



TOGLINE



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

WINTER NEWSLETTER 2014/15

Clove Hitch:- Any of a number of difficulties encountered in the use of this popular spice.



Happy New Year, everyone – and here's to a cracking sailing season to come!

Once again, pen is put to paper to bring you news and views from the Trent Offshore Group (TOG). Publication has been somewhat delayed this time, as

copy has been hard to come by. No doubt, this will be rectified in the Spring edition.....

The Annual Dinner and Dance went well with the appropriate customary fine dining and the awards to follow, all hosted by our Presiding Master, Neil Macfarlane (small "m"!). His speech, summarising the year and prior to awarding the Trophies, is presented in full under the "P.M.'s Musings". Once again, it was a difficult choice to select a winner for the Millennium Trophy. So many good articles come to me for inclusion – each of them merits an award! Would that we had enough to give one each.

I must congratulate everyone who sent their pictures to Paul for inclusion in the slideshow during the meal. We really do have considerable talent out there.....

Digital photography enables us to enjoy our photography so much and to share them so readily. Paul did a marvellous job putting them all into a presentation, running in a continuous loop. (I think it went through only twice during the whole evening).

We have reinstated the Photography award, which has been in abeyance for a few years now. We would like to continue with it now that we have restarted, so keep them coming, please.

Looking ahead, the programme for the coming year looks set fair for a full take-up of the berths. John does such a wonderful job of keeping us all informed as to the situation in each Charter. Even to the extent that the Caribbean trip *next year* is full and has been since before Christmas! What a cornucopia of delights! Croatia as well as Scotland, Wales, South Coast....and of course, the good old Solent as a standby. At least the *Hoegh Osaka* has been moved! They are sooooo big when bearing down on you – a perambulating block

of flats springs to mind. Meeting one in the approaches and seeing it at a distance, it is easy to mistake it for one of the forts at the East entrance. Suddenly, however, you realise the bearing is changing – fast – and you know the forts shouldn't move....

In 1954, my parents and I crossed the Atlantic on a 12-passenger timber ship - the *Hoegh Silver Star* – same line. The food was wonderful, but the engine (opposed-piston diesel) kept inexplicably sending thick smoke out of the engine-room skylights. We would wallow with stopped engine for a couple of hours to the sound of frantic banging. Then, with a hiss of compressed air, the engine would rumble into life and we were on our way again! We made West Hartlepool nearly on time!

On a personal note, I must thank Council for awarding me the Commodore's Cup for services to the Group. – editing TOGLINE. This is for all of you out there who provide me with the material enabling me to do just that – trying to keep you all informed and amused. I only collate and produce the Newsletter. I couldn't do it without the input you so readily provide and I hope all of you feel TOGLINE is worthwhile. I will do my best to keep it going – in fact, I usually enjoy the challenge.....! Thank you all.

Finally, I will close as usual by thanking those who have provided copy this time. I trust we will have something extra to put in for the Spring Edition. We should have a sailex to read about....please?

Meanwhile, I do hope you enjoy the Galapagos.....

Until then, stay warm, keep smiling, and here's to warm sun, a fair wind, smooth seas and fellowship afloat

Happy Sailing.

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PRESIDING MASTER'S MUSINGS

by Neil Macfarlane



Presiding Master's Speech – Jan 2015

Welcome to the annual dinner of the Trent Offshore Group now in its twenty fourth year. First, on your behalf, I say thank you to the staff of

Greetham Valley Hotel for providing us with this excellent meal. I hope that you will later join in the dancing to the music provided by the JH Roadshow. Also our thanks should go to Andy McWilliam, our social secretary, for organising the dinner on our behalf, and indeed other enjoyable social events during the past year. As many of you may know, Andy is now rather busy in the run-up to the May general election as an adopted parliamentary candidate for the constituency for North West Leicestershire. I won't reveal the political party for which he is standing, to avoid any perception of bias for or against, as I would then have to mention all the other candidates' and parties! However, I do hope that there are kippers for breakfast tomorrow morning.

On a sad note, over the past year, we have lost our only honorary member and founding Presiding Master, Sqn Ldr Norman Allen. Norman was the driving force behind the setting up of the Trent Offshore Group and was presiding master from 1991 to 2004. Many of you here will have sailed with Norman as skipper or commodore and will have fond memories of those times. You must also have clear understanding of Norman's abilities to impart his wisdom, enthusiasm and experience of sailing and navigation at sea or in RYA evening classes. Several of us attended Norman's funeral in Suffolk in November and tributes to Norman were recorded in the last edition of TOGline. Your council has decided to award a new trophy in Norman's name, to recognise outstanding service and support to the club.

Other members of your council have also contributed a great deal to the success of TOG through 2014. It may be a touch invidious to mention some by name and not others, but here goes. Stewart Cook as administrator organises our council meetings and then records their profound and esoteric deliberations. Graham Wassall keeps a close eye on our finances and these are in a solvent and healthy position, thanks to his stewardship and the support of members. Also, Paul Ratcliffe keeps track of members and after a period of grace pursues them vigorously for payment of our extremely reasonable subscriptions. Ian Calderwood does a sterling job in producing out quarterly organ TOGline and is always on the lookout for new contributors. Dave Bond has now bedded in as our new Training Master and is also very enthusiastic about recruiting new and younger members to the club.

The heart of our activities is sailing and thanks, largely to the work of our expeditions master, John Bryant, our last season has again been very successful. However, many of you may know that last year John's wife Margaret suffered a major stroke. This meant that John found it necessary to curtail somewhat his activities on our behalf. I am sure we all wish them all the best for Margaret's continuing recovery and we are grateful for those who stepped in to assist with the organisation of our trips.

However, it is difficult to keep John down, so over the last few weeks, with the aid of his son Andy's IT expertise, John has overseen the set up and launch of our smart new website which I urge you to visit.

We should once again acknowledge the key role of our skippers in promoting particular trips and for taking responsibility for giving their crews a rewarding, enjoyable and safe experience.

Thus, we started 2014 with our most ambitious trip for a long time, with sixteen members under skippers Adrian Johnson and Andy McWilliam sailing the Windward Isles in the Caribbean from St Lucia to Grenada. In May, under skippers Dave Bond, Adrian, Phil Greetham and Stewart Cook, four yachts crossed the channel to the Baie de la Seine including the lovely old port of Honfleur and the Pegasus Bridge. In August, Alan Mortimore skippered the Pembrokeshire Sailex - which was much enjoyed by the crew of five, including visits to Lundy and Skomer islands. In September, two yachts were chartered in Turkey - one skippered by Adrian and the other by David Lonergan, an old friend of Andy's who substituted for him at the last minute. Finally, the October Sailex, under Paul Burghart, experienced some foul weather and enjoyable but rigorous sailing in the Solent.

For the coming season, we have trips planned for the south coast at Easter. A return to Pembrokeshire by popular demand in June, to Scotland in late June, a new venture in Croatia in September, the south coast in October, and the Leeward Islands in the Caribbean in January 2016. Some places remain available on these trips - please check with me or John or look on the website.

We shall publicise a range of social events in due course and welcome the continued support of members. The Trent Offshore Group may be a small club, but it is active and successful - however we do need younger members to invigorate and sustain this activity.

ANNUAL AWARDS DINNER AND DANCE.

About 40 members and guests attended a relaxed and informal Dinner and Dance at the Greetham Valley Golf Club on Saturday, 31st January 2015.

As is usual, a very tasty meal was followed by an interesting and entertaining speech (recorded elsewhere) by the Presiding Master, Neil Macfarlane, summarising a potted history of our activities this last year and future programme for the coming year.

As is also the case, the event provides an opportunity to present the Annual Awards to those deserving souls whom Council believe to have earned them over the course of the year. The following awards were announced and presented by the Presiding Master....

"And now for the annual awards made by your council.



THE ELLIS TROPHY for the most promising newcomer goes to Jean Bevan who joined us in the Windward Isles last January - not really knowing too much about the group or her fellow crew members. We hope that Jean will join us again soon on another trip, but unfortunately she cannot be with us this evening. *Mary Bancroft accepted the Trophy on Jean's behalf.*



THE NAVIGATOR'S TANKARD goes to **Neville Buckle** who discovered the club through our website and joined the crew of *Tres Jolie* on the cross channel trip to the Baie de la Seine and then later, on the October Sailex in the Solent. Neville has all the makings of a stalwart TOG member

Finally, your council has agreed to award a new trophy in tribute to and in memory of, our first Presiding Master, Norman Allen. Appropriately, this is a fine tankard and it goes to a relatively new member - someone who has already made a considerable mark in the group through his enthusiasm, experience and expertise; and who, most recently as skipper of



the successful Pembrokeshire cruise, drew much praise from his crew. **Alan Mortimore** is the first recipient of the Norman Allen Trophy."



THE MILLENIUM TROPHY is awarded by TOGLINE editor's choice in recognition of contributions to TOGLINE. It is awarded to **Kevin Martin**, who wrote an excellent report on the Scottish Sailex as skipper of *Ruby Too*.



After a number of years, we have resurrected the **PHOTOGRAPHY AWARD** for the most impressive picture submitted, with its accompanying article, to TOGLINE. This year it goes to **Rowland Charge** for his picture of sunset on Loch na Drum Buie during the Scottish Sailex.

"The calm before the storm....."



THE COMMODORE'S CUP for long standing service to the club as enthusiastic crew member, unstintingly cheerful navigator and all round good egg goes to the editor of TOGline himself, **Ian Calderwood**.



There is always a slideshow at the Annual Dinner, on this occasion arranged by Paul Ratcliffe, our membership Secretary, showing slides sent in at Paul's request. A presentation was made to the most prolific supplier of those slides - again a joint effort by **Kevin and Linda Martin**.



GALAPAGOS _ Trip of a lifetime – *by Ian Calderwood*

Where to start? Volcanic, approximately 650 miles west of South America – Ecuador to be exact – the majority a gnat's whisker south of the equator and moving eastwards at 3cms per year. Our transport? A 51 tonne,



80 foot, 8-cabin cruiser with twin 420 H.P Caterpillar iron sails. Lower deck with 4 en-suite cabins, saloon deck, upper deck with 4 en-suites and a fly-bridge above that. Maximum 16 passengers – the right crowd and no crowding..... Seven crew and excellent food – very important!

To celebrate our Golden Wedding, Berice and I decided to push out the boat – so to speak. We had always hankered after the Galapagos and thought we might as well go for it. Flying to Quito, meeting the rest of the passengers and then on to San Cristobal via Guayaquil. On arrival at San Cristobal we were relieved of \$100 each please - thank you. It goes towards helping maintain the ecology of the islands – and we did know of it beforehand. A greeting by Wilo, our guide and mentor for the duration, a short hop by bus and we were on the quayside where the pair of Zodiacs were waiting. Out to *Xavier III* and a welcome aboard. Our rooms were allocated and we were given the forward cabin, lower deck – which happened to be the full width of the boat and the only one with a double bed –

presumably the honeymoon suite??? Our heads were the emergency exit as well, with a ladder from the shower to a hatch on the foredeck. In an emergency, you know who would have been first up the ladder – in the shower or not.....! The one snag was the anchor locker beyond the heads. The chain makes a hell of a clatter when it is weighed and let go, usually late at night and early in the morning respectively. Fortunately, the change in the engine note gave us sufficient warning to ready ourselves.....



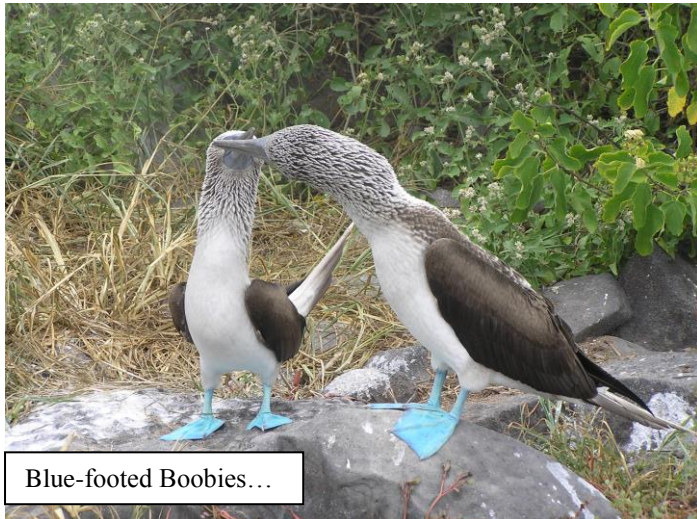
Our days started with breakfast 07:00. Into the Zodiacs by 08:00 and ashore (wet or dry landings), for a couple of hours or so for exploration before the sun became too hot. A cooling dip in the sea, schnorkelling whenever possible and then back to the boat. Refreshments and a snack before lunch at 12:00. Possibly a short voyage to another part of the island, or even a fresh one, whilst eating. A siesta if you wish, then ashore again, 14:00, for another couple of hours exploration and another swim... Refreshments and another snack on our return. 18.30 - a briefing in the saloon, drink in hand, about the following day's events, then Dinner 19:00. A post-prandial coffee followed on the upper deck, as we revelled in the balmy night air, ploughing our lonely furrow, accompanied by the ghostly, swallow-tailed gulls, swooping in and out of the loom of the deck lights. The night sky, with no light pollution, was absolutely stunning. Black velvet, shot with a myriad tiny lights; the Plough and the Southern Cross both visible, with the Milky Way over all like a faint, misty arc, from horizon to horizon.... One could really get used to this life!

The islands themselves are a wonder to behold. They teem with wildlife, totally unafraid of us humans. Many are unique to each island – Darwin's finches for instance, their beaks evolving and



adapting to the food supply on each island Eleven species of giant tortoise – alas now ten, with the sad demise of "Lonesome George" a while ago. Sea lions, sprawled on the pristine beaches or lolling on the parades of the port towns, unwilling to

be disturbed, but totally relaxed. They almost pose to be photographed! The pleasure of sharing playtime with two youngsters, joining us on a schnorkelling expedition. Their antics, twisting, turning so fluidly, such a contrast with the flops



Blue-footed Boobies...

on land, intertwining with each other below us. They would roll onto their backs, gaze quizzically at us, then shoot up to join us on the surface. A quick burst of bubbles blown into our faces, then shoot off once more. (They were probably warning us to stay away!!) You could have touched them, so close were they. But that is unfair and we respected their isolation. On the remote beaches, with only 16 people and about 200 sea lions sprawled on the tide-line, the youngsters would waddle up to the nearest backpack on the sand. More in hope, they would sniff to



Galapagos Hawk

see if it was mum and the bar that may be open. Disappointed, they would then settle down quite happily and have a snooze. . The never-to-be-forgotten two occasions, when, to my disbelief, a rock started to move on the jumble below, which turned out to be a sea-turtle. Together we swam lazily towards the beach, then round in a gentle semi-circle. Heading out to sea, he rose to the surface took a breath, dived - and disappeared! They can move when they want to. Talk about a privilege to be on such close terms with them.....

The mocking-bird, scurrying right under your feet, the Galapagos hawk – perched on a tree by the side of the trail, head revolving as you walked past. Perching on the rail of a walkway or hovering no more than feet over your head. Absolutely no fear! Waved albatrosses, smaller than the royals of New Zealand, nesting alongside the trail. We passed so close to them, bending down to take a photograph no more than a foot away from the elegant heads. The amusement we shared, watching one of them taking-off. The preliminary check of all systems,

the run-up of the engine, then off with the brakes, great running strides as the speed rose. With those great wings on half power, eventually into the air, low down but gradually gaining height.



Frigate bird....

Full power now evident in those great sweeps.... Take the incongruous blue-footed boobies, with their sumo-like mating dance. You raise first one leg and then the other, intertwining necks, chuckling to each other all the while, totally unconcerned at the gawpers no more than a foot away...

The magnificent frigate birds, the male with his red pouch on his breast, inflated like a balloon when courting to attract the female. Almost pterodactyl-like in the shape of their wings, and the elongated forked tail, so perfectly suited for their soaring flight. A group attached themselves to the boat for one lunchtime hop. swooping easily down to deck level and maintaining position, no more than feet above the bridge deck – photograph me!! Five of them decided to hitch a lift for a while on the sundeck canopy, lined-up as if on parade, gazing out to sea. It was surprising to see the size of them, close to. They survive by robbing other birds of their catch, harrying them until

Waved Albatross

they give it up in sheer desperation. Such a graceful bird, but with such



ruthless habits. Ashore, we were attracted to a great commotion on a beach at Floreana, when frigate birds were mobbing a heron. The heron had discovered a turtle nest where the youngsters had hatched and were surfacing through the sand to make their way to the sea. Of course, my camera ran out of battery at that point..... The heron would stab at the sand, spit out a mouthful of it, but at every, say, fourth attempt, it picked up a wriggling young turtle. It would then scurry into the cover of some bushes for protection before finally swallowing its prey. Nature in the raw is hard....

More? I should say so! Trip of a lifetime? UNDOUBTEDLY!

COUNCIL MEMBERS

ARTHUR WOOD - DEPUTY PRESIDING MASTER



Exploring Our Oceans" is the title of an OU/Future Learn course I have just enjoyed doing.

This course is a MOOC (Massive Online Open Course) so it is open to anyone and is free. It lasts 6 weeks and is sent over the internet in weekly units which arrive each

Monday.

The units contain videos, audios and written tuition and are expected to take 3 to 4 hours to watch. These courses are interactive and you are invited to respond with comments or questions and to read the responses of fellow students. There are also lots of links to other specialist websites so you can spend more time following these if you wish.

As a regular yacht sailor, you will have a basic understanding of tides and how to cope with tide tables and tidal streams. But do you understand about amphidromic points and tidal spiders? Or the latest explanation of English Channel double tides, ocean gyres, surface currents, deep water currents and thermohaline Circulation?

There is also a lot about exploration starting with the Victorian CHALLENGER expedition between December 1872 and May 1876. This sailing vessel went all around the world performing research and collecting specimens and information. It resulted in the birth of oceanography as a multidisciplinary science.

The section on modern exploration contains a lot of interesting videos made at sea. Seabed sonar mapping using multi-beam echo sounders and under water observations of deep ocean inhabitants, made with remote operated under water vehicles.

Planning

COOK makes our preparations for a trip to sea look like child's play, when they go to remote regions for months at a time. Much of this research is directed to the areas around hydrothermal vents where deposits of iron and rare metals are being discovered. Millions of pounds are now being spent worldwide developing technologies to hunt for copper, lead, zinc, silver, gold and oil. China is reported to be stockpiling rare earth elements.

So should TOG be getting ready to try to haul up a few gold nuggets now that we have abandoned the idea of burials at sea.....?

TREASURER

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STEWART COOK - ADMINISTRATOR



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NAVIGATION

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GOOD ANCHORAGE TAKES IHO PLANNED CROWD SOURCING TO THE NEXT LEVEL

A recommended source for new & seasoned mariners to share & access proven data, while improving navigation safety & freely promoting your yacht club.

Thanks to the latest in crowd-sourcing technology, mariners around the globe can share their anchorages, view weather, stay on top of official regulations, recommend local services and facilities, and effortlessly navigate unfamiliar countries.

November 04, 2014 – Navigating international waters can be daunting, with concerns ranging from outdated government surveys, incorrect charts and language barriers, to piracy, petty crime and political unrest. Captains on all types of vessels spend up to 40 percent of their time researching and planning, using cruising guides that can be both obsolete and costly, while also seeking a multitude of resources for current news, anchorages, customs and immigration procedures, and other services before entering the waters of an unfamiliar country. Good Anchorage, launched at the Fort Lauderdale International Boat Show (FLIBS) October 30, 2014, is the first and only FREE online global sharing platform of real-time, verified maritime information, available 24/7 to mariners worldwide.

Status of Hydrography & Nautical Charting across the World as Stated by IHO (International Hydrographic Organisation)

Less than 10% of the World's coastal seas & oceans have been surveyed & charted to the same or better resolution than maps of the Moon & Mars. (International Council for Science -SCOR)

Worldwide, the number of government survey vessels has declined by 35% in the last 30 years - contract surveys, improved equipment capability & other options have not filled the gap. (IHO Year Books 1979-2011)

In many parts of the World the quality & coverage of hydrographic surveys require significant improvement (XVIIIth IHO Conference Resolution 2012)

The coverage of survey data is particularly poor in the Caribbean, Indian & Pacific Oceans & the Polar regions, but all areas of the World are affected to some extent, including the waters of many, if not most, modern, developed States. Almost none of the areas of responsibility of more than 150 States in the

World with a recognized coastline is fully surveyed for depths or underwater hazards.

This unsatisfactory situation must be recognized by all States with maritime interests & acted upon. Improving this unsatisfactory situation requires the involvement of every State with maritime interests. It is a collective problem.

Superyacht Captain Todd Rapley points out "We have knowledge and log books of where we have been, but what we are looking for is ahead of us and where we are planning to go. If we share the knowledge we have, making it accessible to the many unknown mariners behind us approaching, and the mariner ahead of us does the same, we can now go around the world, benefitting from each other's shared data, knowledge and experiences."

Good Anchorage provides via Crowd Sourcing from mariners, exact anchorage coordinates including all-important depth, charts, images and visual aids, waypoints integrated with 72-hour weather forecasts, wind and swell protection, latest local news, customs and immigration procedures, with new features added weekly for provisioning, fuel, boat parts, restaurants, events and cultural activities. Anchorage sites are quality-controlled by Good Anchorage experts who live in each maritime community and are likewise continuously updated by mariners who visit the site to both share and verify data and add new anchorages.

Not only is this sharing service FREE to mariners but Good Anchorage is allowing users that have a business, agency, a marina or shipyard, to choose their business name, URL or blog address as their user name, effectively creating a free advert for each anchorage that they enter. For every new anchorage provided by a user they get the "Claimed By" recognition against their user name. Vessels must use both Marinas, Ports, Shipyards & Anchorages so it makes sense for a Marina, Agent or Marine Company to share anchorages that surround or are on route to their business to inform vessels who they are within their area. It becomes a win, win for providing quality local information that is needed, increasing branding & driving traffic to your own door.

Captain Dietmar Petutschnig, of Good Anchorage, says, "Good Anchorage will be a game changer for those contemplating releasing their lines and exploring foreign waters. Access to quality, dependable data for all maritime needs will increase the opportunities for current captains and less experienced mariners to explore our planet that is 70 percent water."

Superyacht Captain Todd Rapley, at Good Anchorage, states, "We are making yachting tourism easier and expanding the planet by safely increasing the range of where boats can travel. Many destinations like China, Burma, and Vietnam in Asia, former Eastern Bloc countries in Europe, and Latin American destinations such as Cuba and Columbia are opening their waters; meanwhile, the South Pacific, once intimidating to all but the most experienced captains, is experiencing a 35-percent growth in yachts and cruising boats." A Superyacht Captain for more than 10 years, Todd sees continued increase in demand from yacht owners and charter guests to travel further afield to unique and exotic locations now that accurate information and tools to maintain safety standards are being freely shared through the Good Anchorage platform.

Yachting is a multibillion-dollar industry operating on old technology. In the U.S. alone it's worth \$36.7 billion and predicted to grow five percent in 2014, with 8.5 million registered boats and more than 80 million Americans on the water in 2013. Internationally, 10,000 sailing/motor boats are cruising the high seas along with 30,000 Superyachts and 20,000 small commercial vessels.* Global totals indicate an estimated

25 million boats, ranging in size from 27 feet to the largest Mega-yacht at 590 feet. Another estimated 650 Superyachts are currently under construction.

Good Anchorage is a leading niche innovator of Maritime information technologies, specializing in sharing live, accurate anchorage data, weather, local news and service information for vessels, yachts, motor and sail boats around the globe. The company launches globally with more than 3,000 anchorages from Antarctica to Greenland, USA to Australia and everything in between, with the goal to provide 50,000 certified anchorages covering all maritime nations by 2018.

*source: www.nmma.org. For more information about Good Anchorage, or to schedule an interview with CEO Dietmar Petutschnig or COO & Superyacht Captain Todd Rapley, please contact Suzanne DuBose at pr@goodanchorage.com

To View Good Anchorage Media articles, video & radio interviews <http://www.goodanchorage.com/media>

The Good Anchorage website is Free to Mariners.

SOCIAL

ANDY McWILLIAM (01509 413978)



JOHN BRYANT - EXPEDITIONS MASTER



DAVE BOND - TRAINING MASTER



A new member to TOG - Paul Furneaux - is looking for a crew member to help him bring his boat back from Shetland to Grimsby Can we put this into Togline?

His email address is-
paul@health-guard.co.uk

He tells me that he joined towards the end of last year. I have attached his email asking for help finding crew, he is only looking to share the food expenses.

(Received via Dave – Any interest? – Ed)



TOG 2014 Sailing Programme
Trent Offshore Group
TOG Members and Friends,
23rd February 2014



APR 1 - APR 8 [SAILEX OPEN FOR BOOKING](#)

EAS 15 Easter on the South Coast

- Wed, Apr 1, 2015:00pm Wed, Apr 8, 2015:00pm
- Port Hamble Marina Where: Port Hamble - South Coast Cost: £310

This regular event has proved popular over the years and gives all a chance to get out on the water and find your sea legs to start the year in grand style. The popular [Beneteau 37](#)'s have been reserved for this event.

JUN 5 - JUN 12 [SAILEX OPEN FOR BOOKING](#)

PEM 15 Pembrokeshire

- Fri, Jun 5, 2015:00pm Fri, Jun 12, 2015:00am
- Blenheim Ct Neyland, SA73 1QR United Kingdom
- WHERE – Neyland, Pembrokeshire ESTIMATED COST £290

Sail the Pembrokeshire coast, the Bristol Channel, visit Lundy, Skomer Island, or visit The Bitches off Ramsey. Options include a visit to Swansea or the north Devon / Cornish coast or cross to southern Ireland, weather permitting, on a night passage. The Pembrokeshire sailex offers some not so familiar seas, coastal scenery, and magnificent wild life.

JUN 27 - JUL 4 [SAILEX OPEN FOR BOOKING](#)

SCO 15 Scotland – the west coast

- Sat, Jun 27, 2015:00pm Sat, Jul 4, 2015:00am
- WHERE – Largs COST £385

We will sail from Largs on the west coast with the option of visiting Northern Ireland, The Isle of Islay and Jura as well as the Firth of Clyde. Final plans will be presented at the Sailex meeting by your skippers. We are holding reservations on three large yachts, each with 4 cabins, planning for berthing 6 members to each yacht. Members who have yet to experience the fantastic sailing, dramatic scenery and excellent wildlife on the west coast of Scotland are encouraged to make an early booking. The number of berths available this year will be down on previous years, members keen to join this event in 2015 are advised that an early booking would seem to be appropriate.

SEP 12 - SEP 20 [SAILEX FULLY BOOKED](#)

CRO 15 Croatia - Split

- Sat, Sep 12, 2015:00pm Sun, Sep 20, 2015:00pm
- WHERE Croatia - Split COST - £380

September is time to explore the Mediterranean. Four yachts have been reserved: Three 2015 [Hanse 415](#)'s and a [2015 Hanse 455](#), with 3 or 4 cabins and 2 heads. Cost includes all local "extras" such as end cleaning, transit log and outboard. The Adriatic coastline with its clear seas, gentle summer climate, quaint villages and historic towns, is a magnificent sailing area, which reveals Croatia as one of Europe's leading bareboat charter destinations.

OCT 6 - OCT 11 [SAILEX OPEN FOR BOOKING](#)

EOS 15 The October – End of Season Sailex

- Tue, Oct 6, 2015:00pm Sun, Oct 11, 2015:00pm
- Port Hamble Marina WHERE - Port Hamble – the South Coast ESTIMATED COST £265

A great way for us to finish the 2015 season. Weather may be unpredictable but the water temperature is good and the company great. This regular event attracts people to one of the most popular sailing areas in the UK with many options for passage planning and good restaurants

JAN 13 - JAN 31 2015 [SAILEX FULLY BOOKED](#)

Caribbean Sailex January 2016.

- Wed, Jan 13, 2016:00pm Sun, Jan 31, 2016:00pm
 - Following a successful charter to the Windward Islands this January - see reports in TOGLINE (Winter Newsletter), we are pleased to offer a Sailex to the Leeward Islands in January 2016.
- The area has a rich British, French and Dutch history. There are many islands to visit and 17 days will allow us to explore a small number of islands in this part of the Caribbean.
- We have a reservation for two 4 cabin, 3 or 4 head yachts, planning 7 members per yacht. These are both 2013, one an Oceanis 484 and the other an Oceanis 485. Yachts are complete with dinghy, outboard, bed linens and towels, fridge, freezer, and 6Kw Aux power