



TOGLINE

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

SUMMER NEWSLETTER 2019



Mizzen: The mast that isn't there.....



Here we go again..... yet another edition of the stories of the events undertaken by the members of the Trent Offshore Group recently. We have some good reports in this edition and a special one from a young lady who has recently joined us.

Eleanor Thompson, a first-timer who sailed on the Easter trip, has given us a succinct summary of her impressions and experience. It makes enjoyable and interesting reading. I'm grateful for her contribution – it's good to know first reactions to the TOG environment and we obviously didn't put her off! I hope it augurs well for the future and any other new arrivals. I well remember my first trip with TOG and Norman! Never looked back.

We had two interesting trips recently to judge by the other two reports. Scotland and Wales. The Irish Sea seems to hold quite an attraction for some! Northern Ireland in one case and Southern Ireland the other. Unfortunately, the latter from Wales were hoping to make the Scillies, but had to be postponed with likely unfavourable winds for the return. A sense of *déjà vu* occurs as the same thing happened last year. We'll get there yet! Enjoy the reports anyway....

It would appear that we have some competition from the Royals in the persons of William and Kate. Two entries of the eight in the Kings Cup races off the Isle of Wight on Friday August 9th, are being "skipped" by the pair, who we all know can be very competitive. Every yacht is supporting a charity – in the Duchess' case four. The crews are top-notch sailors and very familiar with the racing 60s. Neither will be short of good advice on the day. The good thing is the publicity can do nothing but good for our pastime. Being in the public eye like that will ensure maximum coverage. We know how avid is the press to pick up on anything remotely to do with royalty – praise or brickbats all-inclusive. That they will be on the water and under sail is a real bonus. We look forward avidly to the result. Carbon-free transport...?

Talking of carbon-free transport, what about Greta Thunberg the schoolgirl activist? Starting a tour in America, she is intending to get there via a racing yacht a 60-foot IMOCA foiling monohull *Malizia II*. Officially CO₂-free (although she does have an iron sail), batteries are topped-up by solar panels and an underwater generator. When one thinks of the carbon-fibre scattered all over the boat, one questions the wisdom of over-publicising the "green" aspect. Reading about the solar panels, the work undertaken to determine the positions and types of panel is quite eye-opening. 3d Cad-cam was one of the tools and on the first trip out they had 24 hours of carbon-free sailing. Unfortunately, on the Route du Rhum, Hermann ran aground and had to use his engine to get off....

In PBO magazine this month, there is an article about the workshops in the RNLI headquarters at Poole where they now build their new lifeboats and maintain the old. The construction of the new "Shannon" class makes interesting reading. Water-jet power a complement of 6 and a capacity for up to 79 survivors. When one sees any lifeboat in action, they give one so much confidence that all will be well whatever happens. I am proud to be a member of the RNLI even though I hope they will never be needed!

As ever, at this stage of the Editorial, I give my thanks to all those who contribute to the content of our newsletter. The photographs which are submitted with the articles make it very difficult to decide which ones to use! I hope that those I do select are representative and give a flavour of what took place. The runs ashore sound great and I'm looking forward to the Plymouth Sailex. Who yet knows where we go? All part of the fun!

I will close here and await any responses for the Autumn TOGline, deadline 31st October. Until then, keep smiling, stay dry and Happy Sailing...

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Presiding Master's Musings Spring 2019

by Andy McWilliam

Good afternoon TOG-gers.

Phew! What a scorcher! Almost makes you yearn for 'Eloise' (Outer Hebrides and St Kilda May

2018) which had no heating!

TOG's been active again. First off was First Aid training – arranged for 12 Togites by Dave Bond, in Quorn. Thank you Dave.

John Bryant, promoted and led the Great Central Railway Sobriety excursion AKA "The Real Ale Train"., in May. Not only were their fantastic views of the Leicestershire Countryside there were handsome pies, healthy salads and some serious beers on which to sup; and sup we did!

Then of course there was a bit of sailing to be done.

Alan Mortimore led the Sailex out of Milford Haven, which finally settled on a trip to Cork, in County Cork. Great planning and execution from Alan, yet again.

In Late June, yours truly led a breakout of two vessels from the Clyde. Rounding the Mull at daybreak, visiting Gigha, Islay, Jura, Ballycastle and Carradale Bay (East side of Kintyre peninsula). The weather was kind and some beautiful scenery was enjoyed. That and some Distillery visits. Paul Ratcliffe approached, if not entered and consumed in – we don't know for sure - no less than 3.

Now there is a lot more sailing to come, and it's that Alan Mortimore again, this time out of Plymouth in late August, supported by Neville Buckle as the second captain. Neville Buckle leads two vessels off Lanzarote in November. It is my belief that these are now full.

Back to the Social scene. Again John Bryant supported Paul Burghart to arrange the Trent River Jazz Cruise on Wednesday the 21st August - a 3 hour cruise with bar and nibbly bits. Thank you Gentlemen.

Please, may I thank you for your support for TOG and especially thank your Council and skippers for their energies devoted to keeping TOG seaworthy.

Hope to see plenty of us before the year is out.

Stay Cool!

REPORTS



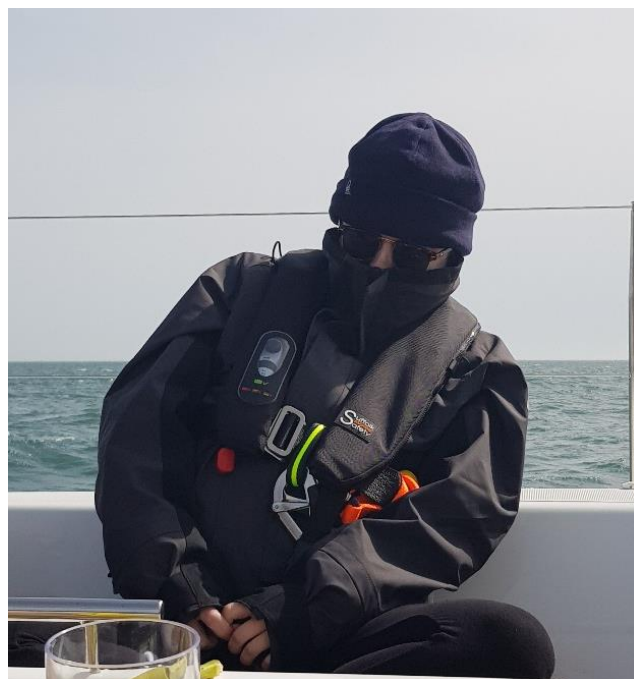
Musings of a TOG Novice

by Eleanor Thomas

The Easter weekend is about to begin, an 'Out of office' email has been switched on and a (very) rusty dinghy sailor hops onto a 43-foot yacht for a long weekend on the Solent, laden with cheese, onion pasties and a little voice

inside saying 'Which one was the helm again?'

After years of meaning to get back into sailing and never quite getting round to it, plus life and a degree getting in the way, I finally booked myself onto a TOG trip. My Dad and I drove down to meet the crew in Port Hamble, before we all headed out for dinner and a few pints. As a novice, I had a lot to learn. Here are a few things that I picked up on our time away:



1. There is a fine line between being genuinely okay and being in denial about feeling seasick. This line exists at the point at which you cannot stomach a pasty. Heart-breaking.
2. A sunny day without wind is bad for sailing



3. A sunny day without wind is lovely for a homemade banana and chocolate muffin and a brew on the water



4. A good skipper lets people learn and make mistakes
5. I'd quite like to own a yacht... note to self: buy a lottery ticket
6. I did actually learn what a few cardinals mean, so next you catch me on a TOG trip feel free to test me!



In all seriousness, I'd like to thank the crew, Dave and TOG for a lovely trip. I'd definitely recommend TOG to other novices who were thinking of trying their hand at sailing; everyone involved was incredibly welcoming and the experience was a really good way to have a go at it without any pressure or paying over-the-odds. I'd

say that these are the things that make TOG trips accessible for anyone, regardless of age or experience. With that in



mind, I suppose that 23 isn't too late in life to take up a new hobby! Who knows, next stop: skipper?

PEMBROKESHIRE SAILING



**: May 17th to May 24th 2019 :
Scilly or not?**

by Ian Robinson

**Skipper : Alan Mortimore
Crew : Brian Rowlands (1st mate),
Louise Scull, Paul Mapp, Ian
Robinson**

Boat : OTTER : Sun Odyssey 379

Whilst Alan and Brian had sailed together many times, Louise, Paul and I were new sailing partners. Meeting up at the Windmill Inn in Wymeswold in April allowed us to make our introductions and discuss some of the details in advance of the Sailex. Dependent on the weather, at St Annes Head, we could turn to port for the Scillies, go straight on for Eire or turn to starboard for North Wales. On Thursday 16th, the Scillies seemed to be on.

Friday 17th May

We were fortunate that we could take over Otter in the early afternoon, enabling us to put the provisions on board, sort out the berths / cabins, have an early dinner and leave the pontoon at 19.15. The new weather forecast for the week indicated that the conditions for returning from the Scillies and into the River Camel were unlikely to be favourable, so the decision was made to set off for Dunmore East in Eire.



The booking at Rickies in Padstein was cancelled and the visit to Abbey Gardens on Tresco will have to wait for another Sailex.

Starting off with reefed main, we motored past the Milford Haven LNG terminals before passing St Annes



Head under sail.

Motor-sailing through the night in mixed conditions, we arrived off the coast near Dunmore East only to find that the Dunmore Harbour Festival was taking place and hence could not accommodate us. This would have been a lively weekend: the Irish state research vessel R.V. Keary taking up lots of the harbour, boat trips along the coast, tours of the lighthouse as well as sea shanties etc.

Roland from Pembroke charters had suggested that our next option of Youghal was best avoided, although we weren't sure why, so continued to Ballycotton in Force 5 winds, where we picked up a mooring, some 24 hours after leaving Neyland.

A fine meal, a few drinks and Alan's mini quiz, we all had an early night.



Sunday 19th

Slipping the mooring at around 9.15, we had a great sail towards Kinsale, then motored up the River Bandon to view the town from the water. It seems a good alternative to Cork should time permit. Perhaps next time?

Leaving Kinsale, the wind had changed direction allowing us to run with the jib and engine at least part of the way to



Cork, berthing at Royal Cork Yacht Club at Crosshaven at around 17.45 in a heavy cross wind, just to make manoeuvring to the pontoon more of a challenge.

RCYC is the oldest Yacht Club in the world, so we showered and smartened up before having a drink or 2 with our meal. Returning to the boat for a night cap, a game of bananagrams (Alan Mortimer rules version), various games of Jenga, we finally called it a night at around 11.00.

Monday 20th



Our free day in Cork: by deliberately taking the bus in the wrong direction from the marina, we had a view of Fort Camden, 2 sightings of Drakes View and Cronin's pub. Once in Cork, Louise and Paul took the bus tour, whilst the 3 of us took Brian's walking tour including the

Firkin Crane (the old buttermarket now used for dance



studios), the Catholic Cathedral, Walls of Cork and the English market.

On our return to Otter, Brian aided by Alan effected a sail repair, as some of the stitching had come loose. The blower on the engine had started to become noisier, but we came to the conclusion that this was due to its mounting and should not need any other attention... or so we hoped. After dinner on board, and a few drinks, we had an early night due to an early morning start on Tuesday.

Tuesday 21st

Leaving the pontoon at 06.55 (5 minutes ahead of schedule) with Brian finding his golf watch and woolly hat, we were guaranteed a fine day to Dunmore East. Passing Ballycotton lighthouse, one of only 2 black lighthouses in Europe (the other at Slyne Head Galway*) and virtually no wind, we were forced to motor for most of the time, or at least motor-sail. In the last couple of hours, a force 4 gave us some good sailing to end the day.

** courtesy of google!*

Arriving at Dunmore East at 18.20, it was clear why we could not berth on 18th. It's predominantly a working fishing harbour with spaces for 6 boats on the pontoon if rafted and 20 or so swinging moorings in the bay. After dinner on board and a preventative repair on the jib, we made our way to Powers Bar. When we arrived at around 21.30 there were only 5 musicians in the bar area, but their number increased to 15 by 23.00 when we left. It was tempting to stay on to enjoy the music and the atmosphere, but that would have not been in a fit state for an early start and that would then have meant a night sail back to Wales.

Wednesday 22nd.

We left Dunmore East under motor at 06.20, bound for Skomer, with only a faint breeze.

Around noon, Louise spotted that the engine was exhausting steam rather than water. After quickly turning off the engine and raising the sails to make the most of what little wind there was, we found that the impeller had failed. The changeout only took 15 minutes or so, but 2 of the vanes had sheared off but there was only one vane in the pump body. We didn't seem to have much flow when we restarted the engine, so tried to find out if the missing vane was lodged in the outlet hose from the pump or the heat-exchanger itself. The jubilee clip at the heat-exchanger isn't fully visible, even with the access panel in the aft cabin removed, but after some fiddly spannering, we got the hose off to flush it thoroughly. We never found the missing impeller vane, so reconnected the hose, blew through the heat-exchanger, and finally connected it at the pump end. Fortunately, the water flow through the exhaust now seemed to be back to normal, and was O.K. for the rest of the week. Removing the heat-exchanger is apparently an engine-out job and checking with Yanmar NL when we got



back, it is possible for a broken vane to get stuck in the heat-exchanger, so our cautious approach was the correct action to take. Once the cooling circuit was fixed, we continued motor-sailing towards Skomer via Grassholm. We picked up the buoy on North Haven around 18:30 to watch the puffins flying around until dinner was ready. Suitably refreshed with a drink or 2, we had yet another Jenga marathon and discovered that Kit Kats do not make a suitable substitute for the wooden blocks.

Thurs 23rd

A lie-in! We set off at 08.30 northwards to arrive at Ramsay Sound with a favourable tide. It certainly is impressive achieving 11.2 kt over ground when the speed through the water is only 3.5 kt. There were lots of eddies and backflows to add to the excitement. We reversed course near Abercastle, making the return trip through Ramsay Sound on a turned tide to Jack Sound, motoring slowly round South Haven in Skomer. Lots of birds again, but no seals or porpoises.

Motor-sailing we passed Skokholm and St Annes Head to anchor in Dale Bay at 17.50.

After our final meal aboard, we finished off the remaining gin and wine and played a final series of Jenga. Due to the motion of the boat, the tower was even more precarious, but could have been even higher if someone hadn't hidden my torch to establish which blocks could be moved.

Friday 24th

Leaving Dale in calm conditions at 07.15, we motored back to Neyland with Louise, Paul and Brian cleaning and tidying up down below to enable a swift departure from the marina. After refuelling at Neyland we were back on the pontoon at 09.15.

It's a shame that the wind wasn't always favourable, but we had a great week covering 323 Nm with a maximum wind speed of Force 5. We all had our fair share of helming, crewing, navigating, mooring, as well as the catering etc. Super time, good company, and looking forward to the next Sailex.

Total log 194



SCOTTISH SAILEX 22nd-29th JUNE 2019

By Neil Macfarlane

Yachts- Skylark and Flamingo, Beneteau Oceanis 45s.

Skylark: Alan Mortimore (Skipper)
Stewart Cook (Mate)

Ruth Edwards
Louise Scull
Paul Mapp
Neil Macfarlane

Flamingo: Andy McWilliam (Lead Skipper)

Neville Buckle (Mate)
David Grandison
Paul Ratcliffe
Roland Charge

Saturday 22 June

Crews assembled at Largs Marina and skippers and mates completed the handover with *Flamingo* Yacht Charter staff (a familiar company to TOG but now under

new management). Meanwhile other crew were busy shopping to victual the yachts once handover was complete



Skylark crossing the North Channel

and to stow what seemed a massive amount of food and liquids. After a quick check by Neil and Stewart on *Skylark's* rudder/steering mechanism (shades of the ill-fated *Joule* in the Caribbean) - which seemed fine - the yachts cast off and headed out of the marina at 1645.

The weather was fine and the winds light - F3/4 mainly east, sea state slight and good visibility. Both yachts shook out their sails and headed south down to Lamlash Bay, Arran, with Holy Island to the east. Anchors were set for the evening to have supper on board (Denny's superior steak pies courtesy of Stewart and at last, a fitting end for TOG's tin of Tesco's best value carrots) and then some rest.

Log 19NM

However with Alan as skipper, there is no rest even for the righteous when a favourable tide beckons. So at 22:30 the first watches on *Skylark* and *Flamingo* weighed anchor, hoisted sails and made their way south. The yachts passed the Pladda Light and Campbeltown, then between Sanda Island and the mainland to catch the tide perfectly and round the Mull of Kintyre at 0500 approx in calm waters.

Sunday 23 June.



Overnight the wind dropped so the morning saw the two yachts motor sailing N/NNW up the west coast of Kintyre, by Cara Island, to the north-west side of the Isle of Gigha, where they anchored in West Tarbert Bay at 1000. Crews then relaxed after the overnight passage. In mid-afternoon, with vigour restored, the dinghies were inflated, outboards fired up, and several crew went ashore to explore. Evidently the locals had done a beach tidy and a disturbing amount of general rubbish, fishing paraphernalia, and plastics awaited collection on the shore. After their shore adventures both

crews returned to yachts to dine aboard in a calm evening.
Log 60NM.

Monday 24 June.

Overnight a brisk north-easterly wind got up and *Skylark* began to drag her anchor which alerted the sleeping crew. An earlier than planned arousal was necessary and *Skylark* had to re-anchor in the bay: this time without a problem. Despite her being a new yacht with a sophisticated GPS



plotter it seemed that the anchor alarm generated only a very feeble “bleep” in the cockpit, with no repeater at the chart table and therefore most unlikely to alert a sleeping crew! NB install an anchor alarm app on mobile phone!

After excellent bacon rolls, at 0905 *Skylark* hoisted the anchor and left Gigha under engine, shortly followed by *Flamingo*. A NNE wind F3 later increased to F3/4 so the genoa was set and we sailed southwest towards the three classic malt distilleries on the south east shore of Islay. *Flamingo* seemed to have problems with her radio and GPS so asked *Skylark* to lead into Lagavulin Bay. *Skylark* followed closely the Pilot’s instructions and headed between the port and starboard channel markers at the bay’s entrance. *Skylark* touched bottom lightly and stuck just beyond the channel markers. Despite the attempts of the crew on a falling tide she took and an hour or more to free herself. A passing local fisherman told us of an uncharted “lump” in the channel and it seems that *Skylark* may have found it! *Flamingo* hung around waiting for *Skylark* to float



off but then headed south-west for **Port Ellen**. *Skylark* freed herself at about 1515 and then headed for Port Ellen marina under engine. By 1630 she was berthed on the pontoons close to *Flamingo* on the hammerhead and her crew welcomed *Flamingo*’s aboard for a few drams. The marina facilities had improved greatly since TOG’s earlier

visits (EU funding most likely) and crews took full advantage of them before dining on board. **Log 28NM.**

Tuesday 25 June

In the morning, crews explored Port Ellen and its environs, with some visiting the Laphroiaig distillery just north of the town. *Skylark* slipped her moorings at 1340 and *Flamingo* followed about half an hour later. In light, variable winds, the yachts passed the distilleries and then headed north towards Ardmore Point. At about 1600



Skylark entered the **Sound of Islay** as the tide turned in our favour. The wind tended to funnel down the narrows of the sound “on the nose” so much of the passage was made under engine as Caol Ila and Ardnahoe distilleries were left to port. At the north end of the Sound, with a splendid view of the Paps of Jura bathed in sun, wind against tide and relatively shallow waters impeded our progress and gave an uncomfortable motion. A course change to NNE took us out of the rough water and at 1610 *Skylark* anchored with 45m of chain to secure good holding in the north bay of Loch Tarbert, nicely sheltered from the NE breeze. *Flamingo* arrived a little later and dropped anchor against



the backdrop of the Paps illuminated a golden hue by the setting sun. *Skylark*’s crew tucked into an excellent chicken curry! Two crew then remained on deck to watch a glorious sunset serenaded by the local seals led by a resonant bull. **Log 30NM.**

Wednesday 26 June

The yachts hoisted anchors at 0545 and in a flat calm, motored out of Loch Tarbert and steered WSW across the northern entrance to the Sound of Islay and then broadly followed the Atlantic coast of Islay. By 0745 there was a variable F3 breeze from the north so sails were set. However the engine was soon required again as the yachts continued in warm sun and clear skies down the western

shores of Islay course 200M approx. By noon a F4 breeze had established so we crossed the North Channel (a possible site for a virtual customs barrier or even a fantasy Boris bridge) to Ireland under sail on a run. In late



afternoon the “**upside down**” lighthouse on Rathlin Island was left to port and Malin Head (of shipping forecast fame) and the Giant’s Causeway were in sight to the west. Clear of Rathlin Island with the wind dying, sails were furled and the yachts entered the delightful harbour of Ballycastle after the best sail of the voyage. By 1545 *Flamingo* was moored to the outer pontoon and *Skylark* was rafted alongside. *Flamingo* then entertained *Skylark*’s crew for refreshments before both crews went ashore for fish ‘n’ chips, beer, stout and so on! **Log 68NM.**

Thursday 27June.

On yet another fine, sunny day the crews showered, some went ashore to breakfast in a local bakery, and others further explored the town whilst we awaited an east going tide to make passage across the North Channel and around the Mull of Kintyre. By 1300, crews were back on board and the yachts left Ballycastle under pilotage. When clear of the harbour, *Skylark* hoisted the mainsail but with only a slight variable Northern breeze, the engine was needed to make progress in a glassy sea. By 1445 the yachts entered the traffic separation zone in the North Channel. *Skylark* had to alter course to pass astern of a large but slow-moving cruise ship, *Black Watch*. Then our planned course was restored and the yachts passed the Mull inshore of Sanday Island. Soon after, course changes to NE and then N took us past Loch Campbeltown to enter the Kilbrannan Sound between mainland Kintyre and the Isle of Arran heading for Carradale, a tiny fishing village on east Kintyre. At 1800 the mainsail was lowered and under engine *Skylark* entered Carradale Bay to anchor on the east side of the Bay in the



Sunset Carradale Bay

lee of Carradale Point as strong winds were expected overnight. *Flamingo* dropped anchor nearby at 2030. **Log 39NM.**

Friday 28 June.

Skylark left the anchorage at 0720 and made her way back into the Kilbrannan Sound, hoisting sails at 0830. The wind, initially variable N/NE F4, increased steadily and by 0940 was gusting frequently F5 so the first reef was taken in. Soon the wind strengthened again so two reefs were necessary as the wind became increasingly fluky and katabatic under the influence of the Arran hills. Also, it tended to funnel down the Kilbrannan Sound and so our progress on each tack was limited. With Loch Ranza astern and clear of the Sound around noon, the wind declined markedly and the reefs were shaken out. By 1300 the engine was on and soon the sails were furled. Our plan to navigate the scenic Kyles of Bute was altered to make the more direct passage south of Bute. By 1500 we had passed between the two Cumbraes and were off the historic Marine Laboratory on Great Cumbrae opened in 1897, which, after a succession of renowned scientific patrons and generations of marine biology students, is now run by the Field Studies Council.

By 1615 *Skylark* was refuelled and back on her berth in Largs Marina, shortly followed by *Flamingo*. That evening, both crews dined out in a local Wetherspoons - a very pleasant evening despite some reservations about putting cash in the pocket of arch-brexitteer Tim Martin! All agreed it had been an excellent Sailex, blessed by excellent weather - if at some expense of favourable winds. Both skippers were thanked for taking responsibility for yachts and crews, and Alan for the meticulous planning of our itinerary. **Log 48NM.**

Saturday 29 June.

Rising early the crews took off their luggage and cleaned the yachts to be ready for formal handover at 1000. Cars loaded, farewells complete, crews headed home. Alan and Stewart stayed on to see *Skylark* lifted out and checked by a marine surveyor. A minor scratch on the keel bulb was the only evidence of the grounding and she was cleared for her next charter that afternoon. We had been very fortunate with the weather, except more wind on some days would have been welcome to let the relatively new yachts with nice taut canvas show their paces. It was great to get to Northern Ireland. Wildlife sightings included many sea birds – gannets, guillemots, puffins etc – seals, some impressive jellyfish, and the occasional dolphins – all against the beautiful backdrop of Kintyre, the Inner Hebrides, and the Ulster coast.

***Skylark* log 292NM.**



Mate on Watch.....!



TOG 2018 Sailing Programme
Trent Offshore Group
TOG Members and Friends



Plymouth - Cornwall

- Fri, Aug 30, 2019, 4:00 PM to Fri, Sep 6, 2019, 11:00 AM.
- Google Calendar ICS. Sailex Reference **PLY19**. Lead Skipper Alan Mortimore.
The Cornish Sailex will set out from Plymouth Hoe. From here, places such as Dartmouth, Salcombe and Brixham are to the East, and Fowey, Falmouth, Helford and Newlyn to the West to name just a few of the places we might visit. The coast itself is pitted with interesting nooks and crannies for stopovers. Add to this such famous lighthouses as Eddystone, Wolf Rock and Longships and we should have fun sailing this coastline.
We have chartered a Delphia 40 and a Hanse 385 for this event. Costs for this charter have been calculated to include the following extras - an outboard for the dinghy, and gas for the yacht - will be £345 per berth, based on 5 members per yacht. Parking is available at the marina. This Sailex is now **FULLY BOOKED**. Members wishing to join this event in 2019 can apply for a standby place and will be contacted should a place become available.

End of Season

- Thu, Oct 3, 2019, 4:00 PM to Sun, Oct 6, 2019, 5:00 PM.
- Google Calendar ICS. Sailex Reference **EOS19**. Lead Skipper Dave Bond.
Our traditional End of Season event (for UK waters) will follow recent practice and comprise a long weekend with various navigation and sailing challenges organised by the Lead Skipper - Dave Bond. We plan this event to start and finish at Port Hamble. This year the challenge could even include a round-the-island sail.
It has been agreed that crew may overnight on the yachts at Hamble marina on Thursday 3rd October to permit an early start on Friday 4th, with the sailex ending on Sunday 6th October at 17:00 hours. Costs for this sailex will be £195 per berth. We currently have eight berths available. Two Oceanis 37's have been chartered and a third is an option should we receive the same level of interest that we had in 2018.

Lanzarote

Sat, Nov 16, 2019 5:00 PM Sat, Nov 23, 2019 10:00 AM

Google Calendar ICS. Sailex Reference LAN19. Lead Skipper Neville Buckle.

Yes, the EOS will not be the actual "end" of our 2019 sailing season as we have returned to having one very warm sailex to close the year and set us up well for the colder months at home. The weather in the Canary Islands and Lanzarote is very pleasant throughout the year. In the colder months in Europe, minimum values in Lanzarote are around 15 degrees C and a maximum of 25 degrees C. The wind in Lanzarote is intense throughout the year and the trade winds blowing from the Atlantic make this a paradise for sailors.

We have chartered a Bavaria 46 cruiser and a Bavaria 51 cruiser, both 2014 yachts from the premier charter company in Lanzarote berthed at Arricefe Marina. The yachts are one 4 cabin and one 5 cabin, each with a double in the saloon. Flights from East Midlands are available with Jet2.com for less than £270, with seat allocation, bags and on-board meals. Timing for these Saturday flights are good for joining the sailex and for returning home after the event. **The yachts are supplied** with a bow thruster, autopilot, bimini, dinghy and outboard engine, inverter and a teak deck. Berth costs include the following compulsory extras - end cleaning, gas, berthing at the home marina, linen and towels. Berth cost £545.00 max

All these events are detailed on our web site - see the sailing page reference

<http://www.trent-offshore-group.co.uk/sailing-programme/>

Bookings can be made by following the link at the top of the sailing page. Further information from any TOG Council Member or myself.

BEACH CLEAN on GIGHA....

