displacement.

Our first trip to La Ciotat was in the summer of 2021 when we anchored *Mitch* just off the beach and took the dinghy ashore. Just across the road from the marina's slipway is l'Eden-Théâtre, said to be the oldest cinema in the world. La Ciotat was the summer home of the Lumière brothers, inventors of the motion picture, and their film *l'Arrivée d'un train*



The world's oldest cinema



Left, Mitch at anchor off La Ciotat and Kadash in the Vieux Port. Right, an unmanned submersible from iXblue under test; superyachts under repair are visible behind



en gare de La Ciotat is one of the earliest movies. La Ciotat is also famous for another invention, *pétanque*, the form of boules commonly played in France and abroad, codified in La Ciotat in 1902.

We had lunch on the tree-shaded terrace of the Bistrot Ciéutat, next to the church, which has a fine view of the harbour. There is a huge choice of restaurants, many in the buildings surrounding the harbour, and in summer evenings the pedestrianised streets are crowded with tourists. There are several supermarkets near the harbour, and a larger Carrefour supermarket and Mr Bricolage DIY shop within walking or cycling distance.

We visited La Ciotat again in 2022, in our sailing boat *Kadash*, mooring alongside the wall at the entrance to the Old Harbour to wait out a mistral. As well as superyacht repair, the former shipyard is used by the iXblue company, which tests its DriX USV surface drones from a

base just behind *Kadash's* berth. It was quite startling to see these odd looking vessels, 7.7 metres long and reminiscent of orange submarines, setting out and berthing with nobody aboard. The drones are used for underwater survey work, and are stable platforms for sonar and other instruments, with a deep drop keel.

Kadash's berth, which was away from the official visitors' moorings, was not lacking in character. A temporary stadium had been erected a few yards away, and this was in use as a venue for a dancing school's end of year show, which involved extremely loud music, and even closer to the boat, there were often small gatherings of enthusiasts for illicit substances.

The Jardin Mugel, about a mile from the Old Harbour, is well worth a visit for its slightly wild ambience, and the climb to the Belvédère du Mugel viewpoint near the top of Cap de l'Aigle is fatiguing

but rewarding. The walk along the harbour mole gives a good view of the superyachts in for refit. There are several small, sheltered beaches near Jardin Mugel, and larger sandy beaches on the east side of the town.

Rail connections to Marseilles and Nice airports are good, though the current station, not the one filmed by the *Lumières*, is a bus ride away. To the west, the limestone inlets of the Calanques National Park provide scenic anchorages, and once round Cap Sicie to the east, the huge harbour of Toulon and the Îles d'Hyères are an excellent cruising ground, though all of these places are crowded in peak season.

I would certainly recommend a visit to La Ciotat for anyone cruising the coast of Provence.



Historic vineyard at La Madrague



Paul Weston, www.paulwestonauthor.com, is the author of two naval historical fiction novels, *Weymouth Bound* and *Not by Sea*, with a third, *Cape Corse*, to be published soon. Read a review of *Not by Sea* on page 95 or buy the books on Amazon.



Planning a circumnavigation



Nick Hine is getting ready to fulfil his dream of a lifetime and sail around the world. Here he explains his plans



About Nick

I have predominantly sailed in the Solent and UK waters. However, I have sailed back from Sweden, sailed the Atlantic and parts of the Caribbean in the ARC Plus in 2019, spent two months going down the French west coast, sailed back from the Azores and completed trips to Scotland and the Isles of Scilly.

My interest in sailing started when I was young, but my working life as an employment lawyer has prevented many long trips, hence the rationale for my circumnavigation now. I started sailing when I was seven on small cruisers and continued that interest when I could, but did not start getting any sailing qualifications until 2011.

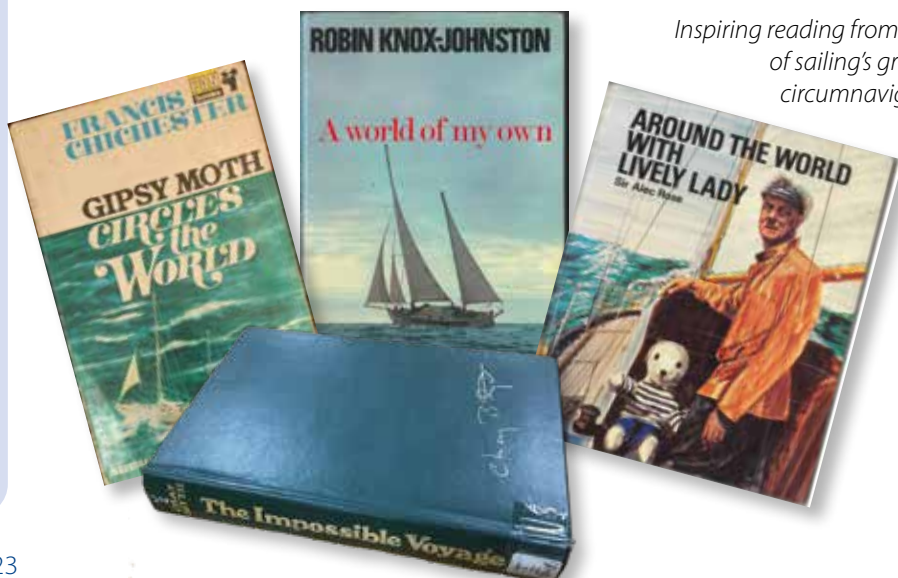
Where did it all start?

My grandfather had a 1934 wooden Harrison Butler Z4 tonner called *Treize* which was moored in Dartmouth, and when I was seven he taught me to sail. I loved it and spent a lot of time on the water during the holidays. One day while rowing a dinghy along the quay in Dartmouth, a man asked me for a lift to his boat *British Steel III*, moored in the river. He turned out to be Chay Blyth, famous for his 1970/71 circumnavigation of the globe the wrong way (from east to west, against the prevailing winds and currents). He completed this voyage in 292 days and it was described by *The Times* as "the most outstanding passage ever made by a man alone." His feat inspired generations of ocean

voyagers and adventurers – especially me! As a reward for the lift he showed me around the boat. I then read as many circumnavigation books as I could find at that time including those by Sir Francis Chichester, Sir Alec Rose and Robin Knox-Johnston. The seed was therefore sown.

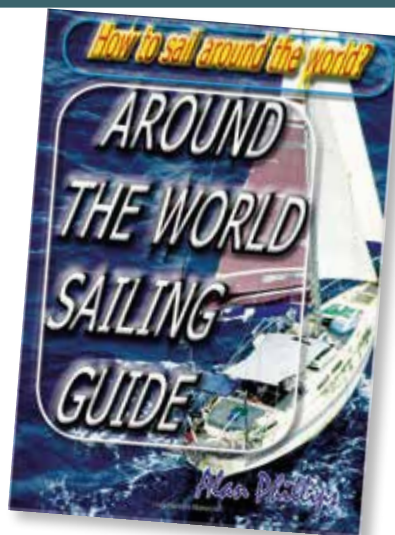
What is behind your plan to sail around the world?

This seed was sown at a very early age and it remained dormant until a few years ago after I had completed the Atlantic crossing. It became clear to me that with planning, and thoughts of retirement, I could make the plan a reality. I have been working towards this ever since. Although it sounds corny when people say, "You only live on this earth once", I believe there's some truth in that. I felt



Inspiring reading from some of sailing's greatest circumnavigators

Right, Nick's "guidebook", by Alan Phillips. Left, heading image, the "milk run" route; dotted lines show alternative routes which might be needed to avoid conflict or piracy



that I needed to do this when I was young and fit enough to be able to do so. I am now 60 and plan to start when I am 61.

Which route do you plan, and over what time frame?

There are so many different options, including the World ARC, Oyster Rally and so forth, but what has become clear in my reading is that you need to have time to spend in the nice places, not rush the journey and not to have to work to too much of a time schedule. In my reading I became inspired by Alan Phillips' book *Around-the-World Sailing Guide* in which he describes his suggested Milk Run route. He says this is the easiest, warmest and safest route, which should provide the maximum pleasure and minimum of hardship. It is a three-year circumnavigation. Many go round the world using different routes and taking as little as 15 to 18 months, but that limits the time you can spend in the various parts of the world such as the Pacific. So I have decided on three years with breaks at the end of each year.

The proposed route

Year One – some 13,000 nautical miles. From the Canaries I will head across the Atlantic to the Caribbean (probably Grenadines/Bequia as I have sailed some of the northern parts of the Caribbean). In the Caribbean Sea I'll probably go via some of the Venezuelan islands, ABC Islands, San Blas Islands and then through the Panama Canal. Then Galapagos, Marquesas, French Polynesia, to Cook Islands and through to Tonga or Fiji and

then on to New Zealand to arrive by mid-November 2024. Christmas and New Year will be spent in New Zealand.

Year Two – some 5,000 nautical miles. Commencing January 2025, leave New Zealand for Sydney and slowly move north up the Western Australian coast, Whitsundays, Barrier Reef, Darwin, over to Indonesia and travel through and then on to Malaysia, Singapore ending up in Thailand in November 2025.

Year Three – some 9,000 nautical miles, subject to conflict and piracy concerns. Leave Thailand in January 2026 for Sri Lanka, Maldives, India, over the Indian Ocean into the Red Sea, then up through the Suez Canal. I will then cruise the Mediterranean before returning to my home port at Hamble at the end of the summer 2026.

If year three is not possible due to piracy and safety concerns, then in year two I will probably head from Darwin, Australia into Indonesia and then down through the Indian Ocean probably via Chagos, Cocos Keeling, Madagascar and then to stop in Cape Town for Christmas 2025 and then in year three to come back via Brazil, the Caribbean and then the Azores

or via Cape Verde, Canaries and into the Mediterranean.

This route makes good use of the trade winds to cross the major oceans and avoids the hurricane areas. There are many options with this plan.

What boat?

I owned a Hallberg-Rassy 412 since 2016 and used that to sail the Atlantic in 2019. When planning a circumnavigation, I realised that this was not going to be big enough and that I wanted a boat with four cabins, with the idea that my wife, children and friends and their wives could join me on this voyage or parts of it. The aim is to have a great time and a fantastic experience and to have a safe and comfortable boat with flexible accommodation.

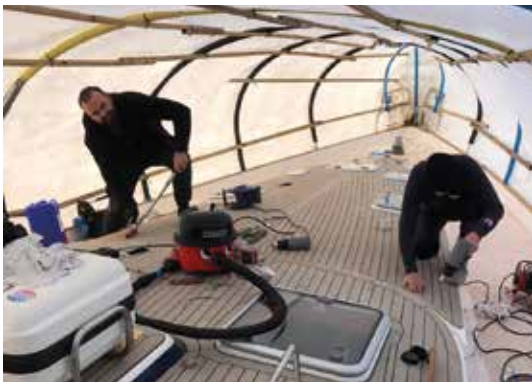
When I began my search I decided on a monohull, and really you have to go to about 56 feet to have four cabins. I looked at an Oyster 56 but eventually bought a 2003 Hallberg-Rassy 62 called *Stormbird*, which had crossed the Atlantic in 2003 and had been in the Caribbean ever since. She is now in Hamble having a major refit with a new deck, new rigging and more, in preparation for this circumnavigation.

I sailed her back from the Azores and I am very pleased with my choice. She sails extremely well and cuts through the waves. She was being re-launched in January 2023 following her refit and the preparation continues. She is a well-proven blue ocean yacht which should be well fit for the purpose. ➤



Year One options include, left, Bonaire, one of the ABC islands. (photo: V. Vergne/Wikimedia) and right, New Zealand (Matamata).





Stormbird dates from 2003 and has needed some TLC to make her fit for a three-year round-the-world voyage, but is an excellent blue-water vessel with flexible accommodation. Arne & Heléne Mårtensson's *Back at the Helm* is about an HR62 built just before *Stormbird*. They sailed around the world with just two of them on board



What about crew?

I cannot expect anyone to commit to the full three years and therefore I believe that the trip will be completed with a combination of friends and wives, children and other keen sailors. I have posted my plans on the Cruising Association Crewing Service and I have had a lot of interest from fellow members. I have also attended a number of the Crewing Service meetings. This is a great way to meet other members and if you have plans, perhaps even those that are not as ambitious as mine, then it is excellent for finding fellow sailors and crew members for such trips.



It is also quite inspiring: it is interesting to hear others' plans and to chat about them, and you realise there are many experienced sailors who do not have their own boat but who would like to help and to share in adventures. I am in the process of liaising with these members who have shown interest, with a view to some training sailing days in spring 2023. I do believe that I will be able to ensure that I have sufficient crew for my trip and I would love to share the experiences that I plan with those who would like to join me. If there is any interest from members reading this article, then please do not hesitate to contact me.

In terms of numbers, I believe I will need at least four for long ocean passages and perhaps more if possible, but for island hopping I can cope with less; *Stormbird* can be managed by two people. Arne & Heléne Mårtensson wrote a book called *Back at the Helm* after just the two of them sailed their Hallberg-

Rassy 62 *Yaghan* around the world between 2006 and 2009. Their boat was number 10 and my boat is number 11. The accommodation on *Stormbird* is very flexible with four cabins and three heads.

How are you planning for the trip?

In addition to keeping fit there is a huge amount of reading, research and preparation which is being undertaken. Preparation is always key: it took me a year to prepare for the Atlantic. I am well advanced in terms of my planning for this new trip. The CA lectures have been very helpful with certain members having completed parts of my proposed trip and other practical seminars and materials. It was also very useful to hear Jimmy Cornell recently speak at The CA about his update on weather routeing. I pay tribute to him for his books and the help that he has given fellow sailors like me, planning such trips with the study of weather patterns throughout the years. I really enjoyed reading his recent book *Sail the World With Me* which I would highly recommend.

Work continues on *Stormbird* with the inevitable planning of spares, equipment, sail plans, medical supplies, anchors and more. Jimmy Cornell's book provides many helpful tips on this experienced over his four circumnavigations.

I have attended many courses over the years, most recently a week's boat maintenance course and ocean navigation which included astronavigation.

I have gained useful information from Noonsite, talking to other sailors, reading books and watching fascinating YouTube vlogs on boats currently

circumnavigating, which is very informative and exciting. I cannot wait to visit some of the places that I have seen online but I need to complete the planning process first to ensure the voyage goes as smoothly as possible.

So what next?

Stormbird should have been launched mid-January 2023, with a view to preparing the boat further and sailing with friends, wives and other future crew members before setting off in August 2023 for the Canaries, via southern Spain, Madeira and a tour round the Canaries before preparing her for the start. The circumnavigation will begin in early January 2024 from the Canaries and I am counting down the days.

I believe this is going to be an experience of a lifetime: sailing, seeing some beautiful and fascinating parts of the world and meeting very interesting people from all sorts of backgrounds and cultures. It will be a fantastic personal challenge for me to skipper a boat, sail and maintain her and to look after her and the crew and cope with whatever nature throws at us.

■ If anyone is interested (apart from those who have already reached out) in joining in some or all of this trip, then do get in touch. You do not necessarily need masses of sailing experience but you should be reasonably fit, have sea legs and a sound stomach, and I hope I shall be able to teach you the rest.

Nick Hine is a Yachtmaster Offshore. He particularly likes one of Jimmy Cornell's quotes: "Life is like an ice-cream, enjoy it."



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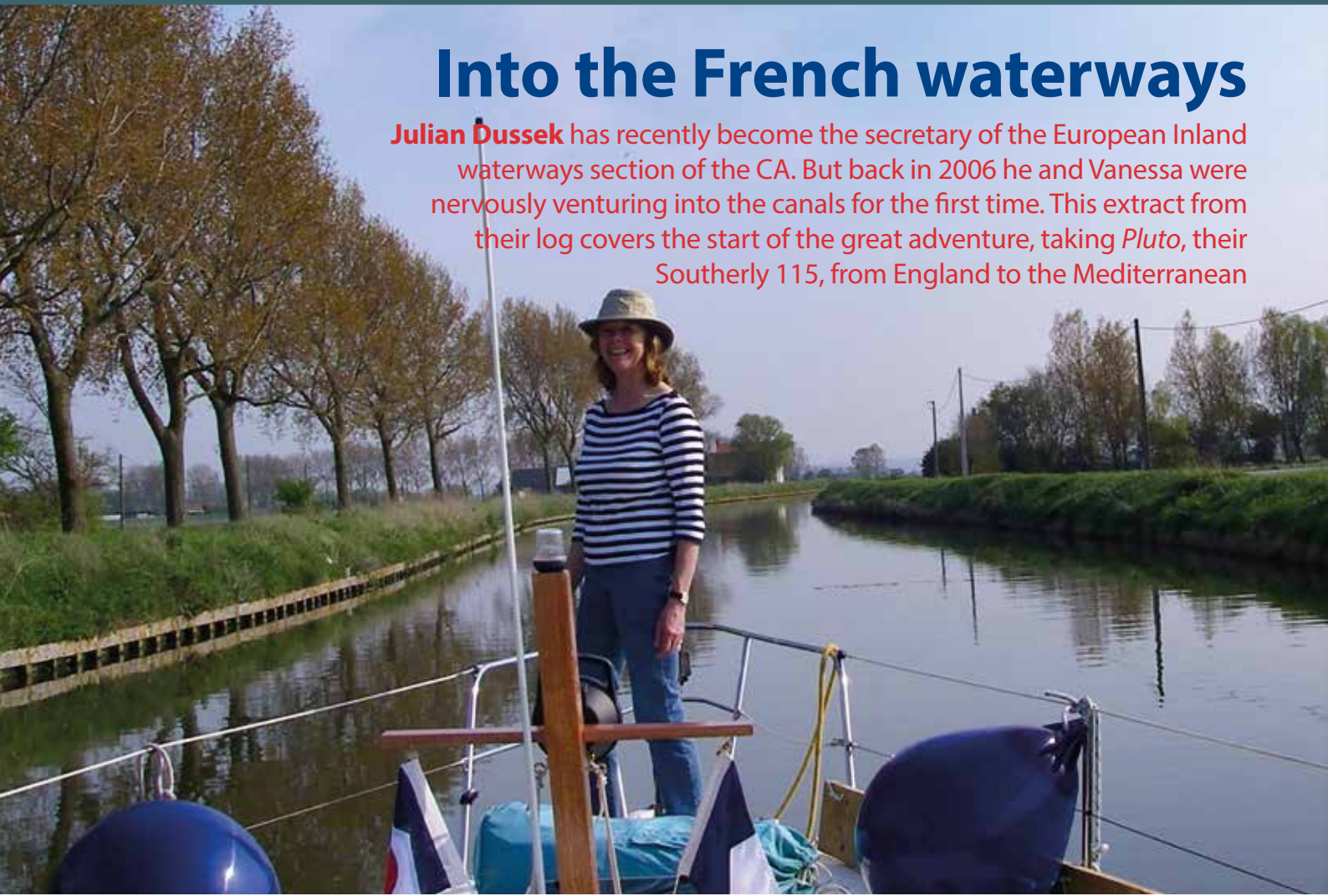
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Into the French waterways

Julian Dussek has recently become the secretary of the European Inland waterways section of the CA. But back in 2006 he and Vanessa were nervously venturing into the canals for the first time. This extract from their log covers the start of the great adventure, taking *Pluto*, their Southerly 115, from England to the Mediterranean



Gravelines is probably one of the least common portals of entry to the French canal system¹ but appeared the most attractive. To East Coast sailors, especially coming from Conyer, a two-hour tidal window for entry did not seem daunting, nor was it. Ramsgate to Gravelines was a very pleasant seven-hour sail and the approach to the town was easy. The harbourmaster was charming and spoke excellent English. He knew from previous emails that we were coming. On entering the capitainerie there was a loud cry "Jules, you must be Jules and Vanessa, I am Alain."

Hugh McKnight in *Cruising French Waterways* says of Gravelines "the lock is available at certain times only" and refers the reader to the Carte Guide. The Navicarte says "lock open on demand", contact the harbour watcher the day before. This is not strictly true. The lock only opens at certain states of the tide; there are periods of three or four days when you *can* get in, then you wait another four days or so for the

next suitable times. But even this is a simplification. The gates are decrepit and only open for about five minutes when the water levels either side equilibrate. We were interviewed by charming people in different offices to make quite sure that we knew that at three o'clock exactly the gates should open. We must wait, engine running, 100m from the gates and on the sign from the keeper were to rush through. Five minutes was the total allowable time, and, oh, there was another vessel coming the other way. There was great excitement, it was the first use of the year and VNF (Voies Navigables de France) were still repairing

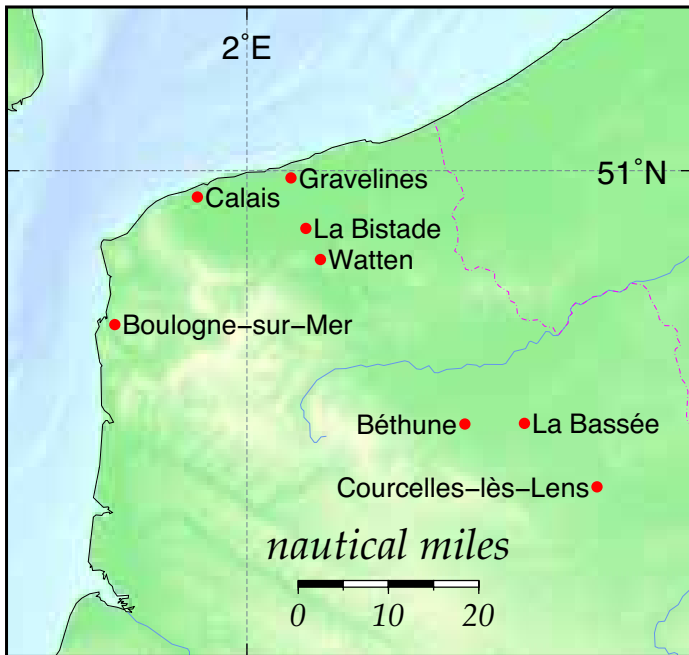
the gates the day before.

Wednesday 3 May The day for going through the lock. We were ready, moored to a boat near the lock entrance awaiting instructions. At three o'clock it was obvious that there was still a three foot discrepancy in the levels, but there were five VNF officials busy with ropes, poles, winches and chains. Slowly the level rose and we were beckoned forward. Where was this five-minute rush? We were invited to lie gently in the lock entrance for ten minutes, the gates opened and without fuss we slid in. Apparently there was a slight delay with the first lifting bridge so we were asked to delay our



VNF officials waiting to open the lock

¹ The gates have not been restored, so it is no longer possible to enter the canal system at Gravelines.



Opposite, the River Aa. In Narrow Dog to Carcassonne the author, Terry Darlington, says that every Frenchman loves an Englishwoman in a hat. Above, La Bistade

start which gave us time for tea and then we were off. Where were the rush, the anticipated problems? And there wasn't a boat coming the other way.

Thence we went up the River Aa to La Bistade (K17) to drink with Brigitte in her bar. La Bistade is in the centre for cockfighting in Northern France where it is legal². Sadly all the cockerels are shut indoors because of bird flu. Brigitte told us that since they were only bred for fighting, they die if they are shut up too long without a fight. They are hoping that the ban will be lifted in June and the *gallodrome* behind the bar will become alive again. We noticed that boxes of eggs were being passed over the counter – certainly not for eating.

And so to bed, well satisfied that at last we had achieved our goal, moored outside La Bistade on the way down the canals to the Mediterranean. We have spent years planning this trip. Two years ago we were at La Bistade with the car saying "one day we will bring our boat here". It has come true. The last two years of planning, buying the boat, equipping the boat and learning to sail it have been exciting, but the last few weeks of fitting out, last-minute hitches, organising mowing and house-sitting together with the excitement of actually realizing the dream, has left us more exhausted than we could have imagined. We decided that a day of rest before attempting the big locks with the big-boy barges was what was needed.

Thursday 4 May We had a *café* with Brigitte before our departure and were

surprised with real Northern *gentillesse* as she gave us a jar of her homemade hare paté, "for the boat" she said. We tried it for lunch and it was rich and delicious.

The River Aa is tranquil, with miles of green river banks. This was just what we needed. The banks are lined with pollarded and limbless trees, farms, cows, mad cyclists in shiny tight fitting shorts on the tow path and friendly waves from the locals. The warm muddy smell of the river, mingled with grazing cow, was intoxicating.

Apart from the smell of sewage, the dog muck, two road bridges and a railway line, this was an excellent stop

Friday, 5 May The forecast was for the weather to deteriorate, so we left Watten at eight. The locks are huge and accommodated us, a Dutch motor cruiser, a barge carrying sand and a huge double barge nearly 80m long. Though intimidating, there were no problems and we then motored to Béthune, mooring up in an old canal at K72.5 which had once been a coal depot but was now used for barges awaiting commissions and for pleasure boats. We walked half an hour into Béthune, which is very smart, with several first-class butchers and delicatessens. The bar near where we had moored was a good rough bar. The barmaid/proprietress was heavily made up, was probably 40 and looked 70 and appeared totally drunk. She kept disappearing to a back room, only appearing when someone rang a bell,

straight out of a film set.

We're still sorting things out, trying to get the bimini into the least obstructive position, setting up the mast lights, sorting out fenders. There is always something to do.

Saturday 6 May A short trip was scheduled, but it involved going through an automatic lock. We had not met one before and it filled the skipper with anxiety as there is no one there actually to work the lock, but in fact the guide was wrong. There was a lock-keeper who spoke on the VHF and controlled things from his high ivory tower, as well as wanting to see our documents to show that we had paid for the annual permit. These are huge locks designed for two 38.5-metre barges.

We went then down a detour (K61) to the town of La Bassée where there was a public pontoon. Apart from the smell of sewage, the dog muck all along the towpath, two road bridges and a railway line, this was an excellent stop. The skipper did what he was aiming to get away from, Saturday morning shopping in a supermarket, but all was well as we were able, using our sack trolley, to stock up on wine and beer. The town itself is delightful and prosperous, and a really useful place to stock up for the forthcoming section.

We set off for Courcelles-les-Lens. The autopilot had all along been misbehaving. Every time we went under a bridge it would attempt to charge the bank. It also disliked approaching barges and would attempt to attack them, but today it exceeded itself and refused to disengage, which meant an urgent

² Still permitted in 2023, in around 50 communes in Nord and Pas-de-Calais



Above, our first real lock, at Watten.

Right, Ascenseur à bateaux des Fontinettes at Arques. It was built in 1888, inspired by the Anderton Boat Lift, to replace five locks, and could lift vessels up to 300 tonnes displacement. It worked until 1967 and is now under restoration by a local conservation group.

Below right, Béthune

stop to detach it and put it into solitary confinement. (This involved the mate having to leap ashore and plant two rond anchors in the grassy bank and haul in the boat). The autopilot won't be allowed to perform again for this part of the journey unless it is reformed. Its misbehaviour was particularly well timed: we were at a bifurcation of the canals and had of course taken the wrong limb initially. It was while we were correcting the error that the autopilot had decided to give up. We were further thrown into confusion by someone in an official-looking van shouting to tell us that we were going in the wrong direction, which we found we weren't. Altogether this was a thoroughly harassing moment.

We eventually stopped in a tiny marina on minuscule pontoons at Courcelles (K35.5). Free mooring, free electricity and water made up for a lack of any other facilities, or at least those that you would use. The lavatory was a hole in the ground and the light bulb had gone. We did not dare use the filthy shower which upset them, as they were very proud of it, and had opened it specially for us.

This area of France is very heavily industrial. There are lots of defunct coal mines and grassed over slag heaps. It is not a pretty area. The only colour in this grey, desolate industrial area, among the disused factories was under the bridges where there was the most amazing amount of graffiti – sadly none of it legible.

Sunday 7 May It had rained heavily all night and the sky was uniformly grey. This was a day of rest anyway so we got up in a leisurely way and walked into Courcelles. What a dump; nowhere was open, not one bar, nothing. Being in a mining area with huge slag heaps around, it was like being in Wales 30 years ago on a wet Sunday. It took an hour to walk there and back but when we got back to our pontoon, in what is supposedly a leisure area, which of course is shut as the season has not yet started we found a bar, an amazing bar: it was in the front room of a dingy house.

The beautiful visitors' pontoon had a permanent resident who even had his car there. We, the visitor, had to squeeze into a tiny space

There were three tables; at one was granny, with a three-month-old baby being bottle fed, on milk one assumes, although the other bottles on the table were all beer. At another table was a plump woman of about 35 with more beer bottles, and at the third was the plump young mother with more beer bottles. A sullen lad came and went and we gather he was the baby's father. Granny looked 80 but was probably in her 50s. In front of the fireplace was a magnificent radiogram, pure 1960s. We

had some wine and merry conversation especially as one plump woman spoke a little English which she wanted to use. We left this time warp, more suitable for a Buñuel film, much cheered at finding that France is not totally modernised.

The day brightened up and we did boat work, preparing ourselves for the big locks to come, and the problem of how to extricate *Pluto* from a very tight space. A recurring problem is that the visitors' pontoons are occupied by long term residents. Here at Courcelles there was a beautiful pontoon for visitors but it had a permanent resident on it, so permanent he even had his car there. That is why we, the visitor, had to squeeze into a tiny space.

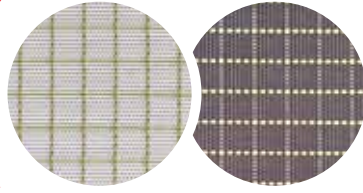
Monday 8 May We left in a light shower of rain and then it poured. It poured most of the day. We did four locks today and some of them were "after this one we'll have a cognac" locks. After a day of wind and rain we are both a jolly shade of Cahors red.

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.



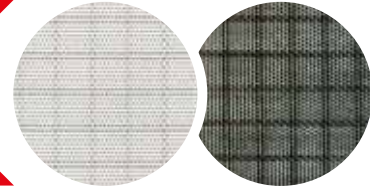
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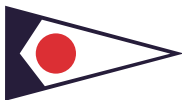
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NEWS FROM HLRs & THE SECTIONS



From left, Gian Romero, Augustin Buenafuente and Andrew Halcrow. Right, this year we are reintroducing an award for the most helpful HLR, so please do contact your local HLR and let us know how they have helped you



HLR NEWS

It has been a really busy four months since I became involved with the HLR section, made easier by the support of the staff, section secretaries and the HLR working group. We have sent renewal forms to all HLRs to ensure we have up-to-date contact details for 2023 and to confirm they are happy to continue in the role.

Recently recruited HLRs

Anne Davis, who is a CA member and has sailed extensively in the south west, is

joining us to cover **Plymouth to Fowey**.

Gian Romero grew up on **San Cristobal** island in the Galapagos and is involved with the sailing in that part of the world. I'm sure he will be useful for CA members crossing the Pacific.

Augustin Buenafuente is based in **Gran Canaria**. Another sailor, he is involved with assisting other sailing associations' members. At the same time he is happy to just share a glass of wine with any CA members sailing in that part of the world.

Denise Simpson is our first HLR in the **Dominican Republic**, an area which has

become much safer over recent years for sailors. Again she is involved with local sailing services.

Closer to home, **Andrew Halcrow** is from the **Shetland Islands** and has provided invaluable information on sailing in these waters for CM

Patricia Perraud, who only joined late last year, has already been assisting CA member Michael Bennett. She is based in **North Brittany**. Michael's report is below.

Caroline Milmo, Chair HLRs Group
HLRchair@theca.org.uk

How my membership of the CA helped when I needed help most

In 2019 I bought a Freedom 35, *Pasha*, moored in Guernsey, after her previous owner had died a couple of years before, and had began restoring her. In March 2020, at very short notice, the Guernsey government decided to lock down the island. I managed to get out on the very last ferry.

It wasn't until August 2021 that I managed to persuade the Guernsey authorities that I could return to my boat, if I left in her the following day. After an uneventful passage I arrived in St Helier and after a brief stay on a visitors' pontoon I found an alternative in St Aubin, a drying mooring, which was ideal as each month I had at least a week during neaps when the tide did not reach the boat.

I spent a happy and fruitful year there, and then the mooring owner requested I vacate it for his own use. I arranged to leave at the end of September 2022, and booked a winter berth in Pontrieux, France. But a week before my departure I had a recurrence of severe back pain; after two hospital visits I was prescribed powerful painkillers and rest. I was incapacitated, disorientated and spent a lot of time in my bunk.

I notified Pontrieux of my situation, and the HM suggested that someone local could come from Pontrieux to lend

assistance during the crossing, which was most welcome. It was not until mid-October that my French crew, Jean Marion, and I finally left Jersey heading for France.

I was confined to my bunk, leaving navigation in Jean's safe hands, when, nearing the French coast, the engine stopped. I managed to get up and between us we restarted the engine, but after a few minutes it stopped again and resisted our efforts to restart. There was not a breath of wind and, as Jean pointed out, we were close to the mouth of the river and at the mercy of a four-knot tide pushing us towards hazards.

I asked Jean to call the emergency services, who were quickly on the scene and towed us into Lézardrieux. This, unlike the UK's RNLI, cost €2550, which my insurance paid without quibble. I returned to the UK and had an immediate specialist consultation and scans, which confirmed my spinal problems exacerbated by a total loss of balance.

During my enforced absence I still needed to move my boat up from Lézardrieux to Pontrieux. I emailed the CA explaining my position, and Caroline Milmo responded with details of CA contacts in the area who might be of assistance. The closest to my boat, Patricia Perraud in Port D'Armor, immediately contacted the harbour masters of Lézardrieux and Pontrieux, and also Jean Marion who wanted to be a part of the move. As *Cruising* goes to press, only the final details remain to be arranged. This I know would not have been possible without the assistance of Patricia Perraud and the good offices of the CA. My heartfelt thanks to you all, an amazing organisation.

Michael Bennett

St Aubin, Jersey. Photo: Jeffrey Speller





Left, fine dining at Royal Sydney Yacht Squadron. Right, the Gillies Trophy, awarded at the NSW lunch for memorable moments. Below, members assemble at Dicky Beach Surf Club



ANTIPODEAN

Life is finally returning to a pre-Covid "normal", with members returning from their yachts in the Mediterranean and able to meet freely at home. There are reports below from two meets held in Australia, sent in by their organisers:

Queensland: Report from Suzie Roots

At last, CA members on the Sunshine Coast were able to gather for a very happy pre-Christmas lunch at Dicky Beach Surf Club at the end of November 2022. Those present currently have their boats in three different Mediterranean countries, so there was much chatter about sailing within the third-world country rules (Schengen). Although Aussies have always been subjected to these constraints, it was interesting and useful to exchange recent experiences and future plans.

The group comprised: Annie and Peter Fraser, Robin and Suzie Roots, David and Jan Brunt, Andy Doughty, Jane Jarratt, Ian Thompson, Sally Beinssen and Fiona Fuller (a Watch Leader on the Tall Ship *South Passage* and soon to become a CA member). During the day we discovered that two couples have recently tied the marital knot, so congratulations to Andy & Jane, and Ian & Sally. Fair winds to all, especially those sailors making their way across the Pacific to Australia; arrivals dried up in Covid times, but hopefully we shall see more boats in 2023.



Future: A lunchtime meet is planned for 18 March 2023 at Caloundra Power Boat Club. Further details will be sent out during the weeks prior to this.

New South Wales: report from Paul Hardcastle

Thanks all for coming along to our 2022 CA Christmas meetup at RSY (Royal Sydney Yacht Squadron) on 4 December, and thanks to Terry and Julie for hosting us again at this fine venue.

A great turnout with many stories of another successful Med sailing season, many miles sailed and interesting places visited and safe journeys. New members Seamus & Sandy Campbell were keen to join us, but unfortunately sent their apologies due to last-minute commitments and returning to Montenegro. Apologies were also received from Dean & Jan Gillies who spent many months this year sailing in the Med from Almerimar in the west to the island of Leros via Sardinia, Sicily, Malta, Calabria, Basilicata and Apulia before arriving in Ionian Greece in June and cruising the Ionian as far as Kalamata. August found them sailing south to Crete via Kythera and Antikythera arriving in the Dodecanese in September.

As is usual, at the RSY it's always a fine menu with QR code ordering now direct from the table. During and after lunch, some tales of the seasons' sailing stories were shared and the Gillies Trophy (Awarded for Most Memorable Moments) was awarded from the following:

- Julie Clarke – the octopus that didn't get away!
- Jillian Conroy – Fireworks display in Agropoli – Move now! (or you'll go up with them).
- Colin McKeith – Phone in the drink and propeller shaft of bowthruster fixed by diver in a few minutes.

Other members' travels:

- Terry & Julie spent three months cruising the Ionian interspersed with trips to Germany for opera/concerts.
- Denis & Julie sailed from Preveza, Greece to spend three months in Croatia and a week in Montenegro before returning to Preveza
- John and Jillian sailed Italy and Greece, having obtained a 12-month visa from the Greek embassy before leaving Australia.
- Colin and Deborah sailed the Dodecanese islands, having come across from Marmaris, Turkey
- Michael Martin sailed his new Hanse from the Baltic factory in northern Germany to Portugal. Michael and Lana will continue south into the Med in 2023 with future plans to do the Atlantic ARC.
- La Rochelle's Amel boatyard will be having a visit from happy customer Greg, with the commissioning of his new yacht in April 2023.
- Graham and Caroline sailed locally in Sydney the year round and plan to travel to the Med in 2023.

Future: Suggestions for dates for the 2023 meetups were discussed with tentative dates and proposed areas as follows for 2023: RPAYC (Pittwater) – Sunday 2 April; RSY – Sunday 3 December. Please email Paul if you are able to attend, at hph501@gmail.com

Sandy Duker, Acting Section Secretary.
bluewatersec@gmail.com

Keith Mann receives the Brittain Cup from Mike Golding



A well deserved award

At the Flag Officers' Lunch on 21st January, **Keith and Åsa Mann** were jointly awarded the **Brittain Cup**, this year presented by Mike Golding, for the most valuable contribution to knowledge of a cruising area.

In 2011 Keith and Åsa took over as compilers of the Baltic Layup Directory, producing a new edition every year (13 editions in total). In addition to including entries and updates from members, websites of all existing entries have to be checked to ensure that there have been no changes. With around 130 locations spread over nine countries, this is a considerable task. The Directory is a valuable source of information for members seeking somewhere to overwinter and is also used extensively by members wanting to leave a boat for a short time in summer.

Keith, assisted by Åsa, also produces Information Documents covering *Traffic Separation Zones*, *Firing Ranges* and *Search and Rescue in the Baltic Sea*. Åsa has been a major contributor to documents concerning weather and weather forecast broadcasts, Swedish language and the *CA Cruising Guide to Sweden*. She organised and was the main presenter at the Section's Sweden Information Day in 2018. Keith presents on overwintering at the annual Baltic Seminar.

Having a Swedish member of the Committee has been of enormous benefit to the Section. At a time when ProMarina was taking over many of the Swedish yacht harbours, Åsa negotiated an excellent discount for CA members. That is only one of the many things she has managed to achieve on our behalf.



Photo: Helen Gould

Looking back

Baltic Party – 22 January

After a gap of two years, the Baltic Party returned, giving members an opportunity to meet up again with friends made at previous Baltic events. We were also able to welcome several members who had joined the CA and Baltic Section recently, with a particularly warm welcome to Judy Lomax, well-known author of the RCCPF/Imray pilot to Norway.

As the Party has taken on the role of the Rallies Reunion we raised the flags of 15 of the Baltic Rallies from the Millennium Rally onwards. Commemorative plaques from the 2022 CNH Memorial Rally were presented.

The afternoon ended with some entertainment. Jonty Howard – with memories of Brian Hammett – gave us a weather forecast, probably just as credible as those from the current forecasters but far more amusing; Patricia Cooper risked it all with the tale of the snake who hissed in various pits – the audience listening intently in the hope of a slip of the tongue? The event rounded off with the Baltic anthem *Playing with Boats in the Baltic*.

Baltic Seminar, 18 February

A well-attended event when members planning to visit the Baltic for the first time, or explore further, were able to benefit from the knowledge and advice willingly given by experienced Baltic sailors. The day ended with a relaxed meal and a chance to chat informally between attendees and the members of Team Baltic.

Still to come

Saturday 11 March – Iceland, Greenland, Faroe Islands Information Day 1100 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 the CA's Assembly Room, this is the day for you. Presenters, Michael Henderson and Helen Gould, authors of the CA Cruising Guide to the area. Admission: CA Members £10, Non members £25.

2023 CA Baltic Rally

This year's Rally will be in the Finnish Åland Islands. Registration forms have been circulated or can be downloaded from the website. Numbers will be strictly limited so early booking is advised. When the Rally is full there will be a waiting list in case anyone has to drop out. 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 – all subject to weather conditions.

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



Members enjoy the Baltic party under the flags of 15 different Baltic rallies



Right, the Arzal lock under repair.
Photo Nick Sexton



BISCAY

A warm welcome to all the members who have joined the Biscay section recently. By the time you read this the new sailing season will be just getting under way, so our theme is "planning your 2023 season in Biscay" with hopefully some useful information to consider. If you are considering cruising in Biscay or just passing through, it is worth joining the section to stay up to date and meet fellow members

Judith and Mark Grimwade have made the very difficult decision to sell *Wizard of Paget*, the classic boat that they poured years of their life into restoring and saving. Consequently, Judith wants to step back from running the Biscay Section. The Section owes a massive debt of gratitude to Judith: without her enthusiasm, energy and commitment we wouldn't be where we are today. For three years while CA President, Judith continued to run the section and organised a very successful three day rally on Ile d'Yeu, and in her spare time was Almanac editor for Atlantic France. For the time being Judith will continue to lead, supported by "Team Biscay".

News from the area

Orcas are an issue for our section and have been sighted as far north as Brest, with one incident only 90M south of the Scillies. The CA has taken a leading position, so please take a look at the excellent work by RATS at www.theca.org.uk/orcas. You can help by reporting orca interactions and uneventful passages from the same page..

The large **windfarm on the Banc du Guèrande** was under construction last season with no navigation allowed, obstructing a direct passage from Piriac to Port Joinville. The windfarm is now

complete and was opened by President Macron. Navigation is permitted in the windfarm, with these restrictions: vessel must have AIS; maximum LOA 25m, speed limit 12kt, approach no closer than 50m from towers and 200m from electric substation; anchoring prohibited except in emergency. The towers are on a 1km grid. Many more windfarms are planned.

The drought in France last season caused significant disruption to those who keep their boats on the river Vilaine. River levels were unaffected but the **Arzal lock** was closed for significant periods of time. There is a €14m project to place an "air lock" in the lock to reduce the amount of salt water entering the river. The lock was closed from January to mid February this year for preliminary works and will be closed in 2024 at a similar time.

Biscay is a very popular cruising area and there are many **festivals and events**, which you may want to join or avoid like the plague. For the first time we are putting together a master list which is posted on the Biscay section web page at www.theca.org.uk/sections/biscay; the list may not be complete, so if you come across a rally or event please put a post on BiscayNet, ideally with a web link, and we will update the list.

For anyone planning to sail around the north and west coasts of Spain the **"Rias Rendez-vous" WhatsApp group**, which operated successfully last season, is open to existing and new members. It is a great way of keeping in touch with others sailing in the area, swapping notes, and making new friends. To join the WhatsApp group contact Barbara Sumner, whose details are in the CA directory or Yearbook.

As a reminder the **Schengen ports of entry** for Biscay Section are Brest, Lorient, Nantes, Les Sables d'Olonne, La Rochelle, Pasaia/Pasajes, Bilbao, Santander, Gijón, Avilés, Ferrol, A Coruña, Vigo, and all

Hadley, 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.

We are delighted to welcome new volunteers and organisers in **Biscay, Essex, Solent and Wessex** sections.



ports in Portugal. There may be local arrangements for passport stamping, so please check with the port before arrival.

If you have news or items of interest to members, particularly for Spain and Portugal please post on BiscayNet or send an email to biscay@theca.org.uk for inclusion in the Newsletter or *Cruising*.

Meeting up

Judith has been a key ambassador for the CA and the Section, tapping on hulls and saying hello. "Team Biscay" will try to emulate this, so please wear your CA burgee and we will find you. If you see the membership flag (*pictured*) flying on another boat, it means welcome on board, so come and say hello.



Crossing Biscay, Saturday 18 March.

After the restrictions of Covid, more members are looking to cruise further, to the Mediterranean or Northern Spain. We look forward to welcoming back Dr Andrew Eccleston who will explore sources of weather information and routing as well as CA members who will share their crossing Biscay experiences and the latest on the orca situation. CA House, please book online.

Fitting-Out Supper, La Cale Sèche, Arzal, May 13 Debbie and Nick Sexton have volunteered to organise the first formal social event of the season.

Pornic Rally 14-15 June Rex Frost has volunteered to organise a two-day rally in Pornic. This is the first time that the Section has rallied in Pornic, just south of the Loire. It is a delightful town, close to beaches and restaurants to sample and it has fantastic ice-cream.

Team Biscay
biscay@theca.org.uk

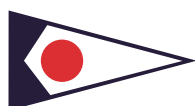


SECTION UPDATES

South West, and **Thames Valley** sections are still seeking volunteers and have no update in this issue. If you live or sail in these areas and would be willing to help out, contact Alison



Above left, Serendipity leaving Las Palmas, Grand Canaria on 6 January, by John Morris. Above right, another Serendipity, goose-winged in heavy swell, by David Caukill



BLUE WATER

We would like to welcome all new members who have joined this section since Christmas. With another sailing year well and truly under way we see Blue Water members sailing in all corners of the world and others beginning to plan their first ocean crossing – fair winds and safe sailing to you all.

Atlantic crossing

Forty-four CA yachts joined the 2022/23 Atlantic Crossing (email) Group and at the time of writing (late January) at least 30 are known to have arrived safely at various islands in the Caribbean, with six at sea and others making a later departure. The WhatsApp group which was set up at the beginning of the email group in June has been very busy, with 38 participants, some much more active than others. It was used to exchange information during the members' journeys towards the Canaries, and on arrival there, on many and varied topics. This covered orca activity, marinas, price of fuel, where to buy pilot books and even Marmite! Members are now

scattered over nearly all the Caribbean islands, also bumping into other CA members from previous crossing years, and still using the app to keep in touch.

One of the pictures sent in was of the famous Bitter End YC, Virgin Gorda, BVIs, which was completely destroyed by hurricane Irma in 2017, and it was super to see that it is back to its former glory; it was rebuilt after salvaging what they could and helped by the support of the world sailing community.

At least seven of the yachts are cramming in as much sailing in the Caribbean as they can because they are on an Atlantic Circuit "year out" and will leave again in May/June returning to Europe/UK: others are due to disperse in various directions during the upcoming hurricane season.

Pacific sailing

Most yachts in the Pacific have holed up in New Zealand for the cyclone season although some will be staying among the Pacific islands as it was proved during Covid and the closing of Australia and New Zealand that it was possible, with a very careful eye to the weather forecasts, to stay.

Wherever you are sailing don't forget to say "Hi" to our HLRs and help to keep their enthusiasm fresh. If you come across somebody who you think might make a good HLR, ask their permission to put them forward and send details of who they are, their email address and the area they can cover to us or Caroline Milmo, HLR Chair, hlrchair@theca.org.uk.

Nine CA members' yachts are already signed up to join the 23/24 Atlantic Crossers list, and if there are any more of you out there planning the trip who would like to be in touch with others going your way, email bluewatersec@gmail.com for details of how to join in.

Future events

Unfortunately the February seminar had to be cancelled because of lack of support. We hope to run the talks as individual webinars during late March and April, and also to run an all-day seminar during July – details to follow.

Sandy Duker
bluewatersec@gmail.com
Michael & Anne Hartshorn
nimue44@gmail.com



Left, Bitter End YC in the BVIs, now restored to its former glory. Photo by Justin Halewood. Right, the crews of Helacious (Brian & Helen Russell), Timeless Odyssey (Martyn & Veronica Morris), and Wychcraft (Nigel & Jo Snow) met up in Mindelo, Cape Verde. All are sailing independently. Photo, Jo Snow



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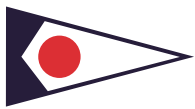
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CELTIC

The Celtic Section now has nearly 700 members, up from just over 300 five years ago, which just goes to show that CA members have good judgement and recognise this as a superb cruising ground. Clearly members are increasingly thinking of a cruise around our own coast, and I can only say that you are thinking on the right lines.

The Celtic area covers all of Ireland and the West Coast of Scotland, not to mention the stunning scenery of Cornwall, Wales and the English Lake District on the way. Although Orkney and Shetland are not strictly in the Celtic Area, the Celtic Section has "adopted" them and they form a fascinating cruising area in their own right. Orkney is only 20 miles offshore but has a fascinating history from the Neolithic and Viking periods to WW1 and WW2. Shetland is 100 miles offshore and by the time you get to Out Stack (the extreme north) you are 60 miles north of Oslo.



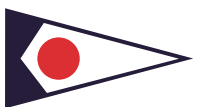
Costs are generally lower, often much lower than the South Coast. Last year we spent five nights in Yarmouth, IoW; the cost for our 12.5m boat was £54/night plus electricity. A night in Tobermory (possibly the most visited harbour on the West Coast, outside the Clyde) is £37.50/night *including* electricity, and there are hundreds of sheltered anchorages in stunning scenery which cost nothing.

Alan has been through all the CAPTAIN'S MATE entries for Scotland over the winter to remove duplication and any redundant material and so the CM reports will be even better for 2023. I am pleased to say that there have been a wealth of useful photos added to Celtic cruising reports but there are still many locations without

any photos. If you do visit such a location, please consider whether a photo would be useful and add one via CAPTAIN'S MATE if you can. Photos, like Cruising Reports, should add something to what is already there, so please do look at existing reports first. It can be helpful, though, to confirm previous assessments of the place e.g. "The Mishnish still does a decent pint."

If you have any questions, the Celtic Forum is a great place to ask questions and if that doesn't work, drop a line to celtic@theca.org.uk and Alan or I will try and give you an answer.

Derek Lumb & Alan Kohler
celtic@theca.org.uk



CHANNEL

A briefing for members during a summer rally

Summer events

Channel Rally/Cruise-In-Company

For summer 2023 we are again planning a rally to cross the Channel. The plan is for two flotillas to assemble, one in the Solent and one in the West country. They will cruise in company and sail across the Channel to meet up in France and the Channel Islands. For those crossing the Channel for the first time this is an ideal opportunity to achieve this passage with the support and advice of others. For those who have crossed before it is, once again, a chance to cruise and socialise with friends old and new.

At the time of going to press the final details have not yet been confirmed. However, the Solent flotilla draft plan is to assemble in Yarmouth on 11th June and sail to Poole, Cherbourg, St Peter Port and Carteret. The West country flotilla draft plan is to assemble in Plymouth on

13th June and sail to Salcombe before crossing to join the Solent flotilla in St Peter Port and then Carteret.

We are planning the usual activities of pontoon drinks, dinners, visits, barbecues and walks etc. to keep us all entertained and enjoying not just the sailing but also the socialising.

To find out more about the rally and book, visit www.theca.org.uk/channel-rally-2023.

Plymouth Fireworks Rally

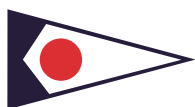
In 2021 and 2022 we held popular short rallies in Plymouth to see the two days of British Fireworks Championship displays. We are planning something similar for 2023 but at the time of going to press the dates have not been confirmed. Please look out for further announcements on the Channel Section of the web site and Channel newsletters.



Checking in & out of France

As I am sure you will be aware from other communications, 2023 will see further changes to the process for checking in and out of France although the introduction of EES is now delayed again. We have been working hard to influence how the new rules are implemented for pleasure boats, without much success so far, but continue to do so. Please share your experiences of the processes via CAPTAIN'S MATE and the CA Channel Forum, where we will establish a dedicated thread; and we will do our best to share this information for all members.

Bob & Sue Garrett
channel@theca.org.uk



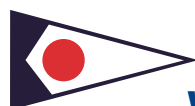
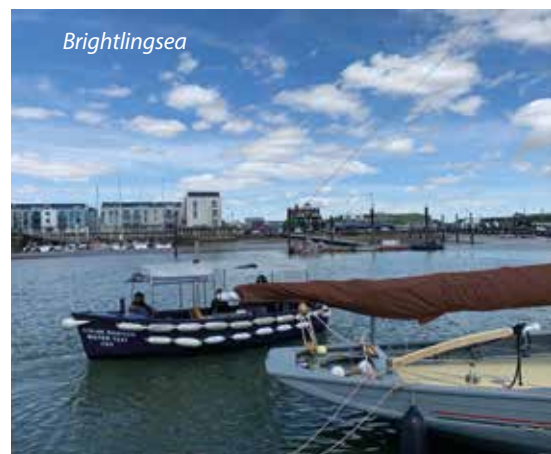
ESSEX

Following the relaunch meeting last October, we have got together a small committee to start organising 2023 events. We don't yet have an official Section Secretary but are planning to hold an evening talk in May, probably in Rettendon, and a rally in July.

Weekend Rally to Brightlingsea 15-16 July

Provisional arrangements have been made for mooring and a meal at the Colne Yacht Club. High water is around noon.

We will email Essex section members when booking details are confirmed. See opposite page for how to join the Section if you have not already done so..



EUROPEAN INLAND WATERWAYS

At or around the time that this issue of *Cruising* drops through the letterbox we will be holding the first section seminar since the Covid era. There will be a full report in the June issue. Meanwhile, a very successful online quiz has been held, organised and hosted by section member Lloyd Rogers.

Section members excelled at the annual awards ceremony, the Flag Officers' Lunch. Gordon Knight was awarded the appropriately named Knight Cup, which has been rebadged, and is awarded for authorship of a major body of work published by the CA in any written format. It is not awarded in all years.

Judy Evans was awarded the Dussek Plate for the most valuable collection of forum posts. Judy's postings on applying for the French Long Stay Visa have been an invaluable source of information readily offered. If this looks a little incestuous I would point out that the awards are made by the Flag Officers though I did heartily endorse their decision. I offer my congratulations to both for their well deserved prizes.

The Fid was awarded to the EIWS secretary for the best article on cruising matters.

Publications

New and updated, full-colour print and digital editions of the six main EIWS inland waterways cruising guides, *Cruising the Inland Waterways of France and Belgium*; *Through France via the Inland Waterways*;



Through the Netherlands via the Standing Mast Routes; *50 Great Cruising Routes in the Netherlands*; *Cruising the River Moselle/Mosel* and *The German Rhine*, were published just before Christmas. All the new editions reflect the updates that have been kindly posted by EIWS members cruising the inland waterways during 2022. Members using the digital editions of the guides, which contain hyperlinks to cruising reports on the CA website, can click straight through to the relevant reports to access the most up-to-date info on mooring locations.

In addition, the 16 full-colour guides to moorings on French inland waterways, produced and edited by EIWS member Gordon Knight, have been re-edited and updated as EIWS publications and are also available in both printed and digital editions. Currently these cover the *Canal du Centre*; *Canal du Loing and Canal de Briare*; *Canal entre Champagne et Bourgogne*; *Canal Latéral à la Loire*; *Canal Latéral à la Marne*; *the River Marne*; *the Upper Moselle*; *Canal du Rhône au Rhin*; *Canals du Rhône au Rhin (Nord) and de Colmar*; *Canal de la Marne au Rhin (Est)*; *Canal de la Marne au Rhin (Ouest)*; *Petite Saône*; *Canal de la Sarre and River Saar*; *Canal de l'Aisne à la Marne*, *Canal de l'Oise à l'Aisne* and *Canal Latéral à l'Aisne and River Aisne*.

All 22 publications can be downloaded in digital format free of charge by members from the CA's online shop at www.theca.org.

www.theca.org/catalog/735. Members who prefer cruising information in a printed form can buy all the guides from the print-on-demand publishers Lulu at www.lulu.com/spotlight/ca_european_inland_waterways.

The year ahead

Last year we took our Southerly 115, *Pluto*, across the Channel to the builders to have the lifting keel refurbished. (It wasn't lifting) This year it is our intention to sail back and have the mast removed in Calais before we go inland to explore the waterways of Belgium. One of the topics at the March seminar is Communication, and we look forward to being in touch with as many members as possible in our travels. It should go without saying, but we welcome any members on board for refreshment and general badinage. The Friends facility on Captain's Mate should enable all members to find each other and contact them easily. Also, I enjoy hearing from members about what they are doing, trials and tribulations, interesting experience, anything that adds to the experience and fraternity of the inland waterways. The big question obviously relates to the weather this year: whether there will be sufficient water in some of the canals, and whether the heat will encourage massive weed growth.

Jules Dussek
eiws@theca.org.uk

QE2 sailing out of Southampton Water.
Photo: Jim Champion/Wikimedia



Looking back

Our Winter Warmer series of talks have been well attended and members and Section Secretaries are getting used to booking by Eventbrite. The Dog and Bear Hotel staff, despite being short handed, have coped well, providing enjoyable meals before our talks.

On **10 November 2022, Adam Taylor** took us on a journey through time as we discovered some of the known and lesser known defences of the Swale Channel. We also learnt that there was a 5.6-mile barrier across the Thames from Minster on the Isle of Sheppey to Shoeburyness on the Essex coast, supported by floating pontoons, to protect London from enemy attack by ships. We heard about Queenborough castle, the Swale Indicator Loop and Grain Tower battery, also about the barrier which was extended across the mouth of the Swale at Harty and could be raised and lowered to prevent submarine access, something we wouldn't think was necessary now due to the shallowness of the water at that site. This was an enjoyable and educational evening enjoyed by all.

Our **December** talk was Engaging with the wild world of the tidal Medway by **Tanya Ferry**. On a frosty evening we met at the Dog and Bear Hotel Lenham to hear about the work of the Living River Foundation from Tanya. She and her husband Richard are co-founders of this charity, which was established to monitor and raise awareness, to protect and improve the Medway and Thames rivers up to Richmond. We saw how their work involves using a manta trawl to sample the waters and collect microplastics in partnership with Brunel University. They organise shoreline litter picks and marina cleans in the Medway and they run educational and craft workshops.

Our first meeting of the New Year was on **Thursday 12 January** and was given by CA member **Roger Clark** who exhibited his Westerly Fulmar *Concerto* at the Southampton Boat Show in 2021. He gave us a behind-the-scenes look at the Show and all the preparations required. It was interesting to hear about his experiences mooring up and departing

the marina, the atmosphere on the site at different times of day, and the work by the organisers and teams to make it all happen.

On **9 February Cindy Parker from Wilkinsons Sails** gave us an amusing and informative talk which prompted a lot of discussion among attendees.. She described how she started sailing and repairing sails and eventually took over Wilkinsons Sails in the 1980's. She showed us many examples of sail failures, some terminal, and gave advice on which to worry about and how to do a quick repair to get home.

Forthcoming talks

Thursday 9 March The Last Master of the QE2 by Captain Ian McNaught. 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

Make the most of the Sections

As a CA member, you can **join as many Sections as you like** – where you live or sail, or where you may be thinking about sailing in the future.

To join a Section, simply go to the CA website, log in, and register on the Section's home page or contact the Section Secretaries. Their emails are also at the foot of their Section reports in *Cruising*.

Section Secretaries are always delighted to hear from new members and to welcome more people to their events.

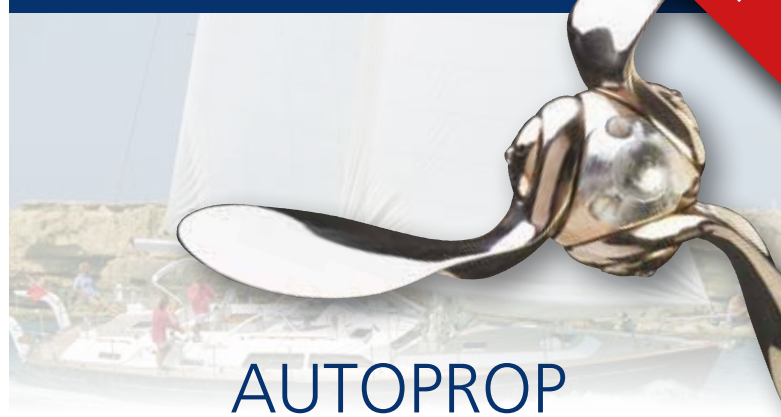
You don't have to be a member of a Section to attend its events. **All CA members are always welcome**, and welcome to take guests along, too.

For more information about the areas you are interested in, the latest Section newsletters are available on the CA website. You can also read up-to-date information about events in sections, at CA House or broadcast online events, plus gatherings and rallies outside the UK.

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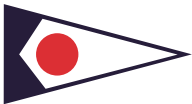
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Above and below, section members enjoy the 2023 "Not the Boat Show party" at CA House on 11 January



MEDITERRANEAN

Looking back

The Med section is famous for its partying and 2023 got off to a great start despite the weather, train strikes and other sundry annoyances with the "Not the Boat Show Party" held at CA House on 11 January. This year we held an informal dinner with no speeches and a noisy and cheery time was had by all. One member brought a guest who was so impressed he joined the CA there and then! As ever, many thanks to Ania and her galley team who put on a splendid meal.

Members are now planning this season's adventures in the Med and we are putting on some events to help. On 16 February we had a section Zoom meeting to exchange ideas on how best to source chandlery since the UK has left the EU, as importing from the UK to a Mediterranean-based boat is both expensive and liable to delays. People shared contact details for chandleries in the EU which they have found helpful,

and these are now available to everyone on Mednet.

Future events

Monday, 13 March – talk by David Pocock entitled **Lithium batteries – best thing since sliced bread or expensive folly?** This will be on Zoom and open to all CA members.

Saturday 25 and Sunday 26 March – Mediterranean section seminar weekend.

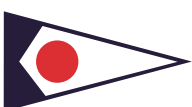
Saturday's sessions focus on preparing for the Med, sources of help like our HLR network and CAptain's Mate, first aid, weather, engines and anchors. Sunday is all about the different cruising areas, with short presentations in the morning and information tables for one-to-one talks in the afternoon. This is open to any CA member wanting to know more about the Med or already there. It will be held at CA House, and following the event, some of the presentations will be available on the CA website.

Summer rallies

We also have two rallies planned, one in June in the Greek Dodecanese islands and the other in Turkey along the Lycian coast. Details of both are on MedNet. They are proving popular with members already and there is the possibility of more being arranged shortly.

The Med section is really gearing up for a fun-packed summer season.

Sarah Stevens, Keith Pettican & Peggie Manton, med@theca.org.uk



CA LONDON

By the time you receive this issue of *Cruising* there should still be two talks left in the spring season, both at CA House or online. Please book via the website.

Wednesday 22 March

The adventures of *Missy Bear*, Richard Crooks and Alix Titley

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 & 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.

Alison & John Hadley
calondon@theca.org.uk



Recent Events

Christmas Social, 16 December.

Despite delays caused by an accident on the M27 and with a turnout that fitted well in to the smaller dining-room at the Royal Southern, 26 members enjoyed an excellent Christmas meal. Secret Santas of all types and sizes followed and the evening was rounded off with hearty singing of carols with Liz and Dennis Knight on their guitars.

Sam Steele on CAptain's Mate, 20

January. Forty-two members enjoyed this excellent presentation which opened the eyes of many of us and showed us just how versatile the app can be. The taboo of playing on your mobile phone

during a lecture was well and truly broken when this large gathering of members produced a plethora of phones, tablets and laptops to join Sam Steele in exploring the latest version of the award-winning CAptain's Mate app. We were told how information on locations of cruising interest are collated by a team of enthusiastic editors to produce the new version. Where the app really comes into its own is the ease with which members can add their own reports and photos, far faster than the publication times of printed almanacs. We were encouraged to look for entries for locations we know well, including home ports, but reminded that our reports should add value but not try to be travel blogs! Although downloading the initial app and data

is best via wifi, the app works very well with mobile data and is not too data-hungry. It even lets you find your friends, showing where other members' boats are if you enable the location permissions, or to enjoy splendid isolation if you prefer. Altogether a fascinating and very worthwhile evening.

John Langham-Brown

Looking ahead

Friday 17 March, Supper and Talk – speaker and details to be confirmed

Saturday 22 April, Fitting Out Supper at the Royal Southern YC

Tim & Liz Dodwell
solent@theca.org.uk

Where Solent members travelled last summer



From left, Nick Nottingham on the Île de Ré, James Yarrow in the Channel islands, and a pillbox and oyster beds in Brittany

We had a very successful meeting in November to share members' photos and tales of where they'd sailed last summer, but we were challenged to fit nine ten-minute programmes into one evening's programme. However, with most loaded onto the computer in advance and a warning buzzer system operating at nine minutes we managed to get them all shown.

Once supper was over and coffee was being served our business started with Tim introducing **Sue Gibson** and **Andy Johns** who have offered to take over as Section Secretaries, great news for us! Sue started the show with a short collection of photos of her favourite harbour – St Martin on the Île de Ré, north of the Gironde estuary, an idyllic spot.

We welcomed several new members including **Mark &**

Diana Glyde and **Roger & Diane Perry**, who shared snaps of a few of their favourite harbours by way of introduction.

Roddy Bowerman then showed the first of six presentations involving France, certainly the most popular country of the evening. He took us across Biscay where he described how disastrous it turned out to be trying to come to the aid of a Mayday when the French coastguards misunderstood his message about his failure to get back to the scene, and they then phoned his wife in the middle of the night to report that he had been lost overboard! Fortunately, he had just enough signal and power to phone her with reassurance. After this tale we enjoyed a wonderful trip to Gibraltar, Cartagena, on to Mallorca, ending with a great photo of sunrise over the Balearics. ➤



From left, Nick Nottingham in San Sebastian and under a rainbow; Tatihou "duck" and Breton cove by James Yarrow



Nick Nottingham in the Netherlands...



...with dolphins, and seeing orca damage



Steve & Cathy Lacey featured French festivals at St Vaast and Camaret with some beautiful craft including the restored Newfoundland fishing schooner *Marite* and an impressive photo of the Russian replica frigate *Shtandart* under sail.

James Yarrow covered much the same ground but included the Channel Isles before he eventually headed north to the Scillies, up the Irish Sea to Scotland. He featured some great pictures of birds as well as Dahouet, the Rance, and Les Écréhous. They also enjoyed the party when they managed to join the CA Channel Section Rally at Carteret. There were great pictures of pill boxes, the oyster beds and the amphibian duck at Tatihou off St Vaast.

Nick Nottingham gave a wonderful presentation as he took us on a real European tour of 2,200 nautical miles starting from Amsterdam in the Netherlands and then visiting Leiden and Kinderdijk. He continued all the way along the coast of France, across Biscay, to Portugal and Spain with photos of San Sebastian, Castro Urdiales and. Cedeira,

Several of us saw plenty of dolphins this year and above is Nick's prize photo. Another of the many wonderful photos that sticks in my mind is this interesting snap showing the recent hazard of damage to some boats from Orca whales as they approach the Mediterranean.

Our own French offering was based on the beautiful gaffers and other traditional boats we enjoyed at the Festivals at Brest, Douarnenez and L'Aberwrac'h.



At Brest we saw the three-masted replica *Etoile du Roy* (formerly *Grand Turk*), shown here with the French Navy's *Belle Poule* astern of her and also *La Recouvrance*, the Brest flagship. Then it was through the relatively tight gap in the Tas de Pois rocks en route to Douarnenez where we had the thrill of sailing with the tunnyman *Biche*, and the bisquine *Cancaise* with her eight lugsails. It's always exciting contributing to a spectacle by sailing round with these traditional craft.

In L'Aberwrac'h we had the thrill of admiring *Moonbeam of Fife* with her companion classic Fife yacht now having moved from the Med, and being kept and enjoyed by many at events in Brittany. The Russian *Shtandart* was in an interesting political position: we understand that she was only accepted

at the festival as long as she was showing no colours.

We also shared our photos of exploring five French rivers, including the Aulne to Chateaulin and the Blavet to Hennebont.

Iain Kidson took us back to the Netherlands where he found a twin catamaran to match their *Rainbow Catcher*. They went through some drama when the coupling to the stern gear failed. However, they had the good fortune to meet up with some really helpful people including the skipper of a fellow catamaran who happened to have just the right bolt on board. So, they travelled across the IJsselmeer to Enkhuizen, Friesland and Sneek, then down the mast-up route to Vlissingen. The flamingos at the Markerwael Bird Reserve were a thrill to see, but not so much the blue algae they encountered later.



Iain Kidson's flamingos and Stephen Morris at Etna

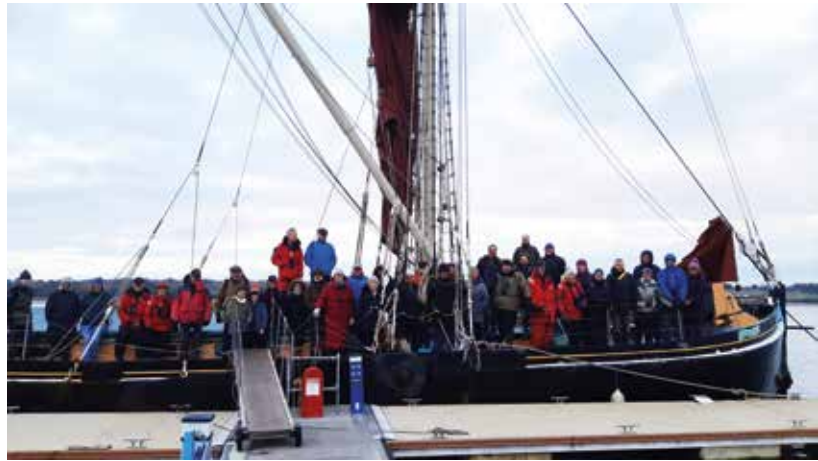
Our most distant cruise was with **Stephen Morris** who took us past the impressive smoking active volcanoes in southern Italy including Mt Etna, with a visit to some of the lava fields. Then on to Taormina followed by Syracuse, once the second most important city in the world. Leaving Polignano in Italy they sailed east across the Adriatic to the beauties of Croatia, especially enjoying the impressive amphitheatre at Pula.

It was a real shame we had to hurry through such lovely photos with tantalising tales to go with them. In fact, that was true of the whole evening, but our bullying worked as we managed to finish on the chime of ten o'clock, quite late enough with some of us perhaps rather envying the two families who had brought their boats round and were staying on board. It was a very successful evening when we all enjoyed the pleasure of sharing so many people's sailing adventures.

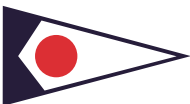
Liz Dodwell



Syracuse with Stephen Morris



Above left, The Tide Mill at Woodbridge will be a destination on the East Coast Rally
Photo Kathryn Deaton. Above right, the birdwatching trip on Victor, 19 November 2022



SUFFOLK

All our talks so far this season have concentrated on our East Coast cruising grounds, but spanning the times from the Black Death right up to the present day. The speakers are all experts in their various fields and have been very entertaining; see the reports below.

Looking forward, we still have some special talks to come this season, details below. Please book early, as tickets for the talks with a meal sell out early; 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 Winter Talks at the Royal Harwich YC where we meet.

Future events

For the latest information, and for booking, please visit the CA website, Suffolk Section.

Saturday 11 March 18:00 Pip Hare in Person, My Vendée Globe Journey - Past, Present and Future

A professional sailor for 30 years, Pip Hare moved into solo racing ten years ago. When she resolved to enter the 2020/21 Vendée Globe, she had no team, no boat, and no money. Vital support came from



crowdfunding, local sponsorship and a growing band of friends and volunteers. Displaying strong nerve and confidence, she chartered a 20-year-old boat for the race. Later she received decisive sponsorship from Medallia which made all the difference for her challenge.

Change of date Wednesday 22 March 11:00 Coastal Partnership East by Sharon Bleese

Learn about the Shoreline Management Plans for the Norfolk and Suffolk coast. How we are being protected against coastal erosion and flooding, and what the future holds for us.

Saturday 1 April 18:00 Near and Far, Four Short Talks and the Photographic Competition

Each year the topics covered at this popular event include anything which will inform and entertain with a nautical flavour. If you have a story to tell in just 20 minutes please contact the Suffolk Secretaries, we look forward to hearing from you. Also vote in the Annual Suffolk Photographic Competition.

Saturday 29 April to Monday 1 May East Coast Bank Holiday Rally

There will be a Passage "Race"; indoor "Pontoon Party"; outing to Woodbridge including guided visits covering the Sutton Hoo Replica Ship project, the Woodbridge Museum and the famous Tide Mill with its wheel turning for us. In the evening, enjoy the Art Exhibition and three-course informal dinner with after dinner speech by Paul Rodhouse, "The Galway Hooker".

Left, Pip Hare; photo Richard Langton.
Right, Garth Cooper's North Sea Passage Pilot

Past events

Birdwatching from Thames Sailing Barge Victor – 19 November 2022

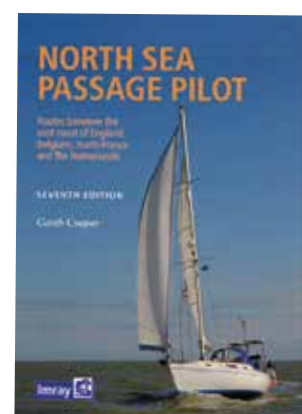
It started off a cold drizzly November day, but fortunately dried up when we set sail with Wes at the helm of Sailing Barge Victor. Mark Nowers was our onboard bird expert who entertained us with his vast knowledge of the local birdlife during our trip along the Orwell and Stour estuaries. Wes put up the barge sails for a run up the Stour so we could hear the bird noises, without the noisy engine.

Brent geese were to be seen everywhere, as well as many flocks of the small dunlin. Curlews, grebes, pintails, shelduck, teal, turnstones, wigeon and many more were identified. Returning we sailed close by the RRS *David Attenborough*, which was due to set off for Antarctica the next day. A greater northern diver was spotted and also a seal, just before the end of our five-hour trip.

Tim Daley

The new North Sea Passage Pilot by Garth Cooper – 19 November 2022

Brian Navin wrote the original 1987 North Sea Passage Pilot, and many subsequent editions, having sailed the passages

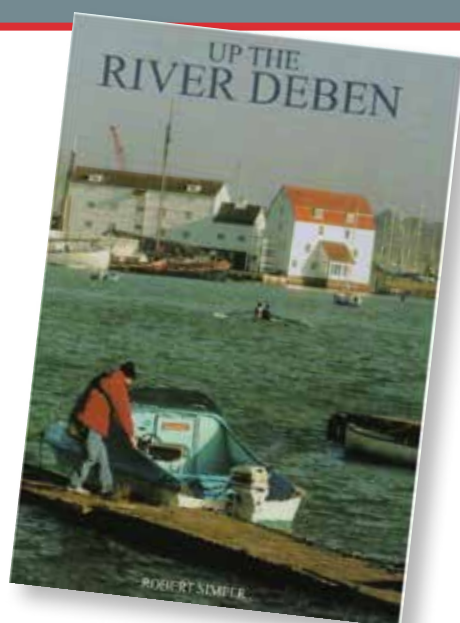


in an eight-metre yacht and later a Moody 33. Garth, also in a small yacht, has sailed revised routes avoiding the multitude of windfarms, Traffic Separation Schemes and gas platforms built since 1987. All is explained in the completely rewritten 2022, 7th edition, of the *NSPP* now authored by Garth, whom we know best as co-author of the *East Coast Pilot*. Garth supports the East Anglian Sailing Trust which takes blind sailors afloat.

Simon Harrison

The River Deben, its History, and its People by Robert Simper, 8 December

The Simpers, a well-known family in East Suffolk, have many trades and talents. Robert started his fascinating and well-illustrated talk by describing the upper reaches of the river Deben. Very gradually, the small stream becomes deeper and only properly navigable at Melton. Between Debenham and Melton, there were many small corn watermills servicing the local



Valerie Sadler and Colin Iskander

The CA is sad to report the recent deaths of two former Suffolk Section secretaries.

Valerie Sadler, 1938-2022

With her husband David, to whom she was married for 61 years, Valerie volunteered for many years with the Suffolk Section. In 2010 they took on the joint secretary role with the Iskanders (below) and all four were awarded the Laver Sextant for their work. Valerie had a history degree, and worked in chemistry, later moving to teach children with learning disabilities.

When Valerie and David married, she promised to “love, honour and come sailing”. In 1973 they were able to buy a boat, *White Wytch*, a Guy Thomson T27, built for them in Burnham-on-Crouch and launched one day before VAT came into force. She was fast, low and wet. Sprayhoods had not been invented then. With three children under the age of 10, they sailed to Poole and back and across the North Sea to the Netherlands several times, as well as getting to know the creeks and rivers of the Thames Estuary from their mooring close to Pin Mill.

The CA Handbook was their guide and they joined the CA in 1977. Valerie and David lived in the Midlands, had short holidays, were building careers and bringing up a young family, so there was no opportunity for more active participation.

In 1980 they moved to Hertfordshire and were able to get to Ivory House, then the CA's headquarters, for occasional

events. Around this time they bought the Contessa 32 *Raffaella* (coincidentally designed by a different David Sadler), continuing to enjoy visits to the Netherlands, but also going down to the Channel Islands with the latest version of the CA Handbook on board.

Eventually the desire for home comforts aboard proved too strong and they bought the Rustler 36 *Spirit of Rosinis*: seaworthy, comfortable at sea, with central heating, hot water, a shower and a sprayhood. By 2002 when David and Valerie were able to give up work, they ventured further afield, visiting Brittany as well as spending time in local waters. They also became more active in the CA.

After retirement Valerie took up bellringing and Scottish country dancing. Her friend Elspeth Iskander described her as “a very private person... none kinder or more loving, and a brilliant friend.” Her funeral was held on January 6.

Colin Iskander, 1935-2023

Colin, a retired GP, was Section Secretary with his wife Elspeth from 2001 to 2020 and also served as a vice president of the CA. Under Colin and Elspeth's leadership, together with the Sadlers, the Suffolk programme grew from Saturday evening talks on cruising adventures at the Royal Harwich to a wide range of maritime topics plus daytime events and an annual rally. They sailed *Scarba*, a Nicholson 35. A celebration of Colin's life will be held at Chelmsford Cathedral on 23 March 2023 at 1pm and a full obituary will be published in June's *Cruising* magazine.



Far left, Valerie navigating; left, Colin celebrating the completion of a round-Britain trip. Right, Colin, Elspeth, David and Valerie with mementos of the Laver Sextant, awarded for services to the sections, in 2011.



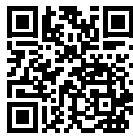
Simon Mullett spoke entertainingly on Felixstowe Docks. Photo, Ian Feavers



farms. Woodbridge was the centre for boat yards variously involved in barge work, yacht building and maintenance. Further downstream, Methersgate quay was an example of the importance of small quays from which locally harvested agricultural produce could be collected and for landing farmyard manure. The presence of septaria in the local clay made the village of Waldringfield one of England's most important centres for cement production for 20 years from the 1870s.

Bram van der Have

Bram's full report is a good read: first log in as a member to the CA website, then open this QR code with your smart phone or tablet.



We shall be visiting the Tide Mill at Woodbridge, the Museum and the Long Shed, where the Saxon Ship is being built, for the East Coast Spring Rally outing on Sunday 30 April, see above.

Felixstowe Docks by Simon Mullett – 14 January

A sell-out audience was treated to an engaging and highly entertaining talk on the Port of Felixstowe given by Simon Mullett, its Chief Finance Officer. As a keen East Coast sailor, Simon started by introducing himself with some anecdotes from his recent sailing trips, including a rare sighting of Albert (surname "Ross"), the albatross off Flamborough Head. Continuing with the main theme of the evening, he showed a short video that provided insight into the importance of the port and its competitive position, before presenting the history from its foundation in 1875, as the Felixstowe Railway and Pier Company, to the present day with the development of berths eight and nine, which enable the port to handle the world's largest container vessels. The talk marked developments

at Felixstowe in the context of local and world events such as world wars, the summer of love, and even the existence of the Chippendales. Simon concluded by demonstrating some of the equipment used by today's stevedores with the able support of his two sons. Judging from the range of, and depth of, questions raised during a lively discussion, the audience had thoroughly enjoyed the informative and entertaining evening.

Ian Feavers

Simon and Georgette Harrison
for the Suffolk Committee
suffolk@theca.org.uk



We took over as Section Secretaries in December and, have been busy working to encourage CA members living locally to join the Section and encourage their participation. Over 30 new members have joined the Section recently, and the hatch remains very much open!

The first meeting of 2023 was our "Near and Far," with a good turnout despite the freezing weather, and 10 CA members who had not been to a Wessex Event before. The outgoing Secretaries, Michael Prewett and Chris Jackson, were thanked by the former leader of CA Wessex, David Hailes, for their dedication to running the Section over the last six years and presented with gifts.

Following the traditional format of our "Near and Far" event, three entertaining short presentations were given by members of the Section – Paul Kelly, Paul and Sally Weston (new Section members), and Steve and Cathy Lacey who are long-standing Section members. There was a French theme, covering Baie

Living the dream in the Pacific, with the crew of yacht Pipistrelle

de Seine, Brittany, South of France and Corsica. Their talks were informative with a wide range of themes: how to choose or not choose crew (to mis-quote a well known advert, he should have gone to the CA Crewing Service); tiny things that fail and cause big problems; the joys and issues of owning an aluminium hulled boat; plus interesting historical facts, maritime festivals, craftsmanship and traditional boat building, all illustrated with great photos. We are grateful to all our presenters. Sharing and collaboration is in the CA's DNA.

Between talks, there were facilitated lively discussions about the reasons why members enjoy getting together and what they would like to see in the Section's calendar of activities. This generated lots of ideas, and several offers of assistance in putting together an interesting programme. The wealth of knowledge and skills, and contacts, within the Section is truly impressive. If you couldn't attend, it's never too late to contribute: please email us at wessex@theca.org.uk.



By the time you read this we will have had our second talk of the year, "Living the Dream" – Panama to New Zealand. Bob and Elaine Hazel have also recently joined the Wessex Section and we were delighted when they offered to talk about part of their circumnavigation.

Future events

At Lilliput Sailing Club, Poole.

Tuesday, 21 March, 19:30, Expanding Horizons: One Hundred (and fifteen) Years of Cruising by Jeremy Batch.

"There is nothing... absolutely nothing, half so much worth doing as simply messing about in boats," are words first published in 1908, the year that the CA was founded.

Fiona Slay and Malcolm Denham
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 N Addy	Woodbridge Suffolk	Laurissa	Woodbridge
Mrs Y Addy	Woodbridge Suffolk	Laurissa	Woodbridge
Mr C Anderson	Liskeard Cornwall		
Mr D Annakin	Macclesfield Cheshire	Tenku	Holyhead
Mrs J Annakin	Macclesfield Cheshire	Tenku	Holyhead
Mrs L Astall	St Martin Jersey	Iberica Ma'am	St Helier
Mr N Baber	Maidstone Kent	Poecheng	Woodbridge Suffolk
Mrs H Baber	Maidstone Kent	Poecheng	Woodbridge Suffolk
Mr R Bailey	Colchester Essex	Lahloo	West Mersea
Mrs M Barker	Ivybridge Devon	Rajah	Plymouth, King Point Marina
Mr K Barker	Ivybridge Devon	Rajah	Plymouth, King Point Marina
Mr F Bentley	Exeter Devon		
Mr R Blackmore	Southend on Sea Essex	Marestrada	Ipswich
Mr G Blake	Chobham Surrey	Boomerang	Hamble
Mrs A Blake	Chobham Surrey	Boomerang	Hamble
Mr D Brief	Norwich Norfolk	Jester	Shotley Marina
Mr M Bromilow	Tourrettes sur Loup France	Kandy	Lorient
Mrs K Bromilow	Tourrettes sur Loup France	Kandy	Lorient
Mrs C Brown	Isle Of Arran North Ayrshire	Ard Righ	Northney Marina
Mr A Brown	Plymouth Devon	Pantalaimon	Plymouth (Queen Anne's Battery)
Mrs S Brown	Plymouth Devon	Pantalaimon	Plymouth (Queen Anne's Battery)
Mrs L Burley	Hemel Hempstead Hertfordshire	Domini	Badalona
Mr N Burrell	Sevenoaks Kent	Anna Leah	Suffolk Yacht Harbour
Mrs A Burrell	Sevenoaks Kent	Anna Leah	Suffolk Yacht Harbour
Mr PA Butler	Poole Dorset	Maverick	La Rochelle
Mrs C Cannon	Clitheroe Lancashire	Minka of Southampton	Larnaca, Cyprus
Mr M Carey	Iver Buckinghamshire	Disarray	Haslar

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 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 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.

NAME	ADDRESS	BOAT NAME	HOME PORT
Mrs C Carey	Iver Buckinghamshire	<i>Disarray</i>	Haslar
Mr T Carter	South Godstone Surrey	<i>Cameo</i>	South Coast
Mr F Cilliers	Bury St Edmunds Suffolk	<i>Tilly II</i>	Greece
Mrs S Cilliers	Bury St Edmunds Suffolk	<i>Tilly II</i>	Greece
Mr A Cole	St Albans Hertfordshire	<i>Freya of Crowle</i>	Portsmouth
Mr AJ Collins	Abergavenny Monmouthshire	<i>Mahi</i>	Milford Haven
Ms H Currie	Islesboro United States	<i>Archimedes</i>	Islesboro USA
Mr P Dann	London	<i>Blue Moon</i>	Itchenor
Mr M Davis	Severna Park United States	<i>Cadence</i>	Singapore
Mrs P Davis	Severna Park United States	<i>Cadence</i>	Singapore
Ms V Demilly	St Petersburg United States	<i>Reverie</i>	Leucate, France
Mrs L Dodds	London	<i>Attica</i>	Rome
Mr M Dodds	London	<i>Attica</i>	Rome
Mr D Dykes	London	<i>Bonnie Girl</i>	St Katharine Dock Marina
Ms J Edmonds	Torquay Devon	<i>Sula</i>	Noss Marina
Ms S Ee	Virginia Water Surrey	<i>Sofa So Good</i>	Port Solent
Mr D Ellis	Bewdley Worcestershire	<i>Cygnus</i>	Portsmouth Harbour
Mr N Ellis	Bewdley Worcestershire	<i>Cygnus</i>	Portsmouth Harbour
Mr A Ellis	Hull East Yorkshire	<i>Sand le Mere</i>	Torre Vieja
Mrs F Ellis	Hull East Yorkshire	<i>Sand le Mere</i>	Torre Vieja
Mr N Everitt	London		
Mrs R Everitt	London		
Mr R Field	Swanage Dorset	<i>Bunty</i>	Preveza, Greece
Mr J Flewitt	Awliscombe Devon	<i>Agape</i>	Ardfern
Mrs M Flewitt	Awliscombe Devon	<i>Agape</i>	Ardfern
Mr P Forbes	Blandford Dorset	<i>Carango</i>	Lymington
Mr P Forey	Dartmouth Devon	<i>Triton of Dart</i>	Dartmouth
Mr W Garnett	London	<i>Hero</i>	Solent/Baltic
Mrs S Garnett	London	<i>Hero</i>	Solent/Baltic
Mr RFB Gatehouse	Salcombe Devon	<i>Reflection</i>	Salcombe
Mrs R Gatehouse	Salcombe Devon	<i>Reflection</i>	Salcombe
Mr D Gerber	Largs	<i>Polaris Helvetica</i>	Largs
Mrs K Gerber-Biedermann	Largs	<i>Polaris Helvetica</i>	Largs
Mr J Gibson	Monmouth United States		
Ms S Gibson	Monmouth United States		
Mr A Griffin	Hemel Hempstead Hertfordshire	<i>Domini</i>	Badalona
Mr JP Hall	Reading Berkshire	<i>Infanta</i>	Cowes
Mrs A Hall	Swindon Wiltshire	<i>Silver Witch</i>	Greece
Mr D Hall	Swindon Wiltshire	<i>Silver Witch</i>	Greece
Mr M Hallsten	Burgsvik Sweden	<i>Farmor</i>	Gotland
Mr R Hardman	Stevenage Hertfordshire	<i>Indian Runner</i>	Hamble
Mrs C Hardman	Stevenage Hertfordshire	<i>Indian Runner</i>	Hamble
Miss N Healy	London	<i>Kind Of Blue</i>	London
Mr R Heard	Swindon Wiltshire	<i>Sea Splendour</i>	England
Mrs P Heard	Swindon Wiltshire	<i>Sea Splendour</i>	England
Mr A Hoare	Chichester West Sussex	<i>Houdaliqua li</i>	Leros Island, Greece
Mr R Hollick	St Brelade Jersey		
Mrs S Hollick	St Brelade Jersey		
Mr N Howe	Iken Suffolk		
Mr G Hull	Mileham Norfolk	<i>Kismet</i>	Shotley
Mrs C Hull	Mileham Norfolk	<i>Kismet</i>	Shotley

NAME	ADDRESS	BOAT NAME	HOME PORT
Mrs S Hyde	East Grinstead West Sussex	<i>Kingfisher</i>	Chichester
Mr M Hyde	East Grinstead West Sussex	<i>Kingfisher</i>	Chichester
Mr JI Iwanicki	London	<i>Abby A</i>	Crete
Mr M Jensen	St Petersburg United States	<i>Reverie</i>	Leucate, France
Mr R Johnson	Old Felixstowe Suffolk	<i>Estuary Pilgrim</i>	Woodbridge Tidemill Yacht Haven
Mrs W Johnson	Old Felixstowe Suffolk	<i>Estuary Pilgrim</i>	Woodbridge Tidemill Yacht Haven
Mrs PA Kell	Ipswich Suffolk	<i>Arenaria</i>	River Orwell
Mr D Kell	Ipswich Suffolk	<i>Arenaria</i>	River Orwell
Mr J Keohane	Whitstable Kent	<i>Watermelon Sugar</i>	Chatham
Mr AC Kerr	Kingsbridge Devon		
Mrs D Kerr	Kingsbridge Devon		
Mr R King	Macclesfield Cheshire	<i>Meranti</i>	Port Dinorwic
Mr J Larmuth	Richmond North Yorkshire	<i>Hepzibah</i>	Newcastle Upon Tyne
Mrs R Larmuth	Richmond North Yorkshire	<i>Hepzibah</i>	Newcastle Upon Tyne
Mr A Lawrence Cole	St Albans Hertfordshire	<i>Freya of Crowle</i>	Portsmouth
Dr E Major	Swansea Abertawe	<i>Aliz√©</i>	Swansea
Dr H Major	Swansea Abertawe	<i>Aliz√©</i>	Swansea
Mr P McGoldrick	Ashwell Hertfordshire	<i>Amarylla</i>	Woolverstone
Mr D McGoldrick	Ashwell Hertfordshire	<i>Amarylla</i>	Woolverstone
Mr A Midwood	Ramsey Isle of Man	<i>Otaki</i>	UK
Mr D Milsom	Colchester Essex	<i>Mischief</i>	Woolverstone, Ipswich
Mrs J Milsom	Colchester Essex	<i>Mischief</i>	Woolverstone, Ipswich
Mrs C Montague-Butler	Poole Dorset	<i>Maverick</i>	La Rochelle
Mr I Moors	Bournemouth Dorset	<i>Silhouette</i>	Cruising
Mrs C Moors	Bournemouth Dorset	<i>Silhouette</i>	Cruising
Mrs R Morris	Ramsey Isle of Man	<i>Otaki</i>	UK
Mr N Nelson	Islesboro United States	<i>Archimedes</i>	Islesboro USA
Mr R Nelson	St Kilda Australia	<i>Marley2</i>	Rome
Mrs J Nelson	St Kilda Australia	<i>Marley2</i>	Rome
Mr G O'Connor	Banksia Beach Australia	<i>Second Wind</i>	Cartagena
Mrs J O'Connor	Banksia Beach Australia	<i>Second Wind</i>	Cartagena
Mr J Page	Burnham on Crouch Essex	<i>Pericles</i>	Burnham-on-Crouch
Mr J Passingham	Richmond	<i>Solaise</i>	Palma
Mr MER Poole	St Martin Jersey	<i>Iberica Ma'am</i>	St Helier
Mr C Purves	Telford Shropshire		
Mrs J Purves	Telford Shropshire		
Mr J Ramsden	Virginia Water Surrey	<i>Sofa So Good</i>	Port Solent
Mr C Rhodes	Exmouth Devon	<i>Getafix</i>	Exmouth
Mrs K Rhodes	Exmouth Devon	<i>Getafix</i>	Exmouth
Mr J Richardson	St Helier Jersey	<i>Flight Of Time</i>	Lagos, Portugal
Mrs J Richardson	St Helier Jersey	<i>Flight Of Time</i>	Lagos, Portugal
Mrs D Ross	Cambridge Cambridgeshire	<i>Trietto</i>	Preveza
Mr A Ross	Cambridge Cambridgeshire	<i>Trietto</i>	Preveza
Mr T Ruddle	Torquay Devon	<i>Sula</i>	Noss Marina
Mr J Sadler	Hayle Cornwall	<i>Aerwyna</i>	Falmouth
Mrs L Sadler	Hayle Cornwall	<i>Aerwyna</i>	Falmouth
Mr M Salisbury	Morristown United States	<i>Seashells of St James</i>	Barcelona
Mr P Saxton	Brockenhurst Hampshire	<i>Breeze III</i>	Lymington Yacht Haven
Mr J Sell	Bath Somerset	<i>Mandalay</i>	Lavagna
Mr H Singer	London	<i>Juno</i>	Sweden

Welcome to new members

NAME	ADDRESS	BOAT NAME	HOME PORT
Mrs S Singer	London	<i>Juno</i>	Sweden
Mrs J Steele	Dartford Kent	<i>Tigger Too</i>	Vollenhove, Netherlands
Ms A Strunks	London	<i>Bonnie Girl</i>	St Katharine Dock Marina
Ms E Tattle	Whitstable Kent	<i>Watermelon Sugar</i>	Chatham
Mr DA Thorrington	New Milton Hampshire	<i>Saro's Gyda</i>	Beaulieu
Mrs A Thorrington	New Milton Hampshire	<i>Saro's Gyda</i>	Beaulieu
Mr R Tye	Woodbridge Suffolk	<i>Aurora IV</i>	Neptune, Ipswich
Mrs H Tye	Woodbridge Suffolk	<i>Aurora IV</i>	Neptune, Ipswich
Mr N Wakefield	Seaview Isle of Wight	<i>Ursa</i>	East Cowes
Mrs S Wakefield	Seaview Isle of Wight	<i>Ursa</i>	East Cowes
Mr M Walker	Exmouth Devon	<i>Nooka</i>	Dartmouth
Mrs H Walker	Lympstone Devon	<i>Nooka</i>	Dartmouth
Ms M Watkins	London		
Dr R Weller	Redditch Worcestershire	<i>Neroli of Fowey</i>	Preveza
Mr C Whitehead	Akaroa New Zealand	<i>Beau Jolie</i>	France
Mrs J Whitehead	Akaroa New Zealand	<i>Beau Jolie</i>	France
Mr H Whyte	Kirriemuir Angus		
Mr P Wolsey	St Cyrus Angus	<i>Merewyn</i>	Findhorn, Scotland
Mrs T Wolsey	St Cyrus Angus	<i>Merewyn</i>	Findhorn, Scotland
Mr D Wright	Teignmouth Devon	<i>Anne</i>	
Mr A Yates	Richmond Surrey		
Mr NP Yule	East Bergholt Suffolk	<i>Sweet Chariot</i>	Woolverstone
Mrs D Yule	East Bergholt Suffolk	<i>Sweet Chariot</i>	Woolverstone

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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 February 3, 2023 – please check www.theca.org.uk/discounts for updates and corrections.

Global discounts

The discounts below can be used from anywhere in the world.

Featured offer



Have you remembered to get your lifejackets serviced this winter? And is your liferaft due for a service?

Suffolk Marine Safety services, repairs, supplies and hires marine safety equipment across the UK.

It says "We're a small group of specialists, with a huge range of marine safety credentials. Our service technicians have more manufacturer approved servicing certificates than any other service station in the UK and we are home to an assortment of products from a variety of leading marine safety brands and manufacturers."

It can collect and drop off from a range of locations on the South and East Coasts, or you can visit the new HQ building just off the A14 outside Ipswich.

Find out more at suffolkmarinesafety.com or phone **01473 833010**.



Accommodation/Hospitality

NEW Holiday Let Skipper's Cottage 12% discount for CA member bookings of 3 nights or more at Skipper's Cottage Airbnb in Penarth. www.airbnb.com

Lava Resorts 15% off villa accommodation bookings www.lavaresorts.com

Royal Foundation of St Katharine 15% discount is available either through their website, or by calling 0300 111 1147. Please quote the code in order to access the special rates. Proof of membership will be required. 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

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

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 and they will send you a discount code. Not valid with existing offers. www.arthurbeale.co.uk

Jimmy Green Marine 10% online discount on custom build products including mooring warps, anchor rodes, standing rigging, guard wires, webbing jacks, running rigging including halyards, sheets and control lines. Only available online and cannot be used in conjunction with other offers or promotions. jimmygreen.com

Marine Warehouse 10% off all European made Bluewave gas lifejackets & accessories 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](http://www.bloomsbury.com/nautical)

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Nautiska Magasinet 10% off all products, excluding electronic charts www.nautiska.se

Stanfords 10% Discount www.stanfords.co.uk

The Marine Quarterly Ltd 10% off UK subscription price, which is normally £50/year. www.marinequarterly.com

Topsails 25% discounts on children's books and sailing themed greetings cards and prints. www.topsails.co.uk

Clothing/shoes

Azure Wear 10% discount on normal priced clothing. azurewear.co.uk

NEW Blackshore Coastal Clothing Ltd Blackshore Coastal Clothing are offering 10%

off all items with free CA embroidery. For boat name embroidery an additional charge of £25 for the first garment, then £5 for each subsequent garment. www.blackshore.cc ⓘ

Chatham Footwear 25% off full priced Chatham footwear. Please go to the Chatham website for use. www.chatham.co.uk ⓘ

Ora Sailing 15% discount on sailing gloves www.sailinggloves.co.uk ⓘ

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Dell Technologies Multiple discounts on offer to CA members. From 3 to 20% off on laptops, monitors, desktops and accessories. Please use the link provided on the CA website, along with the code, to access the discounts. You will be asked to register with your email address. ⓘ

Geosim Global SIM card 10% off multi-network global roaming sim cards 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 ⓘ

Wifi on Board 10% discount www.wifionboard.co.uk ⓘ

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Ardent Training School 15% off all online courses including RYA Day Skipper Theory. www.ardent-training.com ⓘ

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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 ⓘ

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

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Holidays/charter

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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 ⓘ

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General and Medical Healthcare 10% off private medical insurance via the website. Must be UK resident. www.generalandmedical.com

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Mooring/marina

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Poole Quay Boat Haven Poole Harbour, 10% discount on berthing fees only for groups of 10 or more www.poolequayboathaven.co.uk

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Navy 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.navy-service.com

Mooring/marina

Marina du Château Brest, After 3 nights in Château or Moulin Blanc marina, the fourth night is free. Present membership card upon arrival. (only for stopovers). www.marinastrest.fr

Moulin Blanc Marina Brest, Pay for 3 nights, get the 4th night free. www.marinastrest.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

SPL Moselle Nord Plaisance Basse Ham, Stay for 3 nights for the price of 2 www.nautic-ham.fr ⓘ

Services

Extrado Yachting Port-La-For[™], 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 For[™] 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 ⓘ

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

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

GREECE

Boatyard/storage

Artemis Leros Boatyard Ltd Leros, 5% discount on the winterization www.lerosboatyardltd.com ⓘ

Ionion Marine Preveza, 5% please contact directly for more information. www.ionionmarine.com

Chandlery

Nautilus Corfu Gouvia, 6% discount on all items excluding special offers and electronics. www.nautilus.gr

Courses/training

Crete Underwater Center Agios Nikólaos, 10% discount on dive trips and 5% discount on courses www.creteunderwatercenter.com ⓘ

Holidays/charter

NEW Paralos Yachts Athens, Zea, 10% Discount on Charter holidays in Greece. www.paralosyachts.com ⓘ

Mooring/marina

Cleopatra Marina Preveza, 5% off land berthing fees. www.cleopatra-marina.gr

D-Marin Zea Piraeus (Athens), 6% discount on annual, seasonal and daily berths. www.d-marin.com ⓘ

Evos Marina Leros, 3% discount. lerosmarina.wordpress.com

Gouvia Marina Gouvia, 6% discount on annual, seasonal and transit berths. www.d-marin.com

Kalamata Marina Kalamata, 6% discount on mooring and services www.ksmarin.com

Lakki Marina & Partheni Boatyard Partheni, Lakki, 5% discount for contracts in the marina and boatyard. www.lakki-marina.gr

Lefkas Marina Lefkas (Marina), 6% discount on annual, seasonal and transit moorings www.d-marin.com

Marina Mytilini Lesbos, 10% discount on all mooring categories www.mytilinimarina.com

Marina of Agios Nikolaos Crete, 6% discount off daily rate. www.marinaofaghiosnikolaos.gr

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 ⓘ

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 ⓘ

Zea Marina Piraeus (Athens), 6% discount 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 ⓘ

Sails/canvas

Quantum Sails Corfu, 6% discount on new canvas, 6% on new sails. Not to be used with any other offers. www.quantumsails.corfu.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 ⓘ

Sail Your Soul Corfu, 10% discount on yacht services, maintenance, charter and brokerage 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

IRELAND

Mooring/marina

Kilrush Marina Kilrush, 10% Discount on Annual Berthage www.kilrushmarina.ie

ITALY

Accommodation/Hospitality

La Bougainville Crew House Viareggio, A discount of 8% on your stay and breakfast 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 ⓘ

Mooring/marina

Arnovecchio Pisa, 5% discount on marina, Drydock and Travellift rates. www.arnovecchio.com

Capo D'orlando Marina Messina, 10% off annual contracts, seasonal contracts, monthly contracts and daily mooring. Not to be used with other offers. www.capodorlandomarina.it ⓘ

Marina de Vieste Vieste, 10% discount. 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 ⓘ

Marina di Cala del Sole Licata, Sicily, 15% discount on daily rates. 1 extra month for free, by signing a promotional winter mooring contract (Oct - Apr) or an annual mooring contract (12 months). www.portoturisticoicata.com ⓘ

Marina di Carloforte Carloforte, Sardinia, 10% discount on daily berthing; 5% discount on yearly berthing. 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% discount on berthing. www.marinasantelmo.it

Marina Stella del Sud Vibo Valentia Marina, 15% off original price. 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

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 ⓘ

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 ⓘ

Porto Turistico Marina di Ragusa

Ragusa, Sicily, 8% discount on mooring contracts and 5% off daily stays www.portoturisticoamarinadiragusa.it ⓘ

Riposto Marina Riposto, Sicily, 5% discount on production of CA card. www.artemare.it

Venezia Certosa Marina Venice, 5% discount on annual moorings, 10% discount on winter dry dock, visitor moorings and hotel accommodation. Use membership card for discounts. www.ventodivenezia.it

Services

Base Nautica Usai Fertilia, Sardinia, 10% discount. www.basenauticausai.it

Nautica Pinna e Servizio Srl Bosa, Sardinia, 10% applicable to everything except original spare parts for engines, in particular by Volvo, Mercury, Yanmar. www.nauticapinna.it

Zerbinati Davide Surveyor Crotta D'Adda-Cremona, 10% off on yacht surveys (insurance and purchase) www.zerbinatidesign.com ⓘ

MADEIRA

Mooring/marina

Quinta do Lorde Marina Quinta 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) ⓘ

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

NETHERLANDS

Mooring/marina

Jachthaven Biesbosch Drimmelen, 10% discount for rallies of 5 to 10 boats 15% discount for rallies of 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

NORWAY

Mooring/marina

Askøy Sailclub Bergen, 15% discount for berthing, crane and winter layup in water. 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 ⓘ

PORTUGAL

Boatyard/storage

Centro Nautico de Alges Lisbon, 10% discount in all boat yard services. 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 ⓘ

Sopromar Boatyard Lagos, 10% discount will be offered on laying up facilities. Must prove CA Membership. en.sopromar.com

Courses/training

Douro Marina Sailing Academy Porto, 10% discount. www.douromarina.com

Learn2sail Albufeira, 5% discount on non promotion courses excluding RYA vouchers. www.learn2sail.com

Mooring/marina

Douro Marina Porto, 15% discount on marina daily rates. Please contact in advance for availability 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

Marina de Lagos Lagos, Low season berthing (Oct 1 - Jun 15, only short term berthing, does not include contracts) 5%. www.marinadelagos.pt

Marina de Portimão Portimao, 10% discount on visitor's stay. 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

Oeiras Marina Oeiras, 20% discount on berthing rates, welcome drink, discounted shuttle service. 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 and use discount code www.portugal-spainmarinesurveys.com ⓘ

Tagus Yacht Center Seixal, 10% off on all services, not applicable with other discounts. www.tagusyachtcenter.com

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

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

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

SPAIN (MAINLAND & BALEARICS)

Boatyard/storage

Varadoiro Do Xufre A Illa de Arousa, 10% off long term storage over 4 months 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

Club Nautic L'Escala L'Escala, 10% discount on visitor moorings. www.nauticescala.com

Club Nautic Sant Antonio Ibiza, 20% off berthing fees between September 1 and June 30. ⓘ

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

Marina Menorca Mahon, Menorca, 10% discount on mooring fees booked in advance. www.marinamenorca.com

Marina Yates Gijon, 25% discount on daily rates. 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

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

Puerto Sherry Cadiz, 10% discount off daily rates for CA members www.puertosherry.com ⓘ

Real Club Náutico de La Coruña A Coruña, 25% off www.rcncoruna.com



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Ship Shape
Bedding

Discounts for CA members

Real Club Nautico de Vigo Vigo, 15% discount on daily rates with CA card rcnauticovigo.com ⓘ

Real Club Nautico Portosin Portosin, Galicia, 25% discount on the high season rates. www.rcnportosin.com

Yacht Port Cartagena Cartagena, 5% discount for boats over 12m www.cartagenamarina.es

Services

Sailpower Menorca Menorca, 5% discount on labour only. Membership to be advised before estimates begin. www.sailpowermenorca.com

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

SWEDEN

Products

Ystad Skeppshandel AB Ystad, 10% discount off all products except gas, antiques and used items. 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

Cesme Marina Cesme, 10% discount for daily berthings. www.cesmemarina.com.tr

Egesu Gulluk Marina Gulluk, 25% discount on annual mooring. 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

Marinturk Istanbul Pendik, 10% off daily rates, 5% off long term rates. 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

Marmaris Yacht Marina Marmaris, 5% off 12 months berthing 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 ⓘ

Mersin Marina Mersin, 10% discount for any mooring contracts. www.mersinmarina.com.tr

Port lasos Marina Mugla, 25% discount on annual mooring rates. 10 days of additional free berth places for annual contracts for CA members in 2023 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

West Istanbul Marina Beylikdüzü, 10% discount. www.westistanbulmarina.com

Yalıkavak Marina Palmarina Bodrum, 10% off annual contract. www.yalikavakmarina.com.tr

Yat Lift Bodrum, Milta Marina, 5% discount at Milta Bodrum marina. www.yatlift.com

Sails/canvas

South West Sails Marmaris, 10% on sail repairs and maintenance, new canvas, and ropes. 5% - rig check and tension adjustments, rigging repair, standing rigging

replacement and deck equipment www.southwestsails.com.tr

Services

NEW Apaz Marine Yelken Didim, Apaz Marine Yelken is offering a 5% discount on new sails/sail repair, canvas repair, upholstery, rigging refit and maintenance (UK Sailmaker). www.apazmarine.com ⓘ

NEW Apaz Marine Yelken Bodrum, Turgutreis, Apaz Marine Yelken is offering a 5% discount on new sails/sail repair, canvas repair, upholstery, rigging refit and maintenance (UK Sailmaker). www.apazmarine.com ⓘ

Blues Yachting Ltd Göcek, 10% discount on technical services. Between 5-15% discount on yacht equipment and 10% on agency services. www.bluesyachting.com ⓘ

Finike Yachting Agency Finike, Antalya - 10% discount on various agency services including transitlog renewals, country check-in formalities and yacht brokerages finikeyachting.wixsite.com

HMS Marine Services Göcek, 10% discount on gold, silver or bronze service packages; 10% off labour costs. www.hmsmarineservice.com ⓘ

Lodos Yachting Bozburun, 10% discount on agency fee www.bozburun.co

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 ⓘ

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

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 Sam Barham at office@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

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. We are registered as the data controller with the Information Commissioner's Office: 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

Type	Fee	Direct Debit	
<input type="checkbox"/> Annual membership ¹	£168.00	£155.00	<ol style="list-style-type: none"> Includes complimentary household member Crewing Service members may join local sections only, and attend local meetings Exceptions apply
<input type="checkbox"/> Young member (under 25)	£30.00	£26.50	
<input type="checkbox"/> Crewing Service (single member) ²	£36.00	£32.50	
<input type="checkbox"/> Crewing Service (two members) ²	£44.50	£40.50	
<input type="checkbox"/> Joining fee ³	£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

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If you have a discount code from

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Just go to 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 while 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



CATALINA MORGAN 45ft (1993) – SHARE

One sixth share in this attractive centre cockpit cruising yacht in an active syndicate offering 4 weeks sailing in the summer. Berthed at Lefkas in Greece. Spacious accommodation inc owners cabin with shower/heads, large saloon with well equipped galley, forward cabin and heads. A really solidly built American yacht with very few seen in the Med.

She has a 50 hp Yanmar engine, Raymarine electronics, inverter, new dinghy, and bow thruster. Registered in Southampton but has permission to remain in the EU where VAT has been paid.

The standing rigging, mainsail, & Genoa furler were replaced in 2017 and the windlass in 2020.

The share is on offer for **£9950** plus monthly charge including berthing, insurance, cruising tax and normal maintenance. Contact: **Peter Hooson** at peter.hooson@gmail.com.

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 June 2023 issue of *Cruising*, please send your copy (up to 150 words, fewer if possible) and high-resolution pictures to editor@theca.org.uk by 1 MAY, 2023.



ELAN 450 (2009)

John & Terri Boardman are offering for sale their Mediterranean based yacht, a 2009 Performance Version Elan 450; 2.6m keel, rod rigging, Tacktick/Raymarine instruments, 205m² gennaker, electric winches, carbon wheels, teak decks, Volvo D2 75hp engine, 440W solar panels and 2017 Quantum tri-radial CDX sails. The boat was originally spec'd for a former F1 team owner and has a full inventory of extras. It has been fully, professionally maintained since new. New bimini, lazyjack bag and batteries in 2022. Qi is currently wintering in Artemis Boatyard, Leros.

Asking price **€190,000 EU VAT not paid**. Contact John Boardman jbadvisory@hotmail.com for further information



SWI-TEC BURGLAR BAR

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. Bar is new, never used. View or collect from St Albans area or CA House, London. One burglar bar still available for **£250 ono**. Contact: **Johan Fraser**, +44 7979 940996, nimrod.oceanlord@gmail.com

PILOT CHARTS, BOARDING LADDER, CODE FLAGS etc

- 1. Adlard Nautical Pilot Charts & Regional Weather Conditions.** North & South Atlantic, Med & Caribbean. A3 Spiral bound 2nd Edition **£25**
- 2. S/S bow boarding ladder.** 4 steps, W 20cm, L 80cm, stand-off arm 60cm, folds flat. Strong construction, weight 4kg **£80**



- 3. International Code Flag Set,** 40 Nylon flags (30 x 40cm), with roll up pocket pouch, **£25**

- 4. Sail repair kit,** nylon drawstring bag. Sailmakers palm, needles, waxed thread, beeswax, self-adhesive tape, woven edging tape + sailcloth patching material **£30**



- 5. Mooring lines:** Two 18mm x 15m double braided eye-spliced lines, the pair **£120**. Two 12mm x 6m double-braided eye-spliced slip lines, the pair **£30**

- 6. Windscoop** by Quay Sails, blue & white, 80 cm folded **£18**. Contact **David Hailes**, 01202 706280 or david.hailes114@btinternet.com. Available to collect in Dorset, or carriage costs to be agreed.



EQUIPMENT FOR SALE



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

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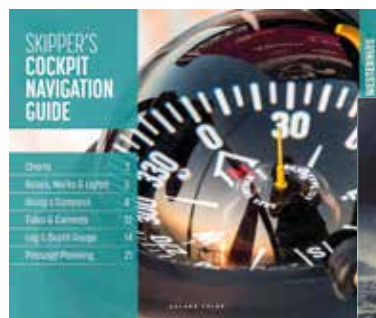
STILL FOR SALE

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**

Share in CURTIS & PAPE 16m motor yacht (1971) Details on **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**

BOOK REVIEWS



Skipper's Cockpit Navigation Guide
René Westerhuis
CA18653, ISBN: 978-1-4729-9064-8
Adlard Coles, 2022, £12.99

René Westerhuis is a Dutch journalist said to be "highly regarded for his succinct and accessible style, explaining complex topics in a way anyone can understand".

Divided, it says, into six sections (but four more actually appear), the waterproof, spiral-bound book covers charts; buoys, marks and lights; using a compass; tides and currents; log and depth gauge; passage planning.

- Charts (3pp) explains latitude and longitude, the nautical mile, plus a few symbols and terms.
- Buoys etc (3pp) denotes different marks and light characteristics.
- Compass (4pp) covers types, errors and course plotting.
- Tides etc (2pp): terms, heights, streams and the rule of twelfths.
- Log and Depth (2pp) shows how the instruments work.
- Passage Planning (1pp) is important, so consider these points. Weather (2pp) Fronts, pressure and forecasts are outlined and Logbook (half page) says what to record.

Suggested for practical use at the wheel or chart table as instant reference for all skippers and crew, the book attempts to cover a huge area in just 23 (less than A4 size) pages. A valiant try – but it is really not possible.

There are many excellent pictures/ diagrams, but this is part of the problem: if you are at the wheel, photos of a transducer, log (and where to fit them in the hull), radar reflector, binoculars and five types of compass take up valuable space and would not help much with the job in hand.

As a crew member, I would be worried if my skipper had to refer to this work, although I might enjoy flipping through it as a simple introduction to how he strives to deliver us safely!

Bernard De Saulles

First Aid at Sea
Douglas Justins & Colin Berry
CA18692; ISBN: 978-1-4729-9406-6
Adlard Coles, 8th ed, 2022. £12.99

The review copy of this book arrived with one side of A4 telling me how it had changed from the previous, 7th, edition. I had bought the 6th edition and as I was taking on board the publishers' comments, I could see the progression.

The book is spiral bound and waterproof with colour-coded tabs. In a difficult situation these are major advantages. It covers many of the common emergencies you are likely to meet afloat.

It has been brought up to date and even includes a section on Covid-19. There is a new section on diving accidents and the burns section has been expanded.

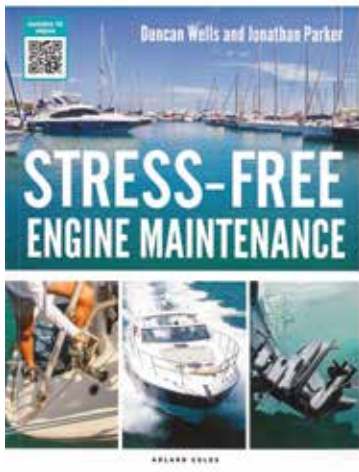
There is a medical checklist, but the book does not tell you how to measure and record observations. This is a critical piece of information which communicates the casualty's progress to hospital staff. Although in the section on helicopter evacuation there is mention of what to send with the patient; this information would be invaluable for any evacuation.

In the section on Communication, flares and other distress signals have an unnecessary whole page. Radio communication is rightly given another page; perhaps this should be expanded. Conditions such as major injury, coma, stroke, heart attack, which need immediate evacuation to hospital to reduce morbidity and mortality, should be declared as a Mayday.

The sections dealing with each illness are written concisely and are beautifully illustrated. They should help the inexperienced in an emergency.

You will not be wasting your money buying this book. However, before buying it, visit a bookshop and have a look at other First Aid manuals to see which one suits you and your crew.

Gilbert Park



Stress-Free Engine Maintenance
Duncan Wells and Jonathan Parker
CA18707; ISBN: 978-1-4729-8855-3
Adlard Coles, 1st ed 2022. £20

Also available as an ebook: pdf: 978-1-4729-8853-9 and ePub: 978-1-4729-8856-0

For some of us, "stress-free" engine maintenance is an oxymoron. However, Duncan, RYA instructor and Jonathan, a professional marine engineer, use a systematic approach which manages to cover a lot from inboards to outboards, and from gearboxes to saildrives, with admirable clarity.

The format follows Duncan's highly successful *Stress-Free* books on sailing and navigation. This innovative approach not only supports the text with clear illustrations and diagrams but also QR codes which take the reader to very helpful video demonstrations.

It is easy to be overwhelmed by the technical intricacies of this subject. However, the detail of how something works is always set in the context of what needs to be done. The technical detail is illuminating rather than confusing. Periodically the narrative is broken by Jonathan providing an anecdote to illustrate a point being made or just to provide an amusing or a salutary tale.

In the section covering checks, servicing, and winterisation, the reader is given a comprehensive list of tasks and how to perform them so anybody can follow

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them successfully. The same is true for the section on trouble-shooting.

In summary this a great help to anyone owning a marine engine. My only regret, reading this book, is that I did not have a copy years ago. It might have saved me much anxiety and trouble and perhaps not a little money.

James Parnell

The Sailor's Sin Bin
Theo Stocker
CA18708; ISBN: 978-1-3994-0287-3
Adlard Coles, 2022. £10.99

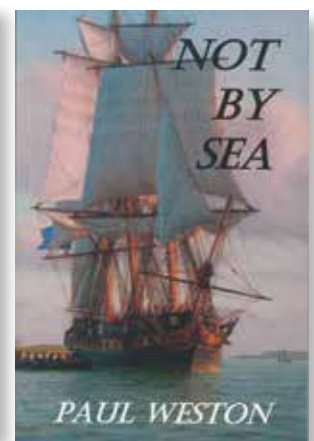
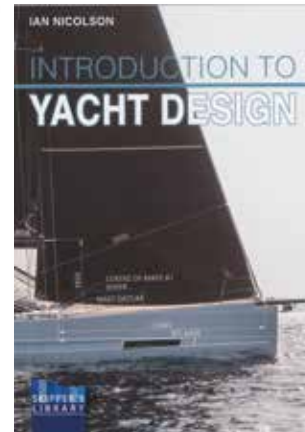
As we all know, everyone makes mistakes. *Yachting Monthly* has been offering cruisers absolution for sharing their embarrassing blunders for nearly 50 years. Here is a collection of some of these contributions organised into themed chapters. They range from simply disposing of a black bag of a guest's clothing at a tip in mistake for a rubbish bag, and problems involving toilets, to the inevitable mooring and navigational mishaps. Contributors include our own Beryl Chalmers and Sir Robin Knox-Johnston, proving that mistakes can even happen to the most seasoned and experienced sailors.

This small book is a very easy and amusing read with some cartoon drawings as illustrations. I am sure we can all learn something from these stories. It would be a suitable small gift for any sailor but at £10.99 may be a bit on the pricey side.

Sue Long

Introduction to Yacht Design
Ian Nicolson
CA18713; ISBN: 9781912621446
Fernhurst Books, 1st ed, 2022. £15.99

Many members will be familiar with the work of Ian Nicolson, for many decades, a renowned yacht surveyor, designer, builder, and sailor, and author of about 25



books. His books follow a similar pattern; written in an informal and often amusing style, they are copiously illustrated with his delightful and clear freehand drawings. This one follows the format. Some readers may well have a copy in their library, as it was first published as *Understanding Yacht Design* in 2003 and was reviewed in these pages.

This iteration immediately grabbed my interest. It has a foreword by Nicolson's contemporary designer, Rob Humphreys, and the front and back covers feature photographs of one of the Humphreys studio's latest designs, the Elan GT6. This is an ultra-modern, fast, and spacious production yacht which has been well received and reviewed by the yachting industry, but is different from the more traditional boats the author is usually associated with and is a little inconsistent with the book's content.

The book contains much useful information about the principles of yacht design, construction, performance, and stability. One of the author's stated aims is to introduce yacht design in a simple and straightforward way, replacing the complex maths with simple rules. For me this has gone a little too far. However, the book provides a simple and clear introduction to how yachts work and would be a significant help to newcomers to yachting who want to improve their understanding of sailing boats. An aspiring designer or anyone seeking a thorough understanding of the physics of yacht design might need to look a little deeper.

Ray Kay

Not By Sea
Paul Weston
CA18715; ISBN: 9798814919243
Roving Press, 1st edition 2022, £7.99

This sequel to *Weymouth Bound* is also very enjoyable and easy to read,



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being divided into short chapters which explain the story from the point of view of the different main characters.

Not by Sea follows the adventure of Jack and his friend Snowden as they visit Paris during a period of brittle peace and uncover a plot to invade Britain. They are sent by the Royal Navy back to France to try to thwart Bonaparte and prevent the invasion. Jack is then back in the Navy as war breaks out again.

There is new science being discovered at that time – submarines, torpedo bombs and steam engines, hence steam boats, and also the building of the French canals and barges.

It is again well-written and almost believable, albeit, fiction. As with the previous book it would appeal to seafarers and those with an interest in Naval history in the times of Bonaparte.

The way is open at the end of the book for a sequel (*Cape Corse*) which I look forward to reading.

Sue Long

Paul Weston is a CA member, and you can read about his favourite harbour on page 50 of this issue.

A Tale of Two Yachts

Barbara White

CA 18687; ISBN 978-1-7396874-0-3

self-published, 2022; £12.99

Also available as an e-book.

When she was young, CA member and sailing journalist Barbara White read a book from her grandfather's library called *The Cruise of the Teddy* by Erling Tambs, detailing his journey from Norway to New Zealand starting in 1928. Inspired by the adventures described in this book, when they retired, she and her husband decided to follow this voyage, visiting lesser-known places off the beaten track.

Barbara met with Erling's son and grandson, confusingly also named Erling, to find out as much as she could about the story, and became close friends with them. She was instrumental in getting *The Cruise of the Teddy* republished.



Throughout the text she refers to Erling's book and quotes passages from it, making comparisons with her own experiences using his route as a guide. Erling's journey was in a wooden former pilot cutter, *Teddy*, with no engine, communication or navigation equipment other than a compass. He also had his new wife and dog and subsequently two young children with him and existed on simple foods – mostly fish that he caught. Barbara on the other hand was in her 40-year-old 40ft Oyster, *Zoonie*, with modern equipment and even a fridge.

There are fascinating descriptions of her time in some of the lesser-known places: the way of life, foods and cultures. Barbara has included many flashbacks to her previous experiences, starting with Heron dinghy sailing with her father, through to watch leader on the *Stavros S Niarchos*, a British brig-rigged tall ship then operated by the Tall Ships Youth Trust, where she met her present husband Rob. Also included is Erling's eyewitness account of the terrifying huge earthquake in Napier, New Zealand in 1931.

Erling's voyage ended in disaster when his boat, *Teddy*, broke up having hit rocks on 9 March 1932 off Kawan Island near New Zealand; all the family survived. Ironically *Zoonie* nearly sank in the same general area off New Zealand on 12 March 2017 while moored in a marina, when she began taking on water due to a bilge pump syphon.

The text is divided into different fonts to separate Erling's story, Barbara's experiences and also her log. The book is illustrated throughout with many black and white photographs which, although not always very clear, illustrate the places she visited.

There are many other books by



people who, on retirement, have written about circumnavigations but some of the places visited in this book are refreshingly different. I found the trip through the Panama Canal, to Ecuador, Peru, the French Polynesian Islands and on to New Zealand fascinating.

Sue & David Long

Knots & Splices

Steve Judkins and Tim Davison

CA18717; ISBN: 978-1-909911-00-0

Fernhurst Books, 1st ed, 2022. £12.99

There are many books available about knots and splices and they all seem to have advantages and disadvantages; this little book is no exception. It is pocket-sized and comes as a pack with three different-coloured, one-metre lengths of braid on which to practise. The marketing material suggests this is aimed at teaching the most commonly used knots and it succeeds in this respect. The early colour diagrams are clear and annotated with brief notes on how to tie them and their possible applications.

I found I had to weight the book down as it would not stay open to enable me to follow the instructions: perhaps a spiral binding might have been better. The text is concise, although on page seven it is unreadable, with black print on dark blue, which I imagine is a proofing oversight. The pack is aimed at beginners who might struggle with the more complex knots later in the book and find the supplied braids rather short for these. Additionally, I found difficulty in interpreting the diagrams for them. There are some confusing inconsistencies in the layout of the diagrams throughout the book, some horizontally across two pages while others are presented vertically. The final section describes various methods of splicing and whipping, which might be a step too far for novices.

On balance, this might well be suitable as a present to encourage future crew.

David Long

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How green is your sailing?

Cathy Brown wonders if it's worth using eco-friendly washing up liquid, given that boating activities can be environmentally unfriendly in many other ways

It might be tempting to think that sailing is a "green" activity -- yachts being propelled by an entirely renewable and carbon-free energy source.

But even at the time when boats were built of sustainable timber and sails made from compostable cotton, there was an environmental downside: varnish, antifoul, petrol (in those days) or diesel "auxiliaries", and so on.

Today's GRP hulls and petrochemical-derived sail materials have a vastly greater carbon footprint. Engines are bigger -- no longer mere auxiliaries. And what about motorboats? How can we justify the fossil fuels we burn just for pleasure?

It's an uncomfortable conundrum. Most sailors are highly environmentally aware: the very reason we enjoy our sport is that it brings us closer to nature. The birdlife, the marine life, the amazing scenery -- it's why we are drawn to the water. But it can feel hypocritical to insist on eco-friendly washing-up liquid while knowingly damaging the ozone layer.

The sad truth is that pollution has been an increasing problem since the dawn of the industrial age -- from which we have all benefitted. It is only relatively recently that we have become aware of the damage we are doing to the planet.

It is easy to sympathise with the existential despair (if not the methods) of those who protest about the hopelessness of it all. As they point out, there is no Planet B.

So should we all simply tie up our boats

and walk away? Would that really help? Isn't it better to take a "staycation" (or indeed a world cruise) on a yacht rather than adding to the far greater tonnage of carbon emissions caused by holiday flights?

And what about the enormous contribution boating and all its subsidiary industries make to the global economy? Would it really help the environmental battle if all those people were thrown out of work, and all their taxes -- used in no small part to tackle climate-related issues -- disappeared?

Would it help the environmental battle if everyone in the boating industry was thrown out of work, and all their taxes disappeared?

We must all follow our consciences, just as we have to do with all our other pollution-causing activities, from heating our homes to driving our cars. It might be nice if we could be as pure as Greta Thunberg, but in the short-term anyway, that would probably cause at least as many problems as it might solve.

I take comfort in the butterfly effect theory -- that if we all seek to make a small difference, it can result in a very large change.

When I first started sailing, back in the seventies, it was the norm for yachties (and all other maritime traffic, even large cruise ships) to dump rubbish overboard. This has long been universally recognised

The dream: recyclable sails with solar panels on a Spirit yacht. Photo, Spirit Yachts / Waterline Media



as simply unacceptable, and the oceans are cleaner as a result -- although plastics remain an ever-increasing concern.

Most yachtsmen are working to make the sea cleaner, through everything from joining beach-cleans to yes, using eco-friendly washing-up liquid. Sadly, we know we will leave a nasty carbon footprint when our beloved GRP hull eventually goes to be recycled, but in the meantime we can surely be allowed to carry on using it with a relatively clear conscience -- providing we never lose sight of our environmental responsibilities.

And we can rejoice in exciting new initiatives, like using fuel cells instead of generators, electric propulsion in place of diesel, and technologies that only recently seemed like the stuff of dreams -- for example sails that act as solar panels, fuelling lights, navigation instruments and more -- which are starting to come on stream.

It seems there's still plenty to look forward to.

Cathy, a former editor of *Cruising*, is exploring new options with her husband Richard on their motor boat, *Attitude*. In their Arcona 410 *Brave* and her sailing predecessors they raced and cruised from Spain to Sweden and sailed around the UK and Ireland.





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