



Cruising

www.theca.org.uk

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- What's blocking your fuel filter?
- Constantinople!
- Sailing from the UK: paperwork needed



Two years of uncertainty

The CA's President, **Derek Lumb**, describes some of the uncertainties brought about by the pandemic and the UK's departure from the EU, and reflects that the next few months don't look very straightforward either



Almost exactly two years ago Jean and I were in Australia watching, with ever increasing concern, the spread of this new virus from China. We had left the UK in the middle of February and at that stage it was something which was happening at the other side of the world. We had been scanned in Singapore airport in a fairly desultory way to check for anyone with a temperature. A month later, on Thursday 12 March, Donald Trump shut down travel from Europe to the USA and I stayed up all night attempting to get through to Qantas to rearrange our flights home, fearful that major international travel disruption was ahead. We were home by Sunday 15 March and within just over a week of arriving home in the UK, we were in lockdown!

As the year progressed things got worse and it was suggested that the epidemic could last well into 2021. Now in 2022 things seem almost as up in the air as at the start. Events at CA House have either been postponed or gone online,



Some of the cables required for broadcasting via Zoom from CA House. Bureaucracy for UK-owned boats in the EU is just as complex but much less well organised

and we don't know what the coming sailing season will be like. I must say a big thank you here to those organisers and speakers who have kept us entertained and informed with Zoom webinars over the last 21 months, particularly to Alison Hadley and her CA London team who have put on approaching 30 on-line talks since Covid struck.

I am writing this in the first days of 2022 and my feeling is that things in the UK will revert to something very similar to 2021, so members who live and have boats in Britain should get a fairly normal season, albeit one with limited access to decent restaurants. The outlook for Europe is less clear and it is likely that travellers from the UK will, as a minimum, be faced with form-filling and bureaucracy related to Covid... and of course to entering and departing from the EU.

The effect of leaving the EU

One effect of Covid restrictions on travel is that they have masked much of the disruption to cruising in Europe arising from the UK's departure from the EU (Brexit).

2022 sees all craft departing from or arriving into the UK obliged to report to Border force and Customs, preferably via an emailed Excel template. The CA has representatives on the Home Office General Maritime Sector Group, where we have been able to represent the practicalities of voyaging into or out of the UK on a small boat. The form may ask for your arrival time in Hrs:Min:Sec but the authorities do understand the uncertainty around time and they have taken onboard the convenience of a single reporting system to both Border Force and Yachtline (Customs). There are more details about this process on the website in the Post-Brexit Advice pages of the RATS pages. *Tip: If you struggle to find it just put "Post-Brexit Advice" into the search box, or go to General info > Cruising in the EU.* This is only the start. We expect

a proper online system to be introduced in due course.

VAT on yachts returning to the UK

RATS continues to have a very heavy workload but at least some things seem to be falling into place. After nearly three years of lobbying, we learnt in November, that the Government was proposing to remove the requirement for exceptional circumstances to avoid VAT on the return of a yacht to the UK after more than three years. This effectively removes the 30 June 2022 deadline for return of boats to the UK from Europe, so long as the boat is re-imported by the same person who originally exported it, that it will be used for non-commercial purposes and it has not been substantially modified in its absence. We met HMRC in December to go through the detail of this and we continue to press for a similar waiver for EU-VAT paid yachts owned by UK residents but which have never been in the UK under the same ownership.

CE marks & long-term visas

The VAT situation may be clarifying, but as we read in December *Cruising* the next bit of post Brexit "removal of bureaucracy" for us to deal with is the new regulations regarding CE marking in both the EU and UK – now UKCA (UK Conformity Assessed). The implications of this are only just becoming clear but I suspect that it is one of those things which is capable of being blown up into a major problem by opportunist factions. See December *Cruising* for more details.

The situation with the Schengen 90/180-day limit is also not rosy. It has become abundantly clear that HM Government has absolutely no intention of approaching Schengen to try and negotiate a longer than 90 days visa – it's almost as if it regards as unpatriotic anyone who wants to spend more than 90 days out of the country (unless of course you are a former Attorney General playing hooky from parliament!) ➤

President's report, continued

As a result, the CA's Schengen 90/180 group is currently focusing on the availability of longer-term visas in individual countries. This is potentially a more fruitful approach than it at first appears because, it is our understanding, that time spent in an EU country under a visa to that country does not count as time in Schengen. For example, if you could get a six-month visa for Sweden you could spend up to 90 days in other Baltic countries *in addition* to any time spent in Sweden.

Release of Captain's Mate

On a happier note, the new re-written CAptain's Mate was released on time at the end of November. There are still wrinkles to iron out but on the whole, it looks pretty damn good. Now all that we

need is to keep the reports coming in but **please** look at what is already there before you post. Confirmation that the Red Lion (for example) still does great food is fine, but consider whether you are adding anything by repeating factual information.


For the first time we can now post photos to supplement location reports which is great – a good picture really can replace a 1000 words, but do think critically what value the picture will add and do make sure that they are your own photos – we don't want to be chased for copyright fees!

Omicron delays

Lastly, the Flag Officers' Lunch was scheduled to take place on 8 January but the Omicron variant burst upon us and we reluctantly decided to postpone the event until later in the spring. It

is the CA's opportunity to recognize those members who have made an exceptional contribution to the CA. There are relatively few awards and many deserving members and, as always, it is difficult to select the winners. While we may miss some deserving members you can be sure that the winners have made a major contribution and they have my congratulations and thanks.

The Flag Officers' Lunch is still to happen but we have announced the winners and they are listed on page 20. I hope that it will go ahead soon and that Sir Robin Knox-Johnson can present the awards to the winners as originally planned. Without our volunteers we would have no CA.

Wherever you spend the summer I hope that you have an enjoyable and safe time and I hope to meet you. 



Point your smartphone at the QR code left to access the e-C1331, and the QR code right for the list of UN locodes



Cruising to and from the UK: new reporting requirements

From 1 January 2022, all pleasure craft arriving and departing the UK and the Isle of Man (including those arriving and departing EU countries) have had new reporting obligations.

The preferred method of reporting is by a new e-C1331 at www.gov.uk/government/publications/sailing-a-leisure-craft-to-and-from-the-uk which takes you to an Excel spreadsheet on the Border Force website. This allows data to be submitted via email to the National Yachtline and the relevant regional Border Force command.

Note this asks for the UN Location Code (UN Locode) of the arrival and departure point. These are available for most marine locations in the CA Cruising Almanac or, for the UK, [online](http://online.unece.org/fileadmin/DAM/cefact/locode/gb.htm) at [unece.org/fileadmin/DAM/cefact/locode/gb.htm](http://online.unece.org/fileadmin/DAM/cefact/locode/gb.htm). Tip: To find places quickly you can use the browser on-page search facility – CTRL+F on a PC or via the menu options on a tablet or phone. If there is no UN Locode for your point the full name of the place plus its Lat. and Long. in DD:MM:SS is acceptable.

The field *What ports have you visited* may seem daunting after a summer in the EU. This is not a mandatory field for immigration purposes and they are not expecting *all* locations. However, it may be wise to indicate roughly where you have been.

C1331 Form v1.0										
ARRIVAL/DEPARTURE POINT/UN LOC	NAME OF VESSEL	CALL SIGN	VESSEL TYPE	REGISTRATION NUMBER	HULL IDENTIFICATION NUMBER	IS THE VESSEL ON CHARTER OR HIRE?	IS THE VESSEL BEING EXPEDITED AS A YACHT (YACHT SALVAGE)?	UN LOCODE OF ARRIVAL POINT	UN LOCODE OF DEPARTURE POINT	CREW
NAME AND WHERE BUILT	ARE THERE ANY GOODS IN EXCESS OF PERSONAL ALLOWANCES?	ARE THERE ANY DUTY FREE STORES?	IF NEW TO GOODIE, HAS DECLARATION 'GOV LINES' BEEN COMPLETED?	ARE THERE ANY DUTY FREE STORES?	ARE THERE ANY DUTY FREE STORES?	ARE THERE ANY DUTY FREE STORES?	ARE THERE ANY DUTY FREE STORES?	ARE THERE ANY DUTY FREE STORES?	ARE THERE ANY DUTY FREE STORES?	ARE THERE ANY DUTY FREE STORES?
YR, TYPE	NATURE OF IDENTITY DOCUMENT (IF STATE)	ISSUE DATE	FORENAME	GENDER	DOB	PLACE OF BIRTH	NATIONALITY	TO, EXP		

The template was released in January in the hope that it could be bedded in by the time the majority of departures/arrivals start in spring 2022. Once it starts to be used in earnest we will find out details of how things will be interpreted. Feedback to RATS (rats@theca.org.uk) about any unexpected reaction to a submission would be appreciated.

If you don't have access to Excel, other programs will read the template including OpenOffice, LibreOffice, or Numbers (Mac). The buttons on the template at best generate a blank email with only the address field and subject filled in. You need to save and attach the template to the email before sending it. In the worst case you may need to manually add the three email addresses and subject as directed in the submission page of the template.

This is intended as an interim system until an app with direct submission to the appropriate government databases can be introduced. A pdf version may be downloaded and printed for completion by hand and posted if required. Full detail available from the Border Force website, link above

Derek Lumb 

Mike Golding becomes an Honorary Member

Over the years the CA has named a very limited number of Honorary Members. Their contributions vary: some have done a great deal for cruising sailors, some have supported the CA at the highest level, some have achieved extraordinary voyages.

Mike Golding is a record-breaking round-the-world racing yachtsman and a campaigner for sustainability in sailing. He was the first person to race around the world in both east and west-about directions, and is responsible for many innovative, enduring and successful sailing sponsorships.

During 2020 Mike gave the delayed Hanson lecture to CA members and then consented to return for the Celebratory Lunch in October 2021 to present log awards to the winners.

It was a natural step for Julian Dussek, then president of the CA, to invite

the renowned sailor to become a CA Honorary Member and we are delighted to report that Mike accepted.

"I am honoured and delighted to be made an honorary member of the Cruising Association," commented Golding. "While I am perhaps best known for my racing career, my success was totally founded on extended cruising experiences and the deeper knowledge of boats and the sea that only cruising can deliver.

"..This honorary membership of the CA might indeed be really well timed – with our son now off to uni and our house suddenly much quieter, my wife Andrea (a round the world sailor in her own right) and I are currently planning our own new adventures at sea in the coming years!"

Mike shared his experiences of cruising which led him to his renowned racing career.



"I first learned to sail aged nine, on a variety of dinghies... At 17 I was in Lowestoft studying nautical science but after a chance meeting at the Southampton Boat Show in 1977, I quit study to join a newly designed Ocean Winds 33ft catamaran that was heading around the world following in the wake of Sir Francis Drake. I really fell on my feet meeting the skipper Pat Patterson, a former math teacher turned yacht designer. Over the coming 18 months Pat ignited in me a passion for navigation [which was amazing] that, for a teen that had bombed in math at school...

"Our route took us down the coast and islands of Spain, Portugal and Africa – across the Atlantic to Brazil, Uruguay and Argentina and Tierra del Fuego. This, to me, was the ultimate cruising experience. We endured heavy weather, seriously difficult passages and challenges, stopping often and everywhere – no bay was too tricky. It gave me a deep understanding of navigation, many new skills from an unique cruising experience which ultimately, led me towards a successful offshore racing career."

On page 52 of *Cruising* we are looking in more detail at the Honorary Members of the CA over the years, including pioneering yachting writer Frank Cowper, who became the first Hon Member of the Cruising Association in 1911.



CREW: "I'm 22, currently living in Suffolk. I recently graduated from the University of Exeter with a bachelors of engineering degree and on my gap year. Now things are more or less back to normal, I'm super keen to get stuck in with as much sailing as possible!"

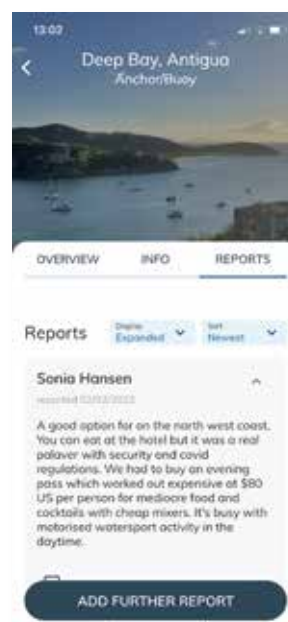
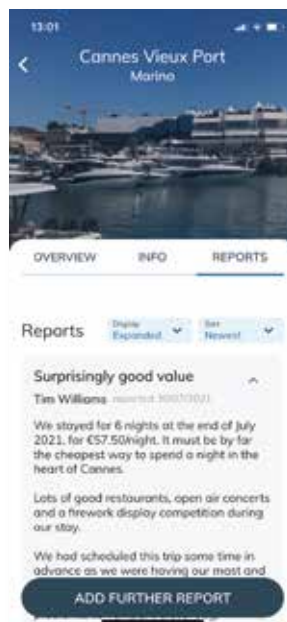
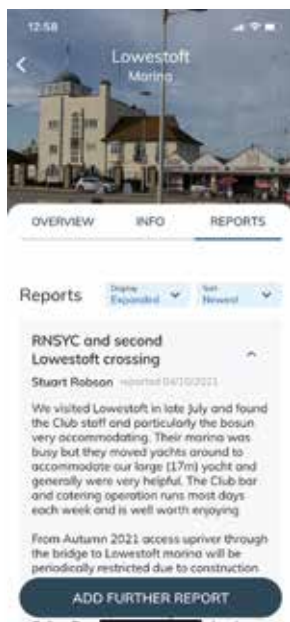
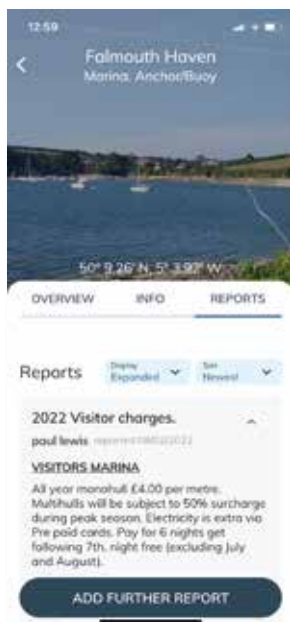
Join the Crewing Service

The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers. If you're planning for next season, why not contact potential crew members now? We are holding crewing meetings at CA House this spring on the first Thursday of each month and also via Zoom, on March 17.

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



SKIPPER: "Mid May departure from the Solent to west country ports, Isles of Scilly, Wales, Southern Ireland, Northern Ireland, Isle of Man and west coast of Scotland, returning early September. No fixed itinerary. Some anchoring."



CAptain's Mate: what makes a good report?

Before getting involved in the CAptain's Mate upgrade, I was an avid user of the app and an editor for Sweden and Finland, so I have seen many reports. Some are extremely useful and some less so. Having now migrated many locations as part of the new upgrade, I have a good idea of what makes a good location or cruising report.

The key to writing a good report is to ask yourself the question: "Is it likely to be of value to fellow members?" I have read many blogs that are interesting but have low value! So, how to create value? We have tried to come up with a mnemonic to make it easy to remember. We'd love you to add:

Current prices – if the information is not there for that year

Recommendations (positive or negative). This could include things to do, why go there, don't miss X, fab restaurant or anything that you feel members would appreciate knowing before visiting. A recommendation *not* to go is just as important. The subjective information is as useful as the facts; it's not in most pilot guides, but can make a real difference to deciding whether to go to a location or increase your enjoyment once there.

Updates to the locations in the structured data.

Information that is missing in the structured data. Don't forget check in/check out details as this is new information, which is missing for many countries in Europe.

Summary of the location. Describe the essence of the place – remember editors won't have been to every location in their region. So if you can improve the overview, just add it in a report – it helps the editor.

Essential or useful information not covered by a pilot guide/ charts – more detailed info eg depth of moorings, shelter or holding (wind/swell in what conditions), laundry, good mechanics details, location of buoys/ type of pick up etc. Depth of your boat helps for some locations when little information is available. Though if tidal and commenting on a shallow tidal entrance, or a bar, then time either side to HW, and whether it was Springs, Neaps or coefficient is also helpful.

It is also worth mentioning what you should try to **avoid**:

- Repeating information – there is no need to say there is shore power there if it is marked in the info. However, a subjective review can still be of value in reinforcing what's there
- A travelogue of what you did prior to getting to the location – interesting it may be, but it doesn't add value
- Information about other places – please put it under the right location
- Experiences that are specific to your visit, unless of wider interest. It is helpful to know that you survived F8 at anchor, or the harbour authorities moved you on. But it adds no value to know that it rained all day.

A good photo can add real value to a location. Imagine if you had never been there before – what would you be looking for? Useful pilotage photos, capturing the vibe of the place, reconnaissance of a location or any guiding detail. You can add comments on photos to explain what you want to highlight.

Also please be aware for copyright reasons *they must be your own images*. So no charts, unless you have drawn them yourself. Photos of marina plans are ok if they are public signs. Any commercial photos will be quarantined for review by the editors.

Sam Steele

Captain's Mate is the CA's member-only app with essential information covering thousands of marine locations.

If you're not familiar with it, why not

book a one-to-one CAptain's Mate Insight session, for a personalised tour of the app's functionality and a chance to ask questions. The Insight session, hosted by a CA staff member, lasts about 30 minutes. Go to our Zoom One-to-One booking page at www.theca.org.uk/zoom_one_to_one_chats.



What's blocking your fuel filter?

Peter Weide has been seeing a lot of fuel filters blocked with pale brown sludge in the past few months. Apparently it's caused by carboxylic acids, or what the Victorians called soap

In my last article in June I wrote about the problems of water in your fuel tank and how it leads to a mildly acidic layer that accelerates the degradation of the diesel resulting in sludge on the bottom of your tank.

During and since writing in the summer we had a lot more enquiries from customers and our stockists asking why they were getting more incidents of filter plugging (blocking). Not the traditional black slimy sludge (diesel bug) or hard shiny deposits (asphaltenes). This was relatively new, resembling a soft white or brownish deposit that was coating the fuel filters and stopping the engine, often when most needed after clearing the breakwater and heading out into choppy seas, resulting in some harrowing tales.

This coincided with a call from a contact in agriculture where users were suffering similar problems to those in marine, and using the same diesel of course.

I wanted to find out exactly what this new contaminant was and if there was something we could do about it. I arranged to have samples of diesel and blocked filters sent to us from our stockists/marine engineers but also worked with John Deere, the tractor manufacturers, and the National Farmers Union to gain a greater insight into the problem.

Leaning on the excellent relationship we have with our corporate additive suppliers, they made available their fuel laboratory testing facilities in Ellesmere Port. Indeed they were interested as much as us in a solution.

Following extensive tests which included electron microscopic analysis, X-ray, infra-red spectroscopy and pyrolysis (I'm an engineer, not a chemist, so I don't know what they are either), they identified the main cause, which turns out to be carboxylic acids, or what the Victorians

called soap. But why, and how?

Modern diesel now has a bio content to meet the renewable fuels directive, known as FAME or Fatty Acid Methyl Ester and this is the root cause of the problem.

FAME is made from plant oil, typically rape seed, sunflower, palm etc. It is made to a standard and tested at manufacture where it receives a "certificate of analysis". Antioxidants are added at manufacture in an attempt to slow the oxidation and degradation and plants have a high Vitamin E which is a natural antioxidant, so not much is required. However, FAME can also be made from old cooking oil, used chip shop oil for example. This has little antioxidant and needs a much greater dose of additive for it to meet specification.

Like a banana in a bowl, the oil starts oxidising, and the degradation can't be stopped

Once manufactured it can be shipped to blend plants to be mixed with diesel to create the modern fuel we use. However, that journey can take a number of months and like plants the oil starts oxidising. Imagine a banana in a bowl – it's the same thing. This oxidative degradation cannot be stopped and one of the reasons why all the oil majors are unanimous in stating diesel should not be stored longer than six months. That's totally impractical in a boat, of course, so the problem must be mitigated.

Once in the diesel, and your fuel tank, the degradation continues at pace and the carboxylate ions begin to react with the sodium and potassium metals etc and forms acids. This is a form of carboxylic acid or soap which sinks to the bottom. When you hit the breakwater or rough seas it gets churned up and sucked into



the fuel pipe, where it blocks the filter and your engine stops.

So what can be done about it?

Most importantly, my mantra as always, remove the water! If you have a drain cock, use it regularly. The FAME content is highly hygroscopic and is literally sucking the moisture out of the air. If you don't have a drain? Use a pipe and syphon it out, or if you don't want a mouth full of diesel get a Diesel Dipper or similar device which will do it for you.

Additionally, use a fuel additive with a high level of antioxidant. Last year, following the results from the lab, we improved our additive to include a strong antioxidant. However bear in mind the degradation process can only be slowed, it cannot be reversed. So don't buy large volumes of diesel, buy what you need when you need it, and in the winter leave the tank as empty as possible.

Peter Weide was a chief engineer at sea, ship repair yard director and latterly head of UK sales for a marine engine manufacturer. He is a co-director of Marine 16 and inventor of the Patented Diesel Dipper. He is always happy to answer queries and give advice at info@marine16.co.uk. See www.marine16.co.uk



An EV charger at Suffolk Yacht Harbour. What would it take for the charger to be available to boats as well as cars?



From the forums

The Electric Propulsion Thread

There is clearly a lot of interest across the Cruising Association in electric propulsion for yachts... I thought it might be useful to open a thread here to cover general discussion on electric/alternative propulsion for cruising yachts.

Things are certainly moving fast. Whilst 2-3 years ago most examples were custom one-off boats, with technology assembled by an enterprising owner; more recently there have been more examples (such as *Elcano*, *Sailing Uma* etc) of one-offs but working with suppliers to test new equipment intended for general sale; now there are production boats being launched with electric propulsion a factory option (eg Arcona, Salona).

Alan Kohler [RATS]

I have an electric car. It seems there is some synergy here. My experience to date is that the car in itself is excellent. The big problem however is charging and fuel source. Currently land charging sources are external and there are not enough of them. A lot of them are also poorly maintained. If one does coast-hopping on a boat then each external charging port must be within range of the next and be large enough to supply several users and be available. Life of battery packs is also limiting. Nissan says that its batteries have a useful driving life of eight to ten years and can be used for low level storage thereafter. They are also currently very heavy and possibly in future in short supply.

Alistair Ramage

I have an involvement in [a major car manufacturer]'s efforts as well as the aviation industry. The view in both industries is that electrification of transport is very much a marketing opportunity in developed economies rather than an answer to global warming. There are many other solutions with

considerably better carbon footprints and supply chain economics than batteries and motors.

Andrew Todd

The gradual change to electric vehicles will indeed take decades to impact on global warming but as we have seen from full Covid lockdowns air pollution in some cities was dramatically turned around within weeks. For me the prospect of being able to motor with a tail wind of 5kts and not have the cockpit fill up with smelly diesel fumes would be pure bliss.

Peter Charlton

[Jimmy Cornell's] assertion that electric power is only really viable in light, fast catamarans is baloney! This completely disregards the many electric-powered monohulls currently operating very satisfactorily. One of which is Herby Benavent who has completed an Atlantic circuit, with a bit of Med cruising, in a heavy displacement monohull, a Morgan 45. Herby uses solar and regen primarily with occasional use of a small petrol generator.

Paul Little

RATS reckons that one litre of diesel equates to around 3kWh, so a 150-litre diesel tank equates to around 450kWh battery pack. Still would be massive, very heavy and very expensive (five or six Tesla 3 batteries). Members of RATS have recently been having a number of meetings with leading players in the alternative propulsion market, with solid experience of real world boats now using all the different types of electric propulsion. Once completed we will bring our findings back to publish in *Cruising* and this forum.

Alan Kohler [RATS]

Join the conversation at www.theca.org.uk/forum

Electric ferries in Amsterdam

Five new electric ferries are entering round-the-clock service on Amsterdam's North Sea Canal. The new ferries have been ordered by the city's public transport company, GVB. By 2023 they will completely replace the existing diesel-powered fleet that dates back to the 1930s. GVB will deploy the electric ferries on three busy North Sea Canal routes that transport more than 350,000 cars a year. The ferries will operate constantly, day and night, with only three minutes allowed for battery charging after each 20-minute round trip, says ABB, which is supplying the fast charging technology that will be a critical factor in maintaining a reliable service.

\$7.2m raised for marine robotaxis

Silicon Valley startup Navier has raised US\$7.2m to continue building its futuristic electric boats in the US. The company is building a vessel that uses a combination of hydrofoils, electrification, advanced composites and an intelligent software system; according to the developers, this will reduce running costs by 90%. They aim to be the longest-range electric vessels on the market at high speeds, with a 75-mile range at 20kn, and the long-term vision is to use them as robotaxis on the water, easing congestion in coastal cities such as New York, Miami or San Francisco.

Shore power for ships?

Vessels could one day plug into onshore power sources while berthed, lowering emissions, says the UK Department for Transport (DfT). Currently, berthed vessels must run their onboard diesel engines to power lighting, galleys, air-conditioning and other amenities. With shore power, vessels will be able to turn off their engines and plug into onshore power sources when berthed, reducing carbon emissions, noise and air pollution.

Information from *Marine Industry News*

MY FAVOURITE HARBOUR

Tréguier, Brittany



In the third part of our series in which CA members write about their favourite port or harbour, **Bob Garrett** visits an ancient small city with a lively modern heart

Picking a favourite port is quite a challenge because one of the great attractions of cruising is the variety of ports and enjoying each one for the different attractions it has; variety is the spice of life. So I choose my favourite port as the one which has the widest range of attractions. This, I think, is Tréguier on the north Brittany coast.

Like many ports on this coast the approach itself has a few hazards, so there are three standard approaches, each of them well marked. The entrance may not be quite as stunning as the pink granite a little further west but the rugged coastline is one of the first attractions. Soon you are in what is commonly referred to as the Tréguier river, although the actual river name is Jaudy. Here you leave any swell or strong

winds behind. If you are lucky with the wind direction you can sail serenely upstream with plenty of depth but observe the channel marks to keep away from rocky outcrops from the banks.

There is much to look at as you cruise past the mostly wooded river banks: small houses, boats on moorings, some aquaculture, and of course boats, from sailing dinghies to other cruisers. There are also a number of places in the river where you can anchor; the bend just downstream from Chateau Le Kestellic is particularly attractive and sheltered. So, three attractive features and we have still not reached the town.

Having passed the chateau the town and marina soon make a pretty picture looking upstream. The marina has a strong tidal flow through it, so arrival

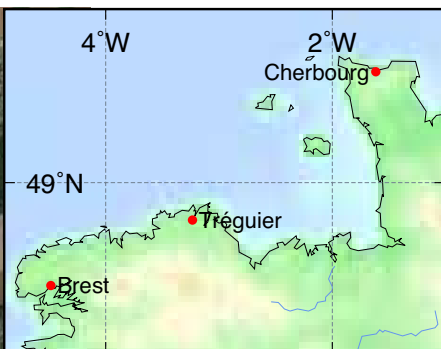
and departure is best at slack water: either high or low water. There is a short pontoon mid-river before the marina where you can tie alongside to await slack water. The harbourmaster will probably direct you to moor at the first or maybe the second pontoon, these being mainly for visitors. The marina itself is nothing special but has all the facilities you would expect and helpful staff.

The city of Tréguier is the key attraction. It is one of France's Petites Cités de Caractère – a small city of character. It is an ancient city with much history, indeed there is an annual festival each May to celebrate the birth there (in 1253) of St Yves, the patron saint of lawyers (as well as of Brittany itself and abandoned children). Lawyers from all over the world come to pay homage to him in the cathedral of Saint Tugdual. The cathedral was built in the 14th century and along with its cloister is beautiful to visit both inside and out. It also forms a splendid view for sitting outside one of the cafés in the town square to watch the people go by.

But the cathedral is not the only architectural attraction of Tréguier. Dotted all round the city are other notable buildings, in stone or half-timbered. Many date back to the 15th and 16th centuries; they are kept in good condition and made even more worthy of viewing by the hanging baskets of flowers through the summer. ➤



The cathedral, dedicated to Saint Tugdual



Right, evening concert and typical timber-framed house



Now we get to what I think makes Tréguier a must see – Wednesday! This day is market day and the market is, I think, one of the best along the north Brittany coast. The many, many market stalls extend from the area near the marina and its “Place” overlooking the river, up the hill through the narrow streets and into the town squares. The range of products sold is immense: fresh bread; cooked chicken and hams; meat and fish; farm cheeses; wine, cider and liqueurs; clothing, vegetables, shoes and hats; furniture (!); tools; soft furnishing; kitchen equipment; books... If you need it you can probably buy it, and if you don't need it then it's still interesting to meander through and see what everyone else is attracted by.

But Wednesday, in the summer, also means something more – the town stages a music evening. In the two main squares there is music and dancing as well as pop-up food stalls and more restaurants offering outside eating. The music range can be very diverse, from traditional Breton through modern folk to rock, and you can wander from square to square as your musical tastes demand and different acts are on stage. Best in my view, though, are the traditional Breton performances which might include a Breton *bagad* band (bagpipes, pipes and drums) playing as they march into the square with flags flying. Then they

may play traditional Breton music for the crowd to dance in circles; all join in from the children through youths and adults up to grandparents! Tourists are welcome, and your initial stumbles as you work out the simple moves will be forgiven.

After that, go and relax to some modern folk or folk-rock in the main square where the quality of performances can be superb. It is particularly pleasing to enjoy the relaxed atmosphere, with all ages and many nationalities all having a great time together.

Tréguier has a good range of restaurants of types, styles and pricing. Beyond the usual bistros, crêperies and of course restaurants, consider Poissonnerie Dégustation Moulinet Jean-Pierre where you can not only buy the freshest of sea food but also eat it upstairs in their informal but “seriously foodie” restaurant – but be sure to book. I should also mention Ty Braise, where we managed to book a table for 30 for the following evening (taking the whole restaurant except one table which also had some CA members on it!) with a special menu for an excellent and slightly impromptu end-of-rally meal.

Just upstream of the marina is a bridge over which you can walk to a three-storey chandlery. This used to be an interesting place just to walk around, because of the historical maritime items which I

suspect they rarely sold but which did bring people in. Sadly, while some of this remains, it has become more of a marine fashion store (and standard chandlery); still worth a visit but not as much as it once was.

Finally, and also across the bridge, within walking or cycling distance, is Les Jardins de Kerdalo, open most afternoons from April to September. We have never been there but have heard reports that it is well worth a visit.

So my choice of favourite port is Tréguier, and we rarely sail that coast without a visit. Now I must practice my Breton dance, being out of practice after two years away.

Bob is Channel Section Secretary and Chair of the CA Council. He and Sue sail *Intrepid*, a Dufour 365, from Chichester Harbour.



Left, the lively Wednesday market and right, the marina with bridge visible behind. Watch out for strong tidal flow through the pontoons



Constantinople!



Charles & Elizabeth Thorp describe how easy it can be to take a yacht from the Aegean, through the Dardanelles, into the sea of Marmara, and on to explore the great city of Istanbul

By spring 2019 our Westerly Ocean 33, Aura, had unbelievably already had seven seasons in the Med, having arrived via the Canal du Midi in 2012. Over successive summers we cruised from Spain and the Balearics via Corsica and Sardinia to Venice, on to Slovenia, Croatia and Montenegro, then in 2017 to Greece, where winter lay-up was at the excellent Basimakopoulos yard at Kilada, about 100 miles from Athens. In 2018 we sailed the North Sporades, Thessaloniki, the Halkidiki and as far east as Nea Peramos, where the boat was lifted for July and August. And while there, near the Turkish border, the idea for the next cruise was born – Constantinople, aka Istanbul.

The aim was to be in Istanbul before the Meltemi's strong northerlies arrived, so Aura left Kilada on 23 April and sailed via Lavrion and the Cyclades to Evdilos.

The following day's forecast is moderate W-SW winds, which will be fine for going north to Çeşme in Turkey. We are up at 0615 to book out of Greece, and visit the port policewoman, who's on 24-hour shift and asleep. She stamps our passports for proof of where we were this morning, and DEKPA, then we're off, following a French yacht out of the harbour.

The wind is light to start but sufficient to sail around half the 45 miles to Çeşme. A call to the Camper & Nicholson's marina on Ch72, and a rib meets us at the entrance and shows the way to a berth where staff take the lines. At the office an agent takes our passports, visas and other

documents and tells us to call back in the morning to collect them, Transit Log and blue card (which, when stamped, shows your holding tank has been pumped out). The marina is immaculate with full facilities and very well run, and everyone speaks fluent English. It's 1 May and with minimal hold-ups we've arrived much faster than expected – and are very glad to have chosen (back in March) what seemed an over-optimistically early start date for the Turkish visas, 29 April.

Next day, after leaving Çeşme marina at noon for Eskifoça, the wind gets up and the anchorage looks like it would be untenable, so after studying pilot and charts the best option seems Kaynarınar, where the shelter looks much better. This tiny harbour is jam-packed with small fishing boats but the friendly fishermen gesture us to squeeze between two boats on the inside of the mole and offer us a lazy line. After a scramble ashore via a neighbouring boat there's a taverna at the head of the breakwater with tables outside and a wonderful view. Their cooking is excellent, and this is one of those great little cruising experiences you never forget!

The next passage is a motor from Kaynarınar to the Ayvalık archipelago. It goes along the channel between Turkey and Lesvos, the Greek island famed for boats of migrants crossing into the EU, and there are repeated VHF announcements of vessels and aircraft

doing search-and-rescue and telling us to keep a good look out. We do, and there's not a soul of any kind around. Approaching Ayvalık there's a narrow buoyed channel to enter the inner lake, with many anchorages around the edges and the town on the east side. We booked a marina berth while in Çeşme and stay for four days while it blows up to force 8 and rains. Ayvalık is a large, busy town with supermarkets and all facilities and a very characterful old town that's a maze of narrow streets and little shops.

The weather eventually calms down and is favourable to go to Babakale, about 30 miles. Approaching it there's rough water and white horses out to sea as forecast, so it's a good place to stop and the north quay provides good shelter in strong northerlies. Some locals help us moor up then invite us to the local tea house. A very pleasant walk round town, then dinner on board, watched by a circle of ten local cats on the quay, some of whom occasionally try to visit.

From Babakale the plan is to enter

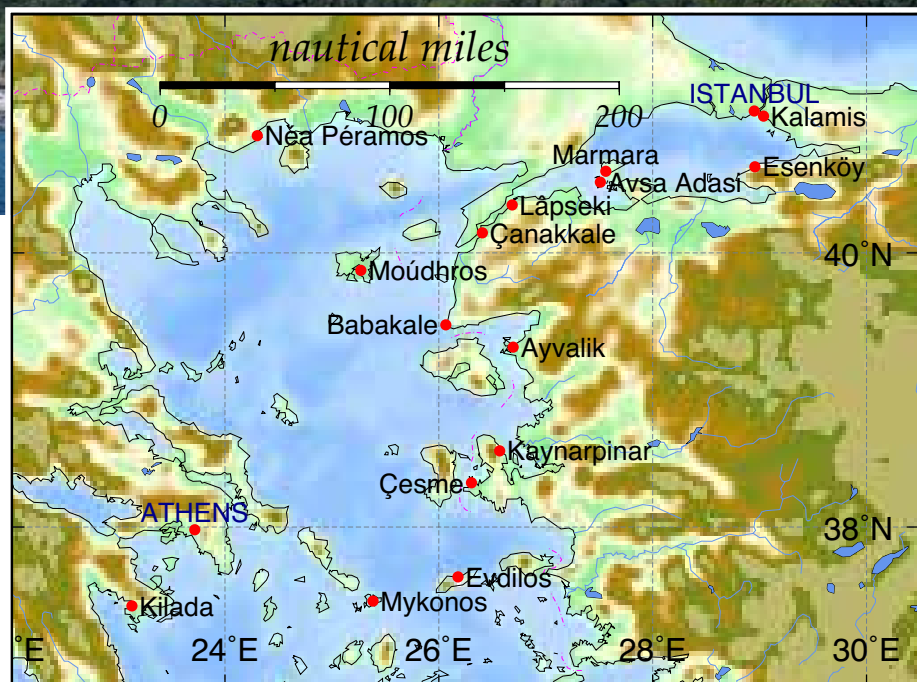


The Istanbul waterfront from the Bosphorus: the Blue Mosque, Hagia Sophia & the Topkapi Palace



the Dardanelles and continue up to Çanakkale, about a third of the way along (about 50 miles in all). So it's a 0600 start to avoid forecast northerly wind later, and a motor up the coast, passing inshore of Bozcaada where around 30 ships are anchored off awaiting their turn to go up the Dardanelles. At the TSS we take the mainsail down and turn in, and the pilot book advises staying close to the south shore out of the adverse current, which works well and at times gives the benefit of counter-current. It's a very interesting and historic – and extremely busy – waterway, and the Allied and Turkish war memorials and cemeteries are clearly visible on the north bank.

In Çanakkale harbour the helpful staff offer one of the heaviest, thickest lazy lines we've ever seen, to moor stern to the visitors quay – you need it against the prevailing strong northerly winds. This quay is quite novel as it's in international waters and has an archway marking the international border; if you don't walk through it, you're not in Turkey. Several yachts come to the quay, fill with water and fuel and depart without having to officially enter Turkey, and it's a crossroads



for yachts going to or coming from the Black Sea and various parts of Europe. We stay for a week.

First we go to the Anzac Hotel to book guided tours next day of the Allied and Anzac beaches, where the Gallipoli campaign was fought in 1915. The tour company provides breakfast in the hotel first, then the ferry takes you across the Dardanelles to Eceabat opposite. On the shore here is a life-size bronze model of the trench warfare where the sides were only 10 metres apart, which we feel is too shocking to photograph. Anil is our guide for the morning tour of the British and

Commonwealth landing beaches and shows us the immaculate war cemeteries and museums and gives us bullets which he finds on the beaches. Then in the afternoon is a tour of the Anzac beaches with another excellent guide and groups of Australians and New Zealanders, which also visits the immaculate cemeteries of the Turkish forces.

Çanakkale has plenty of interest. In the naval museum is a replica of the Turkish mine-layer *Nusrat* that prevented Allied warships from entering the Dardanelles at the start of the Gallipoli campaign – the British cleared the mines during



Far left, a memorable stay in Kaynarpinar. Left, the visitors' quay in Çanakkale. Right, the Helles memorial to Commonwealth soldiers who died in the Gallipoli campaign displays more than 20,000 names. The memorial is topped by a 30m obelisk





the day and Nusrat laid more at night. On the European shore, drifts of poppies grow around the historic fort at Kilitbahir. At the harbour *Bodrum*, a magnificent sail training ship, arrives re-creating a journey by Atatürk in 1919 from the Aegean to the Black Sea. And, as it's Ramadan, on several evenings in eateries in this student-filled town it's impressive to watch crowds of young people busy together on their mobiles while waiting for the muezzin to announce sunset, the end of the day's fast, when they can start to eat the dinner sitting in front of them. We eat there too, amazed that three nice courses for two cost about £3 total.

Strong winds blow but finally pass, and next stop is Lapseki at the northern end of the Dardanelles. This is being used by workboats involved in building the new suspension bridge crossing the Dardanelles, but there is space to anchor at the southwest end away from the construction traffic.

From Lapseki, into the Sea of Marmara

and to Yiğitler harbour on Avsa Adası, which looks well-sheltered (it is). Avsa is in a group of interesting islands at the west end of the Sea, to be explored more on the return trip. At Yiğitler the helpful harbour master gives us an excellent place to moor alongside and we stay for a couple of days. An easy walk across the island leads to the main town Turkeli, where ferries dock and there are numerous hotels, a good sandy beach and an exposed anchorage.

Further east along the south shore of the Sea is Cayağzi, a small fishing harbour where the shelter looks good. Friendly local fishermen gesture for us to moor alongside the quay and take lines then invite us to the local tea house. Then a stroll round the small town and dinner on board. There's a diesel pump beside the quay and it's easy to fill up using cans.

From Cayağzi to Esenköy, from where ferries go to Istanbul. On passage we have an interesting VHF exchange with *Genghis Khan*, a survey ship, which

Navtex suggested would be somewhere different. It asks us to change course for two miles, then resume our previous course – not a problem. In Esenköy there's another restaurant full of people all waiting for the call from the mosque to ring out before starting to eat. They serve us and politely ask us to wait too, and of course we do.

Leaving Esenköy in calm conditions, passing west of the Princes Islands we head for Kalamış & Fenerbahçe Marina on the Asian side of the Bosphorus, for a berth booked by emailing the very helpful marina manager who's an HLR. 20 May, and Constantinople at last. A rib meets us at the marina entrance and after a little language confusion shows us to the pump-out where 90 litres is entered on our blue card (this is larger than our tank), then to the fuel quay, then to the very well-sheltered berth – some 560 miles from Kilada.

From this point we become tourists in one of the great cities of the world. ➤



A tourist's view of Istanbul. Above, the Grand Bazaar, and right, inside Hagia Sophia



Left, Zeytinbaği in the Sea of Marmara. Right, the Saraylar marble quarry on Marmara



The office gives us an Istanbulkart, a bit like a London Transport Oyster card, and it's a 10-minute taxi ride (cost equivalent, £1.95) to the terminal at Kadıköy where the ferry, crowded with commuters, crosses the Bosphorus to the old city on the European side at Eminönü. The fare to cross this historic waterway is the equivalent of 40 pence each, and we do it most mornings for eight days for a stream of wonderful visits. Hagia Sophia was built in 537 AD, as the cathedral of the capital of the Byzantine Empire. The Blue Mosque was undergoing restoration and full of scaffolding. The Süleymaniye Mosque was beautiful after its restoration. In the Topkapi Palace, a memorable sign says simply *Harem* and a café provides a superb location for lunch overlooking the Bosphorus (just half a mile wide here) and all its shipping – we have never seen pilot boats so busy. The Grand Bazaar, mind-boggling. A ferry up the Golden Horn. A ferry along the Bosphorus to the Black Sea and back. A day out to the Princes' Islands, with a pony and trap ride round one and ferries to all the others. And more.

On 29 May we take our leave and return to Esenköy, then next day continue to Zeytinbaği (we planned to anchor at Eşkel, but before arrival the water changes from blue/green to brown with scum, so the plan changes too). Zeytinbaği is a good harbour in the light conditions, and a charming, busy town.

Then Cahilköy, full of very large fishing boats laid up for the closed season, but it provides good shelter from the NE wind. There's a short concrete mole in the north of the harbour to tie the bow alongside, and our stern anchor holds the boat steady. The town consists of rundown blocks of flats and there is a short slipway by the mole, where next morning a truck arrives full of goats. While we untie and slip away, the men of the town gather and slaughter the goats for the feast of Eid to break the Ramadan fast.

We continue to Port Marmara on Marmara island, a good harbour and busy holiday town. It is perfect for a day on the beach, and another CA boat, *Cisco II*, arrives with Sandy, Penny and Alice on board, so we all go out to dinner that evening. Next day we take a taxi ride to Saraylar, where white marble has been mined since Roman times and the whole town is surrounded by massive piles of white marble slag. Amazing.

From Port Marmara to Ilhankoy, a small harbour and hamlet on the Asian shore, and then Yiğitler again, as busy now as it was quiet previously. We stay until the forecast suggests a few days of stable weather to go back down the Dardanelles to Çanakkale, arrange the paperwork to book out of Turkey, exit the Dardanelles and cross to Moudhros on the Greek island of Limnos. This plan works fine, and the Dardanelles at first light is stunning. But once arrived in Moudhros, the port policeman says we must go to Mirina, a further 20 miles, to book in. It being evening and having already done over 60 miles, after much discussion he allows us to stay but says we must go to Mirina in the morning.

Moudhros bay is surrounded by beautiful, quiet fields and rolling hills, and it's very poignant to think of the Allied troops who were based in this idyllic place and then were sent to the Gallipoli peninsula and suffered the terrible death and destruction of trench warfare. It's a shame to have to move on next day, but Mirina is a lovely, popular holiday town with



beautiful sandy beaches all overlooked by a spectacular castle. Quiet weather has freed up space on the quay, the port police are helpful, and we stay for a week.

Then, via Limenaria on Thassos, on 24 June we sail to Nea Peramos, where the initial idea to go to Istanbul began and the boat is booked to be lifted into the Manitsas Marine yard owned by helpful Stavros. It will be launched on 2 September and then we will slowly return to Kilada via Thassos, the Halkidiki, N Sporades, Gulf of Volos and the Evia channel.

We feel very fortunate to have been able to make this trip. The people of Turkey were without exception courteous, friendly and hospitable, there are many good, very well-run harbours and attractive towns, and in the city on the Bosphorus you enter history. With lots of great memories, we recommend Istanbul to any cruising sailor.



Charles started sailing dinghies at school, progressing through small cruisers to the present boat, and Elizabeth started sailing when she met Charles. They have cruised together ever since and, after escaping from work, joined the CA rally to Riga and spent five seasons in the Baltic before curiosity led them to the Med.



The launch article of *Captain's Mate* in the March 2012 edition of *Cruising*

Ten years of the CA's app

Cathy Brown was editing *Cruising* when the first *Captain's Mate* was launched in 2012... complete with an explanation of 'smartphone' and 'app'. She's impressed by the new version

On one of those cold, dank, dark, depressing January afternoons that make you long to be somewhere sunny, on a boat, I turned to December's edition of *Cruising*, and fell gratefully upon Ann Rowe's article "Making the most of the new *Captain's Mate*."

This CA members-only app, which must surely be one of our most powerful recruitment tools, was first announced in the first edition of *Cruising* under my editorship, ten years ago: March 2012.

The general state of technological literacy at the time was such that the app's original developers, Ivan Andrews and James Eddison, felt it necessary to add a side panel explaining what smartphones and apps were – as well as the then state-of-the-art 3G mobile phone coverage – to their introductory walkthrough.

It was a pivotal moment in the history of CA cruising reports. They had only recently moved on from hard copy documents (filed in those celebrated red boxes in the library at CA House, only

The clustering of pins into coloured markers makes the interface clearer



available to those who visited in person), to electronic submissions, by email, or via a dedicated form on the website, to be accessed via the website from virtually anywhere – in theory, anyway.

At that time, 3G signals were inadequate for much web surfing, and wi-fi was by no means generally available in harbours and marinas. (Who remembers groups of disconsolate laptop-carrying yachties gathering outside harbourmasters' offices trying desperately to log in to a flickering signal?)

We would lug those laptops (vastly bigger and heavier than they are today) to the restaurant in the evening, in the hope of finding a better link – and often return to the boat disappointed and none the wiser.

So the advent of yachting information that could be accessed by truly portable phone or new-fangled tablet was a revelation. I was a *Captain's Mate* convert from the start. And I have been delighted to see successive updates during the intervening decade. The advent of 4G made it more likely that there would be a strong enough mobile signal to access the many useful features of the app.

But it was in danger of becoming a victim of its own success. There were so many reports, helpfully supplied by CA members generously passing on their cruising experiences, that both the alphabetical list and map-pin views were becoming unwieldy.

Three cheers then, for the latest update, the most radical so far, which has addressed these issues, and taken a completely new approach to enabling

users to find exactly what they need to know as quickly and efficiently as possible.

The clustering of pins into colour-coded map-markers makes the interface much clearer, and the standardisation of the way information is presented, with the ability to use filters to answer a specific query (where is the nearest supermarket/pump out/laundry?) are also major improvements. Thank you to all the volunteer editors who have worked so hard to achieve all this.

But of course the real success of *Captain's Mate* has always been down to the willingness of members to contribute reports and share their experiences, good and bad. The app is an invaluable aid when you are away cruising, and for passage planning. The addition of a library of members' photos has made it even better.

I can only endorse the advice of Ann Rowe in December's *Cruising*: "dive into the new app and explore, experiment and enjoy!"

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.

