



# Cruising

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



**North through the Kattegat  
Why we still need paper charts  
Join us at the Open Weekend**



# 2019 review

CA President **Julian Dussek** can't believe he has been in post for a year. He looks back on 12 busy and successful months, thanks mainly to the support of volunteers and staff



One year as President, and what a year! We were visited by HRH The Princess Royal and then we celebrated Sir Robin Knox-Johnston's solo circumnavigation 50 years ago. In September, CA member Jeanne Socrates became the oldest person to sail around the world non-stop.

We have just had the AGM, and Richard Sherwood, Hon Treasurer, has presented the accounts showing that our finances are very satisfactory, with membership and income continuing to grow as planned. The galley, often for many clubs and associations a plughole down which money disappears, is very profitable, thanks to the incredible effort that Ania Muchla and her staff put into it.

We are fortunate in having a harmonious staff working at Limehouse with Lucy Gray, General Manager. There has only been one change this year: Stef Goodwin became engaged and moved back nearer home. She has been replaced by Sian Cantellow, who among other activities has been heavily involved in our shows and events.

Council functions more easily than it has done over the previous years that I have been a member. The Cruising Information Development Group remains productive. Obvious achievements

are a much needed improved Search facility for the website (see page 13) and further additions to CAptain's Mate. A big problem is making members aware of what is available, and Derek Lumb is pursuing a programme of education and information.

## What are the issues now?

When we consider Cruising Information we are in danger of falling victims of our own success. A great strength of the CA is the volume of moderated cruising information but we now have around 18,000 reports on 7,000 locations. Dave Lovejoy is tasked with managing how this information is handled.

RATS (Regulations and Technical Services) under their new chairman Robin Baron continue to tackle major issues. Obviously Brexit takes up much of their time, but the Lobster Pot Campaign (actually poorly marked fishing gear but a less catchy title), Red Diesel and now the withdrawal of the Admiralty Small Craft Folios are some of the current issues. (Read more in the RATS section starting on page 22).

## Scotland's Boat Show

The CA had a considerable presence at Scotland's Boat Show – the signposts

to the event from Glasgow had the CA motif on them. At one end of the exhibition hall the CA had a "theatre" where we organised and presented a series of talks, some so popular that people had to stand at the back. The free hospitality event on Saturday was well attended but I am not sure that everyone who hoovered up all the food was a CA member! I was particularly touched by Nigel and Mairi Stinton who had sailed there from Loch Fyne in vile weather to say hello.



*Nigel and Mairi Stinton, who sailed to Scotland's boat show despite vile weather*

**CREW:** "I have extensive sailing experience with 2 Transatlantics back when I was young. Looking for a friendly crew from the Solent or nearby for leisure weekend cruising. My kids have either left home or certainly require less maintenance so I am now looking to re-ignite my sailing addiction. I am very happy to muck in."

## Join the Crewing Service

The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers. We have monthly crewing meetings at CA House with the next meeting on January 9 and a talk to the Essex section on March 14, 2020.

There's just a taste of what's on offer in our database in the quotes here. To read more, go to [www.theca.org.uk/crewing/welcome](http://www.theca.org.uk/crewing/welcome) – or check the Crewing Service forum.



**SKIPPER:** "Saronic Gulf, Cyclades, Aegean, Sporades... from port to anchorage (swim and barbecue!) to port, easy sailing of 2-8 hours per day. One of my CA crew has sailed on 100 yachts with 100 different skippers. He told me my yacht is the best equipped and best maintained... and that I am the best-equal skipper he has sailed with."



**CA OPEN  
WEEKEND**  
Feb 29-Mar 1

## Book now for the shoreside event of the year

- Open to members and non-members – invite your friends
- FREE daytime ticketed entry – book in advance
- Exclusive discounts from leading marine exhibitors
- Join the CA & receive a 10% discount on first year membership fees when paying by direct debit
- FREE bookable seats to see specialist speakers
- Presentations on a broad range of cruising-related subjects
- Evening speaker Tom Cunliffe

The CA's Open Weekend focuses on all things boaty and is being hosted at CA House on Saturday February 29 and Sunday March 1. Everyone is welcome to come along, for an informative and fun day out for any boating enthusiast.

Now that the London Boat Show is no longer held in January, the CA has taken the initiative to open its doors to CA members and non-members and to a number of high-profile marine companies to exhibit their products and services at CA House. You can have a look round CA House, enjoy some interesting talks and get up close and personal with the CA and some of the leading brands in the business.

Planned schedule for both days			
Slot 1	10.10am	Judith Grimwade & Keith Pettican	Preparing for longer-term cruising
	10.50am	James Littlewood	From sail to power
	11.30am	Duncan Wells	Short-handed MoB retrieval
Slot 2	12.10pm	Dr Gilbert Park	Medical mishaps
	12.50pm	Bob Garrett	Crossing the Channel
	1.30pm	Julian Dussek	French inland waterways
Slot 3	2.10pm	James Littlewood	Lakes of northern Germany
	2.50pm	Caroline Milmo	Indonesia as a crew member
	3.30pm	Keith Pettican	Sailing in the Mediterranean
Slot 4	4.10pm	Dr Gilbert Park	Communication past & future
	4.50pm	Jonathan Lloyd	Planning for circumnavigation
	5.30pm	Judith Grimwade	The Biscay coast of France
Evening	7.30pm	Tom Cunliffe	In the wake of heroes
<b>(Saturday only – followed by buffet supper at 8.30pm)</b>			

## A chance to have a chat

This weekend gives you an exclusive opportunity to have one-to-one conversations with representatives from:

- ASAP Supplies
- Dolphin Sails
- Gill
- ICOM
- Imray
- Limehouse Basin Marina
- Navionics
- Ocean Safety
- Raymarine



...and of course the CA whose staff and speakers will be on hand to chat and answer any questions. There will be plenty of opportunity to socialise in our heated patio marquee, where food and drinks will be available to purchase throughout the day.

## Introduce your boating friends to the CA!

Visitors can get exclusive discounts on a range of products and the CA is also giving 10% off the first year's membership if you join on the day and pay by direct debit, so spread the word and do invite your boating friends along.

We have put together a packed schedule of specialist speakers on a fascinating range of cruising-related topics on both days and are delighted to confirm Tom Cunliffe as our Saturday evening guest speaker. See the speaker schedule and topics, below, to plan your day; for full details see [www.theca.org.uk/events/ca\\_open\\_weekend\\_290219](http://www.theca.org.uk/events/ca_open_weekend_290219)

This event is free to attend between 10am and 6pm on both days, but booking is still essential to guarantee entry to CA House and to the various Open Weekend activities on either or both days. See below for details of how to book.

## How to book for the Open Weekend

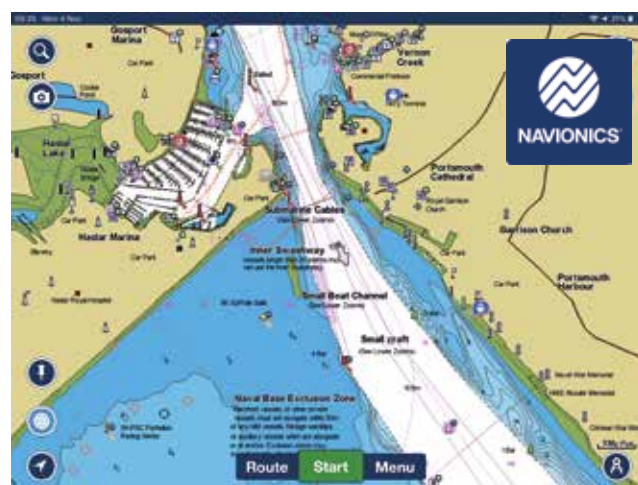
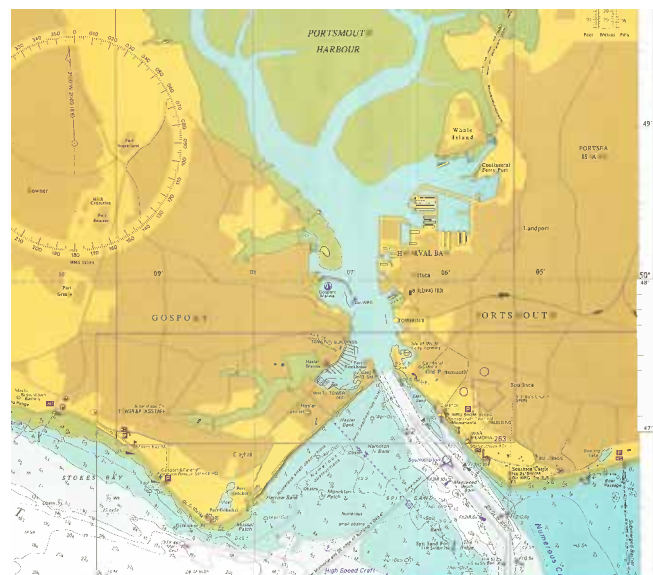
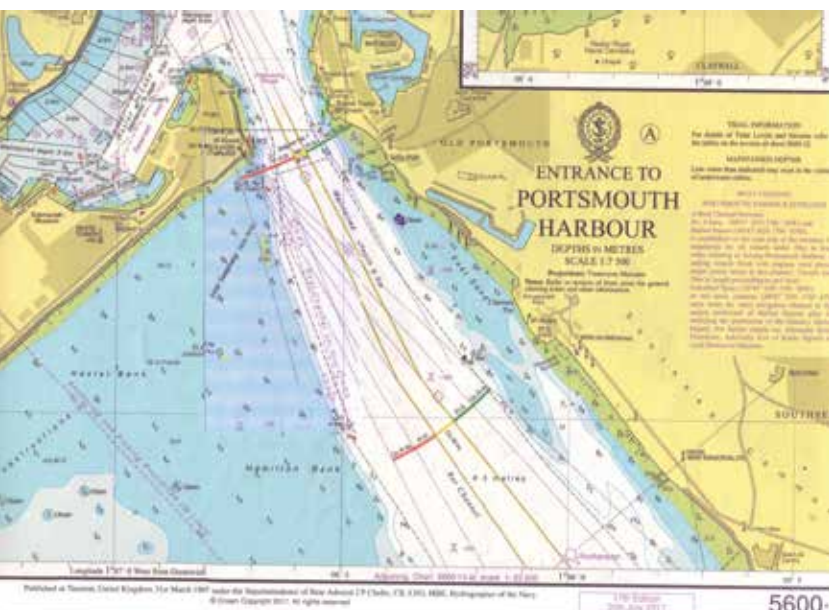
To reserve your place, book at [thecaevents.eventbrite.co.uk](http://thecaevents.eventbrite.co.uk). Members can log on to the CA website, go to **News & Events > Events** and click **BOOK EVENTS ONLINE**

**Option 1 – Free** admission to CA House & the marine exhibitors.

- Pick one, or two consecutive, 2-hour slots on Saturday or Sunday, between 10am and 6pm.
- If you wish select one or more 30-minute talks during your 2-hour slot(s) – see schedule.
- You may book for yourself and a second person who can choose different slots and/or speakers.

**Option 2 – £22.50** for Tom Cunliffe's talk and a buffet supper. Arrive by 7pm. Can be booked on its own or alongside option 1.

Charts are not to be used for navigation. Admiralty charts are reproduced with permission from the UK Hydrographic Office and the Navionics chart with the permission of Navionics UK.



Above, Portsmouth Harbour entrance from the Small Craft Folio for Solent, SC5600 (2017 edition). Top right, part of standard Admiralty nautical chart 2036 (2003 edition). Right, Navionics app on an iPad.

# Why we still need Small Craft Folios

Sales of paper charts are falling and we increasingly depend on digital alternatives. In September, UKHO announced plans to withdraw Small Craft Folio packs. In its response, RATS explains why leisure sailors are not yet ready to give up paper charts

In September this year, the UK Hydrographic Office announced that it planned to withdraw its Small Craft Folio (SCF) chart packs from the market.

The rest of the Leisure Chart range was withdrawn from the market in 2010. At the time, UKHO said it was restructuring its range to focus attention and investment on the Admiralty Leisure folios for UK & Eire, and the Admiralty Easy Tide web site.

UKHO's recent announcement read: *Following market research, the UKHO intends to withdraw the supply and maintenance of Admiralty Small Craft Folios. However users, your members and/or customers will continue to be supported via a digital solution.*

*The intention to retire the Admiralty Small Craft Folios is in response to the changing requirements of users and to increase the frequency of updates. As an alternative to the Small Craft Folios, established suppliers in the small craft market will continue to be able to license data from the UKHO to serve those who do not wish to operate digitally. You are requested to provide feedback before Friday October 11, 2019 [later extended to October 31]. Standard Nautical Charts are unaffected.*

In the very limited time initially given for this consultation (only three weeks!) RATS was not able to collect in and collate members' views. Instead, the request for responses

was publicised via the Newsletter and CA website, and many members responded directly.

## The response from RATS

*The CA letter to UKHO said:* Overwhelmingly members' responses are opposed to the withdrawal of SCFs and it is clear that the primary reason for this is that cruising sailors make use of them. This is particularly the case with those who navigate primarily using electronics but also use paper charts to keep track of their position and for inshore pilotage. Paper charts are better for overall orientation and have the advantage that scale is fixed. It is much easier to quickly mark a position on a paper chart (from say a Mayday or MSI broadcast). The amount of information that can be shown on a paper chart is much greater than can be seen on an electronic chart without zooming or panning which takes time.

Cruising vessels do not in general use approved ECDIS plotters. [Electronic Chart Display and Information System – the IMO approved digital option]. There is no economic or practical way to acquire such equipment. We are all trained (RYA Yachtmaster etc) to use paper charts as the primary means of navigation with electronic charts as a secondary aid. You mention digital charts as an alternative to SCFs but that is not really the case and does not comply with MCA requirements for fishing vessels

### The RATS team:

Robin Baron, Chair  
 Roger Bickerstaff  
 Peter Burry  
 James Collier  
 Colin Heywood

Grant Kelly  
 John Lansdell  
 Ted Osborn  
 Trevor Page  
 Jeremy Porter  
 Nigel Robinson  
 Ian Wilson

and licensed small craft. If paper charts are unavailable, the skipper of such vessels is put in an invidious position.

You also mention the availability of commercial paper charts but these tend not to be as physically robust or colour fast as UKHO charts. Their continued availability is subject to market forces which can change quickly.

There are also small vessels less than 30ft in length that have no chartplotting electronics and where space for a chart table is very limited. They rely on paper charts. Many newer larger vessels have smaller chart tables or none at all. The navigators on all these vessels value the compact size of SCFs.

Small craft make much more detailed voyages to many more places than do commercial ships. Around the UK every creek, however unimportant, has multiple small craft moored there. For this type of navigation small screens at low resolution with charts which suppress details (ie vector) are simply not appropriate and can lead to poor situational awareness and consequent groundings.

As you know, accurate navigation is one of the principal components of safety at sea and we believe that the withdrawal of SCFs at short notice will have a detrimental effect on safety at sea for cruising sailors. It is also clear from the views expressed by our members that SCFs are much used and much loved. Their withdrawal would diminish the role and reputation of UKHO in the minds of those who cruise.

For all these reasons the CA supports the continued supply and updating of SCFs which provide high quality charts at a reasonable price for the cruising sailor. Replacement with standard UKHO nautical charts is not an economic option for most.

*RATS plans a separate communication to UKHO on digital charts.*

### The view from Imray

Lucy Wilson, director of Imray, told the CA: "As an official distributor of Admiralty charts, we're disappointed that we may not be able to continue to offer Small Craft Folios to our customers, although we understand that feedback is being gathered before a final decision is made.

"We'll continue to make available their larger format standard paper charts as print on demand. Our own well-established Imray paper charts remain popular and our cartography sets the standard for other manufacturers. We'll continue to expand our catalogue to offer a choice of formats, both paper as folded charts and atlases as well as digital, covering popular and less explored cruising areas."

Robin Baron



## Red diesel: slow progress

Following last year's ECJ judgements outlawing use of red diesel for leisure vessels in the UK and Ireland, RATS have been pursuing the tax team at HMRC about any potential finance and other difficulties if there is a change to white diesel, and in particular how it might fit into any withdrawal agreement.

If white diesel becomes mandated and availability becomes a problem, there are possible risks of pollution if members are forced into fuelling with cans, and RATS has been in touch with DEFRA and is pursuing them about this.

Further, as Ireland in theory becomes "white" in January, RATS is in the process of clarifying how visiting yachts with red diesel will be treated.

We will continue to update members as and when we know more. In the UK, there will be no further progress until a Government is formed and it decides the future steps in this policy area

Colin Heywood



Fuel barge in the Netherlands



RATS (the Regulations & Technical Services group) represents the CA in understanding and explaining how maritime issues affect the membership, with a focus on legislation, planning and the environment. The group is involved in consultations with government departments, the navy, offshore developers and statutory authorities, and responds in detail to members' queries where it can. To contact RATS, email [rats@theca.org.uk](mailto:rats@theca.org.uk)

# Voyages of adventure

Two CA members are planning eco-friendly ocean trips. Veteran **Jimmy Cornell**, 80 next year, is setting off around the world in the track of Magellan on an electric-powered sailing boat, while **Helena Schneider**, 22, is undertaking a solo Atlantic crossing with a minimal carbon footprint

To commemorate the 500th anniversary of the first round the world voyage, CA member and founder of the ARC Jimmy Cornell is preparing to sail the historic route of the circumnavigation achieved by Ferdinand Magellan and Juan Sebastian Elcano. Magellan was killed in the Philippines and Elcano took over the leadership, arriving back in Europe in 1522, so the project is named in his honour, the Elcano Challenge.

Jimmy will be 80 next year but has, for the time being, put on hold plans for a boat more suitable for his age, and opted for a boat in tune with this age.

Jimmy told us: "Several boatbuilders are producing electric boats, but from what I could find, every cruising boat capable of undertaking a longer voyage is really a hybrid. Several 'electric' boats have made long passages, but all had some kind of backup via a diesel engine or generator".

Jimmy's search for a boat which would be fast under sail, with enough surface area for solar panels, led him to the French



The standard Outremer 45 – its two diesel 30hp engines will be replaced by electric saildrives and lithium batteries in the 4E

catamaran manufacturer Outremer. "The main reason for choosing a catamaran is the fact that I want to be able to do the entire voyage under sail (and not via the Southern Ocean where wind is guaranteed) and the regeneration of energy is extremely important. While sailing, the turning propellers on the two electric saildrives will recharge the batteries. I will also have 1500 watts of solar panels, which is another advantage for doing it on a catamaran. I will not have a backup diesel generator!"

Jimmy's new boat is based on the Outremer 45, but as there will be many modifications, this prototype will be a new model, Outremer 4E, with two electric saildrive units and a bank of lithium batteries. So the name Elcano, as well as commemorating the Basque navigator, is also a play on words: **EL**ectricity. **CA**rbon – **NO**!

The voyage, crewed by Jimmy and an old friend, Erick Bouteleux, who is just 77, will follow the historic route and stop only at the places visited by the original expedition. After a start in Seville in October 2020, and a stop in Tenerife, the route will continue to Rio de Janeiro, Montevideo and Puerto Julian before transiting the Magellan Strait. Further stops will include Punta Arenas, Puka Puka, in the Cook Islands, Guam, in the Marianna Islands, and Cebu, in the Philippines. A visit to Mactan, where Magellan was killed in 1521, will conclude the first part of this voyage.

The second part of the voyage will start where Juan Sebastian Elcano took over command. After calling at Palawan,



Above, Jimmy in the North West Passage and below, Helena with her boat Freedom



Brunei, Tidore, Ambon and Timor, the modern *Elcano* will cross the South Indian Ocean to Port Elizabeth, in South Africa. Past the Cape of Good Hope, the voyage will turn north, cross the equator to Ribeira Grande in Cape Verde, then head for Sanlúcar de Barrameda and finally Seville. The 30,000-mile voyage is expected to last eight to nine months, with a departure in October 2020 and an ETA in July 2021.

Jimmy has sailed more than 200,000 miles in all oceans of the world including three circumnavigations, and has organised sailing rallies, including the ARC, for more than 15,000 people. In the course of his career he has "retired" at least half a dozen times. He says: "Now I am 79 and I decided to do this voyage. By the time I hopefully complete it I'll be 81, when I shall definitely retire... but don't bet on it."

**Peta Stuart-Hunt met Helena Schneider at the Southampton Boat Show and heard about her plans for an environmentally-aware solo sailing adventure.**

**Tell us a bit about yourself and your sailing experience.**

I'm Helena Schneider, a 22-year old German sailor who started forgetting yachting terms in German since I lived and sailed in the UK for the last four years (always embarrassing when meeting fellow German sailors who look at me for translations!).

Having grown up in Düsseldorf, I always longed to live somewhere closer to the sea so I could spend more time sailing. I sailed Oppies and 420s on lakes close to my home town but I knew that I needed more 'vitamin sea' to feel happy. So, once I turned 18 and finished my A-levels (and possibly all certificates you can have to go sailing professionally in Germany as well), I went to Palma de Mallorca in 2015 and got a job as deckhand on larger yachts.

On one of the yachts, a Swan100, I sailed across the Atlantic, loved every second of it and there and then I decided that I will sail exactly the same journey – alone – at some point. I didn't think I was going to do that quite so soon – this winter to be exact, on my own Hallberg-Rassy 31, *Freedom*. I have put my university degree in Yacht and Powercraft Design on hold, to be continued in America in 2020.

My boat *Freedom* has been my home for the last three years here in the UK and she will be during the solo sailing and my time in America.

**What's the plan?**

The next step is to put the rig back on the boat, I put her through a major refit this summer by myself. I am incredibly fortunate to have grown up in a supportive family and I have worked hard to be able to pursue my dream career in yacht design while living on my boat. I thought that it's important to be able to give back and make an effort about things I deeply care about: so I decided to make this refit and solo journey of mine as sustainable in an environmental way as I possibly can.

I started planning this refit, with the sustainable perspective, towards the end of May 2019, so it was very spontaneous.

I have worked with companies willing to engage in a dialogue about what every cruising sailor can do to reduce their footprint on our beloved ocean, and to go the extra mile to make this happen. Great things have come from these conversations!

The British Coatings Federation are conducting research on sustainable antifouling solutions for my hull. We will feed back to the paint companies as to what has actually worked, once I get to America, or even back to the UK.

I won't be using plastic bottles as I have a drinking water filter by Halyard Marine. Together with my minimum power usage and solar-powered watermaker, I am always drinking clean water whether on the dock or offshore. I don't have room to list all the great companies I'm in touch with, but you can find out more on Facebook and Instagram.

Practically speaking I will start sailing south, as soon as I can safely do so, from Hamble to the Canaries and then across to the Caribbean, possibly in January, followed by a last stretch up north to Maine to study for a year. Afterwards I'm coming back to Southampton via the North Atlantic.

The nice thing is that I'm not partaking in any race – it's just my own challenge and I can take the time I need to coast hug, harbour hop and safely sail at my own pace. Happy days!

**What made you make this happen?**



I wouldn't mind sailing for the rest of my life, with the love of my life – my boat *Freedom* – so that is the light-hearted side. On a more serious note I wanted to take a step back from the degree. I have achieved a lot of goals I set for myself earlier and quicker than I ever imagined possible, and I needed that "zoomed out" perspective on whether I still believe in my chosen career path.

I have always cared about our planet and more so about our oceans because I spent so much time on them. We, as humans, have the duty to preserve our planet the best we can for the next generations to come and, in my opinion, we need to make an effort to engage in constructive dialogues and actions to make that happen.

I have met so many really wonderful



Follow Helena at

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 [www.instagram.com/freedom2be\\_](https://www.instagram.com/freedom2be_)

people on my journey who are now more motivated to make small changes that make a difference. Now I just have the feeling that what I'm doing is making sense and it is changing one of the most conservative and old school industries in a positive and green way!

**What are the main challenges?**

Main joy and main challenge- doing something alone as a young female human. Some of the questions I get asked are amazing. But just so you know, yes I have sailed before I took on this challenge, yes easily a couple of thousand miles under my belt, no I don't need to find a boyfriend who comes with me so I'm not so lonely and yes, I genuinely believe in seeing a positive shift in our industry, whether it is on an environmental or feminism front. Last but not least, my parents are supportive but they are not sailors and it's not their boat – they have a motorboat!

**And finally – why did you join the CA?**

I decided to join the CA to be part of a bigger cruising community. Having raced a lot in the Solent, I really liked the sense of community after a race and thought that there must be something similar in the cruising sector. The CA seems like the perfect answer. It's fantastic that I am able to connect with so many like-minded people, ask questions and engage over topics we could talk about all day, every day!



# North through the Kattegat

**David Rivett** describes a voyage from the Øresund to Göteborg. His account, of which this is an extract, won the Dolphin Cup for the best photographic log of a cruise in 2018

**June 7:** Rødvig, Denmark. Yet another perfect day. Off berth by 0730 and making 5.5kt towards Malmö. By 0900 the Øresund Bridge, *The Bridge* of Danish noir TV fame, clearly in sight. Beam-reached under it doing 7.5kt. Very little shipping about. By 1400 we arrived at Dockan Marina located close to the famous Turning Torso building in the heart of Malmö. A great marina within easy reach of everything.

**June 8:** Took the train across The Bridge to Denmark and in 35 minutes arrived at Copenhagen's timber hammer-beam station, a latter-day cathedral. Checked out Christianshavn Marina, pretty and very central but constantly traversed by huge tripper boats and twice the price of our Malmö berth. Great views of city from Our Saviour's church with its dizzying external spiral staircase winding around

the tower. Walked along promenade with views of the naval dockyard and the Danish royal yacht – Denmark not quite as egalitarian as you might imagine. The Little Mermaid, barely visible through the tourist throng. Nyhavn packed to bursting with tourists. Museum of Danish Design interesting but too many themes intertwined. Happy to get back to the tranquillity of Malmö.

**June 9 & 10:** A weekend exploring. Graduation time in Sweden, so tooting truckfuls of students cruising the city, great fun. Malmö is a fascinating mix of the ultra-modern, decaying industrial, maritime heritage and 19th century bourgeois. It is reinventing itself as a tech hub with massive re-building and all the dock basins being converted to leisure use. Cycle paths everywhere so we cycled off to check-out Limhamn marina, which is huge with good chandlery and all services. Masses of boats stored ashore here over winter. Very chilled atmosphere with views of The Bridge from the "beach" in front of the restaurant. Malmö's historic centre is also very attractive with lots of

design shops, a stunning new library, and the Moderna Museet, an excellent modern art gallery. Malmö has a very cool vibe. We really liked it.

**June 11:** Over to Copenhagen again to meet up with an old friend and see the new Danish Architectural Centre, with an installation by Olafur Eliasson, who created the Weather Project with a representation of the sun for Tate Modern. On the train back there was a random immigration check and Bren was marched off by Malmö police because she had no ID – our own moment of scandi-noir. I followed and they conceded that our day trip to Copenhagen was probably not a threat to national security and let us back on the train. Phewww.

**June 12-13:** A cold grey day and we reluctantly left our snug quarters in Dockan. By 0730, wearing five layers, we



Left, Copenhagen's cathedral-like main station and right, Kronborg Slot, also known as Elsinore. Far right, colourful Malmö





Vista of Copenhagen



were beating against a stiff nor'westerly and 0.6-1kt of current. All going well, if slowly, until the leech tape ripped off genoa leaving leech line to wrap around spreaders and torn tape to wind itself around furler! Got sail in and started calling sailmakers. Morten Ullmann from UK Sails called back saying he could do a repair in Rungsted. Arrived Rungsted by 1330 and went up mast to unwrap tape and get sail down ready to be picked up by Morten. Rest of day spent unwinding and contemplating the bill to come. However, sun reappeared, and wind dropped to a zephyr. Wandered along the boardwalk of this huge marina, which is end-to-end "Fine Dining". Tuesday is regatta night for the Kongelig Dansk Yachtklub and we had a grandstand view, probably 50 boats out on water and most sailed back into marina and tacked to their berths – impressive. Everyone very friendly.

The following day weather back on form. Morning spent walking up to bank to extract Kronor to pay for sail repairs and strolling back through the lovely gardens of Karen Blixen's house. Morten arrived at 1300 with our beautifully repaired sail.

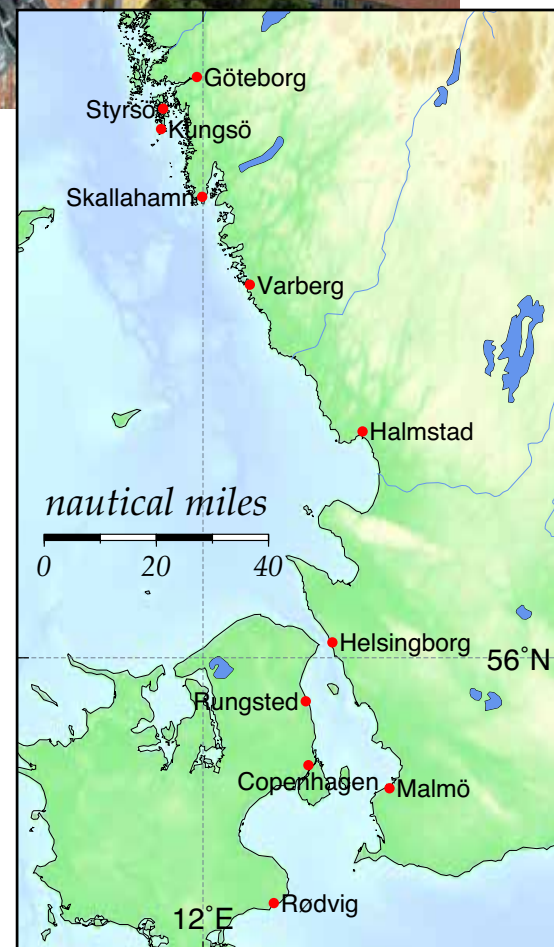


Tremendous service at a very reasonable price for Denmark, £230. I took a stroll along the marina breakwater, 2km. This is a biggggg marina!

**June 14:** A grey day, wind W F2-3. Ghosted across the Øresund to Sweden, dodging freighters and ferries off Helsingborg but made it into the large dock basin, which is now the guest harbour, by 1130. Boom moorings were too small and lightweight, so we went alongside, and tied up just as the wind kicked up to 20kt+. An expensive berth, miles from the very limited facilities.

Decided to take the excellent ferry to Helsingør in Denmark to look at Elsinor castle, of Hamlet fame. Ferries run every 20 minutes and cost 90 SEK return. We walked around Kronborg Slot, as the castle is officially known. An impressive pile, which dominates the narrow strait and threatened dire consequences for any vessel trying to evade the Danish passage tax. One tower is now a lighthouse, which is rather less threatening. Inspected Helsingør Marina, pleasant but no visitor spaces at this time of year. Good call to have gone to Helsingborg.

**June 15:** Bright day with E F4. Perfect for continuing north. About 0800 the genoa collapsed and fell into water. Quickly got sail back aboard. Snap-shackle on the halyard had failed. Motorsailed back into the lee of the Danish coast and anchored. Climbed mast to recover halyard and fit new shackle. Back sailing by 0930. Wind F4-5, so good progress northward and right up the Nissan River into the centre



of Halmstad. Inauspicious industrialised entry gives way to a lovely town with a wide river and lots of alongside and boom mooring space. We went alongside the old quay next to a restored 1922 dock crane and were secured by 1600. Completely protected haven in all winds. There is also a train station, a good place to leave boat/change crew.

Very hot and humid with rain forecast for later. Explored this bustling town, market had lots of good value fruit and veg, we stocked up. After lunch we visited the highly respected art gallery but it

*Kallbadhuset, the sea water spa at Varberg*



was closed for extensive renovation and extension. Will be fabulous when finished in late 2019. Walked back through the surviving old city gate and down the main shopping street, wall-to-wall restaurants, very lively. Lots of public art and sculpture. We liked Halmstad a lot.

**June 17:** Rainy night. We set off early into the drizzle. Wind progressively built and veered to W 20kt gusting 28. Perfect for a beam reach to Varberg, so we abandoned our plan of a short hop to Falkenberg and kept going. Made 7kt+ and arrived in Varberg in the middle of a rain squall. We went alongside against tyres and were tied up by 1600. The Stena Line ferry to Grenaa in Denmark docks 30m behind us but comes and goes with barely a ripple.

**June 18-22:** Woken by howling wind. Reluctantly we agreed that we were just too tired and not up to another hard day. The bad weather ended up trapping us in Varberg for five days, where we discovered Dagens Ratt lunch specials: salad, main, beer and unlimited coffee

for 99 SEK (£8.75) each. Remarkable in Sweden.

Varberg was a spa town and we visited the old Kallbad 19th century sea-water spa, lovingly restored in 1903 after a fire, it offers separate male and female nude bathing. The castle and its museum were also interesting, best known for the perfectly preserved Bocksten Man who was murdered sometime around 1300 and then buried in a bog with stakes through his heart and other vital organs.

Despite the weather we decided to walk along the coast path to the old sanatorium complex, now a luxury spa/hotel. We glimpsed an aged guest emerge from the spa, cross our path and plunge into the grey sea. Brave! Returned across the rocky flatlands just inland, got soaked and decided to enjoy another bargain lunch in town and dry out.

Returned to find boat pinned to quay by wind now gusting 38-40kt. Invited our neighbour Robert aboard for drinks. He helpfully gave us his Båtsporkort charts

for the SW coast. Very generous. Next day we lunched aboard Robert's Regina 43. He gave us his Swedish Cruising Club permit for buoys, the "Bojflagga". We reciprocated by giving him our CA cruising guide.

Friday, time for re-provisioning. Market square full of vendors selling floral headdresses to wear for today's mid-summer solstice. We then walked to the marina at Getterön on N side of harbour. Proved further than we thought, 10 miles 20,000 steps, but we needed the exercise. Getterön a bit characterless, but fuel and pump-out available. Sweden, unlike Denmark, treats the solstice as a family event, so no bonfires etc, though there was much watching of the World Cup in summer regalia. We ate the required "Abba" brand Matjes pickled herring for supper. Delicious.

**June 23:** Finally the weather has settled, and by 0600 we were heading out of Varberg on glassy water, meeting our old friend, the Grenaa ferry, on its way



*Moorings in Halmstad. Right, municipal art in Halmstad and Varberg*

Primetime at dawn in Skallahamn



■ Don't forget to enter **your** log in the 2019 contest – see page 14 for details

in. Made excellent progress towards the anchorages behind Malö island. Chose the smaller, Skalla Hamn, as it was virtually empty and had a more intimate feel. Anchored in 6m with good shelter from all directions but due south. A little bit of paradise. Lunched, lazed and then dinghied ashore. Lots of very prosperous houses tucked behind the rocks at the head of the creek. Supper and early to bed, out like lights.

**June 24:** Slept the sleep of the dead. Total silence, not a breath of wind. Woke to perfect dawn, the merest hint of a ruffle on the water. Another lazy breakfast and then dinghied ashore, to the east bank this time. Walked across the promontory past dozens of very des res. Many have their own foreshore so we could not actually get to water. Walked back grazing on wild raspberries as we went. Decided to head out along the promontory climbing the whale-backed rocks and enjoying views across the skerries. Back on board we enjoyed

a gravdax supper with chilled Picpoul. Paradise might be an understatement. Joined by another three yachts in the anchorage but it still makes Studland Bay feel like Piccadilly Circus.

**June 25:** My birthday and the first anniversary of our departure from Hythe. I was up at 0445 and rowed around anchorage taking pics of the spectacular sunrise. After breakfast we motored on north. By 1130 we arrived at Kungsö and dropped anchor in 5m off the idyllic sandy beach, the bottom is weedy but eventually our trusty Delta bit. Lunch, lazing and then dinghy ashore to explore. Very special island with remarkable rock strata everywhere. Climbed to highest point and surveyed the archipelago, then scrambled down and swam.

**June 26:** Glorious day with hardly a breath of wind, rowed ashore to dry toilets and recycling in a hut by the beach, very Swedish. By 0830 we were in the dinghy again, rowing over to Vrångö, the adjacent island. Beached in

a cove and found a path to the main, very picturesque, town. Lots of visitor spaces, including sheltered berths in newly modernised inner harbour with stern buoys, shore power, water etc. Small supermarket on quay together with restaurant and fish vendors. Lots of walking trails and a ferry to Gothenburg. Lovely place, though already filling with large Norwegian motor yachts. B rowed us back, picking her way through the rocks into "our" bay. Cruising simply does not get much better.

■ *Primetime* headed north via Styrösö to Långedrag, 8km from central Göteborg. We plan to publish part 2 of David's Kattegat circuit, Göteborg to Aarhus, in March 2020 *Cruising*. You can read the full version of this log online at <https://spark.adobe.com/page/6B40M5Fq51x1M>

Picturesque Vrångö



David & Brenda have been sailing together for more than 30 years, starting with a Moody



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



Derek Lumb's boat Nightsong rafted up in North Haven, Fair Isle

## CA London spring 2020 programme

From outer space to the French canals, from the north of Scotland to the North West Passage, this season's lectures encourage you to share the experiences of our speakers



### LONDON

#### Wednesday February 5: Making Space for Sailing, from Galileo to Galileo, Jeremy Batch

Within days of turning his homemade telescopes towards Jupiter, Galileo Galilei made a discovery which would allow James Cook, 160 years later, to fix his position along the coast of Australia to an accuracy of 2.5 nautical miles, provided he stood on Australia.

Cook had taken the *Endeavour* to the South Pacific using Almanacs just published by the Royal Observatory at Greenwich, after nearly 100 years of work (what *were* they doing up there?) and a little help from the French. He only had tables for the first two years of the voyage (the rest he had to work out himself) and he learned to use the new-fangled



Cook's observations of the transit of Venus, as seen from Tahiti in 1769. The drawing was published in the *Philosophical Transactions of the Royal Society*

methods and equipment while under way, like many a CA member.

But the official purpose of the expedition was to observe, from Tahiti, the transit of Venus across the Sun to help calculate the size of our solar system which, another two centuries later, we would begin to fill with robot spacecraft. These would allow us to send messages to the other side of the Earth, find our way to Pluto and Tesco, predict the weather, get rescued at sea, make minor adjustments to Cook's charts and spy on the French.

Plus: how the ancient Greeks built an analogue computer and how Buzz Aldrin, three years before he walked on the Moon, saved the Gemini XII mission with a sextant, slide rule and tables.

#### Wednesday February 12: The Far North. Scotland's North Coast and Northern Isles, Derek Lumb

For those living in the bustling South East it is hard to imagine a part of the UK where the population is as sparse as that along the north coast of Scotland. The main west-east road from Durness to Caithness is designated a primary route (A-road), but for much of its length is a single track with passing places. When sailing, there are only two places of shelter along the 60+ miles of coast, but these offer spectacular scenery and glorious solitude. Continuing east we reach Orkney, an archipelago of around 70 islands which is a cruising ground in its own right. A pastoral place with thriving

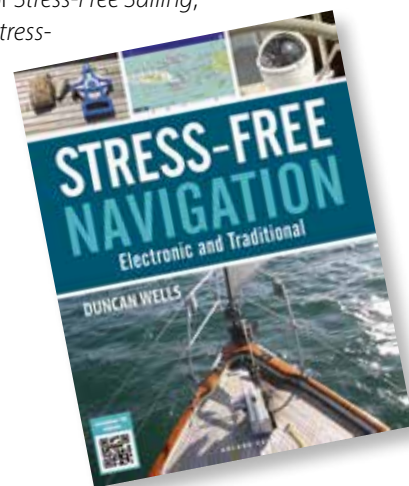
communities, it overflows with history.

Shetland is more rugged, more dramatic and by the end of our journey at Muckle Flugga we are further north than Oslo or St Petersburg. With few trees, building on these isles has largely been of stone and as a result much remains after 5,000 years. Indeed the neolithic village of Skara Brae has one of the best preserved prehistoric houses in western Europe. It is believed to be older than Stonehenge and the Great Pyramids. More Norse than Gaelic, these Isles have been at the crossroads of Northern Europe for Millennia.

Our Celtic Section Secretary will take you on a journey round his favourite places in this remote area.

#### Wednesday February 19: Stress-free navigation, Duncan Wells

What is your chart plotter actually telling you? What if you lost GPS signal? From RYA instructor, features writer and author of *Stress-Free Sailing*, Stress-





Above, the Canal entre Champagne et Bourgogne connects two of the great wine and cuisine areas of France. Right, Little Wing at anchor in Great Bay on St Martin's in the Scilly Isles



Free Navigation starts with the electronics and moves across to the traditional methods to see what the clever stuff is telling us. Course to steer in your head? Secondary Ports in your head? Just two things you will learn how to do in an evening of entertainment and, er, well, lots of useful stuff. Of course we will look at MOB and see how the electronics can help us there.

### Wednesday February 26: West Country and Scilly Isles, Paul Brown

The West Country and Isles of Scilly are often described as a hidden paradise in the corner of England, and in this talk Paul will attempt to show why it is such an amazing sailing destination. Having cruised this area a number of times on board their Ovni 385 *Little Wing*, Paul and family have made the most of their shallow draft by gunkholing up the rivers and estuaries, exploring the nooks and crannies in the Isles of Scilly and drying out in beautiful harbours.

Illustrated by numerous photos and videos, Paul's talk will show what's possible in a "normal" holiday from work, and demonstrate why getting to the Isles of Scilly is a dream held by so many sailors.

### Wednesday March 4: The Baltic Cruise of the Naromis, Julia Jones

Just a purposeless leisure cruise in the Baltic in August 1939? Or did these four young men with a more experienced skipper plan a reconnaissance of Baltic

naval bases, intending to report back to contacts previously made? Come to hear what Julia Jones learnt from her father's diary and the further research she needed to do.

### Wednesday March 11: A Foodie's Trip Round the French Canals, Di Murrell

From the author who gave us *Barges and Bread*, this talk is an enticing story of slow boats and slow food brought to life. It follows a cook as she takes a year's journey on a barge through the lesser known waterways of northern and central France. As the landscape changes so too does the cuisine and the wine. Bought in the market, dug from a lock-keeper's garden, even foraged along the towpath beside the waterway, the food is always seasonal and local to the region. The boating life, though rarely sensational, is full of small events and chance encounters.

### Wednesday March 18: The North West Passage, Past, Present and Future, Steve Brown

In 2014 Steve Brown and his 60ft aero-rigged schooner *Novara* completed an east to west transit of the North-West Passage before going on to complete a 33,000M circumnavigation of the Americas.

In this talk Steve will look at the history of the NWP from the first explorations in the 16th century and the "golden age" of exploration by the British that ultimately



Above, polar bear spotted by Steve Brown. Inset, Julia Jones's version of her father's pre-war adventure

led to the first successful transit by the Norwegian, Roald Amundsen. He will also look at the more recent explosion in the number of successful transits, including his own, and discuss the impact of climate change on the Inuit who live in this region.

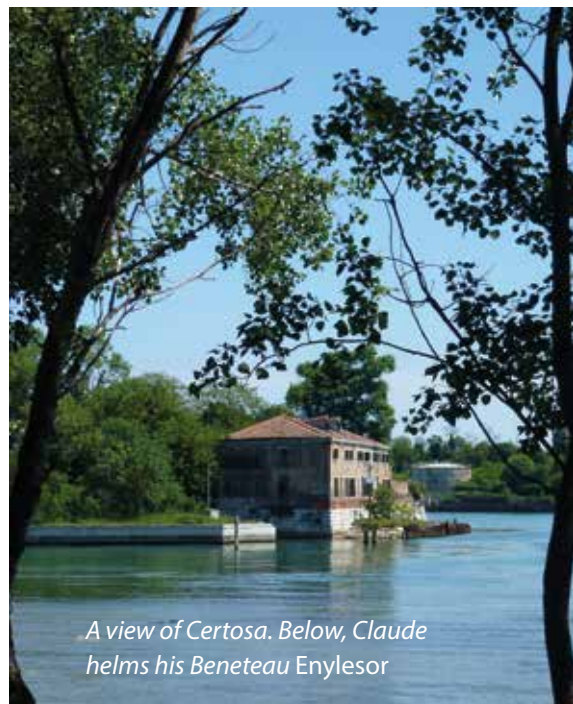
### Wednesday March 25: Hanson lecture: Mike Golding

Our speaker this year is Round the World race-winner, multiple world champion, and global record-breaker, Mike Golding. More details to follow. 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, not including the Hanson Lecture.



*A view of Certosa. Below, Claude helms his Beneteau Enylesor*

## Living the dream

**Claude Dischly, the CA's HLR in Venice, actually comes from France. Around 16 years ago he bought a boat in Brittany, sailed to Venice, and never left**

Our Honorary Local Representative in Venice, Claude Dischly, had a unique introduction to sailing after being a fighter pilot in the French air force. He bought a boat, having never sailed or even spent any time on the water, and set off for Malta from France.

"I had always dreamed of having a boat," he said. "I used to buy all the boating magazines and knew one day I would make my dream come true."

Claude joined the air force at the age of 18, and spent 19 years flying all sorts of fighter planes. He left at the age of 39 and worked for EADS, the Airbus group. Based in Abu Dhabi, he worked in marketing and business development, buying a boat on the internet 16 years ago.

"I had seen a Beneteau 393 at boat shows and decided that was the one for me. I never actually saw the boat or sailed any, and bought it through the internet while I was in Abu Dhabi."

He bought *Enylesor* in north Brittany and



set off with friends for Malta. The plan was to spend time in the Mediterranean and then go across the Atlantic and further. After Malta, Claude kept the boat in Sicily for a year before heading back to St Raphael in the Côte d'Azur on the south-east coast of France. But while still working in Abu Dhabi Claude suffered a stroke, forcing him to retire.

"It took me a year to recover from the stroke," he said. "I could do very little."

From St Raphael, Claude set off again, sailing to Corsica, Sardinia, through the Italian islands and down to the Messina Straits at the bottom of Italy. From there he cruised to Brindisi on the eastern side of Italy, up to Montenegro and on to North Croatia and Poreč, eventually arriving at Certosa Island in Venice five years ago.

"I sailed into Venice intending to stay for a few months. It was somewhere I had always wanted to visit." Claude and his boat are still in Venice, and have no intention of leaving. "It is one of the most beautiful cities in the world and I will stay forever," he said.

Claude now cruises the Adriatic every summer with his family, spending time in the beautiful islands of Croatia and Montenegro. His wife, Roselyne, is a psychologist and still works and lives in Paris, only spending time on the boat in the better weather.

"I got involved in the CA when we ran a competition for a member to win a winter's berth at Certosa. I then realised how much the CA could give me when I cruised the Adriatic.

"The usual questions I have from CA members coming to Venice are general things like using the *vaporetto* (water bus), how deep the marina is (4m) or the best places to eat, which are not expensive. You can really enjoy Venice, without spending a lot of money, if you know where to go. I go into the city with my small boat [a 12ft dinghy] to go shopping or just enjoy this beautiful city."

He sails into the lagoon, past St Mark's Square, as well as visiting all the local islands including Murano, the glassblowers' island; Lazzaretto Vecchio, the quarantine island which played a big part in ending the plague in the 14th century; and Mazzorbo, a tiny island with a small vineyard which exports just 15,000 bottles a year.

As the CA's HLR, Claude is based in Venezia Certosa Marina on a small island off the main lagoon which has been brought back from centuries of devastation by Olympic sailor, Alberto Sonino. Alberto, born and brought up in Venice, had a dream at the age of 25 to clear the island and bring it back to something for Venetians to enjoy. Alberto also wants to develop the nautical aspect of Venice which is so key to the history of the city. Today it is a beautiful parkland with a small hotel, and a marina with 400 berths, bar and restaurant, enjoyed by sailors and locals alike.

Take a look at [www.ventodivenezia.it](http://www.ventodivenezia.it) – it's not hard to see why Claude never plans to leave.

**Beryl Chalmers**