



# TOGLINE

The Quarterly Journal of the Trent Offshore Group  
Formed and constituted, 26<sup>th</sup> September 1991



## SPRING NEWSLETTER 2012

**Code:- Form of static heard on marine radios often referred to as "Morse" - or French trawler skippers.**



**Here we go again!** The wettest drought on record..... hasn't it been a cracker? Water, water everywhere, nor any drop to drink – unless you happen to be a plant at which point you would have been leaping out of the ground to get at it. Once again our theory

that the weather has a tendency to balance itself out has been proven. Dry Winter – really wet spring. Fingers crossed that it doesn't go as far as the middle of May to blight the cross-channel Sailex. Berice and I also have a "bit of a do, a family get-together" on 16<sup>th</sup> June for all our cousins and their offspring and the offsprings' offspring – (*geddit?*) outside in the garden. A triumph of hope over experience? Perhaps..... we shall see! On the same day, (*bad timing from our point of view!*) our Social Secretary, Andy MacWilliam, has arranged a repeat of last year's "Day on the River Soar", with the three narrow-boats already booked. Thanks, Andy – see further details inside. It **was** wet last year, but rest assured – it won't be this year. I have it on good authority.... Whatever, it will be good to have the long days here again and there **has** to be balmy days.....



**Sooner or later** there comes a time in our lives when we have to say cheerio to someone. Berice and I have had to say a final goodbye to a very dear and long-standing friend – Geoffrey Halliday-Pegg. We have known each other for years and together

with our wives, have enjoyed many experiences and travels. I introduced Geoff to TOG at the October sailex in 2008. His health was suspect even then, but he was with us on the occasion of the Scillies trip in 2010 although unable to join us on "Morwenna" last year. He was admitted to hospital on Tuesday 1<sup>st</sup> May and died on Tuesday 8<sup>th</sup> after a valiant fight. Those of us in TOG who have known him, can count ourselves very fortunate. His sense of humour, constant

liveliness and wealth of jokes, concealed what was latterly the cruel killer to all but those in the know. Our sympathies go to Nicky, his wife, who also joined us on the "Saxonia" and had sailed many miles as a youngster with her father on the South Coast. Geoff would have been 73 at the end of this month. We will certainly miss him but will never forget.

**What do you think** of this 30-footer that has been knocked together from "bits and pieces" of items donated by the public? Jimi Hendrix' guitar, hockey sticks, tennis racquets, steering wheels - all held together with epoxy.....! The photograph shows it all with the outline and hull as smooth as a baby's bottom. Simon Rogers, the designer, together with the time and patience shown by the boatbuilders at Emsworth are to be really congratulated. According to the blurb, she should be capable of 20 knots – eh? Her voyages are to be to the towns along the South-East coast, the Arts Council there being the main sponsors. Who knows – Fairview may decide to take possession at the end of it. **I apologise for again** being a little short of news and a reduced TOGLINE. There seems to be a certain amount of consumer resistance to putting pen to paper with many of you. Please – don't be coy. If you have something to report, to get off your chest or the odd picture – it all helps to provide that feedback essential in any newsletter for an Association. We are all like-minded people, otherwise we wouldn't be in TOG – so go for it. Share with us, give us your thoughts so we know we are doing something right! Otherwise we are like blind men, hoping to hit the target that can just be seen...

**Until 31<sup>st</sup> July deadline**, 'bye for now and as ever  
**Happy Sailing!!**

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Ryhall  
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## PRESIDING MASTER'S MUSINGS

by Neil Macfarlane



**Well – in the winter TOGline** Ian simply reproduced my “speech” at the annual dinner so I did not need to write anything original. This time around it’s a bit trickier. However at least the sailing season has started and the first TOG trip is under our

collective belt. I looked forward to reading the participants’ accounts of that trip, but I am aware that under skippers Mark Davis and Phil Greetham good sailing was had in mixed weather and Dartmouth was the most distant port visited. One crew was rather struck down by illness both during the trip and subsequently, so I hope that those affected are now fully recovered. It was not critical in this case but it does highlight the importance your council places on ensuring that each yacht has an adequate *afterguard* should the skipper become incapacitated. Originally the term meant the crew stationed on poop deck in charge of the aft sails, but more modern parlance covers the skipper, mate, navigator etc – the thinking and more experienced members of the crew!

**We have a splendid range** of sailing trips organised for this season – the next being the Channel Isles/France for which the briefing was held the other evening in Quorn (and which appears to have recruited the pub landlord to the October Sailex!). Then follows Skye and the Hebrides, Southern Ireland, and then at long last, a return to “blue water” sailing in the Ionian Sea, before the traditional October Sailex on the south coast. John Bryant has done a splendid job booking the bulk of these trips and doing good deals with the charter companies; and thanks are also due to the lead skippers for their input. With the exception of the October Sailex these trips are fully booked, but places may become available if members are forced by circumstance to relinquish their berth. Also if a waiting list is established it may be possible to add another yacht as long as skipper and vessel are available – afterguard permitting of course.

**Andy McWilliam is working hard** to revive our social programme, so please support our next event – a trip on the River Soar on 16<sup>th</sup> June, and no doubt including a nice pub **My other boating interests** continue to thrive. Before Easter Keith and I had a lovely couple of days in a B&B down in Suffolk and among other activities gave *Lady Meg*’s bottom a good scrubbing ..... and a polish, so that she now gleams. However the weather since has not been particularly conducive to sailing – having just returned from a stormy Woolverstone



where we were unable to leave the marina. My young friends’ Thames sailing barge *Tollesbury* has completed her partial refit



in Faversham and is now moored again in Barking Creek, but unfortunately I missed the trip back. From being a rather sad sight their hard work and enthusiasm is transforming this splendid 106 year old Dunkerque veteran (see photos)

**Finally**, members should already be aware of TOG’s affiliation to the very worthy Royal Yachting Association – copy of the Certificate should appear in August edition

## REPORTS

Memoirs of an Atlantic Crossing - 25th ARC 2010 - by *Graham Wassall*



### Chapter 1

#### The run-up to the start

**Crewing on a 'Kaufman & Ladd Skye** 51' blue water performance cruiser proved to be a wise choice - ( see chapter 3, later in year - **Ships in the night** )



**Arriving in Las Palmas**, Gran Canaria on Wednesday 17th November gave enough time to settle onto the boat, party, meet the rest of the crew, party, load the provisions, party, and then recover from partying prior to the start on Sunday 21st November at 13.00 hrs.

**Seminars by the World Cruising Club** on Sea Survival, Meteorology, Astro Navigation along with their 'parties' were well supported ( free San Miguel helped !! ) and were really interesting and useful.



**On the day prior to the start**, we had our provisions sent to our boat, 'SKYELARK of London'. We then spent about 3 hours washing and drying all the fresh food & veg to ensure that 'Stowaway' bugs were not brought onto the boat. All excess packaging was discarded to reduce the chances of cockroach eggs coming aboard, to save space & to reduce the rubbish later.

**Partying on the last night** was confined to a farewell dinner & a couple of beers - we

didn't want to start a 2700 mile sailing trip with a hangover !!

**Sunday 21st November** ( Start day ) was incredible - Brass bands, Rock bands, Clowns, Jugglers and hundreds of locals &



tourists on the quayside to witness the start.

**We slipped lines at about 12 noon** along with about 250 other boats and manoeuvred into open water in

readiness for the 1pm start - it only hit me then that I wouldn't be stepping onto land again for more than 2 weeks.

**The start in 20 knots of wind** was manic, with boats jostling for position and shouts of 'Starboard' - you'd think it was a 27 mile race not 2700 miles!! However, we were soon



sailing well down the east coast of the island of Gran Canaria on a southerly course.

**Dan, our Skipper**, took the helm for the first hour, then it was over to the crew. The 8 of us were split into pairs with our 'Watch Rota' as 2 hours on, 6 hours off. The daily cooking pairs were excused from the 12 noon watch so this worked well to rotate the watch times by 2 hours each day.

**My watch mate & I** were on the second watch so our first helming / watch duties weren't until 16.00 hrs, so it was time to settle into the next 2600 + miles.

**Next instalment - next TOGLINE**

## EASTER SAILEX – 5th -11<sup>th</sup> April 2012

by Emma Greetham



Emma Greetham

### “Mange Tout” – crew –

Phil Greetham – Skipper  
Adrian Johnson – Mate  
Diane Johnson  
Jenny Boyce  
Howard Mawson

### Thurs 5<sup>th</sup> April. – departure log: 7624.0

**Having first all met up at the Plough**, Normanton for the pre-meeting the previous Friday, both crews seemed keen and eager for the first TOG trip of 2012. Mark had been informed by Fairview that we would be able to board on the Wednesday evening if convenient, and a few chose to do this. We however, had to drop off our boys in Devon with Grandma (not the most direct route from the Midlands to the Hamble!) At least the weather was looking better. It had been snowing yesterday! Personal belongings stowed away, the girls made their way to Tesco's to stock up on a few provisions for the next few days, whilst the boys took the handover from Fairview. Shortly after 3pm, we slipped the warps for the short hop over to the Isle of



Wight – this time the destination for the first night was to be Yarmouth, (rather than the usual Cowes first night) with the intention of reaching

Weymouth (or hopefully further) over the next few days – depending on the weather.

Calling up the Yarmouth harbour master on the radio to book a berth proved rather tricky as we couldn't understand a word he was saying. Even when he met us at the harbour entrance we still struggled with what he was trying to tell us; Eventually we worked out that we were to be on yellow 1, starboard-to. The weather pontoon berth proved tricky as we were a little rusty at getting the warps secured at first, and it took a little nudge from the harbour master on the bow to help us back in and beat the wind. Arrival Yarmouth 1845 hrs.

Log 7640.6

**Dinner for the night** was a table for 12 in the Bugle Coaching Inn, on the square.

**Fri 6<sup>th</sup> - depart Yarmouth 0940 hrs.** Destination: Weymouth.

**Having studied the weather**, almanac & tides, we realised we wouldn't need an early start through the Needles channel. So after a pleasant full English, we departed at 0940 hrs, with C'est la Vie (Mark's boat and Fairview's latest addition) five minutes behind us. It was a pleasant passage past the Needles and across Poole Bay –We chose to call in and have a late lunch at the pretty Lulworth Cove. It was a beautiful afternoon, but with a wind that changed direction in the cove every few minutes and a half a dozen other yachts who had also decided to do the same meant the anchor sets had to be spot on for all the yachts to swing –Next to us, the training ship, with a dozen or so young lads on board provided our entertainment for the hour – as they



were having fun in the tenders having timed races rowing around the buoys, losing the odd oar or two!

**Our arrival in Weymouth** at 1750 hrs, meant we were rafted up seven deep on the Town Quay, which is usual for a fair Easter bank holiday. Looking for somewhere to eat, it seemed the young, attractive, tight jeaned & blond haired singer Diva Lea proved a not surprising attraction for the boys, on the quayside pub!

#### Log 7671.4

**Sat 7<sup>th</sup> – Being on the outside of the raft**, the pressure was on us to be on our way promptly as a number of inside yachts were also looking to take the inside passage around Portland Bill. The newly refurbished Customs house shower facilities (only opened on Thursday



morning, 2 days previously) would have been impressive had the men's facility not flooded, overflowing and therefore been declared out of order! However by 0945 hrs – we “de-rafted” and departed Weymouth for Dartmouth: We decided to pass via the Inshore passage (1-3 cables off the headland) around Portland Bill. Having read that unless you pick the right 2 hours out of the 12, the Portland Race can be “severe” and as such we were a little apprehensive.



**Today however**, it appeared that we had judged our timings well and after hugging the shore with the southerly streams down to the Bill, we rounded the headland in a total flat calm with many yachts simply heading directly across the bay as the race was non-existent. The passage across Lyme bay was made on the motor with a light westerly breeze directly on the nose keeping a steady course to steer (about 265°) until you see landfall. At one point, Diane had a bit of a fright when we saw the gruesome sight of a “hand” reaching up straight out of the sea – looking like a desperate call for help! It turned out to be a red industrial glove, fortunately without an attached body.

**The entrance into Dartmouth** is well hidden but, once you reach Castle Ledge green buoy and make your way in, it is very picturesque, quite stunning and definitely worth the effort to reach.

**Running up the Dart river**, we encountered, and got in the way of, a ladies version of the Boat race (also happening the same day) and had to swiftly move out of the channel, seeking our berth for the evening. Mark had already pre-booked in the Marina since there are so few visitors berths available here, and maybe the £55 price tag for each berth had deterred others... shame we didn't get to use the impressive hotel and shower facilities there... Arrival 1715 hrs.

#### Log 7712.5

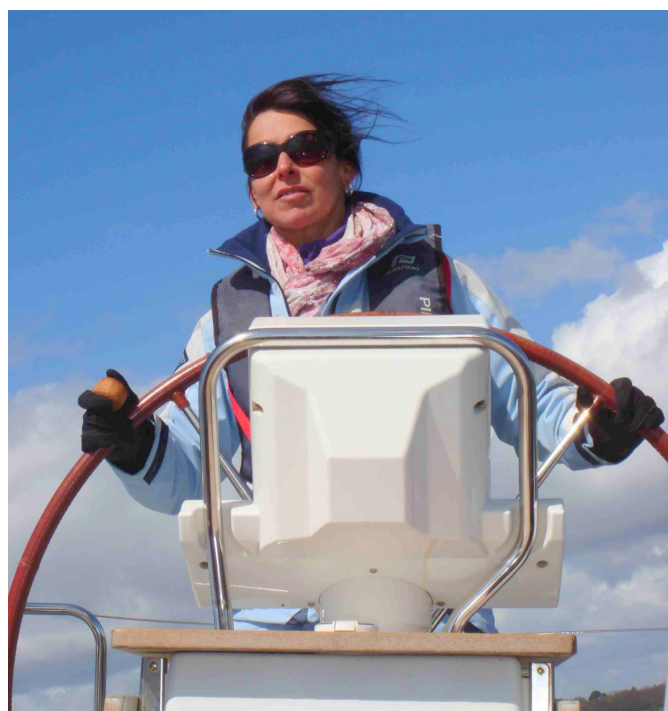
#### Sunday 8<sup>th</sup> – Early start – 0620hrs.

**The intention at the start of today** was to head back to Weymouth – Phil popped round in the twilight with a cup of tea in hand to have a brief skippers meeting with Mark to find he was looking at an empty berth as they had vacated about 15 minutes previously! So as dawn broke we left our berth and headed out towards Lyme Bay, with breakfast “on-the-hoof”. After departing Dartmouth, we realised our port navigation light wasn't working but since it was almost light and few other ships around, we decided we could worry about this later. In the event we reported it back as a fault to Fairview.

**However**, the morning weather update showed that there was a front coming through bringing wet and windy weather with it (F7/8, gusting F9) over the next 24 hours – we had been fortunate so far. So we contacted C'est la Vie with this new information to seek their intentions, and then decided to push on



to Poole. Our course to steer was steady (085°) across the bay but having no landmarks to aim for we told Jenny to follow who





we assumed to be C'est La Vie ahead, in the distance. However close to St Albans head, we realised it wasn't even them! Nevertheless, we were making good time towards Poole although the sea state was quite exciting between St Albans Head and Anvil Point (wind over tide) so we took a southerly course off the head – approx 3.5 miles off – to round Anvil Point and then head towards Poole... At one point we were contemplating rafting on the Town quay – although there were few options when it came to it, so a quick call was made to the harbour master and we were allocated a berth in the quay harbour. It had been quite a long passage (12 hours+) and the crew disembarked quite quickly... Arrival Poole 1845 hrs.

#### Monday 9th–

**Woke up to the full extent** of the front passing through - wind & rain all day. It was definitely the right choice to stay in harbour for the day. So Phil ventured out for black pudding, extra sausages and eggs for the full English – this time a late brunch – then a quick trip around the shops for some (snooze for others) before settling into the Poole Arms for a few beers / spritzers... At one point in the day, we were quite impressed that the Challenger boats had tried to venture out but their plans were soon scuppered and they meekly returned and resumed their berth on the quay.

#### Tuesday 10th–

**We awoke** to a fresh, bright, sunny morning: a complete contrast to the previous day. So around 0900 hrs we ventured



back up the channel out of Poole, back across Poole Bay this time taking the North Channel back into the Solent. By now the sailing conditions

were pretty good with near perfect wind conditions, so we took the opportunity to do some tacking and gybing between Yarmouth and Cowes. It was approaching high tide, and we decided to venture up the Medina river to the Folly Inn before heading back to find a berth in Cowes Yacht Haven for the evening. Mark's crew were not far behind us and we decided that a drink in the Sailing Club was in order before a final crew meal in the Union pub... Arrival Cowes 1625 hrs.

#### Wed 11th –

**After a quick browse** of the shops in Cowes for both crews, we departed at a leisurely 1130 hrs and headed off east towards Portsmouth for a final sail around Spit Sand Fort and then up the North Channel back to the Hamble. Arrival back with Fairview at 1400 hrs to handover the boats where we discovered that C'est la Vie & crew had beaten us back!

**A quick clean up** and removal of all personal items, all that was left to do was say our farewells and report back a couple of faults to Fairview. One was our under-reading log – which we had guessed early on in the trip was looking about 15% shy – however we still managed to clock up 238nm over the week, even with a day stuck in the Poole Arms! A couple of weeks later & Fairview were chasing a few extra pennies for a couple

of damaged sail parts and a missing Imray C4: I think we might check the sail over next time!

Final Log 7862

### TRINCOMALEE

by Arthur Wood



still afloat in UK. Built in Bombay in 1817, now fully restored and open to visitors throughout the year.

**Visitors are not allowed** to climb the rigging, but do have free

access to four decks including 'the captains cabin, the gun decks and the crew accommodation.

**During a recent holiday** in the Yorkshire Moors we spent a very interesting and enjoyable day at Hartlepool Historic Quayside visitor centre.

**The main attraction** there is the *TRINCOMALEE*, the oldest wooden warship



**Ashore,** the historic quayside is equally friendly, with lots of old relics restored and included in dynamic displays.

The Fighting Ships experience lasts about half an hour and is rather like being on a film set when the action is taking place.

**There is also** a very nice little cafe and a museum with a lot of interactive "big boys toys"!



**You can find out lots more** from the internet but, if you decide to go, allow plenty of time as there is **lots** to do and see and admission prices are very reasonable.

## **TREASURER**

**GRAHAM WASSALL (01159-663028)**



## **ARTHUR WOOD - DEPUTY PRESIDING MASTER**



### **IONIAN (Metaxa) Sailex May 2002 – Skipper's Diary.**

**May 11<sup>th</sup>** Crew: Arthur and Brenda Wood, Phil Riley and Cyril Marshall fly from Manchester Saturday night.

**May 12** Arrive Gouvia Marina 05:00 to

find boat ready and unlocked by 11:00, handover was completed, paid the charterer balance and thanked Lucas for the two bottles of wine. After buying groceries at the marina supermarket, had a leisurely sail to Sayiadah on the Greek mainland.. Dined at the fish taverna and retired early to catch up on sleep! This was denied by the most violent thunderstorm....!

**May 13<sup>th</sup>**. A calm, fresh morning with the return of blue skies. Another leisurely sail to Laaka an the island of Paxoi where we anchored in the bay and dinghied ashore to dine on spit roast lamb and the local wine.

**May 14<sup>th</sup>**. Today we all developed what long distance sailors call "harbour rot". The delights of Laaka and the surrounding olive groves with oranges, lemons and lots of flowers bordering the blue waters of the bay persuaded us not to sail today, but to walk, swim and enjoy the local amenities.

**May 15<sup>th</sup>**. An early start, so motored until the wind rose then sailed to Preveza on the mainland, where we moored alongside the town quay by mid-afternoon. Had a superb fish meal at a back street taverna, with local wine from the barrel.

**May 16<sup>th</sup>**. Left Preveza at 11:15 and sailed towards Lefkas. After the usual sunshine lunch of salad, fruit and fresh bread, we motored into the Levkas Canal, traversing the bridge at it's 14:00 hours opening. Leaving the canal, we ran under genoa to Vikho where we anchored and used the dinghy for the run ashore in the evening.

**May 17<sup>th</sup>** Another calm, sunny morning with the wind rising about 10:00. Explored the numerous islands around and returned to Vikho.

**May 18<sup>th</sup>**. Sailed to Fiskhado on Kefalonia with a F4/5 on the beam. Anchored for lunch and shopping, then sailed to Kioni on Ihaca. We arrived too late for a mooring, so anchored and ate on board.

**May 19<sup>th</sup>**. Today being Sunday, we were awoken by the church bells, all three of them being rung very enthusiastically. Explored ashore in the morning sunshine. Sailed mid-morning in winds varying between flat calm and F5/6. Circumnavigated Kastos and anchored at Port Atheni on Meganisi. Dined on stifado at the local taverna.

**May 20<sup>th</sup>**. Early morning donk of two miles to Port Vathi for shopping. Moored to town quay most of the morning, Today, we must start heading North again so were pleased to find the wind had turned from NW to SE F4/5. (*Jammy devil! –Ed*). After a superb, fast sail to Lefkas, we had some difficulty

mooring stern-on to the quay due to the onshore wind. Secured by early afternoon, we had plenty of time to explore Levkas.

**May 21<sup>st</sup>**. An early start to get through the bridge at 08:00.

Once clear of the channel, a heavy swell was running from the west and a dark cloud hung over the mainland. We abandoned our plan to go to Parga and headed once more for Paxoi. Come mid-afternoon we were snug at anchor in Mongonisi and dined aboard..

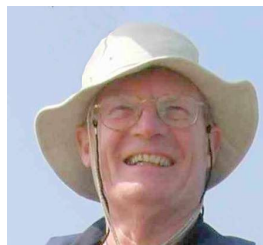
**May 22<sup>nd</sup>**. Short morning sail to Gaios and the return of "harbour rot"...

**May 23<sup>rd</sup>**. A good, sunny sail with another fair wind to Mourtos and time to enjoy yet another picture postcard village.

**May 24<sup>th</sup>** Due back at Gouvia today and it is "going home" weather. No sunshine and a SE F4/5 with accompanying rain for the last five miles. Secured at marina by 17:00. Now, where's that taverna.....!

**We sailed** a Gibsea 32 with in-mast furling main, powered anchor winch, bimini sun-awning, on-board showers in heads, on-transom bathing platform and a dinghy with O/b, **We covered** some 300 miles with plenty of hours under sail. We were never required to pay any mooring and harbour fees (*Wonder if that's true now – Ed*). The average cost of an evening meal was about £10 per head including wine.

## **STEWART COOK - ADMINISTRATOR**



**Congratulations** to TOG administrator Stewart Cook on the birth of his first grandchild George, to Gillian and John Robson - and who already seems to exhibit some of the traits of his forebear.....? *Two buses following behind.....?*



## **PAUL RATCLIFFE – MEMBERSHIP (01778 341475)**



## **NAVIGATION**

**CLIVE CRANKSHAW (01664 454403)**





## **SOCIAL**

**ANDY McWilliam** (01509 413978)



**Next event Saturday 16th JUNE 2011**

The next TOG Social gathering is on 16th June 2012, 09.00 to 17.00hrs, from:-

**Sileby Mill Boat Yard,  
Mill Lane  
Sileby,  
Nr Loughborough,  
Leics  
LE12 7UX**

click on link -

<http://www.surftech.co.uk/canal/sileby/contact.htm> for map details

**The meeting time** is 09:00 which will allow us all to be suitably briefed on safety by the boat charterers.

There is parking at the yard.

**I have reserved 3 boats;** each at £180.00 includes VAT, diesel and gas (hob on board). Max 12 persons per vessel

**In order to firm up** the number of vessels ( ideally 10 per vessel = £18.00) we shall actually need, please may I ask you to express your firm intentions to join the trip, which I hope many do.

Please reply to Andy McWilliam

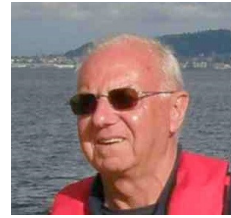
[andrew.mcwilliam2@btopenworld.com](mailto:andrew.mcwilliam2@btopenworld.com) before Friday 28th April 2012

**Once I have the likely numbers,** I will ask for payment and internet bank transfer is the much, much preferred method, and your place on board will be guaranteed.

**Remember you will need to bring with you what you intend to eat and drink.**

I look forward to hearing from you very soon. [Just send names and email addresses].

## **JOHN BRYANT - EXPEDITIONS MASTER**



## **MARK DAVIS - TRAINING**

(07711 170451)



[mark@ashoresailing.co.uk](mailto:mark@ashoresailing.co.uk)

**Radio** (Short Range Certificate – GMDSS etc.)

**First Aid**

**Radar**

**Sea Survival**

For more information visit :

<http://www.trent-offshore-group.co.uk/training.html>

Contact Mark ✉ [mark@ashoresailing.co.uk](mailto:mark@ashoresailing.co.uk) ☎ 0771 1170 451

## **TRAINING**

**Next RYA First Aid Training Course**

**TBA**

Please visit: <http://www.trent-offshore-group.co.uk/courses.html> to keep up to date with forthcoming events or contact our training organiser:

**Mark Davis 0771 1170 451**

[mark@ashoresailing.co.uk](mailto:mark@ashoresailing.co.uk)

<http://www.trent-offshore-group.co.uk/training.html>

## **WEBSITE**

[www.trent-offshore-group.co.uk](http://www.trent-offshore-group.co.uk)

The TOG website has a new page:

<http://www.trent-offshore-group.co.uk/Current-News.html>

Visit this page now to see some of the latest pictures and comments sent in by members. If you have any sailing news and pictures you would like uploading then please forward to Mark: You can text to 0771 1170 451 or ✉

[mark@ashoresailing.co.uk](mailto:mark@ashoresailing.co.uk)

## **TAILPIECE**

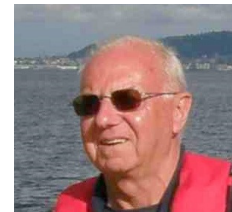
A smart, clean bottom - for our Presiding Master's boat.....





## Sailing Programme 2012

*NON Members of TOG are welcome to join any of the following sailing programmes and will be invited to join the group as a temporary member for the year at an additional cost of £20*



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### JULY

Booking Ref: SOH/12      Trip Title: **ISLE OF SKYE & OUTER HEBRIDES**

**Description:**

**Lead Skipper:** Stewart Cook

**Dates:** Saturday 7th July to Saturday 14th July inclusive

**Booking Status:** Two boats booked, only 1 place left

**Cost:** £375 per berth

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### AUGUST

Booking/Ref: SI/12      Trip Title: **SOUTHERN IRELAND**

**Description:**

**Lead Skipper:** Paul Ratcliffe

**Dates:** Saturday 25th August to Saturday 1st September inclusive

**Booking Status:** **Fully Booked**

**Cost:** £275 per berth (plus flights estimated £135)

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### SEPTEMBER

Booking/Ref: GRE/12      Trip Title: **GREECE - IONIAN SEA**

**Description:** In the Southern Ionian the islands of Lefkas, Cephalonia (Kefalonia) and Zakynthos (Zante), enclose an 'inland sea' with more than twenty smaller islands dotted within this wonderful cruising area including Meganissi, Kastos, Kalamos and Ithaca. Sailing around these Ionian islands you will discover many safe anchorages in picturesque bays surrounded by olive groves and cypress trees and be able to explore a fantastic choice of pretty ports.

**Lead Skipper:** Andy McWilliam

**Dates:** Sunday 16th September to Sunday 23rd September inclusive

**Booking Status:** 5 onboard. Depending on the final number of persons booking we have two options. First option is upsizing our existing charter boat (Bavaria 32) to a 36, 39 or 45 footer. The other alternative open to TOG at the moment is to charter a second boat, this option is dependent on another qualified Skipper and Mate signing up.

Taking bookings now. **One boat fully booked**

**Cost:** between £370 and £425 per berth plus flights



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### OCTOBER

Booking/Ref: EOS/12      Trip Title: **SOLENT END OF SEASON SAILEX**

**Description:** Our traditional "End of Season Sailex". A Last Chance to get afloat and enjoy a few days in good company before we all meet up at the Annual Dinner.

**Dates:** Wednesday 10th October - Sunday 14th October inclusive

**Booking Status:** taking bookings now

**Cost:** £230 per berth