



TOGLINE

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



WINTER NEWSLETTER 2021/22

Flotsam:- Anything floating in the water from which there is no response on being offered a cocktail.



Greetings once again to an unusually belated Winter TOGline. Nothing to do with COVID, but I wanted a report and some pictures from the British Virgin Islands Trip – and we got them, thanks to

Kevin Hight for the report and Emma and Kevin for the shared photos. What a difficult choice! There are other photographs and I have another report from Mark Thomas in the pipeline with which I will regale you in the Spring edition.

I have received a rush of photographs for the reports this quarter and I have had quite a job deciding which to use. It's a pleasure to receive them all, but makes a choice very difficult. Please bear with me and continue to send them as I select those I hope reflect the high points of the trip. The editor's decision is final...???

Since I am a month late with this edition, I have decided to move the closing dates in the future. Instead of 31st January, 30th April, 31st July and 31st October, I would like to use 28th February, 31st May, 31st August and 30th November as deadlines for Winter, Spring, Summer and Autumn editions. I hope you are in agreement with these as they will also fall within the year's sailing programme for timely reports. I am so grateful for the efforts made by yourselves to ensure we can keep TOGline going. I enjoy producing it and I hope it helps keep the communication channels open. We couldn't do it without that support. Many thanks to you all.

The party who went to the BVI had a real struggle with all the rules, regulations and tests surrounding the travel arrangements. All credit to them that they persevered and transcended all the problems, finally arriving on the catamaran for a well-deserved holiday. One can only hope that the

repeat expedition next year, incidentally now fully booked, is so much easier and that COVID is a distant memory, downgraded perhaps to "ordinary" 'flu. I guess we learn to live with it.

What a strange Winter we have had so far. Little snow, lots of wind, some pretty cold ones and rain for so. I wonder what lies in the future before spring proper comes along? We have a theory that the weather tends to level itself out somewhere down the line, so brace yourselves! So far at least, the forecast seems good. It is amazing how accurate the forecasts can be these days, those powerful supercomputers making light work of the millions of "what-ifs" driving the massive weather machine. The havoc wrought by the recent storms (see Gareth and Fiona's report), all over the country. The flooding that followed and the lack of electricity....imagine if we were all electric as seems to be the direction! We can only hope the infrastructure is built up quickly enough to help alleviate that problem. Wishful thinking??.

Any old how, we are all still here, still hoping and hopefully looking forward to the coming season. With lifted restrictions, we can trust that the social side of our trips are more inclusive – less of the six per table and more of the all together. Fingers crossed!

So, until the 31st May deadline, and the Spring edition, may I thank you for your tolerance, for the efforts you have put towards this issue and to the future.

Happy Sailing.

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End of season rally 2022.

By Will Russell

This is an account not made with contemporaneous notes, your honour. We met together Monday morning on 'Soiree', Ross, Diane, Bryan R, Neville and myself. Careful provisioning ensured we would eat and drink well but without the need to withstand a nuclear winter in the following days.

Tootle across to Yarmouth in a fresh breeze (F7?!) for the requisite meal 'on the rocks' which was excellent. Tuesday bit of sailing and nav and calculating the wrong time to go up Beaulieu River. Stopped at Bucklers Hard, explored the maritime museum and walked into Beaulieu.

Wednesday thought was to go to Bembridge, arrived spot on ideal entrance, to find it 'was closed'. Oh well over to Chichester harbour, overtaken by a Dragonfly trimaran doing about 20knts.....I want one.

Amazing how many marinas in Chichester that don't have 2 metre clearance...waaah. Finally agreed on Northney, right at the top with a narrow shallow entrance. Beware navionics if off line, may take you where you don't want to go.

Northney marina really good facilities, good jump off to explore Hayling Island. We were obliged to partake in local icecreams on the way to the ancient 'temple' a Celtic Roman mystic location. We found the marks in the ground with the help of a nice lady, who I did not 'chat up', and google maps.

The icecreams were easier to find, using the Devon approach of head toward mooring with some sort of farm building.

Lovely evening then Thursday headed to Cowes rendezvous with the number 2 boat for a meal in 'Gastronomy of Cowes'. We had a great meal there on the Cat weekend, this time less so. First they gave half our starters to boat 2's table, completely forgot my meal. The 'wings' arrived which was tofu soaked in Soya, salted and air-dried. Inedible.

Sorry recount a ramble, but we all had a really good trip, so great sailing and nav, but also some really relaxing land adventures.

I'll do it again! Obviously I have... most years. Cheers Will



The St Ives Jumbo

by John Bryant

With restrictions lifting in the UK and the opportunity to get out and about I took the opportunity to visit family in Carbis Bay this August. The G7 had come and

gone and life was getting back to the new normal. It was Sunday 15th August and I had joined the St Ives Jumbo Association and was preparing for my first sail in *Celeste*. The crew of 6 met up in St Ives harbour about 09:30, about an hour before high water. It was too windy to split us into two crews and take both boats. Wind F4 WSW gusting F5 / F6 sea flat with wind coming off the land. The crew Tony F, Scot B, Jim F, Billy N, Rob H, and John B – a new member on holiday and out for my first sail.

Tony "sculled" us out to Celeste, we rigged her with both reefs tied down to sail off the mooring. Tony was a bit concerned about clearing the two motor boats moored just in front of us but in the event by pulling as far forward as



we could on the mooring line, and promptly hoisting the forelug, we cleared them both and sailed on to easily clear the end of Smeaton's pier.

Once out of the harbour we carried on to Mester Point and then across Carbis Bay to tack in the lee of Carrack Gladden. We weathered several vicious gusts on the way and especially off Carbis Bay. I understood the decision to have the weight of all six of us on one Jumbo was a good decision. After tacking we sailed back towards the island and then tacked again about level with Rampers Buoy where we tacked again before sailing back to the mooring. We made it ashore about 12:30 after some exhilarating sailing and thanks to Tony's skilful helming through the



gusts.

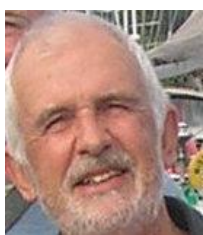
We all associate St Ives today with the Tate, and the artists who brought international recognition to what they considered to be a prosperous town. Beneath the prestigious façade, the reality for many residents is rather different. An over-dependence of tourism has taken its toll. St Ives has surrendered its former residential heart to second home ownership, and so the close-knit community that existed as recently as 50 years ago has largely disappeared – and with it the memories and experience of an illustrious maritime heritage and fishing industry. In 2005 an attempt to kindle memories and an awareness of this maritime heritage, Jonny Nance launched a replica St Ives 'punt' he had just completed, into the harbour. Struck by the warmth and scale of the response from the dwindling waterfront community, he decided to lead the research, and with the aid of numerous photos, construction detail and sailing characteristics, recreate the Jumbo. The St Ives Jumbo Association was set up by Jonny to manage their use. Jumbos were registered in 1885, shortly before the demise of the fishery reflecting a growing preference for the smaller inshore boats that could leave the harbour at

half-tide. They were a safe alternative to the pilot gigs which, built for speed, were only suitable for fishing in fair weather. Jumbos were a “catch-all” class to include anything larger than a pilot gig and smaller than a pilchard diver, so they varied widely in size and construction. **Today’s Jumbos however**, are a replica of those that were originally designed specifically for the purpose by one of St Ives’ best known builders, William Paynter (1837 – 1930). They are replicas of the smallest recorded and were researched and built by Jonny Nance. Unlike his contemporaries, Paynter recorded line plans for his boats in a book of drafts which included lines for a ‘*Jumbo type for John Uren and others*’ – the only known record of the Jumbo’s shape. However this particular book was thrown out when Paynter’s boatyard was being cleared following his death in 1930. And so, the Jumbo was nearly lost to history – or would have been had it not been for the vigilance of Jonny Nance’s grandfather R Moreton Nance who happened to be passing and recognising its importance,



rescued it and had copies made.

For the first time in 100 years the Jumbo, *Celeste*, was launched into the harbour in September 2007. She was enthusiastically received and plans were made to raise funds to build a second boat. Some three years later a second Jumbo named *William Paynter* was launched – so with two identical Jumbos a new racing class was established.



Malvinas and a Yerba Mate
by Alan Mortimore

It started when my phone rang one evening in 1991 and it mushroomed from there. Fast forward almost a year

of planning, selection, fundraising and team-building and a youth group of Leicestershire venture scouts boarded a plane at Heathrow to start building bridges of understanding and friendship with young people in the Argentine. Why? Well it was 1992 and this marked ten years since the Falkland/Malvinas conflict and no one seemed to be bringing the people of our two nations together. Perhaps a team of enthusiastic Leicestershire scouts could make a start.

We flew to Baraloeche in Patagonia, via Buenos Aires, to spend the first two days meeting local youth groups, playing rugby (unbeknown to them we had two Tiger Colts in our team!) and football in the snow at a ski resort, dancing and feasting. Meanwhile I, as the leader and main spokesman, had to be interviewed about the war on local TV (they couldn’t understand how one day President Galtieri was saying “ We’re winning” and the next day it was all over, as the British Army had retaken Stanley). War planes were based at Baraloeche airport during the conflict, as it was within striking distance of the Falkland Islands, so this had been a focal point.

Next we flew to the North West part of Argentina, to the city of Tucuman, changing planes in Buenos Aires



Team and hosts in Patagonia

on the way. Interestingly every time we landed at an airport in the Argentine all the passengers clapped as a way of saying thank you for a safe journey! We were delayed several hours in Buenos Aires, few flights ran to schedule, and many members of the team passed the time by sitting on the suitcase carousel when it operated, then disappearing outside only to reappear before the luggage - much to the amusement of passengers awaiting their cases. I didn’t have the heart to stop them

Going down the steps from the aircraft at Tucuman, we became aware of singing and clapping as we made our way to the terminal. This was a welcoming party, even though our flight had been delayed 5 hours, and it was now nearly midnight. There’s a tradition in the Argentinian scouts not only to ensure a welcome, but to name their leaders after an animal, their “totem”, that has similar characteristics to them. This proved useful here because the chief meeting us was named Penguin, and low and behold he was immediately recognisable by his penguin-like gait. Tired though we were, after the obligatory speeches, there was food and music for a bit of “party time”, before we eventually got accommodation sorted and could crash. We discovered that in Argentina socialising and eating in the evening only started after 10 pm.

Being Argentina, no planning had gone into this project other than in outline, so that was one of my first tasks and the blackboard in one of the classrooms was commandeered to show the work schedule over the coming days

!Tasks included unblocking the latrine's sewer pipes, digging storm ditches with soakaways to prevent the buildings getting flooded when they had torrential rains, painting all the classrooms and re wiring most of the school. While this was going on, some of our team worked with the locals to prepare lunches which gave them the opportunity to go food shopping and to cook Argentinian-style, such as with asados or pit barbecues. They also learnt the art of drinking "Yerba mate", an herbal tea, the national drink of Argentina, which promotes stamina and denotes fellowship when drunk together.



Teaching English Dance...

During our days based in Tucuman we had visits to some of the slum areas around the airport, a coach trip with camping overnight in freezing conditions before visiting the ruins of the original indigenous Indian settlements, and, of course, party times. To help the teams mingle, we used the universal activities of sport, dancing (we had them trying English country dancing and they had us trying to do the tango!!) and music. In addition, I travelled several hundred miles north to visit a sugar cane estancia and the rainbow coloured mountain region at Purmamarca, north of Jujuy. We always travelled in scout uniform to reduce our chances of being stopped, because the military were still very much in evidence, manning road blocks between the various provinces and it made us look official as we drove through saluting and they'd salute back. An internal war had only just finished in the north and they were still quite jumpy, to the extent that all the verges of main roads were cleared of scrub for about 50 to 100 metres to reduce ambushes.



School pupils with team member

Our time in Tucuman came to an end all too soon, and after Party music



yet another party put on by the local community, we bade farewell and flew to Iguazu. Here we spent a hectic day being taken around this national park by one of their rangers, travelling by ex WW2 German small open-top troop carrier through the jungle. Much to the excitement of the boys and girls, a cougar crossed our path. The highlight of this tour was to descend steeply by foot to the bottom of a ravine and motor in two dugout-type boats with powerful



outboards right under the Iguazu Falls - a spectacular and heart-stopping experience.

In the evening another delayed flight took us back to Buenos Aires sometime after midnight where we were met and, much to the delight of the team, were taken to a MacDonald's-type restaurant, called Fuddruckers and on to the hostel where we spent three nights. What did we get up



Presentation to minister of education

to during those three days? Well we had a reception with the Argentinian minister of Education, visited numerous scout groups and raced bench bikes. We also split into small groups for various activities, including visiting the

Malvinas War memorial with someone whose brother had died on the *Belgrano*. Finally there was a grand farewell reception at the scout HQ with many, many speeches...

Lasting impressions - a lovely country of warm, genuine people with whom we had so much in common. We were given the opportunity to appreciate their culture and home lives and form friendships in a way that affected all the team members. Many of the team members made return visits, and, when the Argentinians sent their own venture scout group to the UK, I had the good fortune to be able to return their generosity by organising and running a four week program for them.



Storm Arwen
by *Fiona Oliver.*

As some of you know Gareth and I made the move to the Lakes in 2020 and at last being near a body of water decided to take the plunge and buy a small boat for sailing on Windermere, I felt lake sailing would be a great start before we

ventured to Whitehaven and the open sea. So in September we purchased a Cornish Crabber 24 (Mk. III) to begin our sailing adventures!

You may recall the night of the 26th November last year proved pretty catastrophic for Cumbria and much of Scotland, with storm Arwen. As we lay in bed hearing large trees crash down in the wood opposite and believing our windows might well blow in any moment we thought about our newly purchased boat sitting on the hard awaiting her winter maintenance and if she would indeed be upright by morning.

When morning came apart from having no power, a situation that lasted five days, it was clear that we were not going to be able to make the journey of 40 minutes to Windermere, there were very few roads passable and those that were, made emergency vehicles and tree surgeons a priority!

Information began to leak through that there had been a great deal of damage, our marina contacted us to say we had indeed suffered damage - the staysail had unfurled and shredded, but the staff had made a pretty good job of securing and putting extra cradles under the boats when they had received the storm warning and we counted ourselves very lucky.

However on the swinging moorings opposite at Belle Isle 20+ boats were destroyed, it really looked like Armageddon, One moored boat had been dragged onto the island trailing a 1 ton concrete mooring and 1 ton anchor chain! The winds had reached in excess of 120 mph along the lake. Lives were lost in Cumbria and people were hurt. The landscape has lost numerous large and ancient trees and there is still a constant whining of chain saws when one is out and about.

As new arrivals to the north it was indeed interesting to see how long it took the national media to report the devastation, and it appeared to be only once the power had been off for several days that we received a mention. We are now looking forward to getting *Minstrel* back into the water and to exploring the lake. The insurance were very prompt in authorising a replacement sail which should be with us at the end of the month. Gareth is busy crafting a new topsail yard, an item missing from the boat's inventory when we purchased her.

British Virgin Islands – Tog Sailex 2022

By *Kevin Highet*



Well I think the words to best describe this trip are “Phew - We made it!” – Despite Covid doing its best to scupper plans for the second year running, and one person testing positive with one

week to go, all nine crew members made flights out of Heathrow to Antigua and on to BVI. Albeit two crew members joined five days later than planned.

A relaxing two nights were spent in Antigua, staying in or around Nelsons Dockyard, English Harbour. The



surroundings are steeped in maritime history and we were fortunate enough to witness a little history being made whilst enjoying some afternoon refreshments (mostly Pina Coladas actually!). Team Wild Waves - Jessica Oliver and Charlotte Harris arriving in the dockyard after rowing across the Atlantic, breaking a world record in the process as part of the Talisker Atlantic Challenge. A fantastic welcome greeted them and it was superb to be a part of this.

The next day and following a full house of negative Covid tests, the crew headed back to Antigua airport to fly the short hop to Beef Island on a rickety Inter Caribbean plane with zero air conditioning. Landing on Beef Island was welcome and we were soon travelling across a bridge and into Tortola on our way to Nanny Cay, our first marina and where we would pick up the Catamaran we would spend the next 14 days on.

The Catamaran itself was, quite simply, superb. At 46 feet, and named *Forever Young* she was the best in the Navigare



fleet as far as we could see. She was brand new and we were her first charter. Naturally this meant that there were some teething problems in her build – leaky heads as an example however by this point we were well and truly on “Island Time” and happy to spend a day getting used to the boat (and the local food and drink) whilst the Navigare engineers fixed the problems. She sported 4 en suite cabins – probably the most comfortable any of us had seen on a boat this size and plenty of space and seating areas. Whether you wanted a quiet space on your own or a larger space with other team members, in and out of the shade – Forever Young was easily able to accommodate. More importantly Forever Young had a large normal fridge and freezer, a slightly smaller drinks fridge on deck and a large cool box on deck. Plenty of space to ensure we wouldn’t run out of food and would never be thirsty!

The next day we were up, bright and breezy. It was the only time during the whole of the trip that we were on a hard deadline. And we were happy to do so as we were off to make



the short, 4 hour sail to Trellis Bay on Beef Island to pick up the two delayed team members. Adrian and Diane had spent a nail-biting few days wondering whether they would be able to get the first flight to Antigua and when narrowly missing this spent the next few days relentlessly working out how they could join us. One thing was plain from the WhatsApp group messages – Adrian and Diane were going to move heaven and earth to get to us. And thankfully five days after missing the first flight, they walked out of the airport in BVI, turned left, walked 200 yards down to the beach where Phil



was waiting for them with the dinghy in order to bring them to the boat – where an ice cold Carib and lunch was waiting.



The British Virgin Islands consist of the main islands of Tortola, Virgin Gorda, Anegada and Jost Van Dyke, along with more than 50 other smaller islands and cays. Sixteen of the islands are inhabited and across the next twelve days we either moored or sailed around all of them. Apart from two days, which were extremely stormy we were fortunate to have glorious weather. Blue skies and hot sun, which for most of us was just the ticket required after the previous two years, and we certainly ensured that we enjoyed it. On the two days where sailing would not have fit with our idea of a relaxing sunny holiday we moored up, watched the start of the six nations rugby championship and relaxed in one of the



bays – even that was excellent, such was the perfection of the trip.

Each evening we would make a plan as to where we would sail the next day. This is made much easier in the BVI’s as there is no strong tide to determine which direction, and at what time we should sail. There are mostly no shore moorings in the islands and we would plan to arrive at our planned destination just after mid-afternoon in order to ensure we had a suitable buoy to moor to. A couple of times we passed islands and bays that might take our fancy. After a quick reconnaissance we would decide whether the plan was changing or not. It really was the kind of trip where there were no hard and fast rules as to what we should do and where we should go.

Once moored, it became “Island time” again and the team would either relax, swim, snorkel or go ashore to have a walk around and get a feel for the facilities. All of the islands were badly impacted by hurricane Irma in 2017 and this was evident in places we visited, where most have been rebuilt better and stronger. As such in most of the bays we moored in, the bar and restaurant facilities were excellent and most evenings we would dinghy ashore and spend time on land.



On two occasions, once out of choice and once due to the outboard on the dinghy being temperamental, we cooked on board. Something for everyone with sirloin, tuna steaks and blackened mahi mahi, with a variety of salads. We really did eat, drink and be merry in the BVI’s!

Sadly, twelve days after we picked up Adrian and Diane in Trellis Bay we had to grudgingly hand the boat back, but not before we had made the best out of our trip and made many memories of a beautiful part of the world. Here are some of my own highlights (I will let you contact the crew direct if you want more information!):

- **Anegada** – Two nights – Beach Bumming – Haring down the road in an open air taxi with no seat belts – Impromptu lobster night and island dancing where the star of our show and my personal hero, John Bryant took on the locals at limbo – Excellent!
- **Eating on board** – Food, drink and plugging the iPad into the state of the art stereo to create our very own TOG disco until very late at night – Well when I say late I think we made it to 11pm which was good for us!



- **Sun, Landscape and Sunsets** – The most beautiful views of this part of the world!
- **“That blooming dinghy platform!”** –Each time we rang Nanny Cay to tell them of a problem the platform would miraculously start working. It took us five days and a lot of brainpower to work out the amount of power needed to get it working.
- **Rum** – You can’t go to the Caribbean and not sample the wares... we visited a rum distillery which sold some unique rum labels, including “The Panty Dropper” and “The Boxer Dropper”, the latter guaranteed to make babies according to a local – needless to say my wife, Anita abstained from buying that one!
- **More Rum** – Adrian’s nightcap of a “Dark & Stormy” cocktail – Enough said!

Finally, Catamaran sailing in comfort in the BVI’s in general. A wonderful and like-minded crew, combined with the best environment and food and merriment galore. Absolutely fantastic and thanks to TOG, the skippers and all who had a part to play in it. It really is appreciated.

See you soon BVI!

Kevin Hight

TAILPIECE...



TOG 2022

2022/3 Sailing Programme
Trent Offshore Group
TOG Members and Friends



Spring on the Solent

Thur April 7th at 5:00pm to Mon April 11th at 4:00pm

Sailex Reference SPR22 Lead Skipper Andy McWilliam

A single Bavaria 37 has been chartered for the first UK event of 2022. Plans will be discussed with members joining the event at a pre-sailex meeting. **We have one berth available for this event.**

Turkey - Gocek

Sat, May 7, 2022 4:00 PM to Sat, May 14, 2022 9:00 AM

Sailex Reference **TUR20** Lead Skipper Paul Burghart.

This 2020 event was postponed due to the pandemic however we have rescheduled this Sailex to 2022 (see above). We have chartered two 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. The yachts are all 4 cabin, 2 heads, and include autopilot, bow thruster, cockpit chart plotter, inverter, dinghy and outboard. Charter costs include a mandatory charter Package (Transitlog, final cleaning, bedding, towels, etc), and insurance will be £640.00 per member. **This Sailex has one available berth.**

Scotland – Western Isles

Sat June 25th 4:00pm to Sat July 2nd at 10:00am

Sailex Reference SCO22 Lead Skipper Stewart Cook

This year we shall be sailing from Ardfern, taking in the sights of the whirlpools in the sound of Luig/Corryvreckan, the Small Isles, i.e. Coll, Tiree, Treshnish Isles, (sunniest place in Britain), Eigg, Fingal’s Cave, Isle of Mull, not forgetting the impressive Scottish coastline to name but a few places that Stewart is planning to visit.

This Sailex is completely booked.

Pembrokeshire Coast / Southern Ireland

Fri September 2nd at 4:00pm to Fri September 9th at 10:00am

Sailex Reference PEM22 Lead Skipper Alan Mortimore

Departing from Milford Haven gives a range of options depending on the weather. If conditions are good (and why wouldn’t they be) the plan would be to sail the southern coast of Ireland, and maybe round Fastnet. If this is not possible then visiting Lundy, the north coast of Devon, Swansea, the Gower coast as well as the Pembrokeshire Marine Reserve which includes Ramsey, Skomer, and Grassholme. **This Sailex has one available berth**

End of Season Sailex

Thu October 6th at 4:00pm to Sun October 9th at 5:00pm

Sailex Reference EOS22 Lead Skipper Dave Bond

Our traditional end of season event will return to the long weekend format with various navigation and sailing challenges organised by your lead skipper – Dave Bond.

BRITISH VIRGIN ISLANDS - 2023

Google Calendar ICS Thursday, Jan 26th, 2023 5:00pm to Thursday Feb 9th, 2022 10:00 AM.

Sailex Reference BVI23 Lead Skipper Adrian Johnson

Our early 2022 sailex to this idyllic destination was an outstanding success and there has been great support expressed to repeat the event in 2023. We plan to charter a catamaran, an ideal yacht for this destination. All yachts under consideration will have 4, 5 or 6 double cabins with full air conditioning and private en-suite heads plus at least one single cabin.

https://client.sednasystem.com/boat/boatdisp.asp?lg=0&andid_boat=38699andb_newfic=

- The yacht chartered will have some large double cabins, some medium sizes double cabins and one or two single (bunk) cabins, a 2020 Astrea 42, a 2022 Tanna 47 or a 2020 Saba 50 have been offered with berth costs ranging from £1650 to £2,200 per person for the two-week sailex This cost includes the yacht, dinghy, outboard, “carefree packs” by the charter company, end cleaning, bedding, and National Parks permits.
- Travel outbound will be to Antigua where we will spend two nights in a hotel before finally flying to Tortola BVI to board the yachts. The return flight will depart Tortola on Friday, transit via Antigua, and arrive London on the Friday morning.

This sailex can only be confirmed with the committed support of members. All interested should book a berth on the TOG Booking system and communicate with John Bryant to confirm the berthing requirements on the catamaran. Final pricing and yacht selection will be communicated before making commitments with the charter company.

This Sailex is now fully booked