



TOGLINE

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



AUTUMN NEWSLETTER 2016

Solo Sailing:-The only situation when the skipper does not blame the crew for any mistakes...



Brrrrr – Gosh it's so cold and damp... On Tuesday of this week, Berice and I were in a temperature of 35C in Perth, WA – hence the reason for this later TOGline. Normally, it would have winged it's way through your letterboxes well before now, but it

was a little difficult to edit it when we were 10,000 miles away! Here goes, anyway....

As our Presiding (at the moment) Master says, we are at the end of another successful year of sailing in the annals of the Trent Offshore Group. It is wonderful to hear from those new members who have come along to experience the excitement and pleasure of sailing and have written of their feelings towards the Group. Every credit to our skippers and long-standing stalwart crews who have done their best to make the experience one to remember. We can only hope that the sentiments stay with them over the winter and we can look forward to renewing their acquaintance again next year. The camaraderie arising from shared effort, is one of the most rewarding aspects of the sort of sailing we do. Never too far from shore, but very often out of sight of land – yet always a successful landfall in the end. The effort it takes to haul on sheets and halyards, the constant trimming of the sails and the planning of the courses, effectively exercises both the mind and body. Learning to balance on a heaving deck whilst calculating one's position. Learning when to duck and when to stick up your head – not necessarily in that order... One soon learns that the waters we sail in are not necessarily of the warmest and the winds not the most predictable. So welcome to the newcomers and do please join us next year. Maybe we'll see you at the Annual Dinner??

It is so heartening to read of the success of our Land-Rover BAR sailing team and the challengers for the next America's Cup. I have commented on it before and continue to do so. Having won the World Series this weekend as a warm-up for the Cup, is a tremendous triumph and fills me with a certain confidence that we

may – just – bring the Cup home next year. I know the challenge boat is untried, but I look forward eagerly to her trials at the end of the year when she is launched. I find it difficult to imagine that a boat can sail at thrice the speed of the wind – it takes a bit of comprehending. We struggle to see nine knots and are chuffed to bits when we see it exceeded on the log. Those boys are really on a different planet.... Every good luck to them and bring it back!

Our Annual Dinner/Dance/Awards night referred to earlier, is the next big social event on our calendar. The details are in the back of this newsletter, but I'm sure you have already seen it on the website. If you haven't heard yet and wish to attend, the Quorn Hotel are doing a special rate for an overnight stay. They would like the booking to be before December if possible and if you aren't aware of the deadline I apologise but am certain the Hotel will accommodate us. It is a very enjoyable evening, in good company and with a lot of laughs too. The awards are well-earned and the Council always have a difficult time deciding who gets what. You never know – it might just be YOU!

I will conclude this little piece by once again, thanking everyone who has contributed to TOGline over the year. I find it so rewarding, being able to pass on shared experiences across the membership to the membership. You are the ones who make TOG what it is. You are the folks who decide whether we prosper or wither on the vine. Pleasure is so much sweeter when it is shared and we do our best to ensure that such is the case. I hope we succeed.

I cannot however, leave this issue without wishing to one and all, a Very Happy Christmas and a Prosperous new Year. Heartfelt thanks once again and as ever...

Happy Sailing and fair winds to you all.

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PRESIDING MASTER'S MUSINGS

by Neil Macfarlane.

It's late November and our sailing season has concluded with the successful Croatia and End of Season Sailexes. I participated in the EoSS on the Solent long weekend which attracted some enthusiastic new members. It was great fun for the three yachts and crews involved. It included a course devised by Dave Bond sailing around a series of marks starting from Cowes with the skippers taking a metaphorical back seat and the yachts managed by their crews. Although it was definitely not a race the sailing expertise in light winds was fiercely contested and the manipulation of the genoa by the skipper of the leading yacht duly noted! The 2016 TOG sailing season started with our Caribbean trip with fourteen members aboard yachts *Joule* and *Dalton*. As reported earlier in the year *Joule* was lost following a catastrophic steering failure but thankfully the crew was not harmed. However the consequences of the sinking continue as, though the crew have received some recompense for their loss of personal belongings, other negotiations for compensation continue. Negotiations require communication between the parties involved and, as I write, the charter company has become curiously silent. As ever we are grateful, Caribbean charter included, to the expertise of our skippers and their willingness to take on significant legal responsibilities for the safety of yachts and crews. Over the season all our other charters were completed successfully without any significant unforeseen events and plenty of good offshore sailing experience which remains the *raison d'être* of the club.

Changes are imminent in TOG Council – as reported in the last TOGline John Bryant has stood down as Expeditions Master, though knowing John we expect him to continue to play an active role on Council. We recently held a skippers' meeting and have produced an attractive sailing programme for 2017 with lead skippers taking on a more active role in organising trips and chartering yachts. I also declared my intention to stand down as Presiding Master and I wish my worthy successor good luck with all confidence that he/she will encourage and oversee the success and further development of the Group. Paul Ratcliffe has also stood down as membership secretary after decades of loyal service. We have a worthy volunteer as replacement and await her confirmation by Council.

REPORTS



DUBROVNIK CHARTER

From 17th Sept 2016 to 24th Sept 2016

By Ian Robinson

Skipper: Andy McWilliam

Crew: Neville Buckle (1st mate),

Richard Woodward,

Diane Rowbotham,

Andy Lacey,

Highlights and not so highlights of the Dubrovnik Sailex.

17/9/2016: 04.00 check in.

On a dark and relatively damp morning, we all met up at Birmingham airport for our uneventful and timely flight to Dubrovnik, where it was also a bit damp. The day quickly brightened up and after a leisurely lunch and starting to put the

world to right, we finally got onboard MONOi, which was to be our home for the week.



We took some time to familiarise ourselves with the boat, controls etc. and stock up with essential supplies including the gin which was not available at the duty free in Birmingham. We bought too much water and tonic!

18/9/2016: 08.50

After a good night's sleep, we prepared to leave the marina at around 8.50. Unfortunately, we soon discovered that forward motion could only be achieved by first going to about 1500 rpm and then slowing down to a trickle. Reverse worked ok, but obviously it was not sensible just to rely on going everywhere backwards. After discussions and investigations by Dream Yacht Charters, it was decided that we should not use MONOi as the drive was not reliable and perhaps could get worse as there was a fault in the hydraulic drive. So after only going about 1 ft from the pontoon, DYC offered us another boat, with the option of collecting it from Trogir or having it delivered. The prospect of offloading all our luggage and provisions into a mini- van and then travelling for some 3 to 4 hours wasn't appealing, so we opted for the delivery of the boat to the marina.



So at about 11.00, we all piled into a taxi for a day exploring Dubrovnik. As there wasn't much wind, we didn't really miss out on any sailing, but took advantage of visiting the historic sites in Dubrovnik. Instead of walking the 2 or 3 km round the walls, we chose to amble around the old town, have a leisurely lunch followed by ice cream at the gates and watch the world go by above the town beach.

19/9/2016: 04.00

Not that any of the crew were awake, but apparently *Barbaros*, a 50 ft Sun Odyssey 509 arrived at Komolac marina from Trogir.

So after a clean-up by the DYC marina staff, we boarded Barbaros at around 09.30 to familiarise ourselves with a new boat. It's really strange, that for a boat that retails at more than £250,000, the manual is incomplete and in some cases doesn't really give a proper description of how to use the features... eg drain cocks for the holding tanks, auto-helm, anchor watch etc. The extra 5ft boat length and 2.2ft in the beam gave us 2 forward en-suite cabins, 2 rear cabins, 1 side cabin with bunk



beds and a huge saloon. That excludes the so called skipper's cabin at the front of the boat, accessible only from the fore deck just behind the anchor chain locker. *Barbaros* was officially rated for up to 16 people in sheltered waters and 13 in high seas, so we were hardly slumming it! We did wonder what the protocol was if you were sailing with a full complement of 16 persons and the wind increased to force 8. Do you really have to throw 3 of the crew overboard, and should you make this choice before leaving harbour? Fortunately, we didn't need to make this decision.

10.45 Left marina berth. Max wind speed about force 4/5. 20 nm.

10.55... after fuelling, we left the Dubrovnik marina under a murky sky bound for Prozura on Mljet. The lighting and the forecast heavy rain stayed in the distance, and eventually we had a sunny if windless afternoon taking a mooring buoy in the bay off Prozura around 16.15.



After the compulsory drinks on board, we used the tender to reach the local restaurant in downtown Prozura. The recommendation of sharing a 2.5 kg fish dish went down well, with only a few bones left on the plate.

20/9/2016: 09.00 slipped mooring. Max wind speed 2/3. 45 nm.

Yet another sunny day to sail, but mainly motor to island of Lastovo and finally berth at the quay at the Hotel Solitudo at Pasadur, 1.5 km from Ubli. This is in the Lastovo national

park (30 kuna per person on top of the mooring fee) and it was



a worthwhile place to walk round before dinner at the local hotel. The same value couldn't be attributed to the facilities, which with 1 toilet and 1 shower in poor condition, is hardly satisfactory for all the male sailors. The ladies similarly had 1 toilet and 1 shower, although Diane advised us that the shower was fine.

The dinner was ok but nothing special, apart from the chap on the keyboard, who kept us entertained with Croatian melodies and a selection of tunes made famous by Engelbert Humperdinck. Who said that the mature sailors don't keep abreast of the current music trends?



21/9/2016: 09.00 left quayside. . Max wind speed not sure, but not much 50 NM

Some sailing, a fair amount of motoring to start off with, stopping for lunch and a swim in the bay near Vela Luka on the island of Korcula. The water was refreshing!

At around 14.00, we pulled up the anchor for the sail /motor to Racisce on Korcula.

We dropped the anchor at about 17.25 and set the anchor watch on the GPS. Racisce is a lovely little village with 2

places to eat, a small shop but not a lot else...apart from the church and its bells that started to chime at around 04.00. The local restaurant near the church proved to be the best of the trip, and also the least expensive. At this time of year it was very quiet, with only a few other diners.

Apparently the anchor watch went off a couple of times during the evening, but some of us were oblivious to the disturbance.



22/9/2016: 08.00 Richard and I launched the tender to top up the provisions from the local shop. The owner was as chirpy as Albert E. Arkwright, but Granville and Nurse Gladys Emmanuel or the dangerous till weren't in evidence.

22/9/2016: 09.00 weighed the anchor. Max wind speed force 4/5. 33 NM

Dropped the anchor just past Korcula Town at around 11.00 to anchor up and visit this interesting town. After exploring the town for a while, we stopped off for a pizza overlooking the bay. The waiter realised that Richard was the more safety conscious and responsible member of the crew and honoured his request for a small beer.

Whilst we set off from Korcula in light airs, the wind gradually increased, and we motor-sailed on a run to Prozura. By goose-winging, we achieved 6 to 7 knots along the way, but should have reduced the jib to reduce some of the oscillations and make the run more stable. Unfortunately, Andy was taking a shower at the time we attempted to pull in the jib and we didn't make too good a job of it first time round. He experienced a few minutes of discomfort below deck..... Lesson learnt... reduce sail area before you lose control. Better to travel slower and in control than slightly on the edge.

After picking up the mooring at 19.05, we enjoyed a tuna pasta dish on board before calling it a day with the obligatory night cap.

23/9/2016: 08.20 left the mooring. Max wind speed force 3/4. 25 NM

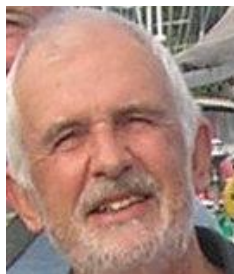
We left the peace and quiet of Prozura early with the intention of refuelling at midday outside Dubrovnik at Orsan. We were able to fill up straight away, thereby avoiding the queues that formed later at the marina in Dubrovnik.

Having refuelled, we then set off for a sheltered bay just north of Dubrovnik (Zaton) for a lunch stop and hopefully a bit of sailing before returning the boat to the marina. Our hopes were satisfied, as the wind picked up to enable us to sail under the jib alone, along the coast and under the impressive bridge along the channel into the marina at Komolac, finally tying up at the pontoon at 16.10.

Sad to get back, but what a great week, good company, enjoyable sailing when the wind was there, and a super holiday.

2016 Pembroke Sailex Friday 5th to Friday 12th August 2016

By Alan Mortimore



Yacht *Otter*, a Jeanneau 37 total distance 268nm. Aboard:
Alan Mortimore (Skipper)
Brian Rowland
Bryan Russell

Richard Woodward

Chris Deane

Otter handover formalities were completed and provisions stowed by 20.00hrs. (Note was made that neither the auto-helm nor wind indicator were functioning. There will be no rest when helming!)

Friday night and Saturday morning: 91nm

For ourselves and the other yacht we had bought, from our local butcher, their exceedingly high quality and tasty pies and pasties. Due to crossed wires, the other yacht did not want theirs so that evening we had the first of, guess what, several beef pies - delicious. The other crew didn't know what they were missing.

Dinner over, we slipped our mooring at 21.00hrs, and, with *Otter* the vanguard yacht and in failing light, we motored down Milford Haven with its huge oil and gas terminals. In the dark, a trawler, with decks ablaze with lights, had us guessing what it could be as it made its way towards us up the estuary. We couldn't make out the nav lights because of the glare!

At the mouth of the Haven, we took the western channel; our colleagues on yacht *Kalel* decided on the eastern channel and we lost visual contact. Once past south Skokholme lighthouse, course was set for The Smalls lighthouse some 15nm distant, where the course was altered for Hook Head. A lumpy sea tested the crews' sea legs! On the helm, with the autopilot not functioning, I witnessed one of nature's delights: a clear, starry sky with the Milky Way providing a "star to steer us to the dawn", as Nelson's swan song goes. At the same time, the Perseid meteor shower provided shooting stars zipping across the night sky. What more could one ask for?



Otter crew rounding Hook Head, Ireland

Hook Head has the oldest lighthouse in Ireland, possibly the world. The 12m tower is 13th century.

A spectacular dawn followed and as we neared the Saltee Islands and the lowlands of the Wexford Slobs, rising cliffs appeared. Hook Head light was identified. From here, we set our final approach across the Suir estuary and dropped anchor in warm sunshine at 11.30hrs in the calm, sheltered Dunmore East bay. Hardy soles (sic) were swimming from the beach.

No sign of *Kalel* but radio contact was made about 12.30hrs and we learnt that they were about to pass S of Great Saltee. The afternoon saw a change in the weather as the wind backed, increased in strength and sent an uncomfortable swell into our anchorage. To cap it off, a good Irish “soft” rain started to fall. Then the skipper had the challenging task of taking the heads flushing mechanism apart (weed blocking the inflow!) while other crew members launched the dinghy, with difficulty due to the swell. After a short excursion, they decided it was not safe to venture out and made a hasty return to *Otter*! Heads fixed, contact was made with HM, who welcomed us into the harbour, and *Otter* rafted up close to *Kalel*, who had secured themselves earlier due to the deteriorating weather conditions.

After dinner, a few Guinness’ ashore at Power’s bar, saw us retire just as the live music was starting - we needed to get our heads down after our long passage!



Otter crew taking a shower - Waterford!!

Sunday=

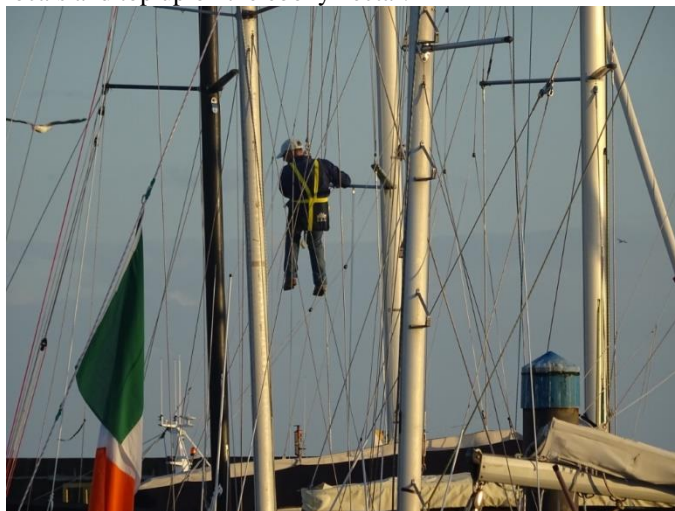
Sailing to Youghal (pronounced Yawl) to the west was not on, as strong SW winds and seas kept us in port all Sunday; so we took the opportunity for a short walk along the coast, before catching a bus into Waterford. This was a town a-buzz because it was the all-Ireland hurley semi-finals between Waterford and Kilkenny and this was being shown on large screens in the town centre. It ended in a draw! The visit gave us the opportunity to follow a little bit of the Viking Triangle (Vikings get everywhere), check the black stuff at a couple of establishments and visit Waterford Crystal’s premises, before returning to Dunsmore East



How to ensure a disciplined crew - Brian in Waterford stocks Monday 17nm

Slipping our moorings at 08.00hrs, we sailed east to Kilmore Quay, a short hop in W F2/3 winds. An easily identified transit made for a straightforward approach down a narrow

channel to the harbour, only to find the entrance half-blocked by a large, moored trawler. But we squeezed through. After mooring, we took a stroll through the village to check it out before lunch. To our surprise we got a call from yacht *Kalel*, who had planned to go straight back to Pembrokehire but were having trouble with their rigging. We checked out facilities for them, including a large chandlery, and they came in to Kilmore Quay for repairs. Keogh’s bar, which was also a maritime museum, gave both crews the chance to meet the locals and top up on the ebony nectar.



Phil will do anything to get a fine view - Kilmore Quay Tuesday 60nm

First thing in the morning, we were entertained at breakfast by the fine spectacle of skipper Phil inspecting *Kalel*’s rigging in a bosun’s chair. The crew of *Kalel* were happy to make their way back to Pembroke on their own later when their repairs were completed. So we set sail for Skomer at 09.00hrs through St Patrick’s Bridge - the name given to a narrow break in a half-submerged natural causeway linking the mainland with the Saltee Islands. A NNW F3/4 gave us a fine sail. At 18.00hrs, a small diversion was made to pass close to Grassholm, which a colony of some 10 to 12,000 gannets use as their home. Then on with the passage to drop our hook in S Haven, Skomer, at 20.15hrs. (There were a few puffins but far fewer than when we had visited in previous years. It was late in the year to see them and most, we believed, had left after their breeding season). The island is well known for its



wildlife: around half the world’s population of Manx shearwaters nest on the island, and the Atlantic puffin colony is the largest in southern Britain)

What was extra special about the passage, besides the pasties? We were accompanied for about 20 minutes by a large pod of dolphins, estimate about 30 or so. They gave us an Olympic display of synchronised swimming, going under

the boat, leaping in ones and twos out of the water and wagging their tails at us.

Wednesday 44nm

When Bryan went into the cockpit, just before breakfast, he found a sea bird unable to get airborne because it was trapped in the well. The skipper approached warily as it's beak look ready to give a stab, and with a quick grab and throw, we saw it fly away unharmed and none the worse for its ordeal. It was later identified as a Manx Shearwater. Guess who forgot to take a photo?

We weighed anchor at 08.15hrs to pass through Jack Sound, just as the tide turned N in our favour, and headed for Ramsey Sound. As we passed through the Sound, the tide was at its maximum, and there was much white water surging through the Bitches and confused swirling seas beyond, a challenge



*Fine British summer weather off the Pembrokeshire coast
Thursday 56nm*

for Richard on the helm. On reaching the N end of Ramsey, there was lumpier white water, this time caused by wind against tide, and this made for fun sailing; then on to Strumble Head. Here we turned back to catch the tides needed for our evening destination: Dale. A NW F4 gave a speedy, broad reach back and through Ramsey Sound, and into St Brides Bay. Here we managed to raise yacht *Kalel* on the radio. They were just S of The Smalls heading for S Haven on Skomer. We changed our destination and passing through Jack Sound again, turned W to drop the hook at 18.15hrs, just before yacht *Kalel* arrived from Ireland. Another day under sail with good sailor's weather except for two short periods of rain.

The plan was to see if we could make a round trip to Caldey Island, near Tenby some 35nm distant, and then back to Milford Haven. We weighed anchor a little late and set off past Skokholm heading for St Govan's Head and then Caldey. Fine sailing with a NW F4 all the way, but after lunch, we still had at least an hour and a half before reaching Caldey Island. Time to turn around and head back to Milford Haven, to meet up with the other crew. The wind had increased to a W F4/5 and a single reef was needed as we started to tack back. By 14.00hrs the wind had strengthened to W F5/6 with a corresponding increased sea, and a second reef put in for a great beat back to Milford Haven. Arriving at the mouth and calmer waters, we motored to Neyland and moored up at 19.00hrs. Time for a meal aboard before drinks ashore with the other crew.



That toffee's got stuck in my teeth!! Richard, St Govan's Head

On Friday we cleaned down, fuelled up and replenished water tanks for handover..... then started the long journey home. A grand weeks sailing.

We never forget the planning that goes on for these trips and owe a debt of gratitude to John Bryant for arranging the charter and Neil Macfarlane for his support and acting as our home contact

OBITUARY

A member of the original TOG founding Council, John Ellis, sadly passed away in September after a long battle with cancer.

John participated in many sailexes in the Isles of Scilly, Brittany, Scotland, the Mediterranean and the Solent. He loved the open sea and was often to be seen at the helm proudly wearing his captain's hat. He was also often seen in the pub at the end of the day, regaling windmill Mike, plumber Mike, Ken Merryweather, Dave Brettle, Keith Hammond and of course, the formidable Norman Allen, with stories of the day. John served the TOG council for many years and I shall be personally lowering my TOG pennant in salute to him, my father, later this month when I am back in the UK.

Robert Ellis

Beware – Australian Sirens.....





Annual Dinner Dance

You, your friends and family are cordially invited to the Trent Offshore Group Annual Dinner Dance and Awards evening to be held on Saturday 28th January 2017, at the Goodacre Suite, Quorn Grange Hotel, 88 Wood Lane, Quorn, Leicestershire, LE12 8DB. 7:00pm for 7:30pm.

STARTER

Assiette of starters – Pressed terrine of ham, seasonal vegetable soup, goat's cheese and onion bon bon

MAIN

Meats served from the Carvery:

Roast Topside of Beef / Roast Crown of Norfolk Turkey
Chilli Vegetable Lasagne, coriander and red onion salad

DESSERT

Manchester Tart - raspberry ripple ice cream, almond tuille
Chocolate Brownie, orange sorbet
Pear and Ginger Sponge Pudding, creme anglaise

TO FINISH

A selection of cheese and biscuits, served with
Tea or Coffee

Dancing to Music provided by the Resident DJ

£28 per person

Please email your dinner reservations to Andy McWilliam (TOG Social Secretary) no later than **Friday 8th January 2017**, preferably earlier, with the names of all in your party and any special requirement.

* andrew.mcwilliam2@btoopenworld.com 07714 951 395

Please make your payment by bank transfer to:-
Account: Trent Offshore Group, Sort Code: 20-50-21 Acc No: 80390461
Use Reference: ADD17 + (your initials)

If you are not able make direct payment to the above TOG account, please send a cheque made payable to "Trent Offshore Group", marked on the back with your name and reference ADD17.

Your cheque to be sent to :- Graham Wassall (Treasurer), Trent Offshore Group, C/O Global Safety Ltd, 7 Jubilee Street, Melton Mowbray, LE13 1ND.

Staying over? We have negotiated a special Rate for B&B at £85 for a double, £70 for a single **if booked directly with the hotel before December.**

Let reception know you are with the TOG Dinner Party to get these rates.

Tel: 01509 412167 Website: www.quorngrangehotel.co.uk



TOG 2014 Sailing Programme
Trent Offshore Group
TOG Members and Friends,
November 2015 -2016



- **Thu, Apr 6, 2017 4:00pm Sun, Apr 9, 2017 5:00pm**

- **SSS17**

A Long Weekend in the Solent ahead of the Easter Weekend to start the year. Details to be provided soon. **Lead Skipper Andy McWilliam**
Member cost £185 per berth.

13th to 27th May 2017 a 2 week Sailex

SCO17 Scotland - The Best of the North. Lead Skipper Alan Mortimore

Starting near Oban with a plan, weather permitting, to sail north passing Skye and up the west coast of Scotland round Cape Wrath to the Orkneys. To spend several days in the Orkneys before sailing south down the East coast of Sutherland to Inverness and back to Oban via the Caledonian Canal. An opportunity of a lifetime. There may be opportunities for people to sail for just the first or second week if they are flexible on timings and there is a balance of people between the first and second week. Estimated cost for this trip will be **£790** for the full two week duration and **£400** per week for members allocated a place on either the first or second week of the Sailex

Sailing Skills - Long Weekend

- **Thu, Jun 15, 2017 4:00pm Sun, Jun 18, 2017 5:00pm**

- **SSW17**

- Sailing Skills Long Weekend - Details to be provided later - planned location the Solent. **Lead Skipper Paul Burghart**
Member cost £185 per berth

Welsh Wonder 2017

- **Fri, Aug 11, 2017 4:00pm Fri, Aug 18, 2017 5:00pm**

- **PEM17**

A week sailing from Pembrokeshire Details to be confirmed. Lead Skipper TBA
Estimated cost £310 per berth. Price includes yacht charter and outboard for the dinghy

Spanish Jaunt - Palma Majorca

- **Sat, Sep 9, 2017 4:00pm to Sat, Sep 16, 2017 10:00am.**

- **MAJ17.**

The Spanish Jaunt - Lead Skippers Dave Bond and Paul Burghart.

After a couple of very successful years in Croatia, this years "Warm Weather Trip" will be a Spanish Affair.

Many of us have been around the Island (of Wight!) but the aim of this trip is to circumnavigate the Beautiful Spanish Island of Majorca.

The Boats will be from Palma Marina, which is next to the airport, so transfer times will be just a few minutes!

We intend to charter a couple of 2016 Beneteau Oceanis 41.1's (a bit like the one shown below). Also, currently there are a couple of new 2017 Hanse 415's available. Boats in Majorca do tend to book up rather quickly so members are urged to make their bookings asap to enable us to reserve the boats and also to avoid disappointment.

Likely cost for the boats will be in the region of **£625 - £660** per person assuming 5 crew per boat, this price includes outboards, towels and linen and boat cleaning upon departure.

Flights will be booked separately and at the moment seem to be **£240-260** return.

End of Season Sailex - Bring a friend.

- **Thu, Oct 5, 2017 4:00pm Sun, Oct 8, 2017 5:00pm**

- **EOS17 Details to be confirmed Lead Skipper Dave Bond**

Member cost £185 per berth

All these events are detailed on our web site - see the sailing page reference -

<http://www.trent-offshore-group.co.uk/sailing-programme/>

Bookings can be made by following the link at the top of the sailing page. Further information from any TOG Council Member or myself.