



# Cruising

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

**Come to our northern roadshows**  
**Brexit: latest updates for cruisers**  
**Wildlife watching in the polar regions**



# Hitting the road

CA President **Julian Dussek** looks forward to getting out and meeting CA members this autumn, at locations from Southampton to Greenock in Scotland



I'm typing in the cabin of my boat and am musing on how many yachting writers have spent hours bashing out type, for most of the time on conventional typewriters, and in those days posting them to editors in the hope that they will get there before the deadline.

Great books have been written on boats: Ernle Bradford wrote *The Great Siege: Malta 1565* while on his Bristol Pilot Cutter

in Valletta harbour. If you haven't read it I encourage you to do so, it is compelling reading. I feel that I should be smoking a pipe and "getting a good fug up", as my father would say.

Pipes and typewriters aside, it is time to get writing, because the Log competition entries start now. There are ten categories, surely something for everyone? Have a look at [www.theca.org.uk/library/logcomp](http://www.theca.org.uk/library/logcomp) – you might be

surprised by the variety of categories. This year we have added two new ones, a video log class and a Crewing Service one. Remember too that winners' entries don't vanish into obscurity; most will be published in one form or another in *Cruising*, and all recent entries and many from earlier years are available online.

## Boat shows and road shows

As I write, the Southampton Boat Show is about to begin, and with the demise of the London Boat Show it is the showcase event for the CA. We have an excellent stand in an ideal situation and look forward to meeting lots of members and recruiting more.

Next year we intend holding an event at CA House both for members and non-members. Up to 600 members used to visit our stand at the London Boat Show and tie that in with a visit to London for other things, including attending a CA event. The event planning is at a very early stage, but the dates will probably be February 29 to March 1, and we will give it plenty of publicity.

We are also keen to extend our activities outside London and this year we will have a big presence at Scotland's Boat Show, October 11-13 [www.scotlandsboatshow.co.uk](http://www.scotlandsboatshow.co.uk) and look forward to seeing our CA members and HLRs.

Last year we had an enjoyable road show in the north west at Ellesmere Port. This autumn we will hold another north west event, this time at the Royal Mersey Yacht Club at Birkenhead on October 19, and there will be an additional road show at the Nottingham National Watersports Centre on Saturday November 23. At both events our special guest speaker will be the yachting journalist Dave Selby, an excellent speaker and not to be missed. Details overleaf.



Alas, we can no longer welcome members to the London Boat Show as we did – this photo is from 2016. Below, The National Watersports Centre at Holme Pierrepont, Nottingham, will be the location for our first North Midlands Roadshow on November 23





# Come to one of our northern road shows this autumn

There will be not one but two northern roadshows this autumn, in Birkenhead and in Nottingham, and our speaker at both events is the popular author, journalist and raconteur Dave Selby, talking about Marlin's Mission.

Dave describes himself as "a passionate but useless sailor who's been fumbling around the east coast for years in *Marlin*, his 18ft Sailfish, without dying once."

In 2016 the *Practical Boat Owner* columnist set his horizons further afield, heading off on "Marlin's Mission" to sail 340 miles to exhibit his boat at the Southampton Boat Show. The aim was to

demonstrate that cost is no barrier to getting afloat; that in this day and age sailing has never been more affordable.

Dave will also be talking about the life-changing events that inspired this adventure. In 2012 he was struck down by a rare viral condition called Guillain-Barre Syndrome, which temporarily paralysed him. "Far from holding me back, it gave me the drive for what became one of the richest experiences of my life," says Dave. .



Dave Selby & Bart

## North West Road Show

The Royal Mersey YC, Birkenhead – October 19

**From 1pm:** Registration

**From 1.30pm:** Afternoon speakers

- CA President Julian Dussek welcomes everyone and outlines ideas for the future of the CA
- Nicholas Hill, Baltic Rally Captain on the attractions of sailing in the Baltic
- David Rainsbury, yachting journalist and Yachtmaster Instructor on preparing for a long sea crossing
- Caroline Milmo, a CA Council member who heads our Crewing Service, explains how the service was the gateway to her Indonesian experience

**6pm** Buffet supper

**7pm** Dave Selby: Marlin's Mission

**Costs:** Afternoon session £10, Buffet supper £12.50, Dave Selby's presentation £12.50, Numbers are strictly limited to 60 on a first come, first served basis.

**Booking:** Book online at [thecaevents.eventbrite.co.uk](http://thecaevents.eventbrite.co.uk)

## North Midlands Road Show

National Watersports Centre, Nottingham – November 23

**From 1.30pm:** Registration

**From 2pm:** Afternoon speakers

- CA President Julian Dussek welcomes everyone and outlines ideas for the future of the CA
- Vyv Cox, engineering specialist and freelance technical writer, on anchors and the challenges of anchoring
- Caroline Milmo, a CA Council member who heads our Crewing Service, explains how the service was the gateway to her Indonesian experience
- Nicholas Hill, Baltic Rally Captain on the attractions of sailing in the Baltic

**6pm** Hot buffet supper

**7pm** Dave Selby: Marlin's Mission

**Costs:** Afternoon session £10, Hot buffet supper £15, Dave Selby's presentation £12.50. Numbers are strictly limited to 60 on a first come, first served basis.

**Booking:** Book online at [thecaevents.eventbrite.co.uk](http://thecaevents.eventbrite.co.uk)

## CA dates to remember

**September:** The CA's 2019 log and photo competitions are now open.

**September 13-22: Southampton Boat Show.** Our new prize draw for members is announced on September 18.

**October 2: First of the autumn London lectures at CA House.** Andy Mulholland goes Dutch. See the complete programme of Wednesday talks in this issue..

**October 11-13: Scotland's Boat Show, Kip Marina.** We are sponsoring the CA Stage in the RYA Pavilion for a series of talks.

**October 19: North West Road Show, Birkenhead.** See left.

**October 29, all-day seminar** from the Suffolk Section on the **English Channel as a cruising area.**

**October 31: Brexit Day**...unless things change. The CA will update members to the best of its ability. All the articles we have published so far, together with general and updated guidance, are on the CA website.

**November 14: Denmark information day,** Baltic Section. .

**November 16: Med Section meeting & talk. .**

**November 23: North Midlands Road Show, Nottingham.** See left.

**November 23: European Inland Waterways Annual Seminar. .**

**November 30: Beginning in Biscay,** Biscay Section.

**Many CA sections begin their winter programme of talks and visits in September or October.**

Go to the CA website for the latest updates.



# VAT for cruising yachts after Brexit

Following Brexit, yacht cruisers in Europe will need to be much more aware of the VAT implications of their cruising activities. Once Brexit occurs – either on a “no-deal” Brexit or at the end of a transitional period – there will be separation of the UK and EU VAT regimes. Yacht cruisers sailing between the UK and the EU must then be aware of and take account of these new VAT issues.

## Basic EU VAT payment rules

The VAT tax status applies to the yacht. For VAT purposes the nationality of the owner or nationality of the yacht's registration is not relevant. Once VAT has been paid on a yacht to an EU tax authority it is entitled to “Free Circulation” within the EU (no VAT or other customs duties are payable if the yacht is moved from country to country within the EU), **irrespective of the country of ownership of the yacht or its country of registration.**

However, VAT-paid status can be lost. Yachts on which EU VAT has been paid lose their VAT-paid status simply by the passage of time if the yacht is outside the EU for more than three years or if a yacht is sold outside the EU. If the yacht is then re-imported back into the EU, and kept in the EU for more than the “Temporary Importation” period – generally 18 months – VAT must be paid.

The EU VAT is payable to the country in which the yacht is imported, based on the then current value of the yacht and on the local applicable VAT rate. This varies from country to country across the EU. It is currently (2019) 20% in France, 19% in Germany, 21% in Belgium, and 23% in Ireland. But the VAT rate isn't the whole story. The VAT-able value of a boat must be taken into account, and valuation also varies between countries.

## Brexit – the EU Approach

The EU Commission has stated that customs status of yachts post-Brexit will depend on their location on Brexit day. If on Brexit day a boat is located in an EU port or sails in EU territorial waters, it will

keep its Union status and continue to be regarded as having VAT-paid status. If the boat is located in the UK it will lose its EU VAT-paid status on Brexit day, whatever the nationality of the owner of the yacht.

For yachts located in the UK on the Brexit day, Brexit will not be regarded by the EU Commission as being an export of the yacht from the EU. The status of UK-based yachts will be that of a third-country boat when arriving in the territorial waters of the Union (including Ireland). They will be treated as non-Union goods. Following Brexit, customs controls for such UK boats will be the same as for boats coming from any other non-EU country.

Following Brexit, yachts without EU VAT-paid status will be able to visit the EU under a “Temporary Importation” scheme without paying VAT. Cruising boaters from outside the EU are already well aware of these Temporary Importation rules and are familiar with planning cruises to the EU that avoid the payment of EU VAT.

## The Temporary Importation scheme

The main features of the scheme are:

- The yacht must not be located in the EU for more than 18 months. However, the 18-month limit can be extended if the yacht is laid up and not used; the overall maximum period during which the yacht can remain in the EU is 24 months;
- The yacht must only be used for private purposes. Any commercial usage of the yacht, such as chartering the yacht, fee-paying crew or running the yacht for chargeable sail-training is not allowed. This is not likely to be a serious issue for most private cruisers but it could have an impact on the cruising activities of sailing schools and charter yachts.
- The yacht must be owned by a non-EU resident. The rule here applies to **residency**. Following Brexit, EU citizens who live in the UK could take advantage of this rule if they qualify as UK residents, but UK citizens who

live in the EU are not entitled to use the scheme.

There have been attempts to levy VAT on non-EU yachts where crew members are EU residents. However, the relevant rule states that the scheme is available where the “holder of the procedure is established outside the customs union of the EU”. This seems to suggest that the scheme could be available where crew members are EU residents, as long as the owner of the yacht is not an EU resident. This is an important issue that needs clarification, as many UK cruisers sail with people who are EU residents as crew members.

There are no “days of grace” if the Temporary Importation scheme does not apply. In practice, authorities have been prepared to give cruisers a very few days to depart if it is found that they are not eligible for Temporary Importation but there is no provision for this within the EU VAT rules. There are reports of yachts having to leave port almost immediately to avoid being liable for a VAT payment.

Once the yacht has been outside the EU it becomes eligible for another period of Temporary Importation. There is **no minimum period that the yacht has to be located outside the EU** before it becomes entitled to another 18-month Temporary Importation period.

## Boats where VAT was paid in EU27

The EU Commission has indicated to RATS that yachts located in the UK on Brexit day on which the VAT was originally paid in an EU27 country may have the benefit of a somewhat preferential approach. If the VAT on the yacht was originally paid in a member state of the EU27, the importation of the yacht into the EU27 after the UK withdrawal may fall under an exemption (Art. 143(1)(e), VAT Directive 2006/112/EC – see [ec.europa.eu/info/sites/info/files/vat\\_en.pdf](https://ec.europa.eu/info/sites/info/files/vat_en.pdf)) and that customs may treat the yachts as “returned goods” – see para 7.4 in [ec.europa.eu/info/sites/info/files/guidance-customs-procedures.pdf](https://ec.europa.eu/info/sites/info/files/guidance-customs-procedures.pdf). ➤



The EU Commission has not given any guidance on the status of UK yachts that are located outside the UK and the EU on Brexit day. There seems to be a reasonable argument that they will not be impacted by Brexit at all, as they will at that time be subject to the “normal” three-year rule, on the basis that they have been exported from the EU. In order to avoid VAT becoming payable on yachts that return to the EU they must be returned within three years of departure from the EU, they must not have been significantly modified during the voyage and they must not have been sold to another owner while outside the EU.

### The UK approach

HMRC has stated that “UK owned boats will retain their UK VAT paid status whatever their location on the day the UK exits the EU”.

It has also said Returned Goods Relief (RGR) will allow UK residents to return with their belongings (including pleasure boats) to the UK without paying customs duty or VAT as long as the items have not been changed since their departure and the importer follows HMRC guidance. This requires that “the person responsible has evidence that the VAT was paid on the purchase of the boat in either the UK or the EU”. There does not appear to be any time limit on the availability of

this relief as long as the yacht is used for private purposes.

The types of proof needed are shown in HMRC *Notice 8: sailing your pleasure craft to and from the UK* (see Notice 8 at [www.gov.uk/government/publications/notice-8-sailing-your-pleasure-craft-to-and-from-the-uk](http://www.gov.uk/government/publications/notice-8-sailing-your-pleasure-craft-to-and-from-the-uk))

Documentary evidence might include:

- Original invoice or receipt
- Evidence that VAT was paid at importation
- Invoices for materials used in the construction of a home-built vessel

Registration documents *do not* prove the VAT status of the vessel, as there is no link in the UK between the registry of the vessel and the payment of VAT.

For yachts that are purchased post-Brexit “VAT accounted for in the UK would need to be shown in respect of vessels purchased after the date of the EU exit”.

### Practicalities

Yacht owners that cruise in the EU need to think carefully about the location of their yachts on Brexit day. If retaining EU VAT-paid status is important then they should consider locating their yacht in the EU on Brexit day. If they do this then it will be important to obtain evidence that the yacht is in the EU at that time. There are no official requirements for

this. A variety of items of evidence have been discussed, such as mooring invoices and receipts, confirmatory letters from marinas, and time stamped photos and AIS track records.

A template for a letter to be provided to a marina is available on the CA website. As well as giving evidence of the location of a yacht, this letter contains an optional paragraph relating to the use of a marina berth as a residential address. This may be required if an application is made for a visa for an extended stay of more than 90 days in any 180 day period. The text is intended to provide a framework for such a letter, but it must be translated into local language and printed on headed paper, and signed or stamped by the marina manager or port captain.

Obtaining a T2L form from HMRC is not a requirement for establishing the VAT-status of a yacht. A completed T2L form does not guarantee that VAT has been paid. However, post-Brexit an officially validated T2L form could potentially be useful in satisfying foreign and UK customs officials of the VAT-status of a yacht. As a result, if an owner can acquire a T2L form without too much difficulty it is probably sensible to do so.

Roger Bickerstaff



## Brexit: now & next steps

As *Cruising* went to press, there is even more uncertainty over Brexit and an increasing probability of no deal. It is certain that if/when Brexit happens there will be significant changes which will affect cruising sailors, possibly with information only available at very short notice.

Some of the biggest impacts will be

- Almost certain imposition of the 90/180 day stay limit
- Potential VAT liability and temporary importation rules
- Probable loss of EHIC cover

Once the 90 day in any 180 day limit is imposed, individual European governments will become responsible for allowing stays longer than 90 days in that specific country, and each government may impose slightly different requirements.

Some EU27 Governments (for example, Spain) are trying to

implement an approach which will make it easier to obtain permission for longer stays through the *Residencia* process, but in other countries this may be more onerous. If you are considering long-stay visas or *residencia*, RATS strongly recommends that you consider any tax liability on assets and income, and professional advice may be required.

As far as RATS can determine at the moment, the issue of red diesel is unlikely to be quickly resolved by Brexit – see opposite page. Previous agreements and assumptions cannot be guaranteed, but RATS should be notified of any change affecting current advice about sailing to Europe and will immediately pass this to members.

RATS will continue to monitor the situation as it evolves and will publish more definitive information on all aspects of Brexit and yacht cruising as it becomes available.

We welcome feedback from members with first-hand experience of relevant issues at [rats@theca.org.uk](mailto:rats@theca.org.uk)





Left, Derek's Najad Narnia at Rona. Above, crew Jenny & June, and inset, skipper Derek



## 'I always learn from my new crew..'



The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers. It also has crewing meetings at CA House once a month throughout the winter, with the first meeting on **Thursday October 3.**

If you want to build your hours or just enjoy cruising to different places on different boats, or you are you a skipper looking for extra crew, then a CA Crewing Service meeting is the place to be. Before you commit to sharing a boat with someone you've never met before, you can meet, plan, listen to other people's experiences and take the next step to cruising further.

We have a database of skippers and crew at [www.theca.org.uk/crewing/welcome](http://www.theca.org.uk/crewing/welcome) – or check the crewing forum from Forums > Crewing Service.

### A voyage on Narnia

Recently we heard from a skipper and members of his crew who are delighted with the service. Derek Jones sails a Najad 44, *Narnia*, based in Northern Ireland. He told us: "I have used the crewing service several times and now have new friends all over the UK. I would be pleased to sail with any of them again. What I particularly enjoy, other than making new friends, is that I always learn from my new crew. They bring experiences from different walks of life and there is always something that I find enlightening – sometimes nautical, sometimes electrical, different ways to use a chart plotter, different ways to cook, info on their towns and county and more. They are definitely a plus."

June Berridge sailed with Derek and told us: "I can best sum up my first extended CA crewing experience on the good yacht *Narnia* as 'We joined as strangers and left as friends... Having never been to Ireland or sailed the West Coast of Scotland it seemed like a great opportunity. We were truly spoiled as Derek's wife Margaret, who does not sail, filled the deep freeze with lots of lovely home-cooked meals.

"On the first leg of our cruise we participated in an Ocean Cruising Club rally event at the Royal Ulster Yacht Club in Bangor – what a place, steeped in America's Cup history!

"Other memorable points in the cruise were watching a feeding frenzy of seabirds on our way past Skye; admiring lovely old boats that we encountered; quiet evenings in peaceful anchorages of remote islands such as Rona and Rum where geese and their young families swam by; taking the dinghy ashore on the Knoydart Peninsula to visit the most remote pub in the UK; pretty anchorages and villages such as Plockton, colourful houses on Tobermory, remote settlements such as

Kylerhea on the Sound Of Sleat; catching fish for lunch; oh, and a boulder on the anchor – no wonder it wouldn't set!

"This is not the first time I have sailed with strangers and I was not fazed by the fact I had not met any of my shipmates before. Living a long way from London means it is not practicable for me to attend the CA crewing events... however I do consider that as part of the CA, the Crewing Service affords a degree of safety for a single lady sailor as well as a great opportunity to find crew places."

**FAIRVIEW SAILING**



## Look out for our £2500 bareboat charter draw

The CA's next Big Prize Draw, running from September 18, 2019 to February 29, 2020, will be announced at the Southampton International Boat Show.

Valued at £2,500 and comprising a seven-day south coast bareboat charter with Fairview Sailing, this terrific prize is for eight people.

In addition, there will be other Fairview lifestyle partner treats for the lucky winner: a bottle of Salcombe Gin and a Helly Hansen Crew Jacket. Full details plus terms & conditions of entry are published in September's Newsletter.

# 33,000 miles of wildlife

When **Steve Brown** and his wife Trish set off to sail around North and South America, they expected most of the wildlife to be in tropical regions... but the biggest surprises were at the northern and southern ends of their five-year voyage



**Photo credits:** Bjorn Riss Johannessen, Terje Lokken, Paul Josse, Mike Winters, Lance McLeroy, Alan Hogg, Paddy Griffin, Steve & Trish Brown.

When Trish and I did our 30,000-mile, four-year circumnavigation of the globe, it was the life beneath the waves that so captured our imagination. We spent time in the water at every opportunity and were rewarded with memories that will last a lifetime: diving and snorkelling in the warm waters of the Caribbean, the Pacific Ocean, in the Galapagos Islands, off the Great Barrier Reef and through the Indonesian archipelago. Taking photos of the myriad of reef fish and then spending hours trying to identify them. Playing with the Galapagos sea lions, turtles, manta rays, dolphins, and diving with sharks of every kind including dozens of hammerheads around Kicker Rock in the Galapagos.

The standout memory was the time we spent in the water with a humpback whale mother and her one-week-old calf in the islands of Tonga. I have since had the opportunity to spend much more time around humpback whales and have come to fully appreciate the curious, playful nature that explains why it was that this mother was happy to let us hang in the water while her newborn played around her and slowly built both its weight and strength for the rigours to come.

As we set out on what was to become a five-year, 33,000-mile circumnavigation of the Americas via the Northwest Passage, with side trips to South Georgia and Antarctica, we did not anticipate being able to match those wildlife experiences a second time.

Our passage north from Camden in Maine to Halifax gave us no indication of what was to come but as we approached Newfoundland we saw the first of many whales, mostly humpbacks but also many minke whales heading north like us into the Arctic. Baffin Island gave us our first sighting of a polar bear and tens of thousands of sea birds. The iconic polar bear was to be a feature of our Northwest Passage transit, with the last one seen as it walked across the sea ice towards a yacht that had grounded on a floe as it tried to follow us through the ice-choked Bellot Strait, the only route through the Northwest Passage during the difficult conditions found in 2014. Fortunately for the husband-and-wife crew they were able to extricate themselves from the floe before the polar bear could have them for its lunch.

The rest of our journey across the northern coasts of Canada and Alaska

and then south down the Bering Sea was notable for the large number of orca (killer whale) sightings.

*Novara* spent the winter in the fishing dock in Kodiak, Alaska, and we returned in late spring to spend six memorable months following the great salmon run along the coast of Alaska and down the inside passages of British Columbia. This is one of the natural world's great events and attracts a wide variety of other wildlife that rely on the salmon to sustain them through the hard winter months. We saw orcas, humpback whales, Steller sea lions, otters, bald eagles, and Kodiak, grizzly and brown bears during this golden summer and also had the opportunity to visit a number of the salmon hatcheries that are doing such a great job in sustaining wild salmon numbers.

The onset of winter forced us to head south down the Pacific coast of the US to Mexico. A friend contacted me to say that the BBC had been screening a nature watch event off the coast of Monterey, California where the upswelling created by the Monterey Trench had been attracting large numbers of humpback whales, Californian sea lions and huge



Steve and Trish not expecting much wildlife in the Northwest Passage – but the polar bears, below, confounded expectations



numbers of dolphins and sea birds. Following a short detour and a very early morning start I placed *Novara* over the northern end of the trench and the next four hours gave us some of the most amazing wildlife experiences we had ever witnessed. As soon as we were in position the spectacle began with humpback whales breaching all around us, the sea alive with Pacific dolphin and Californian sea lions and more birds than I have ever seen at one time. As the feeding frenzy moved we slowly followed, until the tripper boats from Monterey appeared and we no longer had the sight to ourselves.

Moving down the Baja Peninsula and into the Sea of Cortez we had sightings of the many grey whales that come down from the Arctic each year to give birth in the warm, shallow lagoons along the Pacific coast of Mexico. The Sea of Cortez is a wildlife hotspot; a variety of whales including orcas come to give birth and mate each year. Moby rays perform their incredible flying leaps for reasons still unknown and whale sharks come to feed on the annual plankton blooms.

I am not a big fan of long ocean passages and the three long legs from Mexico to Ecuador, southwest to Easter Island and then back south east to Puerto Montt at the northern end of the Chilean channels were sadly lacking in wildlife, but as we approached Isla de Chiloé the wildlife appeared once more: Magellan penguins, Pacific dolphin and our first albatross all came out to greet us.



Whales and dolphin were our constant companions as we worked our way south through the channels, with the snowclad Andes as the backcloth to this stage of our adventures, through the Magellan and then south into the Beagle channel to Ushuaia. As we approached the eastern end of the Beagle, we spotted a large group of fin whales for the first time, slowly feeding along the shore.

Our onward passage to the Falkland Islands was accompanied by the ever-present albatross with penguins and seals spotted as we neared Port Stanley. The southern winter was spent with *Novara* snug in the old Royal Navy bunkering station of Camber Dock, although even there she suffered a little from the many storms that lash the islands each winter.

Returning in spring we next headed to South Georgia, remote, wild and spectacular. The next six weeks were spent surrounded by an explosion of wildlife, the numbers swollen by the return of fur, Weddell, leopard and



elephant seals that come to give birth and breed anew.

We visited the largest king penguin colony in the world at St Andrews Bay, 250,000 breeding pairs and upwards of 750,000 penguins scattered across the hillsides, a mixture of little fluffy brown blobs and the beautiful plumage of their parents.

Having successfully completed the famed Shackleton Traverse we then had to negotiate the aggressive fur seals and the equally aggressive but much larger elephant seals that lined the shore barring access to our dinghy.

The leopard seals also have an unwarranted dangerous reputation (unless you are a penguin), but the many we saw were either basking in the sun or inquisitively following our dinghy whenever we headed to shore.

In many of the anchorages we visited around the island, leopard seals would come each night and “sing” beneath the hull. We were







able to record this “singing” and were intrigued as to its purpose. On our return to the British Antarctic Survey base at King Edward Point we asked the scientists working there. Their theory is that it is to attract a mate and the seals use the yacht’s hull in the same way that they use icefloes, to amplify the sound.

South Georgia is truly awe-inspiring but the return journey to the Falklands is brutal, and we had to weather a storm with hurricane strength winds for 42 hours, that forced us to run south east away from our destination.

After a two-month layup in Port Stanley our next stop was also to be my second visit to Antarctica, and although I was familiar with the wildlife we would encounter, it was to be no less amazing. There are not many places on our planet where humpback whales will come and play with the boat, but once again we had many encounters with this inquisitive, playful, intelligent animal.

Chinstraps, Adele and Gentoo penguins were seen throughout our eventful journey south down the coast of the Peninsula, through the photogenic Lemaire channel and on to the northern tip of Adelaide Island where our onward passage was stopped by a wall of ice.



Top left, whale shark in the Sea of Cortez and top right, albatross started appearing in Chile. Above, the world’s largest King Penguin colony at St Andrews Bay, South Georgia

We were able to get some great images of mothers feeding their chicks at the colony in Port Charcot and Port Lockroy.

With our time in Antarctica coming to an end we made our way back north. We crossed the entrance to Queen Charlotte Bay and then into the secure anchorage at Portal Point in Wilhelmina Bay. We saw a number of humpback whales slowly swimming in pairs but crisscrossing in a way that I had never seen before.

### *Aggressive elephant seals lined the shore, barring access to our dinghy*

After working our way into the anchorage we were surprised to see a dead humpback calf washed up on to the rock. It was perhaps a year old and there was no evidence of attack by orcas nor injuries sustained by a collision with one of the many cruise ships that bring passengers down to the peninsula each year. Having inspected the young animal we contacted the British Antarctic Survey base at Rothera to notify them of our find. They asked us to take and freeze samples for further analysis to see what could have caused the whale’s death. It seemed a sad end to our time on the peninsula.

While waiting out some bad weather in the Drake we explored the outer coastline around Deception Island, and could not understand why the penguins withstand a constant battering from the waves as they return from their feeding grounds, many sustaining life-threatening injuries.

A fast sail back across the Drake Passage took us to Port Stanley once more before we sailed on to Piriapolis in Uruguay to prepare the boat for the multiple hops up the Brazilian coast. The only notable wildlife event was a two-day encounter with humpbacks once more cavorting



off the shallow breeding grounds of the Abrolhos Archipelago, 48 hours with the males breaching, tail and fluke-slapping as they competed for mates.

The rivers of French Guiana, Suriname and Guyana seemed disappointing after such spectacles, and even our forays into the jungles lacked excitement. Snorkelling and diving in the warm Caribbean waters reminded us once again of life beneath the waves, and our final leg from Cuba up the coast of the USA seemed devoid of wildlife until we encountered a large group of humpback whales heading to feed in the Arctic.

This leg brought *Novara* and me full circle back to Camden, Maine where our adventure had begun: 32,950 miles of wildlife that will live in my memory forever.

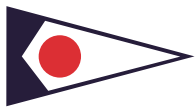


Steve Brown and his wife Trish completed a four-year circumnavigation on their Oyster 56 *Curious*, before buying *Novara*, an ice-strengthened Bestevaer 60C Aero-rigged schooner, in 2014. Steve’s adventures include an east-to-west transit of the Northwest Passage, Easter Island, the Chilean channels and Tierra del Fuego. Sailing and mountaineering expeditions to South Georgia and Antarctica followed and Steve has returned to Maine after his 33,000-mile circumnavigation of the Americas.



# CA London autumn 2019 programme

Go north for the views and the peace and quiet? Or go south for the sunshine and the culture? Once again this season's lectures cover every option, together with advice on getting there more efficiently



LONDON



## Wednesday October 2: Going Dutch, Andy Mulholland

Andy is a member of the European Inland Waterways Section and has recently revamped the CA's Netherlands cruising reports. He was also the prime mover behind the guide to the *Standing Mast Routes of the Netherlands*. In this talk he will cover cruising both for sailing yachts and motor boats in different regions, as well as keeping a boat in this lovely area, or over-wintering and getting work done.

## Wednesday October 9: Round Britain, Ken Marsden

Having at last bought a seaworthy boat, there was no excuse left for not sailing, so Ken went north from the Medway around (most of) the UK, mainly single-handed,

visiting ports that hitherto were for him just names on the map. Important knowledge gained included: Scottish langoustines fly to Spain; midges don't fly when the weather's freezing; and where to find the cheapest beer in England. If you're thinking of making this trip, Ken says be assured, if he can do it then so can you. And he may well do it again.

## Wednesday October 16: Baltic Cruising, Kuba Szymanski

The Baltic seems to many in the UK to be a land far, far away. But it is only 350 miles from Dover to Cuxhaven, and once there, Sweden, Denmark, Germany, Poland, Latvia, Estonia, Lithuania, Finland and Russia are available for great exploration. Marinas are much cheaper, food is

cheaper and delicious, beaches are sandy and, surprise, surprise – there are no tides or tidal streams. What can possibly go wrong? Let's discuss that on October 16.

## Wednesday October 23: Cruising below the wind, Charles and Susie Hay

Charles and Susie have sailed *Smystery*, their Jeanneau 45DS, from their base in Phuket around the Andaman Sea, visiting Malaysia, Indonesia, Myanmar and India. In this talk they will explain how they ended up in Thailand and the practicalities, pros and few cons of cruising there. As well as covering the popular Islands southwards to Langkawi, they will talk about cruising to the remote, seldom visited Andaman Islands and the Mergui Archipelago.



Top right, Ken Marsden's boat *Picaro* on the Caledonian Canal with Ben Nevis in the background. Left, going Dutch with Andy Mulholland. Right, *Smystery* and companions anchored in the Mergui archipelago, Myanmar







Above, Boyd Goldie visits Gallipoli, Lecce, under the heel of Italy. Right, a quieter and colder mooring for Jimmy Cornell's Aventura. Below, Trevor Pratt goes cruising in Tahiti



### **Wednesday October 30: Sail Trim for Cruisers, Rob Gibson**

Rob Gibson, author of the *RYA SailTrim Handbook for Cruisers*, will pass on his huge experience in racing, cruising and sail training. Whether it's thrashing across an ocean or a day-sail to a country pub, good sail trim will get you there faster, in greater comfort and with more pleasure. Rob will talk about the essentials of rig set-up, different types of sail and sail materials and their uses, the benefits of good balance and the various controls to achieve good trim.

### **Wednesday November 6: Winter Cruising in the Warm, Trevor Pratt**

The winters in UK can be cold, damp and miserable, so if you want to be warm and are missing sailing what do you do? Go south, was Trevor's conclusion. Tahiti and its islands sounded nice and so did the Bay of Islands in New Zealand. So why not a round trip and do them both? Oh! and perhaps throw in California on the way home. Trevor hopes this talk will inspire you to do something similar.

### **Wednesday November 13: High latitude destinations, Jimmy Cornell**

With tropical destinations being increasingly affected by the

consequences of climate change, many sailors are now looking for alternative cruising destinations in less frequented areas of the world. Challenging some of these voyages may be, but the rewards will more than make up for the effort. Jimmy Cornell, who has sailed both to Antarctica and more recently through the Arctic and the Northwest Passage, will present an overview of the various options in both the northern and southern hemispheres. Richly illustrated with photographs from his own voyages.

### **Wednesday November 20: Annual General Meeting of the Cruising Association.** Starts at 6.30pm

### **Wednesday November 27: Adriatic Italy, Boyd Goldie**

The south and east coasts of Italy are under-appreciated as a cruising destination. People often pass through quickly on their way to or from Croatia or Greece. Yet there are many delightful towns and stops off the main sailing track and the iconic city of Venice is surprisingly easy to visit on a sailing yacht. With excellent food, wine and coffee, no flotillas and few charter boats, Boyd says it's an area not to be missed.

### **Wednesday December 4: Joint event**

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

To book places on any lecture, and to indicate whether you'll be ordering food, go to [www.theca.org.uk/events/all](http://www.theca.org.uk/events/all) and click on **Book Events Online**. Please pay on the door as usual. Any problems with the booking system, call or email Jeremy on 0207 7537 2828 or [reception@theca.org.uk](mailto:reception@theca.org.uk)

Individual lecture tickets:  
Members £4; Non-members £7.  
Season price for nine talks £28.

**with RIN.** We are once again holding a joint event with the Royal Institute of Navigation. The speaker will be confirmed nearer the time.

### **Wednesday December 11: CA carol service and supper**

Mince pies at CA House from 5.45, then a short walk to the traditional carol service at St Anne's Limehouse at 6.30pm, followed by an informal Christmas supper at CA House. Please book online.

# Essential information

**Marie Ross** and her husband were in the Spanish rias in need of up-to-date information – and found it in CAptain’s Mate. One thing led to another and now she is the CA’s company secretary

My husband introduced me to sailing during our summer holidays. He would take out small Hobie cats, Sunfish, Laser and Pico dinghies and anything else he could get his hands on and encourage me to join him. In time, we joined friends on their yachts for day sails, overnight trips on the Clyde and around the west coast of Scotland.

As work commitments changed it became feasible to have our own yacht and we purchased *Adagio*, a 382 Hallberg-Rassy, some five years ago.

We left the Clyde at the start of July 2017 with a view to heading into the Med for a short stay and then crossing the Atlantic.

While cruising through the Spanish rias we met up with some sailing friends who told us about the CA and demonstrated the ease of use of the CAptain’s Mate App. There are so many apps, clubs and associations out there, that you do need to evaluate which you wish to invest your time, effort and money in.

During our time in the rias we met other sailors who were also CA members and happily using CAptain’s Mate. So, with recommendations from several happy members we joined in August 2017 while sailing around Ria de Muros.

The Association’s discounts for marinas are very useful. In time you could balance out the membership fee. However if you’re like my husband, who keeps forgetting to mention the CA discount when paying, it will never happen!

CAptain’s Mate by its nature is more

“real time”, and after a while you begin to recognise some members’ names and vessels as they upload information to CM for different locations. If you visit a location that they have written a post about and your experience bears out what they have said, you then have more confidence in other posts they make (Trust a Sailor rather than Trust a Trader!) Some members post about distance to showers, some distance to shops, others distance to bars (a very important contribution!) and many post about the approach to marinas, headlands and anchorages.

***The CA’s marina discounts are very useful – if you remember to mention them when paying***

CAptain’s Mate frequently has more up-to-date marina and approach information than some of the pilot books out there. We waited for the latest print run of one pilot book, only to find the same errors in the new edition as in the earlier edition which required you to print out the corrections (not so easy on a yacht...). Thus, it became our practice to compare the pilot books to CM in order to reduce some of life’s little nautical surprises.

The CA burgee (whether ours or other members’) does help to break the ice when in new places and leads to the sharing of information if you’ve just arrived..

On one occasion, my husband was



talking to another skipper about the next ria along, when suddenly charts were laid out on the pontoon and 10 years’ worth of anchoring details for that ria (where to anchor, depths, safe wind directions, exposure to swells etc) were copied from one very used chart to a very crisp new one. Moments later the lines were slipped on the other yacht and they were away. Apparently my husband hadn’t had to do so much quick copying since the last time he forgot to do his maths homework...

When I saw the CA advertising for a voluntary company secretary last summer, I was immediately attracted, as it seemed an ideal opportunity to combine my love of sailing with my previous experience as a company secretary and in-house legal counsel. Since taking on the role at last year’s AGM, I have been working closely with Council and have been familiarising myself with the CA’s structure and governance arrangements.

My main upcoming task is the 2019 AGM and I am looking forward to meeting as many members as possible at the AGM on November 20.

