



# Cruising

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

**New series: why things fail**  
**An introduction to Greece**  
**Your views on greener cruising**





# Massive respect for the CA

In November, the CA welcomed **Julian Dussek** as its new President. Here he outlines some of the biggest issues facing members – and our recent achievements

This is my first report and I feel very honoured and privileged to have been chosen to be your President for the next three years. I have a massive respect for the CA, what it has done and what it is doing now for the cruising yachtsman. When I became a member of the CA in 2005 the future of the CA was looking rocky, and as Judith Grimwade said in her last President's report the CA had reached a watershed, but thanks to changes, sometimes unpopular, it has grown to where we are now with more than 6,000 members and being recognised as the voice of the cruising fraternity. I can claim no credit for this but am thrilled to be representing the association.

## Brexit is our biggest issue

At the time of writing, Brexit must be the biggest issue facing us, as a very large number of our members sail in and out of EU waters. Many keep their boats in the EU. RATS, the Regulations and Technical Services group, has already produced articles on some of the possible implications of our leaving the EU:

- Getting visas: how bad could it be? December 2017 *Cruising*

- After Brexit. VAT implications for long-term cruising. March 2018 *Cruising*.
- Effects on healthcare and EHC. June 2018 *Cruising*.
- The Recreational Craft Directive and you. September *Cruising*
- And in this issue they have looked at the impact of Brexit on the recent ECJ red diesel judgment, and answered a question about residential status in Spain & Portugal.

For me, RATS are the unsung heroes of the CA. Their expertise now makes the CA the body to whom not only government but industry and the media turn for an authoritative opinion. You can find more details of the group and their responsibilities accompanying their article in this issue on page 22.

If you wish to read any previous articles in *Cruising* you will find them on our website at [www.theca.org.uk/cruising](http://www.theca.org.uk/cruising). All issues from Mar 2009 are there in pdf form and since June 2012 they are also in Flipbook form which I find more fun.

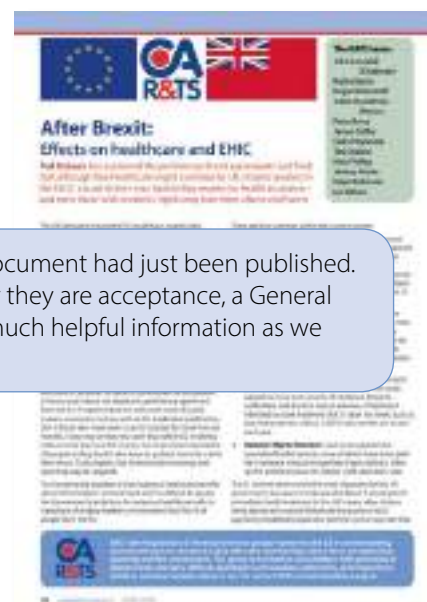
## Loss of London show

What's happened in recent months? Perhaps the most significant announcement is that there will be no London Boat Show. We usually recruit a

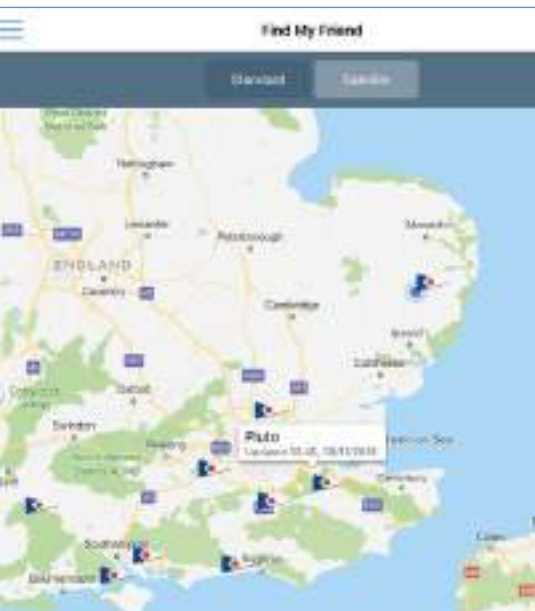
lot of new members there and it acts as a focal point for our current members to meet our staff and other members. Six hundred members visited the CA stand this year. Like many, we are waiting for the dust to settle before making any major decisions but are considering options in the meanwhile. However we were well represented at Scotland's Boat Show where the CA was asked to run the series of lectures. It involved a lot of work, in particular by Stef Goodwin (who co-ordinates our admin) and Lucy Gray (the CA's General Manager), but was well received. In fact the CA has already been invited back next year, when we have plans to make our presence more member-friendly.

The Southampton Boat Show was a success, the new stand looked highly professional and a record 171 new members joined. Over the recent years we find that people no longer ask "What is the CA?" A lot of hard work has gone into raising the profile of the CA and it is a pleasure to be reaping the benefits.

We are sometimes perceived to be too London-centric. As an initiative to reach members outside the south-east, by the time you read this we will also have held the North West Road Show



As *Cruising* went to press in mid-November the 585-page draft Brexit withdrawal document had just been published. By the time you read this we may have a better idea of the likely next steps, whether they are acceptance, a General Election or something else. The CA and especially RATS will continue to provide as much helpful information as we can, but we do have to warn you that any advice is still conjectural.



at the National Waterways Museum in Ellesmere Port in Cheshire. Depending on the success of that we will be thinking about further out-of-London events, but we have to realise that they create a lot of extra work for our staff who at the moment have to give up their weekends for these events. Perhaps in future they will be able to be run by members alone. In addition we are very slowly building up a series of videos of PowerPoint presentations which can be found on the CA site under **General Info > CA Videos**.

## Finding friends in Captain's Mate

The new version of CAptain's Mate (CM) has been released along with a new feature, Find my Friend (FMF). The main features of CM/FMF are:

- You can choose how often your reports are updated. You should no longer be infuriated by the app updating information every time you turn it on.
- There are now two mapping systems, Google and Mapbox. I prefer Mapbox because it shows navigational details as well... it's not to be relied on for navigation though!
- There is the facility to save maps in Mapbox for offline use, a boon if you have intermittent connectivity
- FMF, a new feature, enables you to see other boats within a radius of your choice. You have to opt-in to it for it to work, and it only works online. Of course you will only see other boats if they have opted in too and you will not appear to them if you haven't opted in yourself.

Adrian Lester, our Chief Technical Officer, has been working on this development for much of this year and is to be congratulated for getting it to completion. I had no idea at the outset that there could be so many problems in developing a new app that will work across the spectrum of iOS and Android devices.

Adrian has updated the Help section on the website so please read it if you have any queries.

Last but not least, I remind you of the draw for the fantastic prize of a Raymarine Axiom Pro 12 worth nearly £4,000. Details are on page 11 of this issue.

I am looking forward to an exciting period as President and am genuinely very happy for members to get in touch with me whenever they wish, via [president@theca.org.uk](mailto:president@theca.org.uk) or contact details in the Yearbook and on the website.

It only remains for me to wish you all a very happy Christmas.



## CA prizes in action

It's great to see photos of CA competition prizes. Above, a set of fenders from **Dan Fender**, a prize back in 2016, looking very smart on Jane Good's Moody *Capisce* which is currently based in Greece

Top left, Alan Kitt, who joined up at Southampton in 2018 and immediately won a set of **Gill Marine OS2** gear, modelling his prize on board. Below left, Sophie Velzian with her **Icom handheld radio**, one of the daily prizes at Southampton.

# Why things fail



Left: Richard Van Pham's 26ft yacht drifted for three and a half months in 2002 after his mast failed in high winds. He had set off for a short sail from Long Beach, California, and was found more than 2500 miles away off Costa Rica. Photo: US Navy

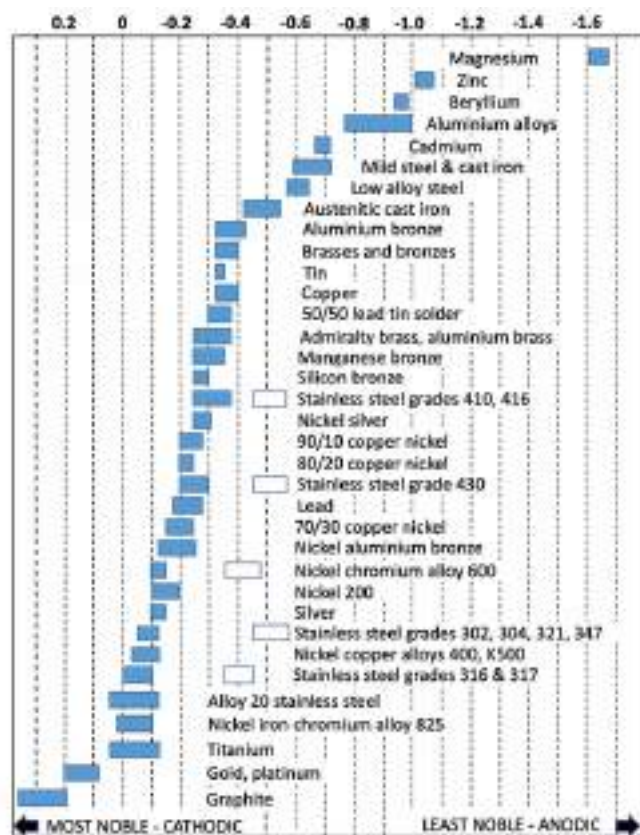
Following his articles on how things work, **Vyv Cox** launches a new series looking how and why yachting equipment can fail

Part 1 is an introduction, explaining some of the theory without going into great technicality. Later parts will give examples and explanations of many failures.

In general, yacht construction caters well for the conditions most boats are likely to meet at sea. Even better, a conscientious skipper expecting to experience more testing conditions is likely to make further improvements. Despite this, failures happen, leading to very difficult situations and even loss of life.

In the majority of cases you can see the warning signs before the failure takes place, but these are easily missed where access is difficult due to being high in the air, beneath furniture or even within the construction of the vessel. As ever, the key is regular detailed inspection of components at risk.

Failures fall neatly into two basic modes: **chemical** and **mechanical**. Chemical failures are predominantly corrosion by seawater. Mechanical failures concern mostly deformation, damage or fracture due to either fluctuating or static stress. Confusingly, there are also failures in which a combination of the two modes is responsible. The diagram below shows the principal mechanisms, every one of which I have come across, although fortunately not frequently



The galvanic series

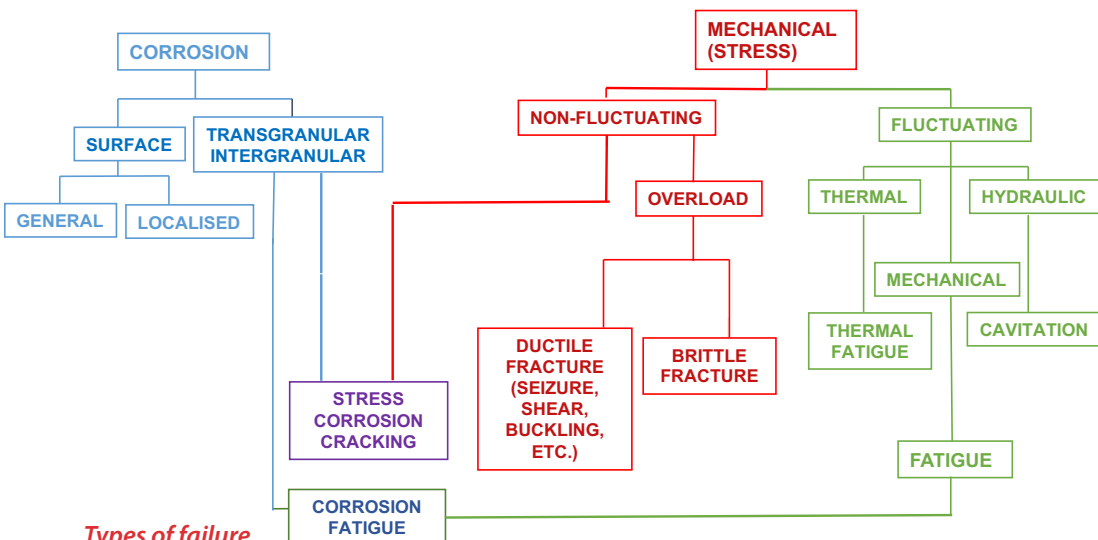
## Corrosion failure

We are all familiar with general corrosion in its simplest form: rusting of iron and steel is all around us every day. Protection by a film of paint is the most effective protection, even under water in the case of keels and structures. Most metals in boats are specified to have good general corrosion resistance but they are susceptible to other mechanisms.

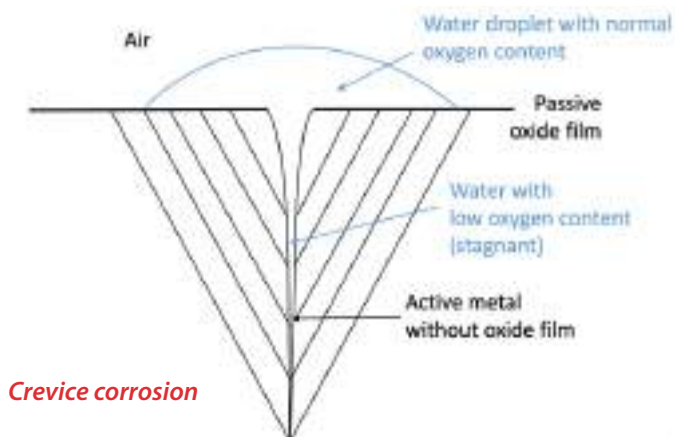
**Galvanic corrosion** occurs when two metals are connected together and immersed in water. The more anodic one, to the right in the diagram above, will corrode in trying to protect the more noble metal on the left. This phenomenon can be used to our advantage, as anodes or in the galvanising of steel, but in other cases it can be highly disadvantageous and lead to

unexpected failure. In some cases a form of galvanic corrosion can occur within the same alloy, when it is known as **selective corrosion**. Perhaps the best known example of this is dezincification of brass, in which the zinc phase is corroded in preference leaving a weak, spongy copper phase that cannot sustain loads applied to it.

Another form of corrosion that receives a good deal of publicity is **crevice corrosion**. Alloys that rely on a surface oxide film for corrosion resistance are susceptible,



Types of failure



which includes stainless steels and aluminium alloys, plus many more that we rarely see. Contrary to popular belief the problem occurs in *all* stainless steel alloys, so upgrading to a super-alloy is not going to make a lot of difference. The problem occurs, as the name suggests, in the crevices formed by adjacent parts, bolt threads and the like. When immersed in water the oxygen level inside the crevice is lower than it is outside, thus setting up a galvanic cell. Active and passive voltages are shown in the galvanic series diagram as white and blue filled, respectively. The result is corrosion inside the crevice. It is probably most prevalent where fasteners pass through wood that remains wet for extended periods. The diagram above shows the process.

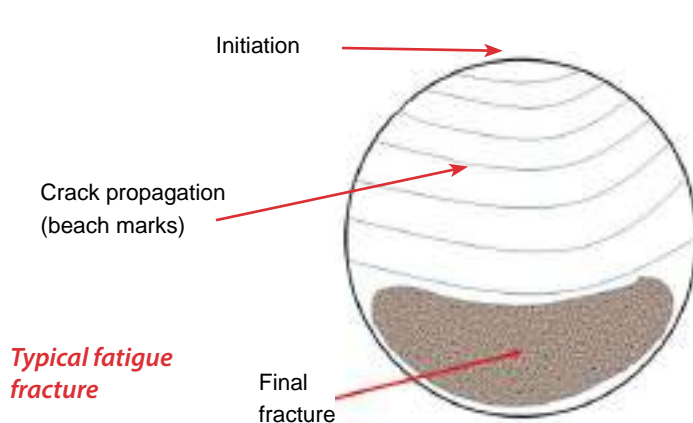
## Mechanical (stress) failure

**Non-fluctuating stress** failures are almost always due to overloading, either by simply applying too much force (most of us have stripped threads on bolts, or snapped them) or due to loss of original strength or section of the component by excessive heating or wasting due to corrosion. The vast majority of metals in normal engineering use are ductile, and will fail progressively but occasionally we will come across a brittle one. Leading in this category is cast iron, usually in heavy sections that resist impact quite readily, but where castings are thinner a blow will fracture them, as shown in this photograph of a crankcase that was impacted by a connecting rod big-end.

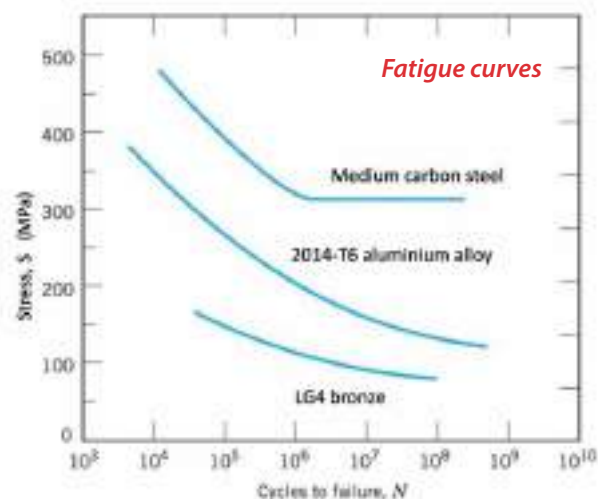


**Fluctuating stress** is probably responsible for more failures than all the others combined. Wherever cyclic or repeated stress is present, such as wave action, wind forces, rotating shafts, bolted joints in engines or compressors and many others, there is the possibility of fatigue. Slackness contributes to the stress, reducing the time to failure. It is common in rigging parts and wires but also happens elsewhere. Less obvious is thermal fatigue, where repeated heating and cooling has exactly the same effect, leading to the premature failure of some exhaust manifolds.

The appearance of fatigue failures always comprises two zones.



At first, a crack begins to grow across the section of the metal. This continues until the remaining area is unable to sustain the load being applied and it fails by overload, usually in ductile mode. Charts of stress plotted against numbers of cycles, known as S/N curves, are available for all alloys. This simplified one shows how fatigue affects three alloys widely used in yachts. 300 series stainless steels lie mostly between the two upper curves.

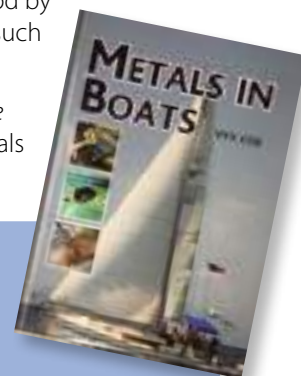


**Cavitation** is similarly the result of fluctuating stress, in this case the collapse of cavities at the vapour pressure of the seawater, not, as many imagine, impingement of air-filled cavities.

**Stress corrosion cracking** is a problem that afflicts certain alloys in specific chemical environments. In the case of yachts it is stainless steels in chlorides, which of course includes seawater. The stress may be applied, thus affecting bolted joints and fittings, but it may be due to the method by which the component was manufactured, such as cold rolling or stamping.


The topics discussed in this series of articles are covered in far greater detail in Vyv's book, *Metals in Boats*.

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



## A GUIDE TO MEDITERRANEAN SAILING

## Greece



in the first part of a new series on Mediterranean cruising destinations, **Keith Pettican** looks at the most popular of them all: Greece

Mediterranean sailing is the dream of many boat owners. In the next issues of *Cruising* we will be including articles focusing on the more popular countries in which members aspire to sail or in which they are already sailing. We start this series focusing on Greece, the most popular of destinations. Among more than 6,000 members of the CA, just over 2,000 are members of the Med Section.

### Overview

There are several well-defined cruising areas in and around Greece but here we focus on the more popular areas of the Aegean and Ionian Seas. Within these two seas are further, smaller areas, and where significant differences exist, these will be highlighted.

Greece has a population of just 11 million living on the mainland or on the 227 inhabited islands. Most of the Greek hinterland is mountainous, so the majority of people live on the coastal strip. The number of uninhabited islands varies from 1,200 to 6,000, depending on how you define an island! Athens and Thessaloniki with populations of

three million and 750,000 respectively account for some 35% of the population. The largest island by area is Crete, with Cephalonia and Corfu, both very popular cruising areas in the Ionian, ranking sixth and seventh respectively in size.

Greece has been a popular cruising area for over 40 years, a time when flotillas holidays also developed and introduced many sailors to Greece, as they still do today. The many islands and coastal towns have varying characteristics, so if you are looking for a particular feature it is not difficult to find a venue to suit your particular taste. Some places are very touristic, some totally off the beaten track with a simple fishing harbour in which you can berth. In short, Greece has something for everyone.

The Aegean and Ionian Seas provide the opportunity to sail from one island to another or along the coast with many destinations no more than a two- or three-hour sail away, thus avoiding long and overnight passages. Crossing from eastern to western Greece or vice versa, skippers have the option of traversing the Corinth Canal, a World Heritage

site, or “going round the bottom” of the Peloponnese. Both are interesting cruises.

### Equipping your boat

These are some equipment and adaptations that you might like to consider for Greek sailing. Your own experience will dictate what is on your own “wish list”, as well as the gear that you would normally expect to have on a boat in UK waters.

- Bimini and other sun shades
- Effective anchor and plenty of chain
- Kedge anchor with adequate chain/line
- Lines at least 50m long for shore-lining
- Passerelle
- Efficient fridge
- Mosquito nets
- Shore power cable and hose, both at least 25m.

### Weather

The weather in general is fairly benign during the months of June, July and August, but beware! spring and



## Cruising in Greece

### Pros

- Beautiful bays, attractive anchorages
- Friendly people
- Great sailing community
- Wonderful weather
- Interesting places to visit
- Short distances between harbours and islands

### Cons

- Crowded in July & August especially in the Ionian
- Very hot in July and August
- The meltemi in the Aegean and conversely, lack of wind in the Ionian
- Greek alphabet and language
- Inconsistent bureaucracy



autumn can be quite unsettled. Summer kicks in sometime during the second half of June and ends sometime during the middle of September. Thunderstorms are a common feature during the spring and autumn. Once summer settles in you can look forward to clear blue skies, with daytime temperatures up to 37°C or so, dropping to around 23°C overnight. However, summer storms do happen, and catch out the unwary!

Some owners opt to return home during July and August as it can get very hot on occasions, and in particularly the popular destinations in the Ionian can be very crowded – see below.

**Winds in the Aegean** are generally stronger than those in the Ionian. One feature of the Aegean is the meltemi which blows from a general northerly direction, particularly during July and August. It can blow for anything from a day to a week or more, and reach Force 6-7 at times.

The **Ionian** is generally less windy, and more predictable, with little or no wind in the morning and a northerly breeze setting in the afternoon. The wind

strength to the east of the islands of Corfu, Lefkas and Cephalonia is often no more than F3, with the wind to the west of the islands 2 to 3 forces higher.

The topography of the land and islands creates many microclimates, and you should be aware of some localised winds. Experience will help in identifying areas where such variations could occur. Winds around headlands can often be much stronger than the wind in the rest of the area. Similarly, during thunderstorms, stronger winds and squalls may require sail reduction and other precautionary actions. If thunderstorms are forecast, be prepared, if you are not to be caught out.

**Weather forecasting** sites include Poseidon, Meteo Greece, Windy and Passage Weather, to name just four, and we all have our favourites. Advice is, particularly during unsettled weather, to consult more than one to get a consensus. Even if you do get caught out, in much of the cruising area you are never very far from shelter, be it behind an island or a sheltered harbour or bay, so a downwind run to safety may be the best option.

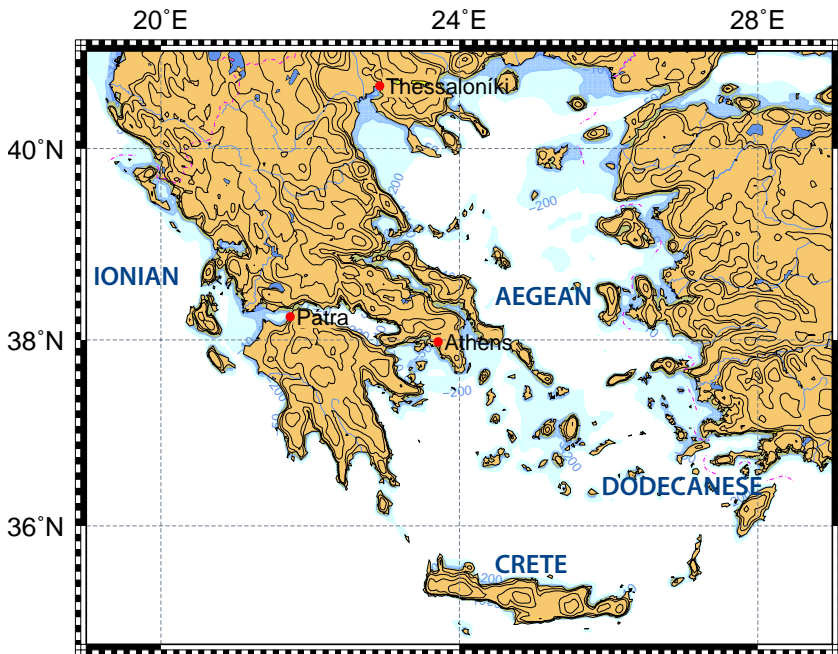


## Mooring/anchoring & marinas

“Med mooring” is the usual method in most marinas and harbours. Med mooring, particularly in crowded harbours, is generally regarded as a great spectator sport, much to the embarrassment of the participants. Why a spectator sport? Because so many things can go wrong, and every one of the spectators could do it far more efficiently than you, although most of them have never stepped on a boat in their lives.

**Lazy lines** (frequently known as slime lines, and when you pick up your first one you will realise why), are heavy lines attached to a weight some distance from the quay. At the other end, they connect to a light line attached to the quay. The arriving vessel approaches the quay, often in reverse, a crew member picks up the line from the quay and takes up the slack, “walking” the line to the opposite end of the vessel before securing it, thus holding the boat away from the quay, the stern (or bow) is attached to the quay with mooring lines, and assuming all lines are taut the vessel is held in place. More often than not there will be people from other boats willing and able to take your lines to be secured to the quay.

In the absence of lazy lines your own anchor replaces the lazy line and is dropped some distance from the quay to hold you off. The minimum



amount of anchor chain recommended is three times the boat length, but the more you drop the more effective the anchor and chain become. This leads to a second spectator sport, as anchor chains can become crossed, tempers frayed, and the fun starts as anchors are retrieved.

Some bays have mooring buoys or a pontoon. These are generally free to use, but may have been placed there by an enterprising taverna owner, and the convention is that if you use these facilities you then eat in their establishment.

In the absence of mooring buoys you anchor in the normal way where it is safe to do so. Many of the more attractive and popular bays can get very crowded during the second half of July and August and you frequently find yourself anchored far closer to another vessel than you would be in tidal waters. In some busy anchorages you may also need shore lines to restrict your swinging circle and hold you stationary.

There are marinas on the mainland and some of the more popular islands. During high season you should call a day or so before your expected arrival to check on the availability of berths. Marinas, and some harbours, get particularly crowded at weekends where flotillas have their "change over" day.

## Bureaucracy & paperwork

When arriving in Greece a **Cruising Permit, known as a DEKPA** from its Greek initials (ΔΕΚΠΑ), has to be obtained at a cost of €50. This must be renewed every 12 months at no further cost. When obtaining this permit you will be required to produce the ship's papers: Registration

Document, Insurance Certificate (in Greek), ICC or other qualification of the owner/skipper, and passports of everyone on board. Obtaining the DEKPA can be a little tedious as it does involve visits to the Port Police, the local tax office to obtain a reference number, and a bank to pay the fee and return to the Port Police with proof of payment, whereupon they will issue your DEKPA.

More information on renewing the DEKPA is available on the CA website at [www.theca.org.uk/cruising\\_info/med/greece/regs](http://www.theca.org.uk/cruising_info/med/greece/regs); there are several pitfalls which could catch the unwary.

If you don't have an up-to-date DEKPA, you could be faced with a hefty fine. Port Police completing random checks, and marinas, will both ask for your DEKPA and associated papers.

## Costs

Costs of cruising in Greece are difficult to quantify, as there are so many variables.

**Marina costs.** Most owners choose:

- a **12-month contract** for a boat which comes and goes from the same location during the year, or
- a six/seven-month **winter storage contract**, either in or out of the water; the boat spends the whole summer away from the marina.

Ideally the marina should also be situated close to a convenient airport, although public transport within Greece is considered by many to be efficient. The costs vary enormously from marina to marina, so shop around for the most convenient for your needs and be prepared to negotiate! A number of marinas and yards offer CA discounts.

Marina costs are generally less than you would pay on the south coast of England and possibly on a par with the east coast.

**Casual berthing costs** vary, but tend to be quite expensive. Town quays and harbours are economic, and the cost, which is governed, albeit quite loosely, by the government, should be 47 cents plus VAT, per metre, per night. Unfortunately, the Greek day starts at 0001 so in some places you end up paying for two nights for your first night on the basis you have been there on two days! There is no point, as with anything in Greece, in arguing with anyone in a uniform about it. Officialdom is always right however wrong you may consider it to be.

**Repairs/maintenance:** Most marinas and harbours can provide repair and maintenance facilities either on site or put you in contact with the appropriate tradesmen, but the costs and quality of work can vary enormously. If you require work to be undertaken you should undertake as much research as possible from other owners, possibly via MedNet.

The **cost of food** in supermarkets is generally less than you would expect to pay in the UK, especially for meat and fresh vegetables. Many towns have either a daily or weekly market selling locally grown vegetables which are fresh and exceptionally good value. Smaller islands may only have mini-markets, so it is as well to stock up when you can.

**Eating out** tends to be cheaper than the UK, although fish in tavernas is relatively expensive despite being caught locally; buying on the quay straight from the fishing boats can be better value. Wine by the carafe is generally between €8 and €12 a litre, bottled wine is cheaper than the UK. Local wine is drinkable in the warmth of a Greek summer but I would hesitate to serve it at dinner back home.

■ Read much more on the CA website at [www.theca.org.uk/cruising\\_info/med/greece](http://www.theca.org.uk/cruising_info/med/greece)

Keith Pettican supports the running of the CA's Med section. He sails extensively in Greece & Turkey in his Bavaria 33 *Broke Aweigh*.





From top, Anker Powerport solar from £55; Garmin inReach Mini satellite communicator, £300 plus subscription; Luci Outdoor 2 inflatable solar lantern, around £25

## What's in your grab bag?

If the worst happens and you have to abandon ship, what should you take with you? **Noel Dilly** suggests bringing your grab-bag into the 21st century

Like almost everything else the grab bag and its contents have evolved. What was once useful is now mostly redundant. Grab bags designed for the lifeboat sagas of WW2 are no longer relevant. Gear far more likely to initiate and support a rapid and successful rescue is now readily available.

Telling the world that rescue is required is best by direct voice communication, or automatically via an EPIRB.

However it is now possible using a Garmin inReach Mini or alternatively the inReach Explorer to communicate the distress automatically and back this up by messages using SMS. So it maybe the best idea is to have both EPIRB and an inReach in the bag. A portable satellite phone is an alternative. Both these devices require a subscription to the Iridium low satellite communications system, starting at around £15 a month.

For on-the-spot rescue coordination from a life raft a handheld VHF radio takes some beating, and a handheld GPS will help to provide an accurate position for the rescuers. Laser flares are useless because you cannot hold the beam still on a target

What about the power supply for all this gear? The answer is to choose gear that has exchangeable battery packs, or even better that can be charged by a solar panel. The ideal solar panel for the grab bag is the

Anker Power Port Solar, which folds into a small space for stowage. It has a pocket for holding the

necessary leads to connect all the devices.

Lighting too has modernised. A solar-powered light such as the inflatable Luci has long-term endurance, and one day's exposure will amply provide a night-long light of significant brightness.

The only additional items are a seasickness remedy that works, such as Scopoderm patches; once-only suits or body-sized 500 gauge polybags to wear in the raft; and a heliograph mirror.

The essential water supply is somewhat problematic. Water in bottles take a lot of space, but while they are full they are good for morale. I suggest taking just one litre, and for an extended supply a hand-operated water maker is a possibility. However it needs strength and endurance to operate, and a collecting receptacle that cannot be spilled to hold the water that is produced. It is an alarmingly slow process. A measuring jug for fair shares is desirable.

Essential life-supporting drugs may need to be added depending upon the requirement of the crew. Some, such as insulin, may prove challenging to maintain without refrigeration. However, unopened vials of insulin will last for 28 days if kept below 27.5°C. So in the tropics it is worth keeping the vials in a cooler that uses evaporation or a secure sinkable metal container suspended about 10m below the surface.

Will the grab bag float when loaded? Rather than risk the contents, weigh them, then put an equivalent weight into the bag and test that. Making sure that the grab bag floats is easily achieved by attaching an automatic life jacket to the bag. When the bag has been retrieved, the jacket will make a good inflated cushion in the raft.

Why have a bag, when it is possible to have a durable rigid container that can be used in numerous ways to improve the survival situation? The best of both worlds solution is to have the contents stored in a re-sealable heavy duty plastic container within the rigid outer shell.

■ What's in your grab bag? Do you agree with Noel's suggestions? Send your thoughts to [editor@theca.org.uk](mailto:editor@theca.org.uk) or join the debate at [www.theca.org.uk/forum](http://www.theca.org.uk/forum)



### What's in Noel's container?

- EPIRB
- Garmin InReach Mini or satellite phone
- Handheld VHF & handheld GPS
- Heliograph mirror
- Anker Power Port Solar charger
- Solar-powered Luci light
- Suits or body sized polythene bags
- 1 litre of water
- Hand-powered water maker and a jug
- Scopoderm patches
- Any essential drugs needed by crew

### What's excluded

- Torches & batteries
- Bags of water
- Pyrotechnic & laser flares



# You and the environment

In September's issue of *Cruising* we asked members how they feel about reducing their boating footprint on the world. Here are some of the responses

## Sorting our rubbish

We read with great interest your article in the September *Cruising* mag and would like to share our method of rubbish sorting with other sailors. We live in Italy and cruise the central/eastern Med:

Under the companionway stairs we have a large strong supermarket bag (the type they sell for about £2); into this we put all plastic, paper, tins, bottles etc, and then take this ashore and place the items in the respective recycle bins – when we can find them! There is no smell as these items are washed before putting into the bag so it can stay there for a few days if necessary. All other items (except veg waste which is cut up and fed to the fish) goes into a the bin under the galley sink. By doing this, we have found that VERY LITTLE ends up in the under sink bin and VERY MUCH is in the recycle bag! It is quick, easy, clean and environmentally friendly.

**Wendy Latham, SY Marinella**

## Finding balloons at sea

I liked your new initiative on green cruising very much. One of the things that has distressed me over the years is how many fuel docks leak large quantities of diesel into waterways, and its deadly effect on wildlife.

Another is people ending an open-air celebration by loosing off dozens of balloons. It may be joyous for them, but each time I see it I think, there go another few dozen sea turtles. We've seen those tough purple heart-shaped ones, used for birthdays and Valentine's Day, floating hundreds of miles out to sea. The next stage is for their gas to reduce even further and they go floppy. And bang goes another turtle, as their diet includes purple jellyfish. You can hook the balloons in and dispose of them ashore.

Another misery is dental floss. Having seen birds about to lose a foot from it – it forms a tourniquet that gradually destroys the foot – I cut the stuff up into short pieces before I put it in the trash. Even disposed of at home, bags are opened by gulls on tips and the contents scattered

**Sandra Clayton**



## Saving a turtle

*This photo shows a loggerhead turtle being returned to the ocean by the crew of yacht Chantana, which was participating in the 2017 ARC. CA member Terry Sandling told us that they spotted the turtle caught up in the green fishing net and completely unable to move. The crew estimated it had been caught for as much as a month and could not have survived much longer. Once released, the turtle was able to swim away. Terry says that releasing the turtle was a hugely emotional experience, and brought home to all of them the amount of waste floating in our oceans*

## Life on Paddington V

A few comments on your Green Cruising article which I thought was well written and thoughtful.

**Fuel or oil leaks.** Another problem is what to do with waste engine oil; we probably do two oil changes during our tour. That's 20 litres of oil to deal with.

It's easy to say take it back to where you purchased the new oil, but we bring ours with us from home. Until this year, when the boat is staying in the Netherlands, we have taken it back to the yard and they use it in their shed heater.

We recently had Cummings engineers on board and they took it away for us; they also had a useful gadget that sucked oil and water etc out of the bilge.

**Oil absorbing pads:** 10 for £7.49 including VAT less CA discount from ASAP Supplies, [www.asap-supplies.com/cleanlife-double-sided-pads-10](http://www.asap-supplies.com/cleanlife-double-sided-pads-10). We have three under the engine which collect oil drips and leave any bilge water clean so you can use the bilge pump. We also have two oil-absorbing mats to hand when refuelling, to catch drips.

**Black water** etc. All toilet waste and shower waste water goes into our holding tank; capacity about 800L. The only water that goes directly overboard is from sinks in two toilets and the kitchen sink. If there is a pump out station available, and I can safely get to it, I will use it. Since July 2014 we have covered more than 10,000 miles and have found very few pump out stations!

We were in St Katharine's, London, last October for a month and pumped out twice, at £25 each time. I wrote to the General Manager telling him that he now had probably the best capital city marina in north Europe but £25 for a pump-out was taking the "piss", as we were doing our best to keep his marina clean. By return I had a refund of £25.

In Europe the most we have ever paid is a euro to get the system working. In Paris it is free and the "system" comes to your pontoon. Maybe it's time the CA campaigned for free pump outs.

**Dealing with rubbish.** If there is anything that disrupts marital harmony on *Paddington V* it is Carol trying to sort out recycling stuff and me saying it is time to get to the pub!

**James Littlewood**

# CA London spring 2019 programme

Where would you like to cruise this spring? From the South Bank to South Georgia and the south of France to southern Ireland, we've got it all – plus two of the best-ever yacht designers



## Wednesday February 6 South of the River: London's Cradle of Power – Jeremy Batch

The world's most powerful warship (in three different centuries) and its first high-voltage power station, the largest palace in Europe, the headquarters of Trinity House and the East India Company, together with London's Royal Dockyards, Arsenal, Observatory, Seamen's Hospital, Naval College, first steam railway and only nuclear reactor have all – at one time or another – been found along the south bank of the River Thames in Greenwich, Woolwich and Deptford. Here, Sir John Franklin's and James Cook's ships were fitted out and here Francis Drake, on his way to be knighted, brought the *Golden Hind* after her circumnavigation; and from here Samuel Pepys oversaw the building of 30 new ships one of which, the *Lenox*, is to be built again. Plus: the other, more controversial decision taken at the International Meridian Conference, and how they fixed the time machine on the day the pips were late.



## Wednesday February 13 What happens when you go sailing with strangers – Caroline Milmo

For 10 years Caroline has been crewing for CA members, making great friends

along the way and often sailing with them three or four years running. This talk will cover her two most memorable trips, from manoeuvring through shifting pack ice in Svalbard to dodging unlit fishing boats with huge bamboo structures in Indonesia, as well as the many trips to the Baltic and the Med. The joys of arriving in new destinations and exploring inland. The wonderful opportunity to sail so many different boats and learn about different rigging layouts. The challenges and rewards of sailing with people you don't know and how to make the crew as successful a combination as possible. The Crewing Service gives skippers the chance to sail further and for longer if their regular crew are not available, and gives those without a boat the opportunity to build on their sailing experiences and just enjoy being on the water.



## Wednesday February 20 Sailing in the Fractal Landscapes of the West – Ed Maggs

Frances & Ed Maggs are engaged on a very slow circumnavigation of the British Isles in their gaff ketch *Betty Alan*. The last two summers have seen them in the SW and W of Ireland, and they will be showing pictures and bragging about their good fortune in having spent nearly a month in Connemara this last June, in a remarkable once-in-a-century summer. Irrespective of the weather, they are both absolutely smitten with the landscapes, the culture and the sailing, and you are

not going to get an impartial account. Expect tips on sailing with chemo and Alzheimer patients, how to recreate a Spanish Armada shipwreck, how to pickle mackerel, how not to help a stormy petrel, and the Curse of Inishvickallane.



## Wednesday February 27 Less time? No problem with Brittany! Paul Brown

Wondering what to do if you don't have the luxury of taking many weeks or months off work to go sailing each summer? In one, two or three weeks, there are so many options for fantastic cruising from the South Coast that there really is no reason to think that other commitments will spoil your sailing. In this talk, illustrated with numerous photos and videos, Paul will explore some of the highlights of Brittany that are easily accessible in a shorter trip, ideal for the busy sailor. With a stunning coastline, amazing islands and wonderful cuisine, there is no need to go any further.

## Wednesday March 6 The World of Albert Strange – Dick Wynne

The designer Albert Strange (1855-1917) was a seminal figure in the development of the small cruising yacht, in addition to being an accomplished sailor, marine artist, and writer. He is best known for his refinement, along with his friend George Holmes, of the Canoe Yawl type — arguably the most suitable for single- or short-handed cruising under sail. His designs have enjoyed a resurgence of interest in recent years; Dick Wynne, a former Chairman of the Albert Strange Association, is on his third (and possibly final) Strange yacht. In this talk he



**Saturday February 23**  
**World Cruising Seminar with**  
**Jimmy and Doina Cornell**

Back by popular demand, this seminar was first held by Suffolk Section in November. A broad spectrum of topics is on the agenda, starting with an overview of today's global situation covering the effects of climate change, safety, piracy, and favourite destinations. This will be followed by planning a journey, to the Mediterranean, Madeira, Canaries, Caribbean and the return voyage home with illustrated highlights.

The post-lunchtime sessions cover main factors that can influence the successful completion of a voyage, eg the choice of boat, equipment, crew, finances and self-sufficiency. Doina will present a session on sailing as a family. There is also ample time built in for an open forum to discuss individual voyage plans and ask questions. The day is rounded off with Jimmy's highlights of his own sailing life, covering the period from 1974 to 2017.

An accomplished sailor and successful author, Jimmy Cornell has sailed more than 200,000 miles in all oceans of the world including three circumnavigations as well as voyages to Antarctica, Patagonia, Alaska, Greenland, Arctic Canada and Spitsbergen. Thousands of sailors have fulfilled their dream of blue water cruising with the help of Jimmy's books.

Early-bird tickets for CA members are **just £35** including coffee, tea and a light lunch, and **must be booked before February 1** at [www.theca.org.uk/events/ca\\_london\\_cornell\\_world\\_cruising\\_230219](http://www.theca.org.uk/events/ca_london_cornell_world_cruising_230219). Tickets booked later are £40 for members and £50 for non-members.

describes the nautical life and works of this 'Renaissance Man', and the activity today which is keeping the name of Albert Strange in the public eye.



**Wednesday March 13**  
**Mediterranean Express – Ken Munn**

Offered a berth in the South of France for no more than the cost of his Gosport marina fees, Ken Munn decided to move *Snowbird* to the sun without delay. He planned his voyage for a maximum of three-day legs with stopovers to refuel and replenish. With three crew change ports-of-call, and other pitstops, the trip of 2100 miles was made in five weeks, with 21 nights at sea. Ken will describe the planning, the boat preparation and the pitfalls. And how he arrived on the Côte d'Azur in June wearing full oilskins and dodging garden furniture.



**Wednesday March 20**  
**High latitude adventures –**  
**Steve Brown**

Recounting the latest in a series of adventures that began with an east-west transit of the North-West Passage in 2014, in this talk Steve Brown will cover two sailing and ski mountaineering expeditions to South Georgia and Antarctica in the southern spring and summer of 2017-18.

In addition to the amazing wildlife, spectacular scenery, exploration and whaling history, Steve and the team on board his 60ft Aero-rigged schooner *Novara* encounter storms, blizzards, and

dense sea ice; recover from a potentially catastrophic grounding and the possibility of running out of jam!

Using slides and video footage, Steve will try to give an impression of what sailing in these magical cruising grounds is really like.



**Wednesday March 27**  
**Hanson lecture: Slippery Boats, with**  
**Nigel Irens**

Nigel Irens is a leading yacht designer, perhaps best known as creator of the trimaran used by Ellen MacArthur to break the world record for solo circumnavigation in 2005. His portfolio is wide-ranging, from racing yachts to innovative cruising designs, typically synthesising traditional forms with modern materials and methods of construction. In this talk he will cover a couple of his most famous designs before going on to explain the background to his latest projects.

Tickets at £18 include a buffet supper and **must be booked in advance**. Following the lecture, prizes will be presented to this year's log competition winners.

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 020 7537 2828 or [reception@theca.org.uk](mailto:reception@theca.org.uk)

Individual lecture tickets: Members £4; Non-members £7. Season price for seven talks £20 (does not include the Hanson lecture).

# In the balance

Bobovisce, Croatia. Photo: Gordon Knight



Photo: Bruno Sanchez-Andrade Nuño



**Cathy Brown weighs the delights of keeping a boat in a sunny location against the trials of cheap flights and long-distance maintenance**

Enjoying a holiday with friends on their yacht in Croatia, thoughts naturally turn to the pros and cons of keeping a yacht abroad.

They moved their sailing base from the muddy East Coast of England to the sunny Mediterranean nearly ten years ago. They were still at work then, and disillusioned by the British weather after wind and rain had blighted their limited holiday sailing time once too often.

Guaranteed sunshine and much cheaper marina fees and living costs while aboard, were what persuaded them. Ryanair flights from Stansted to Pula, where the boat is now based, meant they could be on board four hours after leaving home – less time than some people take to drive to their boats in Britain.

And provided those flights were booked far enough ahead, they were cheap enough not to alter the economic equation. Sailing in Croatia proved much more enjoyable, for a family which loved swimming and sunshine as well as sailing, as well as more affordable.

They have never regretted the decision, and now they are retired, and enjoy many more weeks on the boat each summer, generously inviting friends – fortunately including ourselves – to share the pleasure.

We've been lucky enough to sail with other friends, too, who keep their boats permanently based in other parts of the Mediterranean and the Baltic, and we

can certainly see the attraction of those seductive cruising grounds. And yet...

Why have we never been tempted to follow suit? We've enjoyed plenty of long distance cruising, round Britain and Ireland, in Biscay France, the Spanish Rias, the Baltic – but we've always brought the boat back to that muddy East Coast at the end of the season.

Husband confesses that he "just wouldn't feel right" if he wasn't able to go and see it whenever he wanted, to keep up with cleaning and maintenance, and to enjoy a few local outings as well.

*He can always nip down to the marina and check the warps or the cradle when storms rage*

The downside of keeping a boat in foreign climes is that it must be left in someone else's care out of season. Maintenance must either be left in the hands of a boatyard or crammed into tight windows at the beginning and end of the season. There can be all sorts of hassle sourcing spare parts.

For those, like my other half, who regard even such chores as antifouling as part of the essential pleasure of "messing about with boats", to be kept away from his pride and joy for months at a time would be torture.

He'd also fret about the winter weather, which can be extreme in many distant cruising grounds (less so the Baltic where boats tend to be laid up in heated sheds, but even then there's often a problem

of restricted access, so tightly are they packed together).

At home, he can always nip down to the marina, check the warps, or make sure the boat is comfortable in its cradle, when storms rage. I can imagine him booking an extra flight, just to make sure the boat was all right, if internet weather-watching suggested a potential hazard.

Ah yes. The flights. Even our friends who love their Croatian cruising (understandably so – we are ready converts to the delights of these wonderfully sheltered waters with their endless variety of historic ports, pretty villages and idyllic anchorages, and mostly reliable weather) admit that the flying part is more of a trial than it was when they first moved the boat there.

"Cheap flights" are no longer quite as cheap. And the airport experience is hardly a pleasure. "You'd be prosecuted for treating animals like this," said a fellow traveller, and he wasn't far wrong.

Reluctance to undertake that torture is another factor in the equation, along with cost, weather and enjoyment. Not surprisingly, not everybody comes up with the same answer to the sums!

**Cathy, a former editor of *Cruising*, sails with her husband Richard on their Arcona 410, *Brave*, and their motor cruiser, *Attitude*. In *Brave* and her predecessors they have raced and cruised from Spain to Sweden and sailed around the UK and Ireland. In January Cathy won the CA's Fid award for her contributions to *Cruising***

