

Untangling the issues

Judith Grimwade explains why we are relaunching the lobster pot campaign and reports on a quarter full of new developments and successful recruitment

This has been an exceptionally busy quarter with plenty of activities to report on.

Lobster Pot campaign

Usually boats and petitions have only one official launch. However, because of the unexpected General Election, we have to relaunch our petition to the Government for improved marking of static fishing gear. Boaters are a persistent lot – we must be, as we are willing to beat to windward! I am calling on all CA members who live in the United Kingdom to support the petition themselves and to encourage their friends and family to do so. Non-members have also contacted the CA to relate their experiences. The campaign has touched a nerve within and beyond the membership of the CA. It would also be useful, if members could supply photographs and examples of well-marked static fishing gear. Send your thoughts and contributions to lobsterpots@theca.org.uk. The names of members contributing photographs or their experiences of static fishing gear will go into the draw for the competition for berthing or a hotel stay in Venice.

This RATS campaign and initiative is being co-ordinated by Ian Wilson, with Beryl Chalmers and Alison Hadley working on communications. I would like to thank the many members who have sent emails of support and related



their own experiences of entanglements with static fishing gear. Honesty compels me to admit that the work on this has been done by others, but I am proud to support this campaign, which was warmly welcomed by our Patron, Sir Robin Knox-Johnston.

Our new web pages

The new look to our website reflects the development within the CA; we are now a more vibrant organisation, which, while retaining our original ethos, is more outward looking. I would like to thank the team who have put in so much work on our behalf, it has taken the best part of a year. Beryl Chalmers, Ann Rowe and Chris Robb who were later

The new look to our website reflects our more vibrant ethos... and has taken more than a year to complete

joined by Ken Munn were responsible for the text and visuals. Although we used professional support for the technical part of the design, a great deal of further work, including testing was done by Ivan Andrews, Adrian Lester and Sue Sutherland. The production of new public pages and restyling the member pages of our site involved working on more the 21,800 pages of information. The new public site is a much better showcase for the CA.

One of the results of this work is that it will be easier to update information. As you may understand, there are a number of small issues, which will be addressed in the coming weeks. I suspect that the production of such a website is rather like an iceberg, one is only aware of one eighth of the mass. The CA is very lucky to have such talented and



dedicated staff and volunteers.

Captain's Mate

Work is in progress ironing out a few bugs that some members have experienced with CAPTAIN'S MATE. At the moment of writing, the updates are being tested. The second version of CAPTAIN'S MATE had been built with the capacity for further features. At the moment, the most popular idea is to include the "Find a Friend or Boat" facility.

Please note that if you ever need to update CAPTAIN'S MATE you should do so over wifi rather than 3G or 4G, as the app is around 60MB in size.

CA House now fully crewed

There have been some changes at CA House, but we are now fully staffed. Lucy Gray is now at the helm as our General Manager. Jennifer Mitchell continues to deal with membership, Tony keeps us on a financial even keel.

Stef Goodwin is a full-time member of staff, working over four days a week. She will be manning stands at boat shows and will be responsible for boat show administration and supporting CA events, as well as day-to-day administration. She has sailed all her life, so knows how to handle the ropes. You can contact her at information@theca.org.uk.

Jeremy Batch continues in Reception, ensuring that all our bookings are in order and supporting the organisation of Section Events at CA House.

We are pleased to welcome on board Jahangir Hussain. He lives locally, and will be working from 10am to 3pm five days a week. Jay worked in the City for many years; he has a keen interest in travel, science and politics with a

background in administration. He will be the first port of call for all inbound queries at CA House and you can email him at office@theca.org.uk.

Refer a friend

It is important that the membership of the Cruising Association continues to grow. With the recent press coverage linked to the campaign to improve the marking of static fishing gear and the information we have been sharing on Greek Regulations and their implementation, many more boaters should be aware of the CA.

The cruising season is the best time to encourage your boating friends to join. For every new recruit that you introduce, you will receive £20 to spend at the CA Shop, and the new member, if joining by a direct debit, will receive 25% discount on their first year's subscription. You can find the code for this on the members' area of the CA Website.

Fly the flag and take a photo

In our May newsletter, there was an item regarding the purchase of a secondhand CA burgee. Some of us also wear our defaced blue ensign with pride, remembering that we must first have obtained our warrant and hoisted our CA burgee – for those of you in doubt that is the triangular flag, not the square membership flag. When in harbour, if you wish to extend hospitality to other CA members, then hoist both the burgee and the membership flag.



The membership flag should only be flown when in harbour/anchorage. Please send photographs of the burgee, ensign and any events when CA members get together to office@theca.org.uk.

Support the CA

While you are away cruising and enjoying, I hope, good boating conditions, benefitting from your membership of the CA, perhaps you might consider that it is time to put something back into the Association. New members Lesley and Peter Young joined the CA this year and they have already volunteered to become the Lyme Bay Section Secretaries. I would like to welcome them to the Section Secretaries team and encourage all the members living in the Lyme Bay area to give them your support.

At a Section Event, you can enjoy the company of like-minded people. Our sections and groups are always pleased to receive offers of help. Involvement with provision of CA benefits of membership is a great way of getting more out of your cruising. There are also vacancies for the coming election of members of Council at our AGM in November. If you would like to know more about serving on Council, please contact Andrew Osmond, the Chair of Council, who will be pleased to give further information.

Where does that smell come from?

I'm not sure I agree with Vyv Cox's diagnosis of the origin of the rotten-egg smell from marine toilets (Cruising, March 2017). During twenty years as a chemist in large manufacturing plants, I became very familiar with the unpleasant effects of sulfate-reducing bacteria, which - in the absence of air - will convert sulfate (present at 2.7 grams/kg in seawater) to corrosive and foul-smelling sulfide. These specific bacteria are a major preoccupation for industrial plants and power stations that use seawater cooling systems.

Vyv Cox's experiment with bottles of seawater didn't go on for long enough, and starting with clean seawater it is quite possible that there weren't enough of the bacteria there to begin with. I also doubt if his samples became anaerobic in such a short time. But the bugs are probably endemic in stagnant marine toilet flush systems, and in my sailing experience it takes weeks or months - not 96 hours - for the problem to manifest itself. Unless you can flush the inlet side of the system with fresh water or bleach by disconnecting from the inlet seacock, prevention is well nigh impossible. The alternative is simply to open all the windows and hatches, keep those with sensitive noses above decks, and give the thing a good flush through. The smell will quickly dissipate.

I prefer the spelling "sulphate" myself, but the profession decreed some years ago that the American "sulfate" was to be the standard throughout the English speaking world.



**Norman Kean,
HLR Kinsale to Clandore**

REASONS TO BE A CA MEMBER

- Comprehensive, user-friendly website www.theca.org.uk with thousands of pages of information, advice and expertise, members' forums, boats and gear for sale and wanted, and much more
- World-class library of books, charts, pilots and logs in print and electronic form
- Discounts on key products and services
- Quarterly magazine
- Wide range of topical and authoritative publications
- RATS: the Regulations and Technical Services group fights to protect the interests of cruising sailors
- Convivial bar and excellent food at CA House
- Shared expertise: whatever your cruising plans, members will be able to help with experience and advice
- Area Sections covering key cruising grounds at home and abroad
- Honorary Local Representatives (HLRs) to help and advise visiting yachtsmen all over the world
- A crewing service matching skippers and crew
- Overnight accommodation available at very competitive rates at CA House only ten minutes from the City of London
- *The Cruising Almanac* published annually by Imray
- Winter season social, training and lecture programme

Liferaft servicing: your views

The liferaft article (Letters, March 2017) was as interesting as it was disturbing. The company was quite right in that all these things could have been fiddled with, but on balance pretty unlikely. May we all know who "NFG" was/is so we can go elsewhere if we so wish? Personally I don't care as my raft is serviced very satisfactorily in Greece and I do indeed watch it happen. But UK members might.

David Toynbee

Editor's note: We took the decision not to name the service agent, as the CA has no direct evidence that it was responsible. If you want to know more, please contact Mike Chamberlin and Cate Day, who wrote the article – their contact details can be found through the members' area of the CA website or the Yearbook.

"Our Liferaft Story" recounted in the March *Cruising* reawakened my own fears when it transpired that at a routine service of my own RFD six-man liferaft it failed to inflate on Cosalt's floor. The lanyard defied not just my pull but the combined efforts of Cosalt's engineer and myself, braced with feet against the canister. This failure to deploy in a real-life sinking on a dark night and rough sea would be the stuff of nightmares.

Cutting open the canister revealed a kink in the lanyard that was not flaked neatly in its plastic sheath. So in preparing to abandon ship – that most traumatic of experiences – having heaved the canister over the side from a rolling deck, it would have remained a useless floating object that could never have inflated. My anger with the servicing agent and even with RFD was unprintable, but produced no rational explanation more helpful than a Gallic shrug – stuff happens. Had there been a tragedy as a result of faulty packing then it seems to me there could be a real case of manslaughter to answer.

Our liferaft on *Ardeola* is stowed on deck in relative shelter aft of the wheelhouse, but of course the canister remains sealed between services, hence it is impossible to take a reassuring peek inside or a check pull of the lanyard. There is no means to justify one's usual reassuring smugness at having a newly serviced liferaft. But now a doubt niggles – how well has the liferaft been packed? This, rather than the more dramatic inflation is what we should try to witness, before the lid is resealed. Take a photo too.

The cause of my failure remains a mystery, but a possibility perhaps might be the movement of the packaged liferaft within its canister. *Ardeola* rolls a bit (a lot!) hence it may be that the liferaft, albeit neatly encased in its plastic wrapping, could slide around in the canister however well packed. The flaked lanyard lies on top of the package and so might, with repeated, even small excursions, become kinked or dislodged? It may be possible to minimise even this movement still further with some inert packaging material. It is usually possible to enlarge the pack with a few additional items: extra water, favourite sea sickness tablets (sucking Kwells is highly recommended), an additional led



torch, woolly hats... It is also worth pointing out that there might be an advantage in abandoning canister stowage in favour of a valise that would allow some inspection of that all-important lanyard.

So, watch it deploy, but see it packed too. (None of the above reflects upon my local Cosalt/Survitac in Plymouth whom I can wholeheartedly commend).

Paul Arnison-Newgass

I have always had good service from Suffolk Safety at Claydon. Some years ago I took my raft in for, I think, its second service only to have it condemned due to seam failure. It still had four or five years of its 10-year warranty to run but Suffolk Safety organised a new replacement at no cost.

James Littlewood

I have had a number of disturbing liferaft servicing problems in recent years. On one occasion the service centre said that some items had been missed from the inventory during a previous service; on another occasion the servicing agent (a different one) said that an essential part of the firing mechanism for the inflation trigger was missing and that the raft would not have inflated when triggered; on another occasion about a week after it was returned from the service centre I noticed that the two halves of the canister had sprung apart and a bag inside was slowly inflating. The gas cylinder was leaking but luckily the gas was being trapped by the plastic bag that housed the raft. The same raft was involved in each incident but four different service centres (all in the West Country).

An equally disturbing incident experienced two years ago was with an auto inflate lifejacket. The crew wearing it accidentally pulled the manual inflate toggle. The trigger worked, the gas was ejected with much hissing and frost appearing on the mechanism but the bladder did not inflate. Although the gas bottle was securely screwed into the trigger housing there was a leak at another joint and the gas just escaped to the atmosphere rather than inflating the bladder.

I now am very sceptical about these safety items. They are not to be relied upon. Stay on board, stay afloat and don't catch fire!

Terry Marks

LAST CHANCE TO ENTER!

Win a trip to Venice



Mention Venice and without exception your audience will suddenly become very enthusiastic as well as eager to know more about this famously romantic destination.

And mention Venice to a CA member and you can double the response.

As a water city, Venice is the ultimate destination, whether you are visiting by boat, train, or plane. And CA members have the chance of winning either a week's stay in the hotel next to Venezia Certosa Marina or two weeks' berthing in the marina.

The marina – www.marina.ventodivenezia.it – is situated on Certosa island, just 15 minutes by water taxi from the city and the lagoon. The island is a spectacular 24-hectare destination in itself – less than one square mile – and, as well as the hotel, there is also a chandlery next to the marina. Plus, there's a boatyard turning out traditional Venetian craft and offering services to boat owners.

The 300 moorings provide a home for craft up to 60m long, and deep draft yachts are protected by a 4m wide breakwater.

Venezia Certosa Marina is just 50 miles from Croatia and offers year-round land and berthing rates attractive to all boat owners. An 11-metre boat for instance, will cost around €4,000 all in, with an additional 8% discount off that exclusive to CA members. The discount is 10% for seasonal moorings.

Imagine keeping your boat in Venice, making the most of cheap flights to and from the UK by a number of airlines (£57 return

with BA for instance) and being able to wander around this wonderful city when the antifouling is done or you are laid up for the winter.

The marina will also offer extras for our members: three nights' accommodation in the hotel if you are lifted out for a month or more, or three nights for the price of two in a marina berth during the season.

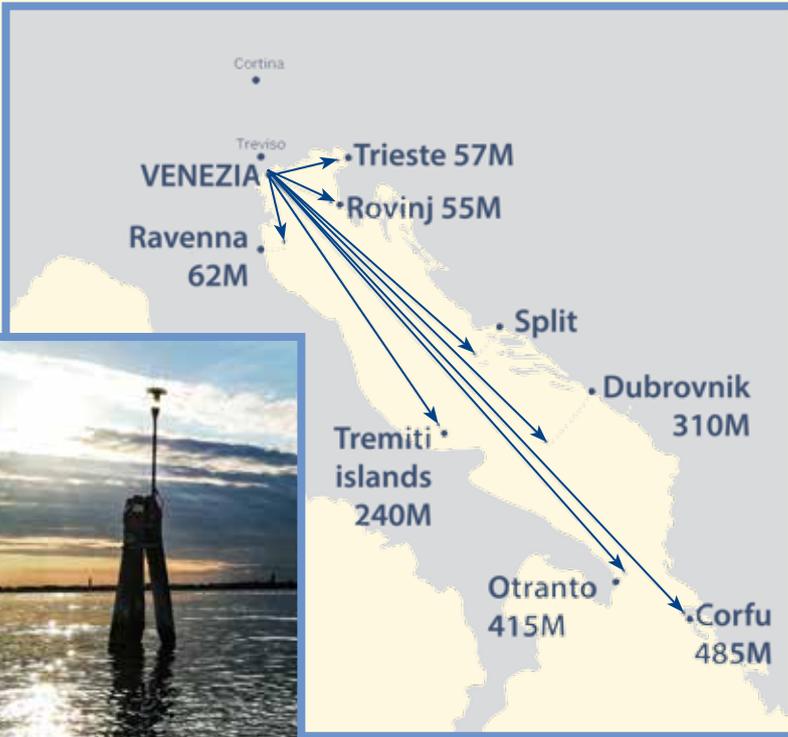
The city of Venice

Venice offers something for any traveller, whether a cruising sailor, a young sightseer, or a weekend destination when your boat is tucked up for the winter and you are in need of a bit of culture, art, museums and vibrant ambience.

I first visited as a young backpacker and loved it so much I have been back on numerous occasions. You never become bored with the architecture, the great Gothic *palazzi* and lively wine bars. And you are never more than a bridge or alley from another fantastic route along the hundreds of waterways.

Spring and summer bring thousands of visitors to this city, but you don't have to join the throng. Venice is just as beautiful on a bright winter's day. And the weather in late October/November means you can still eat outside and watch the world go by. Having your own boat there means you can visit the city and see the sights, but still go home to the peace of your home on the water.

VENEZIA CERTOSA MARINA



Venice film festival, taking place at the end of the summer, is a vibrant event, but there are also many sailing festivals and races in the sheltered waters of the lagoon, with spectacular views for visitors. Then there's the June to November Art Festival or Architecture Festival in alternating years, and local events such as the Festa del Redentore, in the third weekend in July, when the whole city and lagoon are lit up by fireworks.

I think walking around the city is the best way to explore. Up and over tiny bridges, following tiny alleyways through hundreds of paths and happening across such famous landmarks as the Bridge of Sighs and the beautiful St Mark's Square, the religious and political centre of Venice.

Then of course there is the famous casino (use your winnings to take a gondola back to your boat); the Grand Canal, a two-mile thoroughfare marking the historical importance of the route from the railway station to San Marco; and the "secret" wine cellars where the locals go.

The music scene in Venice is also something different whether you are into classical music or not. Enjoy the music of Vivaldi in the city where he wrote much of his music, with the Venice Baroque or La Fenice orchestras, or chamber music

with performances by the Società Veneziana dei Concerti.

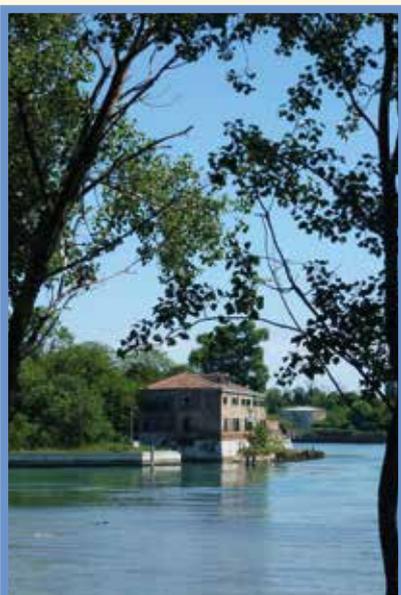
Staying at Venezia Certosa Marina means you can also explore the numerous other islands around the lagoon. Try Lazzaretto Nuovo – a quarantine island and unknown piece of history that helped to end the Bubonic Plague (Black Death) in the 14th century when more than 100 million people died. Or there's Sant'Erasmo, the location of a tiny vineyard producing no more than 15,000 bottles of superb wine sold worldwide every year.

There is so much to see, hear and enjoy in Venice. A couple of days is just not enough. So if you are looking for a year-round berth for your boat, you could soak up a bit of culture every time you step aboard.

The competition

All CA members are eligible to enter the competition. Fill in an entry form at any CA event at CA House, at a regional boat show (see page 4) or CA section event between now and the end of June, or send us a photograph of your boat flying the CA burgee, wherever you are in the world. All entries must be received by the end of June 2017.

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Out and about with the CA

If you'd like to meet some of the CA's hard-working staff and volunteers this summer, they will be out and about at a number of the regional shows. There have already been very successful visits to the Beaulieu Boatjumble, Poole Harbour boat show and the ARC Bluewater weekend.

You can use the opportunity to enter our Venice competition before the end of June (see page 12) or buy CA-branded clothing.

London On-Water at St Katharine Docks, June 8-11.

Northern Boat Show, Salthouse Quay, Liverpool, June 23-25.

Western Boat Show at the Bristol Harbour Festival from July 21-23.

Southampton Boat Show September 15-24

London summer suppers

Will you be in London over the summer? Why not come along to one of the CA London club suppers? Dates for your diary are:

- June 7
- July 5
- August 9
- September 6

Our suppers are quite informal. Timing is 7pm for 7.30pm. Venue CA House. Guests are welcome. One, two or three courses are available depending on how hungry you are. Order at the bar, and we'll pull a few tables together for a sociable evening.

Please let us know if you plan to come along by emailing Jeremy on reception@theca.org.uk by 5pm the day before the event. It's a great help to the catering planning. Mention if you would like a vegetarian option or have any special requirements.



CA stand at Beaulieu Boatjumble

News in brief

Don't sell that CA flag

If you are thinking of giving up your CA membership, please do not sell or pass on your burgee to non-members. Recently two non-members bought a second-hand burgee at Beaulieu boat jumble and mentioned they were hoping to use it to get a discount at a marina in Preveza in Greece. We work hard to gain as many member benefits and discounts for our members as possible. This is undermined if non-members are also able to benefit.



Keeping on sailing

CA member Howard Steen has made a short but inspirational documentary film, featuring two friends on a sailing trip to revisit a mountaineering adventure of their youth. The project, three years in the making, features not just the landscape of the west coast of Scotland but also personal determination to keep enjoying sailing despite a serious long-term disability. You can view the film at www.theca.org.uk/node/33016.

Logs, blogs and photos

Once again, we'll be looking for entries for the CA's annual competitions for the best logs written or photos taken by members. Start your writing and picture taking for the 2017 contests now! Full details of how to enter are on MyCA at www.theca.org.uk/library/logcomp.

CREW: "I completed the Competent Crew course in Nov 2015 (during storm Barney – which was great fun), on a Jeanneau 37 in the Solent. This was my first taster and the bug has now bitten hard. I'm very fit and able, have a practical mind – ex engineer, a sense of adventure and enjoy the company of others. Although sailing experience is my priority, any type of boat experience would be welcome."

Find crew... or a skipper

The CA's Crewing Service puts skippers in touch with crew and crew in touch with skippers.

We have an online database, and there's just a taste of what's on offer in the quotes here. We also hold crewing evenings in the winter

To read the full entries, and more, go to www.theca.org.uk/crewing/welcome – or check the crewing forum at www.theca.org.uk/forum/members/crewing

SKIPPER: "My boat was first in to the shed in Germany where it has been overwintering, and will be last out. My usual crew will probably join me for a couple of weeks and my wife will later join me for three or four weeks. I have a vague idea that it would be fun to sail from one jazz festival to another within Denmark, and perhaps take in some of Sweden as well."



Logging the winners

Former *Cruising* editor **Cathy Brown** took on the task of judging the CA's log competition. She describes the many pleasures of reading the logs and blogs submitted

First of all I would like to say how much I enjoyed reading all the logs. Thank you to everyone who sent in an entry; there were 28 in total. They covered an extraordinary range, both in size of boats – ranging from not much over 20 feet to just under 60 – and in geographical location.

The Med and the Baltic were the best-represented cruising grounds, but there were also European Inland Waterways, the waters around the British Isles, the Atlantic seaboard of Europe, and crossings of both the Atlantic and the Pacific.

Faced with such diversity, it's quite a dilemma to choose between logs – which is more important, the ambition of the voyage, the quality of the writing, or the amount of practical information included?

I took the view that, since the speciality of the CA is providing practical information for cruisers, I would use the question: "How much useful information is there to help others setting out into the same waters?" as my tie breaker.

Please don't feel disheartened if you did not win a trophy this year. I wish I could have given you all a prize.

The only disappointment was that there were no entries for the Dingle Cup, which is awarded for the best log of a cruise, or story about a cruise, submitted by children of CA members, and no entries either for the *Yachting World* Family Cruising Award, for the best log of a family cruise, including one or more children under 16.

Reflecting the membership of the CA, most of the entries were from people of mature years – after all, it is the retired who have the time to embrace the cruising lifestyle. But we need to inspire the younger generation. So if you are cruising with under-16s this year, do please remember both these trophies. They deserve much more support!"

PBO Award

Awarded by Practical Boat Owner magazine for the best photographic log of a cruise for the duration of one week.

The week can be taken from any part of a longer cruise. This was the case with the winning log, submitted by Alison and Julian Cable, who spent the season making an anti-clockwise circumnavigation of Ireland in their 22ft 6in gaff cutter *Robinetta*, which dates from 1937.

A small boat like *Robinetta* is particularly suited to exploring the shallow and tricky waters of the west coast of Ireland, "threading through a maze of islets and rock strewn passages," as they put it. Their log for the week from May 28 to June 3, which starts in Inishmurray, off the south side of Donegal Bay and ends at the appropriately named Finish Island, makes a delightful read.

It is accompanied by numerous lovely photographs, and an essential chart showing the route taken and places visited. There is lots of helpful information, and the log clearly captures the couple's sheer enjoyment of the voyage. I am sure PBO's readers will also enjoy it in due course.



Left, the header shot from Janey Devine's log *Circling the Baltic*, which won the Dolphin Cup. Above, Cathy with Dugon Cup winner Philip Crockatt. Below, Hanson lecturer Dave Selby with Alison & Julian Cable who won the PBO Award



Dugon Cup

Awarded for the best log of a cruise of any duration in a vessel of not more than 32ft LOA.

This award underlines the fact that it is not necessary to have a large modern yacht with all the comforts of home to enjoy exciting adventures afloat.

This year's winner is Philip Crockatt for his log entitled *The Sea-Road to the Isles*. Philip decided to celebrate the double landmark of his 70th birthday, and his retirement, by sailing his Rustler 31, *Sparkler*, from her home port, Yarmouth, Isle of Wight, to Ardfern, Western Scotland.

As well as lots of useful, practical information about the passage planning and sailing, leg by leg, Philip also muses on his motivation for making the voyage, and the delights of having "followers" ashore in the days of AIS and text messaging. The log is well illustrated with both photographs and chartlets, putting each leg of the journey into context. It is an absorbing account of an ambition realised.



Love Cup

The Love Cup is awarded for the best log of a cruise of under 30 days' duration.

I have awarded it to Viv and Linda Fox, and their crew members Fraser and Maggie Haddow, for their account of a "beyond the Baltic" cruise in their Nauticat 331, *Tempus*.

The log starts on July 24 in the Finnish port of Hamina, close to the Russian border. Having met an Australian who was heading to the Finnish Lakes for the Savonlinna Opera Festival, they were inspired to do the same – and booked tickets for *La Bohème* on August 2.

Getting there in time involved navigating through Russian waters and along the Vyborg canal, and the log recounts, with some humour, the practicalities of dealing with Russian bureaucracy, and the delights – or otherwise – of the locks, harbours and other challenges they met long the way.

Again, there are plenty of delightful pictures, to inspire readers to follow their intrepid example, and the vital map, to put all those exotic place names into context.

Dolphin Cup

The Dolphin Cup is awarded for the best photographic log of a cruise.

This is another hotly contested category, and it is no surprise that with today's technology, using phones, drones and video, as well as conventional cameras, just about all cruising yachtsmen are offering stunning pictorial records of their trips.

However, I had little hesitation in awarding the trophy to Janey Devine,



for her log entitled *Circling the Baltic*, also compiled in a new technology format, using Adobe Spark. It illustrates the travels of *Sirenuse*, a 31ft Hallberg-Rassy, from Sweden to Estonia, Finland, Åland and back to Sweden, and it's just stunning.

Lacey Trophy

The Lacey Trophy is awarded for the best member's website or blog covering cruising in the year.

The Lacey Trophy posed my biggest dilemma, with several worthy contenders, extremely well-written and presented. But some perhaps concentrated more on what they found and did when ashore than on the sailing itself – travelogues rather than yacht logs.

After much deliberation, I decided to award the trophy to Stephan Strobel for his log of his voyage in *Easy Rider*, a Bowman 40, homeward bound from Ålesund in Norway to Falmouth in England.

It is beautifully written, packed with information – I was pleased to see Lat and Long positions for stopping points, for example – and as well as excellent photos there are also useful route chartlets. This really would be a very good starting point for anybody seeking pilotage information about making a similar passage.

Hanson Cup

The Hanson Cup is awarded for the best log of a cruise by a CA member – in other words, the best of the best.

It did not take too much deliberation to realise it ought to go to Lionel Sole and Elsie Downie for their log, entitled *Lionel and Elsie go Sailing*, following their whole year's adventures on their Dufour 40, *Ruby Tuesday*.

Remarkably, *Ruby Tuesday* began 2016 exploring the Canary Islands. In March,



Some winners couldn't receive their awards at the Hanson lecture. Far left, Viv Fox, who won the Love Cup with his wife Linda, in Finland last summer. Above left, CA president Judith Grimwade presents the Lacey Trophy to Stephan & Madeleine Strobel. Above, Hanson Cup winners Lionel and Elsie on arrival in Barbados

she was back in mainland Europe, cruising Portugal and Spain. She went through the Straits of Gibraltar in April and spent May in the Balearics, June in Italy and July and August in Greece.

By September she was back in Gibraltar, October back in the Canaries, and in November she was in the Cape Verdes, preparing for an Atlantic crossing. By the end of the year she had safely arrived in Barbados, having logged considerably in excess of 10,000 miles for the year – a truly remarkable achievement.

But it is not just the distance travelled that impressed about this log. It is packed with useful, practical information and observations about all the places visited, good pictures and maps and all the other essentials. And what shines through it is the authors' sheer excitement and enjoyment of their cruising life. It is a truly inspiring read.

■ *An extract from Lionel & Elsie's blog begins on page 42.*

Dingle Cup: *Awarded for the best log of a cruise, or story about cruising, submitted by a young person (under 16 at the end of 2016). No winner this year.*

Yachting World Family Award: *Awarded for the best account of a family cruise, including under-16s. No winner this year.*

Could you be a winner?

The log contest is open to all CA members and there is full guidance on the the members' area of the CA website. Start writing now & get your entry to us by the end of December 2017. All logs are published at www.theca.org.uk/cruising_info/logs



Settling down with a cat

Many ageing cruisers turn to motorboats. But for committed sailors **Rachel & Paul Chandler**, there was a better option...



In 1988, when we first started sailing *Lynn Rival*, little did we know that she would become a long term part of our lives. We were soon hooked and spending all our free time aboard her in the Mediterranean, saving hard

and dreaming of the day we could go bluewater cruising. Two decades later we realised that dream, adopting a "soft pencil" approach to our cruising plans and a determination to maintain and equip *Lynn Rival* as best we could afford.

spending more time at anchor. But we still like to go off the beaten track, which usually means roly anchorages or those where deep-draft yachts can't go. It will be nice to have more and better ventilated space inside and room on deck for solar panels. (At times it's a struggle to keep our fridge and computers going without burning fuel.) There are many other considerations: space on the aft deck for a hard dinghy is one.

Though little discussed between us we cannot ignore the hard fact that nothing is forever and one day we will have to move on. Preferably we'll jump before we are pushed! We don't want *Lynn Rival* to end up abandoned and neglected by her elderly owners, like some cruising yachts we've come across in remote locations.

Over the next few months we'll be bringing *Mystic of Holyhead* up to our standards – renewing and refurbishing everything from the battery management system to the curtains – and selling dear *Lynn Rival*. Once those challenges are met we'll be learning to sail a cat. Our little experience was on a Dart back in 1983, and Paul sailed a Shearwater (those Prout brothers again!) in bachelor days. No doubt it will take time for us to learn how to get the best out of *Mystic*. Only then will we know if we've made the right decision...

We've always valued *Lynn Rival's* seakindliness and strong sailing qualities. By modern standards she doesn't have very spacious accommodation – and ventilation in hot climates is an issue – but we've never seriously considered changing her. We know her inside out and are confident that if we look after her, she will look after us.

Thoughts of the day we will have to move on have obviously been stirring in the back of our minds. Every time we sit in a roly anchorage, undecided whether to lay a second anchor or just put up the leecloths, we wonder if there could be an alternative to our robust, go-anywhere cruising monohull, which could be more fun? So when by chance we met a man selling a Prout Snowgoose catamaran, and at a price we could afford, we were intrigued enough to look over her. This was the trigger that culminated in us buying *Mystic of Holyhead*.

We were impressed by the robustness of the construction, the spacious accommodation, the deck space, the shallow draft, the stability at anchor and much more, but would we be confident and happy sailing her? It was reassuring to find that Snowgeese are proven bluewater cruisers despite being designed by canoeists (the Prout brothers). And we were beginning to justify the move to ourselves. Although we intend to carry on blue-water cruising we are inevitably slowing down and



For sale: Rival 38A (1981)

Lynn Rival is a thoroughbred blue-water cruiser, built by Rival Yachts Ltd/Southern Boatbuilding Co Ltd in 1979 then fitted out in King's Lynn, Norfolk by her first owner and launched in 1981. Full specification and sailing history can be found at www.lynnrival.org. She is in very good condition, well equipped and maintained. In 2011-12 she had a full restoration after her ordeal at the hands of Somali pirates. Her hull was Coppercoated and topsides professionally painted with Awlgrip. The refit included new standing and running rigging and guard wires, new sails and canvas work, new teak decks, toerails and grab rails, full engine overhaul, replacement of batteries and major electrical wiring and repair/overhaul of all retained equipment. The interior refurbishment included new headlining and upholstery, varnishwork throughout, and complete galley and heads rebuild. Location (from July): Tagus Yacht Center, Lisbon. **£40,000 (VAT paid)**. Email: chandlers@lynnrival.org.



Paul is a civil engineer and Rachel an economist. In 2007 they retired and set off to explore the world. In October 2009 they were kidnapped by Somali pirates and held hostage for more than a year. They recovered *Lynn Rival*, restored her, and set off again on their interrupted cruise. They are very active members of the CA's Blue Water section.



Photos of board games, left, by Peter Griffin; Carrefour, right, by Lionel Allorge; sunset drinks, below, by Philip Giles

Where does the time go?

Cathy Brown often wondered how cruising sailors filled their time on board. Now she wonders how they find time to go sailing



What do you **do** while you're on the boat? It's a question often asked of liveaboard cruisers. I asked it myself, in my journalist youth, interviewing a couple who had just returned from a circumnavigation.

Although I loved sailing, I could only imagine that spending three weeks at sea, crossing an ocean, might be well, a bit boring. She explained that she found making bread both a useful time filler and vital morale booster. He said working out sextant sights kept him interested and occupied – and there were always little jobs to do on the boat. Not to mention fishing...

Over the years, the technology has changed, and friends who crossed the Atlantic more recently watched a daily movie on DVD, perhaps to fill the time freed up by glancing at the GPS rather than doing sextant sums.

We never aspired to ocean passages, but have enjoyed living aboard for weeks at a time, cruising round Britain and Ireland, for example, or down to the Spanish rias. I spent a lot of time running a blog, so friends and family could follow our travels. It's also a great keepsake for us.

Passage planning, too, is great occupational therapy on that sort of cruise. Where to next? Deciding involves many happy hours of poring over pilot books, working out tides, programming the plotter, and so on. But still there are many hours of frankly not doing much, whether it's sitting in the cockpit as the boat eats the miles, or staying in the marina, waiting for the right weather.

Generally speaking, the chores aboard take longer than they do at home. You have to walk ashore to the showers. Without a car, you have to walk to the shops, and you have to go shopping more often, because you are limited by what you can carry.

Exploring ashore is one of the great pleasures of cruising, whether on foot or by bike – or even just sitting in the cockpit, taking in unfamiliar surroundings. Most cruising folk, wherever in the world, are keen bird and wildlife watchers – and photographers, too.

Deciding where to go next involves many happy hours of poring over pilot books, working out tides and programming waypoints

But what about the times when the weather dictates staying below, with all these activities frustratingly off the menu? Some people watch television. We took one with us for the first time on our round-Britain trip, but we only switched it on twice, and that was for the weather forecast.

Somehow it just didn't seem right. We found that we preferred our established afloat diet of BBC Radio Four, dictated by the Shipping Forecasts. We aren't even great ones for music on the boat, preferring to listen to the sounds of the birds and the waves.

Look round any anchorage and you'll see people tapping away at their phones, Kindles or i-Pads – and isn't it great, no matter where you are in the world (subject always to the vagaries of wifi or 3G) to be able to stay in touch with home, keep up with the news, download a newspaper or a new novel, or indeed a crossword or sudoku – puzzles keep many happily engrossed for ages.

Or there are good old board games. Some people use time afloat to hone chess skills, for example. And we know we are not alone in our addiction to Scrabble, played extremely competitively, over a glass of wine.

And talking of wine, one of the nicest diversions on any cruise is meeting new friends. Go into a harbour or anchorage, flying your CA burgee, and you are sure to find like-minded company. Many a happy hour will be spent comparing adventures, swapping ideas of the best places to visit.

Really, there's so much fun to be had on the boat, it's a wonder we find time to go sailing!

Cathy, a former editor of *Cruising*, sails with her husband Richard on their Arcona 410, *Brave*. In this and previous yachts they have raced and cruised extensively from Spain to Sweden and sailed around the UK and Ireland

