



TOGLINE

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

WINTER NEWSLETTER 2019/20



Landmark:-A shoreline feature not visible from the sea....



Here we go again... The start of another year, a momentous one in general and hopefully, another good one for our Trent Offshore Group... It is great to see so many members quick off the mark when it comes to booking berths on our trips. Barely into

the New Year and over 50 bookings received so far. Remaining places on our trips are getting tight - indeed, one or two are actually full already! This must show that we are still doing something right and that the interest is there. Thanks to the work of the skippers and Council, especially our ad hoc Expedition Master, John Bryant. Great negotiations and a "Mr. Fixit" ability are among John's talents. Have you ever wondered why the berth costs are so relatively reasonable? You know the answer now.

The Council comprises a good mix of characters. Business men or ex. Dave Bond, Training, Paul Burghart, Social, Keith Stedman, Membership, Professor, Neil Macfarlane (small f), ex Presiding Master, Diane Rowbotham, an excellent Accountant, who gives her time and expertise freely. Our tireless Secretary (Stewart Cook) who makes sense of Council deliberations, Arthur Wood, Deputy Presiding Master, the Old Man of the Sea, who has years of sailing experience under his belt and whose advice is invaluable. Andy McWilliam, Immediate Past Presiding Master, an excellent organiser and political fixer. John Bryant, of course, of whom I have already made mention. All in all an impressive collection. You will notice that the post of Presiding Master is not mentioned - it being presently vacant. I raised the point in the Autumn Edition without much success but we live in hopes....!

I am grateful to Brian Fuller for his timely reminder in the guise of his article of the good work done by the Jubilee Sailing Trust. It is easy to forget that some "sailors" or "wouldliketobeers" are not as agile or able as they would wish. The Jubilee Sailing Trust enables them to indulge that wish under the highest supervision

and in the utmost safety, seemingly no matter what the disability might be. Very similar in some ways to "Sailability" facilities offered at venues around the country. It must be very comforting and building of confidence to have a permanent able-bodied buddy to look after you. Brian admitted that he has found it difficult to spend as much time as he would like to due to his ill-health. However, I am also grateful that he is still a member of TOG and was able to supply an article such as this. The Winter edition is usually a bit light, but this time, even without the Annual Dinner Dance, Neil, Stewart, Beccy and Brian have stepped into the gap. It has been a pleasure putting it together and I hope everyone enjoys it. Thank you all for the contributions.

I read that the opening rounds of the America's Cup are starting to raise their masts and the yachts (if you can call them that), are beginning to flex their muscles. They look like something out of science-fiction with their angular legs and flying above the water with hardly any splash. It would seem we can say goodbye to the monohulls in future - they just are not fast enough. Will someone someday put submerged blades on the bow to lift them onto the plane? Dinghies can do it in the right conditions without that assistance, but scaling it up is a real problem! I'm not holding my breath. Personally, I'm perfectly happy just tooting along at 5 or 6 knots with the occasional 8 or 9. Now we're sailing

FinallyI hope, on behalf of all members of the Council that the expeditions in the coming year all live up to the high expectations of everyone. We have a wonderful organisation in the Trent Offshore Group bringing so much pleasure which, for most of us, would be out of reach. What more can one ask than "messaging about in boats" on the open sea?

Here's to 2020, Happy Sailing...and thank you all.

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Presiding Master's Musings

POSITION CURRENTLY VACANT....



**An INDONESIAN
ADVENTURE....**
By Beccy Onians.

In October 2019, Rory and I were invited aboard a friend's 34metre Phinisi sailing boat for a 12-day voyage. Leaving from Ambon on the east Indonesian island of Ceram, south to the Spice Islands around Banda, north to the wondrous islands of Raja Ampat, ending up in the industrial port of

Sarong in West Papua. We still feel very privileged to have had this experience!

The Spice Islands - famous for the extraordinary price of nutmeg, more expensive in weight than gold, where fortunes were made on one voyage back to Europe. One of these small Islands, Pulau Run, owned at the time by the British, was exchanged with the Dutch, in probably the most astute and historically important global 'real estate' deal ever. Just for a swampy Island thousands of miles away in the North Atlantic, then called New Holland and now called Manhattan.

The boat – named *Tiger Blue*, built in 2008 in Bira, Sulawesi to traditional designs with some modern-day alterations (an engine) and comforts (pure luxury in fact). This makes her a 'Konjo phinisi', the south Sulawesi boatbuilders seeming to have been the primary and most influential builders for several centuries. Historically used as cargo vessels, they sailed 6 months west then 6 months east, making the most of the seasonal monsoon winds to trade at all the islands in between. Albeit, at a naturally slower pace than we are used to in the west.



Tiger Blue

Tiger Blue is built predominantly from ironwood, the hardest local wood which, although very heavy, is resistant to termites, tropical wood-eating insects and fungi. Teak is used for the more protected features as it is often seen locally as an inferior material for boat building.

Topped with two masts and a gaff rig, with 3 jibs, 2 gaffs and 2 top sails to the gaffs, the phinisi is locally called a 7-sail schooner. The crew of 10 showed immense skill and familiarity with climbing the rigging and hauling out 6000 square feet of sail, but due to poor winds and working to a schedule, we were mostly motoring as we island-hopped.

10 family and friends gathered for the adventure as *Tiger Blue* moved from its winter charter season around Komodo National Park in the south to the summer season around Raja Ampat in the north.

Captain, first mate, 2 engineers, 2 cooks, 2 deck hands, 2 housekeepers and 2 dive masters made up the crew, so this was a 'hands-off' sailing experience but that doesn't mean to say we were idle.



Raja Ampat

Two dives a day or snorkelling, kayaking and fishing as water activities; a volcano to climb; a nutmeg plantation and local markets to visit; highlighting the diversity, challenges and joys of island living. All this and the fauna studied by Alfred Wallace as he shared notes with Darwin to describe the origin of the species.

For me as a novice diver (1 miserable wreck dive in Greece since acquiring PADI), I was in awe of the life under the ocean. Of course, we saw bleached coral and graveyard scenarios where 'bomb fishing' had taken place. However, there was such an abundance of life which I can only hope such tours as ours, continue to treat so sensitively. The recent BBC Equator series travelled to Raja Ampat and eloquently debates the struggle for conservation, responsible tourism and education. Plastic of course is evident on every beach and anchorage, but



A species of tunicate – heart ascidian

significant active efforts centred on the island of Misool, manage the clear ups. Most importantly, however, to educate islanders and visitors alike, from toddlers upwards, on alternatives to plastic, managing waste and recycling.

Highlights – from the magnificence of a blue whale swimming alongside one lunchtime, to 7mm pygmy seahorses camouflaged on fan coral. Wow! Diving with manta rays, black sharks, every fish you could possibly imagine – shape, size, colour; turtles old and young

swimming past on a snorkel; 50 year old giant clams (1metre across) and very alive and colourful as they open up their 'jaws'; the shapes, colour and variety of coral was unexpected and snorkelling in a jellyfish lagoon was nothing but surreal.



Add sundowners on isolated beaches, eating sashimi just a couple of hours after catching 'Spanish Mackerel' from the back of the boat. Grabbing snorkel and fins and jumping in to catch up with pods of dolphin..... All in all, a trip to cherish.

SOLENT END OF SEASON SAIL 4-6th October 2019

By Stewart Cook

Dave Bond
Neville Buckle
Stewart Cook
John Bryant
Kate Ford

Will Russell
Paul Burghart
Peter Harris
Hugo Spiegl
Miles Sheppardson



As is now becoming common practice on these long weekends around the Solent area both crews met at Fairview Sailing on the Thursday afternoon to begin the yacht handover process, take care of food shopping etc. Amongst the

Fairview yachts moored against the pontoon there was a stark reminder to all of us. A yacht with the stanchions ripped off on the portside, the forward deck and hull badly damaged, that although sailing around the Solent for us is generally safe, we need to be vigilant at all times. Accidents do happen.

After an early evening refreshment and discussion over tomorrows weather forecast both crews moved onto an Italian Restaurant situated in Port Hamble village square for dinner.

The Friday weather arrived as expected, cool, showery and strong westerly gusty winds. By mid morning both yachts were off down the Hamble under power. Sails set with 2 reefs once into Southampton Water. The objective being was for a lunch halt in Chichester Harbour. Keeping the Bramble Bank to port both yachts turned east setting a course for Spit Head Sand channel. With the following wind a speedy sail was enjoyed prior to a fine course change to line up navigation marks between the war memorial and building taking us to the No.2 buoy in Portsmouth entrance channel. Once in the channel the yachts turned to starboard and set course for the submarine barrier gap and to cross Horse and Dean Sand Bank. The wind by now was a steady F6 gusting to F7/8. giving a quick but roly sail towards the entrance to Chichester

Harbour. Once over the Bar the seas calmed down and the sails dropped. The yachts picked up a mooring buoy for a lunch halt and chat. With the tide turning the yachts set off a few minutes apart heading for Cowes. We were treated to a wonderful sight of the power of the waves as they broke over the sand banks within the harbour only a few metres away on our port side. With the sails having been raised within the harbour and passing the outer entrance mark we tacked back west to return through the gap in the submarine harbour to enter Portsmouth. Our sister yacht decided to go beyond the barrier, prior to entering Portsmouth. Once into the harbour and passing Gosport marina with its green lighthouse ship/restaurant we continued on up the harbour to enter through the lock into Port Solent Marina. The marina is full of life and with a good selections of bars/restaurants to quench the thirst and hunger of weary souls. With a fault in the mains power supply at our berths and poor support from the marina to check out, both yachts were relying on battery power to supply lights etc. Apart from Kate both crews went ashore for an evening meal, she was unfortunate to suffer an evening in the dark due to total light failure within the main cabin. Later on and after a good rummage around the fuse box, connectors etc we were unable to restore light to the main cabin. Following a call to Fairview in the morning to advise them of the fault, we continued on our way with the fault unfixed. (reminder: need to keep tins of carrots onboard).

With the winds forecast to be very light and England playing Rugby, some of the crew retired to the pub whilst others remained on board to watch the match on television. With the match being settled by half time, we were off through the lock and back down Portsmouth harbour. The harbour master was well positioned to ensure all small craft followed navigation instructions at the entrance/exit to the harbour. Under power we motor sailed across the Solent to drop the anchor in the "O" of Osborne Bay for lunch. Will and Paul decided to continue on into Cowes (what did they know that we did not). After lunch we joined them as third yacht in a raft within Sheppards Warf. They had an interesting afternoon bunging up a water outlet on the rafts inner yacht. It appears that whilst trying to unblock the heads the crew had removed a pipe, damaged a seacock and with no bungs on board they were unable to stem the inward flow of seawater. With TOG to the rescue a bung was found and securely positioned stemming the flow, preventing the yacht sinking and possibly dragging in its wake our yachts. With excitement behind the crews went ashore for dinner and a live band. Ear plugs should have been compulsory.

Sunday morning brought us blue sky with the wind returned as per Friday. Once out of the River Medina, the sails raised a course was set for Newtown Creek. To maintain progress a number of tacks were required thus giving the newer crew an opportunity to practice their tacking skills and of course ensuring the other crew worked of their breakfast intake of calories. With the sails stowed we entered Newtown Creek to pick up a mooring buoy we were joined by Will and Paul a few minutes later. Whilst we were enjoying a relaxing lunch a Mayday came over the VHF, a skipper requesting a medivac as a crew member had collapsed. We listened to the mayday and the coastguard advising that a lifeboat (rib) was being dispatched, the yacht requiring assistance which was some 200 metres from our position Will Russell (Dr) offered his assistance to the coastguard and the skipper. Dropping their buoy, within minutes Paul was alongside the other yacht and Will attending to the injured man. We listened on the VHF as Dr

Russell advised coastguard that the patient required oxygen and medivac to local hospital. The lifeboat was quickly on site taking Will and patient to Southampton. With Will on his way to hospital we left the creek with Paul following later. With jib alone we experienced a good sail under blue sky and sunshine along the western solent to enter Southampton Water. Furling the jib outside the R Hamble we motored up river to the fuel dock. On leaving the dock our sister yacht was spotted and Will was back on board. We discovered later that once the injured crewman had been delivered into the care of Southampton Hospital, the lifeboat headed out to locate and return Will to his yacht.

The yachts were cleaned and returned to Fairview staff . Both the crews said their goodbyes prior to heading home. **Overall a good trip**, the weather was ok, the wind keeping both crews occupied on Saturday and Sunday. Praise must go to Will for bringing his knowledge and expertise in helping a fellow sailor and of course assisting in preventing a yacht sinking. Well done to all TOG crewmembers.

TOG Canary Islands Sailex: 16.11.19 to 23.11.19

By Neil Macfarlane

- Attila 51ft Bavaria
- Neville Buckle (lead skipper)
- Stewart Cook (mate)
- Brian Rowlands
- Mary Bancroft
- Nick Ostler
- Tony Syme



Carlotta 46ft Bavaria

- Dave Bond (skipper)
- Will Russell (mate)
- Diane Rowbotham
- Fiona Oliver
- Gareth Broome



Saturday 16 Nov

Most of the two crews flew out together from East Midlands Airport on the 10.00 Jet2 flight to Arrecife,

Lanzarote, though some members had arrived a couple of days earlier to acclimatize. This marked TOG's return to the Canaries after an interval of some 20 years! Taxis took us to the main Arrecife marina and the charter company's offices. After handovers to skippers and mates the crews found their bunks, stowed their gear and then helped store the provisions bought from the local supermarket. Then it was time for a few refreshments and later a meal in one of the large variety of restaurants clustered around the inner harbour – an Italian of all things! Meanwhile skippers and mates checked out Neville's meticulous plan for the anticlockwise circumnavigation of Lanzarote.



Atilla Crew

Sunday 17 Nov

At 0900 the yachts left the marina and Arrecife harbour under engine. Aboard *Attila* we soon worked out the use of the in-mast mainsail furling and the sails were set. Overcast with a strong NE **At 0900 the yachts left the marina** and Arrecife harbour under engine. Aboard *Attila* we soon worked out the trade wind blowing from the direction we wanted to sail *Attila* set an easterly course out to sea on the port tack through moderate/rough seas. Beating against the wind on long tacks resulted in rather slow progress on our desired north NNE course. This was not helped a great deal by motor sailing against a rough sea and it seemed that the small coastal villages north of Arrecife remained in sight for a long time.

However, once the Puntas (Points) Usaje and Escamas had been passed the wind and seas moderated and much better progress was made on a tight starboard tack with a more comfortable motion – no lunch that day! At the Punta del Palo on the north-east of Lanzarote *Attila* turned WNW with the wind on the starboard quarter and made good



Carlotta

speed along the top of the island, passed the light house off the Punta de Fariones (reminiscent of the Needles) then turned south west down the channel between Lanzarote and the Isla de la Graciosa. At 1700, after several attempts to get a couple of security men to secure a thrown line *Attila* moored alongside a pontoon in Caleta del Sebo marina. Soon after, *Carlotta* arrived and berthed on the other side of the marina. After drinks *Attila*'s crew dined ashore in a small harbour side restaurant. (52NM)

Monday 18 Nov

Attila left the pontoon at 1015 and made her way out the marina under engine and SW down the Estrecho del Rio (strait) with the dark volcanic cliffs of Lanzarote rising to port. Around 1030 we passed the Punta del Pobre on the southern tip of Graciosa and headed NNW up the west side of the island hoisting sail in light winds, a calm sea and sunshine – much improved on the previous day! A pleasant and leisurely passage took us past the rocky volcanic islets of Montana Clara and Roque del Infierno o del Oeste. A touch of engine took us around the north end of Graciosa and then down its west side to berth again in Caleta del Sabo, completing our circumnavigation of Graciosa, part of the spectacular Chinijo archipelago marine nature reserve – not that we saw a lot of wildlife! That night we dined in a small and lively family restaurant – with some splendid tuna and grilled octopus on the menu – hopefully not caught in the reserve.



(26NM)

On board *Carlotta* Dave and his crew had been getting rather damp. Apparently a leak had developed in one of the hull anodes and the scuppers had been taking on water which then slopped around when the yacht was heeling. Apparently the charter company sent a nice diver who slipped into his dry suit and soon sorted out the problem!

Tuesday 19 Nov

Attila left the marina at 0900 and set a SW course down the Rio under main and genoa to follow the west coast of Lanzarote. At 0930 a strong squall from the north dumped heavy rain on us and stirred up the sea. Thereafter *Attila* made good progress at 7 – 8knots on a south-westerly course about 3 – 4NM off the coast with a strong breeze on the starboard quarter, maintaining about 6.5knots. By 1300 we were about 5NM off Punta de la Ensenada so gybed on to 150M at 5knots and soon the Punta Pechiguera lighthouse on the southernmost tip of Lanzarote was in

sight. Rounding the point and heading north-east *Attila* was moored up alongside the office in Marina Rubicon, Playa



Navigation Advice....!

Blanca by 1610. *Carlotta* arrived shortly afterwards and then both boats moved to their berths further down the marina. (39NM)

Wednesday 20 Nov

At 1100 *Attila* (less Tony who stayed ashore for the day) left the marina and set sail south east in a F3/4 NW breeze and bright sun. After 90min or so *Attila* went about and tacked back on a reciprocal course until due south of Punta de Papagayo (the southern most point of Lanzarote). Then we turned NNW and sailed to the anchorage off Playa Mujeres beach, Papagayo Bay, and dropped anchor in about 7m of water about three cables offshore. This beach is a splendid crescent of fine white sand. We had lunch and then Nick and Neville swam off the bathing platform – Nick for pleasure and Neville to retrieve an errant fender. We could not easily access the bathing ladder which was jammed in the stern locker so recovery of our two swimmers demonstrated the potential difficulties of recovery of the victim of a MOB! However in the fresh onshore wind any such victim would have quite quickly found themselves cast up on a very popular nudist beach.....

About 1600 *Attila* raised anchor, headed into deeper water under engine and then back to the marina, before the rain came. That evening Brian cooked us an excellent dinner of pasta and tortilla.



Sunset Caleta del Dabo

Meanwhile, Dave and his crew on *Carlotta* had spent part of the day in the marina while a new bilge pump was fitted, later sailing to the Isla de Lobos south of Lanzarote. (15NM)

Thursday 21 Nov

At 1010 *Attila* left the marina and set sail broadly SSW to Isla de Lobos, a small island to the NE of Fuerteventura. A F3 westerly in NW 2-3m swell pushed us along at five knots for a very pleasant sail. I. de Lobos was rounded clockwise to the rumble of the Atlantic rollers breaking on the nearby Fuerteventura shore. At 1210 *Attila* gybed and set a NE course with the wind on the bow/beam, gently heeling at six knots in bright sunshine. In stronger gusts *Attila* achieved 8.5 knots as we passed the fish farms on the



Oceano Atlantico - Pano

SE coast of Lanzarote. The sailing was so good we went about and out to sea again before turning back and entering Puerto Calero marina at 1515 and mooring on the visitors' pontoon while Neville went to the office to seek a berth. We then went up to the east end of the marina past some impressive super yachts and Neville helmed us expertly into a narrow berth and moored stern to. Thus ended a very pleasant day's sail under blue skies and excellent breezes followed by G&Ts in the cockpit whilst observing a number yachts preparing for the imminent ARC (Atlantic Rally for Cruisers) to the Caribbean. That evening the crew walked into town found a nice restaurant. (31NM)

Friday 22 Nov

***Attila* left the Puerto Calero** late morning to sail the short leg to Arrecife, our home port, and so completed the circumnavigation of Lanzarote. We had a good sail, reaching about a mile off the coast and passing under the flight path to the airport. We passed an enormous cruise ship moored on the outer harbour wall and entered the marina mid-afternoon, refuelled and moored in our original berth. After some lively debate with the marina staff about whether or not the diesel tank had been full when we took over the yacht we achieved a refund of €50 on our fuel bill – very gratifying! Also no breakages and no losses to pay for – unlike some other trips. We then tidied the yacht and packed our gear ready for an early embarkation in the morning.

That evening Carlotta's crew joined us in the cockpit for drinks before we went ashore and found a tapas restaurant that arranged a table to accommodate both crews for a final meal together. (15NM)

Saturday 23 Nov

Crews were off the yachts by 0800 for handover. Gear was stowed in the charter office then most crew had an excellent tortilla breakfast in a café followed by a wander around the town before taking taxis to the airport for the flight home. Some stayed on for a few days to tour Lanzarote. Many thanks to Neville as lead skipper for

planning TOG's return to the Canary Islands, and to skippers and mates for a very enjoyable trip. (Total trip 178NM)



The Jubilee Sailing Trust

By Brian Fuller.

The Jubilee Sailing Trust

is a charity started in 1978 for the express purpose of taking people with physical disabilities to sea in Tall Ships as equal crew members with able bodied people. All are signed on as unpaid crew and work together in 4 watches handling the

ship.

There are lifts between decks for wheelchair users, anchor points in the deck to lock wheelchairs in position and a talking compass to allow visual impaired crew to steer. The crew can be of any age over 16 and those with physical disabilities have an able bodied buddy to assist them when required.

Voyages can be anything from a day taster session operating usually from Portsmouth to a week or more on voyages around Britain, the continents of Europe, the Mediterranean, USA the Atlantic, Caribbean, or even further afield. Bursaries are available for some people who are not able to afford the full voyage fees.

Full details are available at www.jst.org.uk



How it began

The JST was founded in 1978 through the extraordinary vision of a dedicated group of people working against the odds to make their dream a reality.

Our co-founder, Christopher Rudd, first began working with disabled children by teaching them to sail in dinghies. He believed that most of the constraints that prevented them sailing further offshore were artificial and could be overcome. He also believed that if disabled and non-disabled people were to sail alongside each other, it would help break down the prejudices and misunderstandings between different social groups. His vision was to use thoughtful design and equipment to create a fully accessible ship to be crewed by a mixed ability crew.

Through the partnership between Christopher and his co-founder Dr Tony Hicklin, and backed by the fundraising efforts and invaluable support of our former Chairman Francis Cator and our President The Hon Jacquetta Cator, the JST was formed and **Lord Nelson** was built.

After the launch of Lord Nelson, the JST grew from strength to strength, and demand for berths on voyages

began to outstrip supply. With this in mind, in 1992, Lindsey Neve, then Director of the JST made it her aim to fundraise for the build of a second ship. A year later, naval architect Tony Castro was commissioned to design **Tenacious**. Many of the volunteers who helped build her, working alongside professional shipwrights, still sail the ship today.

Today

In our first 40 years, over 50,000 people sailed with the JST. Our work with disabled people has always been a crucial part of what we do, and has been recognised across the world, including by the United Nations. But over the years we have learned that we also make a profound difference for people from many other social groups. And so our Mission has evolved.

Today, the JST remains truly unique – no other organisation anywhere in the world does what we do. And yet we know there is a greater need than ever for our work and the difference we make. That knowledge fuels our passion to make an even bigger impact by giving even more people of mixed abilities and circumstances the freedom to explore their ability, potential and place in the world and to promote an inclusive world where we can all contribute and feel valued.



Our tall ships

We deliver our Mission aboard two very special tall ships, STS Lord Nelson and SV Tenacious. They are the only tall ships in the world designed and built so they can be sailed by a truly mixed ability crew, including people with a wide variety of impairments and health conditions.

Activities aboard

Aboard our ships people become deeply immersed in an inclusive sailing experience. At sea, where conditions can be unpredictable and sometimes wild, the experience is challenging and can be intense.

Diverse teams work together to sail the ships and perform tasks with real responsibilities. The adaptive design of our ships creates an accessible and enabling environment. On

our ships everyone is seen and treated as equal and contributes to the best of their ability.

On a JST sailing adventure, experience barriers break down, differences disappear and friendships form.

Who sails with us?

We welcome people from all walks of life. You can sail with us from age 16 upwards on a voyage. Children from as young as 12 can join us for a day sail, if accompanied by a parent or appropriate adult, making it a great day out for families, schools and groups. There is no upper age limit on



either voyages or day sails. Many people who sail with us are complete sailing novices, whilst some are passionate tall ship sailors.

We aim to make a difference to the lives of all our participants, but we know that our impact is especially strong for:

- disabled people, including those with physical impairments and learning disabilities or difficulties
- those dealing with long term health issues or mental health conditions
- the lonely or socially isolated
- those dealing with significant challenges or change in their career or educational life
- people from disadvantaged backgrounds, including disadvantaged youth.

Footnote: -

Our Deputy Presiding master has had quite an involvement in earlier years with a similar organisation – the Ocean Youth Club.

I feel, possibly a piece about his experiences....?



TOG 2020 Sailing Programme

Trent Offshore Group

TOG Members and Friends

[Mono Hull to Cat Training](#)



- Fri, Mar 27, 2020 5:30 PM Sun, Mar 29, 2020 4:30 P [Google Calendar](#) [ICS](#)
This SAILEX is released for TOG Skippers to prepare for the BVI Caribbean Sailex in 2021.
 Sailex Reference SKP20
 .Steve, the owner of Marine Events has been skippering Catamarans all over the world since the mid 90'.
 We provide on board tuition to help you bridge that gap. We teach you how to drive with twin engines, how to moor, how to anchor, teach you to be comfortable with the boats width and the way it handles. One berth in shared cabin available.
LAGOON 39 We have chartered a Lagoon 39 for this training weekend, a four, double-cabin catamaran boarding Friday evening and leaving Sunday afternoon. Sail in the Solent for the weekend, while being taught the wonders of Cat sailing.
[Easter Sailex](#)
- Wed, Apr 8, 2020 4:00 PM Mon, Apr 13, 2020 5:00 PM [Google Calendar](#) [ICS](#)
 Sailex Reference EAS20 Lead Skipper Andy McWilliam
 Two Beneteau Oceanis 37's have been chartered for the Easter Sailex. The Sailex will commence formally on Thursday 9th April however we have arranged for the crews to overnight on board on the evening on Wednesday 8th April.
 Plans for this event are at an early stage and will be updated by Andy McWilliam in good time. Costs for this event have been based on 5 members on the Oceanis 37 and are £310 per berth. One berth available.
[Scotland Inverness](#)
- Sat, Apr 11, 2020 5:00 PM Sat, Apr 18, 2020 11:00 AM [Google Calendar](#) [ICS](#)
 Sailex Reference INV20 Lead Skipper Paul Ratcliffe
 Ness and Moray Yacht Charters' Westerly Merlin out of Inverness. The expedition would either be a Leisurely exploration of Caledonian Canal or the Moray Firth dependant on forecast conditions. This sailex is planned with 4 on board. Flights Birmingham to Inverness are about £180 each including 23kg of hold luggage. Alternatively members will car share and drive to Inverness. This is fully booked.
- Sat, May 9, 2020 4:00 PM Sat, May 16, 2020 9:00 AM [Google Calendar](#) [ICS](#)
 Sailex Reference TUR20 Lead Skipper Paul Burghart
 We have chartered three Bavaria 46 yachts for this Sailex and negotiated berth fees to include the "charter package" a mandatory extra paid at the base to include Transitlog, final cleaning and bedding etc. In addition we have added insurance to reduce the excess to € 100.00 payable at base but fully refunded should the yacht be returned with no issues. The cost includes dinghy, outboard, Charter Package, and insurance - £620. Two berths available
[Scotland Firth of Clyde](#)
- Saturday, June 27, 2020 4:00 PM to Saturday, July 4, 2020 9:00 AM [Google Calendar](#) [ICS](#)
 Sailex Reference SCO20 Lead Skipper Stewart Cook
 Two yachts have been chartered from Flamingo Yacht Charters at Largs for this event. A Beneteau Oceanis 45 Flamingo and a Hanse 400 Tramontana. The Beneteau Oceanis 45 we have chartered - is described as a 10 berth yacht with 4 double cabins and a double berth in the saloon. Berth costs are based on 6 people. The Hanse 400 has three double cabins and a double berth in the saloon. Berth costs are based on 5 people. 4 berths available.
 The yachts are both complete with a dinghy and outboard. Costs this year will be £580 per berth.
[Plymouth - Cornwall](#)
- Fri, Sep 4, 2020 4:00 PM Fri, Sep 11, 2020 9:00 AM [Google Calendar](#) [ICS](#)
 Sailex Reference **PLY20** Lead Skipper Neville Buckle
 The Cornish Sailex will set out from Plymouth Hoe, sailing either East or West – or both!. **This cruise is fully booked**
 We have chartered a Bavaria and a Delphia 40 for this event. Costs as calculated to include the following extras - an outboard for the dinghy, and gas for the yacht, will be £350 per berth based on 5 members per yacht. Parking is available at the marina.
[End of Season](#)
- Thu, Oct 1, 2020 4:00 PM Sun, Oct 4, 2020 5:00 PM [Google Calendar](#) [ICS](#)
 Sailex Reference EOS20 Lead Skipper Dave Bond
 It has been agreed that crew may overnight on the yachts at Hamble marina on Thursday 1st October to permit an early start on Friday 2nd with the sailex ending on Sunday 4th October at 17:00 hours..
 Two Oceanis 37's have been chartered **and a third is an option**. Costs for this sailex will be £195 per berth. Good availability.

