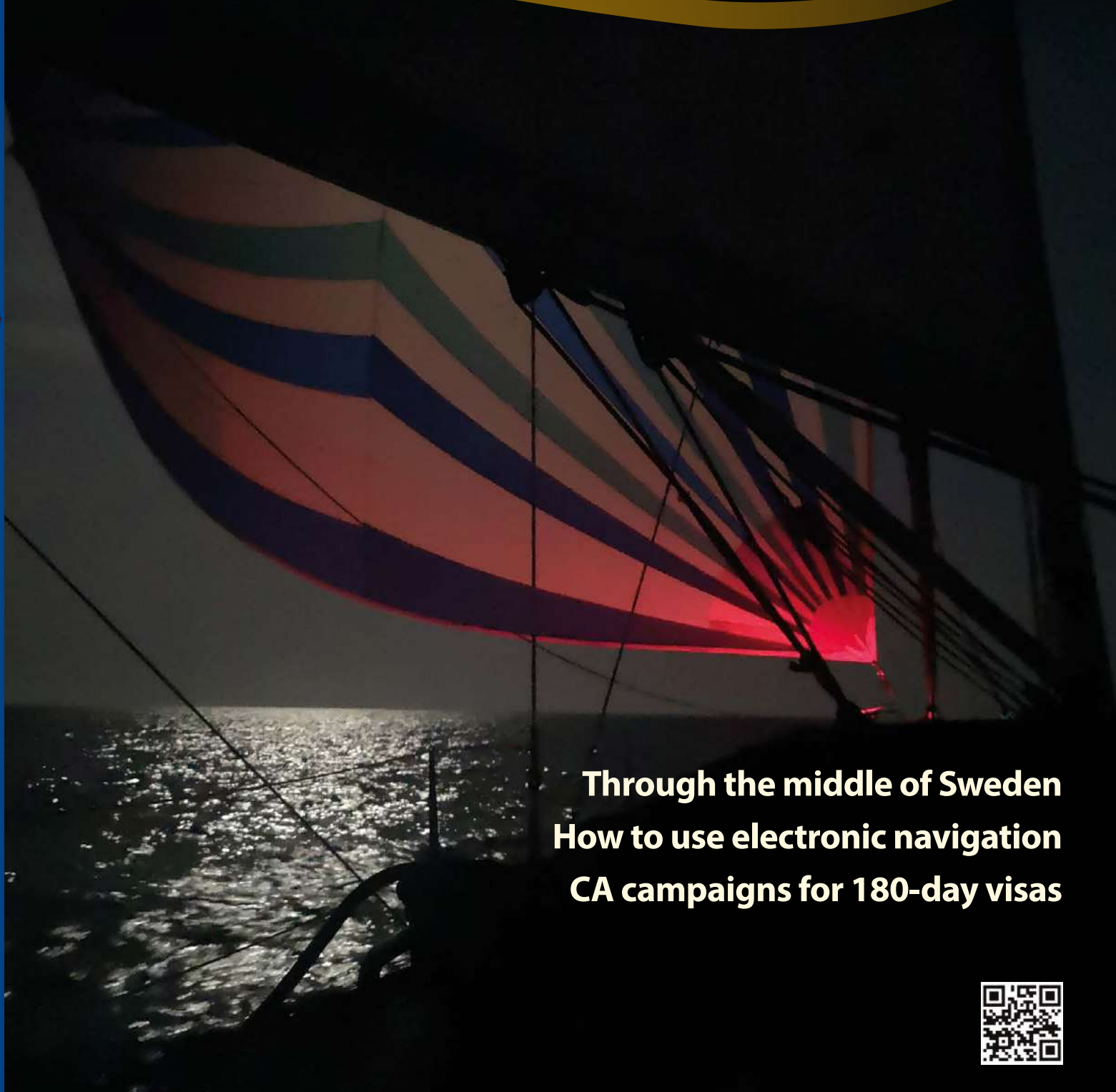




Cruising

www.theca.org.uk

CRUISING MARCH 2021



Through the middle of Sweden
How to use electronic navigation
CA campaigns for 180-day visas



Still here, and still campaigning

Despite everything that has happened – or not happened – in the past year as a result of the pandemic, the Cruising Association still needs to campaign on behalf of its members, says CA President **Julian Dussek**



How things change, how wrong can you be? The headline to my report this time last year said "Plenty to look forward to" and went on to say I was looking to a summer when my boat might not let me down. She certainly didn't, she is still in a Dutch boatyard and I haven't seen her for over a year now. She hasn't moved. I wrote my article in the first days of February with absolutely no concept of the shattering effects of the forthcoming coronavirus pandemic.

If I had said instead that this time next year you will not be allowed to see your grandchildren, all schools will be closed, you won't be able to go out for a drink or a meal because pubs and restaurants will be shut, you'll be discouraged from going to work and you will have to wear a mask whenever you go into a shop or public place, you might have thought I was going round the bend, but this is the situation at the time I am writing. It is just possible that this summer we might be able to get back to a more normal way of life, but I'm sure it will not be like what we were used to.

Throughout this crisis our staff have worked indomitably to ensure that the CA functions normally, except sadly the bar and galley remain closed. Promo Week, March 22-28 (more on the CA homepage and page 10 of this magazine) is near and the preparation for this is very demanding. Before I became a member of Council I used to think these things "just happened" but I'm now fully aware of how much work goes into such projects. Promo Week, the on-line

promotion of the CA, is important as it shows the public face of the CA. With the loss of the various boat shows and the inability to get out and meet people, such events are crucial.

To add to the devastating effects of Covid we now have to adjust to having left the European Union and the impact it has on our sailing life. The two biggest issues are HMRC's outrageous demands that VAT should be paid on boats returning to the UK even when they have paid VAT already, and the problems arising from the fact that UK citizens can now only spend 90 in any 180 days in the Schengen area. I hope you have viewed the excellent RATS webinar on Brexit (www.theca.org.uk/rats/brexit_advice/webinar_video); RATS is working with Council on those two major issues.

I cannot stress too strongly that all members should look at the Newsletters and the CA website

I said in a previous President's Report that out of adversity came opportunity and that has become increasingly true over the year, because we have now become completely *au fait* with Zoom. It is quite usual for me to have four or more Zoom conferences in a week and participants can join from home wherever they are. We just could not have had this degree of collaboration without Zoom, or equivalent, and of course it is not a great hardship because we can't go anywhere anyway or see anyone.

Members have been terrific in supporting the two campaigns with letters to their MPs, but sadly the Government's response has been totally unhelpful. We are stepping up the campaigns on both issues and if any progress is made it will be announced in the Newsletter and on the website. I understand that the Government is overwhelmed with dealing with Covid and the consequences of Brexit and our demands are small fry in the overall situation. This is why we are now targeting selected individual European countries with a view to getting visas for stays beyond the 90 days allowed by Schengen rules.

For me, the highlight of each year is the Flag Officers Lunch when our patron Sir Robin Knox-Johnston presents the annual awards. I sincerely congratulate all the winners for the exceptional contribution they have made to the Cruising Association over the year. They are listed on p12. It is normally a very jolly occasion, the dining room is packed to capacity and we are all able to get together and meet one another. It is the moment when I can thank all those volunteers, on behalf of the members, for their considerable contribution over the year. I can say it here, but it is not quite the same. I hope there might be an opportunity later in the year.

I am always happy to receive emails from members, but I have become aware that some members do not read the Newsletters or look at the CA website. I cannot stress too strongly that everyone should look at both. That is where you will learn about everything the CA has to offer you and see what we are doing in many different spheres. And don't forget the Forums, packed with a panoply of ever changing information (www.theca.org.uk/forum)

Perhaps we should have a competition for the most accurate guess as to what the opening paragraph of my report in the June edition of *Cruising* will say?

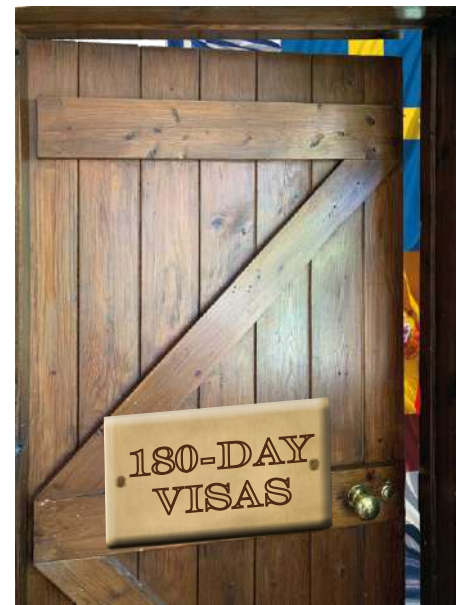


Pluto heads for her Netherlands storage shed in 2019... and she's still there. Julian used Find my Friend on CAPtain's Mate to track down a nearby CA member who was able to check up on her



CA campaign for 180-day cruising

A team comprising the CA President and members of Council, RATS and Sections working on a campaign to persuade individual EU member countries to allow UK members to enjoy up to 180 days of cruising each summer



Brexit has happened: UK citizens are no longer EU citizens and are subject to the rules that the EU applies to other third-country nationals.

Our lives since the end of the transition period have been dominated by restrictions designed to control the Covid-19 virus. Hopefully we may see a return to some degree of normality later this year. However as we plan our future cruising, the real impact of the key issues of VAT and the Schengen limit of 90 days in any 180 will become clearer.

Some of our sections have carried out surveys of British members which have indicated that a significant number may move boats back to the UK; others may choose to relocate boats to non-Schengen countries, and others may be content to only use their boats for three months over the summer.

Following our December webinar on the impact of Brexit, a number of members asked whether the CA could campaign to improve the situation on the key issue of VAT and the 90/180 limit. Our campaign to try to convince HMRC to take a more reasonable position on VAT is covered elsewhere. However in respect of trying to overcome the 90/180 limit we have launched a new campaign.

In 2020, prior to the final deal, the President asked members to write to MPs to try to persuade the UK Government to negotiate with the EU for a Schengen-wide arrangement which would allow for a continuous period of 180 days instead of the 90/180 rule. Sadly there was no agreement on this and feedback from MPs has shown that there is little chance of progress on this from Westminster.

Fortunately individual EU countries can unilaterally issue longer stay visas, and we will now focus on campaigning directly with National Governments, Tourist Ministries and local MPs in key countries (Sweden, Netherlands, France, Spain and Greece initially), which should allow members to continue to enjoy a good summer of cruising.

In January a steering team including the President of the CA, Sections and RATS started planning an official CA branded campaign aimed directly at national governments, and in parallel creating support materials aimed at local politicians which members could send to their marinas, harbour authorities and marine service businesses etc asking them to forward this to their local MPs.

Our goal is to create a top-down and bottom-up movement in support of our request. **We now urgently need members to help us identify local politicians and businesses that will be receptive and supportive of our cause.**

The team has been trying to work out the most persuasive arguments which we can use. We have realised that while the economic impact of our boating activities is very small at a national level it is quite significant to a number of communities around the coast and along the inland waterways.

The key themes of the campaign are :

- The Cruising Association, with a membership of over 6,000, represents just some of the many tens of thousands of UK-nationality skippers and crew who have a strong commitment to extended cruising in EU seaways and waterways.

They contribute significantly to the socioeconomic impacts of boating for so many coastal and inland communities.

- Time-honoured boating activities by UK sailors support vibrant cultural connections and powerful seafaring traditions which link the ordinary people of the UK with those of other European nations.
- Many CA members and UK boat-owners keep their boats in or sail their boats to EU countries and have traditionally spent four to six months each summer cruising mainland Europe. Many with their boats based in Europe will also spend several weeks during the winter visiting them for maintenance and all will be engaging in other cultural and economic activities.
- Activities by UK sailors support the specialist boating service providers such as harbours, marinas (both coastal and inland), chandlers, riggers, sailmakers and marine engineers as well as a huge number of waterside hospitality businesses some of which are in more remote locations away from main tourist centres.
- However the current rules will restrict the time UK-nationality cruising sailors spend in Schengen countries to just 90 days in any 180. The time pressure of this limit makes extended cruising difficult and stressful. Other activities like European winter holidays and city visits may also become impractical. From our membership we know that without access to a tourist visa granting a

continuous 180-day period, UK boat owners are reluctantly planning to relocate their boats and other activities to countries where they are not restricted by the Schengen limits.

- The failure of the UK and EU to agree a reciprocal 180 day visa arrangement has been devastating boat owners. However we are encouraged that the EU has recognised that individual member countries have the authority to reciprocate the provisions made by the UK government for visa-free visits of up to 180 days without any requirement to own property in the EU.
- We are asking for the governments of the target EU member countries to grasp the opportunity to maintain UK boating activity in waterside communities by creating a simple mechanism by which UK citizens can spend a continuous 180-day period cruising. This will safeguard the essential flexibility and hence safety factors that will enable UK boat owners to make extended voyages including outbound and return passages from and to the UK via other Schengen countries.

Feedback from our HLRs and members based in Europe has indicated that overly demanding messages will not work. We have also been very aware that Covid-19 is consuming the attention of the majority of Government focus throughout Europe and that both Brexit and our Covid-19 situation in the UK will not help our cause. Hence it is very important that both the CA campaign and letters from individual members are carefully worded and delivered at the right time. If we do not do this then our efforts may be wasted or even counterproductive.

So... if you currently keep your boat in the Schengen area or are thinking about future long term cruising there then **please respond to requests for help from your Section Secretaries and get involved.**

Trevor Page



Virtual and real events in coming months

There are more details of many of these events in Sections news, starting on page 68. All can be viewed online. Log on to the CA website to book.

Wednesday, March 10, Cruising the European Ring: through five countries in 90 days, Andy Mulholland, CA London, 19:00. In 2018 CA EIWS members Andy and Gwen travelled a circular route through the Netherlands, Belgium, France, Luxembourg, Germany and back, in a single 90-day period.

Thursday, March 11, Windfarms off the Kent coast, Kent, 19:00. With Melanie Rogers from Vattenfall.

Saturday, March 13, Crossing Biscay, A Virtual Seminar, Biscay, 11:00. Passage-making from the UK to the Mediterranean, or crossing the Atlantic, usually means crossing the Bay of Biscay. This is where the adventure begins. There will be two webinars with a suitable interval for lunch.

Wednesday, March 17, From Greece to Wales despite Covid, Tim Herbert-Smith, CA London, 19:00. In summer 2020 during a brief respite from lockdowns, Tim helped deliver an Ovni 395 from the Aegean to Milford Haven. He crossed an untypically quiet Mediterranean, coped with Covid restrictions ashore, and undertook a midnight rescue.

Monday, March 22 to Sunday March 28, CA Spring Promo Week. See page 10.

Wednesday, March 24, Tales of Sofia's circumnavigation, by Jonathan and Anne Lloyd, CA London, 19:00. Jonathan and Anne spent five years from 2014-19 sailing round the world and will talk of their adventures, and misadventures, during their circumnavigation.

Thursday, March 25, The Antarctic by Owen Evans, Suffolk, 13:30. As Second Officer with the British Antarctic Survey, Owen spent time visiting both polar regions. He is now Deputy Harbour Master in Brightlingsea.

Wednesday, March 31, The Thames Estuary, Rob Smith, CA London, 19:00. London has always relied upon the Thames Estuary, but the place is a mystery for many. Rob's talk starts in East London and follows the river to the sea.

Planned physical events – all subject to Covid

Friday, April 9: Mark Criddle, Coxswain of the Torbay Lifeboat, South West, 19:30. Torbay has the busiest lifeboat station in the UK after the Thames and has been responsible for many dramatic rescues. Royal Torbay YC.

Thursday, April 22: John Chadwick returns from the Falklands to Plymouth, South West, 19:30. John's journey involved a couple of years spent touring the Caribbean. Royal Torbay YC.

Saturday, May 1 to Monday May 3. East Coast Spring Rally, Suffolk. Bank Holiday weekend event for CA East Coast sailors.

Friday, May 21: Chris Jeckells, MD of Jeckells Sails, on sail trim for cruisers. South West, 19:30. Royal Torbay YC

Thursday, June 17: Drew Parkinson of HM Coastguard Area 10. South West, 19:30. Royal Torbay YC

Saturday, 3 July to Tuesday 13 July, Channel Rally and Cruise in Company, Channel.

Wednesday, July 28, Brixham Trawler Pilgrim – CA Charter, South West. Sail on board this heritage vessel, one of the last Brixham trawlers afloat.

August 18 to August 20, Channel Section – Plymouth Fireworks Rally, A rally in Plymouth to view the spectacular British Fireworks Championship.

August 19 to August 21: The Tall Ships Race starts from Falmouth. CA events including a reception, rally and land-based activities. South West.

All events and seminars in 2021 are subject to change due to Covid regulations.



Spring into action for Promo Week

From Monday March 22 to Sunday March 28 the CA will be holding another of its promo weeks, with a selection of talks, fantastic discounts and a chance for non-members to find out more about the CA via live chats or 1-to-1 Zoom sessions.

Earlier this year there was a discussion on the CA forums where some members felt that the CA doesn't do enough to promote itself. This is your chance to step in and help us out.

We'd love you to invite your non-member friends to come along to the Spring Promo Week, have an (online) chat or a website demo, and enjoy the seminars on offer. **If your friend(s) go ahead and join the CA during the Promo Week period, you'll be put in a draw to win an Icom handheld M25 Euro handheld**

Get your friends to join up during Promo Week

You could win an Icom handheld VHF worth £130 if your friend joins the CA during Spring Promo Week. The Icom M25 Euro is lightweight, waterproof and floats in water, with a long-lasting battery and good range. Find out more on the CA homepage.

ICOM



VHF, worth £130. Your friend will get 25% off their first year's membership AND you'll get £20 to spend in the CA shop.

Full details of all the events, discounts and offers were in the March newsletter and are on the CA website. There's also a link and code to send to your friends. If you're not sure how to summarise everything the CA has on offer, take a look at the non-member landing page – you don't have to log off, just go to www.theca.org.uk/home.

If you haven't already booked for one of our Promo Week seminars, get your booking in now as numbers are limited and non-members can also book places. Again, booking details are online.

- **An AIS and radar primer with Bob Garrett**, Tuesday March 23, 7pm. AIS is becoming more and more popular, but how does it compare with radar? This presentation will look at how both systems work, how they compare, the various choices available and how they can be used to aid navigation.
- **To the Caribbean and Back: Atlantic sailing with not much time to spare, Rick Ballard**, Thursday March 25, 7pm. Rick's trip has many interesting features. His wife, Tania, suffers from an inner ear disorder which makes sailing very difficult (it causes continuous sea-sickness). Also, Rick had to sail very much to a timetable with flights home and crew changes for each leg of the trip. The tale will appeal to any cruising sailor who has ambitions to sail the Atlantic but also to anyone whose partners/spouses cannot join the longer passages, so they can never be a live-aboard couple.

Extra special offers for members

The CA team has been busy putting together some really great offers for members which will be available during the Promo Week. Full details are on the CA website, but highlights include:

- Prize draw for a CA bundle including a stay at CA House for two worth £69, *Yachtsman's 10-Language Dictionary*, 2021 *Cruising Almanac* and Gill 40-litre duffel bag, worth £55.

- Reduced prices on the CA burgee – go to the web shop to order



- 25% off a whole range of publications from Imray
- Extra discount on all items from the ASAP site, and from Arthur Beale – perfect for fitting-out supplies
- And much more from suppliers such as Ship Shape, Navionics, Halcyon Yacht Deliveries, Gill, Haven Knox-Johnston marine insurance, Adlard Coles and others.

During the week, we will be announcing the winner of the Jeckells prize draw to win a cruising chute (see opposite for details of how to enter), and after that, launching the CA summer prize draw.

Hoist by my own (mifi) petard

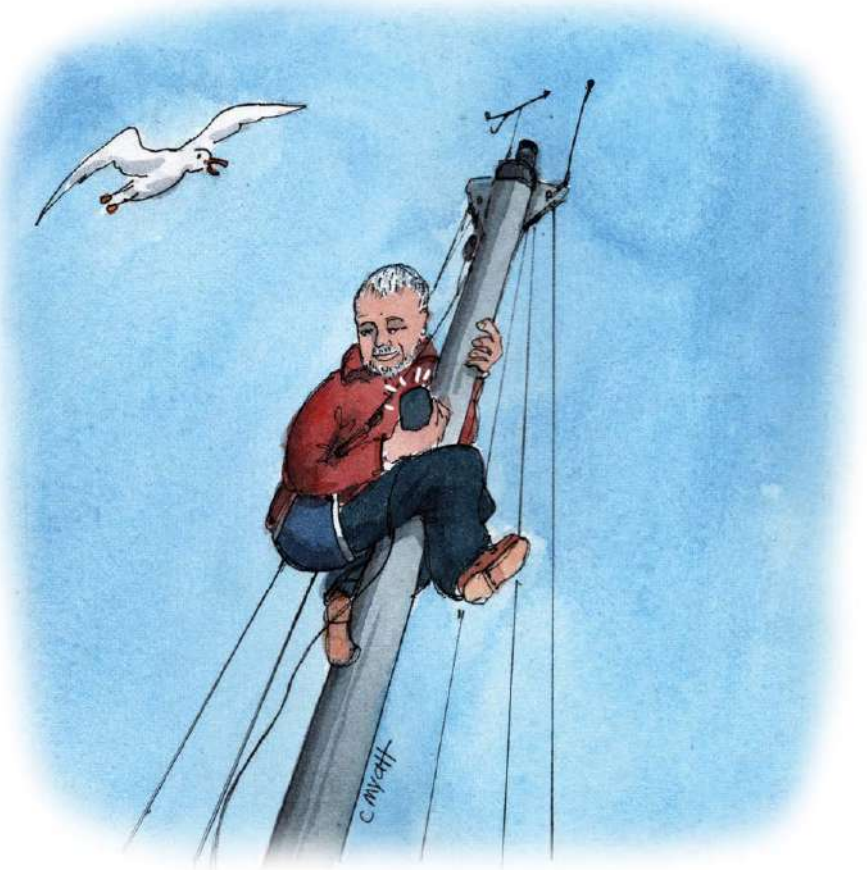
The Internet is a wonderful tool; getting pilotage information from CAPTAIN'S MATE, weather forecasts and so on. Connections in the Baltic are usually excellent. The Scandinavians seem to have worked out how to get a 4G connection to every uninhabited rock and island, making a mobile data connection feel almost like an entitlement. So, when moored at Agön on the Swedish High Coast we felt indignant at the poor connection.

Our connection on *Charmary* is through a MiFi box so we quickly had a "light bulb" moment. Hoisting the box to the top of the mast would definitely get us a better connection! We bounded into action. My eyes alighted on a cloth sunglasses case – a perfect size. The case was firmly attached to the main halyard and the downhaul line to an ideal little tab at the bottom of the case.

Unfortunately even 18 metres higher, the internet connection was no better, so we reluctantly pulled on the downhaul line.

Have you ever done something really dumb while sailing? We want you to 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 May 1 for the June issue with the subject line "Boating blunders". They should be no more than 300 words.



"That halyard you were worried about – looks ok to me!"

However, sunglasses manufacturers clearly did not have halyard loadings in mind when they designed the small tab at the bottom of the case and... yes, you guessed it, the downhaul came down but the MiFi box and rest of the sunglasses case stayed firmly attached to the main halyard.

My penance was to have to climb the mast. With people watching, I did the equivalent of getting a scrubbing brush out when you run aground. So, I spent some time at the top of the mast looking around making out that I was doing a rig check. Meanwhile, I surreptitiously tucked the MiFi box in the bosun's chair before coming down with the main halyard.

The subsequent sessions in my *Internet addictions anonymous* group have hopefully ensured that I will not make the same mistake again.

Andy Beharrell



CREW: "I am an experienced sailor, with inshore, offshore and ocean experience. I have been taking sailing 'seriously' since 2014, have RYA Coastal skipper, and covered about 8000 miles... I am a graduate engineer, handy around engines and electrical systems, and happy to get stuck in when needed, including pre-season prep work."

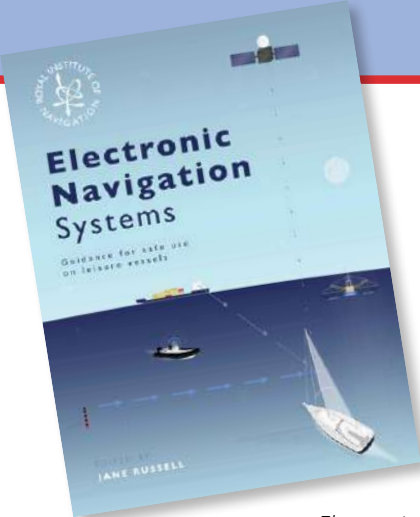
Join the Crewing Service

The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers. Even if you can't go sailing at the moment, why not take time to contact potential crew members? We are holding crewing meetings via Zoom this spring .

There's just a taste of what's on offer in our crew and skipper listings in the quotes here. To read more, go to www.theca.org.uk/crewing/welcome – or check the Crewing Service forum.



SKIPPER: "I'm looking for a companion/crew from end May 2021 for a trip from Plymouth to the Cape Verde Islands via NW Spain, Portugal, Morocco and the Canary Islands, then heading to the Caribbean. If you have Spanish that exceeds "dos cervezas por favor" it would be a distinct advantage!"



Electronic navigation systems

RATS comments and expands on a new booklet from the Royal Institute of Navigation

The Royal Institute of Navigation (RIN) has recently published a new booklet on

Electronic Navigation Systems, Guidance for safe use on leisure vessels. Appropriately this 100 page "booklet" is in fact published in electronic form, and is available free to download from their site <https://rin.org.uk/page/ENav>

This publication should be welcomed and is worth a read by any yacht navigator who uses electronic aids (charts, plotters, AIS etc) – which must mean almost everybody in the CA!

Gaining a better understanding

Even for those of us who have been using GPS and chart-plotters for many years, there is a lot of new information, plus useful insights on new directions.

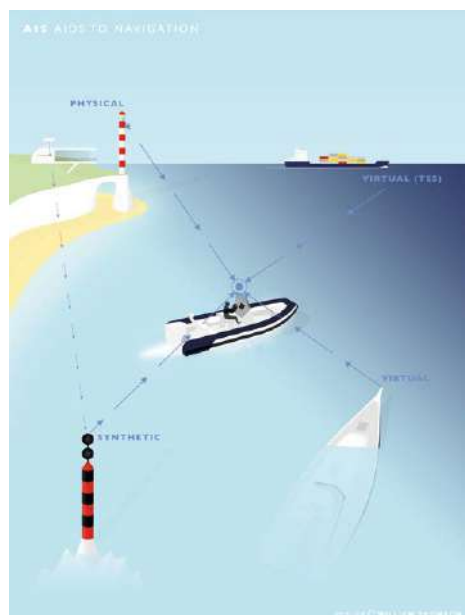
For example, what we loosely refer to as "GPS" is better referred to as Global Navigation Satellite Systems (**GNSS**) – because suitable antennae can pick up multiple systems, including:

- **GPS** (USA)
- **GLONASS** (Russian)
- **Galileo** (European)
- **BeiDou** (Chinese)

And AIS transmissions from "Aids to Navigation" (AtoN, or buoys, beacons etc. to you and me) can take three forms:

- **Real/Physical** – the AIS transmitter is physically located on the buoy/beacon
- **Synthetic** - there is a physical buoy/beacon, but the AIS position is transmitted from a remote transmitter
- **Virtual** – only appears on AIS, there is no physical mark (eg for a new wreck)

With AIS, it is also worth understanding the differences



Electronic charts courtesy of, from left, Navionics, Imray and Admiralty

between Class A (as used by large ships) and Class B (as typically used by yachts). Class A transmits more information, but ships can choose to suppress all Class B AIS targets – in which case your transmission will not show on the ship's screen! Also, many fishing vessels do not transmit on AIS at all. As ever, electronics are an aid, but not a panacea.

RECOMMENDATIONS FOR THE FUTURE

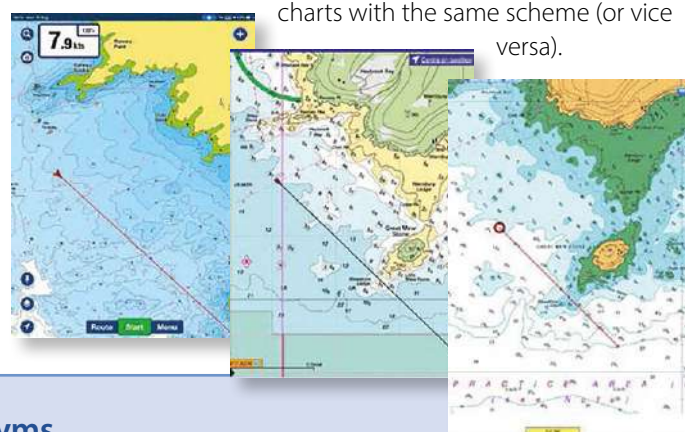
For RATS, perhaps the most important part of RIN's work is the list of recommendations for future action, not in the main booklet but published separately on the RIN website at <https://rin.org.uk/page/ENavRec>

Common standards for electronic leisure charts

The RIN booklet notes that "there are many benefits to electronic charts for leisure use - they are affordable, convenient, and mostly intuitive to read", and may include additional information which is useful for leisure users.

Although largely based on the same IHO data, the various leisure chart suppliers and plotter manufacturers often use different colours, chart symbols and user interfaces (buttons, menus etc), "which can be confusing when switching between systems".

For example, Imray use the opposite colouring palette for depths (blue for deep water) from the UK Admiralty and Navionics Charts (white for deep water). A common standard might reduce any risk of confusion. Perhaps as an interim measure, the palette could be selected by the user, allowing a navigator familiar with UKHO charts to use Imray electronic charts with the same scheme (or vice versa).



A few acronyms

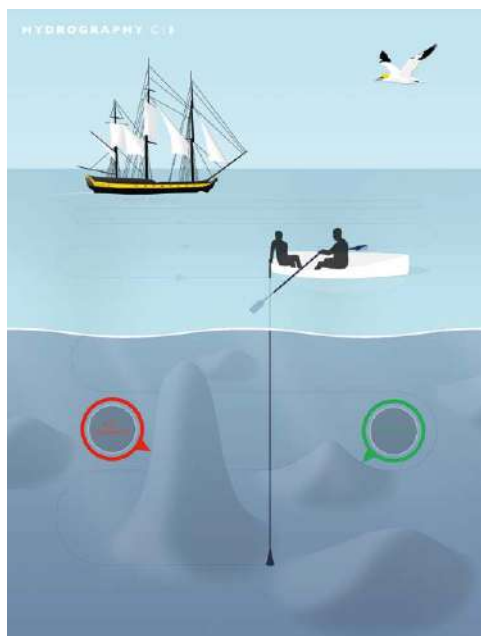
CATZOC Categories of Zones of Confidence on charts, ranging from A1 to D - see right

ECDIS Standardised Electronic Chart Display & Information System used by commercial shipping

ENC Formally approved Electronic Navigation Charts used by ECDIS systems

IHO International Hydrographic Offices, supply the data used to create charts

S-100 Universal Hydrographic Data Model, a new international standard for digital navigation products



CATEGORIES OF ZONES OF CONFIDENCE			
	Position accuracy	Depth accuracy	Seafloor coverage
A1	±5m + 5% depth	± 0.5m + 1% depth	Full area search undertaken. Significant seafloor features detected and depths measured.
A2	±20m	± 1.0m + 2% depth	Full area search undertaken. Significant seafloor features detected and depths measured.
B	±50m	± 1.0m + 2% depth	Full seafloor coverage not achieved. Uncharted features, hazardous to surface navigation are not expected but may exist.
C	±500m	± 2.0m + 5% depth	Full seafloor coverage not achieved. Depth anomalies may be expected.
D	Worse than ZOC C		Large depth anomalies may be expected.
U	Unassessed		The quality of the bathymetric data has yet to be assessed.

Implications for training

In the commercial world, training in the use of navigation systems is made simpler due to the use of common charts and systems such as ECDIS. By contrast, the wide variety and lack of standards across leisure charts and navigation systems means that it is difficult to have a consistent syllabus for training in the use of electronic navigation systems on yachts. And crews switching between boats can take a little time to familiarise themselves – often at the worst time, during the critical stages of departing an unfamiliar harbour!

Not to be used for navigation?

The RIN notes that electronic leisure charts are generally not formally approved by any official body, and therefore “they are considered unofficial and marked *Not to be used for navigation*” – hence the ludicrous rigmarole of having to accept this pop-up message when starting up a chart plotter, or navigation app on phone/ tablet. What are these very expensive devices and charts expected to be used for, if not for navigation? In the real world, with increasing use of electronic charts for navigation on leisure craft, this pseudo-legalistic “head in the sand” approach surely cannot continue.

And in the absence of any formally approved electronic leisure charts, RATS will continue to argue that UKHO should not discontinue its affordable sets of paper charts for leisure and small fishing craft, the Small Craft Folios (SCFs), which are formally approved for SOLAS Chapter V. Indeed the UK Government has an obligation under SOLAS Regulation 9 “to arrange for... the publication, dissemination and keeping up to date of all nautical information necessary for safe navigation.”

Raster and vector charts

Electronic charts come in two main types:

- **Raster charts:** originally simply an electronic image of a paper chart
- **Vector charts:** an image generated on demand by software, based upon the underlying chart data

These generic categories still apply, although the boundaries are blurring, literally, in the case of some raster charts, which can blend together multiple chart images to give an (almost) seamless view.

Also, most paper and electronic raster charts are in fact now generated from source data which is held by the IHO in vector format. The main difference is that the image is generated by software at the publisher, not on board at the plotter.

Sources and zones of confidence

Of course, a chart is only as good as its sources of information. Reading the “Sources” section on a paper chart can give pause for thought, even in relatively well charted UK waters. For example, where I was anchoring in the Outer Hebrides was listed as last surveyed in 1861, by leadline. And less than 10 miles from the busy ferry port of Mallaig there are areas still listed as “Unsurveyed”!

While this information on sources can be found on paper charts, and on some electronic raster charts, generally it is simply not available on leisure versions of vector charts. RATS agrees with RIN that leisure charts should start to include equivalents to the Categories of Zones of Confidence (CATZOC) information already included in commercial charts – which range from A1 “have confidence” to D “do you feel lucky, well do ya?”.

Missing depth datums

Similarly, it can be difficult or indeed impossible on many chart plotters to determine the underlying chart datum used for showing depths. This has become topical recently for Baltic Section members, with the phased introduction of a new Baltic Sea Chart Datum (BSCD2000). Different areas within an electronic chart could be using different depth datums.

But this issue is not restricted to the new Baltic datum. Where, for example, on your electronic chart does the datum change from Lowest Astronomical Tide to Mean Sea Level when moving from the North Sea to the Skagerrak, or from the Atlantic to the Mediterranean? Knowing this could mean the difference between your keel hitting a rock or passing safely over.

Data, metadata and software

As we start to use electronic or computerised navigation more extensively, we need to start thinking more precisely in terms of the computer and data technologies. In particular:

- The **data** – in this case the chart data, supplied by a chart publisher, according to an underlying data model





The Saint Brandon shoal off Mauritius. Red pointer shows the approximate position where Vestas Wind went aground.

Image: Google Earth. Data SIO, NOAA, U.S. Navy, NGA, GEBCO Image Landsat / Copernicus Image © 2021 Maxar Technologies



Red ring means danger?

Equally, when sailing in Scottish or Baltic waters, there are often isolated rock pinnacles, which occupy a tiny space on any chart. Hence, they can be small and easily missed by a busy navigator, whether on paper or electronic chart (vector or raster).

In these waters I like to passage plan on the paper chart, using a red pen to put a big ring round dangerous rocks (and sometimes a big red arrow for nasty offshore pinnacles)! Wouldn't it be great to have a software option to automatically put a big red line round anything under, say, 2m on the chart – and give an audible warning if I am still getting too close? With vector charts and good software design, we could have the best solution. Indeed, with many suppliers testing “augmented reality” navigation techniques, they could put a red ring round the rocks when looking around – making these nasty awash rocks in the middle of the Little Minch, photographed on a rare day of flat water, slightly less scary!

GNSS/GPS unavailability

Finally, we are all relying increasingly on GNSS (including GPS) for navigation, afloat and ashore. But the satellite signals are very weak and easily disrupted (whether by systems failure or interference, natural or man-made).

RIN has highlighted that it can be very difficult to revert to non-GPS navigation techniques (manual range and bearing etc) with many electronic charts and plotters. This gap needs to be filled. One option could be an electronic form of a ship's bearing “pelorus” – possibly in the form of an electronic hand bearing compass or binoculars, connectable to the plotter to lay a bearing line over the electronic chart.

Other options being explored include

- Absolute Radar Position
- Signals of Opportunity – a high-tech take on RDF
- Celestial Automated Navigation, using the light “signature” of a star!

eNavigation coming of age

Electronic navigation is here to stay and, used with an understanding (aided by the RIN booklet), undoubtedly helps with safe and stress-free cruising.

But as the technologies mature, there is an opportunity for better approaches and standards for electronic navigation tools aimed at the leisure sector. RATS looks forward to working with RIN and suppliers to make this happen.

Thanks to the RIN for their permission to use a few of the booklet diagrams and William Thomson graphics to illustrate this article.

Alan Kohler



- The **metadata** – such as the survey sources, chart datums, last updated date
- The **software** – which is used to select, display and manipulate the underlying chart data. This can be provided by the chart plotter manufacturer and/or the app author (for mobile devices).

In some cases, the chart publisher and the app author can be the same organisation (for example Navionics or Imray Navigator), but they remain different roles.

As electronic navigation becomes the norm for yachts, it is important for leisure chart publishers and equipment suppliers to standardise this metadata and make it available to navigators using electronic leisure charts. As the IHOs move to the new international standard, the S-100 Universal Hydrographic Data Model, we expect that this should feature heavily in future products.

Vector charts and zoom levels

There have been a small number of well publicised cases where, often racing, yachts have hit shore spectacularly – including *Vestas Wind* in the 2014 Volvo Ocean Race, where the yacht hit a shoal in the Indian Ocean. This shoal was accurately charted on both paper and electronic charts, but apparently not shown when using the specific electronic chart software when zoomed out to a wide area view (which reportedly showed a least depth of 40m).

This and a handful of other similar cases has resulted in some stating erroneously that “vector charts” are somehow “less safe” than raster charts. However, this is not an issue inherent in vector charts (the data). Indeed, vector charts, in the form of ENCs, are the main ones approved for commercial shipping.

Instead, this surely must be a matter of software design and choice. When summarising an area to create a wider view (zooming out) there is a design choice as to how the summarised area should be presented, and what information should be dropped. For marine use, one “err on the side of caution” design approach could (should?) be always to show the least depth, or the highest drying height, for the area being summarised.

Looking at a Google Earth view of the area of shoals, reefs and islets (above), it is clear that an “err-on-caution” software zoom would show a drying height in the area, at *any* level of zoom. (Note that mapping software with a different purpose could take a different summarisation choice.)

The more you put in, the more you get out



Channel Section Secretary **Bob Garrett** is the latest recruit to the Council of the Cruising Association. Here he describes how he got into sailing and what the CA means to him now

To me membership of the CA is a summation of all the things I enjoy from sailing, from my family life, from business and generally from life. These include gaining and sharing information and experience; exploring new places and visiting favourite locations; enjoying the freedoms we have; meeting new people and socialising with friends.

I was lucky in that I got into sailing early, encouraged by my father and the fact that I could escape other games at school by sailing dinghies. This was organised by a keen teacher who sailed and organised this for a few of us at a not-very-local club which we each had to cycle to.

Once married I introduced Sue to sailing

and we had a few flotilla holidays before children. Then I started crewing with a work colleague in club cruiser racing from Brighton marina.

As the children grew (and became more responsible) we started to have more boating holidays: dinghies from the beach, flotillas and bareboat. We sailed as a family in the east and west Mediterranean, Scotland, Ireland and the Caribbean. We enjoyed these sailing holidays as a family and the socialising between boats. At the same time I was continuing to crew in club racing, now from Chichester Harbour.

Eventually we bought our own boat and started racing ourselves as well as having holidays cruising across the Channel. As we became more interested in the cruising side, we also started to consider cruising further, and with retirement in mind we changed our boat to a more comfortable cruiser and we became aware of and joined the Cruising Association.

Over my years as a marketing director in the IT industry I had done a fair amount of travel, and a couple of business trips

to Stockholm fuelled a hankering for sailing in the Baltic. So this became a primary goal for the year of our retirement; but how to make the best of sailing somewhere we did not know? This was where the CA really excelled, as the information from the Baltic Section was invaluable for the planning of that trip. Once there it further enhanced our enjoyment in so many different ways. That really demonstrated to us the value of the CA to those looking to sail areas beyond their previous experience.

In my early sailing years I valued being part of a club for many reasons but particularly the social side. In racing I enjoyed the social aspect of being part



Top, Bob & Sue on their Dufour 365 Intrepid, pictured left, which has taken them to the Baltic and back in a season and across the Channel many times



Bob briefs Channel section members at one of the many successful section events



useful information presentation together with meeting other members.

Sue and I believe that the more you put in, the more you can get out; so we decided to offer ourselves as Channel Section Secretaries and this has added further to our enjoyment. We trust it has also assisted other members! Organising the seminars and rallies has resulted in even more contact with other members, and many we now count as good friends.

Of course 2020 has been a major challenge for everyone and all organisations, but we feel we have gained even more from the CA, as online events have led us to learning more and meeting more people, even if it is remote. And as for 2021, we have cruising after Brexit as a further challenge.

I hope that as a member of CA Council now I can help build on the success of the organisation for all its members.



of a team on the boat competing with others; but then on arriving somewhere we enjoyed the camaraderie of taking each others' lines, comparing race experiences and learning about where we had arrived from others who had been there before. Joining the CA provided the same and much more.

We have used the resources of the CA and its Sections to plan and increase our enjoyment of our sailing trips to Ireland, the Baltic, the Netherlands, Western France and Northern Spain – and also the Caribbean when joining friends to sail

from Antigua to Bermuda in part of their Atlantic circuit.

We have found huge value in the information and assistance available from the CA be that technical, regulatory, cruising areas, equipment, local representatives, other members etc. And this has greatly enhanced our cruising enjoyment and experience.

We have attended many different CA Sections' meetings including the local (and some not so local) evening events and again enjoy the combination of

Sailing legend Don Street receives honorary membership

The CA has awarded honorary membership to Don Street (Donald M Street Jr). He has been an ordinary member of the CA for many years but in his 90s he has decided to give up cruising, although he sails his Dragon at home in Ireland.

As a youngster Don was told by his family that he would never make money at sailing, but he ignored them all and started working as a professional skipper in the 1950s, moving down to the Caribbean and buying his engineless yawl *Iolaire*. After numerous trips in many boats up and down the east coast of North America and across the Atlantic, Don wrote his first article for *Yachting* in 1964. There followed a series of Caribbean guides, a Transatlantic Crossing Guide, *Ocean Sailing Yacht* volumes 1 and 2, the *Imray-Iolaire* charts of the Caribbean & Atlantic (many of which still make use of Don's research), and much more. Don has also written technical articles for *Cruising* about using a prop to generate power, proper dorades, and the need for industrial-strength bilge pumps, among other topics.

Congratulations to Don from everyone at the CA.



Above, Don Street helms his Dragon in the 2019 Internationals in San Remo, and below, launching the Dragon in Don's home waters



Through the middle of Sweden



David Rivett has featured in these pages several times; you can even see one of his lovely photos on the 2021 CA membership card. In 2019 he and Bren fulfilled an ambition to take their Contest 40 *Primetime* through Sweden's Gota Canal. The log won the 2019 Dolphin Cup

Primetime had again spent the winter snug in her shed in Augustenborg in the south of Denmark. We had set ourselves the target of heading over to Sweden's west coast at Gothenburg and then going right across the country via the Trollhättan and Göta Canals to reach the east coast about 80 miles south of Stockholm near Nyköping and then heading back via the east coast. When planning our trip this looked a big ask, with the fearsome reputation of the canal's 66 locks making it known locally as the "divorce ditch".

Augustenborg is a sleepy small town. It has a castle with extensive wooded gardens where one comes across the occasional surprising sculpture. We passed several days there, David working

on the boat, installing a deck-wash pump (henceforth DWP), walking, de-cluttering, and socialising with the little community we have got to know. Ros and Tom Cunliffe, who also overwinter here, joined us for a supper. Not many people can rustle up a perfect pavlova in a small galley, well done Bren.

There was lots of polishing, fettling and admiring our new upholstery, sprayhood and cockpit tent. We also discovered that the bow-thruster had been leaking, filled its compartment with water, and rusted the contactor solid. Disassembled, lots of WD40 and a judiciously applied hammer and all was well. After three days of work we were back afloat.

Tuesday May 21: We donned our oilies, bade our farewells and headed out into

the rain en route to a passage anchorage at Mosvig just south of Middelfart. Made a useful 39 miles and dropped anchor in the rain on mud at 1915. The next day we were up very early. The DWP proved itself on its first outing, and we were off our very clean anchor by 0500. Past both Middelfart bridges by 0800. Grey, light drizzle, 16 kt of wind from north-northwest. Skirted Æbelø and made good course for Samsø, arriving in Ballen harbour by 1530. Pretty empty and town still in pre-season mode, everything closed apart from the Dagli Brugsen.

Thursday May 23: Dawned sunny and fresh, and after buying a new gas cylinder we were under way by 0830. Initially we planned to head for Falkenberg. Passed to W and N of Anholt, enjoyed a lovely sunset. Intense shipping traffic heading to and from the Great Belt throughout the night, spoke to four ships. A wind-shift enabled us to lay our old friend Varberg in Sweden, where we arrived at 0430 after 153 miles. A day resting up and we moved on.

Saturday May 25: Cold grey passage for the 40 miles to Gothenburg. Lots to look at among the islands and it brightened up as we approached the GKSS yacht club at Långedrag and its incredibly long



Getting ready in Augustenborg



Pavlova with the Cunliffes

Out of Göteborg and into rural Sweden



but welcoming pontoons. As always seems to be the case in Gothenburg, foul weather kept us in harbour and we re-acquainted ourselves with the city, made a fender board, cleaned, reconnoitred the start of the Trollhättan canal from Lilla Bomen, and spent lots of time in our smart new cockpit tent hiding from 35kt+ winds.

Sunday June 2: Finally, in drizzle and winds gusting to 23kt, we left Långedrag and headed up a very grey Göta Alv river to the first opening bridge of the canal. Bridge followed bridge, all opening just as we arrived. As Gothenburg dropped astern the landscape became more rural, Bren served a full English and at Lilla Edet we transited our first lock. Our procedures were a bit rusty but all OK. By 1445 we had reached the first real Trollhättan lock.

The locks at Trollhättan are justly seen as engineering wonders. There have been three successive sets of locks in this narrow gorge built in 1800, 1844 and 1916 respectively. And indeed there was a failed attempt to create a staircase in the early 18th century. What is wonderful is that you can see all three sets of locks side by side, although today's passage is solely through the 1916 giants. The locks were vital to opening up lake Vänern and the industrial heartland of Sweden. The whole area is full of fascinating 19th century industrial archaeology.

Thus far very little traffic as we are "pre-season" and had these massive locks all to ourselves. The locks have no turbulence and should hold no horrors for anyone. We had devised a simple single line technique with a SS hook

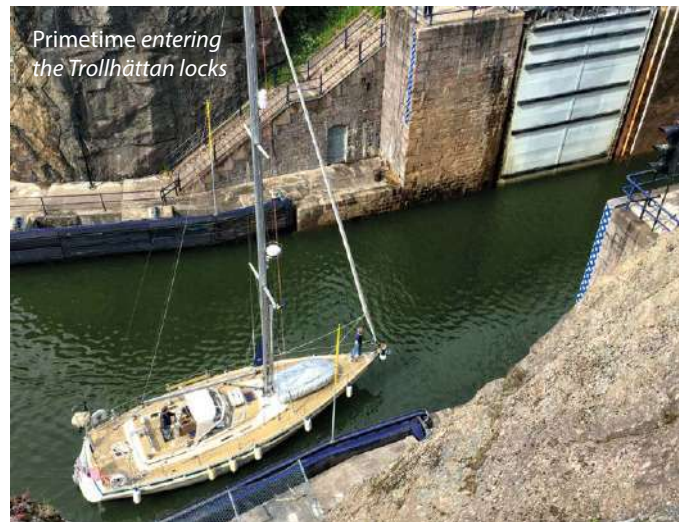
which we progressively moved up the ladders as the level rose. After a swift transit of about an hour for the four locks we arrived at the very pretty marina at Akersjö after 49 miles.

A day spent exploring this heartland of Swedish industrialisation including the first hydro-electric power station which, much extended, and now run by Vatenfall, is still harnessing the waters of the gorge. The NOHAB engineering complex was established here in the 1840s, producing thousands of railway locomotives, including 500 for the USSR during the 1920s. A fascinating area beautifully presented with numerous museums.

Tuesday June 4: By 0845 we had left our mooring and were heading towards Lake Vänern. Great selection of lifting



First of the bridges



Primetime entering the Trollhättan locks

The "German Bridge" at Vanesborg



bridges including the fantastic bascule rail bridge at Vänersborg designed by the same engineer as the Golden Gate in San Francisco. We were the only vessel in our final lock on the Trollhättan canal, just past the old Saab factory. Much nostalgia for this wonderful marque, which Bren and I both owned several times over. And then we were out into the wide open spaces of Sweden's largest lake which covers 2,183 square miles and has its own weather forecast.

Arrived at our first anchorage, Ale Holmen, after picking our way in through whale-backed rocks; this was to become a familiar experience. Warm enough for supper outside accompanied by a stunning sunset. 38 miles today.

Wednesday June 5: Off anchor by 0530, DWP proved its worth. Wind 20kt, which gave us good boat speed for the 35 miles to Mariestad. Perfect alongside mooring



with all services. Very pleasant but slightly run-down city boasting impressive brick cathedral. B managed to lose both green ball and dumb bell in harbour while I was Skyping a management meeting. Green ball was recovered after B flung herself into the harbour after it, sadly dumb bell was not, though we did manage to buy a replacement in town. Great local beer, wildlife under the pontoons, more charming 19th C pleasure boats, and of course great sunsets!

Left Mariestad to anchor up in the lake between the islands of Brommö and Fågerö en route to Sjötorp. Spent another night on glasslike water.

Saturday June 8: After a perfect night's sleep, we headed for the main event, the start of the Göta Canal at Sjötorp. We were lucky enough to bag one of only two alongside moorings to await the departure of our convoy on Monday. Good job because it blew at 30kt and pelted with rain. Between showers we explored the start of the canal, museum, original dry dock, working of locks and bridges. Now up to speed on the history, built between 1810 and 1832 under the

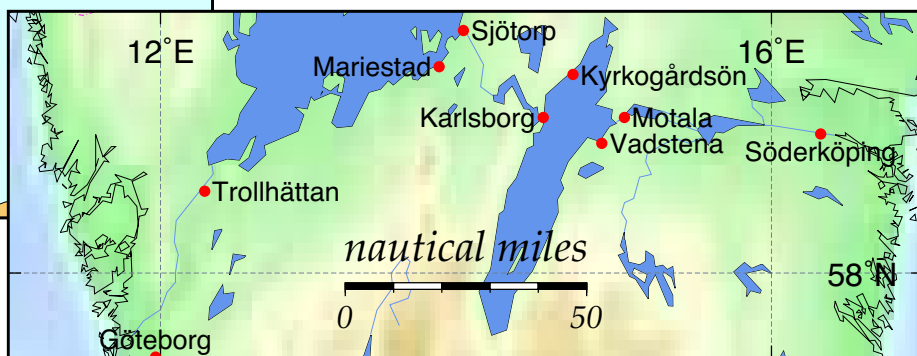
direction of Baltzar von Platten using soldiers as labourers.

Monday June 10: Up early, then a quick skippers' briefing outside the canal office, and we're off with only 60 locks to go. Because the season hasn't yet started we are in a convoy of seven boats, ie two locks worth. Their crews are good company and we make fast progress because our very own lock-keeper accompanies us. Very pastoral, lots of red barns and friendly Swedes, idyllic. The locks felt strangely familiar, having been designed by Thomas Telford, and built by Swedish soldiers under the supervision of his foremen. A sort of scaled-up Grand Union.

On our first day we did 19 locks using our cunningly rigged lines, all led aft to the cockpit via a block at the bow so D could control the boat single-handed. We evolved a pretty slick routine, although there was still much jumping on and off by B at each lock. Arrived exhausted at Töreboda by 1700.

Tuesday June 11: Despite a poor forecast for much rain and wind, we decided to stay with our convoy and





press on to Karlsborg because there is a huge historic fortress there which looks interesting, whereas Töreboda is distinctly uninteresting! Passed reputedly Sweden's shortest ferry route with a friendly wave from the ferryman.

Wound through the narrowest and highest section of the canal (91.8m) where the semaphore signal once controlled one-way traffic. First descent lock at Forsvik was dauntingly rocky. Crossed Lake Viken beside the narrow haulage paths created to allow unpowered barges to cross open water being hauled by men on these sinuous paths. A bit nerve racking, but arrived unscathed in Karlsborg by 1400.

The next day we braved the wind and rain to explore the fortress, biggest in Sweden, which was fascinating as it is still very much in use. Peaked into the quartermaster's stores; racks of boots, uniforms etc ready to be issued to new recruits. Lunch in a cafe which doubles as a mess, slightly bizarre with strapping soldiers munching sponge cake. All rather Swedish. Gunnar, Lena, Uwe and Andrea came for very international pre-dinner drinks, lasted until well after 2100!



The fortress at Karlsborg

Finally bade farewell to Uwe and Andrea, our German companions, and now friends, from the convoy.

Thursday June 13: Woke to drumming of rain, so a late start, nonetheless we were past the Karlsborg bridge by 1000 and into lake Vättern. Weather progressively improved, and we arrived in bright sunshine at Kyrkogårdsön, a paradisiacal anchorage off the rather inauspiciously named Cemetery Island, by 1500. Immediately dinghied ashore to explore, wow. And not a soul to disturb the peace. This really is as good as it gets! Back aboard polished out a tiny scrape from Lock No1 at Sjötorp. Blissful supper in cockpit.

Friday June 14: Awoke to thick damp mist. David rowed us ashore to use the earth privy and then we sadly departed. Foggy all morning, radar and AIS gave us reassurance motoring the 15 miles to Vadstena, where we were lucky enough to berth right under the magnificent castle. Weather cleared and we visited said castle, Gustav Vasa's great fortified pile completed in 1545, which was subsequently turned into a renaissance palace by his son Magnus, an oft repeated formula in Sweden.

Saturday June 15: Beautiful sunny day (BSD). We walked around town. B discovered lactose free ice-cream and D discovered the old station and railway depot. Vadstena is achingly pretty and full of antique shops and boutiques. We bought a lovely set of real glass glasses for the boat. We explored the abbey

church of St Birgitta, some of whose relics may or may not be under a red sarcophagus. Evening strolls along the mole and wonderful sunsets. We are now totally chilled.

From Vadstena, Primetime headed "downhill" via Motala and Norsholm to Söderköping and Mem. From there David & Brenda would head through the islands to Nävevarn to fly back to the UK for a week before starting the second half of their cruise down Sweden's east coast. Primetime covered 516 miles in total from Augustenborg to Mem.

You can read more of Primetime's adventures with more beautiful photos at <https://spark.adobe.com/page/mBpRpcahCTEGb/>

David and Brenda have been sailing together for more than 30 years,



starting with a Moody 31. They bought *Primetime*, a Contest 40S, in 1998 and while working full-time in London berthed her in Hythe, sailing to the Netherlands, Normandy, Brittany and the west country. Four years ago, they moved her to Augustenborg in Denmark to realise their dream of Baltic cruising.

Do cruisers cope better with Covid?

Cathy Brown thoroughly enjoyed judging the 2020 CA log contest – and admires the fact that members were undaunted by changes to their plans

I didn't need much persuading when I was asked to judge the 2020 CA log competition. I really enjoyed reading all the entries the other time I was given this task – for the 2016 competition. It's always interesting to learn what other people do with their boats, and to discover more about cruising grounds near and far, familiar or not.

This time there was the added bonus that, thanks to lockdown, I had time on my hands – and reading the logs was ideal occupational therapy, and welcome escapism, transporting me far beyond the walls of my study. (I know I am fortunate to have a study, but by lockdown 3, when I was sent the logs to read, those walls were beginning to look over-familiar.)

There were 22 logs in all, covering the whole range of cruising styles and ambitions, from global to extremely local, and all those voyages had been affected, to a greater or lesser extent, by Covid-19 restrictions. Every single entrant had needed to change their plans for the year as successive limitations were imposed.

Most had been forced to abandon precious plans prepared over the previous winter, when lockdown was as yet undreamed of. Some had suffered frustrating delays in getting afloat – and even getting access to their boats for pre-season maintenance.

All had discovered that, even when less ambitious targets were accepted, cruising in 2020 was very different, without restaurants and hospitable yacht clubs to visit, and staying isolated at anchor becoming ever more attractive than more sociable marinas and town quays.

Some faced quarantine on return – but felt it was a sacrifice worth making, for the privilege of time afloat. Everything, from maintenance to time ashore (so many of the attractions we travel to see were closed) to provisioning, was complicated by Covid-19.

Perhaps it is the nature of cruising that every log revealed people totally undaunted by these additional challenges, adapting their plans accordingly, and finding much to enjoy in Plan B, C or D – whatever the limitations of the season forced them to adopt.

I urge that wherever you cruise in 2021 you take the time to keep a log or blog

Cruising, with or without Covid-19 to contend with, always demands frequent, rapid revision and updating of plans according to changing circumstances, weather in particular, but also unexpected gear failure, or any number of external considerations.

And anybody who has spent time cruising will tell you that surprisingly often the unwillingly accepted but inevitably enforced Plan B, C or D turns out to be the highlight of the trip, bestowing some unexpected benefit, whether a sighting of dolphins, the discovery of a delightful new destination, or the making of new friends.

What impressed me most about reading the logs was this universally positive attitude to enforced limitations. A lot of

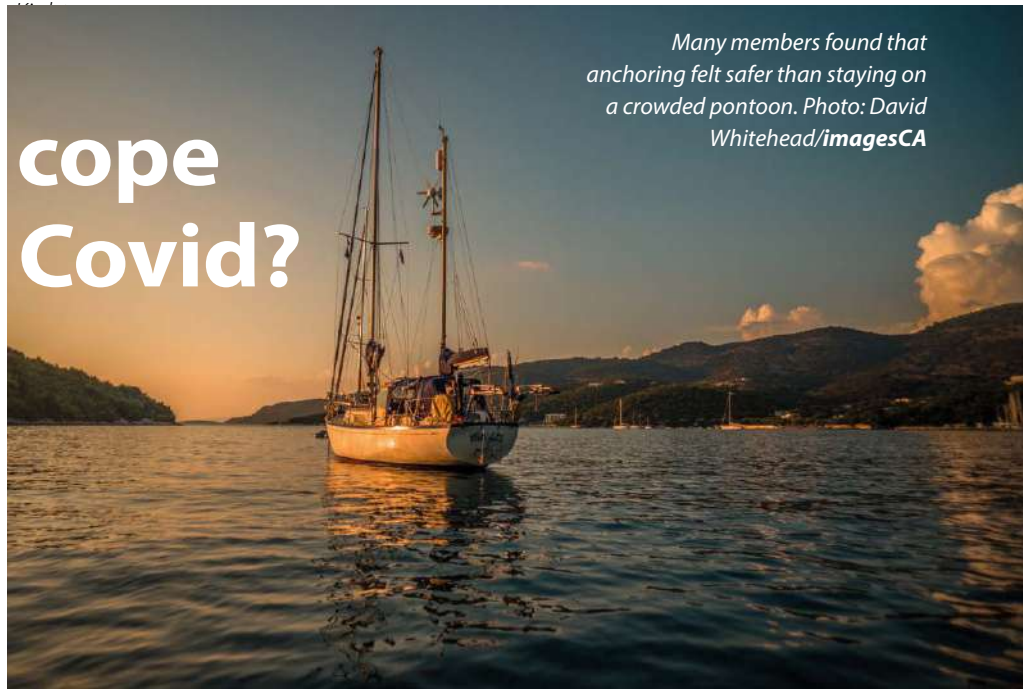
the entrants had cruised much closer to home than originally intended (the glorious islands of the west coast of Scotland were the favourite fallback, in lieu of the Baltic or Biscay) but no matter how familiar the waters, all embraced new challenges and new experiences.

It remains to be seen how much freedom afloat we will be able to enjoy in 2021 – as I write, there is still no end to lockdown in sight, and no indication whether national borders will be open, or if and when we will be allowed on our boats.

But with vaccination rates soaring in the UK, and infection rates at long last showing signs of stabilising, there is ground for optimism at last. What I would urge is that wherever and whatever your cruising plans in 2021, near or far, ambitious or limited, you take the trouble to keep a log or blog to tell the rest of us about it – and enter the CA log competition at the end of the season.

■ The winners of the 2020 log competition will be announced in the June edition of *Cruising*.

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.



Many members found that anchoring felt safer than staying on a crowded pontoon. Photo: David Whitehead/imagesCA