



TOGLINE

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



AUTUMN NEWSLETTER 2015

Bill – Sharp point at the end of an anchor or, Sore point at the end of a stay in a pricey marina....



It doesn't seem possible, but here we are on the final shutdown over the winter. However, TOG can look back over a marvellous year of happy and fulfilling sailing for those members able to take advantage of the trips. Each year we ask

ourselves – where next? Each year the Skippers and Council members in conclave try to work out the programme for next year. At a recent combined meeting, white smoke finally curled out of the pub chimney. The results of that exercise can be seen on the back page..... Thank you all for those suggestions and to our unflappable Expeditions Master – John Bryant – for arranging possible bookings so early. Isle of Man, Channel Isles, Scotland, Wales, Croatia again – not forgetting the first and last sailexes on the South Coast. What a choice - and I understand bookings are already flooding in! You lucky people! What would otherwise be a rich man's plaything is available to us all. I sometimes wonder whether the Founders realised what they were starting when Trent Offshore Group popped out of the ether 24 years ago? Certainly, I can think of several who would doubtless be very pleased at the way things have gone.....

At the risk of repeating myself, in this issue, I have two ladies to thank for a couple of articles. Ruth Edwards along with Brian and Ann Fuller with the nostalgic train expedition out of Loughborough. Again, sterling work by Andy our Social Secretary. Ann gives a lovely account of her first trip with TOG in the October Sailex report. I really must congratulate the ladies this year – they have been brilliant at passing on their experiences. I know four boats sailed out of Croatia, but I have had only one report! Were the other boats sunk? Please, guys – would anyone be kind enough to toss a poor soul a line for the Winter edition? There has to be a story or two out there.

I have to give a load of thanks to the other members of Council. Unbeknownst to me, they had put me forward to be considered as an “Old Pulteney Maritime

Hero” (???), a competition for Clubs connected with sailing. “Club Service Category” they called it. I call it a hobby, a pleasure and an honour to help produce TOGline! But thank you very much once again.

The rewards and satisfaction in trying to spread the news are adequate recompense for any effort. Don't forget – and I never do - I couldn't produce it without your support.....Please – keep the articles, pictures or anything you may consider of interest coming to me. I REALLY do look forward to them!

That time of year. News of the Annual Dinner and Dance, together with the awards of trophies earned during our year, is landing on our doorsteps. You will notice a change of venue this year. The Quorn Grange Hotel –surprise, surprise – at Quorn near Loughborough. Council held a meeting there to “suss it out” and we were quite impressed. Geographically, it is more central than Stamford and we hope this will be reflected in the numbers attending. You already know of it by e-mail. The hard copy is available on page 7 within. Come on – give it a try. We do have some fun. See you there.....

So, until January 31st, 2016, when the next deadline looms, I will finish my little homily. As always, it has been a great pleasure putting this together. The hardest part is deciding which pictures to use! Digital cameras are so very useful and the range of software to sort out the pictures is amazing. You can have hours of fun experimenting. I only hope you are satisfied with the results. Thank you all once again, keep smiling and may I wish everyone a Merry Christmas and a very Happy New Year. See you around.

Here's to next year and to happy sailing...

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PRESIDING MASTER'S MUSINGS

by Neil Macfarlane.

Autumn 2015

As the leaves fall our current sailing season has drawn to its close. And what an excellent season it has been – our last major expedition to Croatia mustered

five yachts from Split and some thirty eager participants. Many of us started our holiday with a Friday evening meal at a Heathrow hotel before flying to Split the next day. We had very good weather and though we had a strong wind on a couple of days, we were spared the *bora*. It was great to see our Expeditions Master, John Bryant, able again to sample at first hand on board *Disiati* the fruits of his organisational and negotiating skills. We also owe our thanks to our five skippers for their essential input to a successful sailex. It's several years since I last sailed in Croatia with my family and friends and in that time the facilities available to yachts have developed a great deal; well-organised quays, marinas and moorings - and many good places to eat. However, we were also reminded of the troubles of the world, with news of the increasing numbers of Syrian and Afghan migrants and refugees passing through Croatia bound for Hungary and Western Europe.

For a time it looked as though our final trip, the October sailex, was in some jeopardy of making a full crew, but hardly members signed up under Andy McWilliam as skipper and benefitted from some fine weather in the Solent and thereabouts – if not quite making it to Cherbourg!

Our, and particularly John's, experience shows that it is necessary to book yachts for the next sailing season much earlier than hitherto, if we are to get the weeks we want, with modern yachts run by reputable charter companies – and to get them before seasonal price increases. Thus, we reserved some yachts in Skye for summer 2016 soon after our return from the Clyde sailex. Council members and a number of active skippers recently met over a pint and pie to discuss other options for next year. As published to members by email and in this *TOGline*, we plan trips to the Channel Islands, the Isle of Man, Pembrokeshire, Scotland and Croatia (Dubrovnik), as well the Solent at Easter and October, (not forgetting the Caribbean in January). This is an ambitious programme for a small club and involves something of a gamble in reserving yachts, paying deposits, and anticipating that skippers and other crew will sign up. So the message to members is - to make yours plans early. If a trip takes your fancy then try and make an early commitment to ensure its viability. If you have friends keen on sailing, or perhaps novices, then spread the news on what fun and excitement offshore sailing offers and what good value TOG trips are!

Finally, I am pleased to announce that, following in the turbulent wakes of John Bryant, Keith Stedman, Mark Davis and Arthur Wood, we have another success in the Old Pulteney Maritime Heroes competition. Your *TOGline* editor, Ian Calderwood, was nominated in the club service category for his sterling ten years at the helm of this esteemed organ. Under Ian, *TOGline* has evolved from a black and white newsletter with rather staid sailing reports, to a full-colour magazine with lively and interesting reports, witty editorial and excellent photos - and read beyond the club membership. Ian has been awarded a certificate and a bottle of Old

Pulteney single malt. He goes forward as a semi-finalist to the next stage of the competition. Good luck, Ian. Roll on the Leeward Islands in the Caribbean Sea

REPORTS

CROATIA SEPTEMBER 2015

by Stewart Cook

Yacht: Disiati Hanse 445

Stewart Cook, *Skipper*, Mary Bancroft, Neil Macfarlane, Dilys Carby, John Bryant, Jean Bevan.



Saturday

How did this happen? Mary and I are sitting in Stansted Airport, 12th September at 05:00hrs, waiting on a flight to Split. Well, it was all down to the efforts of John Bryant. The TOG sailex to Croatia was fully booked with a waiting list when, at the eleventh hour, John managed to secure an additional yacht. With a few phone calls, a skipper and crew were assembled. So, here we are, waiting on an early morning flight whilst the other crew members, (30 in total) were assembling at Heathrow for a late morning flight. Whilst Mary and I arrived mid-morning at Kastela Marina, Split, to enjoy the sunshine and the marina's facilities, the rest of the group were stuck in Heathrow due to poor weather. (The early bird catches ----- and all that). By late afternoon, all crews were in Split. *Disiati's* crew arrived in time to assist in yacht handover and enjoy a fish platter dinner of Sea Bream and Dorado at a local restaurant.

Sunday

Whilst final yacht handover procedures were completed, Mary, Dilys and Jean, guided by John, went off to the supermarket to stock up on gin and muesli. With the yacht



watered and victualled, we left the marina at 11:30 to sail across Split bay. On leaving the bay at Rt Ciova and with a F4/5, we set a course for Milna on Otok Brac. With the temperature climbing and hunger pangs looming, *Disiati* dropped anchor on the NW coast of Brac for a swim before lunch. Much to the delight of Dilys, she had a first time experience in the sea!! More of that later (no, Neil was not involved). After lunch and with the afternoon passing on, we raised anchor to motor into a nearby bay in which a gulet was at anchor, with the intention of staying for the night. That idea was quickly abandoned as, once beyond the gullet, the water depth decreased sharply from 11 to 3mtrs. and falling, calling for a quick reverse out of the bay. It goes to show the value of having an up-to-date set of charts on board which we

did not have, unless you recognise last century as modern. With the skipper's blood pressure returning to normal, a course was set for a lively sail towards Milna, where the anchor was dropped in a bay just short of the harbour. Neil and Dilys showed off their culinary skills to present an excellent meal which the crew enjoyed on deck whilst watching the sunset. Around 04:00 hrs the wind got up, causing the yacht to swing around the anchor and set off the anchor alarm. The skipper checked all was ok and decided to spend the rest of the night on deck to watch the dawn break.



He woke to the sound of the church bells striking 6 o'clock and the sound of an old diesel engine "putt putt" nearby. Sitting up to investigate, he had the sight of a local fisherman on board his small boat raising pots from the sea bed, wearing only a jumper to cover his modesty. Clearly it was not doing its job.....!

Monday

After breakfast a plan was prepared to take us to Hvar on Otok Hvar for the night. Leaving Milna under sail, we headed for the gap between Brac and Solta. Once clear of these islands, the force of the wind, F6 and its effect on the waves, was felt. Sail area was reduced to second reef but, with the increasing waves and water over the deck, it was decided, as we did not need a shower, to reverse course and return back through the gap. We now had an excellent day's sailing to the west/north of Brac in F5/6 with smoother seas, thus giving each of the crew an opportunity to spend time on the helm. That night we returned to Milna, this time taking a



stern mooring in the town harbour. An excellent local restaurant was located away from the marina up a back street and steep hill by Mary. She remembered its location from a previous visit. The following morning, Neil and Dilys were up at the crack of dawn to purchase fresh fish at the harbourside from a local fisherman. Possibly they were also hoping it was our friendly man from the previous day. I am not too sure who was the most disappointed when it wasn't. Anyway, bream and octopus purchased.

Tuesday

With the wind still F5/6, but with a calmer sea than yesterday (no shower), we were off again between Solta and

Brac for Hvar. After a good sail across to Otok Hvar, it was topped by tacking up the Pakleni Kanal to Hvar town. With no mooring buoy available and no crew member keen, strong, or even young enough to swim ashore with a line, we took the easy option, crossing over to Palmizana to pick up a



pontoon for the night. Those who know this harbour will no doubt be aware that the track down port side of the left pontoon is narrow and shallow. The use of the bow thruster is helpful to assist in stern mooring. Well, our thruster decided to misbehave and throw off its prop, never to be seen again, even with the services of a local diver..... Safely moored, Mary and I decided to walk across the island to the Toto Hotel to sample the beer and the view. We were joined



by Jean, followed by Neil and Dilys, before they returned to the yacht to prepare dinner. Returning to the yacht via a chat with Adrian moored further along the pontoon, Neil was on the internet searching for "how to cook octopus" with no success. Never one to be stumped by lack of knowledge, the octopus was prepared "Neil Style". Several gins down the line, the octopus was presented. What can one say? As one crew member put it, it was "tasty but wubbery" she will remain anonymous.



Wednesday

Whilst we were having breakfast on deck the yacht next to us prepared to get under way. On leaving the mooring, they managed to get the lazy line wrapped around their prop. With no engine, they were now heading back towards the bow of our yacht with their oversized anchor looking like a battering ram. Catastrophe was prevented and the yacht heaved-to



safely, bow-first back onto the pontoon. After we had used the services of a diver to check out our bow thruster, contact was made with the hire company to advise them on lost prop. It was decided that they would send over on the ferry a replacement part to our next port of call i.e. Vis. They asked if we were prepared to fit ourselves - please refer to previous comment on keen, young and strong. So, by 11:15, we were on our way to Vis to pick up a mooring buoy as requested. With a steady 25 knots of wind, 2-3 mtr seas and 1 reef, we



enjoyed an excellent sail across the Viski Kanal to Vis. Mary later indicated that she helmed excellently today. She certainly spent a lot of time on the helm and proved difficult to remove from same. We

suspect she was using super-glue on her gloves. Outside Vis bay with the engine started and the sails stowed, we motored on into Vis bay. Our local knowledge person on board, wondered why we had not waited until we were inside the bay before lowering the sails in what was a choppy sea. We discussed the value of local knowledge and modern charts. After picking up a mooring buoy, the dinghy, which we had tied down with safety lines due to the lack of bits of rope, was lowered for the first time. Once ashore, we sampled the honesty of the islanders. Mary and Dilys each purchased a sun-hat at a harbour-side market stall. As we continued to walk along the market, a scooter pulled across our way and we were met by the greeting "It is you". It was the young man from the stall. Dilys had mistakenly paid for her hat in Euros instead of Kuna. The stall-holder wanted to rectify the mistake. We were most impressed and grateful, as the difference in value between the two currencies is substantial. That evening, we dined ashore in a very rural restaurant, watching our food been cooked on an open fire along with sampling the local wine - an excellent experience.

Thursday

At 08:00hrs we were contacted by the yacht hirer requesting us to move onto the harbour-side as the diver would not carry out the repairs on a mooring buoy. After breakfast, a space became available and within minutes of tying up, the diver appeared. By 11:00 hrs we were off, heading for Trogir. Once into the bay, the sails were raised and the engine switched off. From outside Vis bay a course of 330 degrees was set for the Soltanski Kanal. Arriving at Trogir's new marina we were lucky to be offered the outer berth on a pontoon. The site of the old town of Trogir through the evening and into darkness, was worth its weight in gold. So it was when we paid the mooring fee the next morning. £72!! We spent the afternoon walking around the old town with its narrow streets



thronged with tourists. John, Neil and Dilys decided rise above the busy streets and take things to a higher level by climbing the church tower.

Friday

Whilst having breakfast on deck we were greeted to the sight of Adrian and crew passing on their way upriver towards Trogir's old harbour. With a quiet fuel pontoon, we took the opportunity to refuel prior to leaving Trogir. This proved to be a good move. Whilst we were filling up, the number of yachts forming into a queue was developing rapidly. Once clear of the marina, sails were raised but, as the wind decreased during the morning, the engine was started to ensure progress towards a lunch and swim halt at U. Movaristica. This is a lovely town on the southerly side of Ciova. Here, Dilys again enjoyed another experience in the sea, by swimming, not from a beach, but from the stern of a yacht in deep water where she was unable to touch the bottom. The afternoon was very warm as we motored back into Split bay and Marina Kastela to return the yacht. Once the yacht had been checked over for damage, we had a discussion with the hire company over the loss of the bow-thruster prop. The conclusion being the security deposit was returned and the cost of the prop shared across the crew. That evening, the crews met in a local restaurant for a final meal and catch up on the week's adventures.



Saturday

By 08:15 Mary and I were off to Split Airport for the 10:00hrs flight to Stansted. Our week was made complete,

whilst sitting in a traffic jam on the M11. We were able to watch a Spitfire and a Hurricane taking part in a “dog fight” at the Duxford air display.

Overall, it was a very good week with excellent company on board. The area reminds me so much of the West Coast of Scotland, but of course slightly warmer.

Total distance **133.6 nautical mls**



**First TOG Experience
End of Season Sailex October
2015**

By Ann Fuller.

Brian and I were delighted when Ruth Edwards told us about the Trent Offshore Group. Since moving up to Nottinghamshire, opportunities for yacht sailing have been sadly lacking. Brian immediately joined TOG and put his name down for the End of Season Sailex. I declined, believing that my lack of experience with crewing on yachts (having mostly sailed dinghies or crewed on tall ships) and the problems I have with my neck, would be a hindrance. When Ruth assured me that TOG are happy to take people who know nothing about yachting, I changed my mind, joined TOG and put my name down for the same voyage.

Andy McWilliam, Skipper for the occasion, arranged to



meet us at a pub in our area for our pre-voyage meeting. Unfortunately, when we got there, we found the pub had been sold and as we couldn't think of another suitable for a meeting (most play loud music), we all met up at our house. I was pleased to meet Andy and to learn first-hand that TOG does not believe in taking risks. The safety of the crew and vessel are paramount. We had yet to meet Neville Buckle (the fifth member of the crew).

Ruth and I volunteered to be in charge of the victuals, with Andy suggesting the sort of things that would be suitable. This also meant that my dairy-free (cows) and egg-free (hens) intolerance would not cause a problem to anyone. Ruth, Brian and I met up and devised a list of food and beverages that would keep hungry sailors happy. We'd do the shopping when we got there, but I'd make the cakes and puddings using duck eggs and sunflower spread.

We arrived at Port Hamble Marina and made our way to our yacht, a lovely roomy Benetteau Oceanis 37 named *Mon Ami*. My first thoughts when we reached her were 'How the heck am I going to get up there?' With a shove and a good pull on the shrouds, I was on board. Fortunately, as the

voyage progressed, I was able to board and disembark without assistance. Once we'd stowed our gear in our cabins and the victuals in the lockers, we went ashore for a very good evening meal at the Victory pub in Hamble le Rice.

The next morning, there was slight concern when Ruth and I discovered that there were only two small saucepans, neither of which would be suitable for our planned one-pot meals. The member of Fairview staff who was handing the vessel over to us obligingly found a very large pan and lid.

After the crew Safety Brief, the plan on our first day was to aim for Cherbourg. We managed to get several miles offshore before the weather proved too challenging, as the forecast reduction in wind strength and sea state didn't occur. We had had a cracking good sail and all agreed that returning to UK was the sensible option. We arrived at Haslar Marina, Gosport, having played dodgems with large ferries and freighters which were coming out of Portsmouth.

The weather had changed by the second day; the sun was shining and the wind wasn't as strong. We made the best of the tide by crossing the eastern Solent to the Beaulieu River. On the way, Andy surprised us by doing a 'man overboard exercise'. We picked up a visitor's mooring buoy in the Beaulieu River and had lunch - serenaded by oystercatchers. We then made our way to Chichester Harbour where we anchored for the night, south of Thorney Island. By that time, the wind had died completely and the sea was so calm that I thought our bunk was on terra firma. The only disturbance was the anchor alarm waking us up at 3 o'clock in the morning - but all was well.

The following day, the winds and tide determined that it was a good opportunity to look at the Needles. It was reassuring to see that Andy made regular reference to paper charts to



adjust his planned passage if winds and weather dictated. The electronic log on the yacht appeared to be under-reading, according to the skipper's calculations and plotted position. The Needles were spectacular and as the water around them was unusually calm, we were able to get quite close. The highlight of the day for me was being at the helm to bring the yacht to anchor in Totland Bay. Later, we sat in the cockpit drinking G & Ts, or our preferred beverage, whilst watching a magnificent sunset.

We woke to a glorious sunrise on our fourth day and made an early start to get the best of the tides and have a sail up Southampton Water. I had learned more about the navigation aids in the Solent and was now able to identify marker buoys. We were saddened to hear a Mayday call telling us of a passenger on the cruise liner *Ventura* falling overboard in the early hours of the morning around St Catherine's Point. Anyone in the area was asked to keep a lookout. Much later we saw *Ventura* entering Southampton Water and berthing at

the cruise-liner terminal. After spending some time tacking to get the best from the wind, we made a quick passage to Cowes to avoid missing out on a berth at Cowes Yacht Haven, where we rafted up to a Cowes-based craft. That evening, we had a good meal in the Union Inn, where Neville had eaten on another sailing trip. It was less noisy than the town centre.

Our last day was spent dodging several racing fleets as we looked in on Osborne Bay and Wootton Creek, then made our way back to Port Hamble Marina over Bramble Bank. I was at the helm for some of the time and was able to relax and enjoy it. I felt able to ask Andy and Neville, who are



both such competent sailors, for help when I needed it.

The catering had been somewhat overestimated as we'd been warned that the sea air makes for a good appetite. The part-baked baguettes that we thought would

make a great lunch, took forty minutes to bake in the oven. Ten minutes according to the packaging..... We'd have had to drink copious amounts of tea to get through the 240 teabags which were on special offer. However, what remained was mostly non-perishable and before we left Mon Ami, we divided it between us. There was also some money left in the kitty which Neville, who was purser as well as Mate, returned to us.

It had been a very enjoyable voyage despite the fact that my crewing skills were somewhat limited. I hope that, as my granddaughter says, 'that's why you have to practice.' My input will be more than catering on my next trip.

Thank you Andy, Neville, Ruth and Brian for all your support.



TOG TRAINEX – SAILS TO RAILS.....

by Ruth Edwards, with Ann and Brian Fuller

Fresh from the Solent Sailex, three TOG members took to the train for their next adventure. Real ale and pies on the menu, our intrepid three found

Loughborough Station – the other one – and boarded the Great Central Railway's special for an evening trip. *Steam Locomotive 92214*, a British Railways BR Standard 9F 2-10-0 heavy freight engine, magnificent in dark green livery, stood ready to go, emitting that nostalgic aroma of childhood

holidays. There was plenty of room in the carriages and we bagged a table and drinks. With the customary jerk, we set off. The accompanying "clackety-clack" and "chuff-chuff-chuff" sounds so familiar in our younger days, brought back memories of times long gone.

As the light faded, we headed south to Rothley, passing over Swithland Reservoir on two viaducts, said water sadly lacking two features: 1: masts; and 2: marks of the course. Ah well, can't sail on 'em all.

The train bar was now in full swing with local brews being dispensed in readiness for the pies, served to our table by a neatly uniformed waitress. Ann and Brian's pork pie was the standard type - albeit of good quality. The game pie was the local butcher's meat steeped in gluhwein then deep filled into the train chef's hand-crafted creation – earmarked for next time. Alas, pies and I mix like Corbin and Thatcher, so my piratical lunchbox appeared and no-one batted an eyelid. Cakes and hot drinks were on offer and Brian's lemon meringue proved delicious, whilst the choc gateau *almost* defeated my willpower.

We had two return trips the length of the line, admiring the stations equipped as they would have been fifty years earlier; the whole train full of good cheer and animated conversation. Whilst waiting for the loop handover for the single-line section, we waved to the guests in the Pullman train which passed ours, a wedding party having a joyous time en-route. Three hours flew – or rather, chuffed by and soon it was time to say farewell to 92214 and her crew after a thoroughly enjoyable evening.

But the best bit of all: TOG Social Secretary Andy had organised this trip and as we boarded the train, we each received a text from him - whilst he was sailing in Scotland - wishing us a great outing. His gesture was so thoughtful, and appreciated, and yet again proves what a wonderful organisation TOG is.

Thank you Andy and TOG.



TA DA.....



You, your friends and family, are cordially invited to the
*Trent Offshore Group Annual, Dinner, Awards and Dance, Saturday,
13th February 2016, 7-00pm for 7-30pm at the Goodacre Suite, Quorn
Grange Hotel, 88 Wood Lane, Quorn, Leicestershire, LE12 8DB.*

Menu

*Assiette of starters - Tomato Soup, Chicken Liver Parfait with Toasted
Brioche, Herb Crusted goat's cheese*

*Mains - Selection of Meats from the Carvery or Seasonal Vegetable Risotto
- (cooked to order) All served with traditional accompaniments*

*Desserts - Fresh Fruit Salad, Sticky Toffee pudding with cream, Chocolate
Brownie, Vanilla Ice Cream.*

- Tea or Coffee -

-

Dancing to Music provided by the Resident DJ

£28 per person

*Please email your dinner reservations with names of your party and any special
requirements by Friday 8th January 2016 to*

Andy McWilliam (Social Secretary)

□ andrew.mcwilliam2@btopenworld.com □ 07714 951 395

and preferably make direct payment to Account:

Trent Offshore Group, Sort Code: 20-50-21 Acc No: 80390461

Use Reference: ADD16 + (your initials)

*If you cannot make direct payment, send a cheque made payable to Trent
Offshore Group marked on the back with your name and reference ADD16
to*

*Graham Wassall (Treasurer), Trent Offshore Group,
C/O Global Safety Ltd, 7 Jubilee Street, Melton Mowbray, LE13 1ND.*

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*Special Rate B&B at £65 for a double, £55 for a single if booked before
December direct with the Hotel. Let reception know you are with the Dinner*

Party to get these rates. T: 01509 412167

E: events@quorngrangehotel.co.uk W: www.quorngrangehotel.co.uk



CAR16 The Caribbean – the Leeward Islands 13th January to 31st January. Lead Skipper Neil. Two Oceanis 484 Premier yachts chartered, 7 members per yachts fully booked. Our next Caribbean sailex will be held January 2018 – look out for details late 2016

EAS16 Easter – Thursday 24th March to Wednesday 30th March. Lead skipper TBA. Easter on the south coast from the Solent. Although Easter is early in 2016 this often proves to be a popular event with enthusiastic support. Anticipated cost £315

IOM16 Isle of Man – 10 day sailex from Largs to the Isle of Man and Southern Ireland. Saturday 14th May to Tuesday 23th May. Passage options for the sailex weather dependent (as usual) but should include a long passage and a night passage. Option taken on a 45ft Bavaria – Bravado with an anticipated cost of £665. Planning this sailex as a single boat with 6 or 7 on board. Lead skipper Alan, 6 places available.

CIS16 Channel Islands – Friday 10th June to Friday 17th June. Depart from the Solent – option taken on three modern Jeanneau 42i's three cabin two heads. Lead Skipper Adrian, 18 places available. Anticipated cost £380

SCO16 Scotland – Isle of Skye Saturday 2nd July to Saturday 9th July. Two yachts chartered – both Jeanneau 439's – Options include circumnavigation of Skye or crossing the Minch to the Outer Hebrides. Anticipated cost £425 14 places available. Lead skipper Stewart.

PEM16 Pembrokeshire – Scillies or Southern Ireland or Welsh coast to Anglesey. Friday 5th August to Friday 12th August. We have chartered twice from this location and reports continue to be good. One yacht on reserve offering 5 place for 2016. Anticipated cost £295 Lead skipper Alan

DUB16 Croatia – Dubrovnik Saturday 17th September to Saturday 24th September. Lead Skipper Will or Andy. Options on 3 cabin and 4 cabin yachts. Early booking achieves good pricing; availability is less than Split so book early. See TOG web site for latest photographs from the 2015 Sailex to Split. 4 cabin yachts £400 2014 to 2016 yachts available for early commitment.

EOS16 End of Season – Investigate a long weekend sailex to close the year. The sailex to be promoted as a “bring a friend” event as a less expensive way to encourage new members to “get their feet wet” hopefully not literally. Cost to be determined Lead skipper TBA.

*Please visit our website: <http://trent-offshore-group.co.uk>
There is a wealth of information there.....*



Be VERY afraid.....