



# Cruising

[www.theca.org.uk](http://www.theca.org.uk)

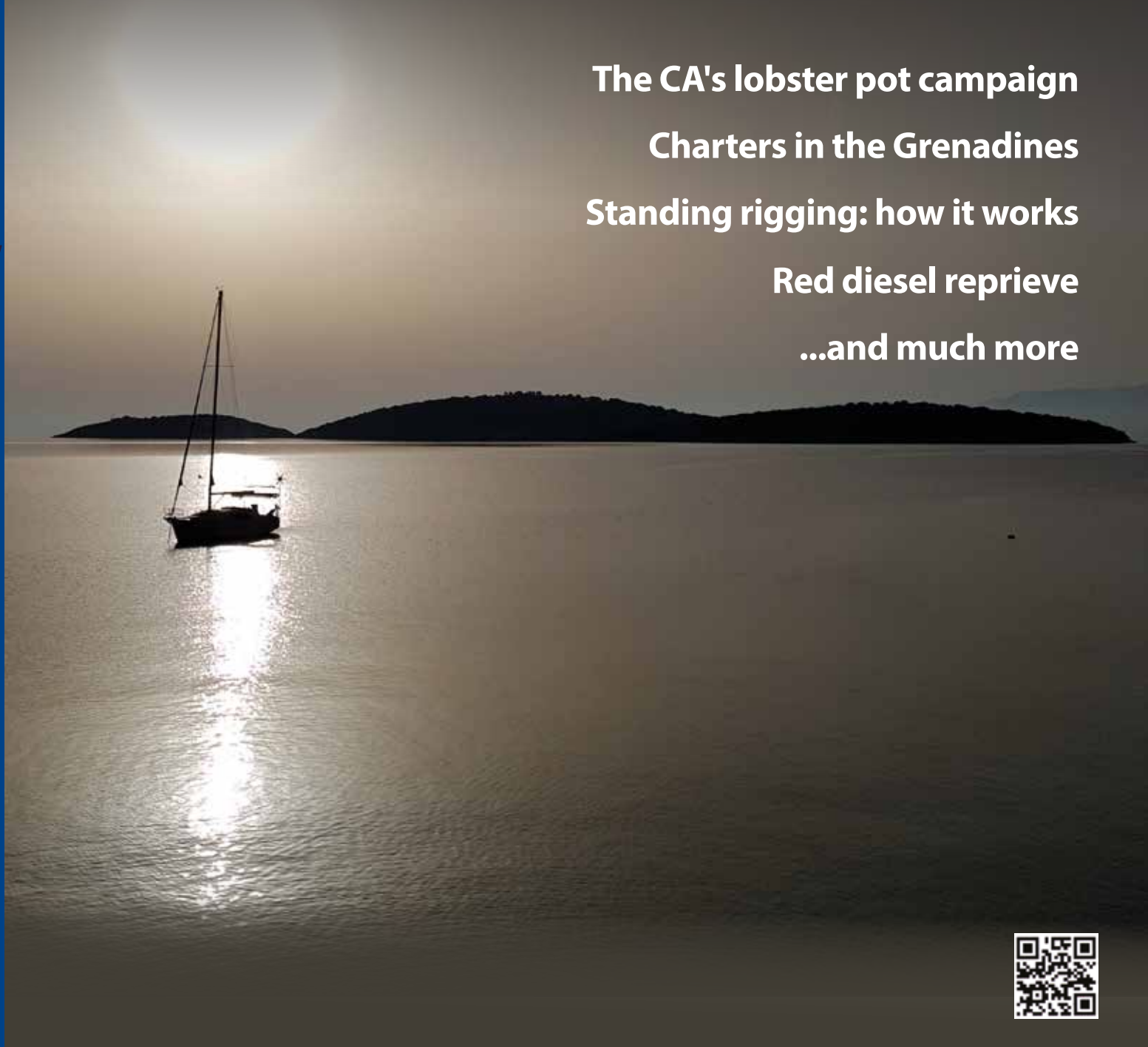
**The CA's lobster pot campaign**

**Charters in the Grenadines**

**Standing rigging: how it works**

**Red diesel reprieve**

**...and much more**



## Rallying round

While many of our members have been away cruising, it's been a busy time for the CA, says **Judith Grimwade**, with summer events and major campaigns keeping us occupied



### Rallies and meets

This summer, CA members have rallied from the Baltic to the Med. In the Baltic, they cruised from Kuressaare to Tallinn in Estonia. Biscay Section members cruised from Gijón to Ribadeo in Asturias. There were rallies on the UK Coast, in Normandy, the Vendée, Croatia and other ports in the Mediterranean. As our Patron remarked after reading the July Newsletter, "Good to see so much going on." The activity continues through the autumn with the Blue Water pre-ARC party in Las Palmas.

As one who has organised the occasional event, I have always appreciated the support given by CA members who attend, so that the party goes with a swing.



CA boats gather in Kuressaare, Estonia

### Lobster pots

The CA Lobster Pot campaign, or to give it its proper title, the "Campaign for the better marking of static fishing gear" has attracted attention from the press, boaters and fishing groups. The CA has been in contact with various bodies, including RYA UK, RYA NI, RNLI, UKSON, and the Federation of Fishing Organisations. We have also received many accounts of entanglements, so are building a useful resource. At the time of writing, we do not know exactly when we can relaunch the petition. See page 3

### Red diesel

There have been recent incidents of owners of British boats being fined €500 in Belgium for having red diesel or traces of it in their fuel tanks. The red can be detected for a long time. This situation has caused the East Anglian Offshore Racing Association to reroute their traditional Buckley Goblets race to Ostend, which will now finish at Ramsgate. An EU directive prohibits the use of UK red diesel in the tanks of leisure craft for propulsion. There is a case still at the European Courts of Justice against the UK relating to this point. It is only the Belgium authorities who may fine the owners of UK boats with red diesel in the vessel's fitted fuel tanks.

The representation made by RATS (the CA's Regulation & Technical Services group) to HE the Belgian Ambassador has resulted in a change of practice, with Belgium now re-instating its original understanding about our red diesel, so following the examples of France and the Netherlands. There is an EU Committee on Excise Duty and they will address this matter during its meeting on September 18. It is hoped that a common approach can be reached and accepted by all EU Member States.

At the time of writing, RATS has arranged a meeting with the Ambassador, written to the Belgian Customs and is seeking to make contact with this committee to represent the needs of boaters in general, not just CA members.

### Winter season

For some of us, the cruising season will shortly end. Fair winds and calm waters to those CA members who will continue their cruising in warmer climes.

There is a full programme of CA events, meetings and talks at CA House and in the regions to provide interest and information for your future cruising. All members and their guests are welcome at CA events, a great way to make friends and meet interesting people.



## REASONS TO BE A CA MEMBER

- Comprehensive, user-friendly website [www.theca.org.uk](http://www.theca.org.uk) with thousands of pages of information, advice and expertise, members' forums, boats and gear for sale and wanted, and much more
- World-class library of books, charts, pilots and logs in print and electronic form
- Discounts on key products and services
- Quarterly magazine
- Wide range of topical and authoritative publications
- RATS: the Regulations and Technical Services group fights to protect the interests of cruising sailors
- Convivial bar and excellent food at CA House
- Shared expertise: whatever your cruising plans, members will be able to help with experience and advice
- Area Sections covering key cruising grounds at home and abroad
- Honorary Local Representatives (HLRs) to help and advise visiting yachtsmen all over the world
- A crewing service matching skippers and crew
- Overnight accommodation available at very competitive rates at CA House only ten minutes from the City of London
- *The Cruising Almanac* published annually by Imray
- Winter season social, training and lecture programme

# Find crew... or a skipper

The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers. It has an online database, and there's just a taste of what's on offer in the quotes here. Crewing evenings are held through the winter at CA House. Meetings start at 7pm but the bar and restaurant are open from 6pm so come along, enjoy talking about boats over a drink and find the skipper or crew to suit your cruising plans. No need to book, just turn up. If you need more information, please email [crewing@theca.org.uk](mailto:crewing@theca.org.uk).

Meetings for 2017-2018 are as follows:

- October 5 – end of season Fish & Chip supper
- November 2
- December 7
- January 4, 2018 – Twelfth Night Supper/Social
- February 1
- March 1
- April 5
- May 3

Crewing service events may also be held in CA sections, check the website for details.

To read the full range of entries in the database, and for guidance on how to make the perfect crewing partnership, go to [www.theca.org.uk/crewing/welcome](http://www.theca.org.uk/crewing/welcome) – or check the crewing forum at [www.theca.org.uk/forum/members/crewing](http://www.theca.org.uk/forum/members/crewing)

**SKIPPER:** "Novara is a 60ft, aero rigged schooner, designed and built for high latitude cruising including the Northwest Passage 2014, Alaska and BC 2015, Patagonia and Tierra del Fuego in 2017. We have two sailing/mountaineering expeditions planned for South Georgia in 2017 and Antarctica in 2018."

**SKIPPER:** "A much loved Contessa 32, *Alcyone* is used for coastal cruising, occasional race in the class series plus the Round-the-Island Race and the like. Due to other commitments of family crew, I am seeking a crew for local Solent, Channel Islands, France and West Country cruises for weekday short cruises, weekends and longer cruises. No particular experience required but must have sense of humour and enthusiasm."

**CREW:** "I recently completed RYA competent crew course (Apr 17) and wish to gain further experience (as crew) and progress onto RYA Day Skipper and further up the chain. I have a can do approach and would never ask anyone to do something I was not prepared to do myself. Give me the keys to the galley and you will be pleasantly surprised at my culinary skills."

**CREW:** "Looking for an Atlantic crossing. I am male, 65, and own a Vancouver 34 which is now back in the UK after five years in the Baltic having left west coast Scotland in 2012. I am intending to sail her across the Atlantic in 2018 or 19. Would like to do an Atlantic crossing as crew in 2017/8. I like to navigate, change/trim sails, fly kites, check rigging etc and rarely take the helm. I have a good knowledge of marine systems but electronics leave me cold. I am not good at height nor underwater... I am easygoing, not the life and soul of the party, but resourceful and dependable."

## The crew change resource

Part of the challenge of changing crew, or leaving the boat and coming home yourself, is to find a location which combines a secure and comfortable mooring for the boat with good transport links. The Crew Change Resource, available on the member's section of the CA website under **General info**, collects and publishes details of Crew Change travel suggestions, and we always need contributions. So if you're looking for a good place to change crew next season, or you had a good (or bad) experience you'd like to share, please log on to the members' section of the CA website and take a look.

## The crewing service: our experience

My husband Sam and I have sailed together for all of our married lives. Five years ago he suffered a stroke which affected both his mobility and his language, and he can no longer do much around the boat. However we can't bear to give up our Westerly Storm and have continued to sail with the help of family, friends, and crew members from the CA's Crewing Service.

This year we were lucky enough to be joined by Steve, who is not only a retired GP but also has several close family members who are stroke survivors. He loves sailing but his wife hates it, so he's always looking for sailing opportunities. As a doctor he's crewed to some really interesting and exotic places, but he was quite happy (he said) to put up with a couple of weeks in South Brittany on a 33-footer.

Steve's finest quality is his unfailing cheeriness, and even when Sam and I had a few grumpy moments, inevitable perhaps when sailing and even more so when caring for a disabled partner, Steve breezed through them and even managed to cheer us up.

We had some great sailing and some boring motoring, as you might expect, and arrived at our planned destination of Brest a few days early to clear approaching strong winds. Steve made the most of the opportunity, booked a half-day's sea fishing with a local skipper, and came back with a fine selection of fish which fed us for two meals. Thank you again Steve, and we hope to be lucky enough to sail with you again in the future.



**Camilla Herrmann**

- Have you had good experience of the Crewing Service, either as skipper or crew? Let us know at [editor@theca.org.uk](mailto:editor@theca.org.uk) and we'll publish your thoughts!



# Lobster pot petition delayed until autumn

The CA's new petition about poor marking of lobster pots has been delayed until the new petitions committee and its website is finally in place, after Parliament has returned from its summer recess on September 5.

Many more reports of close encounters with poorly marked fishing gear have been pouring into the Cruising Association over the summer season. We will certainly be resubmitting our petition as soon as the government site becomes available again, in the hope of bringing about a formal consultation on current guidance and potential regulations for the UK.

In the meantime, we have been working to establish a consensus among interested parties, including representatives of fishermen's organisations as well as the RYA, RNLI and others concerned with yacht safety – see below.

A key issue is to establish good solid data to support the case for action. Many incidents go unreported. Others are hidden in general accident figures, or are too anecdotal in nature to be used for analysis. We need to demonstrate the scale and cost of the problem. The RYA has recently relaunched a reporting form which aims to bring all the necessary

information together at one point.

We will let you know as soon as the petition is live again. If you support our campaign, please:

- report incidents to us and fill in the RYA form, linked from the CA site
- sign the petition once it is live, as previous signatures aren't carried over
- tell friends, family and club members about what we are trying to do.
- come and talk to us at the Southampton Boat Show.

Please continue to report any encounters with poorly marked pots, with photos if possible, to [lobsterpots@theca.org.uk](mailto:lobsterpots@theca.org.uk).

## Fishing gear marks: updates from the CA's contacts

Although the original petition is no longer active, the campaigning has continued and the CA has been in touch with many of the bodies representing fishermen, ports and leisure sailors, many with very positive discussions.

Here's a summary of what we have heard so far:

**Royal Yachting Association** policy is that it does not support petitions organised by other organisations, although it will discuss making an exception at a meeting in September. It has relaunched its [fishing gear form online](#). It also met DEFRA, which requires data to substantiate claims. The RYA has mentioned the Marine and Coastal Access Act 2009 which gives inshore fisheries and Conservation Authorities the express power to introduce specific bylaws.

The **National Federation of Fishermen's Organisations** said "We would be happy to work with your organisation to reduce the risks of propeller and rudder fouling from static fishing gear... It is important that the UK fishermen mark their gear in a way that gives them the best chance of recovering it. Losing markers due to other vessels is not in their interest". The NFFO has also suggested that working with MCA might be more productive than DEFRA, and the CA hopes to attend a Fishing Industry Safety Group meeting in September.

The CA attended a meeting of the **UK Safety of Navigation (UKSON)** Committee, which comes under the **MCA**, in May, and found it a good place to make further contacts. We may attend another meeting later this year.

**The Association of Inshore Fisheries and Conservation Authorities** said, "We recognise that inadequately marked and invisible static fishing gear can and does represent a hazard to navigation and recognise the efforts of the CA to seek better controls... the Association supports a national approach to this navigation and gear marking issue for all static gears." It also suggested that we work with the MCA.

The **RNLI** is keen to have us help with its safety promotion and said that it "welcomes improvements that make our coastal waters safer. We recognise the importance of responsibly and clearly marking pot buoys on a voluntary basis."

**British Ports Authority:** Chief Executive Richard Ballantyne is very supportive of our campaign. The Authority is offering us a place at the next meeting of the Regional Ports Group, which includes harbourmasters and port chief executives with a focus on leisure, or with a turnover below £1 million.

*Right, the rigging on this otherwise sound yacht failed because the mast tangs were attached incorrectly*



## Holding up the mast

Engineer & CA member **Vyv Cox** describes how standing rigging holds up the mast of a sailing yacht – and what can go wrong

The vast majority of yachts have one or two masts that are held in position by standing rigging. Although it might be thought that standing rigging is static, performing only the single function of ensuring that the mast(s) do not go over the side, in fact their function is complex, working in synergy with spreaders and sails to ensure the optimum sailing efficiency. This article is not going into these complexities but instead describes how it all connects together and why it may go wrong.

The materials used for rigging began perhaps thousands of years ago with natural fibre rope, moved to galvanised steel rope between one and two hundred years ago, then progressed to stainless steel rope, exotic alloys in rod form and now back to rope again but this time made in the incredible new high-performance fibres such as Dyneema. However, with only a few exceptions, and ignoring those yachts that have no standing rigging at all, cruising yachts use stainless steel wire rope. Ropes are produced in three main forms, 1x19, 7x7 and 7x19, with progressively higher flexibility but lower strength. For this reason standing rigging, which has no tight bends, is almost exclusively 1x19. This construction, seen in several of the photographs below, has six individual wires grouped around a single straight wire in the centre, with 12 more wires at the periphery of them. The wires all nest together, making a low-profile, strong construction.

Stainless steel rope and cable is produced in alloys which all include 18% chromium and 8% nickel, plus varying other metals, resulting in grades such as 302, 304, 305 and 316. Grade 316 contains 2% molybdenum, which gives it superior resistance to pitting corrosion in marine atmospheres, and is preferred for marine use. In its annealed state 316 is not particularly strong but, as used for rigging wires, it is hard drawn through dies, reducing its cross sectional area which strengthens it considerably. The Safe Working Load (SWL) is normally one sixth of the Minimum Break Load (MBL) giving a factor of safety of 6.

Wire diameter	Minimum break load, kg	Safe working load, kg	Weight, kg/100m
4 mm	1350	225	7.9
5 mm	2100	350	12.4
6 mm	3030	500	17.8
8 mm	5040	840	31.7
10 mm	7870	1300	49.5
12 mm	10600	1766	71.3

A variety of 1x19 rope used on some high performance yachts is Dyform, in which the completed rope is drawn through a further die that provides increased deformation, smoothing the outer layers of wire for improved appearance, lower windage and reduced stretch, but also increasing strength by around 30%. This may allow the user to fit a size lower than standard.

### Swaged end fittings

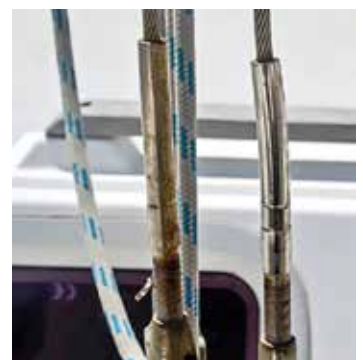
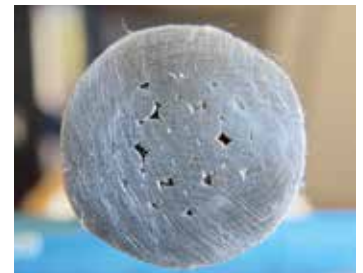
The ends of wire rope are attached to the mast, deck and other fixtures by special terminals in a wide variety of forms such as eyes, fork ends, rigging screws and others. For wire rope these fittings are made in 316 stainless steel in the soft, annealed condition. Swaging is the action of compressing the metal of the fitting into the lay of the rope, normally carried out in a machine that compresses and extrudes the metal between two dies. Again, this action strengthens the swaged fitting.

The appearance of the swaged end is characteristic, metal pressed strongly between opposed semi-circular dies with two raised extruded lines between them.

On cutting a swaged fitting open the considerable extrusion of the metal into the lay of the rope is very evident. A joint stronger than the rope is produced.

Cutting across the swaged fitting shows the extent to which it is pressed into the wire, the appearance almost suggesting that the two are welded together.

Sometimes it can happen that one of the dies does not rotate as freely as it should, with the result that the finished swage is not straight. This condition, known as a 'banana swage' causes the wires at one side to be more highly loaded than at the other, resulting in failure by either over-stressing or fatigue. The unfair loading is clearly seen in this photograph.



### Compression end fittings

An alternative to swaged fittings is to use compression types, either by Sta-Lok or Norseman (although I understand that Norseman no longer makes these fittings). These rely on a cone inserted inside the wire to prevent it from pulling through the outer part of the fitting, and is very reliable. Most forestays have them at the lower end to allow the rope to be threaded through the foresail foil. Some long-distance boats have them





Left, a mast tang and right, a mast tang showing "beach marks" which are characteristic of fatigue failure



on every shroud and stay on the boat, enabling replacement of the wire rope and re-use of the fitting without the cost and trouble of swaging in more remote parts of the world.

Compression fittings are particularly useful on guard wires, allowing the wire to be threaded through stanchions and assisting with achieving the correct length. I squeeze a blob of sealant inside before tightening, which helps to prevent corrosion of the brass cones.

A Norseman fitting with 1x19 wire rope on a guard wire. In these fittings the screwed part on the wire is the female, which can make assembly rather more difficult, especially with larger sizes.



A Sta-Lok compression fitting used with 7x7 wire rope, also on a guard wire. Note that the male part is on the wire. Cones for 1x19 differ from those for 7x7 wire.



## Service problems

Masts move and bend under the influence of the sails when the boat is in use, but also due to wind and wave action when it is not. Any of these movements can result in fatigue of either the wires or the fittings, dependent upon circumstances. The first golden rule is that there should always be toggles between the end fitting and the chain plate, to allow lateral movement of the wire and fittings in every direction. The second golden rule is that shrouds and stays need to be far tighter than many owners imagine: when measured by Loos gauge anything up to 25% of MBL is typical for stays and a little less for shrouds.

This photograph shows the failure of a 1x19 wire rope at the lower fitting of a forestay. The owner believed that slackening the rig when the boat was left on its mooring was beneficial in avoiding permanent mast bend, but it only resulted in fatigue failure of the wires. This is a very typical location for wire rope failure, as the top edge of the fitting forms a stress raiser.



The failure started at the upper right, where strands appear lightly rusted, and progressed strand by strand until the final ones failed in overload, when the mast fell down.

We saw this dramatic example of the need for toggles when the mast of a well-found yacht was lost overboard when a mast tang failed. The tang had been riveted directly to the mast, the lower shroud being attached directly to it with no provision for articulation. Over some period of time the tang was bent repeatedly fore and aft as the mast deflected. Eventually the tang failed in fatigue and the mast buckled in relatively light winds.

On purchasing a used boat an owner found broken wires protruding from a swaged fitting. Knowing that the rig had been slack for some time he replaced all standing rigging.

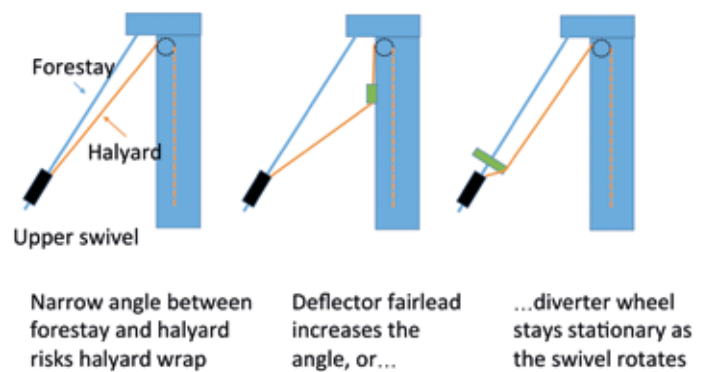


Examination of the ends of individual wires showed the unmistakable evidence of "beach marks", likened to the ripples that result when a stone is dropped into a pond, characteristic of fatigue failure.



A particular problem can occur with forestays in conjunction with furling sails. The symptoms are that furling the sail becomes progressively more difficult, with no obvious reason at deck level. If taken to extreme the forestay can fail totally, a condition known as 'halyard wrap'. It is caused when the foresail halyard lead is almost parallel with the stay itself, when on furling the halyard wraps itself around the stay instead of turning the upper swivel. This has the effect of unwinding the outer lay of the rope while tightening the inner. Within a relatively short time the rope fails, again in fatigue.

The upper end of a forestay with the foil at the left. The outer 12 strands have unwound while the inner seven, shown pointing down to the right, are wound considerably more tightly. The diagram below shows why halyard wraps occur and some methods to avoid them.



Vyv is a chartered engineer and regular *Cruising* contributor. With his son Owen he runs a marine engineering advice site at [coxengineering.sharepoint.com](http://coxengineering.sharepoint.com). Since retirement he and wife Jill have sailed their Sadler 34, *Straitshooter*, across Europe to Greece.

# A week in the Grenadines

If you want to explore new territories, chartering may be a good solution. **Barbara & John Sumner** describe a week's sailing in the Grenadines in a Bavaria 40... which they won in a CA competition

"Wow, that's fantastic!" John, only hearing my side of the telephone conversation, was dying to know what was so fantastic. This was my reaction to being told that I had won the prize in the 2016 CA draw of a week's bareboat yacht charter with Sail Grenadines. Although we have a lot of experience sailing our own Beneteau Oceanis 411 *Tonic* around Atlantic France and Spain, we had never sailed outside Europe before and were thrilled to have the opportunity to sail in the Caribbean. We invited our friends David and Rachel, who are also experienced sailors, to join us, and they didn't need much persuading

We arranged to pick our boat up on April 23 at the Sail Grenadines base in Admiralty Bay, Bequia. This is not the easiest place to get to and involved an eight-hour flight to Barbados, then a short flight to St. Vincent where we stayed the night on Young Island, a magical beach resort where we were welcomed with a complimentary cocktail and then went to bathe in the warm crystal clear sea. Next morning we took the Bequia Express ferry and were entertained by flying fish being chased by the Panama boobies, and also the frigate birds circling overhead.

We got a very warm welcome from the Sail Grenadines staff who introduced us to *Susan*, a Bavaria 40 which was to be our home for the next week. A welcome pack was provided which included a generous bowl of fruit and a bottle of rum, all of which we made good use of. Opportunities for provisioning in the Grenadines are rather limited so we had to be quite creative with our cooking. Roadside stalls sell delicious fruit and vegetables, but we were surprised at how expensive everything was.

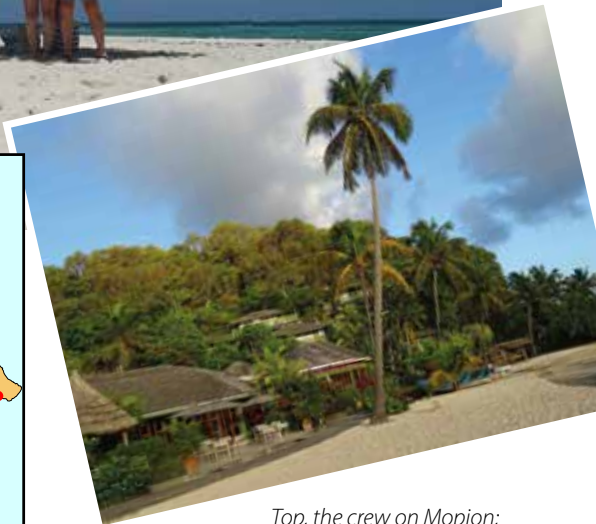
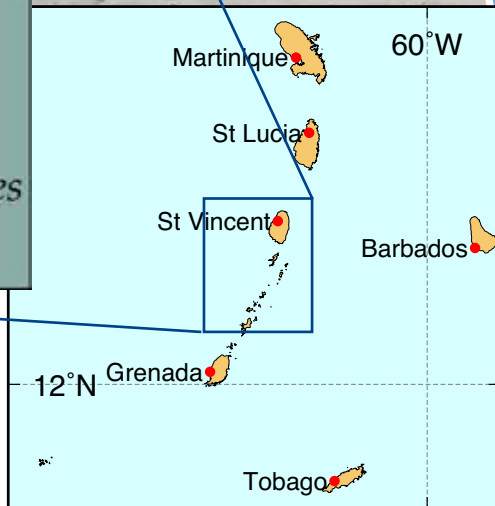
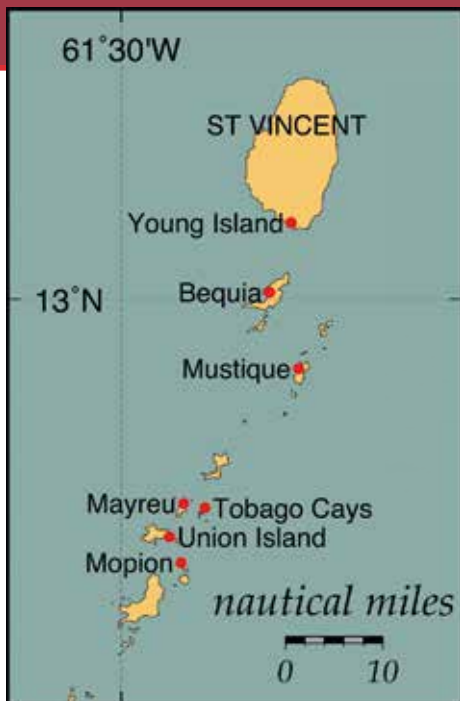
After a detailed briefing, we were finally on our way. The wind is a fairly predictable easterly 15-20 knots and the islands run north-south, an easy day's sail away from each other. Most days we had a reasonably exhilarating sail with one reef in the main. *Susan* was well-equipped and comfortable. The first day we had a short sail to Britannia Bay in Mustique. There are no marinas in the Grenadines, at night you just pick up a mooring buoy generally costing around EC\$40 (about £11), or drop anchor. Quite often there will be someone to help



Main photo Union Island, and above, Susan on a mooring buoy. Below, from left, David, Barbara, John & Rachel on Young Island. Bottom, lobster barbecue on Mayreau







Top, the crew on Mopion; above, Young Island. Bottom, green turtle in Tobago Cays, Rachel at the helm, and fruit sellers in Clifton, Union Island

you tie up but a generous tip will be expected. As Mustique is privately owned and a conservation area they charge EC\$200, which entitles you to stay for three nights. Shame we could only stay for one! We went ashore in search of the fabled Basil's Bar where the famous can often be spied, unaware that it was in the process of being demolished and re-built. However, we enjoyed a delicious cocktail at "Basil's Pop-Up Bar" on the beach in the warm evening.

The next couple of days were spent at the Tobago Cays and Saltwhistle Bay in Mayreau, which are great snorkelling grounds, and were the highlight of the week for me. The water is a delightful 26°C and crystal clear, and teeming with colourful fish. We also saw lots of green turtles which grow up to five feet long and which graze peacefully on the grass on the sea bed, occasionally swimming slowly up to the surface for air. It was a magical experience being allowed to briefly share the world of these gentle giants. To round off a perfect day we went ashore for a delicious lobster barbecue and rum punch.

We called in at Clifton on Union Island for fuel and water. The water costs EC\$1 (about 33p) per litre as it is a scarce commodity. We enjoyed browsing among the very colourful fruit stalls.

The next highlight was anchoring off Petit St Vincent, our southernmost anchorage, and taking a trip in the dinghy to Mopion, a tiny island made up purely of sand with a little thatched shelter in the middle of it. Here we snorkelled again among the coral reefs.

On our return to Bequia at the end of the week the staff from Sail Grenadines arranged for the *Daffodil* fuelling barge to come alongside and replenish the fuel and water, and also saw us safely back to the ferry terminal.

The weather was unrelentingly hot and humid, with the occasional very heavy downpour, so hats, factor 50 suncream, and white t-shirts are a must. We also

armed ourselves with the *Sailors Guide to the Windward Islands* by Chris Doyle which was full of very useful information and chartlets.

It was indeed a fantastic experience, so thank you CA for such a wonderful prize, and a word to you readers: remember, you only have a chance of winning if you enter!

■ Sail Grenadines offers a 5% discount to CA members on charter holidays. Contact [info@sailgrenadines.com](mailto:info@sailgrenadines.com)

**John & Barbara Sumner live in Devon and use their Beneteau Oceanis 411 *Tonic* to explore France & Spain, crossing the Bay of Biscay to the Spanish Rias and back three times. They have been sailing together for 11 years.**





# CA London autumn 2017 programme

The topics of this autumn's lectures at CA House include trips to Russia, the Black Sea, Tierra del Fuego and around Ireland, as well as the realities of autonomous vessels and piracy. Put the dates in your diary now



## Wednesday October 4 Autonomous vessels: a real revolution, by Andy Norris of RIN

The age of the autonomous vessel has already arrived. Dr Andy Norris has had a close involvement in the concept for many years and, more recently, has been engaged in the development of UK and international standards for their design and use. He will explain the present situation, how the future will evolve and why their use will inevitably expand. He will also look at the drawbacks that could come from ever-enhancing automation. Although mainly working within the professional shipping sector, he has always taken a keen leisure interest in sailing and so will also be talking about the impact of the 'revolution' on leisure



vessels. Andy is an ex Vice President of the Royal Institute of Navigation and we are delighted to have him back for another joint CA/RIN event this year.

## Wednesday October 11 The joy of creek-crawling, by Tony Smith

In February 2011, Tony became the owner of the miniature 16ft 6in wooden gaff-cutter *Shoal Waters*, owned and sailed for more than 75,000 miles by the late Charles Stock. He will show how, with relatively minimal cash outlay, modest adventures can be had in a small boat in what he calls sea-country, the place where land and sea come together in estuaries up and down the East Coast, surrounded by the glory of England's countryside. He tells of how he has learned to cruise these challenging waters under sail, single-handed, and without any auxiliary engine as backup; and of his experience of owning and sailing a vintage wooden boat and endeavouring to keep her ship-shape.

## Wednesday October 18 Anticlockwise round Ireland, Alison and Julian Cable

*Robinetta* is just 20 feet on the waterline but she has standing headroom and everything needed inside and out for extended cruising. She also happens

Left, Tony Smith's *Shoal Waters* in *Deadman's Creek* off the *Essex Blackwater*. Right, Viv & Linda Fox took time out to visit Russian palaces – this is *Peterhof*

to be an 80-year old gaff cutter. When Julian and Alison Cable decided to circumnavigate Ireland in her they knew they would need luck with the weather. Their luck held and they got around in a leisurely nine weeks visiting around 40 ports. Come along to hear about juggling cruising with a full time job; get an update on harbours or just see their photographs of the gorgeous and varied Irish coast. The log of their trip won the PBO award in the CA's 2016 log competition.

## Wednesday October 25 Three summers in the Baltic, by Viv and Linda Fox

In anticipation of retirement, Viv and Linda bought their Nauticat 331, *Tempus*, in 2012, and after two years' cruising the waters around the Thames estuary, set off for the Baltic. The talk will cover getting there through the wonderful Dutch canals, negotiating the German Bight and into the Kiel Canal, and then travels through Denmark, Sweden, Finland, Russia, Estonia, Latvia and back





Left, *Harrier* in Tierra del Fuego and below, under way. Right, part of Jimmy Cornell's 200,000 miles in four boats all called *Aventura*. Bottom, the *Saint-Louis-Arzviller* 'boat incline'



to Sweden via the Gota Canal. It will be an honest reflection of their experiences, trials and tribulations, together with some practical information to anyone planning on heading to this lovely cruising area. Viv and Linda won the 2016 Dolphin Cup for their photographic log and the 2017 Love Cup for their trip from Finland to Russia.

### Wednesday November 1 Black Sea and north Turkey, with Martin Roberts

The original plan for this cruise was to circumnavigate the Black Sea, but plans had to change when the Crimea became out of bounds. Martin's journey in his *Moody 336* began in Thessaloniki, stopping at the World War I sites at Gallipoli and then Istanbul and on to Romania and Bulgaria before visiting several ports along the north coast of Turkey, finishing on Leros. He avoided the war zone, but encountered the refugee problem on the way.

All events are held at CA House, 1 Northey Street, London, E14 8BT and start promptly at 7pm, unless otherwise stated.

To book places on any lecture, and to indicate whether you'll be ordering food, go to [www.theca.org.uk/events/all](http://www.theca.org.uk/events/all) and click on **Book Events Online**. Please pay on the door as usual. Any problems with the booking system, call or email Jeremy on 0207 5437 2828 [reception@theca.org.uk](mailto:reception@theca.org.uk)

Individual lecture tickets: Members £4; Non-members £7. Season tickets are available, contact the CA Office for details.

### Wednesday November 8 The Voyage of the *Harrier*, by Julian Mustoe

The voyage of the *Harrier* had a purpose: to recreate the historic voyage of *HMS Beagle* which, in the late 1830s, circumnavigated under the command of Robert FitzRoy with Charles Darwin aboard as ship's naturalist. Darwin's book *Voyage of the Beagle* was published in 1839 and has never been out of print. It was the turning point in Darwin's life and led him to publish his *Origin of Species* in 1859. His theory of evolution is the basis of all modern biology. For Julian, the voyage of the *Harrier* following in the *Beagle's* track was his retirement project. On his way he survived stormy weather, a dismasting, shipwreck and attack by smugglers. Come and hear the tale.



### Wednesday November 15 By boat to Basel, Peter & Gill Pitcher

Switzerland may not be an obvious destination for cruising sailors, but Peter and Gill Pitcher were looking for new adventures. They have cruised extensively in a series of motorboats taking in many European inland waterways as well as trips from Bordeaux to Oslo and the Scillies to Great Yarmouth. Over four months from May last year they took their *Broom 425 Seawolf* from

Ketelhaven in the Netherlands to Basel, visiting cities like Köln and Strasbourg and smaller picturesque old towns like Trier and Cocha, negotiating both large commercial locks and narrow, twisting stretches of river on the way. Peter and Gill can recommend the experience to anyone who has the time, and the story of their trip will give lots of useful tips and local knowledge to help plan a voyage of your own.

### Wednesday November 22 Annual General Meeting of the Cruising Association

Starts at 6.30pm

### Wednesday November 29 Highlights of a cruising life, Jimmy Cornell

There can be few long-distance cruising boats that do not boast a book by Jimmy Cornell. His latest, *200,000 Miles*, is a memoir based on his personal experience both as a long-distance cruising sailor and as an organiser of 30 transatlantic and six round-the-world rallies. In this talk he will share photographic highlights from over 40 years of roaming the oceans of the world and visiting over 100 countries in the process.

### Wednesday December 6 Counter piracy operations, Commodore Peter Sparkes

Peter's talk will cover his personal experiences of high profile counter piracy operations off Somalia in 2008 when he was Captain of the frigate *HMS Cumberland*.

### Wednesday December 13 CA carol service and supper

Traditional carol service at St Anne's Limehouse, followed by an informal Christmas supper at CA House. Details and times will be published later along with a booking link.



*The rather rusty pump-out station at Brighton Marina was completely inaccessible for any boats which needed to empty their tanks thanks to dredger pipes stored in front of it*

## Holding out for a better option

Many modern boats have holding tanks – but what happens when you need to pump them out in a marina? **Cathy Brown** tries to flush out the answer

For many years now, all new boats have been required by law to have holding tanks fitted. Few yachtsmen would argue with the worthy environmental ambition behind this. We go cruising because we love the sea. We do not like to treat it as an open sewer – and yet...

Some sailors hate holding tanks, which can be a source of problems all of their own. We have had one boat with a Y valve, which theoretically enabled you to divert either to the tank or the sea, but unfortunately could be relied upon to stick in whichever position you didn't want it in.

On our latest yacht, everything goes through the tank, and you decide whether it stays in the tank or goes out to sea by operating the skin-fitting sea cock. A friend who has a similar arrangement has suffered blockages, and advised us to adopt the "Greek villa" policy – no paper. So far this has worked, but does involve the unappealing task of emptying the paper bin.

On our motor boat, the tank has a pump for discharge at sea, and owing to a minor technical glitch, we became temporarily dependent on shore-side pump out. This shouldn't be a problem. The whole point of holding tanks is that we all take our effluent ashore. But have you tried?

When we set off to deliver our Arcona home from Sweden, we found that with typical Scandinavian efficiency, there was a pump-out station in practically every marina, and as I remember, there was little or no charge for using them. They wanted to keep their waters clean, and recognised the need for to encourage cruisers to use the proper facilities.

Unfortunately this message has yet to reach Britain. When we had our little problem, we searched in vain for a

pump-out station within easy reach. Despite several five-gold-anchor marinas there is only one pump-out facility on the River Orwell, where literally thousands of boats are moored – and that, we were apologetically told, was out of action pending its annual service. We were told it would be working by Easter, but as recently as early August, it was *still* not operational. And it was going to incur a charge of £25 if it was working.

*The pump-out was right beside the boat, so it seemed churlish not to. And guess what they charged us to empty our holding tank? £43.25!*

Meanwhile, the nearest pump-out stations were at Brightlingsea and Lowestoft – 35 and 40 miles away respectively. Brightlingsea gets full marks. They told us very apologetically that whereas until last year, pump-out had been free, this year they had introduced a charge – £2!

We were very happy to pay that, but unfortunately it cost us £150 in diesel to make a round trip to Brightlingsea to get pumped out. (We didn't enquire about the charge in Lowestoft, as the diesel overhead would have been even greater.)

Anyway, off we go on holiday, and wanting to do the decent thing, we decided to be pumped out at Eastbourne. We were fuelling up, and the pump out was on the fuel jetty, right



beside the boat, so it seemed churlish not to. And guess what they charged us? £43.25!

Next day we moved on to Brighton, and as a matter of interest I asked them what they charged. It was of similar order (the two marinas are part of the same group) and we were unapologetically informed: "Anyway, you can't use it at the moment as the dredger's in the way."

The scale of the charge was "justified" on the grounds that "hardly anybody ever uses it and you have to spread the maintenance costs between those that do." I suggested that if the charge was more reasonable, a lot more people would use it, and the maintenance costs would not be an issue.

None of us likes dumping waste in the sea, but until pump-out facilities are more readily accessible and affordable, all those well-intentioned holding tanks will continue to be little more than a nuisance.

**Cathy, a former editor of *Cruising*, sails with her husband Richard on their Arcona 410, *Brave*. In this and previous yachts they have raced and cruised extensively from Spain to Sweden and sailed around the UK and Ireland**

