

How do I sign up?

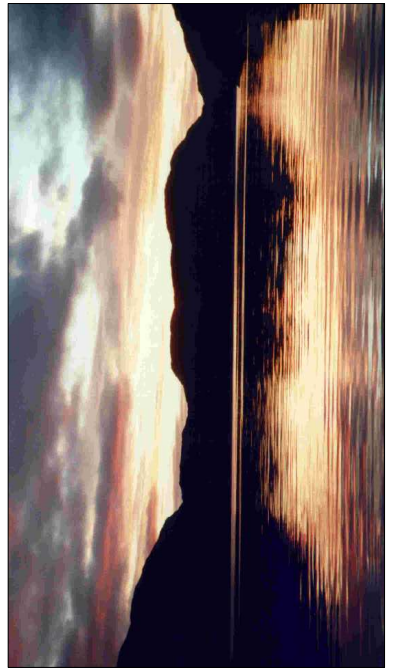
In October each year, the plans for the next year's cruises are circulated to all members together with cruise application forms. These are also available on our web page (see address below). Anyone can sign up for a cruise – it is first come first served, although we do have to ensure that we get the right mix of experience in all crews. If you wish to be included on the Club's mailing list, write to the Secretary at the address on the front, or go on to the web site and "contact us". You automatically become an "Ordinary" club member when you are accepted for your first cruise. Application forms can be downloaded from the website www.penguin.org.uk. Cruises are undertaken subject solely to the conditions on the form. Almost all new Penguins are elected to "Full" club membership at the next AGM after their first cruise. Thereafter club membership costs £5 per year. Family membership is encouraged.

It couldn't be easier!

Going like the clappers...

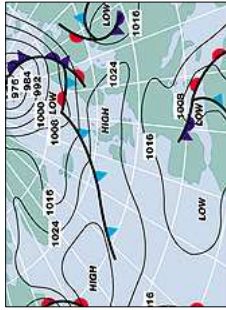


...at anchor: perfect peace – somewhere!



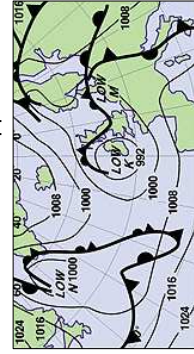
Qualifications?

We take competence and safety very seriously and encourage members to gain qualifications to progress to a level they feel happy with. The Penguin Cruising Club has a formal training programme. Since 1999, the Club has generated 10 RYA Yachtmasters and 11 Coastal Skippers. The club has been affiliated to the RYA since 2001. Almost all of our Skippers are RYA qualified – those that aren't have great experience.



This map makes us smile...

...this makes us a bit more apprehensive!



Who crews?

What do you need to sign up for a Penguin cruise? You need enthusiasm. You do not necessarily need any experience. We are more than happy to accept total novices into our ranks. Our password is exciting cruising afloat, informality ashore. We have an annual AGM/ Reunion / Party in January. The Club does not accept anyone under the age of 14 for the Scottish Easter Cruises. However, for most other cruises there is a lower age limit of 7 – as long as you can swim. Some cruises are specifically designed for children and families. Our 2002 Broads cruise had 8 yachts, each towing a small sailing dinghy. 21 of the 48 crew were under 16, and they all wanted to go sailing again! In 2006, there were four cruises – the age range was 6 to 76.



The Annual General Meeting

A Penguin rookery
Baltic 2003



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a guide to The Penguin Cruising Club

The Club was started in 1970 and has been cruising in flotillas ever since. It owns no yachts and is non-profit-making. Our basic aim is to enjoy and to introduce others to the pleasures of cruising under sail.



to find out more, visit
www.penguin.org.uk

or write to
The Secretary, The Penguin Cruising Club
secretary@penguin.org.uk

What is Penguin Cruising?

Penguin Cruising is a group of sailing and cruising enthusiasts. We started in 1970, sailing on the West Coast of Scotland in small flotillas – long before either of these became fashionable.

The Penguin Cruising Club is a company limited by guarantee and non-profit-making. Assets are minimal and surpluses are applied for the benefit of members.



What is the aim of Penguin Cruising?

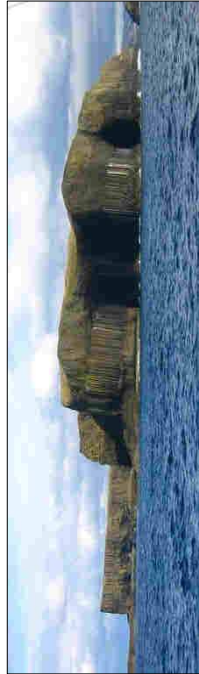
Our aim is to go coastal cruising as economically as possible and, by our own enthusiasm, to introduce as many newcomers as possible to the joys of cruising under sail.

More wind: reduced sail – still good sailing in convoy

Where do Penguins sail?

Undoubtedly our favourite cruising ground is the West Coast of Scotland. However, other venues cruised to date include Isles of Scilly, SE & SW Ireland, Pembrokeshire, Greece (Saronic Gulf and Southern Ionian), Turkey (Fethiye), W France, Mallorca, Croatia, Norfolk Broads, Finland, Maine USA, Lofoten Islands, Vancouver, Oslofjord, and the British Virgin Islands. Plans for 2008 include Brittany and the Faeroe Islands.

Fingal's Cave, Staffa – impressive



What is so special about West of Scotland?

Put simply, it is one of the most magnificent cruising areas in the world. It is relatively close to home and easy to get to. It is also intrinsically safe: there is always an alternative destination when the weather misbehaves. Why is Easter our traditional sailing time? The days can be cold, the winds can be strong – but the sailing is cheap and the anchorages are plentiful, sheltered and empty. Once you've experienced a Scottish Easter sail you will understand our love affair!

The sailing

The Club's biggest asset is enthusiasm. After 30+ years of operation, this is closely followed by vast experience. We have around 400 on our mailing list. All our cruises use bareboat charter yachts. We treat these vessels with respect but we do not mollycoddle them. Our aim is to go cruising, not skulk in harbour whenever white horses start to appear.



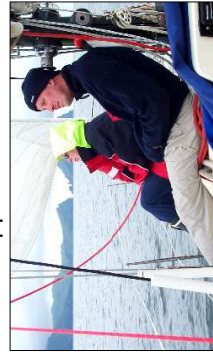
Flying down the Sound



A perfect mooring: Norfolk Broads (2002)

Selecting our cruising ground

We choose to go cruising in areas where there are plenty of anchorages, many of them uninhabited, in a relatively small area. We can start heading for a destination, change our minds and course twice during the morning to take advantage of (or to minimise the ill effects of) changing weather conditions, and end up safe and snug at anchor in the evening. Lively conditions then become an exhilarating experience rather than a cold, wet slog and memorable for the wrong reasons.



St Kilda (2003) – what a place!



Finland (2003)

Why flotillas?

We always charter several yachts at the same time and make a point of sailing within sight of each other, often sailing in very close company. It is more fun that way – you can also get some excellent pictures! And most important of all is the safety factor. If a radio goes, a tiller breaks, a halyard parts or an engine won't start, there is someone there to help. And when sailing in company, we all learn from each other.



Flotilla sailing produces some great pictures!

The King Penguin

All yachts are skippered by someone of considerable experience, but even an experienced skipper might not be offered the command for their first Penguin experience. Every skipper has an appointed mate – deemed to be "competent to bring the yacht and crew safely to port in bad weather should the skipper be incapacitated".



A Greek idyll: Southern Ionian (1999)

The Emperor Penguin

Every flotilla has a "commodore" who, in consultation with the skippers, makes the final decision about destinations and other plans. Commodores all have many years of Penguin and other experience, sailing in flotillas in Scotland and elsewhere.

