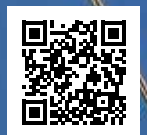




Cruising

www.theca.org.uk

- Sailing in Ukraine 
- CA to monitor orca intercalations
- Through the Crinan Canal



Are we too professional?

The CA's President, **Derek Lumb**, wonders if the Association's very professional response to the pandemic has made members feel that their services as volunteers are no longer needed. He urges you not to hold back from contributing



This is an exciting time of the year, when most of us are either in the advanced stages of getting our boats ready for launching, or are already cruising.

For the CA's staff and volunteers, the winter is often their busiest period. Seminars are organised, webinars prepared and presented and we have hosted a new members' webinar and the Promo week to recruit new members.

I highly recommend that you delve into the log collection online before cruising to a new area

For me the highlight was the first week in April when I was able to attend the Hanson Lecture given this year by the fascinating Rob Humphreys and the presentation of the Log Awards (see page 38), followed three days later by the re-arranged Flag Officers' Lunch. This is the opportunity for the CA to say thank you to our volunteers and formally recognise a select few for their outstanding contribution in the

preceding year. A photo from the lunch is below.

The first Cruising Association Log trophy was presented in 1911, and for many years the logs would have been one of the principal methods of sharing information about a cruising area. Things have moved on, and we now have multiple sources of information, but logs uniquely give the flavour of an area and I highly recommend that you delve into the collection (many available via the website) as a starting point for a cruise to a new area.

Following the Flag Officers' Lunch, I was discussing the event with Lucy, our General Manager, and she made the point that over the last decade the CA has become more professional in its presentation to the public and new members (helped by improving finances). That is obviously a good thing but it does carry a danger that we are seen as a commercial service provider rather than the self-help community that we really are, dependent on volunteers and fellow members for almost all aspects of our cruising services.

If I may park that thought for a moment, the last two years have seen a revolution in the way we operate. I remember a lecture on managing change in organisations and one point was made very forcibly – most revolutionary change only comes about because of an existential threat to the organisation.

The CA is what it is because of the generosity of its members in sharing their time, experience and knowledge

Covid potentially posed that threat to the CA and after years of avoiding online streaming of events we were up and running within a few weeks of the start of Lockdown with a summer season of webinars. This was followed by section events online and even the AGM. These have been a huge success with some attracting more than 400 participants (and that is log-ins, so many of these will have had two watchers). This is getting on for five times the audience we could have hoped for at a talk in CA House.

There is a drawback to this though – it reinforces the feeling of remoteness from the presenter and organiser and, going back to the point about professionalism, the idea that everything is provided by the organisation.

The CA is what it is because of the generosity of its members in sharing their time, experience and knowledge and I would urge all of you not to overlook that. Please don't hold back from contributing, whether it is submitting a Cruising Report, posting a reply to a forum, offering to help out at your local section or offering to do a talk – it will all be appreciated.



Some of the CA's enthusiastic volunteers at the Flag Officers' Lunch in April

180-day visa campaign: an update

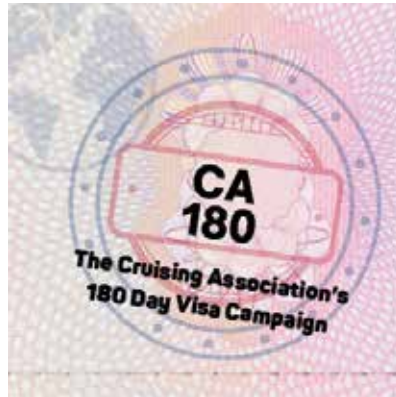
Early in 2021 the CA launched a campaign to mitigate the impact of the Schengen visa procedures following the UK's exit from the EU. Some progress has been made but Covid-19 and now the invasion of Ukraine means we have not had much traction.

There is some good news: we have determined that UK citizens can apply for **Croatian, French and Greek** visas and **Swedish** permits to allow stays of over 90 days and up to 180 days without needing a permanent mooring. Good, detailed information on the relevant processes for applying for **French visas** and **Swedish permits** has been received and published on the countries' web pages.

We have written to many marine businesses in Spain drawing their attention to the plight of UK sailors and the inevitability that we would be spending less time on our boats with lower spending. Sympathetic noises have been made but nothing concrete has come from this. However, we have learned that the Spanish Regional Tourist Offices are putting pressure on the national government to allow UK citizens to stay longer than 90 days.

Representations have been made to the UK Government in a bid for them to negotiate reciprocity with the six months the UK allows EU citizens to enter the UK without a visa. It has been made very clear that the current government is not interested in this.

Representations made to other governments have largely fallen on deaf ears as they have been occupied with the Covid



pandemic and now the invasion of Ukraine. Both these issues affect immigration (Covid restrictions and migrants) and governments have had neither the bandwidth nor the inclination to concern themselves with seasonal yachters. There is some feeling amongst our EU friends that the UK voted for Brexit and these are the consequences of the decision.

The CA's Cruising Sections have started the process of updating country pages on the CA's website to include entry and exit formalities.

The EU EES (Entry Exit System) is supposedly starting in September 2022 with ETIAS (European Travel Information and Authorisation System) starting in 2023 and this is expected to be mandatory throughout the Schengen Zone by May 2023.

There appears to be confusion among EU border guards about when passports should and shouldn't be stamped. The EU's Border Guard handbook is clear on these matters but it does not appear to have percolated down to the people at the sharp end.

Looking ahead we intend to continue the collection and dissemination of information particularly on application processes. Information from CA members has been invaluable in enabling us to do this. Please continue to share your experiences either on the forums or by sending a report to rats@theca.org.uk. We will log the information and update the web pages as necessary.

Do you use the RYA SafeTrx app? Log in to retain your details

The RYA SafeTrx app was introduced to replace the old CG66 system in 2018 and the CG66 data was eventually deleted in 2020. Although email reminders were sent out, in practice if you did not respond the old data was retained.

The RYA SafeTrx Terms and Conditions said that those who did not use the app or access the data on the web for two years would have their data deleted. Two years after the end of the CG66, many of us received emails telling us to log on to the app or web within the next 30 days or have our data deleted.

Those CA members receiving the email are probably mainly interested in having data on file and accessible to the Coastguard. There is a RATS critique of the app in September 2019 [Cruising pp22-23](#), available on the website under **Member Services > Cruising Magazine**.

RATS have raised disquiet over the sudden notice of deletion and lack of prominence of this condition when the app was launched. We think that there should be a series of escalating emails to SafeTrx users over a longer period. However, if you want your data retained, log into the **SafeTrx website** at safetrx.rya.org.uk or the app and you should be OK for another two years. There is a lost password link if you have forgotten yours.

Derek Lumb





CA to monitor orca interactions with boats

Skippers asked to report *all* passages in affected areas at key times – even if nothing happens



The new phenomenon of orcas interacting with and often damaging small yachts and other vessels along the south and west coasts of Spain and Portugal began in 2020 and gathered pace in 2021.

The behaviour started in a small group of juveniles and over time has spread to adult orcas and more widely through the population. At the moment the behaviour is restricted to less than half of the members of an endangered sub-population of around 50 orcas known as the Strait of Gibraltar orcas.

The behaviour involves bumping and ramming small vessels (mostly under 15m in length) and damaging (sometimes totally destroying) rudders. Interactions have lasted for periods of up to a couple of hours and current advice is to de-power and stop the vessel, leave the wheel/tiller free to turn and keep a low profile on deck in order to make the interaction less interesting to the orcas.

A group of Spanish and Portuguese marine scientists formed the **Grupo Trabajo Orca Atlantica** (Atlantic Orca Working Group – GTOA) to study the new behaviour. On their website at www.orcaiberica.org they provide details of the location of interactions on a month-

by-month basis and give advice on how to respond in the event of an interaction.

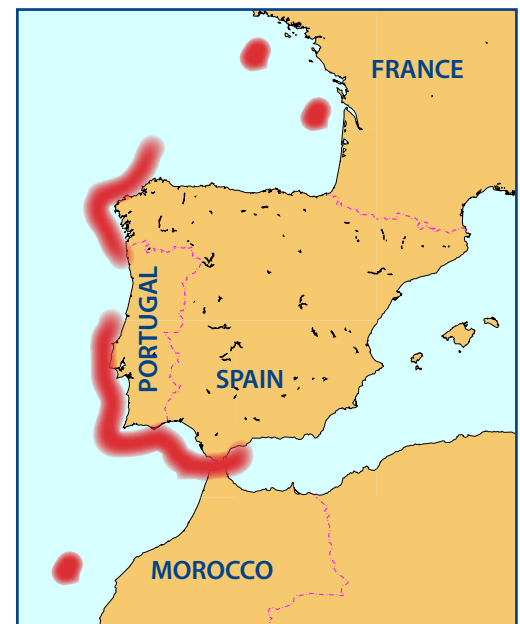
There are many hypotheses on the reasons behind the new behaviour but the scientists simply do not know why orcas have started doing this.

In order to assist the scientists in finding a solution for the boating community the CA's RATS group (Regulations and Technical Services) is collaborating with GTOA. We want to help them understand this new behaviour and find mitigation measures to reduce the chances of an interaction and to minimise the impact from any interaction that occurs.

We are launching a reporting form with many more information fields than were previously requested (such as distance off land, water depth and sea state), and crucially, we are also asking for input from skippers who transit through the affected areas *without* experiencing an interaction, during peak periods and in locations specified on the CA's form. Orca follow migrating tuna, so we know roughly where they will be when.

We hope to:

- find patterns that will be of benefit to the boating community
- establish whether passage planning could reduce the chance of an encounter
- analyse actions taken by skippers to see what works and what doesn't
- improve the advice currently available.



Approximate locations of interactions reported by GTOA in 2021. A key part of the new project is to report passages in these areas where orcas are present but there are no orca interactions, to get a better idea of what proportion of vessels are affected

Members of the GT Orca Iberica Group are preparing studies of potential deterrent measures and the CA will offer assistance as needed.

If you, or anyone you know, pass through the affected areas at a key time (even if no interaction is experienced) please complete a report form at www.theca.org.uk/orcas. The CA's web pages on this project will be available to all, not just CA members.

Graham is Super Zero sail winner

Our **Big Winter Prize Draw to win a Crusader Sails Super Zero sail** and stowage bag, worth over £2,000, was won by Graham Ellison, who thinks he entered the draw at the Southampton boat show although he has attended a number of other CA events.

He told us: "It's always a highlight of the show to visit the stand and have a nice chat with the folks there, but even more so last year with the new CAptain's Mate app on display (which left me goggle-eyed with wonder, by the way) and after the disappointment of the 2020 show being cancelled. I've also been to several of the talks at CA House (which apart from Christmas are absolutely the best part of winter as far as I'm concerned), as well as Julian Dussek's terrific historical meal, which I really really hope will become a regular feature."



Graham is pictured in his pride and joy *Tiptoe Too*, a Super Seal 26, on a day when he was braving the perils of the Solent, and showing off his new hat (bought using a CA discount!).



Marine diesel update: biodiesel bug causes engine failure

A recent investigation into boat safety has highlighted the case of a trawler whose engine failed because of diesel bug, growing in diesel with a 7% biodiesel content.

Safety Digest 1/2022 from the Marine Accident Investigation Branch (MAIB) carries a report on a beam trawler that had an engine failure, requiring the vessel to be towed back to port by an RNLI lifeboat. The trawler's fuel supplier had delivered marine diesel fuel containing Fatty Acid Methyl Ester (FAME) at the 7% level. Under the Renewable Transport Fuel Obligation (RTFO) from the UK Department for Transport this level is mandatory for road vehicles, but it is *not* mandatory for private pleasure craft or other sea-going vessels. The EU has similar regulations.

With water in the trawler's engine fuel tank, the familiar "diesel bug" developed

and this blocked the fuel filters, damaged the engine fuel system and contaminated the tank, resulting in expensive repairs to the fuel pumps and injectors along with a full system decontamination.

RATS advice

- Suppliers of marine fuel and marinas should advise customers whether or not their diesel has FAME in it. They should see that their tanks are free of water and test for the presence of diesel bug.
- Members could directly ask their marina about FAME content in diesel. There may be small (around 2%) contamination traces via the fuel transport and delivery systems.
- All pleasure vessel owners should, if possible, check their tank(s), for traces of water and regularly change filters while looking for any indication of the bug.
- It is advisable to use a bug inhibitor additive. It is good to believe many of our members already carry out this practice.

RATS acknowledges the MAIB policy of allowing quotations from its Safety Digest reports, which it does in the interest of promoting best practice and future avoidance of accidents.

Entering the EU with red diesel

A CA member has told RATS of his recent experience of entering France with red diesel in the engine tank. Customs raised no queries over the presence of UK marine diesel, its colour or any tax implications.

If you plan a crossing from the UK to the EU this summer, take a look at the RATS advice **The Post Brexit Use of UK Marine Red Diesel...** at www.theca.org.uk/rats/red_diesel_use_in_EU

Colin Heywood





Sailing in Ukraine



By land, Ukraine is at the heart of Europe, and indeed – at the moment – of the world. But by sea, it's a long way across the Black Sea for most CA members, and was rarely visited by cruisers even in more peaceful times. **Christopher Smith** sailed there in 2012

If you want to get a feel for the Ukraine that was – and hopefully will remain – watch *Servant of the People* on Netflix. Apart from the fulfilled parody of the principal actor – one Volodymyr Zelenskyy – unexpectedly becoming President of Ukraine, the film shows the strange balance between the powerful politburo and the awakening European life.

Sailing from Romania we had been told it was easier to enter Ukraine at the port of Ust-Dunaysk, up a branch of the Danube. We never made it, running aground three times trying to follow the buoyed route in a 2001 pilot. GPS mapping was even worse, with the plotter at one stage just going black when the misalignment between adjacent maps was too large to be comprehended. The Danube Delta, 50nm wide, is well named, with ever-changing silting.

Dusk was coming, and having no taste for grounding again, we decided on an overnight passage to Odesa. It was a warm starlit night with a flat sea: what could possibly go wrong? Shortly after midnight I was called to deck: "Help, there's a large yellow sail rapidly getting closer and on a steady course for us." We anxiously watched till the growing sail became a hemisphere: "Isn't the rising moon beautiful," I said.

We sailed into Odesa and moored at the base of the Potemkin Stairs. What a way to arrive at Europe's largest country! Largest, given that for the time being it's hard to call Russia European. The neoclassical city gleamed white above us and the stairs gleamed with fashionable ladies (actually they were fashion ladies on a photoshoot). We were warmly greeted by the Port Police but quickly ushered into a sequence of offices with an ever increasing sequence of paper forms littered with Cyrillic script. Our Russian-speaking crew member didn't help progress with her ever more voluble "Da Da Da", but after all my documents had been inspected and detailed we were free to explore Odesa.

After the low-key surroundings of Romania, Odesa was a paradise. Wine bars with jazz, scrumptious patisserie and coffee shops – and the Opera House. We had to go: buying the most expensive (cheap) tickets we raced back to the boat to get our glad rags. Cocky Taanman, my mate both personal and nautical, looked splendid in a little white waistcoat and not much else. So we were a little surprised that most of the ladies in the



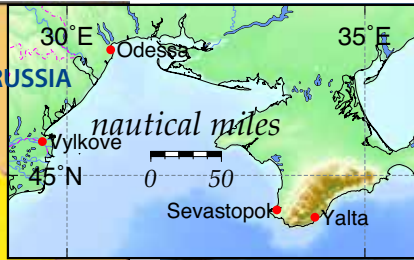
audience looked like extras for the 1930s film *Duck Soup*. It was Policemen's Benefit night: men in best uniform and ladies in ageing ballgowns.

The Odesa "Marina" charged £35 a night even in 2012, so we sailed on to Yuzhnyy, the nearby commercial port of Odesa. The guide suggested a peaceful anchorage. Not so, the harbourmaster chased us away – so we pointedly anchored in open sea opposite the watchtower and danced the night away in the cockpit. We discovered later the exclusion was fair: they were building the Russian oil pipeline terminal.

A great sail the next day took us to the sandbanks off Crimea where we anchored – peacefully until a pair of fast inflatables brought the coastguard to us. "Why did you not respond to our radio calls?" they asked, pointing to their mother ship on the horizon. "Too far," I said. So they called on their mobile VHF – and reluctantly agreed there was no reception.

The next day we reached the first small port of the Crimea: light was rapidly fading apart from bursts of lightning. The chartlet looked complicated and we made another decision to anchor outside. Wisely again: the next morning on entering there were three rusting hulks at sea level which we would surely have hit at night. The coastguard came to visit, obviously our progress was being relayed, and started to board our boat. Bravely I refused their entry but quickly followed up with a British "Would you like to come aboard?" All then went well with stamping of the crew list and glasses of vodka.

Onward to the large estuary of Sevastopol which, being a naval base, felt strangely like Plymouth. Actually it was two



naval bases, the larger part “leased” to the Russians, who had founded the city and base in 1783. Navy Day was approaching so pinnaces were being smartly rowed by super-fit sailors while we went slowly up then down the estuary being rejected at moorings. Despite favourable mentions in the guides, we were “Not allowed”. Eventually we found rest at the shabby but expensive Russian Yacht Club. The city was a mix of grand and grot with many Russian holidaymakers. The best waterside cocktail bar proudly announced “Whites Only” – a puzzle to us, as we only had only seen white people. We found out it was to exclude the Crimean Tatars, half of whom had been deported to the east by Russia after retaking Crimea in 1944. The Tatars have been locals in Crimea since at least ancient Greek times and, I thought, were really good looking.

I had organised a crew change at Sevastopol, my three stalwarts going home, and I was joined by Maxine Maters. She is Dutch but worked in Moscow and was subsequently famous for the first (and only) sailing from the Baltic through Russia to the Black Sea [John Vallentine’s blog of this voyage won the Lacey Trophy in 2014, and an extract was published in the December 2015 edition of *Cruising*]. I wanted an experienced sailor for the forthcoming 160-mile crossing of the Black Sea to Turkey. It was not only her experience but her unflappability that proved invaluable when we hit 85-knot winds on that crossing.

First stop round from Sevastopol was Balaklava – of Light Brigade and helmet fame. It’s a very pretty estuary and substantial marina. Oddly, being July, we met almost zero cruising sailors throughout Ukraine: competitive group sailing seemed more their style. Balaklava had till 1993 been a nuclear submarine base with underground workshops approached by underwater tunnels. At that time the whole town was sealed by the Russians, even family visits being highly regulated. Sailing on to a small well-protected bay we were again repulsed from landing as there was a nearby home for orphans – who apparently needed protection from us.

Further on towards Yalta, the cliff-top homes became grander and grander, often with private escalators down to the sea. At one stage the coast guard enforced a three mile exclusion zone from the coastline: some high-rank official was in residence. Finally came the palaces of Yalta, originally summer homes of

the Russian Tsars. During the 1945 Yalta Conference each of the Allied powers had their own palace, but now they are a series of tourist destinations. Yalta itself, twinned with Margate, is a holiday beach town. Lenin decreed the “Use of Crimea for the Medical Treatment of the Working People” – and so it remains.

Maxine’s perfect Russian was challenged when trying to exit Ukraine at Yalta. The Port Police wanted us to use an agent for around €200, but three hours of “discussion” finally got us the form – except that there was a €20 fee. This could not be paid to them directly, that might be “bribery”, but only to their bank account. A trip round the banks revealed that we could not pay money into a bank without our own Ukrainian account and address! Another hour at the Port Police and they accepted €50 for someone to give them the €20.

Yalta is said to have been founded by the ancient Greeks looking for a safe shore (*Yalos* = shore). We found the harbour quite unprotected from the waves. But now the whole of Ukraine is unsafe. It was easy to see how Russia still feels that it owns Ukraine – but surely this just reinforces how terrible it is to slaughter your own folk. Modern Ukraine was formed in peace: please may it recover its peace.



Chris gets a little heated negotiating with the Yalta Port Police!

Born in a Thames boat yard, messing about in water has been Chris’s life. He has sailed in Greece most years since 1980 but in earnest since retirement in 2010 when he bought *Scube*, a 34’ Jeanneau Espace 1000. Why go to Ukraine? He says: ‘I love Ray Charles’ *Georgia On My Mind* and Ukraine was on the way. I know it’s the wrong Georgia but who cares when you have about 3,000 miles of little-used coastline in the Black Sea.’





The Crinan Canal



Opened in 1801, the Crinan Canal is a significant shortcut, compared with rounding the Mull of Kintyre

Google Earth

Through the Crinan Canal

In May 2021, **Graham and Dianne Keating** took their Vancouver 38, *Maunie of Ardwall*, through the Crinan Canal for the first time, and filmed the three-day adventure. Graham's video won the osCA award, sponsored by Haven Knox-Johnston, for best video log of the year. Here are some screenshots to give you a flavour, but do watch the film itself if you can



Approaching the Ardrishaig Sea Lock



Winter refurbishment had over-run, so an excavator was used to raise the sluice!



The hydraulic rams were not yet operational



We shared most of the locks with Bravo, a Boreal 52



The sluice on the same side as the forward boat is opened first to keep the bow in



Shortening the bow line as the boats rise



An overnight stop at Cairnbaan



The lock-keepers were really friendly and helpful



The downhill locks are much easier – no turbulence in the chambers



Again, the lock-keepers did most of the hard work for us



The picturesque final section approaching Crinan



A glimpse of the estuary to starboard



The Crinan Basin is home to Vic 32, a Clyde Puffer



Crinan Basin and sea lock

To view this and other wonderful videos from Graham, including last year's osCA winner, the *Post-Lockdown Shakedown*, go to www.youtube.com/c/MaunieofArdwall. You can also read their blog at maunieofardwall.blogspot.com



Graham and Dianne Keating first sailed together on a Dart 18 catamaran 25 years ago. In 2009 they bought *Maunie of Ardwall*, set off on a blue water adventure in 2012 and, five years later, arrived in Australia. They shipped the boat back to the UK in 2018 and are now enjoying the delights of coastal sailing in British waters.



Draining confidence

Early in April 2022, I posted on the CA's [Technical & Weather Talk](#) forum as follows: "Does anybody have any ideas?"

"Our Jeanneau 40SO, *Julia Too*, was laid up in Turkey for the pandemic. I came out last October for a week. At that time the forward heads shower pump would not pump water (to drain the tray). Could not understand why. The existing pump was oldish and a bit dodgy. So, this week have changed the pump for a Whale 320. It runs perfectly... but does not pump water!!

"I have plunged the shower waste pipe and water comes out of the filter (with the cover off); I have checked for air leaks upstream of the pump. Before I launched the boat I checked the seacock both sides, it is fine. There is no access at all under the system-built module to access the underside of the waste outlet or that section of pipe. Help! I have run out of ideas."

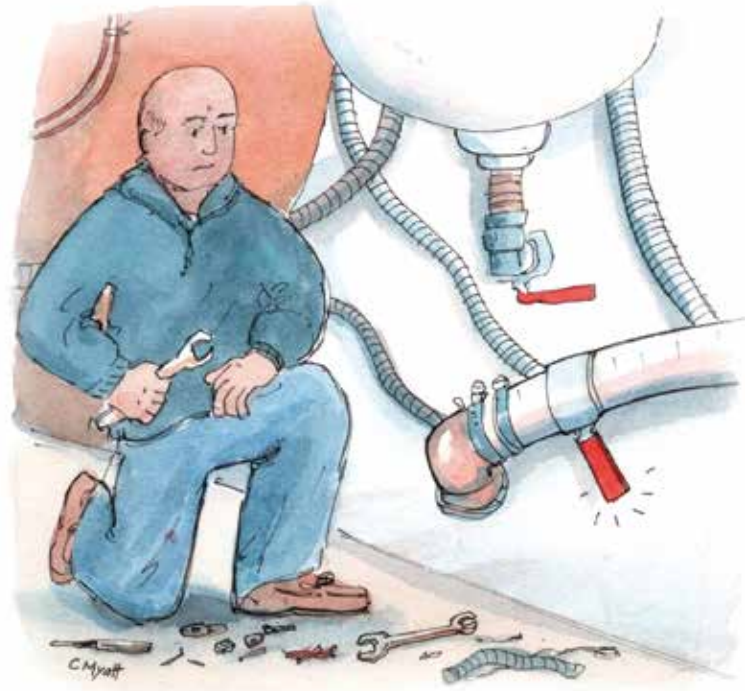
As you would expect, CA members were extremely helpful. Perhaps it was a priming issue, or there was a non-return valve I didn't know about, or the pump was mounted incorrectly, or perhaps the drain was just blocked with hair.

So, armed with these suggestions and a cup of tea, I tried again. I could see that the pump was having some effect on the water. A flexible rod got me a couple of feet up the pipe so I could tell that it was not blocked. I wondered if the outlet pipe had split, or maybe the shower outlet had come unscrewed, but I really wasn't convinced.

We really need your blunders

Has Michael's story inspired you to recall your most embarrassing moment on board? Please do tell us about the silliest mistake you have ever made on a boat... or maybe the silliest you're willing to admit to. The best will be published in each issue of *Cruising*, alongside a cartoon by wonderful marine illustrator Claudia Myatt. The original artwork will be the prize for the winner each quarter.

Send your entries to editor@theca.org.uk before 1 August for the September issue, with the subject line "Boating blunders". They should be around 300 words.



Surely there was nothing he hadn't checked...

Two days after my first post I was leaving the boat to get my flight out of Dalaman for Luton. I have a written checklist: gas off, electricity off, seacocks closed. Forward heads, what's that, one of the sea cocks is already closed. Why?

Yes, you've guessed it, the b...y seacock that controls the shower tray was **closed!**, how stupid can I be. There's no fool like an old fool. If I had any defence at all, I thought I had checked it.

I posted again on the forum, commenting: "I have only been sailing for half a century, have sailed the most of the seven seas and a couple of oceans to boot. I have owned this particular boat for more than 20 years, I love it to bits. It's carried me thousands of uncomplaining miles around the Mediterranean. I have done most of the routine maintenance myself..." and finally I confessed to what had actually gone wrong.

I signed off "Well, thanks again everybody, at least my story has a happy ending."

Michael Solano



■ *Michael told us another story you might enjoy – see 57*

CREW: "As an announcer on Radio 4 mine was once a regular voice on the Shipping Forecast. Now retired, I am crewing around the world with a friend... and am a mate on Brixham trawler *Vigilance*. Would like to cruise more in Scottish waters and Norway but open to all adventures!"

Why not join the Crewing Service?

Calling all skippers. With crew numbers reaching 100 now is the time to sign up on the Crewing Service page if you are looking for some extra time on the water. From days out to long distance, there are crew of all sailing abilities. Either contact any crew directly or use the forum to advertise your trips. The latter is emailed to all crew registered.

The CS pages have plenty of advice and tips on making your sailing as successful as possible. If you have any queries please contact Caroline Milmo at crewing@theca.org.uk



SKIPPER: "I am seeking crew on the East Coast Malaysia Rally from Kuching in Sarawak to Tawau in Sabah, joining the boat in Kuching on June 16 and sailing to Tawau in August...There will be numerous trips and festivities along the way."

The indispensable 50p handbook for 1981's Burnham Week

Change... for the better?

Cathy Brown looks back 41 years to her first sailing experience – racing a then state-of-the-art Contessa in sweaty oilskins, rubber wellies and soggy Guernseys

My first experience of life aboard a yacht came in Burnham Week, 1981, when I was part of the crew of a then absolutely state of the art Contessa 32, racing in a one design start of eleven boats. I recently came across the handbook for the week – a daunting 41 years ago. It makes fascinating reading. The most obvious difference between then and now is the sheer scale of the event.

There were 189 yachts taking part, between IOR, one-design and locally handicapped fleets – 14 classes in all. There were 93 dayboats, ranging from Dragons and Squibs to Royal Burnham and Royal Corinthian one designs. And there were 64 dinghies and eight multihulls. The daily start sequence began at 0935 and lasted until 1205, with a different class every five minutes.

But quite apart from the racing, which was a fantastic experience, especially as we won our class, the booklet was a powerful reminder of how much else has changed on the sailing scene. For a start, Burnham marina did not yet exist. All the boats were on moorings – an amazing sight. And yacht crews lived aboard. Nowadays, racers usually rent a house for regattas, to keep the boat as light and competitive as possible. Then it was taken for granted that you would race with the entire crew's sleeping bags, kit bags and everything else on board – including the "best yachting" you were expected to change into before heading ashore to the yacht clubs in the evenings. The Contessa's not exactly spacious hanging locker was packed with blazers and flannels for the boys and smart summer dresses for the girls.

We kept things as light as possible – heading ashore for an excellent breakfast at the late and lamented Crouch YC every morning in a dory which then spent the day on the mooring - accommodating the wine store which was unloaded into it before we set off for the start. There was no fear that anything might be stolen. Most might hesitate to take that risk today.



Looking at the advertisers in the book reminds you how many businesses have fallen by the wayside down the years. The yacht builders have vanished. "Cold-moulded and traditional wooden boats", offered then by Priors, who would also complete "GRP, steel, alloy or ferro hulls," would now be prohibitively expensive, even if you could find the craftsmen. Ferro Cement Marine Services promoted a range of custom-built yachts from 40 to 46 feet, designed "as fast, strong, moderate displacement yachts for extended cruising" with "no concessions to the racing world." Does anybody build ferro boats these days?

Advertisers also offered mud berths. There's not so much demand for those now, either. But as well as evidence of things passing into history, the booklet also includes hints of what was to come. Now that every yacht club routinely runs off racing results on laptop, or even smartphone, it is difficult to understand how revolutionary was the information that "A Philips P330 Office Computer has been especially programmed and made available to the Joint Clubs Committee to assist with the Race Results Service."

Yachting wear was changing, too. I was still wearing plastic-coated and utterly non-breathable oilskins which kept the spray out, but the sweat in. Gore-tex boots had yet to be thought of. We wore rubber wellies (yellow or baby blue, depending on the label) which turned feet into blocks of ice, no matter how many pairs of ski socks you crammed inside. But there's an enticing ad from Musto & Hyde (as they then were) promoting their revolutionary body warmers, having "engineered a whole new system for sailors – the system's so light it's almost like going around with nothing on!"

This was the first we had heard of the three-layer system that now most yachties swear by. Cruisers and racers alike can be thankful that we have moved on from the Guernsey and Breton sweaters and reefer jackets advertised elsewhere in this priceless (it actually cost 50p) publication.

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.

