

Rowing through people A West Coast Odyssey 9th-13th July 2018



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We have so many people to thank for enabling this adventure to happen. Thank you to Queensferry rowing club for once again entrusting us with the Ferry Maid, she is a fantastic advertisement for Scottish Coastal rowing.

We had consulted many sailors who had intimate knowledge of the west coast of Argyll. Special mention must go to Ranald and Sheena Mackie for their time and hospitality and encouragement to go ahead when it all looked like it would fail at the planning stage. Also, to John Howell who encouraged us, gave sage advice, and told us we could do it. Thanks John you were there in spirit all the way and in actuality at the finish. Also, Ralph Knowles from Broughty who gave us all the Clyde cruising club charts and advice galore. And Dave Williams who went through our passage plan with a fine tooth comb, complemented us for a good job even though we were rowers! Then made some excellent suggestions particularly for the passage through Clachan and the Kyles.

Sue and James Fenton who's advice and enthusiasm was much appreciated as was their excellent food, real coffee and driving skills.

All the staff at the Crinan canal and all the boat yards/marinas we arrived at, they were friendly, helpful and generous to a fault. This included Caledonian MacBraynes who were fabulous, without their ferries we could not have done this trip. All the other boaties who helped us especially Billy and Joyce on the canal who were great company and fun.

Jan, who saved the day, ferried us up and down the Loch Fyne coast and generally made it work.

Another special mention to Isla Miller who turned up in Bute and saved Liz with Gaviscon and everyone else because she had Gaviscon for Liz!!!

And lastly all the skiff clubs who came out to meet us, row with us and generally make this the trip it was. Including all at the Largs regatta who were so kind with their good wishes and patience listening to our endless stories of this adventure. This really was what the expedition was all about- spreading the word about Scottish coastal rowing and the fun it truly is.

What's with the title?.....

Rowing through people was coined by Barbara at the end of the trip. It just seemed to be such an appropriate title for this trip. We had met and spoken to rowing clubs all along the route as well as a multitude of friendly, kind and helpful people. They made the trip for us. We had all had a very stressful time organizing this expedition and the utter joy of encountering both skiffies and non-skiffies who embraced the idea and wanted to participate was refreshing and reaffirming. This was typified by Aiden, the Isle of Bute brewer and skiff builder, who couldn't contain his excitement when he saw our skiff in the east Kyle (see pages 33-34).

Preparation

We started talking about another expedition immediately after we had finished the Caley canal row last July. However, our plans didn't come together until the beginning of January 2018 when we (Anne F aka Flan, Jan, Anne P, Liz and Barbara) sat down, had a brainstorming session of possible routes. Many options were discussed, all based on the west coast, but eventually we settled on asking for the skiff after the Ullapool regatta and planning to row her to the Largs regatta which was on the 14th July on week later. We knew the whole distance was not possible so decided on Oban to Largs, with the added treat of going under the bridge over the Atlantic at Clachan, Isle of Seil. We also wanted to offer this row to the club for other participants so we started our planning immediately.

Reconnaissance trip 23-24.07.18- see Appendix 1 for full passage plan

We needed 2 days for our reconnaissance trip this year. It was a much larger proposition and we wanted to check out all our options for skiff recovery if the weather was not kind! Four of us set off (Flan, Anne P, Liz and Barbara) in Barbara's very nice hybrid car, to cover the route from Oban to Rothesay. We had a list of objectives:

- We started in Oban checking out slipways for launch and parking of trailer- finally deciding on the Kerrera ferry slip as our best option

- Next was Isle of Seil to check out the Clachan sound and call in to see Sue and James Fenton who had been extremely helpful in informing our planning meetings.
- Next was Croabh Haven to see the recovery slip and speak to the marina staff, via Loch Melfort hotel for coffee and plant sales!!!
- Then on to Crinan to look at launching options and the start of the canal- Decided on the boat yard slip. Canal office was closed as we were too late in the evening.
- Had dinner at Crinan hotel- really yummy Langoustines and fish stew (Flan doesn't like Fish/seafood so had sausages!!!!)
- Stayed at the backpackers hostel at Inverneil just south of Ardrishaig- Excellent
- Made our way down the coast to Tarbert checking out the landing options at Stonefield Castle hotel as an escape route if weather was bad.
- Had breakfast and ice-cream in Tarbert - scrumptious Oh and we checked out mooring options and slip recovery options
- Took ferry from Tarbert to Portavadie- Checked out recovery options and mooring at Portavadie
- Then on to Tighnabruaich for slip and mooring options- We had already booked accommodation at Carry Point farm south of Tighnabruaich but did not have time to check it out.
- Made our way to Colintrave to take ferry over to Isle of Bute. The Kyles looked stunning and we were really excited to be rowing them in a couple of weeks.
- We arrived at Port Bannatyne in Kames Bay, marina staff were fantastic and helpful with advice and mooring
- Lastly we arrived in Rothesay, had another ice cream: Oyster with raspberry sauce, very "doon the wa'er" (we better start rowing, if we keep eating like this the boat will sink!!). Decided on the pontoons in the inner harbor as our final stop before Largs.
- We knew Largs well having been to the regatta before so decided to head back to Queensferry taking the Isle of Bute ferry to Weymss Bay.

Final preparation was to assign last jobs for all participants:

1. Anne P and Flan completed final Passage plan for submission to Queensferry rowing club committee. They also sorted all the charts and maps for each day, beautifully laminated in individual packs ready to be swapped in and out as required.
2. Rachel and Liz made sure all accommodation was booked. We decided once again not to camp- midges/midges/midges, plus potential of torrential rain and gale force winds, it was the west coast of Scotland in July!
3. Liz was to contact the canal and booked us in for Tuesday 10th July and make sure the Crinan boatyard was happy for us to Launch from their slip.
4. Barbara sourced larger paddles and we purchased a bilge pump and flares- just in case.
5. Rachel offered to arrange catering for the trip- The previous year she had been horrified at our standards of food on the boat and promised real food this time. She absolutely delivered this every day of the trip, it was marvelous, fresh vegetables and real meals.

1cm= approx. 3km

Day 1 in Blue, day 2 purple, day 3 brown, day 4 purple and day 5 orange



Day 0 Ullapool to Oban- Sunday 8th July

Well here we are again exactly 12 months after our last expedition through the great glen, ready to set out for the next great adventure. There are a few changes this time! The first obvious one is that Anne P has been towing the boat for 12 months and is much more confident- no more 30 miles an hour and extreme tension. After a fantastic Ullapool regatta P, Barbara, Liz, Maria and Mel load up the boat with some help from a few passing tourists and the odd Broughty Ferry helper (yes, they are very odd!). We set out for the long drive to Oban via Fort William for dinner at the chippie and arrive in one piece in very good time at 21:30 at the long stay carpark in Oban, where we can leave the boat overnight. Unhitched and trailer locked we head for our accommodation, the Oban backpacker hostel where we meet Flan and Rachel, the rest of the team. That is the next difference, there are only 5 of us this time, one crew to do the whole trip, with Anne P as trip Captain/RP this time. We also have limited shore support (Jan for one day) and will be carrying most of our gear with us. Logistics in the planning stage have been really challenging with Flan and Rachel arriving in Oban via Rothesay where Rachel left her car to allow movement of trailer later in the week. We had also all been feverishly watching the weather forecast for the last 7 days. This trip is all about the weather, and if a big south westerly system arrives we are scuppered and may have to end the trip early. Our passage plan this time is much more complicated and detailed compared to the great glen with many alternative routes and get out clauses. See Appendix 1 for the full passage plan.

Day 1 Oban to Ardfern- Monday 9th July

We woke up to a good west coast morning, slightly overcast and a very light breeze from the west, great rowing weather. After breakfast we headed out to the long stay carpark to pick up the boat and leave Flan's car (logistics again). We headed through Oban at rush hour (08:00) dodging log wagons and tourists heading for the Mull ferry.

We took the Gallanach road to the Kerrera ferry slip, which was to be our launch point. We had arranged with the ferry men on our recce to launch from here on the Monday morning. When we arrived, the two ferries were sitting next to the slip with one looking slightly the worse for wear. In fact, there was a man upside down in the engine bay repairing her. This could potentially be our first hitch, as we couldn't launch with the ferry in the way- most inconsiderate. However, in typical west coast manner we were told not to worry, it would all be fine, the ferry would be fixed for the first sailing across the Kerrera sound at 09:30 and we should just get on with unloading. Oh, and could we launch and get out the way of the ferry within 30 minutes of it leaving the slip because that was its turnaround time- Aye no bother, we said, we've done this before!

P maneuvered the boat next to the slip and we unhitched the Freelander and started unpacking the boat, much to the interest of the passengers which were now starting to gather for the first ferry of the day. Once unloaded we just needed to get the boat off the trailer- 5 women, one boat! This required a little bit of thought, as the boat was quite high up and some of the women were not. It is amazing how useful a set of soft fenders are when unloading a boat. We rolled her down off the trailer with her bow landing on the fenders sitting side by side, and we rolled her across the road ancient Egyptian style. All the while dodging the holiday motor home traffic.



Kerrera ferry now repaired and ready to set off in its first trip of the day across the sound. We would launch Ferry Maid down the slip once the ferry had departed then bring her round on the bow and stern ropes to the end of the passenger walkway at the left-hand side of this picture. We were offered aid from the waiting tourists to get her safely down the slip which we took with gratitude and she was launched while the ferry was across the sound on Kerrera. Once she was safely moored on the side of the slip she was out of the way of the ferry and we could load

her up ready for launch when the next ferry departed. This was actually an incredibly straight forward process, with all our gear for the trip loaded in the bow and all our personal requirements for the day placed at our designated seat. Once again, our trusty drink holders were installed, holding drinks, glasses (seeing and sun), mobile phones etc. This year we had instigated a rota for coxing and rowing which involved us rotating round the boat every half day. This meant everyone took their turn at coxing and everyone rowed in a different position. This was to prevent certain individuals who didn't want to stop rowing (Liz) and didn't want to start rowing (Flan) from not taking their turn.



Ferry Maid now launched and ready for the off! With the beautiful backdrop of Kerrera, we headed south down the sound toward the Firth of Lorn. There was a small tide pushing us along and the clouds parted with bright sunshine just as we exited the Sound of Kerrera into the Firth of Lorn. This is the most amazing stretch of water as it opens up to reveal the cliffs on the south of Mull with Ben More in the background and the mountains of Morven and Ardnamurchan in the distance. We were rowing through a lazy but quite high westerly swell, which was challenging given the sideways motion of the waves. Although to be honest this type of wave is a common feature of rowing at Queensferry, so we made good time towards Clachan sound. Speeded along by Rachels new rendition of "All the single ladies" transformed to "All the ferry maids, all the ferry maids, put your oars up up". This include a co-ordinated dance routine while rowing- quite a sight and sound that would be repeated all along the trip.

We were due to meet Selkie, the Isle of Seil skiff, to accompany us through the sound and we were anxious not to be late to the rendezvous, at Eilean Nam Beathach across from the

entrance to the Clachan sound. We were so anxious and obviously fresh on the first day that we reached the Eilean early. So early that the tide was not sufficient to go through the sound and Selkie was not launched yet. We could see the bridge over the Atlantic, but we couldn't find the entrance to the sound since it was still above water!!



Above: Our first view of the bridge over the Atlantic at Clachan from the Firth of Lorn. Could we find the entrance to the sound? No, we couldn't!

Left: Cox Flan attempting to find the entrance. After a bit of cruising around and photos we moored up and had a wee drink and snack awaiting our local guide, Selkie.

What a pest, we had to moor up to a buoy in the anchorage at Puilladobhrain and have a wee sun bathe plus a light snack. Life is hard on an expedition. Especially when the view looks like this.



View from inside the anchorage at Puilladobhain just south of the Clachan sound looking back over Mull and beyond.

After a while we made radio contact with Selkie and met up with them for our row through Clachan sound. We now had enough water to make the passage and selkie took the lead as the local with the knowledge. We were very happy to follow along behind.



Rowing in convoy through Clachan sound towards the bridge over the Atlantic at Clachan Isle of Seil. As you can see by the weed the tide is running fast through the channel particularly where it narrows to go under the bridge.



Above: Ferry maid approaching the bridge from the north end, with Selkie already through the span.

Below: And we are through, what a remarkable row -this trip was worth it for this passage alone.





The Fentons had been extremely generous and offered us lunch after our passage through the sound. In addition, James had also offered to collect the Freelander from the Kerrera ferry car park and deliver it to the Croabh Haven yacht marina that afternoon ready for our next stage (logistics!!). We left both Ferry Maid and Selkie beached at the shore in Balvicar Bay, next to Sue and James's house and retreated to the shade for a fantastic lunch and a good chat about rowing with the crew of the Selkie, including Rosie who had come down for the day for the newly formed Oban coastal rowing club.



After our lunch including pudding and proper coffee (thank heaven said Rachel and Liz). We headed out together to row down Seil Sound towards Torsa where Selkie's crew gave us a 4-oar salute before leaving us to head home.



We carried on past Torsa into Loch Shuna and headed to Croabh Haven with Loch Melfort on our right and Shuna on our left. We arrived in Croabh at 3o'clock ish. This was where we were to take the boat out of the water for the day. This would be the last day she would be out of the water until Largs. We had tried to plan a full days rowing to Crinan, but we felt that we could not safely passage both the Clachan sound and the Dorus Mor on the same day given tides and possible weather. So, we planned to take Ferry Maid to Crinan by road. In hindsight, given the excellent weather, we could probably have managed the full passage, but we had a plan and we decided to stick with that. We pulled the maid out of the water onto the slip at Croabh haven emptied her and loaded her on the trailer, using the fender method in reverse. We were in no rush and had organized to meet Sue and James that afternoon at Croabh to say thank you for all their help. So, we decided to utilize the excellent facilities provided by the pub (Lord of the Isles) and have a drink and dinner before heading to our accommodation at Ardfern marina. Rachel had done a superb job as organizer of accommodation and had managed to find us berths on a yacht moored at Ardfern marina. This was no easy job as reasonably priced accommodation in this area of the country for 5 people for one night was not easy to find.



Left: Rachel contacting Paul the owner of the yacht which was to be our accommodation that evening. The rest of us were enjoying the hospitality of the Lord of the isles in all its forms!

Below: Our accommodation for the first night of the trip. The Awara was kindly offered to us by the owner Paul Mills for the cost of its mooring fee. This was incredibly generous as we could also use all the facilities of the marina for the evening. This included the fridges and freezers to keep our expedition food fresh.



Day 2 Ardfarn to Ardrishaig-Tuesday 10th July

Day 2 dawned fair and sunny, and we readied ourselves for the trip to Crinan and the launch of the Maid at Crinan Boatyard slip. We made our way out of the Ardfarn marina towards Crinan via the B8024. This requires a sharp right-hand turn at the swing bridge just before Bellanoch. While there is a turning circle it always has cars parked in it- So this meant we had to unhitch the trailer from the car and walk it around the corner before recommencing our journey. The lock keeper was most apologetic, we said we would see him later much to his amusement. When we arrived at the marina we were offered the possibility of the aid of the launching tractor which we happily accepted. This may have been a bit overkill (See below) for a skiff but it was very welcome.



Once launched we headed to the entrance of the sea lock and radioed for permission to enter the canal. We had a bit of a wait as there were craft exiting the canal into Loch Crinan. So, we moored onto a buoy and patiently waited our turn. Once we were informed that we could enter the sea lock, we were also ordered to all leave the skiff, as at low tide the turbulence in the sea lock as it fills is quite severe and the keepers could not guarantee our safety. We rowed her into the lock, oars in, fenders out and moored her starboard side to the lock wall. We had our 15-meter-long ropes at the ready for canal passage- we are now old hands at this after the Caley canal.



Above: Last one off is the cox/skipper. We had to take two ropes up with us to secure the maid for her first lock on the Crinan canal.

Left: Rachel and Liz secure the maid and pull the lines up as the lock fills. The turbulence was indeed quite severe. Fortunately, the Maid rode over it very smoothly with no damage done.

Once the lock was opened we walked her through into the basin on her lines and moored her up as directed. Now we needed to pay the licence fee (£83.75- for 6.7 meters of Skiff) to travel through the canal.



Details about the Crinan canal: 9 miles (14.5km) long with 15 locks only 3 of which are electric. The rest are manual and while the lock keepers are there to assist the users are expected to move the locks. Maximum channel dimensions are: length 88ft (26.82 meters), depth 8ft 10 in (2.7 meters) and width 20 ft (6.09 meters). Only the last one is a problem for us as the maid with her oars out is at the very least 20ft so we knew it would be tight in places. Anne P was cox today so she was in for an interesting time. We had discussed this previously and had paddles at the ready if need be and we could also move the clenshaw oars on to their smallest gearing to lose us a few inches.

Moored up and safe in the mirror calm basin. We go to pay the licence fee for the canal. Where we are delivered the bombshell that because of the ongoing dry weather, the canal is very short of water and they are only putting boats through the canal when they have enough boats to fill the lock. Therefore, we needed to wait. They are expecting a large yacht within the next hour and they will let us go through with them, plus a motor cruiser which is already in the basin. Well that rather upset our plans, as we had hoped to get as far as Tarbert that day and that was where our accommodation was. We needed to think about plans so what better to do than have a coffee/tea and a scone at the canal side café. Luckily this was the one day we had shore support, because Jan was busing it to Oban to pick up Flans car and drive it down to

Ardrishaig to meet us. She would then take P back to Crinan to pick up the car and trailer to leave at Tarbert or maybe Portavadie if we were lucky with timings. Now this looked really unlikely.

After our coffee we introduced ourselves to the family that were in the cabin cruiser who were from Northern Ireland; Billy, Joyce, daughter Emily and Paddy the dog. We would spend the day with them on the canal. Since we were old hands at this we, asked them if they were happy for us to raft up with them to traverse the locks. This is by far the easiest way for the skiff to get through the locks, because we don't need to row out of the locks or row between locks in a flight. Rafting up involves us coming into the lock last with paddles not oars and running up the port side of the cruiser, then securing on with ropes bow and stern, the cruiser then moves us along together. This works really well and we did this numerous times last year. You just need a friendly partner- never a problem, everyone loves the novelty of a skiff in the canal. We had 9 miles of canal to get through with 14 locks before the final sea lock at Ardrishaig. In addition, unlike the Caley canal, all the internal locks on the Crinan are manual, so the crews have to move them themselves. This increases the time it takes to get through the canal- our timings were now looking really ambitious. But we had built a really short day into our plans for the Wednesday, so we had some leeway to play with.

After passing through lock 14 we had a 3-mile row to reach the lock ladder of 13 to 9 at Dunardry. This was to be the most challenging stretch for the cox as it was extremely tight in places with us having to move our oars into the smallest gear and to pass under the bridges at Crinan and Bellanoch we had to trail our oars and glide through. Cox did an excellent job, guiding us through really tight corners and passing other craft in a very professional manner. This was beautiful country with steep sides rising up on our starboard side covered in lush vegetation and on our port side the large marshes of the Moine Mhor nature reserve leading up to Dunadd iron age fort.

We reached Dunadry in good time particularly since we did not need to have the swing bridge opened at Bellanoch and were waiting for our motor-powered partners to go through the 5 locks together. We rafted up as before to the cruiser and Flan helped move the locks. This was slow, as every lock had to have the lock gates closed by pushing, then the sluice gates opened via a crank handle. The lock then filled as we were going up. Then once the water had filled we opened the lock gates and the craft moved through to the next lock. This was repeated 5 times as we moved up the ladder. Once out the Dunardry ladder we had a very short row (2/3rds of a mile) to the next ladder at Cairnbaan. This consisted of 4 locks, 8 to 5, plus a swing bridge between lock 6 and 5. Three of us got out the boat at this point as we could see what hard work the opening and closing of the locks was. Also, Cairnbaan was a chance for a "comfort break" as the lock keepers cottage had a loo.



Rachel and Barbara demonstrating rafting up to the motor cruiser on our way through lock 14 at the start of our passage.

Flan had been volunteered to move the first sets of locks along with crew from the motor cruiser and the yacht.



Above: Liz opening the sluice gates at lock 5 in Cairnbaan using the crank handle to allow the boats to drop down to the next level. No jokes about Camberwick Green please they have all been made!!

Left: Rachel patiently waiting at an open lock gate while the boats move between lock 6 and 5 at Cairnbaan.

Below: Closing lock gate 8 at the Cairnbaan ladder as we enter the ladder.

Below/below: Someone has to stay in the boat! - The cox's privilege although she had to endure exhaust fumes from the motor cruiser as it moved between the locks.





Once we were through the Cairnbaan ladder we stopped for a late lunch provided by the master caterer Rachel, who had made fantastic salad pots for us all. We then had a 3 and a half mile row to lock number 4 and we knew that time was not on our side.

The row was long and hot but we eventually arrived at lock 4 and moored up at the pontoons to await passage. Our friends in the motor launch were also there and notified us that we were stuck there for the night, as they were not opening the rest of the locks that night. They had arrived before us to that news- our late lunch stop would have made no difference we were stuck in the canal that night.

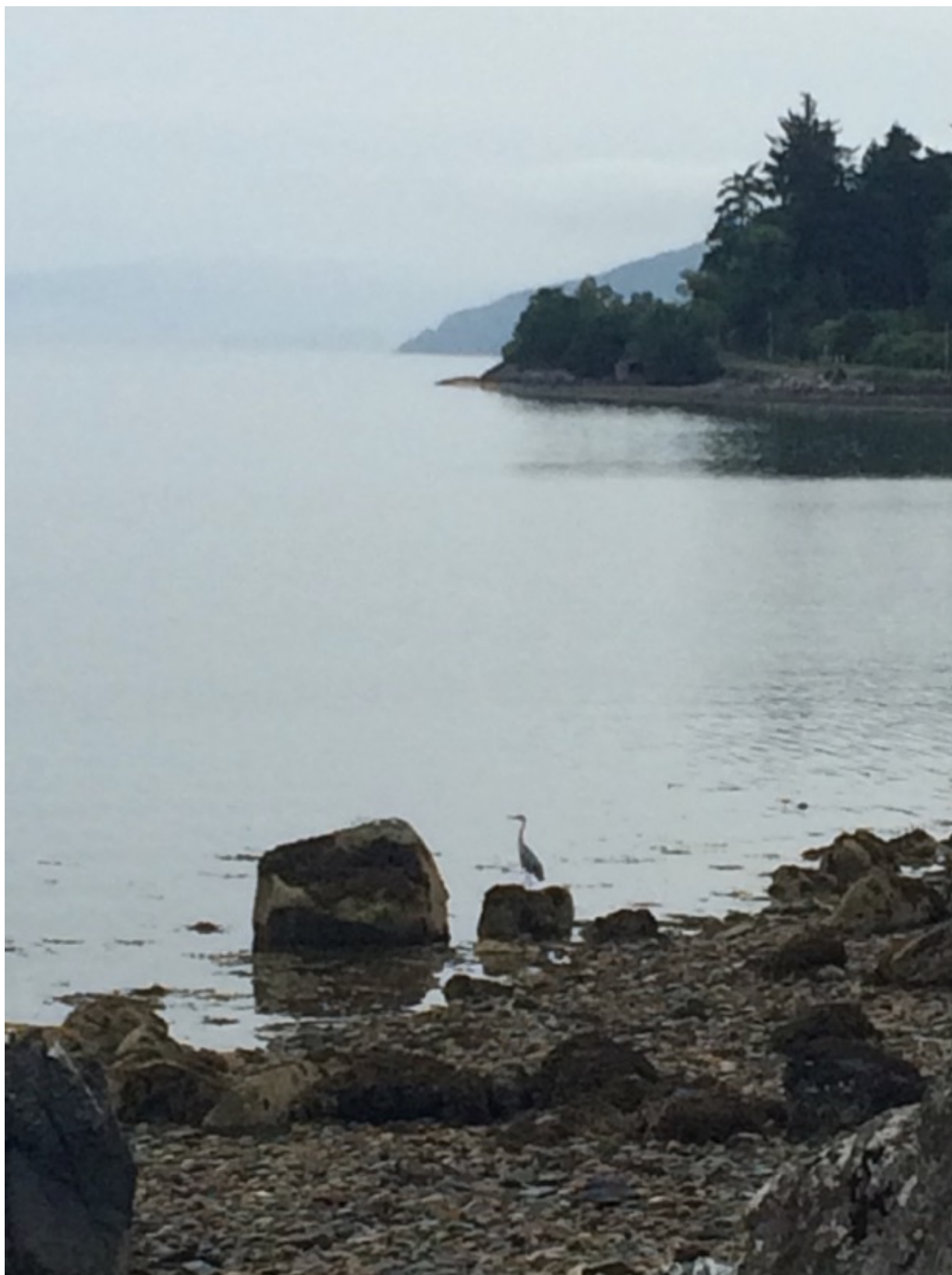
Considering our options for the next day while moored on the pontoons north of lock 4.



We decided to pack up our stuff, take what we needed for the night and leave the rest on the boat- Billy and Joyce offered to take our stuff into the cruiser for safe keeping, as the forecast was for rain. We transferred everything to them that needed to be protected and headed to the local pub (Argyll Arms- Ardrishaig) to contact Jan (shore support) and consider our options.

Over a beer or cup of tea depending on your persuasion we replanned day 3. Jan arrived with Flan's car from Oban and took Flan, Barbara and Rachel to Tarbert and would then come back and pick up Anne and Liz. We would go for dinner and have a early night in Tarbert. The next day, Flan, Rachel, Barbara and Liz would get a taxi to Ardrishaig and take the skiff through the last 4 locks with the motor cruiser as a partner. Anne and Jan would go to Crinan in Flan's car to pick up the car and trailer and drive them back to Tarbert, then come back to Ardrishaig to meet us and row to Carry point in the west Kyle. It would be a long day but we would be out of the canal and could take our time rowing down lower loch Fyne.

A beautiful soft evening in argyll waiting for our lift to Tarbert



Day 3 Ardrishaig to Carry point- Wednesday 11th July

Day 3 dawned to a monsoon- it was so wet the rain was bouncing up to meet itself on the way down. We knew we just had to get on with it and get the boat out of the canal. Our taxi arrived on time and we were in Ardrishaig at 08:00 ready for the canal to open at 08:30. We bailed the boat and packed her with our gear and got lashed onto the cruiser for the passage through the last 4 locks of the canal- 3 manual and 1 electric sea lock.



Is this a new method of bailing? Or is Flan just hiding so she doesn't have to be the one pushing lock gates in the rain?



We would be pushed this time, because there was only 3 of us plus the lock keeper to move the locks- It would be hard work and slippery in the rain. But we got to it and exited the sea lock by 10:00, licence checked, all good. We were soaked but we were out of the canal. We moored on the pontoon just north of the sea lock to wait for Anne and Jan coming back from delivering the car and trailer to Tarbert. Billy and Joyce had also moored up and offered us hot coffee, shelter and KitKat while we waited for Anne to rejoin the crew.

Crew was all together again by 11:00 and we bid a very grateful goodbye to Jan for all her hard driving and saving the day. We also bid Billy and Joyce farewell and headed out into Loch Fyne in the pouring rain. Strangely happy to be away from the canal and heading to the west Kyle. We had a long row in front of us today, about 20 nautical miles, but with proper wet weather clothing and no time constraints we were ready to go.



With very low cloud but reasonable visibility, we could just make out the headlands on the opposite side of the loch, and using Navionics, the chart for lower loch Fyne and an ordnance survey map we plotted a course for Black Harbour, north of Portavadie on the east side of Loch Fyne. The one advantage we had was no wind, so we could just head straight across the Loch.

Loch Fyne, which we had been worried about given its reputation for large waves when westerly winds blow against a tide, was completely benign. Flat calm with seals and dolphins surfacing around us while we rowed out across Loch Gilp and into lower Loch Fyne proper. By 1pm the rain was starting to clear as was the cloud and we could better make out our course.



We also thought it was time for a comfort break and a bit of lunch. We scouted for a likely landing point on the east shore of the loch around black harbour and found a cove we could pull into for toilet breaks, though it was not safe enough to beach the boat. We decided to hold the boat in the shallows till everyone was ready, then head out to have lunch in the boat while floating down the loch.



After lunch the weather continued to improve as we rowed down to Portavadie- so much so that we could dispense with the raincoats and enjoy the row in T-shirts again. The cox (Liz) by this point had also thawed out and was fancying a wee row. She was charged with taking the boat across the ferry route from Tarbert to Portavadie, then we could do a crew change.



We successfully negotiated the ferry route and the crew change, rowed down the east coast of Loch Fyne round Sgat Mor with its lighthouse and through Ardlamont bay until we turned into the west Kyle around Ardlamont point. We were now on the homeward stretch of this day's row, as we just had 2 nautical miles to go to our accommodation for the evening, the bunkhouse at Carry Point farm. This was the one place we had not managed to check out on our recce so this was a bit of an unknown quantity. We arrived at 4 o'clock in the afternoon after the tide had turned and was flooding to a large expanse of beach and very shallow water a long way out from the beach. We rowed the boat in as far as we could and contacted the owners of the bunkhouse for advice on how to secure the boat. We were advised to put out plenty of anchor rope, and put out the anchor a good way north of the boat and she would come around as the tide came in. We could then go out an hour later and pull her up to the beach if we wanted but we were advised just to leave her on the water for the night. The forecast was fair and she would happily sit at anchor until the tide receded in the morning. Flan set the anchor and we emptied the boat and made for our accommodation for a seat and a drink and a shower. We planned to then go back out and bring the boat closer to shore later that evening.



Flan setting the anchor in the shallows

After our hours break we came back out to check the boat. She was now at anchor some way from the shore in water too deep to reach by wading, even for Rachel! While she looked absolutely fine we decided to take a row out in a small inflatable dingy to check her anchor line was secure and to retrieve Barbara's camera which she had left in the boat. Rachel was the most practiced two oar rower and Liz was the smallest member of the crew, so this unlikely pair rowed out to the maid to make her secure for the night.



Day 4 Carry point to Rothesay- Thursday 12th July



We retrieved the Maid in the morning, no worse for her night at anchor and packed her up with our kit and headed north up the west Kyle to our next stop at Tighnabruaich. We had arranged to meet the Kyle rowing club members for a coffee and chat on our way to Rothesay. It was once again a beautiful morning and we enjoyed a leisurely row of 2.5 nm up the Kyle past Kames to Tighnabruaich. Once again, the water was mirror like with none of the rowing swell we were worried about- Not a breath of wind meant for a very easy row.

Flan had contacted the Tighnabruaich club that morning and they were waiting with a welcoming committee at the pontoon just next to the lifeboat station. We visited their boats, admired their oars (all the things skiffies do when they meet) and then settled down for a late second breakfast of coffee/tea and fantastic cheese scones. They would set us up for the row to Rothesay!





Left: Mirror calm west Kyle at Kames leading to Tighnabruich.

Below: Happy skiffies recalling adventures and waiting for scones. It was really great to meet the Kyles rowing club. This is what skiff rowing is about, shared experiences and comradery.



After our extended shore break we headed east towards the entrance to Loch Riddon 2.5 nm up to the end of the west Kyle (see below).



We then had to navigate the potentially tricky Burnt Islands to enter the East Kyle. These are notorious for strong tidal currents and are to be passed with care. We had planned to take the south passage as it has slightly less tide running, so we swung round to the south east and headed to the south channel past Beere rock on the Bute coast and south of Eilean Froach and Eilean Mor. Given we are all river rowers, the tidal run was not a problem for us and we reached the last obstacle, Wood Farm Rock at the south of the passage, with no drama. We passed between it and Eilean Mor and we were now safely in the East Kyle. This had been a very easy passage and we were all well aware that the weather had made this very simple. Next target was the Colintrave ferry only 0.5 nm south of the Burnt Islands. Some of us were taking this row quite seriously (See below; Colintrave ferry in the background) while others seemed to think this was a holiday! (See further below)



After clearing the Colintrave ferry route, we swapped around the crew and headed 5nm south to Port Bannatyne for lunch, along the north east shore of Bute. We stopped for a photo opportunity at the entrance to loch Striven and the vista of the Cowal peninsula.



As we were rowing we noticed a white van stop on the shore road on Bute and a voice hailed us from the shore "Is that a St Ayles skiff?" Yes, we cried in unison- "Are you headed to Port Bannatyne?" Yes we cried again- "See you there" he said!!! Well, what was all that about? We headed on to Port Bannatyne, radioed that we were looking for a lunch stop and pulled up to the pontoon we were directed to by the marina master. Secured the boat and headed to the picnic table at the marina office. We were stopped by numerous boat owners on the way along the pontoon asking us where we'd been and what kind of boat we were rowing- Followed by amazement when we said Oban and Ferry Maid, a St Ayles Skiff from Queensferry.

The Maid heading south just before turning at Undraynian point into Kames bay and Port Bannatyne. You can just see the American navy vessel in the distance which was stationed at Port Lamont. (photo courtesy of Isla Miller)



While lunching at Port Bannatyne we were met by our friend and rowing companion from last year, Isla Miller and her husband Iain. They were holidaying on Bute and had heard we had arrived. It was great to see Isla, who had rowed with us on Loch Ness the previous year. We had a chat and she arranged to meet us in Rothesay. A few minutes later the white van arrived containing Aiden, who had hailed us from the shore. The van was resplendent with “Bute Brewing Co” on the side. It transpired that Aiden was owner and brewer, but also part of the team building the Bute skiff. He had never seen a live skiff in action and was excited to see the Maid and went to take photos of her.

He then called another member of the build team to come for a look- as usual we all had a chat about skiff and oars and arranged to see them later in Rothesay if time allowed. We also encouraged them to visit the Largs regatta that Saturday to see lots of other skiffs and get more building tips. As a parting gift he left us with 9 bottles of his new brw- 48 ferries a very cheeky wee IPA- yum yum! Linda at Port Bannatyne could have not been more helpful, giving us coffee and tea plus toilet facilities and mooring for no cost- this was what we had come to expect all along the west coast, the people were amazingly helpful and kind.

After a great lunch, a good chat and a refresh we headed back to the maid for the last bit of rowing of the day. On to Rothesay 2.2 nm south rounding Ardbeg point and into Rothesay Bay. We were making for the inner harbour where we knew there were berths we could have for the night. We rounded the Bute ferry terminal and approached the outer harbour, radioing the harbour master for permission to enter the inner basin. The inner basin at Rothesay has a walkway that has to be lifted in order to let craft with masts into the inner harbour. We had easy clearance to go under but the harbour master insisted that he lifted it to give us proper entrance, followed by a wave and hello from him as he leaned out his window. We headed to an empty berth and started to tie up but were directed by the berthing controller to the back corner of the pontoons, which he said would be much safer for the skiff and left us to it. At that point the ever-helpful Isla appeared to help us carry our gear to the street level and head to our evenings accommodation at the Rothesay backpackers hostel. Rachel was dispatched to go get her car (remember she had left it here on Sunday morning). We loaded her car up with all our gear and headed by foot to the hostel. We were greeted to the immense treat of the Waverly arriving at Rothesay as we walked along the esplanade. A fantastic end to a great day on the water.



While Flan, Liz and Barbara stayed in Rothesay for dinner P and Rachel had to go and collect the car and trailer from Tarbert!

Here follows the mini odyssey of P and Stretch..... Or logistics are hell particularly on the tower!

The car and boat trailer were still in Tarbert two ferry rides away so P and Rachel, in Rachel's car, left to head for the Colintraive ferry, then headed for Portavadie being held up by a million sheep on the road and a desperate sheep dog. They drove (quite fast according to Rachel!!!!) to make the last ferry from Portavadie to Tarbert, sweet talked the ferry man (Jimmy- really!!! Aye right!) to hold the return ferry for 5 minutes in Tarbert until P had retrieved the car and trailer from the car park. He was good for his word and they got the last ferry back to Portavadie and headed back east managing to pick up a passenger at Colintraive ferry, who needed a lift to Rothesay. They were back at the hostel by just after 9pm exhausted but elated that the trip had been successful.



P and Stretches trip across one island, two ferries and home in time for tea!

Day 5 Rothesay to Largs- Friday 13th of July

If it was possible, day 5 was probably the best weather of the whole week. No wind, bright sunshine what a perfect day to cross the Firth of Clyde. We had been worried about this last day and whether the weather would prevent us completing our journey. We had so many options and get out clauses in the passage plan for this day, and we needed none of them. It was just a case of checking the shipping app (Ship finder lite) and making sure nothing was going to cross our route across the Clyde. We had decided to head for Ascog point then just row straight across the Firth to Tomont Point on the north shore of Great Cumbrae where we had arranged to meet FOCCRs and Cumbrae rowing clubs for a row enmass to the Largs Yacht Haven.



We arrived bright and early at the inner harbour in Rothesay and started to load the skiff for that day's row. We didn't need to carry much as both cars were now in Rothesay and we could dump most of our kit in them. Isla once again came to help us set the boat up for that day's row. Liz went up to the Marina office to pay our berthing fee. The manager Davey asked about our journey and then waived our berthing fee- west coast hospitality again. Turns out his father had rowed from Rothesay to Glasgow in the 1980's and said any one who had rowed from Oban to Rothesay deserved a free berth- the generosity of others on this trip has been really heart-warming.

We set off carefully maneuvering out of the inner harbor with Liz on the tiller and a farewell wave from the harbour master and cheers when they raised the foot bridge from the passersby, including Isla who was going to cycle to Ascog and wave us off across the Clyde.

We headed the 2.4 nm south along the coast of Bute to Ascog Point with Isla keeping up with us on her bicycle all the way. We stopped at Ascog to wish her well and headed south-east into the Firth of Clyde. We decided to take a compass bearing on Tomont point and using the chart plus Navionics plotter for backup set off to cover the 4.4 nm to Great Cumbrae.



This was a hugely enjoyable last long row. We had mirror calm waters with gannets, seals and dolphins around us. It was a joy to be in the boat and nearing our journeys end.

We traversed the firth in good time nearing the north coast of Great Cumbrae and thinking about contacting Cumbrae rowing club when we were hailed on the radio by a small motor cruiser which had been sent out to meet us. We had made excellent time, so the motor cruiser accompanied us into Tomont point, where the Cumbrae skiff was waiting. Then we heard the dulcet tones of David from FOCCRs on the radio they were just launching and would be with us soon. This was an excellent opportunity to have a bite of lunch and wait for the FOCCRs to arrive. They arrived in Thistle and after a few pleasantries were exchanged we headed in convoy to Largs Yacht Haven. On the way in we were hailed from the breakwater by John Howell, a stalwart of Queensferry rowing club and a great supporter of our row. It was wonderful to see a Queensferry member to welcome us to our destination.



Our first welcoming and pilot leading us to the Cumbrae and FOCCRs skiff at Tomont point





The meeting of the skiffs (above) at Tomont point. Flan then took the tiller for the row back to Largs Yacht Haven as she had coxed us out of Kerrera ferry 5 days previously (Below picture by John Howell)





Coming into our overnight berth arranged by FOCCRs, We had reached the end of our journey





There was a certain sense of disbelief that we had finally finished a journey which we had been organising and talking about for over 6 months. We had overcome many obstacles in the planning of this row. The row itself had been ridiculously easy. The logistics had been really challenging and very tiring, particularly for Anne P who towed and trailed all the way. She had also been the Captain/RP of the trip and had done the most amazing job to keep it and us all together.

The last day had been a perfect end to a wonderful week meeting people across the west coast and receiving immense generosity at every turn. We departed the pontoon with FOCCRs and Cumbrae for a seat and “lashings of ginger beer”!

Largs regatta would be the next day but before that P and Stretch had one last mission. Collect the cars and trailer from Rothesay and bring them back to Largs- A skippers job is never done!

Rachel (stretch) suggested this picture so it is included to demonstrate that scottish coastal rowing is for everyone. All shapes, sizes, ages and abilities can participate in the fun.



Appendix 1

Passage plan Oban to Largs 9th-13th July 2018

Important: Due to the nature of this row it may be necessary to call off a day or multiple days due to weather conditions making the row unsafe. Rule will be that weather will be assessed the night before the next stage and each morning before the row begins. If the wind is south westerly 12 knots or greater that day will be aborted and the skiff will be towed to the next stage. The only stage possible in a south westerly wind >12 knots is the passage through the Crinan canal.

Day 1 Oban to Craobh haven; 15 nautical miles (NM)

Rowers: Anne Purcell (RP), Anne Flannery (RP), Barbara Agnew (RP), Rachel Dillon and Liz Furrie.

Oban VHF 12, 16; Loch Melfort VHF M, 80; Craobh Haven marina VHF 74, 16

Tides: Oban High tides 1531 – 3.2m; Low tides 0917 – 1.5m, 2133 – 1.4m

Seil Sound -25 mins

Craobh Haven -56 mins

Tidal streams run strongly between Clachan Bridge and the North end of the Sound

MHWS 4m MLWS 0.7m

MHWN 2.9m MLWN 1.8m

MTL 2.4m

Tidal flow at springs - 5kn at Clachan Sound

Important: the tidal range north of the sound is much greater than that south of the sound, consequently the stream is flowing south while the tide is still rising at Oban. Therefore, it is necessary to arrive at the north end of Clachan Sound one to two hours before the tidal change at Oban. (p95 Clyde Cruising Club – Kintyre to Ardnamurchan log Ch 5).

References:

Imray chart C65 Crinan to Mallaig and Barra

Clyde Cruising Club – Kintyre to Ardnamurchan log Ch 5 & 6

OS Explorer map 359

OS Landranger map 49 Oban & East Mull

OS Landranger map 55 Lochgilphead and Loch Awe

Navionics app – maps downloaded, routes plotted

Launching the skiff

- Skiff to be trailered from Ullapool to Oban on evening of 8th July by Anne Purcell and tow buddies
- Parked at Kerrera ferry car park overnight
- Launch off the Kerrera Slip before 8am
- Trailer and car to be moved to Croabh Haven that day by Seil rowing club (James Fenton)
- Row from Kerrera Sound to Croabh Haven via Clachan sound - to be met by Seil rowing club and accompanied through Clachan Sound past Seil Island. Depart Seil Rowing Club and continue to Croabh Haven, across Loch Melfort.
- High tide at Seil – 3pm; aim to arrive at Clachan Sound around 1pm. Depart Kerrera at 10am.
- Skiff returned to trailer at Croabh Haven to be towed to Crinan for passage through the canal the next morning. NB: it is not possible to row both Clachan sound and the Dorus Mor on the same day due to the tides so the prudent choice is to row Clachan sound and tow her round Dorus Mor to Crinan. Skiff launched off boat yard slip at Crinan and safely moored in sheltered pier at boat yard overnight

Exit points

Gallanach

Seil Island; Sue and James Fenton (Clachan)

Asknish Bay (Loch Melfort Hotel)

Consulted

- Oban community sailing club
- Calmac Ferry staff at Kerrera
- Sue and James Fenton, Seil Rowing Club
- Craobh Haven marina

Day 2 Crinan to Tarbert/Portavadie; 17-20Nm

Rowers: Anne Purcell (RP), Anne Flannery (RP), Barbara Agnew (RP), Rachel Dillon and Liz Furrie.

Crinan Canal / Ardrishaig VHF 74, 16; East Loch Tarbert VHF 14

Tides: Oban High tides 1620 3.4m; Low tides 1011 1.2m, 2236 1.1m
 Crinan - 45mins
 Greenock High Tide 1037 3.1m, 2302 3.1m; Low Tides 1614 0.3m
 Ardrishaig +6 min
 East Loch Tarbert -5min

Lower Loch Fyne

MHWS 3.4	MLWS 0.3
MHWN 2.9	MLWN 1.1
MTL 1.9	

References

Imray chart C63

Clyde Cruising Club – Firth of Clyde, inc Solway Firth and North Channel Ch3

OS Landranger map 55 Lochgilphead and Loch Awe

OS Landranger map 62 North Kintyre and Tarbert

Skipper's Guide – Crinan Canal

Navionics app

Canal passage

Skiff rowed from boatyard to beginning of Crinan canal at 8:00 for entry through sea lock on first passage through

Skiff rowed and paddled through canal (9 miles) for exit at Ardrishaig at 1-2pm

(Timings amended to take account of 'lock miles' – 9 miles + 15 locks = 24 lock miles) allow 8 hours, arrival in Ardrishaig late afternoon. Arrival time in Ardrishaig will also determine ongoing route, therefore mooring in Tarbert marina or Portavadie marina.)

Skiff will then be rowed, ideally down the east side of Loch Fyne but dependent on prevailing wind it may be prudent to row west side of Loch. This decision will be made when traversing the canal and will be dependent on wind conditions. This decision will determine at which point we cross the Loch either at Ardrishaig or at Tarbert. If necessary the day's journey can be terminated in Tarbert.

Arrive Portavadie at 5-6 pm for secure overnight mooring in the sheltered pontoons (£21).

Trailer will be taken to Portavadie by AF

Ferry to Tarbert (18.45 or 19.45) for overnight accommodation

Exit points

Inverneil (south of Ardrishaig)

Stonefield Castle

Tarbert

Consulted

- Scottish Canal personnel at Crinan
- local sailors at Crinan Harbour
- Argyll Backpackers
- Calmac Ferry staff, Tarbert
- Portavadie Marina

Day 3 Portavadie to Carry point; 7-10NM nm

Rowers: Anne Purcell (RP), Anne Flannery (RP), Barbara Agnew (RP), Rachel Dillon and Liz Furrie.

Portavadie VHF M1

Tides: Greenock High Tide 1138 3.2m, 2359 3.3m; Low Tides 1707 0.2m

Ardrishaig +6 min

East Loch Tarbert -5min

West Kyle

MHWS 3.4 MLWS 0.9

MHWN 3.1 MLWN 1.4

MTL 2.0

References:

Imray chart C63

Clyde Cruising Club – Firth of Clyde, inc Solway Firth and North Channel Ch3

OS Landranger map 62 North Kintyre and Tarbert

OS Landranger map 63 Firth of Clyde

Navionics app

Crew take ferry from Tarbert to Portavadie to pick up skiff.

Exit Portavadie Marina and row south to round Ardlamont Point into West Kyle and continue on to Carry point - Short day for recovery and reassessment of trip

Skiff can be brought into Carry point and beached overnight at accommodation at the sailing school.

Option available to move trailer to Tighnabruich on this partial rest day

Exit points

Ardlamont Bay

Consulted

Carry Farm, Carry Point

Hazards

Tarbert-Kyles

Tide against wind conditions can make the section around Ardlamont Point challenging, as well as when heading up into Loch Fyne. If there is a northerly wind, hugging the east coastline can provide some shelter until time to cross to Tarbert, although it may be worth continuing further up the loch to make the crossing easier by paddling on the diagonal/downwind.

Exit Portavadie Marina and row south to round Ardlamont Point into West Kyle and continue on to Carry point - Short day for recovery and reassessment of trip

Skiff can be brought into Carry point and beached overnight at accommodation at the sailing school.

Option available to move trailer to Tighnabruich on this partial rest day

Exit points

Ardlamont Bay

Day 4 Carry point to Rothesay; 14 NM

Rowers: Anne Purcell (RP), Anne Flannery (RP), Barbara Agnew (RP), Rachel Dillon and Liz Furrie.

Rothesay VHF 12, 16; Colintrave VHF 12

Tides: Greenock High Tide 1234 3.2m; Low Tides 0534 0.3m 1758 0.1m

Rhubodach -15

Tighnabruich +3

Tides at Colintrave

East Kyle

MHWS 3.2 MLWS 0.6

MHWN 2.8 MLWN 1.2

MTL 2.0

NW stream 2 hours before HW

SE stream 5 hours after HW

Tidal Streams

Burnt Islands

North Channel – 5kn springs

South Channel – 3kn springs

References:

Imray chart C63

Clyde Cruising Club – Firth of Clyde, inc Solway Firth and North Channel Ch3

OS Landranger map 63 Firth of Clyde

Navionics app

Passage through Kyles of Bute- West Kyle is susceptible to south westerly funneling- beware wind against tide; this needs to be assessed prior to setting out.

Morning pass through West Kyle then through Burnt islands taking the southerly route avoiding the shipping channel if wind is conducive. East Kyle is sheltered from prevailing wind allowing easier passage.

Arrival at either Port Bannatyne (£15) or Rothesay for secure mooring overnight.

Exit points

Colintraive

Rhubodach

Kames Bay, Bute

Consulted

Tighnabruaich Rowing Club

Port Bannatyne Boatyard

(Bute Berthing Company tbc)

Hazards

The Kyles are subjected to high usage by sailing craft, and there are a couple of popular anchorages at the northern end – Eilean Dubh, and in between Buttock Point and the Burnt Islands. Ferries also run at numerous points on these two sections of the trail, so careful is needed to avoid them at all times. Tarbert is a working harbour, so craft will be encountered here as well.

Day 5 Rothesay to Largs; 7-8 NM

Rowers: Anne Purcell (RP), Anne Flannery (RP), Barbara Agnew (RP), Rachel Dillon and Liz Furrie.

Largs VHF 80, M

Tides: Greenock High Tide 1328 3.4m; Low Tides 0624 0.1m 1848 0.1m

Millport -15 minutes

Largs – 20 minutes

References

Imray chart C63

Clyde Cruising Club – Firth of Clyde, inc Solway Firth and North Channel Ch 1 & 3

OS Landranger map 63 Firth of Clyde

Rothesay

MNWS 3.6 MLWN 1.2

MHWN 3.1 MLWS 0.6

MTL 2.1

Millport/ Largs Yacht Haven

MHWS 3.4 MLWS 0.5

MHWN 2.8 MLWN 1.0

MTL 1.9

Streams in the Firth of Clyde channel run at 1 kt at springs and more over banks, causing turbulence particularly with wind against tide. Tides turn about 20 minutes before high and low water. This is a difficult passage and will need to be assessed before go- Any concerns about weather we need to abort this final leg. Be aware of main shipping channels

Option one

North passage over Firth of Clyde if westerly winds - Rothesay to Toward Point

Toward Point to Skelmorlie

Follow coast to Largs

Risks: reef at Innellan marked by red stone beacon inshore of its outer end- We should not be as far north as this hazard but it is a good marker for crossing the Clyde south of this hazard to Skelmorlie.

Option two

Leave Rothesay and exit Rothesay bay heading south along the coast of Bute to Askog.

Cross Firth of Clyde to northern point of Great Cumbrae

Row along north coast of Great Cumbrae

Cross Firth of Clyde to Largs

Contact FOCCRs/ Cumbrae re accompanying rowers

Exit point

Ferry from Rothesay to Weymss Bay

Consult

FOCCRs

Cumbrae Rowing Club

Hazards

Toward- Dunoon

The main hazard encountered on either of these sections of the Trail is other craft on the water. Numerous sailing vessels will be found in the Kyles of Bute, with more traditional shipping also found in the Firth of Clyde. It is advised to stay close to the shorelines to avoid unnecessary interaction. The sea to the south of Toward can be subjected to considerable fetch due to the open nature of the water, as well as up in to the Firth of Clyde. Please adjust plans accordingly if these conditions are encountered. Strong tidal flows can be found in the northern channel through the Burnt Islands during spring tides, but the southern channel provides easier passage.

Appendix: Moorings and Slipways



Oban Community Sailing Club
– public slipway



Kerrera Ferry slipway



Clachan Bridge at half tide



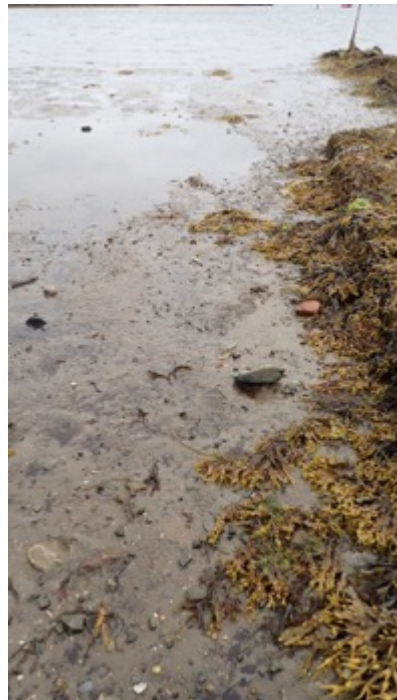
Clachan Sound looking north from bridge



Craobh Haven Marina



Crinan Harbourslip



Crinan Harbourslip
- solid footing at end of slip
- mud/sand



Crinan Canal entrance



Boatyard slip, Crinan



Stonefield Castle Hotel, slip and beach



Tarbert Harbour



Portavadie Marina



Rothesay slip



Rothesay moorings

ADDITIONAL INFORMATION

<http://paddleargyll.org.uk/downloads.html>

Ranald and Sheena Mackay

John Howell

HM Coastguard

Maritime & Coastguard Agency - www.dft.gov.uk/mca

Stornoway 01851 706796

Operational Area: Cape Wrath to Ardfert (Mainland) including South to and including Isle of Mull, Luing and Scarba. Barra Head to Butt of Lewis and St Kilda

Belfast 02891 463933

Operational Area: Mull of Galloway to Ardfert, including the Islands

(North to and including Jura and Colonsay)

Lifeboats

Inshore-offshore Oban – Islay – Tarbert

Inshore – Tighnabruich

Inshore-offshore Campbelltown

Largs – inshore-offshore

Appendix 2 Expenses Oban to Largs Row 8th-13th July 2018

Rowers	Contribution Total=1.0	Accommodation Total £382	Logistics Total £282.75	Canal Licence £83.75	Food £80	Total	Difference
Anne Purcell	0.2	89.40	56.55	16.75	16	178.70	34.95 to pay
Anne Flannery	0.2	51.90	56.55	16.75	16	141.20	83.20 to pay
Barbara Agnew	0.2	61.90	56.55	16.75	16	151.20	110.20 to pay
Rachel Dillon	0.2	89.40	56.55	16.75	16	178.70	203.30 owed
Liz Furrie	0.2	89.40	56.55	16.75	16	178.70	5.53 to pay

Rowers	outlay	total
Anne Purcell	Petrol £50, Ferries £58.75, Crinan boat yard £35	143.75
Anne Flannery	Oban Parking £10, Petrol £48	58.00
Barbara Agnew	Petrol £36, Milk £5	41.00
Rachel Dillon	Ferries £45, Food £75, Oban hostel £122, Tarbert B+B £150(4)	392.00
Liz Furrie	Canal Licence £83.17, Largs B+B £110.00(4)	193.17

Night (persons)	accommodation
1 Oban backpackers (5)	£122/ 24.40
2 Awara yacht (5)	£25/5-paid
3 Tarbert B+B (4)	£150/37.50
4 Carry Farm (5)	£100/20- paid
5 Rothesay backpackers (5)	£100/20-paid
6 Largs air B+B (4)	£110/27.50