



Cruising

www.theca.org.uk



- **Could you cruise more cheaply?**
- **West coast of Greenland**
- **Orca: still a risk**



Looking back... to look forward

Robin Baron considers how much has changed since he started sailing in the 1980s. Is it time for the CA to change too? A new Council strategy group is looking at the options



In 1980 I had the good fortune to be sailing *Firkin*, a Contessa 32 with hanked-on headsails, electronic depth, wind and boat speed instruments, and a RDF direction finder of limited accuracy – at least in my hands. I did not have a VHF set due to its cost – more than £200 as I recall. Weather information was gathered from harbourmaster notice boards or the shipping forecast. I invested in a radio cassette player that could be set to record the next forecast and listened to later. It still woke you up, as you couldn't turn the sound down.

A skipper's main concerns were

- a. not to get caught out by the weather (the Fastnet storm was the previous year), and
- b. to make safe and accurate landfalls and entries to harbours; the navigator's nickname was The Guesser.

A 32-footer was still a medium-sized cruising boat. A 38-footer was a big yacht. The Contessa is a notoriously wet boat. Going on to the foredeck to change a headsail usually guaranteed a soaking. Living on board was like camping in a slightly leaky tent. There was an aura of masochistic achievement around the whole business of cruising.

Leaping ahead to 2025 I see the most significant changes as the following:

- a. easy, accurate navigation beyond my 1980 self's dreams... as long as there's no equipment breakdown or GPS failure; backup equipment such as tablets and phones guards against the former but not the latter
- b. on-demand weather forecasts for up to 14 days ahead from mobile apps, with good accuracy over the first 48 to 72 hours; cruisers should be able to sail in winds that suit them and their appetite for risk and have a much reduced chance of facing different conditions, resulting in skippers and crew sailing with much more confidence
- c. a greater variety of ways of going cruising: in addition to ownership and traditional bare boat charter, flotilla sailing and shared ownership schemes are fairly widespread now
- d. a significant portion of the cruising community opting out of the Channel slog to windward preferring to sail in more temperate latitudes, often on charter boats
- e. boats are bigger – a 38-footer is now only medium sized
- f. yacht clubs' role in cruising is much diminished (the Royal Cornwall has replaced its Members Only signs with Visitors Welcome signs)
- g. an increased emphasis on the crew's overall comfort; and
- h. the weather seems, at least in the Channel, generally worse.

In the context of such changes, Council is mindful of the need for the CA to remain relevant to the cruising community. We have many well-founded traditions, and long may these

continue, but the CA also needs to change to match the needs of its members and cruising sailors generally.

To that end, Council has formed the Council Strategy Group (CSG) to look beyond the daily management of the CA and to think strategically about how the CA ensures it sets a course to remain relevant and effective in decades to come. Currently we are working on the vision or, should I say, 11 visions. By the time you read this we will have had an awayday and hopefully melded the visions into one and begun to consider strategies to achieve this. We will report to Council in the autumn.

In the 1980s, the navigator's nickname was The Guesser. Now we have accuracy beyond my wildest dreams

As an example, one of the issues the CSG is looking at is the barriers to entering cruising of which cost is, for most people, the hardest to surmount. Camilla's compilation of your ideas in the article *Sailing on a Budget* not only addresses that issue, but shows the CA's strength in being able to draw on a range of members' experiences and to share these for the benefit of all.

In January I joined an online webinar with the Celtic Section when I talked about cruising the Isles of Scilly, and Past President Derek Lumb talked about Scilly to the Isle of Man. I found this a rewarding experience and, although the webinar format gives little opportunity for audience feedback, that which we did get was very positive. This is just one example of the many talks available to members from Sections. It has been an exceptionally active winter and there are still events to look forward to.

By the time you read this the fitting out season will be upon us – at least for those who sail in UK waters and plan to be in commission by Easter. I wish you all dry and warm(ish) weather and a successful launch.



Robin and young family on Firkin, a Contessa 32, in 1979



Cruising sailors urged to support HVO campaign

An important initiative for any cruising sailors who are striving to reduce their carbon emissions, the CA's HVO campaign is gathering momentum and now needs the support of UK boaters to make [#GreenerBoatingDiesel](#) a reality for the recreational boating community.

The CA and key partners are calling on leisure boaters to Take Action to help make Hydrotreated Vegetable Oil (HVO) more accessible and affordable.

A cleaner, greener solution for existing diesel engines, HVO is an ideal drop-in replacement for diesel-powered recreational boats. Without compromising engine performance, HVO provides a significant reduction in CO₂ emissions and improves safety by reducing the likelihood of 'diesel bug'.

The HVO Joint Working Group, a collaboration between the CA, the Royal Yachting Association (RYA), British Marine (BM) and the Inland Waterways Association (IWA), has been working to convince the government that HVO should be available to all recreational craft, both inland and seagoing, as part of a transitional plan to rapidly, cost-effectively and safely decarbonise the UK recreational boating sector.

The CA is taking the lead to address a key issue impacting the seagoing leisure boating community – the fact that seagoing leisure vessels are currently excluded from using HVO as they are not eligible to use renewable fuels of a biological origin under the UK Government Renewable Transport Fuel Obligation (RTFO) scheme. This is because seagoing recreational vessels

are in the same category as large international shipping under the RTFO, which promotes alternative fuels like hydrogen and ammonia for all seagoing vessels.

To support the drive for the adoption of low carbon fuel, the CA is now inviting all owners of seagoing vessels to join forces and consider three steps which can help increase demand, expand supply and stabilise the price of HVO.

If you want to minimise your carbon footprint when out on the water, please support the campaign and:

- **Tell your marina or fuel supplier** that you would buy HVO if it was available.
- **Contact your MP** – lobby or write to your MP asking them to request the UK Government to support our campaign to remove the barriers in the RTFO (Renewable Transport Fuel Obligation) scheme which currently prevents recreational seagoing vessels from using cleaner, greener HVO.
- **Use HVO** – take advantage of the benefits and increasing availability of HVO in Europe and use it whenever it is available.

Robin Baron, President of the Cruising Association, said: "HVO offers a practical and immediate way for all recreational boaters to reduce their carbon emissions and use a more sustainable fuel for cruising, without modifying their existing diesel engines. By supporting our campaign, we can push for changes that make HVO more accessible and

The CA completes evidence submission for UK Government's RTFO review

The voice of the CA has been heard in the UK Government's *Call for Evidence* in the review of its Renewable Transport Fuel Obligation (RTFO).

As part of the HVO Joint Working Group's campaign to drive the adoption of Hydrotreated Vegetable Oil (HVO), the CA has led the charge in the submission of detailed evidence to advocate for change to UK Government policy, highlighting measures which would encourage greater availability and affordability of HVO for the UK recreational boating community.

The submitted evidence from the CA and all of the members of the HVO JWG covered several points, such as the request for eligibility for all recreational craft, including seagoing recreational vessels under 24m, under the RTFO scheme, therefore allowing seagoing recreational craft to use renewable fuels of a biological origin.

The submission also highlighted the need for changes in the operation of the RTFO scheme to ensure the price of Renewable Transport Fuel Certificates (RTFCs) is at an optimal level to create greater incentives to switch to renewable fuels and to minimise volatility in HVO price.

The Call for Evidence closed on 27 January 2025 and the CA would like to thank all who participated and shared their views.

Please visit the RATS HVO page on the CA website for updates on the HVO campaign and new information on HVO.





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affordable, helping the UK's boating community take another step toward sustainability."

HVO sold in the UK is certified by the UK Government as sustainable. It is approved by virtually all marine engine manufacturers, and can be used without engine modifications, making it a straightforward switch. Unlike traditional mineral diesel containing FAME, HVO is stable, clean-burning, and reduces the risk of issues like diesel bug, making it an ideal drop-in replacement.

While HVO is increasingly

available for inland vessels, seagoing recreational boats in the UK are excluded from government incentives under the RTFO, which supports its use in other sectors. This exclusion has made HVO inaccessible for the seagoing recreational boating community.

Join with us to help ensure all recreational boating in the UK is more sustainable.

#GreenerBoatingDiesel

Find out more by visiting our HVO Information and Campaign page at www.theca.org.uk/hvo-for-boats.

Abbreviations

HVO Hydrotreated Vegetable Oil, a sustainable biofuel which can replace fossil fuel in existing diesel engines. See December's *Cruising* or the CA website for more details

FAME Fatty Acid Methyl Ester, vegetable-derived biofuel mixed with road diesel in varying amounts, less stable than mineral diesel, more prone to diesel bug

B0 Diesel does *not* include FAME; some but not all red diesel in the UK is B0

B7 Diesel including 7% FAME, now standard across most of Europe

HVO JWG The UK HVO Joint Working Group, including the CA, Inland Waterways Association, British Marine and the RYA.

HVO100 Fuel which is 100% HVO. Mixed fuels have other numbers, for example HVO50 is 50% HVO and 50% fossil diesel

RTFO The UK's Renewable Transport Fuel Obligation

UCO Used Cooking Oil

New videos available online

Members often ask for talks to be made available online so they can be watched at any time. Copyright issues mean that this isn't always possible, but recently we have added a number of new videos to the collection.

Several videos are from the new Motorboat section, and others, from the CA London lecture season, recount memorable voyages. They include:

- **Trim & stabilisation systems**, with Lennart Dobe of Humphree
- **The yacht broker, how it works**, with Hugh Rayner of Berthon
- **Going solo: Navigating the world's longest, loneliest**



race [the Golden Globe], with Ian Herbert-Jones. CA London & RIN annual lecture

- **Sailing around Britain in memory of Sam**, with Camilla Herrmann [editor of *Cruising*].

CREW: "I have just retired and so can be available at short notice... I have never owned my own boat because my wife likes the idea of sailing but not so much the reality... however she is happy to let me go off on my own for a while as long as I come home. I enjoy good company, good food and wine and sailing. There are a few days when the sea is flat, the wind blows a constant 18kt on the beam and the sun shines, which are spectacular, but so is beating into a force 7 crossing the N Sea in October. It's all about achievement."

Crewing Service: ready for summer

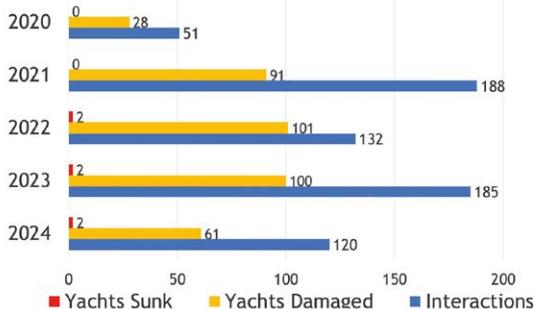
The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers, with regular crew meetings at CA House on the first Thursday of each month. The last Thursday meeting is on **3 April**.

You can also find crew or a skipper by posting your details on our listings; the quotes here give a taste of what's on offer, or post on the Crewing Service Forum. 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: "Relaxed, happy, skilled and experienced crew sought for sections of a summer cruise 2025 in south Brittany/Atlantic France returning via Scilly and home (Solent) via the West Country, May to September. Minimum 2 weeks. Maximum 4 weeks. One person or a couple. Anchoring and marinas. *Teal* has previously sailed Atlantic France, Scotland, Ireland, and Scilly... and is very well equipped. Crew pay own transport costs and help with expenses such as food, fuel, marina overnights..."

ORCA INTERACTIONS



Orca - historical interaction location data around the Iberian Peninsula
www.theca.org.uk/orcas

Notes:
1. Data reflects interaction data from July 2020 to published date*
2. A denotes pre interaction start date 2020
3. Green shading denotes no interactions recorded in this location this month
4. Data obtained from GTOA's monthly interaction report at www.gtoa.org

Month	January			February			March			April			May			June		
	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022
Marbella - Gibraltar																		
Barcelona - Cadiz / Funchal																		
Cadiz - Cabo Viqueiro (Spain)																		
Cabo Viqueiro - Cascais																		
Cascais - Vila do Castelo																		
Cascais - Vila do Castelo - Galicia coast																		
Bay of Biscay																		
Faroe Islands																		
Total per month per year	0	1	2	4	1	2	0	4	1	6	3	0	1	1	0	7	8	13
Total per month overall	0			4			6			1			8			24		

Orca: still a big risk

John Burbeck reports on the continuing issues with orca attacking yachts off Spain & Portugal



Unfortunately for those who sail across the Bay of Biscay and off the Atlantic Iberian Coast, the orca have not lost interest in yachts.

During 2024, fewer interactions took place, but there were still more than 100 (see graph above). The scientists think that this is in part because the orca were very dispersed, so active orca were separated, which causes their frequency of interaction to decrease.

There is some evidence that the severity of damage they are causing is reducing. Interaction reports submitted to the CA show only one in six being seriously damaged rather than twice that number which is what was reported previously, but sadly another two yachts were sunk. Once again there have been no fatalities, nor reports of serious injury to anyone.

After five seasons of monitoring the behaviour of the orca, what has been learnt? These are highly intelligent fish-eating predators who communicate well

and work effectively in groups, but not all the population has been involved in the attacks on yachts. In 2021, 15 of the 38 were, and that number has remained fairly constant, so it does not appear to be an increasingly attractive activity to them. The scientists now believe the reason they attack yachts is for fun, or learning, as yacht rudders have some similarity to the tail fins of their favoured prey – tuna.

The interactions continue to vary between violent unexpected attacks and relaxed swimming alongside, “checking them out”, and they occur day and night. One change which is less reassuring is that yachts more than 15m long are now also likely to be targets, which wasn't the case before.

It is still safe to travel in waters of less than 20m and close to shore, less than two miles off, if conditions permit.

So what should you do if you plan or need to sail in the affected waters? The CA advice is **PREPARE, PREPARE, PREPARE.**

There is now a lot of information available to help you stay safe. Treat the risk as you would the risk of stormy weather. Look at forecasts. Since April 2024, we have published an excellent table on the CA website of the historical risk for each part of the coast (above). It is updated monthly. Once you have decided when you are leaving, choose what route you will take. Use shallow water in the high risk times while taking into account conditions at the time.

Look at advice on the CA (www.theca.org.uk/orcas) and GTOA (www.orcaiberica.org) websites on what to do if you have an interaction and brief your crew on what you will expect from them and want them to do.

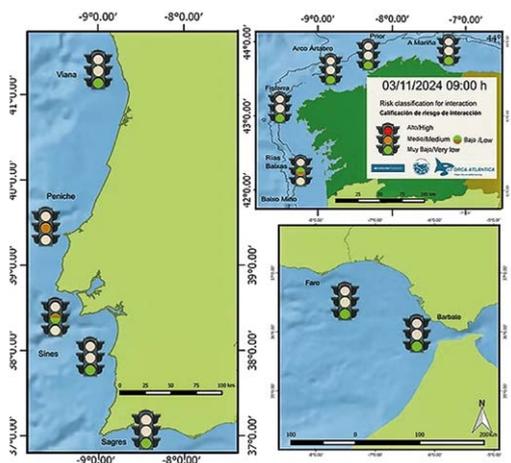
Decide on what deterrents you will take, noise generators, sand etc, but bear in mind the orca are a protected species and so actions that might injure them could risk prosecution. We are aware that members of the crew of one yacht are subject to an ongoing police investigation for actions they took.

Then when you are about to set off, look at the traffic light map on the GTOA website (below). Follow reports on the GT Orcas app and “orca attack” Facebook groups, as these will contain current reports of where the orca are and so help you to avoid them.

It is wiser to travel in daylight through areas where the orca are active, because it is much easier to see what is happening and easier for rescue services if needed. It is also easier to avoid fishing pots and rocks in shallow water.

The CA Orca Team will continue to publish reports from skippers who sail in the area, both from those who have the ill fortune to have interactions and those who have uneventful passages, and we will make sailors aware of any new developments. We hope that the number of interactions reduces again this season, and that all of you who sail in the area have uneventful passages.

CA orca page: www.theca.org.uk/orcas



Cruising on a budget

In December 2024 we asked CA members to tell us their experiences of sailing on a modest budget, and here are some suggestions. Why not share the article with anyone who longs to go sailing, but thinks they can't afford it?

Points to consider: a summary

Roger Lloyd sent us a very comprehensive article on how to save money. Here is a summary of his points. Over the next few pages we explore some suggestions in more detail

- **Join a club** rather than paying for a marina berth. Even better, a **practical club** where members do all their own launching and other jobs to keep subscriptions down..
- Have a **mooring** rather than a marina berth, as long as you have enough access to a tidal mooring and can manage any current. Can you store a dinghy nearby?
- Have a **half-tide mooring**: cheaper, but may impose time constraints.
- Join the **class association** for your type of boat for advice, discounts and social events
- If possible, **sail** rather than motor to your destination.
- Learn how to be confident to **anchor overnight**.
- **Cook your meals** on board rather than eating ashore.
- In cooler places you can probably sail **without a fridge**.
- Have a **smaller boat**, rather than a bigger boat. Costs reduce proportionately to the cube of a boat's length.
- With **shallower draft** you can visit places that larger more expensive boats with deeper drafts cannot get to.
- Attend the RYA's one-day **engine maintenance** course.



Scrub your boat's bottom on one of the many posts and walls available. This is Nick Nottingham's boat at Bosham Quay

Do you need an outboard for the short row to the beach?

Photo: Roger Lloyd

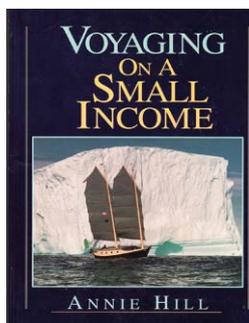


Gain information on how to look after your own engine.

- Do other types of **maintenance** yourself: replacing seals, plumbing, basic electrical work, canvas and furnishings, perhaps with the help of a knowledgeable friend.
- **Clean your own hull** – subject to local regulations protecting the environment.
- **Reduce corrosion** by installing anodes correctly and insulating between different metals on board.
- Have **foot pumps** for fresh water, and a **manual toilet**.
- You **don't need many electronic gadgets**, apart from a depth sounder. Electronic charts, CAPTAIN'S MATE and much more are available on a tablet or smartphone.
- You probably **don't need radar** but make sure you have an effective radar reflector.
- Check and **service your own lifejackets** each year, subject to safety requirements.
- On a boat less than 30 feet, you rarely need an **anchor windlass or bow thruster**.
- Do you really need an **outboard motor** for your dinghy or could you row ashore?
- **Slab reefing** rather than in-boom or in-mast mainsail furling is cheaper, and there is less to go wrong.
- Buy an **old boat** rather than a new one... as long as it's in good enough condition.
- **Don't buy a boat!** Consider buying a share in a boat, chartering, crewing for others or joining a club which owns yachts.

Useful reading

A number of members recommended Annie Hill's *Voyaging on a Small Income*. It is aimed at long-distance sailors but remains an inspiring read. It also includes Weston Martyr's wonderful short story from 1932, *The £200 Millionaire*. To save even more, you can borrow the book from the CA library.



A mooring in Lerwick, Shetland may be just 10% of the cost of a Solent berth.
Photo: Gerald Freshwater



Where to sail

The cynic in me would suggest keeping the boat abroad! We spent last year in the Mediterranean and have just brought the boat back to the UK. We are currently in Beaulieu having spent last night on Lymington Town quay. Lymington cost us £45 per night in the winter and Bucklers Hard £42. Last August we paid 52 euros per night in Nice and Villefranche and less in Menton! ... Avoid the UK south coast at all costs, and sail with a big group to share the bills

Julian Windmill



The biggest saving that we made was to base ourselves in Southern Brittany, where we dry sailed. We had more than sufficient boat movements, the contract included the *Passeport Escale* which gave unlimited two-night berthing in the marinas of the *département* of the Morbihan, and up to five nights in other marinas from the River Orwell in Suffolk to Gibraltar and North Africa.

As all marinas in France are state-owned, there are no shareholders to pay; profit goes back into marina facilities and the local community. In most French marinas, you only pay if staying past midnight, so one can berth, fill up with water, top up the batteries, go shopping/have lunch and then find somewhere to anchor for the night. The overall savings of being based in France more than cover the cost of travel back and forth.

For 11.5 metres our contract cost less than £2250, depending on the exchange rate. For boats with contracts for 12 months afloat, you could be pulled out and launched for free in July and August for a minimum of two weeks; many people used this time to overhaul equipment, anti-foul etc.

Judith Grimwade

I don't think "saving money" and "in the Solent" fit in a single sentence. In 2001, I calculated that I would have had to have earned an extra £8,000 a year to get a mooring in the Solent, around Lymington or Beaulieu. Even then, three months in the Solent cost more than several years in Lerwick marina, and charges in Shetland are still usually less than £1,000 a year for a decent-sized yacht. I do think you have to be prepared to travel to more affordable berths if you want to keep a boat afloat.

Currently, we keep our 35ft boat at a yard in Sweden, away from Stockholm, and base her at the local yacht club when afloat. This, and engineer's fees, are still only around a couple of thousand a year, and we regard the journey there and back as a touring holiday – though it is much cheaper to fly. The cruising there is unrivalled, and one can gain a permit to stay over 90 days, without affecting the Schengen allowance.

Gerald Freshwater

Those commenting on South Coast prices should try the Ligurian Sea and north-west Italy. I have had many quotes (for a 10m yacht) over €9,000 and had one for €18,000! Much more reasonable in the Netherlands.

Ric Brown

A mooring at Pin Mill in Suffolk is an affordable option in a beautiful location



We have chosen cruising areas where you can usually anchor for free, or pick up a buoy for not much – we are going to be based at Pin Mill on the East Coast this season, and our previous boat was in the Ionian, where our total spend on summer mooring over 10 years was about £150 (zero in 2024).

Tony Montgomery-Smith

Matt Hughes's Sadler 29, Elektra, awaiting the season in Carne Creek off the Helford River



A smaller boat... and cheaper mooring options

My wife Vicki and I have been cruising since 2006; we never had any spare money. Our first yacht was a Hurley 22 in which we logged over 5000nm and we towed her home for the winters, saving thousands on laying up fees. We never used marinas, and liked to anchor as much as possible. We sold her in 2017 having bought a Sadler 29, *Elektra*. So far in the Sadler we have spent two nights in a marina; she is normally laid up over the winters, up a creek on a mud berth, which is about a fifth of the cost of storage out of the water in a boatyard. *Elektra* has plenty of solar charging, we don't need to run the engine for power.

Bruce Carter

We are currently liveaboards in Spain and quite a range of people are based at our marina... we have met a number of people whose first experience of boat ownership is a 40+ foot yacht that they bought on retirement, and they are starting to realise the learning curve they are embarking on. Typically they select a yacht based on criteria for a house or car, and later realise the expense and maintenance time that a big boat with lots of equipment and complex systems implies. You can have a lot of fun in a trailer sailer or a dinghy and avoid all the time and expense associated with a yacht!

When we were based in the UK we had a boat which could dry out which meant we had the option of a half tide mooring, much cheaper, and we could also dry out to renew the antifouling thus avoiding lifting charges. Being on a mooring gave us a feel for the weather on our way out to the boat, and as it was in a backwater it was a lovely place to spend a night even if we didn't cast off.

Robert Sheridan

When I was working, my retirement dream, since achieved, was to buy a boat and take her through the French inland waterways and cruise the Mediterranean. We spent many happy hours looking at magnificent boats in boat shows but

my wife, Vanessa, said "Shouldn't we start with something smaller?" We bought a Drascombe Longboat Cruiser almost identical to that owned by Steve Rowley and featured in December 2024 *Cruising* except that he had a tiller pilot; we had a length of cord.

We had more fun in her than I think we had with our Southerly 115, *Pluto*, which replaced her. Running costs were negligible, being a trailer sailer we were able to keep her in our garden or out of the water at boatyards, sometimes we were on a swinging mooring. We were able to travel all over the country trailing the boat to new cruising areas. I think we went out in far worse weather than we would do now in the Southerly; a small jib and a mizzen would cope with very strong winds. With the mast down and an electric outboard we were able to cruise inland waterways in England silently. She could not have been more basic which meant that we just enjoyed the sailing.

Julian Dussek



Keep it simple

For us the attraction is being on the water, either sailing or at anchor and we don't want to lose time maintaining things we don't need or which could cause a major problem if they fail, so our boat does not have pressurised water systems, hot water, a shower, freezer, multiple fridges, air conditioning or electric winches. We have fine hulls so she is easily driven which means we only need 9.9hp outboards, can have smaller sails and a lighter rig so changing the standing rigging is less expensive. Coppercoat allows us to scrub off in the water easily. We have a small water maker (5Lt/h) so that we are not reliant on drinking water from the shore (can be difficult to get in the Med).

Robert Sheridan

We have economised on instruments - we now only have a depth sounder and apps on our phones.

Tony Montgomery-Smith

Hot running water is rather too much to ask in a trailable boat... but it is quite feasible to have a sink, cooker and even a small toilet on board. Power packs for phones and tablets are commonly available, and reasonably priced.

Gerald Freshwater

Apps such as MemoryMap can display Admiralty charts and the indispensable Antares charts of Scotland for a modest price



Get to know the sound of your engine: it talks to you. Flexibility and an ability to work in confined spaces are useful attributes, below

Doing it yourself

One key aspect of sailing on a budget is being self-reliant with maintenance. Researching and doing jobs yourself, or with your boat partners, can save vast amounts of labour costs, and of course in the process you get to know your boat better, and you are thereby more resilient offshore. Most jobs can be done by enthusiastic and determined amateurs. Use of scrubbing piles / leaning against a wall is a classic way of saving money, which I still do today! These days the internet – and in particular YouTube videos and online instruction manuals – arguably makes this approach much easier.

Nick Nottingham

If you are thinking of moving your boat outside the UK, do **all** the work on the boat before you leave. You are at the mercy of sharks abroad, as I found this year in Preveza..

Philip Leith

Go on a diesel engine course so you can do your own engine servicing, it's not difficult. Added cost: a set of tools plus a pump to suck out the oil. Keep spare filters and seawater pump impellers on board: even if you are unable to fit them, a trained mechanic won't need to go hunting for them. For Jabsco pumps where the pump shaft has a slot, get spare impellers with the pins already fitted, they are easier to instal than ones where you have to put the pins in yourself because they invariably don't go in quite straight so don't line up with the slot. Certain Johnson impellers have the pins ready-fitted and are like-for-like fit with Jabsco.

Use pattern parts. I get my filters from In-Line Filters inlinefilters.co.uk/. One can get pattern engine parts, even



in stainless, at less cost than buying the manufacturer's part. Make use of chandleries that offer a CA discount, but remember, you are buying the product, not the discount.

Keep an eye out for any pending faults and failures and correct them early to reduce the risk of something small becoming big. On Volvo Penta engines, check the exhaust silencer, because the domed end plate on the downstream side corrodes and gets pin holes and you can't buy the end plate on its own. The tell-tale is brown water in the bilge traced back to below the end plate.

Robert Falk

We have always done most maintenance ourselves..

Tony Montgomery-Smith

Read up and gain information on how to do your own maintenance. Windows and hatches or even the keel-to-hull joint might need re-sealing. Perhaps ask a knowledgeable friend or a yacht club member. For electrical maintenance you must be both knowledgeable and tidy, otherwise your work will be dangerous.

Get to know your engine and its sounds. It talks to you! If at all possible, do the engine maintenance yourself, because then there will always be a mechanic on your boat who is instantly available and will not charge labour costs. Get advice, preferably from people with a similar boat, on how to winterise your boat and its engine yourself.

Do your own cleaning below (and above) the waterline. This is often done as part of the winter haul-out in a special area to catch the run-off. If you dry out to do this you will need to consider local regulations protecting the environment. You can repair the sprayhood, or make/repair covers and soft furnishings. Things on a boat have a tough life.

Roger Lloyd

Make the most of CA membership

Before buying any boat kit or booking a marina, check the CA discount list for **member discounts**.

There's a huge range of options from deliveries to insurance that can save the cost of your membership each year.



Do you have more suggestions for ways to save money? Write to editor@theca.org.uk and we'll publish ideas in future editions of *Cruising*.



Ten days in Greenland

Julian and **Alison Cable** cruised the waters of Greenland aboard the gaff ketch *Tecla*. Alison's log of their voyage won the 2023 Dolphin Cup



Tecla on Kitsissuarsuit pier



Julian and I have a small boat, and would never dream of taking her to Greenland, but we could not resist the chance to join *Tecla*, a 28m gaff ketch, as she sailed south along Greenland's west coast from Ilulissat to Nuuk having just completed the North West Passage.

19 September: Ilulissat Joining a boat in Greenland can be complicated, but luckily Ilulissat has an international airport, and we touched down at 9am having left Keflavik in Iceland at 8am. The three-hour time difference made the trip look much shorter than it was. We would not be joining *Tecla* until the evening, but knew she was in the harbour so got the taxi to drop us there to leave our luggage. We could see her from the taxi, rafted up on a trip boat, but by the time we got our luggage out of the boot *Tecla* had cast off. Ilulissat has a busy inner and outer harbour, and *Tecla* had to move to allow a small container ship to dock. Ten minutes later she lay alongside a fishing boat, and we were able to get our luggage aboard.

The day in Ilulissat let us get our bearings and have a good look at the Icefjord before going aboard *Tecla* in the evening. The fishing boat she lay against was going to head out at midnight, so as the container ship had left, our skipper decided to move *Tecla* after dinner. Unfortunately just after we cast off a small Danish war ship appeared in the channel, and proceeded to moor up where the container ship had been. Half an hour later *Tecla* was back where we had seen her that morning from the taxi.

20 September: Ilulissat towards Kitsissuarsuit Our aim for today was to get clear of Disko Bay and its ice. The decks were slippery with frost when we left Ilulissat just after 9am, but clear sky and bright sun soon melted it. The sea was another matter. Pancake ice made a crackling sound as *Tecla's* steel hull pushed it aside, and a careful watch was kept so that we did not touch anything more threatening. We headed directly away from the Icefjord, keeping well clear of the big icebergs.

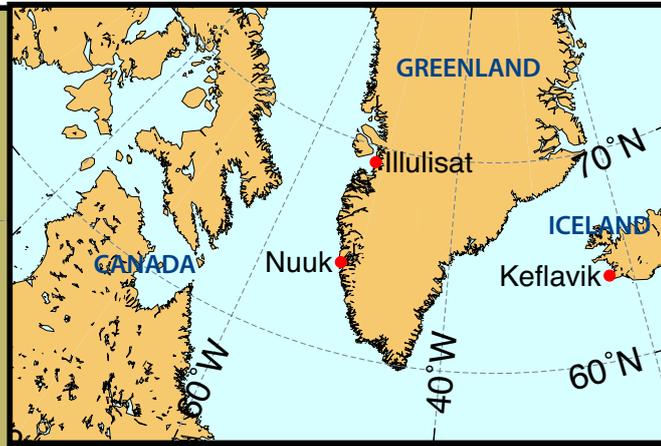
We did go close to one iceberg that Gijis, the skipper, decided would be safe. A trail of small ice lay in its wake, and we used a bucket to collect some. This survived in a bucket on deck for three days before finally melting, and it made an interesting fizzing sound when added to spirits...

Kitsissuarsuit is an island in the south west entrance to Disko bay, and our plan was to anchor off and use the dinghy to go ashore to visit the small settlement. No reliable chart of the entrance was available, so the dinghy was launched for the first time, to do a visual and lead-line sweep ahead of *Tecla* as she crept towards the island. A deep enough channel was found all the way to the ferry pier, and some children fishing off it assured us it would be fine to moor up to, so that is what we did.

The local small fishing boats moor up just around the corner in a very sheltered spot. The village is quite run down, and we saw no adults at all, not that surprising with a population of 50 in 2020.

21 September: Kitsissuarsuit towards Agto/Attu We left the ferry dock at 6am while it was still dark. Being able to follow our inbound GPS track made the first part of the passage much safer. We could see the lights of a tug coming towards us, and as the sky grew lighter we could see it was bringing in a barge with a single container on it, probably heading for the dock we had just vacated.

This was a day spent motoring through the inshore passage,



Below, Attu anchorage from the shore



threading our way through a maze of islands to reach our next settlement. This time we anchored off, in 35m, setting a lot of chain! We took the dinghy ashore to Attu and found a prosperous looking place. Their map described the settlement as a city, and the locals were friendly. When I admired some reindeer antlers the hunter came out of his house and offered us a taste of dried reindeer meat. Very tasty, and no unfortunate after effects!

22 September: Attu towards Sudbay The anchor came up at 0600, with no hanging weed. Which was a relief. Once the sails were hoisted the rest of my watch was spent in the bow, checking for rocks and ice as we threaded the last of the inshore passage. Bright sun, blue sea and sky, wonderful mountain scenery, and a sailing breeze made for a perfect day.

We were heading for an anchorage about 10nm north of Sisimiut, sheltered behind an uninhabited island with a navigation mark on its western side. These marks are rare in Greenland!

There was a single wooden house on the island, and the dinghy headed for it, since it was the obvious place to look for a landing place. The dinghy vanished round a corner, then came back and reported a perfect landing beach. This was at the top of a narrow inlet and perfectly sheltered, the only obstacle being a submerged rock in the middle of the approach which was visible at low water.

23 September The decks were dry at 6am when we began raising anchor, but almost as soon as we sluiced away the muck from the anchor, the seawater we were using turned to slush. The dry air had fooled us into thinking it was warmer than reality. There was just enough wind to be worth raising sail, but it faded away in the late morning and we were back to motoring as *Tecla* crossed out of the Arctic Circle.

After yesterday's uncertain location, our destination was even more obscure this time. The anchorage was not in the pilot book, but on a walking map... The dinghy was launched to

check the sea bed as *Tecla* crept into a beautiful bay on the mainland with a maze of small waterways inside it. All I can say of its location is that it was about 45nm south of our previous anchorage! Ice was forming in the landward waterways, a reminder that autumn was well on its way, the day after the equinox.

24 September: towards Agpamiut The weather was due to change, with strong northerlies due next day, but today we were motoring without wind again. Given the forecast, the skipper had been planning to leave the anchorage after dinner and head south, but on arrival mid-afternoon he changed his mind, having had enough of motoring. We would leave at 4am and head straight for Nuuk, using the first of the northerlies to sail.

25 September: towards Nuuk When we headed on deck at 0355 it was obvious that the weather had changed, with thick overcast and a chill breeze. That breeze meant we could sail, and we got the staysail set (the mizzen had stayed up). The engine went off as soon as we were in clear water and we sailed the rest of the day.

It was late in the season for whales off Greenland, but I saw two blows, and a couple of black shapes that were obviously part of a whale. An experienced whale watcher confirmed it as a humpback, which was nice. Seals here hunt in packs, and I saw several much closer to *Tecla*, with obvious fish-herding

Anchorage at Sudbay



Sea lochs behind an unnamed anchorage



behaviour. Impossible to photograph!

By 1830 we were running through increasing waves, doing over 7 knots. We were well offshore, and gybed round at 2000 to head straight for Nuuk Fjord. The idea was to head well up the fjord for shelter. We were just past Nuuk itself by midnight, but ended up dropping the anchor northwest of the town as there was too much ice in the fjord to risk going further in the dark. We were sheltered from the northerlies there, but would have to head deeper into the fjord system tomorrow when the wind was due to go south and increase after a 12-hour lull.

26 September: Nuuk towards Sulussugutip When we hauled up the anchor at 0730 it was festooned with kelp. The seas were flat, the skies were clear, and there was no wind, but we knew the southerlies would arrive soon, so we wasted no time heading deeper into the fjords, going up Umanap Sudvela towards the anchorage at Sulussugutip Kongerlua. Conditions for photography were superb.

Once anchored, some of us walked to have a look at a lake, while the more adventurous tried climbing the mountain that

sheltered the north of the anchorage. The summit proved too challenging, and it was almost dark by the time of the last dinghy pick up.

27 September: Sulussugutip towards Kapisillit The anchor came up clear of weed, and we set off to head further up the fjord towards Kapisillit. This is supposedly the only place in Greenland where salmon are found, and the settlement seemed quite large compared to others we had seen, although its official population in 2020 was 52 inhabitants.

It is possible to walk to a viewpoint for the calving glacier at the head of the fjord from here. But this was a good 20km there and back, and with the glacier retreating and the low cloud it was quite possible that there would be nothing to see, so we just explored the village and its environs.

28 September: Kapisillit towards Nuuk The weather had turned for the worse as we headed southwest again. When we joined the Qörnup Sudvelua going south towards Nuuk there was considerable floating ice. Nuuk Harbour was very busy, and we picked up the only mooring buoy as soon as it was left vacant. Our voyage was complete.



Julian & Alison Cable have been cruising in their small gaff cutter *Robinetta* since 2007, voyaging all the way round Britain and Ireland and also reaching Brittany. But in September 2023 they left her at home on the West Coast of Scotland to join the much larger gaff ketch *Tecla*, as she headed down the West Coast of Greenland from Ilulisat towards Nuuk.



West Greenland's dramatic coastline



Agpamiut





From racing dinghies to avoiding orca

John Burbeck was a serious dinghy racer in his teens and later became a serious blue water cruiser, covering 14,000 miles in one 12-month period. When he sold his boat he joined RATS, working on the Orca Project to help sailors share invaluable information. More recently he has become a member of Council and leads the CA's IT committee

In the late 1950s in Malta, in the sun, with warm seas, I learnt to sail in a Pusser's 14, which is a Royal Navy clinker-built sailing dinghy with a wooden mast and cotton sails. If you capsized it was a case of rowing for the shore as it was impossible to bale them out. As a family we spent three happy years there during my father's posting with the Royal Navy.

On return to the UK, we lived in Portsmouth and Plymouth, and I took up dinghy sailing seriously, racing and cruising – firstly as a crew, then later helming. A highlight was competing in the International Cadet week in Plymouth.

After school I joined the Royal Navy and learnt how to "drive" large powerboats. It was not always without problem though, for example when I took one up the Dart and was unable to return at low water. That led to a formal reprimand, the first of several involving powerboats. I am clearly safer in sailing vessels. The Navy also taught me how to navigate, which has proved invaluable ever since.

I continued to race and cruise dinghies at university and when I joined the Metropolitan Police. In the mid-1970s, using the navigation skills learnt in the Navy, I started cruising and racing offshore, using dead reckoning, tide tables, RDF, calculated leeway... and hope. On one trip we crossed the Channel just as the storm that wrecked the 1979 Fastnet was setting in. It was character-building.

I cruised and raced different charter boats in various parts of the UK, across Channel and, until recently, in the Med. I was part of record-breaking crews in the Three Peaks Sailing Race and Round Britain in a RIB.

On retirement from the police I bought a share in a Beneteau 33 and cruised extensively on the south coast and cross-Channel with friends and my family. When I finally stopped work and my children had grown up, I bought a Moody 43 Eclipse, and started a period of serious cruising. In one 12-month period I travelled 14,000 miles, some in friends' boats, some in mine.

I took a large Navy powerboat up the Dart, but was unable to return at low water... leading to a formal reprimand

It was at this time that I was recommended to join the CA and it proved to be an excellent move when cruising the Baltic, the Channel and down to the Mediterranean. The wealth of information and advice that was available from the CA was impressive and useful. As I was usually ambling along the coast taking account of the weather and tide rather than working to any particular plan, CAPTAIN'S MATE was invaluable.

During that period I also crewed on an ARC-plus event, travelling from Portugal

to Madeira and the Canaries before the start, then Cape Verde and the Caribbean. This was followed by a cruise in the Caribbean to Bermuda then a trip back via the Azores. Very enjoyable.

Creaking joints have led to me accepting that my blue water days are behind me, although I still crew for friends, which is much cheaper than running your own boat. I have decided to try to help the next generation, as I have been helped by others over my nearly seven decades of boating. As a result, a few years ago I became a RAT [a member of the CA's Regulatory & Technical Services group]. I love that title. And I have helped sailors with the orca problem off the Iberian coast. With a little more spare time now, I have been appointed to Council and have taken the lead of the IT Committee.

Altogether it gives me a great deal of pride that I can contribute to such a useful and beneficial association, and work to help the next generation get even more pleasure from their cruising, whether in yachts or power boats.

