



# The Cool Route

## Cruising Preferences Survey



## Acknowledgements

In undertaking this study, the Cool Route Lead partner- Hincks Centre of Entrepreneurship Excellence at Cork Institute of Technology, was the beneficiary of a very wide range of advice and assistance from all the Cool Route Project Partners and Associate Partners.



The study is very wide ranging in terms of its research agenda and in the geographical areas covered. We are extremely grateful to the very many Sailing Clubs and similar organisations throughout Ireland, Northern Ireland and Scotland, together with similar bodies in England and Wales, who were of key importance and assistance in bringing the research platform to the international attention of different sailing and cruising communities.

Similarly, our deepest gratitude is extended to all who invested the time and effort - always very conscientiously, to complete the survey and especially for the hundreds of rich qualitative comments, which were made in support of different sections and which due to their immense value are all carried in the text.

A handwritten signature in blue ink, which appears to read 'Breda Kenny', is written over a thin horizontal line.

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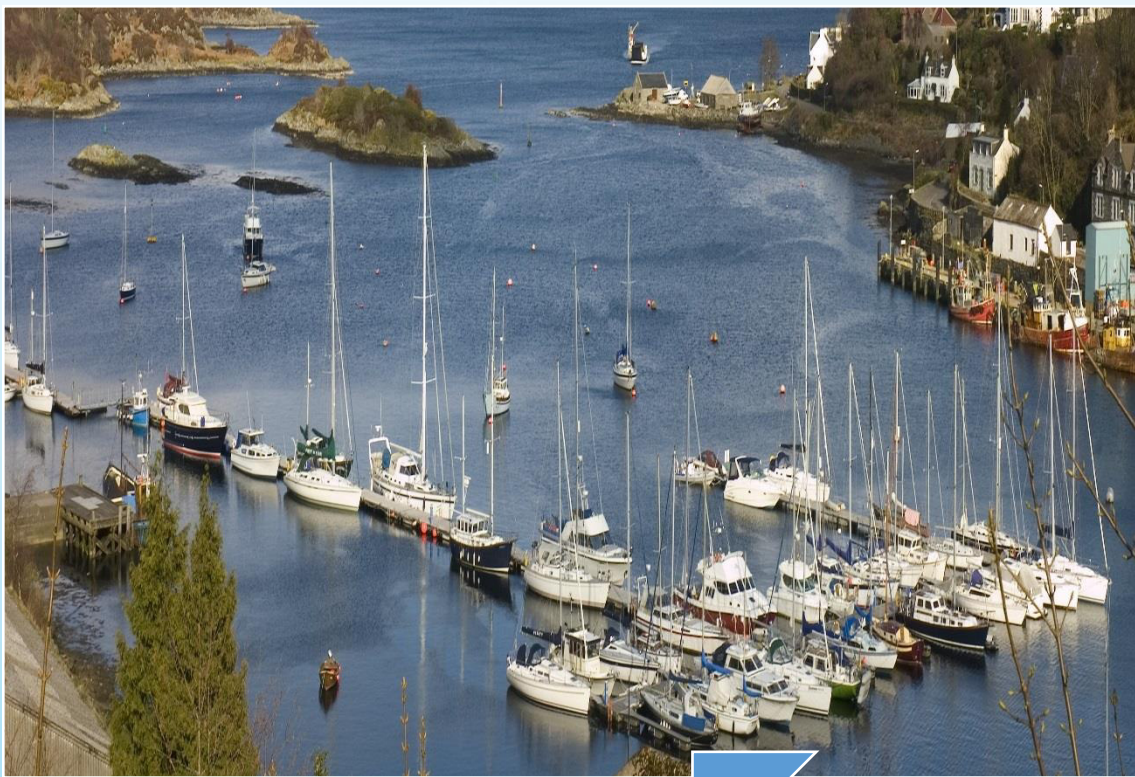
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# Introduction

The Cool Route project is co-financed under the Interreg VB Northern Periphery and Arctic Programme and brings together a wide range of partners and associate partners, from Research Institutions, Local Government, Private Enterprise and Sailing Institutions.

The project is examining all aspects of promoting private yacht and motor-craft cruising off the Northern Western Seaboard of the European Union, the Faroe Islands and Norway. The ultimate focus of the Cool Route is on small enterprises in peripheral locations of the Northern Periphery and Arctic Zone- on coastlines stretching clockwise from Cork in Southern Ireland, via Northern Ireland, Western Scotland, the Faroe Islands and north to Tromsø in North Western Norway.

Private Yacht cruising is a multi- billion euro Industry and enjoys very large participation worldwide. However, while there are abundant publications on all technical, navigational and other operational aspects of this sport or leisure pastime, very little by way of research has been published on the views, needs and preferences of those participating.

To contextualise the research, the Cool Route project ([www.sailcoolroute.eu](http://www.sailcoolroute.eu)) has a number of discrete deliverables in terms of:

1. A **Logistics Study**, which is cataloguing all of the route stopping points and undertaking gap analysis in terms of missing stopovers at intervals of 25 nautical miles and missing facilities at existing stopovers
2. A **Marketing Plan** designed to market the Cool Route as a global destination of choice to cruising skippers and crews
3. A **Business Plan** aimed at looking at the economic and business operational aspects of the route
4. An **Informational and Booking System** delivering a service to voyagers in terms of stopovers, things to do and see and
5. A **Realisation and Commercialisation Strategy** to ensure that following the European Project, the Cool Route will continue to develop as a viable economic entity.

Faced with these tasks, the project consortium undertook its own primary research to establish a clear overview of the Yacht Cruising Sector, its views, preferences, needs and recommendations. The findings of that work are contained in this report.

# Study Methodology and Locations of Respondents



## Study Methodology and Locations of Respondents

The methodology employed for this study was that of an online survey. The survey is based on a Lime Surveys platform which is operated by the Cool Route Lead Partner Cork Institute of Technology. The survey undertaken is cross-national and directed primarily at the Cool Route partner countries and at key source markets in other areas of these countries and in third countries.

In designing the content of the survey, the lead partner collaborated closely with all partners in the framing of the survey instrument, individual questions and in designing multiple choice answers, with ample provision also for the input of qualitative comments by respondents.

Respondents by % and by Nationality

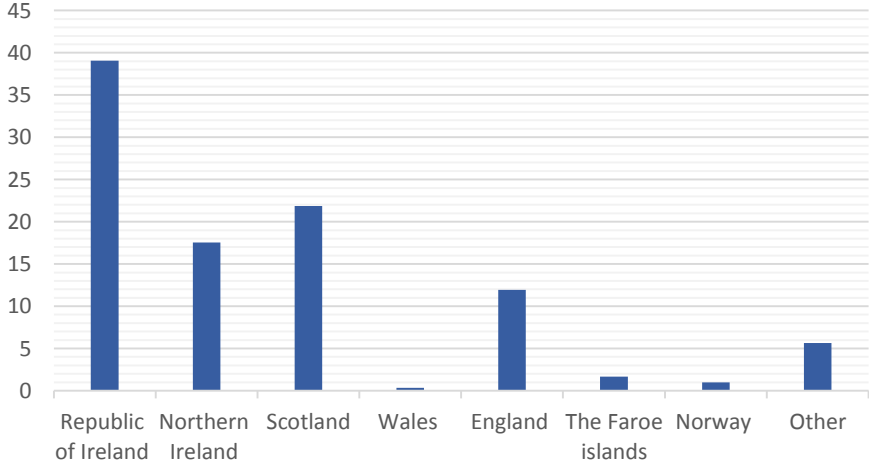


Figure 1: Nationality of Respondents

The survey was launched in October 2015 and ran until the end of March 2016. The target number of total responses was set at 400 from across all of the partner countries. While all of the survey questions were in English, the tool provided instructions in the different programme languages throughout each section.

A total of 502 useable responses were received. Sailing yachts accounted for 85% of all responses, 9% came from Motor vessels and the balance of 6% did not indicate whether their vessel was a motor or a sailing vessel.

Respondents to the survey hailed from a wide range of locations both on and off the Cool Route as can be seen from the alphabetical list in Figure 1 of the main ports nearest to respondents.

Therefore, the survey is representative of a wide cross section of locations and Cruising Communities.

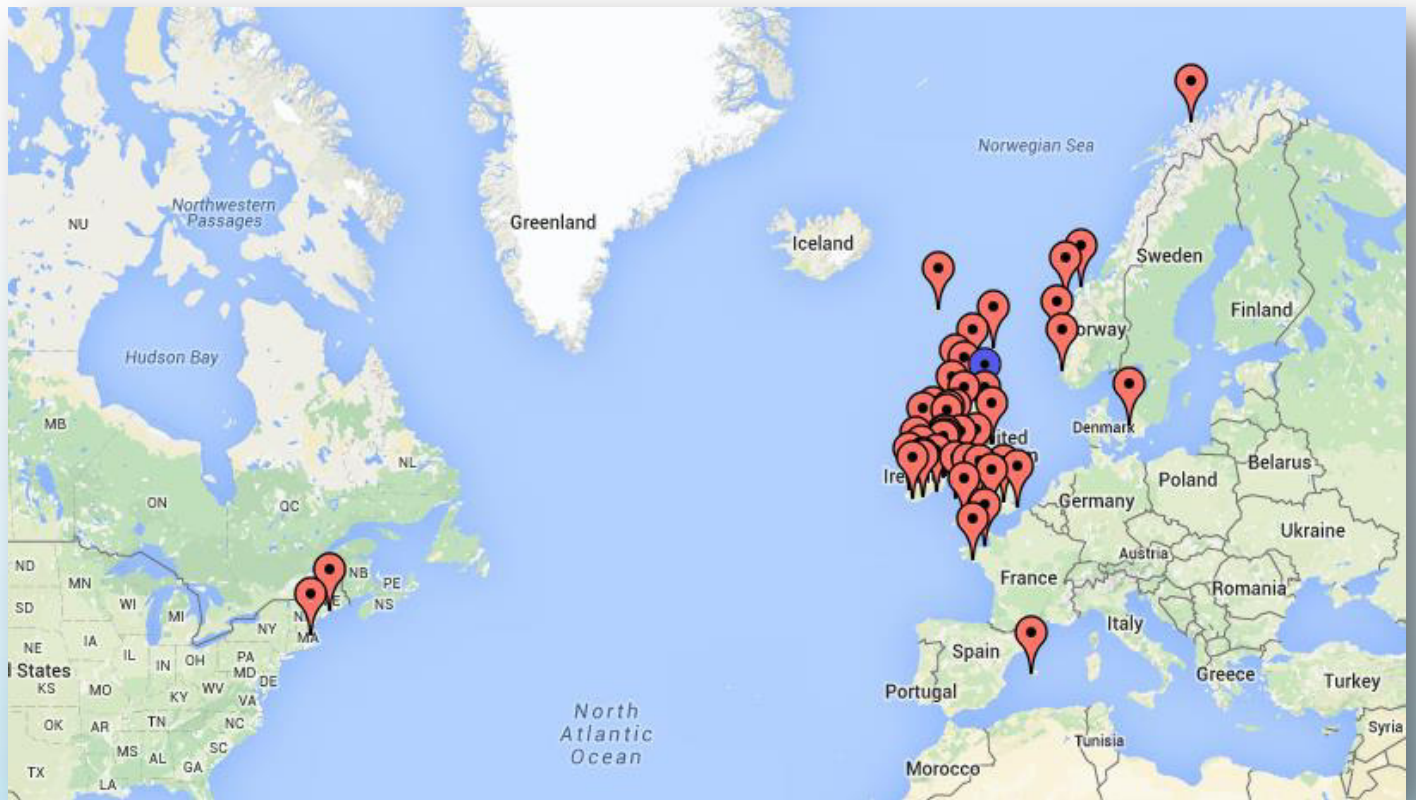
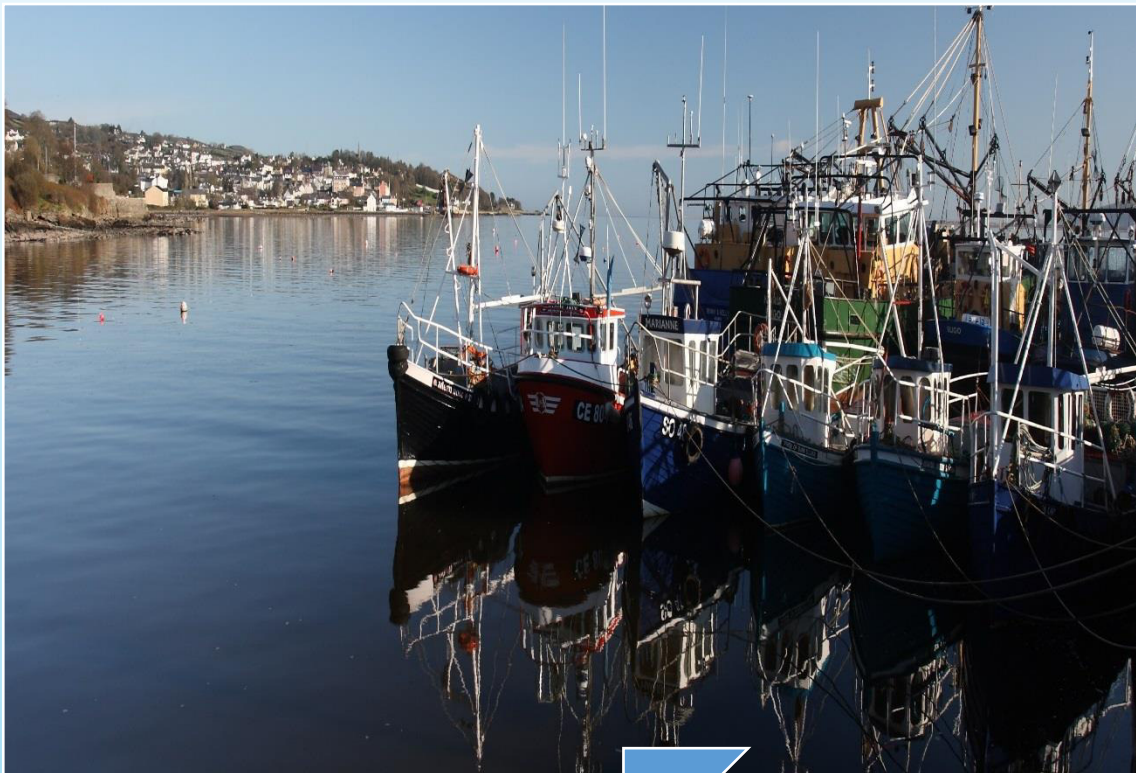


Figure 2: Ports in Close Proximity to Respondents

- |                      |                     |                      |                      |                    |
|----------------------|---------------------|----------------------|----------------------|--------------------|
| <b>Aberdeen</b>      | <b>Dover</b>        | <b>Limerick</b>      | <b>Killybegs</b>     | <b>Saint Malo</b>  |
| <b>Ålesund</b>       | <b>Dublin</b>       | <b>Dún Laoghaire</b> | <b>Kristiansund</b>  | <b>Southampton</b> |
| <b>Bantry</b>        | <b>Dunmore East</b> | <b>Eyemouth</b>      | <b>Lerwick</b>       | <b>Stavanger</b>   |
| <b>Belfast</b>       | <b>Fenit</b>        | <b>Galway</b>        | <b>Liverpool</b>     | <b>Stranraer</b>   |
| <b>Bergen</b>        | <b>Glasgow</b>      | <b>Greystones</b>    | <b>London</b>        | <b>Stromness</b>   |
| <b>Boston</b>        | <b>Helsingborg</b>  | <b>Holyhead</b>      | <b>Lorient</b>       | <b>Swansea</b>     |
| <b>Bristol</b>       | <b>Inverness</b>    | <b>Killybegs</b>     | <b>ME USA</b>        | <b>Torshavn</b>    |
| <b>Camden</b>        |                     | <b>Kristiansund</b>  | <b>Milford Haven</b> | <b>Tromsø</b>      |
| <b>Carrickfergus</b> |                     | <b>Lerwick</b>       | <b>North shields</b> | <b>Ullapool</b>    |
| <b>Cork</b>          |                     | <b>Liverpool</b>     | <b>Oban</b>          | <b>Wicklow</b>     |
| <b>Derry</b>         |                     | <b>London</b>        | <b>Palma</b>         |                    |
| <b>Douglas</b>       |                     | <b>Lorient</b>       | <b>Plymouth</b>      |                    |



# Survey question groups, questions and findings



**Survey question  
groups, questions  
and findings**

The initial set of questions related to the vessel types in terms of their size and draft.

## Vessel Types

Vessels sizes displayed a marginal variation with the majority of all vessels being under 14 metres and about 10% of vessels being over 14 metres (Figure 3)

As might be expected the draft of vessels broadly correlates with their length and a second question in this group referred to draft, in the unlikely circumstances that vessels of exceptional draft might experience unexpected difficulties in berthing within facilities along the route.

Vessel drafts were shown to be generally within the expected parameters and the results are illustrated in figure 4 below. It is

noted, as expected that the majority of these craft require a water depth of up to two metres. This is the norm and is well accommodated on most marinas and pontoons, which are designed to take vessels with modern keel sizes.

It is however also of note that a number of larger vessels in excess of 20 metres completed the survey, these vessels will have drafts which are at times in excess of 5 metres and can only berth at designed deep draft facilities.

It is therefore recommended that the Cool Route project undertakes further research and analysis on the specific requirements of super or mega yachts. Usually, these craft have very adequate launches to embark and disembark passengers. What is needed are pontoon facilities, to berth these launches, together with heavy duty mooring buoys in locations where ground conditions may be questionable for anchoring.

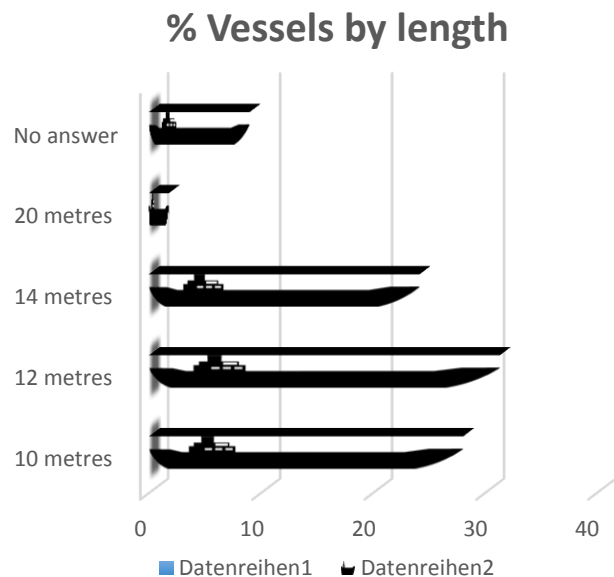


Figure 3: Vessel Length Breakdown

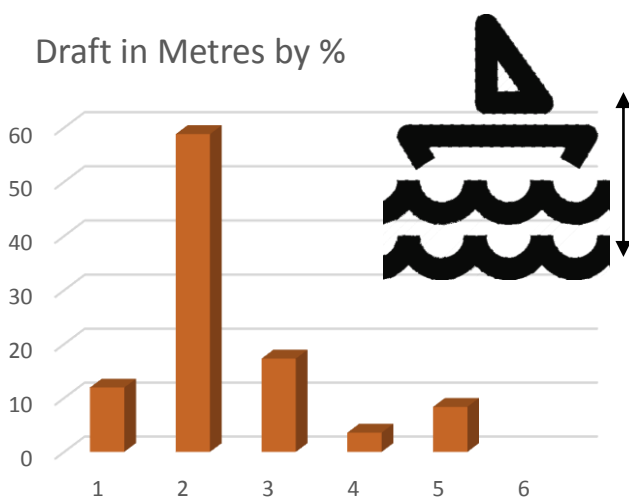


Figure 4: Draft in Meters Breakdown

and analysis on the specific requirements of super or mega yachts. Usually, these craft have very adequate launches to embark and disembark passengers. What is needed are pontoon facilities, to berth these launches, together with heavy duty mooring buoys in locations where ground conditions may be questionable for anchoring.

## Vessels carrying AIS transceivers and receivers.

The survey provided an excellent opportunity to get a measure of the percentage of private cruising vessels now carrying Automatic Identification System (AIS) equipment. The carrying and continuous operation of an AIS Transponder is mandatory for designated commercial and fishing vessels, but is only mandatory in private yachts of over 300 tons.

Notwithstanding the legal requirements, private yachts of all sizes, on a purely voluntary basis and mainly for safety reasons, now carry AIS equipment. Some of this is simply receiving equipment, which can receive and interpret the AIS transmissions of other vessels and showing the name, call sign, course, speed and likelihood of a collision with these transmitting vessels. Other yachts go the full distance themselves by fitting AIS Transceivers, which both broadcast and receive an AIS signal, thereby being aware of other vessels and also advising all other AIS equipped vessels, within range, of their presence.

Figure 5 shows that 40% carry AIS receivers and 23% carry transponders. This is useful information in terms of the calculations of all vessel numbers in an area and is also a statistic likely to increase as AIS become more prevalent as a safety measure and navigational tool in the private cruising sector.

### Vessels with AIS Transponders or Receivers

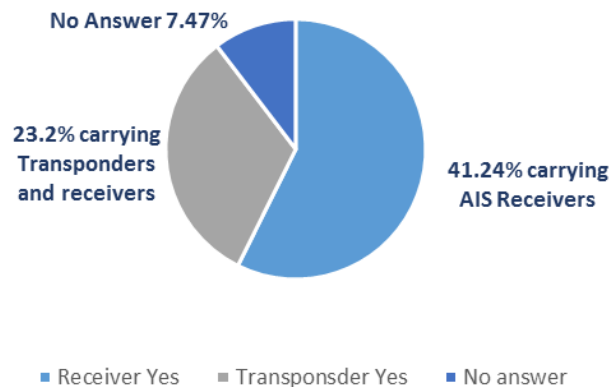


Figure 5: Vessels with AIS Transponders or Receivers

Figure 5 shows that 40% carry AIS receivers and 23% carry transponders. This is useful information in terms of the calculations of all vessel numbers in an area and is also a statistic likely to increase as AIS become more prevalent as a safety measure and navigational tool in the private cruising sector.

## Cruising - Patterns and Preferences

The next set of questions address the preferred duration of cruising asking skippers how long and how far they ideally wished to travel.

The first question addressed the preferred duration of a cruise. Obviously people like different durations at different times, but the survey asked them to generalise in terms of what they would usually consider as the duration of a cruise for them.

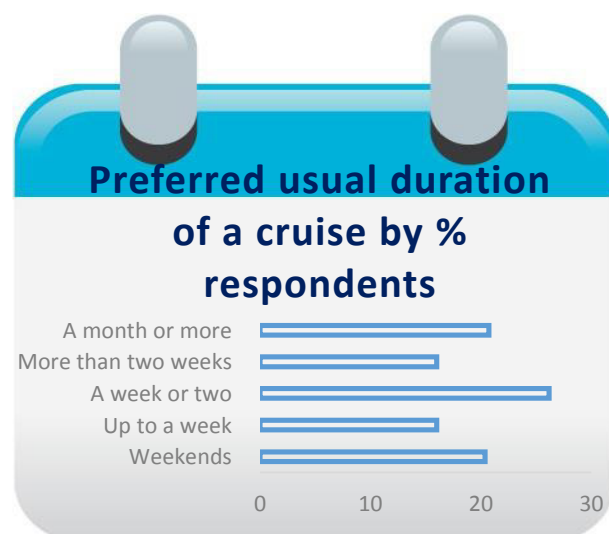


Figure 6: Duration of Cruise

As can be seen from Figure 6, a cruise extending up to two weeks is the most favoured by 26.32% of all responding. A voyage of a month or more comes in second place. This indicates that cruising boats like to get away on extended cruises.

This question also allowed respondents to make comments and observations and 92 people submitted a range of very interesting comments. These are listed in detail in appendix one.

However, one comment was especially appreciated, due to its Freudian yet concise and highly informative content. “We live aboard for 4 months and curse as the weather and plans permit”

### Preferred Daily Run

The survey asked respondents to indicate what their preferred daily run was. From policy and safety perspectives the project believes that a stopover point is warranted ideally at intervals of 25 nautical miles, or five to six hour voyage times. In essence, irrespective of the voyage distance or daily run, this would lead to a stopover being always available within 12.5 nm or approximately two hours- giving good cover for shelter, should adverse weather conditions quickly arise.

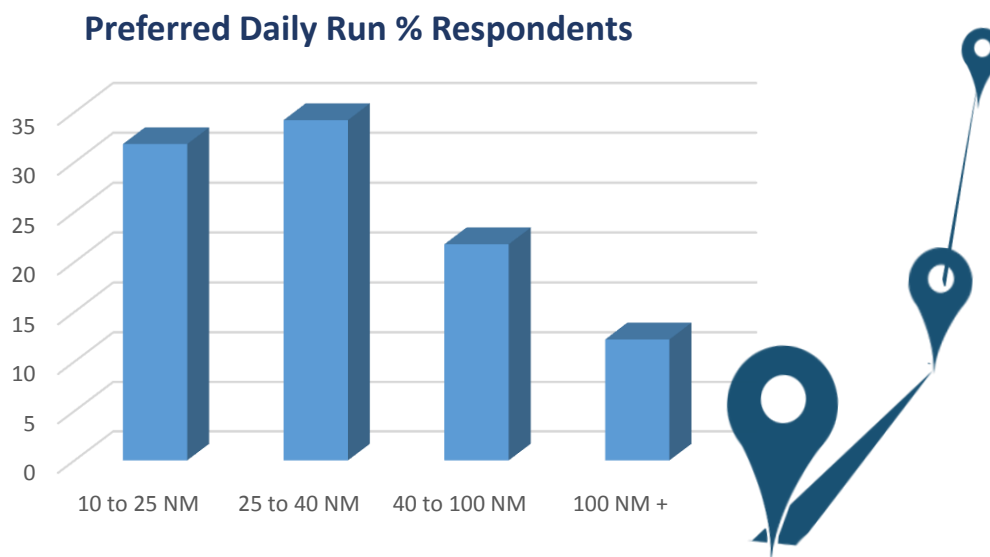


Figure 7: Preferred Daily Run

The question was put as to what people preferred as a daily run and as can be seen from figure 7, the preferred daily run is on an average of 25nm. This preference reflects that very often yacht crews comprise of a couple, who frequently do not wish to spend a night at sea and like to visit as many places as is feasible. From a project perspective this is a welcome confirmation of partners own estimates. It also bodes favourably for the commercial aspects of the route and the potential of cruising yachts to bring considerable business to peripheral coastal locations.

## Preferred Layover Patterns

Survey respondents were asked to indicate their layover patterns, while en-route and when they have arrived.

Some people take a leisurely series of stops, while others are keen to arrive and maximise time at their destination. Of course this is highly dependent on the length of the voyage and whether sea crossings are involved. Stops en-route average 1 overnight per stopover location (see figure 8).

Once people arrive at their final destination there is a marked tendency for a preference to stay for some extended time.

As can be seen from figure 9, 48% of cruising boats will stay for 3 or more nights at a final destination, while 36% will stay for two nights. In practice many boats staying 3 nights or more may decide to remain at a destination for up to a couple of weeks. The longer the stop over, the greater the onshore spend is likely to be. This highlights the importance of locations with facilities to be aware of the needs of their clients in terms of things to do and see. Very often there is an abundance of such opportunities, but frequently a facility operator may see that its role ends at the marina gate.

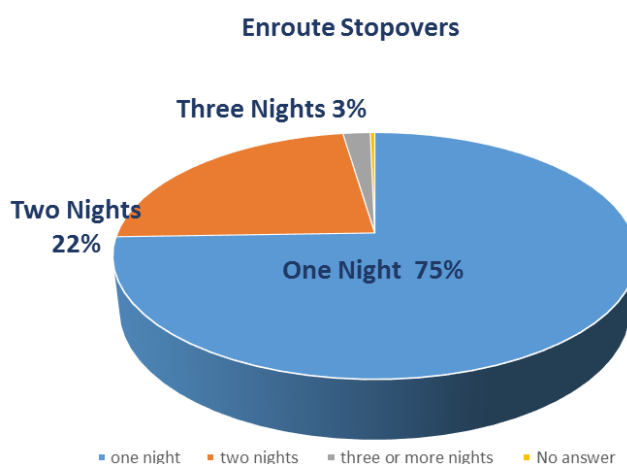


Figure 8: En-Route Stopovers



Figure 9: Destination Stopover Duration

## Potential to use Chartered Vessels

The possibilities to use a chartered yacht in some areas of the Cool route is one great potential method for sailors who wish to spend some time exploring different segments of the Cool Route, without the need to make outward and return voyages to a home port. The Cool Route presently offers a range of chartering opportunities, which are likely to expand as the Route develops.

### Would you consider a Yacht Charter to explore the Cool Route

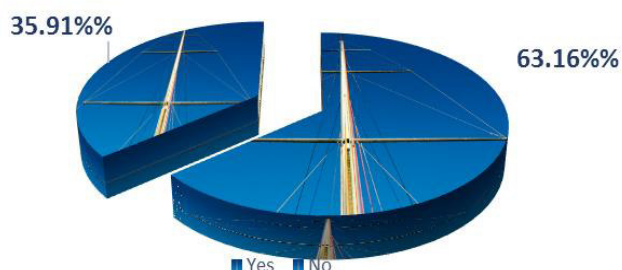


Figure 10: Preferences for Yacht Charter

The survey asked respondents to indicate whether they could consider chartering a yacht to enable them to sail parts of the Cool Route. The response shows that 63% of respondents would consider to charter a vessel on the route while 36% indicated that they would not.

The project is aware that the establishment of a charter yacht operation is not always an easy undertaking due to licensing and other regulatory requirements. Transnational exchange of experience and best practice in terms of licencing of vessels for charter, may be a worthwhile exercise in terms of facilitating the establishment of more charter operations on the Cool Route. The proximity of charter opportunities to airports is also an important consideration and charter operations where they are a distance from an airport might see value in advertising the provision of an airport collection service, as people chartering will frequently have an amount of heavy weather gear etc.

## Preferred berthing types

The Cool Route Steering Committee at its meeting in Donegal in October 2015, discussed the minimum standard of facility which should be promoted by the project. There was a unanimous view that the route should offer a minimum of a “dry step ashore” facility at all recommended stopping points. This would either be a pontoon or a marina or anchorages and public moorings - which are supported by a dinghy landing pontoon, slip or steps. It was widely believed that a promoted route, such as the Cool Route should not involve locations where there are no shore dry-landing facilities- although these un-serviced locations will continue as very important strategic facilities in terms of wider exploration and of course shelter in poor conditions.

Survey respondents were asked to score their preferred mode of stopover on a scale from most preferred score 1 to least preferred score 5 –including an option to score different facilities the same marks.

The results are illustrated in figure 11, which shows marinas and pontoons scoring highest, followed by anchorages, public moorings and quay walls. An interesting aspect of this finding may suggest that cruising boats have some level of distrust of public moorings.

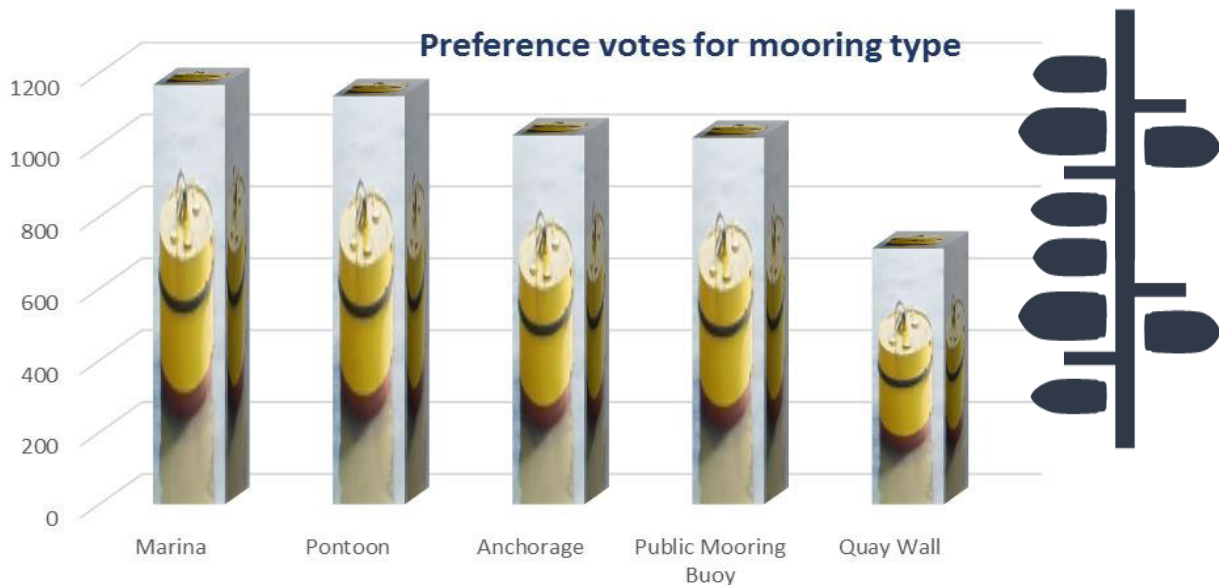


Figure 11: Mooring Preferences

At face value, a public mooring buoy is similar in function to a fixed anchor, without the need to watch it, haul it, clean off decks etc. Therefore logic would suggest that it would be preferable to dropping one's own hook. Regrettably, public moorings are often considered as of an unknown quality in terms of their condition underwater and designed load bearing capacity.

Recent changes in a number of local authority practices in Ireland for example, whereby pick-up lines and small buoys are attached together with details of last mooring service and safe working loads, may change this situation considerably for the better.

The Cool Route is also recommending that where there are public moorings and anchorages in proximity to centres of commerce and services, that the provision of small dinghy pontoons be considered for safe and clean/dry dinghy landing.

## Attitudes of cruising people regarding voyaging farther

The survey asked respondents to indicate if they were more likely to voyage longer, if they had the availability of additional facilities such as marinas, pontoons or moorings at 25nm /4 hourly intervals.

A total of 78.75% of all respondents indicated that they would plan longer cruises if they had the assurance of additional stop overs. This is a key element of building the route as many people have a well-founded fear of being caught out in poor weather conditions or in having to complete a shorthanded overnight passage to the next suitable port.

Would you Cruise farther if 25nm facilities were available

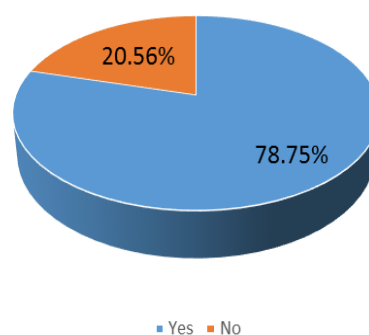


Figure 12: Longer Voyage Preferences

There are of course also extra considerations as highlighted by partners to the survey team, in terms of the reticence of some people to go around large headlands- where tidal races and changed weather conditions can be challenging.

However, as in the case of rounding Mizen Head, the most southerly point of Ireland, it is consoling to know that there are immediate options for shelter in Bantry Bay , should local conditions quickly deteriorate – thereby obviating a potential need to turn back and re-round the headland in search of sheltered conditions.

The survey therefore reiterates the plan to have 25nm stopovers and that consideration should also be given to the provision of some sheltered facilities if possible or feasible within a short distance of what are perceived as being challenging headlands.

## Ranking and preferences for shore-side facilities

If a yacht crew is at sea for a few days and perhaps nights, or indeed just for a day - there are certain shore-side facilities that are often eagerly awaited. The survey

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Fresh water supply, showers and WCs, a good local pub and a restaurant all scored highly

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asked respondents to rank the facilities which they need most at stopovers and provided a multiple choice list of potential facilities.



Participants were asked to vote on these in order of priority. Similar votes could be ascribed to different facilities and additionally a free text comments box was provided to allow respondents to add additional information of comments.

As expected the importance of a fresh water supply, showers and WCs, a good local pub and a restaurant all scored highly.

A number of interesting findings are contained in this part of the survey, not least that cruisers rate waste disposal facilities more highly than the availability of shopping and restaurants. Yachts are tight spaces and like any other living area, refuse builds up fairly quickly. Unfortunately, in many locations, there is a distinct lack of any facility for recycling, composting or residual waste disposal. This results in boats having to bring their refuse with them for prolonged periods.

### Votes for Priority Shore-side Facilities

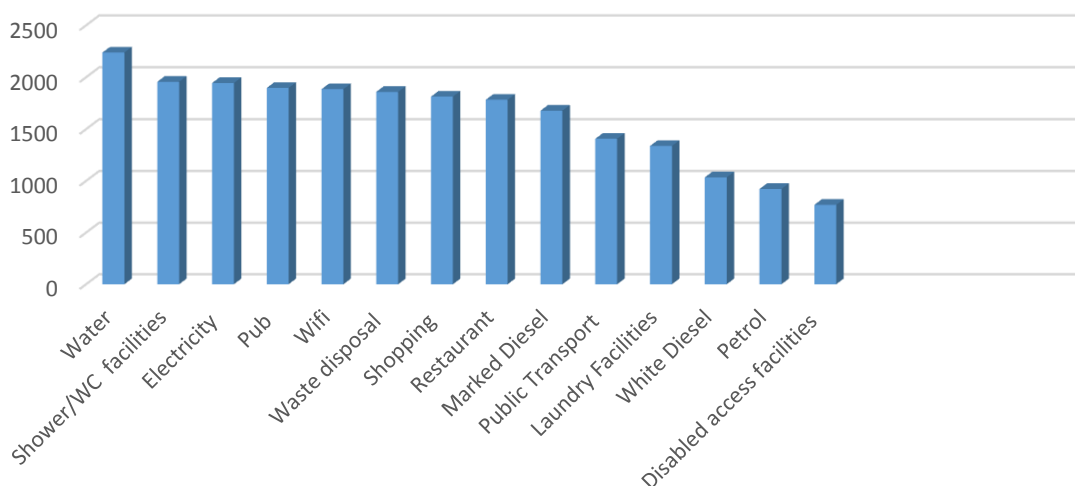


Figure 13: Shore-side Facility Preferences

The survey is an endorsement of the urgent need for locations to provide a refuse/ recycling/ composting facility. People are usually very well disposed to paying a small disposal charge per bag or having the disposal as an integral element of the overnight berthing fee. Regrettably, it must be also noted that the levels of garbage at sea, on beaches etc. must to some extent be as a result of unscrupulous seafarers who dump overboard.

Not surprisingly, as many cruising people work remotely while they sail, Wi-Fi is now seen as being as equally important as electricity. The high ranking of marked Diesel

underlines the need to continue this source of fuelling, as White diesel is almost impossible to obtain in harbours.

The available of public transport for crew changes is also highlighted. Particularly on longer cruises, crew members will often stay on board for perhaps a week and then wish to return home. While bus would be the principal mode of travel, international crews will want to be disembarking in ports with public transport or relatively short taxi trips to local airports.

While the response rate was lower in terms of the necessity of facilities for persons constrained in their physical ability, it is also noted that there is now a very active cohort of sailors who have disabilities and for whom special facilities are required.

Respondents were given an opportunity to make additional comments and suggestions. These are all summarised in the following qualitative analysis of respondents' comments and are also reported in full in appendix 2 attached and the prevalence of references to an inadequacy in terms of Chandlery and Bottled Gas supplies is noted.

While marina operators, can usually arrange for gas deliveries, an opportunity may exist for Chandlery operators to place a small supply of essentials items, such as raw water impellers, fuel or oil filters etc. in marinas or local hardware shops as a fast way of responding to this need.

The Irish Cruising Club in a separate submission highlights the need for the urgent provision of fuel supplies on islands off the west coast of Ireland which are normally the stopovers for vessels transiting the entire coastline.



## Things to do and see

The survey questioned sailors on what activities are of most interest while visiting a port of call.

Respondents were permitted to select multiple activities and to also make additional inputs and comments. The survey results in this area as shown figure 14 and demonstrate that the following are the most sought after activities. Interestingly, only 2% of all responses indicated that Golfing was of interest.

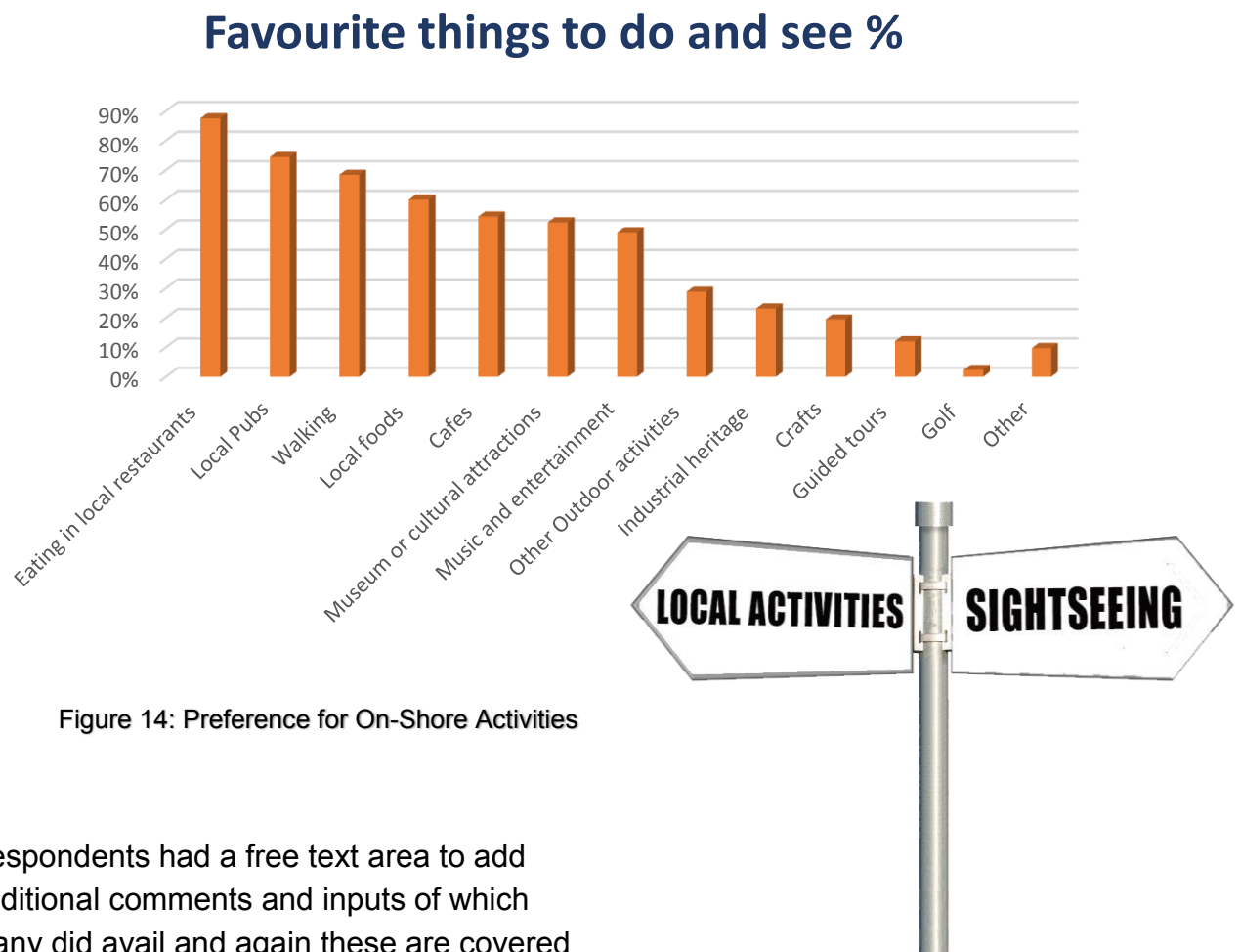


Figure 14: Preference for On-Shore Activities

Respondents had a free text area to add additional comments and inputs of which many did avail and again these are covered in the following Qualitative Analysis of responses and also reported in full in the appendices.

There is a very strong sense from the survey that while ashore, apart from eating and drinking, crews like to have some purposeful physical activities and also have a high level of interest in cultural, heritage and historical places of interest. These fortunately, are resources of which the Cool Route has a very plentiful and rich supply- however not always adequately promoted signposted or interpreted.

## Average Vessel Spend per night including berthing fees

The question of what is the average spend per night of a cruising yacht is one often asked, but seldom before answered on any scientific basis. The spending of a cruising Skipper and Crew is of course greatly dependant on where they are and what type of stopping facility they using.

In general, the project considers that average spending opportunities will increase the closer and the easier it is to have a dry step ashore to avail of shopping, restaurants and other facilities. From elsewhere in this survey it is clearly evident that

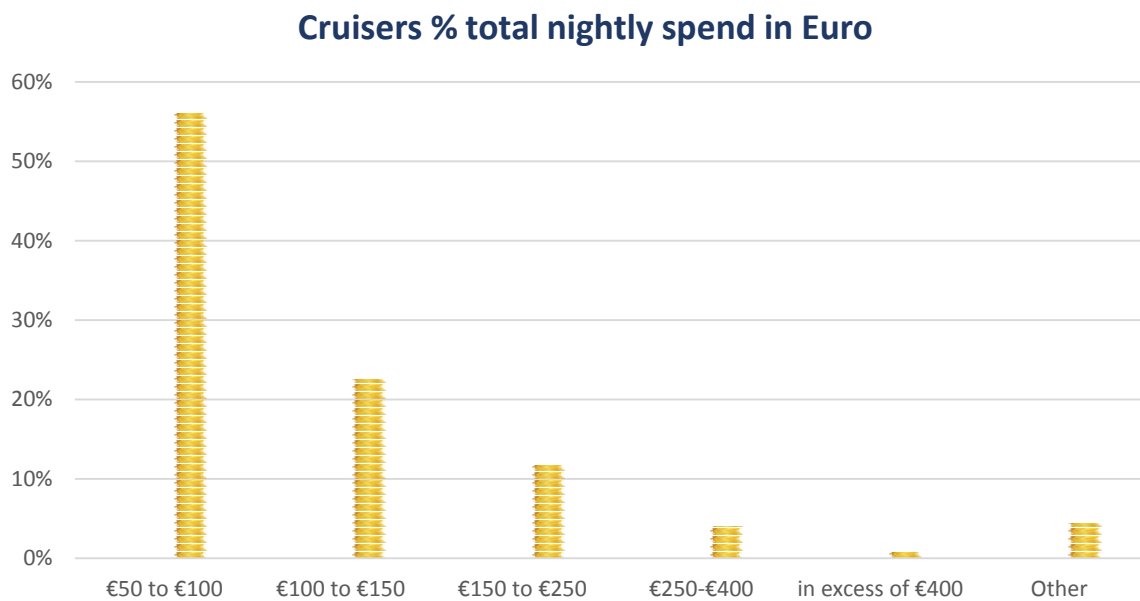


Figure 15: Average Nightly Spend

Cruising people do not wish to be trapped or constrained aboard.

The project view is that from a top down perspective - facilities in terms of encouraging spending are follows:

1. Marina
2. Pontoon
3. Certified Visitors Mooring-with dry step ashore on dinghy pontoon
4. Anchorage -with dry step ashore on dinghy. These correlate well with the survey findings.

At present and given the mix of facilities, the survey requested respondents to indicate their average spends per night. Figure 15 illustrates the spending patterns.

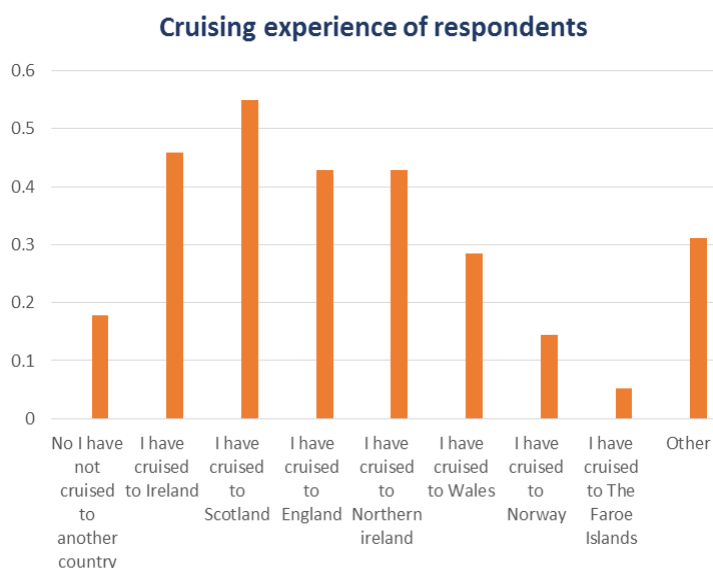
Clearly, from the foregoing it appears that the majority 54% of cruising boats spend up to €100 (£35 -£70/ 460-930 NOK/75 -750 DKK ) per night , with a further 24% spending up to €150 (£70 -£110 / 930- 1,400 NOK/ 750-1,120 DKK) While the average number of people on board is 3.3- there is no correlation it appears, throughout the general population of the survey, between the size of the vessel and the amount of its spend- acknowledging that mooring fees increase in vessel LOA bands.

It can be taken that the average spend at more developed stopovers is going to greatly exceed the average spend where facilities are sparse. While crews may not eat in restaurants every night, many will frequently eat out and have a drink or two also. Local shops which offer to transport the shopping trolley of food to the boat will have a distinct advantage over those letting sailors to drag the heavy bags themselves. This strongly recommends a higher level of proactivity by enterprises in ports of call- many of whom do little or nothing to capture the business and therefore additional revenue opportunities latent in the cruising community.

### Cruising Ranges and Destinations Visited

The survey set out to establish an average pattern among respondents relating to past voyages and also indications of plans for future trips. The first section of this addressed voyages which involved leaving one’s own country of residence and sailing to another country on the Cool Route.

As can be seen in figure 16, only 18% of respondents have not cruised from their home port to another country. Approximately 50 % of all sailors responding have cruised to Ireland, Northern Ireland and Scotland, 15% to Norway and 6% to the Faroe Islands. This underlines the strong natural geographic foundation on which the Cool



Route is based.

Additionally, Cruises from the Cool Route Countries to England (43%) and Wales 28% are very popular.

Figure 16: Cruising Ranges and Destinations Visited

The full scope of cruising abroad was also provided with a long list of responses presented in appendix 4 attached. It is of note that the destination countries are also of course areas from which vessels can be expected to come to cruise the Cool

Cruises from the Cool Route Countries to England  
(43%) and Wales 28% are very popular

Route.

The next section of this question on the survey looked at future cruising plans and in particular attempted to get a snapshot of cruising origins and planned destinations.

### Future Cruising Plans

The following series of diagrams present the stated cruising plans from their home ports to destinations in the other Cool Route Countries. A common denominator and perhaps unsurprisingly, the vast majority of respondents have no firm cruising plans. This it would appear to apply in many cases to even moving their boats within home waters- again not very surprising given the number of vessels which never appear to cast off at all from their marinas or moorings.

The series is of significant interest from a Cool Route targeting marketing perspective and all the more so in that it reflects percentages in terms of market share being captured at present- thereby highlighting the potential of the Cool Route to create significant new opportunities for economic activity and job creation from maritime tourism activities along its coasts.

#### Southern Ireland

From a country perspective, it can be observed that **Southern Ireland** is capturing about 3% of UK potential business, however the figures from Scotland and Northern Ireland showing interest in visiting Southern Ireland are more than doubled , despite the greater distances potentially involved.

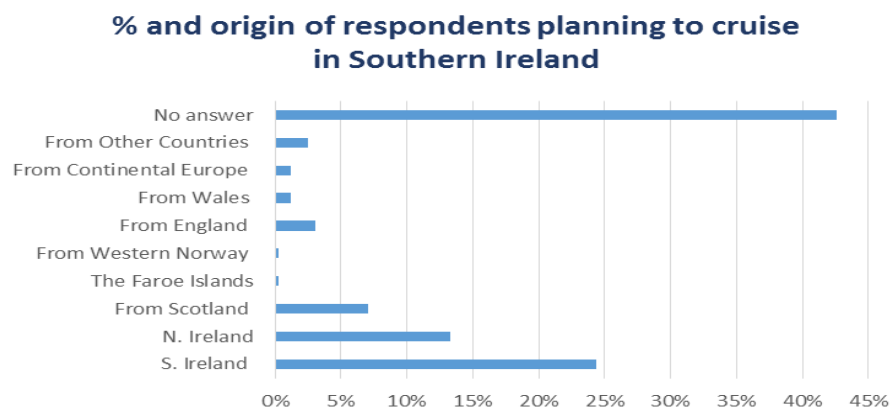


Figure 17: Future Cruising Plans to Southern Ireland

This may be a very early indication of the Cool Route beginning to take effect through increased awareness raising in these source market countries

### Northern Ireland

In the case of **Northern Ireland**, a very high majority of respondents report no answer in relation to their plans to sail the coasts of Northern Ireland. England and Wales percentages are under 3 %, but again there is a marked increased interest expressed by sailors in Scotland and Southern Ireland

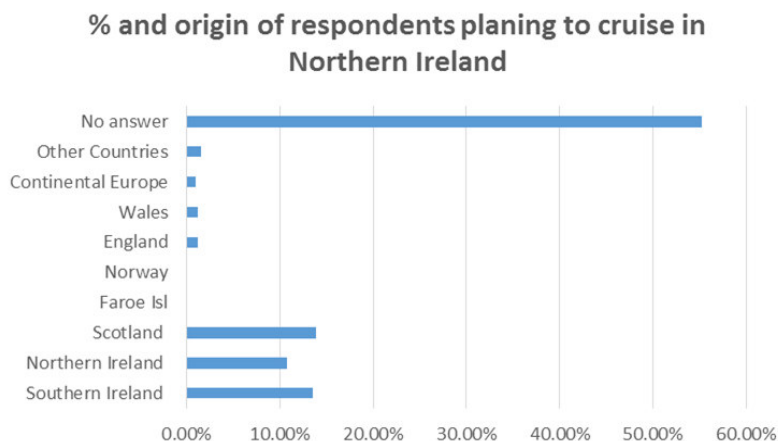


Figure 18: Future Cruising Plans to Northern Ireland

to visit the shores of Northern Ireland. Again while it is too early to substantiate this, it may be an early indication of a very positive Cool Route effect.

### Scotland

For plans to sail to **Scotland**, as with the other destinations, the vast majority of respondents failed to give any answer to this question. It can be clearly seen that the percentages from English and Welsh respondents are again low.

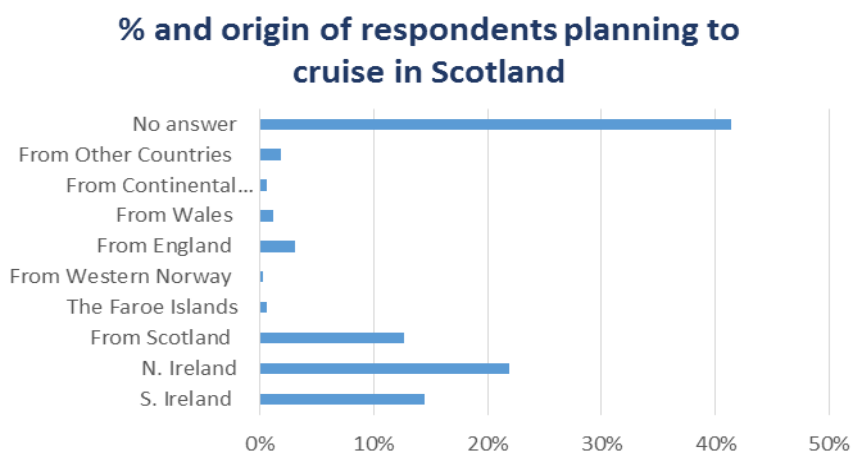


Figure 19: Future Cruising Plans to Scotland

However there is a startling level of positive responses from Northern Ireland and Southern Ireland, where between 12% and 17% of sailors respectively, now have plans to sail to Scotland.

## The Faroe Islands

It must be acknowledged that **The Faroe Islands** is a voyage of some considerable substance, which would require time and entail very detailed logistics and planning. Additionally, even from the North of Scotland, a long sea crossing is involved and weather can be a very difficult barrier. A large percentage of all respondents gave no

answer to a plan to sail to The Faroe islands. Nevertheless the same pattern is again emerging, with increased interest being expressed by sailors in Southern Ireland and Scotland to visiting The Faroe Islands by sea.

The developing interest may indicate a latent opportunity for a well-founded charter (Bare- boat or Skippered) to operate from the north west of Scotland taking people on this part of the route.

## Western Norway

Unfortunately the **Norwegian** response to the survey was extremely low and not of value for analytic purposes, in terms of Norwegian vessels who are planning to cruise in home waters. A Cool Route effect is nonetheless discernible with more Scottish, Southern

and Northern Ireland sailors beginning to form an interest in

visiting these highly attractive Norwegian sailing grounds. Discussion has been initiated on a separate Norwegian survey.

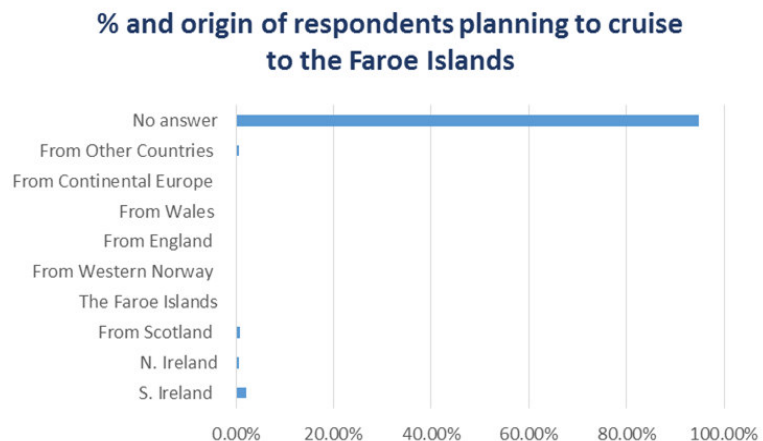


Figure 20: Future Cruising Plans to the Faroe Islands

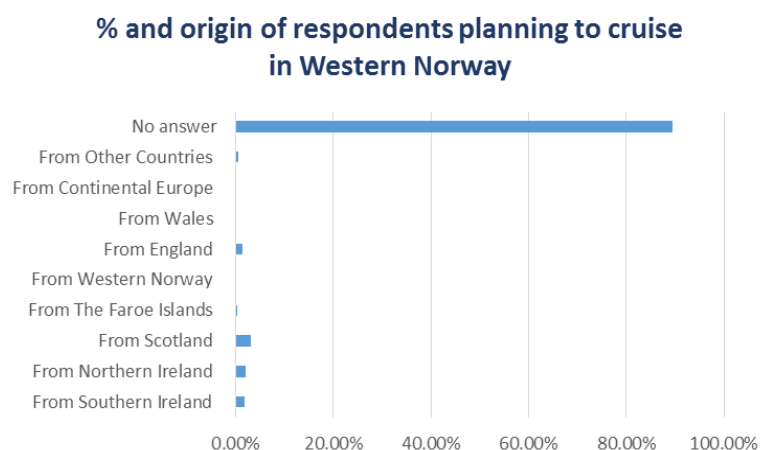


Figure 21: Future Cruising Plans to Norway



## England and Wales

Additionally, the survey asked people regarding their plans to sail to England and Wales

The following figures indicate the responses.

### % and origin of respondents planning to cruise to England

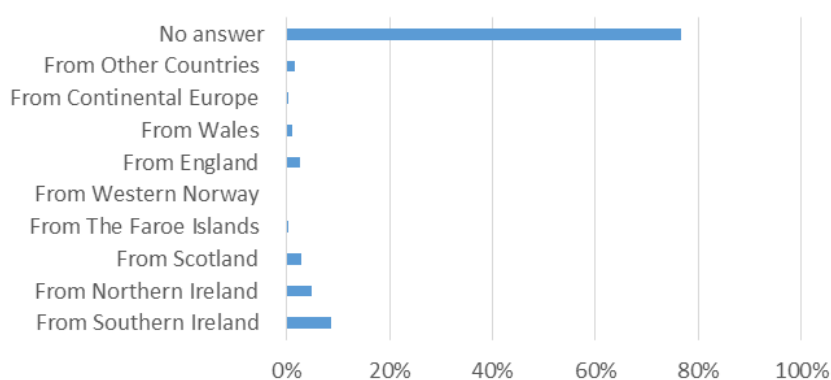


Figure 22: Future Cruising Plans to England

### % and origin of respondents planning to cruise to Wales

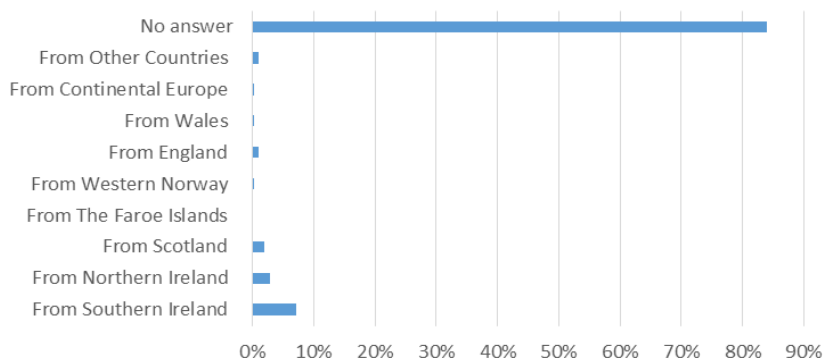
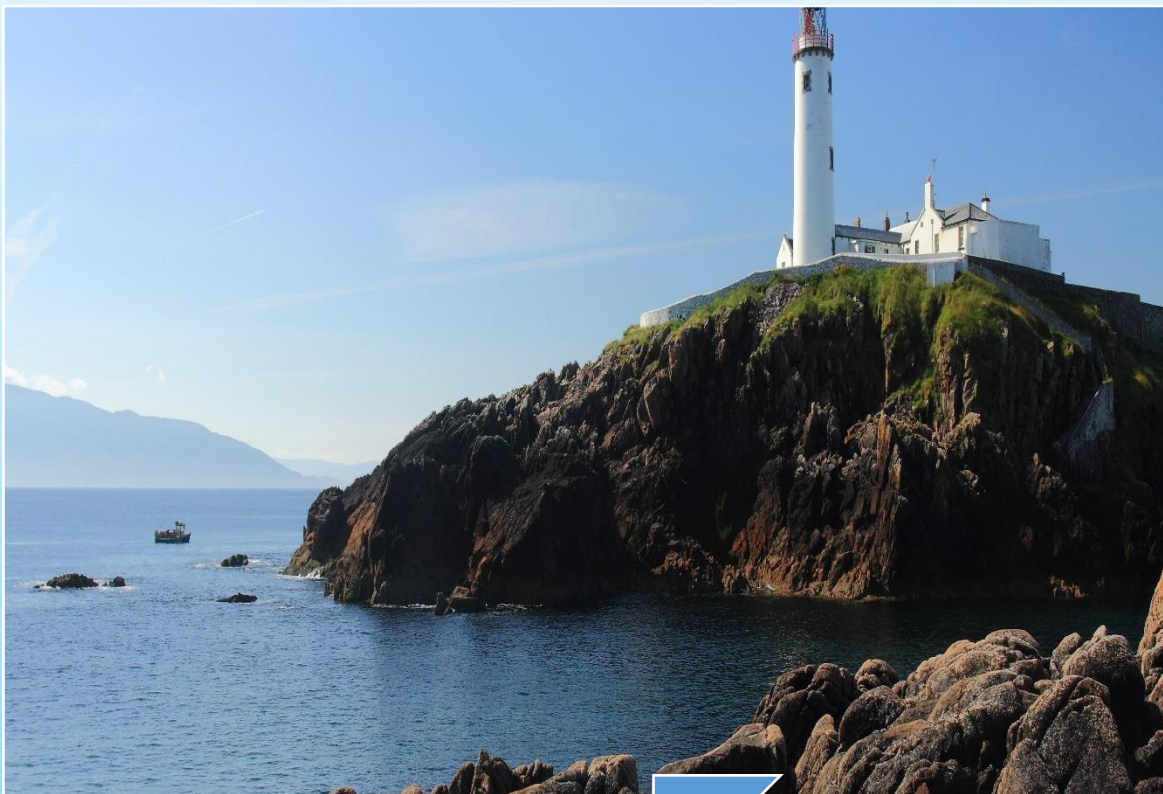


Figure 23: Future Cruising Plans to Wales

# Qualitative Inputs by the Cruising Communities of the Cool Route



**Qualitative inputs  
by the Cruising  
Communities of  
the Cool Route**



a one-two week cruise and many of these also cruised at weekends. Some spent up to a month cruising and for some two to three months a year cruising was the norm. “*We live aboard for 4 months and curse [sic] as the weather and plans permit*” and one individual was “*permanently cruising since April 2009*”.

In replying to the number of cruises the answers varied. Numbers varied from 2 to

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*Work or family commitments greatly influence their choices in cruising. Typically there appeared to be a pattern of a longer cruise in summer interspersed with weekend cruises, matching to a working life pattern*

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10. Some appeared to plan for one longer cruise and others indicated they took multiple cruises. It is likely that employment or retirement status may have a large influence on the choice and frequency of the cruises undertaken. For example one reply “*Retired, so cruises of indefinite periods*” shows the freedom of the retired person in choosing times and routes. Where many others referenced the word “*holiday*” indicating that work or family commitments greatly influence their choices in cruising. Typically there appeared to be a pattern of a longer cruise in summer interspersed with weekend cruises, matching to a working life pattern. Three answers to this question used the number of nights spent on board (‘Average 50 nights on-board’, ‘About 100 days on board per annum, with approx. 60 cruising days’ and ‘up to 130 nights on board per year’). Two replies answered using the number of nautical miles traversed. These were weekend trips which ‘*vary between 20nm and 150nm*’ and the other reply indicated ‘*I sail 5000+ Nm a year. I can work from my boat and therefore frequently do*’.

Weather was also mentioned as a factor. 18 replies referred to the summer. Three replies contained the word season and weather itself was mentioned six times with terms like ‘*weather dependent*’ and ‘*depending on free time and weather*’. One cruiser sailed at weekends ‘*weather permitting*’ and one person has ‘*a lot of flexibility*

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*Three replies contained the word season and weather itself was mentioned six times*

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*with work, so keep a close eye on the weather and head out whenever possible*’.

Another factor appeared to be whether the sailing was commercially based. One reply described their vessel as ‘*commercial operating craft*’. Some replies appeared to be tied in with sailing schools and their schedules. Also ‘*crew*’ was mentioned as a factor for some craft. One reply indicated that they were sailing ‘*(as crew) on two different yachts*’ and each yacht was in a different location on the Irish coast. Another reply indicated that ‘*crew swaps*’ had enabled ‘*continuous week long cruises over the*

*summer months*'. Another reply indicated that cruising could only take place *'when crew are available'*. One owner spent most time cruising or racing his own boat but would also take time each year to cruise with other owners on their boats.

Some replies tied the cruising to other events, such as, *'local racing events'* and participation *'in ISORA'* and *'in Fastnet, DL to Dingle, West Highland Week races'*.

Skill level was mentioned in one reply. This person was *'new to Yachting and still gaining experience'* and this was their reason for not undertaking *'long or exposed passages'*.

### **Have you cruised from your home port to another Country?**

100 replies were received. Of these a minority mentioned a single country or location. A few answered more broadly with replies such as *'many places'*, *'around the world'*, *'med'*, *'most countries in Northern Europe'*, *'All Northern Europe'* and *'world circumnavigation'*. All other replies referenced more than one country or destination. The table below shows the number of references to each place in the replies received.

<b>Number of references</b>	<b>Countries or locations referenced</b>
<b>1</b>	<b>Baltic, South Africa, Australia, Italy, Canary Islands, Panama, Svalbard, Summer Isles, Canada, Greenland, Tenerife, Scandinavia, St. Kilda's, Azores, Majorca, Jersey, Scotland, Gibraltar, Poland, Latvia, Lithuania, Finland,</b>
<b>2</b>	<b>Iceland, Russia, Brittany,</b>
<b>3</b>	<b>Greece, Isle of Man, USA, Orkneys, Shetland, Scilly/Scillies</b>
<b>4</b>	<b>Denmark, Germany</b>
<b>5</b>	<b>Sweden, Mediterranean, Holland/Netherlands</b>
<b>8</b>	<b>Caribbean</b>
<b>14</b>	<b>Portugal</b>
<b>26</b>	<b>Spain</b>
<b>36</b>	<b>France</b>

### **Are there other facilities which you frequently require?**

80 replies were received. Fifteen replies said no other facilities were required. Of the remaining 65 replies, 23 replies mentioned chandlery as a required facility. In

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23 replies mentioned chandlery as a required  
facility

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addition to this, 9 replies mentioned repairs, 3 identified a mechanic, with one reply

stating hardware supplies and one stating tools and materials. These all relate to boat maintenance while cruising. Also two replies referred to facilities for a lift or haul out and one reply mentioned they would like to be able to do a 'holding tank pump out'.

Gas was mentioned as a requirement in 7 replies received. Access to the facilities was mentioned in the form of 'dinghy dock access', 'public (maintained) mooring bouys', 'alongside pontoon', 'safe and calm mooring facilities'. One reply requested 'secure parking for car and trailer' where another reply indicated that security was a key requirement.

Three replies required recycling for flares and batteries, recycling and sustainable waste solutions and recycling with composting facilities. Two replies requested toilet facilities. Three replies looked for good phone coverage. One reply requested Bank or ATM facilities.

The remaining replies came under the category of information and things to do in the area. These included tourist information, information on visitor attractions and activities in the area, car rental possibilities, sailing schools and local yacht club information, music and other entertainments.

### What activities are of interest to you while visiting a Port of Call?

<b>Eating in local restaurants</b>	<b>262</b>	<b>87.63%</b>
<b>Local Pubs</b>	223	74.58%
<b>Walking</b>	205	68.56%
<b>Local foods</b>	179	59.87%
<b>Cafes</b>	163	54.52%
<b>Museum or cultural attractions</b>	156	52.17%
<b>Music and entertainment</b>	146	48.83%
<b>Other Outdoor activities</b>	86	28.76%
<b>Industrial heritage</b>	69	23.08%
<b>Crafts</b>	58	19.40%
<b>Guided tours</b>	36	12.04%
<b>Other</b>	29	9.70%
<b>Golf</b>	7	2.34%

Within the other category 29 unique replies were received. These related to the local Port surroundings with mention of archaeology, churches, history, marine history, and wild life tours or trips. Local markets were of interest to one respondent and a

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Local Port surroundings with mention of archaeology,  
churches, history, marine history, and wild life tours or trips

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self-drive exploration of the area appealed to another respondent. Chandlery was again mentioned in five replies. Sailing school, racing and kids' activities were

mentioned in two replies. Hobbies and interests also featured and included trout fishing, shopping, biking, painting, drawing, reading and music.

### **If additional activities are of interest to you please input a short text**

The 46 replies to this question can be categorised by whether they were associated with social activities or whether they were action based activities. One reply indicated that the activities should match to the local area and they stated *'We explore whatever makes that place different from all others. If you need to see it by motorcycle, then motorcycle rentals. If trekking through the rainforest is the thing, then topographical maps. It's different in every place and specific to that place'*.

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Activities should match to the local area and they stated *'We explore whatever makes that place different from all others'*

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Although strictly speaking, Chandlery is not an activity, boat repairs was mentioned in one reply, another mentioned 'shopping at yacht chandlers' and yet another reply indicated that *'one of the joys of cruising in Scotland is browsing in well-stocked chandleries. These are very thin on the ground in Ireland.'*

Social activities included visiting whisky distilleries, meeting members of sailing clubs in the area, visiting yacht clubs, meeting other 'yachties'. Another social activity was to get a 'full breakfast' in the local café where the local people could be met. Visiting local festivals, racing or cruising in company in regattas and festivals were also mentioned where the attraction was the social element involved. Some replies indicated that dog walking areas would be a benefit. For families, they were looking for activities that would keep children amused particularly in wet weather and suggestions included swimming pools and play parks. One reply suggested that they would like an opportunity to have a skipper come on board or the ability to access tuition in a sailing school would be welcome. One mentioned local accommodation

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The action based activities ranged widely and included kayaking, cycling, mountain biking, scuba diving, surfing, adventure sports, fishing from the shore, paragliding, rock climbing

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as being important.

The action based activities ranged widely and included kayaking, cycling, mountain biking, scuba diving, surfing, adventure sports, fishing from the shore, paragliding, rock climbing. Car rental to allow touring and sightseeing were listed. Signage to explain the local points of interest was particularly to be welcomed in relation to

walking/cycling trails. However, the getting away from it all was emphasised in the answers that mentioned 'remote locations' where there were 'no facilities'. But here too, a balance was sought to 'intersperse these activities with calling in at culturally interesting ports with cafes, restaurants and pubs'.

**To assist in the development of the Marketing Plan we would be pleased to know what aspects of cruising the Cool Route would be attractive to you.**

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The idea of being able to travel from Cork to the Nordics on short hops is fantastic.....roll on retirement"

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**Please comment below.**

*"Taking the time to slow down and be close to nature, being in tune with the wind and the waves. Watching the seabirds swoop and the dolphins and whales at play. Enjoying the exhilarating sail and the spray and the boat slicing through the water. Arriving from the sea is always better than from the land. A feeling of achievement after every safe passage. The islands, the navigation, catching dinner, the sunsets, the sunrises, the shooting stars and the moon! And of course a pint of the black stuff at the end of it all."*

According to one reply *"The grounds covered by the Cool Route project are some of the most interesting cruising areas in the world. Anything which promotes this and*

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*The grounds covered by the Cool Route project are some of the most interesting cruising areas in the world*

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*makes life easier for the leisure boater can only be a good thing."*

In replying to this question, freedom of cruising, exploring new territory and adventure were features of many of the replies. The following captures some of the answers on the attractions of cruising.

"New ideas, welcoming facilities, time well spent." "Great scenery, friendly and accessible places to visit and explore, abundant marine life and birds, good food and drink, and (on a good day) unbeatable sailing." "Remote and unspoilt nature, contact with locals, a Network of charter companies offering one-ways would be great.", "Cruising the cool route is attractive to me because it combines sailing and seeing different areas that are beyond my normal cruising grounds with the advantage of a planned route and lots of local tourist information.", "Magnificent landscapes. Small friendly communities. Challenging waters and good facilities.", "freedom. once the



boat is operational, there can be very little to stress about”, “Planning the trip knowing the tides and satisfaction of arriving safe”, “Freedom to enjoy Europe’s coasts with my floating caravan.”, “See new places, get to racing events”, “New towns, new people, landscape, being at sea”, “The access to genuine wilderness uncluttered with development.”, “the independence of exploring our beautiful coastline and the excitement of sailing”, “Arriving at a new destination and discovering what it has to offer”, “Exploring new coastline, passage planning and navigation, finding peaceful anchorages tucked away from it all, visiting interesting towns, and the sailing, of course”, “Going to new places and testing my navigation skills. Learning about the history of the places I am and in who’s footsteps I’m walking in”, “All of it. It is stunning scenery, lovely people and uncrowded conditions. Sailing like it was in ancient times.”, “I love the sea and the freedom that causing provides”, “Cruising in company to places such as Norway, Faroes or Baltic regions”, “new cruising grounds and just going that little bit further each year, the scenery, wild life the social elements and meeting new people on the way, some of my best friends for 30 years I’ve met sailing, everything about sailing is good”, “The leaving, the sailing and the arriving”, “New home every day with an interesting road to follow on

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*“Good sailing safe harbours and anchorages, good company, new places to see and a welcoming reception”*

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the way”, “Peace, tranquillity, getting away from marinas and commercialisation”, “Love the sea and the wildlife. Dolphins and whales often excite. The view of the coastlines. The tasty lunches on board. Eating in the freshest air. The pint or hot toddy at the port you enter.”, “seeing the seabirds and marine mammals, the scenery along the coast, anchoring off small villages, doing a bit of walking ashore, reasonably priced restaurants, full facilities - water, diesel, power, laundry - every 4 or 5 days.”

“Good sailing safe harbours and anchorages, good company, new places to see and a welcoming reception”, “The knowledge of knowing there is a safe and services berth at the end of the day.”, “wild countryside , tranquil anchorages, unspoiled places”, “Freedom, Scenery, Fascinating landfalls, Choice of passages and cruising areas to suit weather.”, “discovering the world, living simply, sailing.”, “Tranquillity. Wonderful Sea Views and views of the land from the Sea. Relaxation. These are what make cruising so unique. Visiting new places of interest with safe anchorages.”, “Visiting coastal locations and being able to view the stunning coastlines around the areas we visit.”, “Scenery, meeting people and pure adventure”, “Scenery and good food and safe harbours”, “Visiting new places and meeting fellow sailors. , “The journey is as important as the destination. , “Sharing each other’s experiences so to improve the knowledge and satisfaction we all get from sailing and the places we visit.”, “The landscape, natural beauty and cultural interest of the areas that the route passes through.”, “Familiarity of areas. Clearly planned route. Group cruising. Safety increased by being on recognised passage”, “visiting new places - arriving late and waking up somewhere else. Good local beer and a great nearby hill to fly my

paraglider from”, “Leisurely sailing to destinations.”, “destinations are spectacular and romantic and the climbing is challenging and dramatic. The cultures are civilised, friendly and the people accommodating.”, “Peace and quiet.”, “There has to be an element of good scenery if possible at the destination”, “Friendly people, gorgeous scenery, great sailing”, “Coastal history, fishing, food culture, social gathering with fellow sailors”,

Close to 60 replies indicated that the freedom associated with cruising was a key element for them. This appeared to be tied into the wish for adventure and for

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*“It is the last bastion of freedom in our over regulated society and it is a joy to just be on the water and a privilege to be able to experience our beautiful seascapes and landscapes.”*

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exploration. Independence and self-reliance featured as important to many also.

One reply put it thus: *“It is the last bastion of freedom in our over regulated society and it is a joy to just be on the water and a privilege to be able to experience our beautiful seascapes and landscapes.”*

Where many replies looked for improvements to services, particularly in the form of pontoons or bouys etc. some were looking for the wildness and remoteness of the places they visited to be respected and were wary of overdevelopment of areas of wild and natural beauty.

One person expressed his ideal as: *“Relaxed sailing and small reasonably priced moorings/pontoons/marinas/anchorages. Full facilities aren't necessary at every stopover but basic requirements at reasonable distances apart.”* Another person wanted development but with sensitivity *“concentrate on better marina, pontoon and berthing facilities without losing what attracts in the first place by over development , protect the rugged scenery, hospitality and natural beauty “* and one person was put off by development and wanted no more than to be *“Getting away from 'organised'*

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*It's important to retain undeveloped areas close to the Cool Route, because once development takes place in a coastal area, it's rare that it can be returned back to how it was*

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*facilities”*

One person expressed the balance required well. *“Marketing plan: Not too much development. Not too many marinas/pontoons. A lot of cruisers are happy with*

*quality visitor moorings. Some cruisers like to follow a route and meet other cruisers, but others like to stay in more remote, undeveloped areas. Cool Route can be both, because cruisers can follow however much of it they like. It's important to retain undeveloped areas close to the Cool Route, because once development takes place in a coastal area, its rare that it can be returned back to how it was (e.g. natural and undeveloped)."*

Information was also a key requirement for many. "*Cruising information on suitable harbours, marinas and anchorages. Suggest routes and itineraries*". Other than information about marinas or anchorages, some wanted information about the local amenities. As expressed in one reply "*prefer to have an idea what to expect rather than e.g. realising on arrival that there are no bins or that the shop/pub/café is only open on Saturdays in July!*" Some also were interested in the ability to charter and would like information on this as this would extend the travelling that they could do with their own boats. Some pointed out gaps in the Cool Route such as the Isle of Man\* not being included or one reply indicated that there was no information for those who wished to begin their journey from England.

\*(Editor's Note – The Isle of Man, not being within the Northern Periphery and Arctic

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*"Sharing each other's experiences so to improve the knowledge and satisfaction we all get from sailing and the places we visit."*

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Zone is not eligible for inclusion in the Cool Route)

Social outlets were also important in many of the replies. Local facilities like pubs, restaurants and cafes gave a chance to meet and mingle with the locals. However, another important outlet appeared to be the chance to meet up with and engage with other people cruising and to share knowledge. "*Sharing each other's experiences so to improve the knowledge and satisfaction we all get from sailing and the places we visit.*"

There were 44 suggestions for what could be improved on the Cool Route. One person optimistically asked for "*sunshine and warm weather occasionally*". Others requested more information be made available. Some indicated problems in particular areas e.g. bridge opening at Achill and Portmagee, no VHF reception in Clew Bay, and there were many requests for more marinas and mooring facilities as illustrated by the following quote "*Chain of marinas and or properly maintained mooring facilities on west coast Ireland*".

**Please use this space to input any additional comments – What is good? What is bad? What needs to be done and where to improve Cool Route cruising facilities**

**The Good**

Some people were happy with the facilities as they exist. Some noted that much work was being done to improve the situation for yachts but that there was in general a lack of information to the sailing public and the availability of these new or upgraded facilities. Another person felt that there was strength in connecting the different countries with the common interest in sailing.

*“A well sheltered harbour, good local transport links and friendly harbour staff willing to give local advice and assistance”* summed up one person’s main requirements for

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*“One of the pleasures of cruising in the area is that it is uncrowded and relatively undeveloped.”*

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any stopover harbour.

## **The Bad**

One reply complained about pot bouys and fishnets near anchorages and approaches. Another did not like to be near commercial activities where there was no facilities for cruisers. Another person complained that the sanitary facilities were old and grim and *“not the lasting impression that we want to give any visiting tourists.”* One reply requested better radio, mobile phone and wifi connectivity and particularly in the more remote coastal regions. One reply indicated they had had difficulty in sourcing marked red diesel for their engine.

The variation in views by some cruisers showed up in the comment *“scrap marinas & stop ruining anchorages with ill sited mooring buoys. These items are NOT for real cruising folk!!!”* and another complaint was the *“Documented references to public mooring buoys are often inaccurate”* and yet another person requesting *“We need to have the visitors moorings put back in Ireland. We as sailors should be able to plan an around the Island of Ireland trip knowing if the weather turns nasty we can moor safely without worrying about dragging the anchor. Please can we have our moorings back.”* And from a super yacht perspective *“Lack of large 50 Ton mooring bouys or marinas that can cope with larger yachts (50Ft+) is a major issue in*

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*Differences in pricing in certain areas of the route also showed up as an area of annoyance*

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*deciding where we can visit as a commercial yacht”.*

Lack of facilities, e.g. rubbish collection was an issue. The lack of harbours north of Galway on the NW coast of Ireland was mentioned and in one instance meant that this was an area that one respondent could not explore due to the distances

between equipped facilities. *“no advertising of available marinas, yacht clubs always closed, lack of transport, crazy southern Ireland prices for taxis.”*, was another complaint. Differences in pricing in certain areas of the route also showed up as an area of annoyance. *“mooring/berthing prices in Northwest Scotland (and some places in Ireland) are much higher than the equivalent in Norway, West Sweden, Denmark and Germany- often for much inferior pontoon and shore-side facilities.”*

## Suggestions for improvements

Of the 134 suggestions submitted there were fourteen calls for more marinas, pontoons and public moorings (mainly west of Ireland) and suggestions that there be some indication of maintenance for the moorings available to indicate that they are safe and in good repair. More sail charter possibilities were also seen as being an improvement. There were a few suggestions such as “*You need marinas strung out within one-two day’s access along the entire route*”. This would encourage one cruiser to shift from his current cruising location in the med.

One person requested more standardised disabled access services. Another person called for a single source of cruising information which could be accessed for all needs to do with the Cool Route. This person also wanted more ‘*Walk ashore*’ facilities and another person mentioned the difficulty of trying to get ashore by “*Scrambling up rocky seaweed covered shores at low tide or climbing up wet and slippery metal ladders on walls*”.

For the coast of Norway, one person called for sailing clubs and marinas with social activities to be promoted. In Ireland one person called for the development of the North Western part of the country.

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*“The northwest coast of Ireland is about as remote and challenging as it gets. Few facilities and services and difficult weather/sea state conditions make it a place only truly experienced self-sufficient cruisers can manage. There is no marina between Galway and Loch Swilly. There is no access for most boats to Westport which could be a truly great destination if it had an accessible marina. A marina in Killybegs could take advantage of the tremendous resources already there. That would provide two crucial secure stopovers with facilities for repairs, provisioning and parts. The development of Galway Harbour should be accelerated, and the planned expansions at Rossaveal and Knightstown funded. We need a string of marinas to make our west coast, a place of true natural wonders, safe to navigate. We could then attract groups from afar like the Swedish, German and French clubs who travel long distances in tandem.”*

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# Cool Route Survey Conclusions



## Cool Route Survey Conclusions

The study, undertaken between October 2015 and March 2016 highlights a good level of interest by cruising sailors in the Cool Route\* and the further development of their cruising grounds. It provides and also confirms a multiplicity of different preferences in terms of optimum travel distances and times. It provides valuable information on the types of mooring/berthing facilities required by the average cruising sailor, as well as what they consider as the most important shore-side facilities.

Importantly it shows that sailors within the Cool Route and beyond would be interested in cruising farther afield if they had the assurance of safe havens at reasonable intervals all along the route.

The survey presents a number of potential deficiencies and related opportunities in terms of the provision of waste disposal facilities, the improvement of local chandlery supplies and the potential to develop charter or similar means for people to explore areas of the Cool Route. It also raises the question as to what additional facilities may be required to attract a much greater number of mega or super yachts to the Cool Route

The overall information collected will primarily be used by the project as an input to the next stages of the research brief, including the Marketing Plan which is ongoing and the Business Plan, work on which is about to commence. It will also inform the Route Commercialisation strategy.

Aside from the project benefits of the study, it is hoped that its findings will also provide useful information to a wide range of small enterprises along the route, in the direct marine sector and also in a wide range of non-marine businesses, who can benefit from the development of cruising along the various sections of the route.

Again the project team wishes to express its sincere thanks to everyone who participated in the survey and who made this research task possible.

\*The Cool Route is a Registered Trademark



# Appendices



## Appendices

## Appendix 1

### Additional comments received on cruising duration

We try to spend at least a month cruising in the summer with several other trips of a few days earlier and later.

May to September.

Annual summer cruise of up to 2 months.	Frequent week end cruises and two extended cruises of over 2 weeks.
Mainly long weekends and one or two one week cruises - very weather dependent as preferred cruising ground is West coast of Donegal.	Interspersed with weekend and overnight stays. Plus 2x 12 days holiday & 1x 20 day holiday
Spend most of the summer cruising. May -August.	3 cruises a year of 2/3 nights. 1 cruise up to a week
Average 50 nights on-board every year.	Weekends + week at Easter + 3-4weeks over summer. Total 50 nights per annum
One or two extended holidays per year	I live on board in the summer - usually 3 months - and make significant voyages
About 100 days on board per annum, with approx. 60 cruising days	Weekends as part of local racing events, plus one 3 week cruise a year, mainly to Scotland
I sail (as crew) on two different yachts, one in the southwest Ireland, the other on the East coast	Annual 3 week cruise
Kinvara bay sailing club dingy sailing	One main cruise along with a number of shorter trips - weekends and overnights
Sailing to various ports and returning to continue the journey. Plus week long holidays usual try and get 4 weeks in all	5 times per annum
Regular 10 day cruise every year with many weekend ventures in-between	I would cruise a mixture of weekends and also longer cruises depending on free time and weather
Usually between Cork and the Blaskets but sometimes as far as Galway. Always West.	New to Yachting still gaining experience hence do not yet have skills for long or exposed passages.
I also cruise weekdays, weekends on a regular basis throughout the season. Trips vary between 20nm and 150 nm	Whilst I do many weekend cruises during the course of a year, my priority will be to do one more extended trip annually of at least three weeks
A full month and then weekends before and after several (2 or 3) cruises of approx. 2 weeks each	Leisure day trips.
Usually spend three months a year cruising anywhere from Spain to the Lofoten Islands	Varies but often take a few weeks during the summer months
Sommer holidays up to 5 weeks	Try to get at least 4 trips per year, sometimes as many as 6 and up to a week in the summer holiday
Typically a two week cruise each summer	Sail at weekends to Fowey then do a cruise for 2-3 months to either France west coast, north Spain, or Scilly Iles then to Ireland Cork and westwards to Dingle, or north towards Dublin IOM Or out to the Azores.

Always a month in the summer of cruising	I sail 5000+ Nm a year. I can work from my boat and therefore frequently do.
Our destination is often decided by the wind on the day and the prediction for the week ahead. if we are cruising we like to find fair winds not beating as this is tiring for both boat and crew	We also take time to get ready for the season which usually takes a form of 10 days trip further afield - such as St. Kilda or Orkneys
"We participate in ISORA and because of that do long deliveries. We also participate in Fastnet, DL to Dingle, West Highland Week races which require long deliveries.	Weekend trips during the season, a week in June and a two or three week cruise in the summer also most weekends locally
I mostly cruise from late May/early June until September, almost continuously and have cruised to La Rochelle about every third year in the last 12. In other years I cruised Cardigan Bay, east coast of N Ireland, Oban/Tobermory and the Solway Firth.	Pottering about the Solent with cruises to Cornwall and SW Ireland
But could go further	4 or 5 weekends and 2 months in the summer
Retired, so cruises of indefinite periods.	Crew swaps has enabled the boat have continuous week long cruises over the summer months.
Up to 10 a year	Full traverse of western England, eastern Ireland, western Scotland to Norway
Commercial operating craft	My boat is a trailer sailor
Up to 130 nights on board per year	We are a Practical ISA-RYA Cruising school based in Kinsale and spend an average of 10 days cruising per month in off peak months and 20 days in peak months. We sail 12 months of the year.
Three weeks when crew are available	We live aboard for 4 months and cruise as the weather and plans permit
Mainly west coast of Scotland, north coast of Northern Ireland	Permanently cruising since April 2009
Up to a week about 4 or 5 times a year. 2016 planning circumnavigation of Ireland lasting 6 weeks	We sail commercially so lots of different cruises
A lot of flexibility with work, so keep a close eye on the weather and head out whenever possible...boat in the water from May to November	Twice a year
I regularly go for 2-3 days but summer cruise tends to be 2 weeks to a month or more depending on the weather	"Choosing just one!
About 7weeks total annually. Each cruise up to 2weeks	2- 3 week trips
I normally cruise for at least 4 to 5 night up to 3 weeks so I could have chosen at least 3 of the answers	I cruise or race my own boat up to a week or so maybe 2 to 3 times a year. Also cruise with other owners on their boats once per year up to 2 weeks
Weekends plus a one or two week summer cruise	Usually one 2-3 week trip and two or three 3-5 day trips/year
Throughout a year we might have one 2-3 week cruise then a couple of 3-5 day cruises.	Also have a full week and fortnight in the summer
Retired and not constrained by holiday arrangements.	Longer periods up to 3 months for trips to Spitzbergen etc.
I also cruise for weekends	Weather permitting we would day sail every weekend from April to Sept.

Live aboard cruising	3 or 4 weekends locally throughout the summer
We cruise for long weekends, and take 2 x 1 week cruises in summer. Also have chartered in the Baltic	We offer weekend cruises, longer cruises of around 4-8 days, mile-builders of 7-14 days and 2 to 7-day RYA courses, typically between April and October.
This question will skew the results to weekends as you are only allowing one answer - please rethink the question and ask for type of cruising and frequency	Plus annual two weeks cruising in the Ionian
I would have 3 x 2 week cruises and at least 6 x weekend cruises on an average sailing season	At least one cruise to Scotland from Carrickfergus.
Currently on an extended cruise in France, Spain	We now tend to be at sea from May to Sept/Oct. Very little day sailing overwinter also multiple weekends
One cruise of a month or more and several shorter cruises of a week or two plus the usual weekend trips	Several weekends & an annual 3 week holiday.
Varys from 1 night to a planned three week cruise in June of this year	Maybe 6 overnights during season
Weekends, and more than two week and a month or more is all correct answers for us	

## Appendix 2

### Comments on other facilities frequently required

- Dinghy dock access to facilities, chandlery
  - Tourist information
  - Chandlery, holding tank pump-out
  - Chandlery
  - Sailing school for tuition
  - Gas
  - Public (maintained) mooring buoys would be the most helpful. They simply don't exist in places you'd expect. e.g. Castletownshend, Oysterhaven, etc. so visitors pick up locals, not always best idea
  - Toilets
  - Boulanger and chandlery
  - Perfect shelter
  - Hazardous waste disposal e.g. flares, batteries, oil, etc.
  - Chandlery
  - Repairs to bits and pieces. Chandlery
  - Dinghy dock, car rental, bike rental, kayak rental, diving services, chandlery, hardware store, mechanic, sail repair, etc.
  - visitor attractions are good for the family if they are close by
  - Alongside pontoon rather than rafting up as disabled crew member on board
- Pontoon berth
  - Telephone signal
  - Hire car / taxi
  - Chandlery
  - Chandlery ,tools & materials
  - Mechanic repair facilities
  - Live music
  - Chandlery
  - Chandlery, mechanic
  - Toilets
  - Information on good walks in the area
  - Not frequently but importantly - Gas (Calor)
  - Bank/ATM
  - Yacht Chandler
  - Boat repairs
  - Chandlery
  - Repair, chandlery, lift out
  - Yacht Club
  - chandlery
  - Secure car parking for car & trailer
  - Great pontoons
  - Hiking
  - Good Mobile Phone Connections
  - Not required frequently - yacht haul out and repair – e.g. for propeller problems
  - On site chandlery for spare parts
- Safe and calm mooring facilities, chandlery
  - Gas
  - Recycling; also composting facility (e.g. for fruit/veg peelings)
  - Bottled Gas
  - Recycling and sustainable waste solutions.
  - Security
  - Marine repairs
  - Gas
  - Chandlery
  - Gas
  - Chandlery
  - Repairs
  - Chandlery
  - Rigging & chandlery
  - Chandlery, workshop facilities
  - Gas
  - Car hire

## Appendix 3

Comments received on Things to do and See- where respondents give a sizeable list of additional interests.

Archaeology, natural wonders	Churches	Sailing school
Trout Fishing	Shops	Marine history
Chandlery	History/archaeology, natural wonders, self-guided tours,	Wild life tours or trips
Kids' activities	Racing	Kid's activities
Yacht Chandlers	Biking	Scenery
Chandlery	Breakfast cooked!	Competitively priced chandlery for spare parts
Self-drive exploration	Local markets	Chandlery
Painting, drawing, reading relaxing	Music	Bicycle riding, kayaking, car rental for touring
Whisky distilleries!	Dog walking areas	Opportunities to have a skipper on board or access to a sailing school for tuition
Cycling	Swimming pools for wet days with children	Meeting members of sailing clubs in the area. I prefer sailing to sailing clubs
Cycling	Sightseeing	Scuba diving
We explore whatever makes that place different from all others. If you need to see it by motorcycle, then motorcycle rentals. If hiking through rainforest is the thing, then topo maps. It's different in every place and specific to that place.	One of the joys of cruising in Scotland is browsing in well-stocked chandleries. These are very thin on the ground in Ireland.	We cruise as a family. Two adults and four children. Local kids activities are useful e.g. public swimming pool or play park are very useful with indoor activities particularly useful in wet weather. Disabled teenager included in this also.
Festivals or Regattas	Surfing, mountain biking, adventure sport	Bicycle hire
Depends on what's available- the use of a hotel swimming pool would be an example	Visiting Yacht Clubs, meeting other yachties. Shopping at Yacht Chandlers. Boat repairs.	Visiting Yacht Clubs
I like to visit local yacht clubs	Church	A full breakfast in a local cafe is a social occasion and fuels up the crew for the day ahead. Cooking and cleaning up afterwards on board is a poor second best and an opportunity missed to meet the local people.

Local accommodation	Cycling/walking marked trails. Reading signage with local points of interest etc.	Racing or cruising in company
Good bookshops	Photography	Fishing from the shore
We mainly go sailing to go to remote locations where there are no facilities and where we can climb mountains, visit untouched beaches to swim and explore and to enjoy nature. It is however nice to intersperse these activities with calling in at culturally interesting ports with cafes, restaurants and pubs.	Mostly enjoy being in remote locations with no facilities - enjoy walking, mountaineering, nature. But if in towns enjoy places that are culturally interesting	I typically try to go somewhere that I can also paraglide from
Local festivals	Rock or mountain climbing	Cycling

## Appendix 4:

List of destination to which respondents have cruised from ports on the Cool Route – Demonstrating the very well-travelled nature of many respondents to the survey

- Crossed Atlantic 3 times, east coast of NA, west coast of Europe, Caribbean, Atlantic Islands
- Iceland
- Canada Greenland
- Scandinavia, Caribbean, USA
- around the world
- Denmark, Sweden, Germany
- Tenerife
- SCILLY ISLANDS
- France
- France
- Many places
- Russia, Caribbean, USA
- Med
- Crossed the Atlantic 3 times, west coast of Europe, East coast of NA, Atlantic Islands, Caribbean, Scotland, etc.
- France, Portugal & Spain
- France, Guernsey, Jersey, Spain, Portugal, Majorca, France, French Canals, Greece, Gibraltar, Scillies.
- France
- Netherlands
- France, Spain
- Brittany
- Spain
- France
- Spain and Portugal
- Iceland, France, Spain
- France
- Holland, France
- France and Spain
- Transatlantic, Spain, Portugal
- France, Portugal, Spain
- Spain, France, Holland, Germany, Poland, Latvia, Lithuania Russia, Finland, Sweden, Denmark.
- In previous boat, went to the Med for 2.5 years
- Spain, France
- USA
- France, Spain
- France
- Greece, France, Spain, Portugal
- Sweden Mediterranean
- The Caribbean
- Shetland
- Shetland Islands
- France, Germany
- France
- Azores , Spain
- Portugal, Spain etc.
- Orkneys
- Orkney + St. Kilda + France
- France
- France
- FRANCE
- Isle of Man
- France
- Spain
- Spain
- France
- France/Spain/Portugal/ & Med
- Med, Caribbean, Baltic,
- Spain, France, Portugal, South Africa and Australia
- France & Spain
- France, Spain, Netherlands, Italy, Greece, Portugal
- Most countries in Northern Europe
- Orkney/Brittany
- Round Ireland 2013
- France, Spain, Portugal
- Caribbean
- Spain, Portugal, Canary Islands, Cape Verdes, Caribbean & Panama
- Denmark/Germany/Sweden
- Svalbard
- Isle of Man
- France Portugal Spain
- France
- France
- France
- HOLLAND, DENMARK, SWEDEN
- Spain and Portugal
- All Northern Europe
- world circumnavigation
- Svalbard
- Shetland, Chanel, Scilly, IOM, Summer isles
- Caribbean
- France Spain
- France
- Mediterranean
- Portugal
- France
- France
- Isle of Mann
- France, Isle of Man
- France and Spain
- France
- France
- France
- Isle of Man
- Isle of Mann
- Iceland
- France, Scillies, Adriatic, Demark, Sweden
- Baltic
- Germany, Holland, Med.
- Isle of Man
- Isle of Man
- around the world
- within Ireland Only with current boat



## Appendix 5

### Other comments –What’s good-What’s bad?

*“The northwest coast of Ireland is about as remote and challenging as it gets. Few facilities and services and difficult weather/sea state conditions make it a place only truly experienced self-sufficient cruisers can manage. There is no marina between Galway and Loch Swilly. There is no access for most boats to Westport which could be a truly great destination if it had an accessible marina. A marina in Killybegs could take advantage of the tremendous resources already there. That would provide two crucial secure stopovers with facilities for repairs, provisioning and parts. The development of Galway Harbour should be accelerated, and the planned expansions at Rossaveal and Knightstown funded. We need a string of marinas to make our west coast, a place of true natural wonders, safe to navigate. We could then attract groups from afar like the Swedish, German and French clubs who travel long distances in tandem.”*

*“It would be useful to have a legible map marking facilities of frequent interest to cruisers. In addition to tourist activities it needs groceries, banks, laundromat, taxi, police or customs clearance. Perhaps examples of suggested routes with distances and highlights.”*

*“Sailing clubs or marinas with Social activities should be promoted on the coast of Norway”*

*“A map of destinations of no more than 6 hours sailing (every 30nm) from Ireland to Norway. Literature and advertising in magazines to domestic and foreign sailing publications to make people aware of the project. Currently it feels like consultants are getting the EU funding to justify their fees and no real marketing and promotion of the route has taken place! Research, meetings and forums won't bring one boat into a key harbour! “*

*“Weather is the single most critical factor for a 35ft sailing boat, and rounding the likes of Malin Head can be a big deal. Small anchorages along the West Coast of Donegal are incredibly beautiful, we use a lifting keel to have access to shallow waters and sheltered anchorages.”*

*“One of the pleasures of cruising in the area is that it is uncrowded and relatively undeveloped. Please don't try to make it into the south of England! It is very noticeable that mooring/berthing prices in Northwest Scotland (and some places in Ireland) are much higher than the equivalent in Norway, West Sweden, Denmark and Germany- often for much inferior pontoon and shore-side facilities. “*

*“More sail charter possibilities would be great”*

*“More pontoons and marinas.2*

*“Good- A well sheltered harbour, Good local transport links and friendly harbour staff willing to give local advice and assistance.  
Bad- being next to busy commercial activities with little facilities.”*

*“The availability of charter hire yachts so that you can explore new areas.”*

*“The environment is second to none and it is crucial that the amenity value of the environment is protected against the degradation being created by dubious and environmentally damaging practices within the aquaculture industry. The rendering of sea-beds beneath salmon farms as sterile wastelands and the decimation of the seabed by shellfish dredging activity. Accepting that there needs to be a sustainable balance between commercial activity that sustains communities and jobs along with tourism, the activity must not be permanently detrimental to the ecology and wildlife that form such an important part of its attraction.”*

*“Personally, secure anchorages or berthing every 25 miles or so where practical would be very enticing for me as a cruising sailor to venture out of the Mediterranean and up the Cool Route”*

*“Pot buoys and fish nets to be removed from approaches and anchorages”*

*"Improvements needed for radio/telephone/Wi-Fi connectivity in the more remote areas of western Scotland. Glad to see an increase in marinas in the more remote areas - e.g. Glenarm in Northern Ireland was exceptional"*

*"More safe harbours between the existing harbours"*

*"Scrap marinas & stop ruining anchorages with ill sited mooring buoys. These items are NOT for real cruising folk!!!"*

*"More marinas".*

*"More pontoons and public moorings on the west coast of Ireland. Essential in bad weather. These need to be properly maintained and not 'colonised' by fish holding boxes and local craft. A reasonable charge for use would not be objected to and a local boatman could be responsible for collecting it and a recipe issued. An incentive to collect would be some form of commission."*

*"Rubbish disposal. Collection is geared towards local residents and it is often difficult to dispose of ships garbage. Perhaps a system of 'stickers' sold by local shops and pubs where stickered bags can be deposited in a protected bin."*

*"The weather"*

*"Cleanliness in port"*

*"More public mooring buoys that are services and kept free of local fishing vessels"*

*"Keep moorings out of these wonderful places. No serious mariner needs them except in roadsteads of extreme depth or poor holding when they can be useful if well maintained and not expensive. Promote anchoring. Keep town quays clear of pricey marinas. A pontoon is fine, especially in tidal waters, so long as it does not attract huge fees. Otherwise the old town quays of west Norway served us very well. Scandinavia has always been a haven of reason in the race further south to milk cruising sailors of every penny they have. Keep it that way please. The Northlands are a shining light of example of others."*

*"Safe and accessible marina/pontoons"*

*"Advertising. Database of infrastructure and services at destinations."*

*"The local marina at the end of Lough XXXX (N.I.) is in terrible condition. XXXX has the most lovely cruising waters, such a shame the facilities cannot match it, and put visitors off making the trip into the lough. Hopefully this can change under new ownership with support from government organisations that has been missing under the current regime".*

*"More facilities and marinas along the west coast of Ireland."*

*"No advertising of available marinas, yacht clubs always closed, lack of transport, crazy Southern Ireland prices for taxis. Scenery is beautiful on the west coast. Very dramatic."*

*"Scotland has plenty of facilities. Ireland has some but most are inadequate by world standards. Galway has waste disposal but no toilets and no showers. That would not be acceptable to people used to high standard marinas. There is no marina north of Galway and few easy to access harbours of refuge. You need marinas strung out within one-two day's access along the entire route. Ideally, there should be marinas in Westport, Blacksod, Killybegs, Arranmore and Sheephaven for this to work. Marinas should all have toilets, showers, fuel at the dock, electricity, fresh water, laundry. Provisioning should be nearby or by delivery to the dock. Pubs/restaurants/cafe, tourist office, car rental, public transport all important."*

*"Poor Marina facilities in the NW coast of Ireland from Galway north"*

*"I would love to do more cruising in the west of Ireland, particularly the north west, but the distances between well-equipped facilities makes this very difficult. It would be great to see a number of marinas developed in the north west, particularly Donegal, Mayo and Clare."*

*"A marina is required between Burtonport and Derry that is accessible 24 hours and has proper facilities"*

*"Welcome guide on Arrival for facilities and Local attractions etc."*

*"Little use seems to be made using technology to support a solid information / knowledge base. Should make more use of this."*

*"Standardised disabled access facilities - minimum standards. Fully accessible shower blocks with adequate space including a dry area & chair to get changed for non-physically disabled people who need assistance. Standardise access keys for disabled shower blocks.*

*Also, need more pontoon facilities at more regular intervals, particularly around the North West coast of Ireland."*

*"More pontoon facilities / marinas"*

*"Need a necklace of infrastructure along coastlines. Need a mooring buoy at Inishtrahull as a stop off between Ireland / Scotland as well as being a place of refuge in the event of weather or mishap. "*

*"Curious and friendly, helpful staff at marina/ harbour"*

*"Good, well sheltered visitors moorings or pontoons. Bad, concrete pier and exposed moorings. Example Killronan Arran islands. Just put in a few pontoons."*

*"Good - Flexibility and no rigid plans.*

*Bad - selfish bores."*

*"More small pontoons are required around the Irish Coastline"*

*"More marinas"*

*"Discourage motor vessels2*

*"A few more public berths at every marina for larger and medium sized boats would be advantageous."*

*"Information is scarce, pontoons and marinas are not advertised and not cheap on the south coast of Ireland"*

*"More marinas needed"*

*"Ireland has a lot to improve on. Lack of marinas, many hours between stopovers. Bere Island and Crosshaven have facilities as good as France."*

*"Better public mooring facilities on west coast of Ireland"*

*"Some means of confirming that public mooring buoys are safe and serviced regularly. "*

*"Rough quay walls can be a problem as can unfriendly - by which I mean unhelpful - fishermen."*

*"From my perspective, cruising is about exploration, sometimes in company with others, sometimes not. I like the sense of adventure that places with less facilities have, as long as there is somewhere with good facilities within a few days.*

*Good to see an initiative that asks for this type of information"*

*"Not enough marinas in the south, west and north of Ireland"*

*"We need to have the visitors moorings put back in Ireland We as sailors should be able to plan an around the Island of Ireland trip knowing if the weather turns nasty we can moor safely without worrying about dragging the anchor. Please can we have our moorings back?*

*We also need to be able to take our rubbish ashore and dispose of it easily, at present there are no facility's available to most yachts."*

*"Generally find facilities satisfactory"*

*"I would love to see more services and marinas on the west coast of Ireland."*

*"The weather - winds and temperature - and availability of safe anchorage/mooring areas with all round shelter are the 2 key issues. The 'Cool Route' might be pleasant to cruise one year in 5, if you happen to get a high pressure system for the cruise. "*

*"More visitor moorings in small villages ~ lots of boat users are afraid to anchor!!*

*Secure mooring and landing facilities"*

*"Single source of cruising information. More 'walk ashore' facilities"*

*"Need for more marinas & access to clean diesel (red/green)"*

*"Marinas, safe landing places"*

*"75 % of the Cool Route is offshore. If the west coast of Ireland had even minimal facilities west coast cruising would be increased but this would not have any serious effect on the Cool Route. The Cool Route is a grade 1 offshore passage and I feel you are being negligent in not suggesting it is".*

*"Good marina facilities. A genuine not merely commercial welcome."*

*"More marinas/pontoon on SW coast of Ireland"*

*"More West Coast facilities."*

*"More marinas along the coast"*

*"More marinas around Irish coast especially south west"*

*"From England your only southern Port is Cork. Suggest you include Dunmore East with it's new Facilities as this is approximately 60 miles from Cork "*

*"Regularly serviced and upgraded moorings"*

*"Information on good anchorages"*

*"Proper mooring and marina facilities on North West coast Ireland "*

*"Up to date information about mooring buoys, pontoon availability etc. Seems to me a lot of work is being done by various councils in Ireland to increase facilities for yachts but current information is hard to come by."*

*"Having had a quick look at the web site, the first thing see is a whole lot of marketing style gobbledegok speaking, why use ten words when three will do the job? Even this survey is not the easiest thing to negotiate, perhaps some plain English would be better used.*

*As far as " Cool Route cruising facilities", what exactly is that? Harbours and marina's? if that is what you mean why not just say it?*

*So until I know what you are asking, I can't really give an answer, as much as I would like to as I have cruised quite extensively around the Irish Sea."*

*"West Coast of Ireland requires careful planning. Maybe more yacht fuelling stations could ease the pressure a bit. Otherwise I believe we live in beautiful part of the world and let it stay this way"*

*"We have had few difficulties cruising around the Irish Sea and West coast/Western Isles of Scotland. The vast majority of marinas are in very good condition and offer all that we would desire. One or two require some TLC however."*

*"The disappointing thing, from your point of view, is that when cruising I wish to be away from civilisation as much as possible and just come to a port for essentials of fuel and provisions."*

*"Sail Scotland magazine is great"*

*"Good is clean water and shore facilities."*

*"Good - peace and quiet Ban - 'personal watercraft'"*

*"I think the Cool Route initiative is an excellent one. I am based in Lerwick and have been involved with Lerwick Boating Club and The Shetland Race assisting in organising hospitality and facilities for cruising yachts visiting Shetland for many years. With yachts sailing in this area becoming larger and better equipped I feel there is huge potential to grow the market around yacht cruising in the area. There needs of course to be a balance between encouraging yachts people to visit the area and over-commercialisation of the remote areas which is part of the attraction. I think this can best be achieved by promoting awareness of the attractiveness of the Northern areas, along with providing first class facilities at strategic points along the Cool Route. If I can help in any way, please contact me."*

*"Berthing information"*

*"Cobh has a lack of facilities for sailors. The nearest marina is miles away and we miss all the island has to offer"*

*"Good that more small marina facilities are developing in Scotland, but the communities who benefit from these need to keep an eye on maintenance and continually upgrading. Tobermory is a good example of what can be done."*

*"More moorings available Better Wi-Fi"*

*"More pontoons really"*

*"Great idea to connect the countries through sailing."*

*"More moorings buoys"*

*"Lack of large 50 Ton mooring buoys or marinas that can cope with larger yachts (50Ft+) is a major issue in deciding where we can visit as a commercial yacht"*

*"Easily available port information for pilotage and mooring available online"*

*"!I have no idea what 'Cool Route ' is so have no comments"*

*"Attention to facilities required for launching and recovery of "day Boats" to include secure car parking."*

*"Very very poor marina facilities on west coast of Ireland."*

*"Certainly in the south of Ireland we need more pontoons / marinas."*

*"Someone available with good local knowledge would be very useful when visiting new ports."*

*"Anchorages can be beautiful, back to nature experiences. When the weather is settled they are the most relaxing part of a cruise. Marinas allow sound sleep, safe in foul weather, safe coming back on board after the pub and with fee divided by three, a cheap overnight stay."*

*"Small pontoons owned by local councils/authorities, suitable for 4 or 5 yachts, located in key locations would be suitable. Vital facilities in no particular order, electricity, showers/toilets, waste disposal, water."*

*"With the decline in fishing, red diesel fuel is very hard to find in Scotland except in major ports. In remote areas the only fuel is taxed diesel from roadside filling stations. These are designed for access by car not boat! I have occasionally needed to hire taxis to take multiple trips from harbour to filling station with fuel cans which is both expensive and inconvenient. (And that's only for the small volume required for a sailing yacht auxiliary engine!) The other problem with road diesel (I don't regard the tax as a problem -there's no reason for yacht owners to be exempt at all) is that it increasingly contains bio-diesel which can cause problems with some yacht engines and fuel systems. Red diesel needs to be available for safety reasons."*

*"Friendly marina/harbour staff is a good point"*

*"It has been observed that in the Dublin basin many sailing clubs are against cruise ships trading in the port facilities. This nonsense and protectionist view needs to stop immediately as cruise ships are a higher touristic revenue generator for a local economy than a small boat scheme as seen around the world."*

*"Wi-Fi access is now essential for most cruising yachts, this is to access various weather websites for safe navigation. In most marina's Wi-Fi is provided but with little bandwidth so very frustrating. Laundry facilities are also essential for the cruising yacht, many marinas are poorly provided in this area. "*

*"Lack of public moorings Un-serviced unsafe public moorings where they exist."*

*"More information on mooring buoys, pontoons etc."*

*"You could start by ditching the naff name - it (the Cool Route) means absolutely nothing to cruising yachtsmen and women, or anybody else for that matter"*

*"Good - space for anchoring in bays; visitor moorings (free or cheap); walking/cycling ashore; shore access; friendly locals.*

*Bad - bays/anchorages full with many local moorings which take up the most sheltered spots; moorings often unoccupied, or taken up by wrecks; e.g. Crosshaven, Ireland is a good example of bad, very little space to anchor."*

*"If one is to use council mooring buoys it would be good if there was consistency across the country and all buoys were serviced seasonally. One website where you could find all boating related information would be great, with updates by users and cruisers"*

*"Ireland West Coast - Visitor moorings are not always in situ where Almanac indicates their presence. e.g. Achill Island and Buncrana.*

*Pontoon and facilities in Sligo need expansion and improvement.*

*VHF coverage not very reliable in Western Ireland and Scottish Islands."*

*"More and better marked visitor buoys. Clear information in pilot books etc. on where to land with the dinghy.*

*Water, fuel (diesel), and a local shop are the most important land side facilities for us.*

*Good holding for anchor, clearly marked visitor buoys or a pontoon are the most important water side facilities.*

*We also love remote anchorages with spectacular scenery! (Ireland)"*

*"Having circumnavigated Ireland while cruising a number of times there is a big gap in facilities between Dingle and Lough Foyle other than the marina at Rossaveal where you need transport to get around. Next port is Killybegs and there really should be ones in Inish Boffin, Blacksod Bay and Aranmore."*

*"More marina facilities and things to do in the constant bad weather"*

*"Pontoons for tenders needed."*

*"For cruising the west coast of Scotland I want a mix of anchorages with visitor moorings and pontoon or small marina berthing. Showers and water are important and waste disposal. If on visitor moorings of anchorages a dinghy landing pontoon or jetty is important. Scrambling up rocky seaweed covered shores at low tide or climbing up wet and slippery metal ladders on walls is not much fun."*

*"Don't over develop areas. Cruising needs a mix of 'service hotspots' such as marinas in larger towns and service centres and simple or even non-existent facilities in remote areas - the remote is often the attraction "*

*"You need to add Orkney to the Cool Route"*

*"Fix the gaps to keep distances suitable for day sails"*

*"If mooring are to be laid in good traditional anchorages please consider areas of the sea bed which are not suitable for laying an anchor and not the areas*

*where good holding could be achieved.”*

*“In small places where overnight pontoons or marinas are not really an option, a dropping off / picking up pontoon close to visitor moorings is always welcome. Local bike hire or loan is welcome too”.*

*“Scotland already has a mature infrastructure and it serves as an example of the fact that strategically placed marinas attract not only boats, but also tourists by land who like to see the pretty boats in the harbour and dream about one day taking off, whether they ever will or not. People are living longer and coastal voyaging is a favourite pass time in later years when there is often money to spend.”*

*“As Canadians, we landed in Kinsale, Headed to Falmouth for boat work then up the Irish Sea along the east coast of Ireland, then Scotland, through the Caledonia Canal and east and south to Ipswich. Last year, southern Norway, Sweden, Denmark, Germany, Holland, London. Loved it all!! We will go back to many of these places to see more. “*

*“Have tried to contact the research institute in Norway who is participating in this program without success. My phone number is xxxxxxx”*

*“Get that map sorted and start advertising yourselves! “*

*“Weather and available time are the factors while fully employed. Holiday and retirement cruising enables much greater flexibility. Not afraid of anchoring, there are ample locations, calling into bays for provisions or water takes time, so few certain and weather safe locations better than more but unreliable facilities.”*

*“It's a great idea to link up these various cruising areas. I guess you're talking to the Cruising Association about it - they are likely to be keen to promote and publicise it.”*

*“More facilities not necessarily required to venture further afield, but more easily available information on those that exist would be nice - especially with regard to layover possibilities in Commercial/fishing ports.”*

*“Proposed itineraries for short cruises 2/3 days up to 2/3 weeks could help people decide what area direction they could go cruising to. Information on best times to go would also be helpful and the dangers to look out for. “*

*“The development of existing and new facilities is needed and important. Equally important is to ensure excellent levels of customer service at these facilities along with real opportunities to engage with local communities.”*

*“Maybe if financial support could be forthcoming for independent/private marina/mooring operators it would help expedite development in the more remote parts”*

*“Marinas, pontoons and moorings do not necessarily increase 'comfort and safety' for the sort of competent sailor who frequents northern waters. If you want to be taken seriously, remove that sort of language from your questionnaire. The whole attraction of your glorious waters and fine people is that they are not subject to this sort of development. Keep it as it is, or even as it was, and folks will continue to come. Publicise its benefits along the lines I mention and you will secure a steadily increasing stream of sailors who are sick of the developments which are ruining cruising further south.”*

*“Congratulations on doing the survey. “*

*“I have written about the difference between sailing Scotland and sailing Ireland. Scotland has the marinas strung along at equally spaced intervals which is why people love it. But they were developed in ways that makes them isolated from 'real' villages. It doesn't take great skill to sail the inland waters in Scotland. Ireland is far more challenging. Exposed coastline, weather, no services. Wild and unspoiled. Development must not disturb the natural splendour*

*but enhance it. What Ireland must not lose is the charm of the village and the people's welcome that cruisers love so much."*

*"Excellent idea. Irelands cruising grounds have so much to offer and Yachtsmen do not know of our secret harbours and fantastic anchorages and facilities. "*

*"It is a personal ambition of ours to sail to Norway, it would be useful to publicise/highlight over-wintering facilities along the cool-route to encourage people to do it over a couple of seasons. Another possibility is to facilitate a boat-swap system whereby Norwegian families could swap boats with Irish families for example to encourage more further afield cruising. Improving facilities is such an important factor. We expect to do one or two long passages but we try to keep them to a minimum so more facilities along with way would be a great incentive to keep cruising further afield. Think this is a great idea and look forward to hearing more about it."*

*"This is a loaded question and should be reworded: If facilities such as marinas, pontoons, serviced moorings were in place at say four hourly intervals to increase the levels of comfort and safety on coastal voyages, would you venture further afield?"*

*"More moorings and a facility for rubbish please."*

*"We are still working and supporting a child. Thus time on the water is limited. Soon we will retire and have more time to cruise."*

*"Marinas and pontoons must have proper shelter - not like the one at Baltimore, with a long fetch from the south west, west and north west and constant ferry and other traffic, or the one at Sherkin, which is open to the south east and south and has a long fetch from the east and north east."*

*"We have such amazing sailing waters with ever improving facilities "*

*"Hi - glad to give further info: I don't use Facebook or Twitter*

*I've well advanced plans to sail from Oban to circumnavigate Ireland in an anti-clockwise direction next year in May and June, hence my comments about wanting current info on moorings etc.*

*Congratulations on this initiative - great to see coordinated work in this area covering multi-agencies."*

*"Well, this might come as some surprise, but not everyone is on Facebook and /or twitter.*

*I do not find it clear what it is you wish me to comment on exactly! "*

*"I didn't know about the project therefore BIG THANK YOU for asking to complete this survey, I have just learnt something new. You are now on our Radars :)"*

*"Cruising on our own boat is limited to Irish Sea and West coast/Western Isles of Scotland due to time restraints at present but intend to extend the range after retirement in five years! Looking to round Britain and into Europe - possibly through French canals to Med too. Have Sailed in Canaries and West coast of Scotland on charter yachts previously. "*

*"A marina was started in Cobh but has yet to be completed.... is it marred in red tape and bureaucracy"*

*"A more sensible survey than many. Somebody on your team knows how to design surveys such as this - well done."*

*"No idea what the question above relates to....4 hourly intervals?.....a yacht has a different 4 hour travel time than a motorboat"*

*"We have seen desire for sailors to be able to venture further, but there simply aren't the facilities for most cruisers to achieve this. Our commercial activities continually come up against a "no can do" attitude or approach, normally due to lack of available facilities."*

*"Any 'facilities' must have charges that are appropriate. Boat owners are not made of money. Often a stopover will bring a significant amount of money into the local economy"*



*"Remember that not all sailing people sail big boats and there is potential to attract the dinghy cruiser."*

*"We particularly enjoyed the many remote protected anchorages that are available. There are few boats sailing in May and many facilities are not open for the season. We found May and early June provided some of the best weather for cruising."*

*"Good & Accurate LOCAL Weather reports to be available at every port of call."*

*"Any competent skipper on a well found yacht of 30 ft or over can make safe cruising plans around Ireland and west coast of Scotland with marinas well spaced from Tobermory to Dingle. Larger yachts can include the west coast of Ireland in their plans. Vitally, Met Eireann gives a very good five day forecast of wind weather and rain. This makes for safe passage planning for the next few days. A great cruise will have all the usual features of beautiful scenery, the excitement of new places and meeting new people, quiet anchorages and no disasters and no drama. Good planning, good crew and good food along with good Met information make a great cruise possible. Six knots average speed is feasible for my boat so 25 miles between marinas is easy. 50 miles means starting the day at about six am with breakfast under way, a light lunch on board and time to get tied up before tea/pub."*

*"As a yacht charter business on Irelands SW coast, we think this is a very interesting initiative and would be happy to be involved in it's development. Please do contact us at any time (name supplied)"*

*"Over development will wreck the area. Paying for marinas, pontoons, moorings etc. eats into budget to be spent in other local businesses. What these areas most need is industries that are not tourism / yachting based and are therefore not seasonal. Hotels / pubs / restaurants are expensive because they need to earn their annual income over a relatively short period of the year."*

*"Availability of Coast Guard radio is a great source of information and security should some problem develop. Irish Coast Guard radio provide a superb service. Long may it last."*

*"I don't use Facebook or twitter, but would use a Coolroute website."*

*"Many people of an older vintage don't see the need or benefit of handing up personal data to be used by commercial concerns."*

*"Re previous question: facilities (pontoons, marinas etc.) need only be available at 10 hourly intervals to massively increase my cruising range"*

*"Lived/cruised in Scotland 15 years. Departed Oban, Scotland March 2009 arriving in New Zealand Nov 2014 via Chilean Channels."*

*"The route you propose is a marvellous one. The west coast of Scotland is one of the best cruising areas we've come across. Our route was: xxx - Outer Hebrides - Orkney - Port Edgar (haul out) - west coast Norway (as far as Trondheim) - Overwinter xxxxx- then S Norway and Baltic - Caledonain canal, Scotland - west coast Scotland - N Ireland - West coast Eire (over winter xxx) - South coast Eire - then on to Spain xxxxx "*

*"The west coast is a stunning if challenging cruising ground. Any efforts to open it up should be commended. From talking to other foreign sailors they view it as almost adventure sailing. Which I suppose it can be when compared to more balmy parts of the world. Safe ports or refuges at regular intervals would definitely entice more cruisers. As it would give everybody the chance to keep a lookout for better weather windows and enjoy the coastline instead of making a mad dash for it and missing so much in between."*

*"The East Coast of Ireland is fairly well served but I have found that the prices are more expensive than the marinas in Scotland and France. As a sailing boat, the cost or availability of red diesel is really not an issue."*

*"Sorry I don't do social media - I'd rather go sailing"*

*"When we are in ports we like basic facilities such as a pontoon close to the heart of the settlement. I feel that it is important that facilities are there as a*

*service to sailors and the community rather than being driven purely because of economic development. I think that today everyone is seen as a cash cow and that is what drives development - service and facilities for people to improve our quality of life is lost in this economically driven world - which is not to say that there isn't economic spin off but that shouldn't be the main reason for doing stuff."*

*"Where moorings exist, a clear universal notice of ownership, maintenance record, and payment details should be placed on each buoy.*

*"Seems like a great initiative-  
thanks "*

*I'd be very displeased if the cool route turns to be a highway.*

*Local difficulties take part of the "out of the beaten track" challenge*

*"Friendly people, gorgeous scenery, great sailing, If you could throw in sunshine and warm weather occasionally that would be wonderful."*

*"Coastal history, fishing, food culture, social gathering with fellow sailors."*

*"Cruising information on suitable harbours, marinas and anchorages. Suggest routes and itineraries."*

*"New ideas, welcoming facilities, time well spent."*

## Appendix 6

### What attracts you to cruising?

<i>"Cruising infers a tremendous sense of freedom, you meet strangers with an instant sense of comradery, and while you are busy going from A to B you do very little else and hence are truly away from it all both physically and mentally."</i>	<i>"Great scenery, friendly and accessible places to visit and explore, abundant marine life and birds, good food and drink, and (on a good day) unbeatable sailing. We have cruised from W Scotland to Norway, and back via the Baltic, Atlantic coast of France and Irish Sea. The Malin Waters area is best!"</i>
<i>"Remote and unspoilt nature, contact with locals, a Network of charter companies offering one-ways would be great."</i>	<i>"Sailing itself, visiting far destinations, planning, executing what has been planned. Meeting likeminded yachties. Being with people I like to be and ...run away from all the silliness of modern world."</i>
<i>"A skipper on board to help"</i>	<i>"The challenge of preparing for a long cruise, setting off, arriving at new ports where, after studying all available information, charts, pilot books, info leaflets, etc., you have to identify the reality and safely tie up and complete arrival formalities."</i>
<i>"Cruising the Cool Route is attractive to me because it combines sailing and seeing different areas that are beyond my normal cruising grounds with the advantage of a planned route and lots of local tourist information."</i>	<i>"The grounds covered by the Cool Route project are some of the most interesting cruising areas in the world. Anything which promotes this and makes life easier for the leisure boater can only be a good thing."</i>
<i>"Areas around Ireland, Northern Ireland and Scotland."</i>	<i>"It is to explore areas where few others go away from populated areas."</i>
<i>"Magnificent landscapes. Small friendly communities. Challenging waters and good facilities".</i>	<i>"Getting to interesting places, doing local things and sampling local life."</i>
<i>"Freedom. once the boat is operational, there can be very little to stress about"</i>	<i>"Getting away from 'organised' facilities"</i>
<i>"freedom"</i>	<i>"Freedom, Scenery, Fascinating landfalls, Choice of passages and cruising areas to suit weather."</i>
<i>"Good social scene"</i>	<i>"Good facilities at strategic points along the route."</i>
<i>"Being away, master of my own boat."</i>	<i>"Familiarity of areas. Clearly planned route. Group cruising. Safety increased by being on recognised passage"</i>
<i>"Freedom of movement"</i>	<i>"It is the last bastion of freedom in our over regulated society and it is a joy to just be on the water and a privilege to be able to experience our beautiful seascapes and landscapes."</i>
<i>"Exploring new places with your vessel and then enjoying the local food and drink"</i>	<i>"Visiting new places - arriving late and waking up somewhere else. good local beer and a great nearby hill to fly my paraglider from I almost always seek out smaller places and avoid big marina's where possible. "</i>

<i>"Dispense with Marinas &amp; mooring buoys"</i>	<i>"I have sailed to N Norway, Faroes and Svalbad from Oban in Scotland because the waters are not overcrowded, the destinations are spectacular and romantic and the climbing is challenging and dramatic. The cultures are civilised, friendly and the people accommodating. It is also pleasant to sail in 24 hour daylight!"</i>
<i>Getting away from regulation &amp; bureaucrats"</i>	
<i>"Planning the trip knowing the tides and satisfaction of arriving safe"</i>	<i>"Peace and quiet."</i>
<i>"Seeing other places and meeting other sailors"</i>	<i>"Seeing new places"</i>
<i>"Having just sold my Med based boat I am looking forward to cruising the coasts of Ireland Scotland next summer in my Irish boat which will be based at xxxx or possibly xxxx. I am living in Co xxx (Ireland West Coast) so the latter is more attractive because of motorway and rail access if a berth can be found!"</i>	<i>"Freedom"</i>
<i>"Freedom to enjoy Europe's coasts with my floating caravan."</i>	<i>"Freedom"</i>
<i>"Adventure"</i>	<i>"There has to be an element of good scenery if possible at the destination"</i>
<i>"See new places, get to racing events"</i>	<i>"More pick up moorings in remote west coast anchorages"</i>
<i>"New towns, new people, landscape, being at sea2"</i>	<i>"a. Greater availability of pontoon access to coastal villages around the North Coast of Ireland"</i>
<i>"Solitude"</i>	<i>"To:"</i>
<i>"The access to genuine wilderness uncluttered with development."</i>	<i>2. Extend existing cruising boundaries"</i>
<i>"Seascapes/natural scenery, seamanship (navigation etc.), unique way to visit (travel to) other destinations."</i>	<i>"Cruising in company would be an added attraction"</i>
<i>"Circumnavigating Ireland. Then the UK and the Mediterranean."</i>	<i>"Freedom and seeing marine wildlife"</i>
<i>"The independence of exploring our beautiful coastline and the excitement of sailing"</i>	<i>"Good and adequate facilities at a reasonable price, ie less than £20 per night. Good communications".</i>
<i>"Arriving at a new destination and discovering what it has to offer. However, I prefer to have an idea what to expect rather than e.g. realising on arrival that there are no bins or that the shop/pub/café is only open on Saturdays in July!!"</i>	<i>"Freedom of the ocean but ability to safely tuck in to good port facilities while sailing in these fairly inhospitable waters of the Atlantic with a family."</i>
<i>"Exploring new coastline, passage planning and navigation, finding peaceful anchorages tucked away from it all, visiting interesting towns, and the sailing, of course."</i>	<i>"I enjoy seeing different places whilst enjoying my journey there."</i>
<i>"Relaxed sailing and small reasonably priced moorings/pontoons/marinas/anchorages. Full facilities aren't necessary at every stopover but basic requirements at reasonable distances apart."</i>	<i>"Expand the options available to cruise in company with or meet other crews and swap information"</i>

<p><i>"Pre-planned route with staged accommodation"</i></p>	<p><i>"Sailing is so weather-dependent and our crews can vary in ability, so having options is important - the west coast of Scotland is particularly attractive because there are so many marinas, moorings and anchorages to choose from, usually within a few hours of each other. However, new destinations are also a very attractive side of cruising, and places with good facilities are always a bonus."</i></p>
<p><i>"Going to new places and testing my navigation skills. learning about the history of the places I am and in who's footsteps I'm walking in"</i></p>	<p><i>"It wouldn't, leave well alone please !"</i></p>
<p><i>"All of it. It is stunning scenery, lovely people, and uncrowded conditions. Sailing like it was in ancient times. But to be successful, Ireland in particular must embrace the sea. Traditionally people have looked inward not outward. Just look at the bridges at Achill and Portmagee. Neither has opened in years. If Achill bridge were able to open on demand like the bridge on the intra-coastal in America, and it were dredged to a sufficient depth, with channels marked for safety, it would be a haven for boaters. Look at the Golfe du Morbihan (not that different in its geography) which is dotted with happy little boats and people having loads of fun. The county councils have to have incentive to make it happen. The bridge opening requirements for the Achill bridge make Achill Sound virtually inaccessible.</i></p> <p><i>It takes a huge crew to operate the bridge in Achill. In contrast many of the bridges in Sweden can be operated remotely by one man with a camera and computer. Ireland is not boater friendly.</i></p> <p><i>There are places like Clew Bay where there is no VHF reception or transmission. If you have lots of boats, you'll have to ensure access to the ICG everywhere. And boaters will have to be encouraged to listen to the radio. Too many here rely on mobile phones.</i></p> <p><i>There are many more things that are strategically important to an established cruising route. This is no ICW. "</i></p>	<p><i>"Peace, freedom, exhilarating, beautiful, I have always enjoyed the amazing varied coast of Ireland, Scotland and the Islands. It has to be one of the best parts of the world for cruising. Scotland has the advantage of islands in several "chains" providing shelter in most conditions. Passages can be cut short. I have tried to make the passage from Ireland to Norway, unfortunately May and June 2015 were miserably wet windy and cold, however there will be better years. In general the shore side facilities in Scotland are good, there are very good restaurants within walking distance of moorings even in small places like Gigha and Coll where the trade must be seasonal. In general around NI apart from major centres like Bangor, Belfast and Derry (or Portrush where you are asked to vacate by 09:00h) eating out can be limited."</i></p>
<p><i>"I love the sea and the freedom that causing provides."</i></p>	<p><i>"Good landing facilities. Good scenery. Meeting other sailors"</i></p>
<p><i>"Cruising in company to places such as Norway, Faroes or Baltic regions"</i></p>	<p><i>"Flexability, new places and people, excitement."</i></p>

<i>"Finding a new cruising area or a secluded harbour. Meeting fellow yachtsmen from Ireland and abroad. Swapping cruising stories etc."</i>	<i>"Visiting strange places, the challenge of planning a complex journey, the necessity of self-reliance and independence and getting away from bloody marinas! ( however convenient they may occasionally be) Setting off and going where you want in the time you want."</i>
<i>"New cruising grounds and just going that little bit further each year, the scenery, wild life the social elements and meeting new people on the way, some of my best friends for 30 yrs I've met sailing, everything about sailing is good"</i>	<i>Some sort of cruising pilot specific to the planned route, similar to those published by the Irish Cruising Club."</i>
<i>"Exploring new territory and meeting new people/cultures. Ideally we like to cruise in short hops as we have children aboard. We love introducing them to new places, wildlife and experiences in general. Spending time together."</i>	<i>"Ability to have more frequent Marina or pontoon berths within 4-5 hours travelling time."</i>
<i>"The leaving, the sailing and the arriving"</i>	<i>"Peace, away from work, relaxation "</i>
<i>"Safe and secure anchorages, or moorings within easy reach of each other. Enjoyable local pubs/restaurants"</i>	<i>"Adventure, challenge, Social aspects, Natural beauty"</i>
<i>"Providing pontoon berths"</i>	<i>"Cruising gives us a sense of freedom and excitement as we explore new places."</i>
<i>"Wildness. Undeveloped. Facilities."</i>	<i>"As an RYA cruising school we look forward to increased interest in cruising facilities on the Irish coastline sillier to what we have witnessed on the western coast of Scotland during recent years."</i>
<i>"I like the opportunity to explore, and sailing off shore (exposure) self-reliance etc."</i>	<i>"Route reports and comments from fellow boaters."</i>
<i>"Freedom and relaxation Visiting new areas Sailing boats in challenging conditions"</i>	<i>"Getting to out of the way places".</i>
<i>"Getting away. Exploring inaccessible places."</i>	<i>"The freedom of movement and the beautiful scenery of Scottish waters in mainly sheltered waters"</i>
<i>"The provision of safe harbours (within 4/5 hours of each other) catering for cruising boats would allow more people to travel further thus creating revenue and employment along the Cool Route."</i>	<i>"We are planning to sail to Norway this summer with our 2 children age 6 and 11 via the Caledonian canal please let us know if you want an article about it- provided we get there!"</i>
<i>"Exploring further afield with likeminded people. Feeling the safety in numbers. Meeting new people and gaining sailing experience."</i>	<i>"Getting away to wild places."</i>
<i>"I like the opportunity to get away to sea and the independence of being able to visit and stay on Islands etc."</i>	<i>"New home every day with an interesting road to follow on the way"</i>
<i>"Visiting new places, revisiting familiar places, friendly ports of call, good"</i>	<i>"an electronic guide book on the route from Plymouth to Kirkenes including"</i>

<p><i>facilities nearby and value for money - some places see boaters as awash with money - usually because we've a boat, it's quite the opposite."</i></p>	<p><i>anchorage, marinas, fees, fishing allowance etc. and country legislation on everything from taxfree spares to pet allowance one the line of the Norwegian pilot books."</i></p>
<p><i>"Attractive about cruising: Freedom. Arrival feeling. Unattractive: ocean and long passages. Marketing plan: Not too much development. Not too many marinas/pontoons. A lot of cruisers are happy with quality visitor moorings. Some cruisers like to follow a route and meet other cruisers, but others like to stay in more remote, undeveloped areas. Cool Route can be both, because cruisers can follow however much of it they like. It's important to retain undeveloped areas close to the Cool Route, because once development takes place in a coastal area, it's rare that it can be returned back to how it was (e.g. natural and undeveloped)."</i></p>	<p><i>"Cruising is the ultimate remaining truly independent travel and adventure experience that is accessible to most people. The cool route will cover natural beauty - not a point you have questioned in your survey, but very important - in areas with good sailing breezes and reasonable shelter."</i></p>
<p><i>"Safe haven, local culture"</i></p>	<p><i>They want easy to get ashore facilities and safe berthing, in order to get a good night's sleep. Good provisioning shop and access to water, fuel and electricity are important especially for visiting further afield."</i></p>
<p><i>"Peace, tranquillity, getting away from marinas and commercialisation"</i></p>	<p><i>"Freedom to choose your next destination. Go where you please as and when you please. No waiting at Airports. No baggage restrictions."</i></p>
<p><i>"The total Freedom to see new places and taste new experiences" "Concentrate on better marina, pontoon and berthing facilities without losing what attracts in the first place by over-development , protect the rugged scenery, hospitality and natural beauty"</i></p>	<p><i>"Tranquillity. Wonderful Sea Views and views of the land from the Sea. relaxation. These are what make cruising so unique. Visiting new places of interest with safe anchorages. Locations should provide enough interest to encourage cruising boats to stay more than one night. A very high percentage of those sail cruising are retired and have the time to wander.</i></p>
<p><i>"I have cruised the Cool Route on and off for 45 years. First as crew and now as Skipper. My cruising ground has been round Ireland and up as far as Skye. I am lucky to have a pool of crew members who enjoy the sailing, scenery, socialising ashore and even looking forward to getting away. Having a marina every 25-50 miles around the Route makes safe planning easier. All my crew are the wrong side of sixty so safety is important. Many boats we meet have a mature couple on board and they also like the security of regular Marina spacing around the coast. We are an independent bunch and enjoy anchoring overnight also but we like to be able to keep our creature</i></p>	<p><i>"Taking the time to slow down and be close to nature, being in tune with the wind and the waves. Watching the seabirds swoop and the dolphins and whales at play. Enjoying the exhilarating sail and the spray and the boat slicing through the water. Arriving from the sea is always better than from the land. A feeling of achievement after every safe passage. The islands, the navigation, catching dinner, the sunsets, the sunrises, the shooting stars and the moon! And of course a pint of the black stuff at the end of it all ☺"</i></p>

<i>comforts topped up with access to diesel and stores. We enjoy our own company and good food so good restaurants are important also. E g the Boathouse on Gigha. Walking and wildlife are important to work up an appetite. Pubs are essential for craic. Transport links can extend a cruise for an owner by facilitating crew changeover. A few really good marinas, perhaps 100 miles apart are essential with smaller ones in between. Security of access is important so boats can be left for a week or two if weather or commitments put a break into a cruise. More than anything, the beauty of the Cool Route is immense, from mountains sweeping down to the sea, sea eagles overhead and dolphins around the bow while you are under way."</i>	
<i>"Love the sea and the wildlife. Dolphins and whales often excite. The view of the coastlines. The tasty lunches on board. Eating in the freshest air. The pint or hot toddy at the port you enter."</i>	<i>"The coastline, scenery, wildlife of the west coast of Scotland is beautiful and you want welcoming pubs and restaurants at your stopovers and anchorages"</i>
<i>"Prior knowledge safe and regularly maintained moorings"</i>	<i>"The experience of visiting remote and beautiful places"</i>
<i>"I'm passionate about sailing and find cruising most enjoyable. I like exploring remote anchorages, but do like to catch up with civilisation about every three days so as to shop, have a pint in a local pub and take a shower. Marinas and pontoons are not my favourite places, but they do have their uses. Why is this survey using a spellchecker using American English? "</i>	<i>"I love the adventure. Every day is different. Calling into towns and villages along the Coast and exploring them. Meeting people in the restaurants and pubs. The sense of freedom while on the water is great. "</i>
<i>"The scenery and the relatively sheltered water with many options for routes Relaxation of having no timetable and no absolutely fixed destination."</i>	<i>"Beautiful landscape/seascape. Arriving at interesting ports of call. Good local food. Exploring new cruising grounds. Opportunities to meet others in sailing community or local areas."</i>
<i>"The freedom to roam and enjoy nature at its best"</i>	<i>"The scenery"</i>
<i>"Safe moorings / anchorages and good pubs and restaurants "</i>	<i>"Challenge of getting to remote locations, new places, etc."</i>
<i>"Remoteness and quietness less traffic"</i>	<i>"Freedom of choice, visiting remote destinations and the general enjoyment of the sport"</i>
<i>"New places and faces. The skill in getting there safely too."</i>	<i>"Discovering the world, living simply, sailing. "</i>
<i>"As stated, I have no idea what 'Cool Route' is, but I suspect it has little to interest me."</i>	<i>"Independence, planning, arriving, meeting new people in new and not so new locations. Seeing other cruising and local boats."</i>
<i>"Open sailing ground. "</i>	<i>"Chartering"</i>
<i>"Peace, space, serenity, beauty, very little extensive development, not over crowded."</i>	<i>"Visiting coastal locations and being able to view the stunning coastlines around the areas we visit."</i>
<i>"Being independent. Seeing and exploring new places."</i>	<i>"Outdoor away from the techno world"</i>



<i>"Being able to see the coast and visit towns and cities easier than flying on a commercial jet liner. It's a more relaxed way of life too"</i>	<i>"The experience of visiting remote and beautiful places"</i>
<i>"Would like to explore the coast of Norway and Sweden, be easily able to estimate costs for overnight in a marina and have a good understanding of over winter possibilities and costs."</i>	<i>"You appear to overlook boats from England visiting Norway or Scottish east coast. Is this an 'un-cool'route? Not really sure what the cool route is? prefer to follow my own routes"</i>
<i>"I enjoy travelling by sea."</i>	<i>"Freedom, peacefulness, challenges"</i>
<i>"Self-reliance and choosing your destination and getting there yourself"</i>	<i>"Visiting coastal locations and being able to view the stunning coastlines around the areas we visit."</i>
<i>"The ability to promote our business (Dream or Two Sailing) at the same time as providing our customers with fantastic sailing."</i>	<i>"Sailing in areas of outstanding scenery being totally reliant on our own resources. Visiting interesting places and finding out about their history &amp; culture."</i>
<i>"Scenery, meeting people and pure adventure."</i>	<i>"Adventure, new places, time to be mindful"</i>
<i>"Scenery and good food and safe harbours"</i>	<i>"Scotland Faeroes Norway"</i>
<i>"Visiting new places and meeting fellow sailors. The journey is as important as the destination. Sharing each other's experiences so to improve the knowledge and satisfaction we all get from sailing and the places we visit. "</i>	<i>"Beautiful scenery, good facilities within easy reach when the superb anchorage is no longer so attractive because the rain is horizontal, good reaching winds no matter what direction we wish to sail."</i>
<i>"freedom"</i>	<i>"Visiting wild remote places"</i>
<i>"Coastal scenery and visiting islands"</i>	<i>"Cruising round Ireland. Also cruising to Faroos, Orkney and Shetland."</i>
<i>"Move it south and call it Warm Route - after spending many years in the Arctic I am looking for warmer climates"</i>	<i>"The landscape, natural beauty and cultural interest of the areas that the route passes through."</i>
<i>"Exploring new places".</i>	<i>"The challenge of planning and arriving in new harbours"</i>
<i>"Scenery, safe havens, good food and drink. Friendly locals"</i>	<i>"Sheltered anchorages, solitude and beautiful scenery. "</i>
<i>"Freedom of cruising and exploring new places "</i>	<i>"New places to see and favourite places to revisit"</i>
<i>"Leisurely sailing to destinations."</i>	<i>1. Explore new places = increased footfall &amp; visitor spend in each location/village</i>
<i>b. Greater awareness of the stopping points &amp; facilities available around our coast.</i>	<i>"Freedom to do your own thing as and when you like.more information on where you can find safe stop overs"</i>
<i>"Achieving sailing a distance and seeing interesting places that are relatively on our doorstep."</i>	<i>"open air, sailing, visiting new places particularly ones not easily approachable form land"</i>
<i>"Exploring new destinations. Enjoying the sea passages getting to and returning from them."</i>	<i>"Challenge See new places Meet people"</i>



Northern Periphery and  
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## The Cool Route

### Cruising Preferences Survey

June 2016

Cork Institute of Technology  
Cork  
Ireland