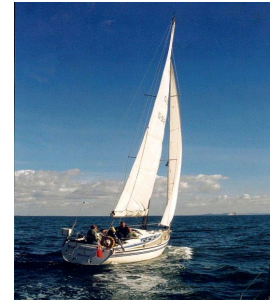




TOGLINE



The Quarterly Journal of the Trent Offshore Group

SPRING NEWSLETTER 2008

Clove Hitch: Any of a number of difficulties encountered in the use of this popular splice.



I know I say this every issue around this time of year but .. Summer is coming, the light nights, warmer weather, sunny days, gentle breezes, blue skies, blue seas, we can shuck off those cloying winter togs and

YESSSSS..... a fresh season is upon us!

Actually, I digress slightly, because the season has started already, witness the two good articles - one from Portugal and the other the Easter Sailex! The former seemed to have good weather (unsurprising, I suppose) being just that little bit farther south and glorious sunshine. For the latter, Easter WAS rather early this year and seemed to bring somewhat unseasonal sailing weather, but a good time was obviously had by all! I particularly enjoyed reading about the discussion to expand the facilities of the Trent Offshore Group! Just enjoy the reports!

I read that Ellen MacArthur is in the news again with her new BT IMOCA 60 class racer. She brought it up the Thames and they even raised Tower Bridge to let her through to moor at *H.M.S. President* – headquarters of the RNR. The Daily Telegraph are even providing a guided tour of the boat on their website! They really are thoroughbreds those racing boats, but somewhat large for the moorings at Braye on Alderney! Five years ago, one of them, a Telegraph racer, moored in Alderney, dragged its buoy during the night. We lost our bow navigation light as a result of a minor collision early in the morning – coming on deck just a fraction too late to prevent contact. Much muttering ensued, but as with most cases, all

was settled amicably. We moved to a more distant buoy for the remainder of our stay!

The mutterings about the America's Cup are still rumbling on. The defenders are still without a boat as they are contesting the designs allowed and trying to make their own rules to all intents and purposes. It must be costing a fortune in legal fees and sponsorship; what on earth seems to be possessing the members of the higher echelons of our sport? It makes the round the island race seem like a picnic, with most competitors there for the enjoyment and the whole of Cowes week. Going off on a different tack – would it be feasible for TOG to participate.... round the island I mean, NOT the America's Cup!

I have to say that I do like receiving the photographs that accompany the reports coming to me. I hope you, the contributors and you, the readers, are pleased with the placing and the reproduction of them within the articles. With space considerations, I reserve the right to exercise editorial decision as to their usage! If they all do not appear, then I apologise and trust it will not deter anyone from submitting them.

Once again, thank you for your interest in the newsletter, and as always, any suggestions will be welcome. July 31st next deadline!

Happy Sailing!

*Ian Calderwood
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AIS (Automatic Identification System)

I was only thinking the other month that the subject of Maritime AIS (Automatic Identification System) ought to have another ‘airing’ in these august columns as the last update was in the Autumn 2006 edition when, blow me down, an article about it appeared in the January edition of *Sailing Today*. As it happened, there was little in the article that would have been new to my readers so I thought no more about it and pigeon-holed it for future reference. Well it excited someone because a short adulatory letter appeared in this month’s issue entitled “AIS is Good”; on the letters’ page (the section where a bottle of Old Pulteney is provided for Letter of the Month). In view of what I am about to write I’m glad that it didn’t win, in fact in my humble opinion it would seem that the magazine was a bit short of material to have included it anyway.

I certainly wouldn’t take umbrage with the subject of the letter because there has been so little discussion about it by yachtsman, many of whom look distinctly blank even when it is mentioned. To my mind it provided no answers to the questions that I, and many others, have posed about its usage but I was amused by the way that it was written and reproduce samples for your predilection!

“My configuration is an EASY AIS with an EASY Split AIS/VHF/FM splitter feeding a Garmin 3005c” is followed by “to install the GMR 18 radar with MARPA tracking” and “I use the Acticence NMEA Multiplexer to connect all this to my existing Raymarine Seatalk and KVH fast heading Compass” is but part of this concatenation of jargon.

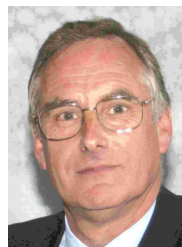
Really – I’m fascinated! I think that this letter is well worth reading for the sheer impudence of the writing! One thing that was hammered into me at university and in the armed forces was “don’t use abbreviations or acronyms in a text unless you have put the full meaning in brackets the first time that the abbreviation is used, or, if it’s a booklet, provide a glossary”. It’s commonsense. Readers of a particular piece of writing will not necessarily be specialists in the field but merely want to know a bit more about the subject and trying to decipher trade names, specifications, and jargon is an irritation. There are some abbreviations that have become generally accepted, such as BBC, ITV, the UK, and RADAR (where the majority of users haven’t a clue that the letters stand for RADio Direction And Range) but showing off to readers with ‘in’ words or acronyms is a pointless exercise.

Coming back to AIS, I feel that we could be losing our way and getting our priorities wrong. The OUZO incident to the South of the Isle of Wight was a disaster but it most certainly was not a common occurrence. The author of the letter to *SAILING TODAY* admits to using it as his impetus to buy all his expensive kit and then to baffle even me with his inventory of electronic wizardry. It’s all very well for the “gadget kings” to install yet more and more electronic ware whilst the vast majority of us are still relying on “clunkers”. A permanently installed marine RADAR reflector should

nowadays be considered the “bottom line” for any chartered pleasure craft that operates in busy waters, be they coastal or offshore, and for private owners a RADAR as well. I think that the RYA should be actively recommending this. Additionally more publicity could be given to the responsible use of white flares, though I make this recommendation with some trepidation as the prospect of the Solent resembling the approaches to Lorient on 14th July gives me nightmares!

AIS might be considered light years away from the “clunker” but at present we have to accept the fact that the latter still acts as the usual RADAR warning system in the pleasure fleets of all maritime countries. We don’t want legislation but we do need education. The RYA (and the RNLI) can both do their bit in this respect and hammer home the message that if you are sailing in crowded waters then you must be equipped to do so. AIS is certainly not the panacea: safe seamanship can be practised with a RADAR and a good reflector in busy waters worldwide.

PUSHPIT PRATTLE by Keith Stedman



THE SAILORS MALADY

Well we are at the very beginning of a new sailing season. Having put all our offshore gear safely away last October for the winter months, stuffed ourselves with Christmas Fayre in December and for those of us that have a boat started to prepare the loved one for the new season (NO... not the partner.....the boat!!) we are all beginning to look forward to being back on the water again. However, how many of us will still get caught out on that first trip out by feeling a little queasy before we start to get our sea legs again.

Seasickness may be the butt of many a joke but it can seriously impair a mariners ability to handle a boat safely. The latest Offshore Magazine from the RNLI looks seriously at the hidden dangers of this debilitating condition.

At worst, seasickness is not merely unpleasant but can be lethal. Apparently RNLI crews frequently report vessels being in difficulty because they are manned by crew members that are incapacitated by seasickness. It is not only the nausea itself to battle, but prolonged episodes can lead to life-threatening exhaustion and dehydration. Seasickness also decreases the body’s ability to defend deep body temperature, promotes dehydration and diminishes morale and the will to survive.

What causes seasickness? If the exact cause was known a fail-safe remedy would be easier to find. One theory is that the constant motion of the boat sends confusing signals to the brain which are interpreted by the brain as food poisoning whereupon it does the logical thing and jettisons the supposed toxins from the body as quickly as possible.

Professor Tipton, co-author of *Essentials of Sea Survival*, recommends “The best way of preventing it is to remain in cool fresh air, have sight of, and focus on, the relatively

stable distant horizon and use anti-seasickness medication.....taken in ample time to avoid losing them if sick."

Even for leisure trips, such as the ones that Trent Offshore Group organise it can take just one bout of seasickness to put those new to sailing off a lifetime of enjoyment on the water. So, this coming season, if you are usually a little queasy the first time you go out, "Be Prepared." Take a suitable remedy in advance and do not be embarrassed about it. It is better to prevent the onslaught of seasickness than have to suffer the symptoms whilst on passage. I'll let you into a secret I usually take one or two on the first day of a trip – just until my sea legs return.

Keith Stedman.

(The majority of this article has been extracted, with kind permission, from Issue 32 of Offshore the RNLI news magazine for Offshore Members). Why not consider supporting the lifeboats by becoming an Offshore Member – visit the RNLI website for details – www.rnli.org.uk

REPORTS

5 + 1 on a Boat (in Portugal)

March 2008

Yacht: Prodigal Daughter Bavaria 36

Skipper: Richard Vincent

Crew: Ernie Lowther, Peter Keightley, Steve Morrison, Neil Wesley, Jennie Garrett

Saturday 8 March

With expert skipperism we all managed to liaise at Stansted Airport within minutes. We parked up in the Pink Elephant long stay car park and all travelled together to the checking in desk. After a few hiccups i.e. Steve's surname was booked in as Morris and the skipper carrying a container with white powder in a wet boot in his hand luggage!!!! Surname sorted within minutes. White powder was milk powder to have with tea etc on first night. Customs, after tasting it allowed it through, so we still had a skipper.



An "easyJet" ride of a couple of hours landed us in Faro where we were met by a mini bus to take us to a holiday complex in Vilamoura where we had studio apartments booked for the night at 10 euros a night, including full breakfast. Also included was a complimentary bottle of wine, fruit and a container of long life milk! (didn't need the smuggled milk powder!!)

Richard went off to take over Prodigal Daughter ready for an early start next morning. The rest of us had a drink in the bar and then ordered a meal for which Richard joined us.

Sunday 9 March

After a large breakfast, taxis took us to the marina and after leaving luggage on board we went off and did a large supermarket shop.

At 14:00 we left the marina on engine with wind f3 at 270° and motored on a course of 310° to Albufeira. We looked at the marina and decided to return to Vilamoura under sail for the night.

Excellent sail with speeds of over 7 knots at times. Moored up at Vilamoura at 19:00 hrs a total of 17.2 nms.

Monday 10 March

Left marina at 09:00 hrs to make for Villa Real on the Portuguese side of the river Guadiana. We needed to arrive there at around 17:00 hrs when the strong tidal flow of the river was at its slackest.

By 10:15 were under full sail with wind f 4. The wind



gradually increased during the day to force 6/7 and reefs were put in and finally sailing on jib alone but still making 8/9 knots.

Arrived at Villa Real at 16:15, river still had a strong flow making turning into marina interesting.... One of the marina staff appeared and pointed us to the visitor's pontoon and helped tie us up.

Marinas are run by the state in Portugal and Spain and quite bureaucratic. Passports have to be produced, all the ships papers are photocopied as are the passports and after a great deal of paperwork you are allocated a berth. The price is worked out on a grid system depending on width and length



of yacht. All moorings have electricity at no extra cost and also an electronic key (for which there is a returnable deposit) to take one in and out of

the marina surround and also for the showers etc.

We dined out at a local restaurant with great local food, thanks to the buying of a gas cylinder in a small local shop and the skipper having enough knowledge of Portuguese

language to ask for a recommendation for a good cafe from the shopkeeper.

Tuesday 11 March.

Wind N force 3 - decided to do a pilotage up the river under engine including going under a suspension bridge that the boat owner had assured Richard would have clearance - all a bit dubious but we did have clearance...not a lot!!

Motored to Foz Abe Odeleite and moored up to a little pontoon and walked round a lovely little village and stopped for a cold beer in local hostelry as it was a hot sunny afternoon. An old local gentleman entertained us by getting his donkey to roll over in the dust. As an encore he mounted the donkey and rode off up the road!

Wind stayed at N force 3 all day and we turned back down the river at 16:10. We arrived at Ayamonte on the Spanish

side of the river at 19:00 hrs, called in at the marina office and saw that we had been watched coming in on CCTV. After all the formalities were allocated a berth for the night.

Wednesday 12 March

Explored Ayamonte in the morning as winds were force 7. Nice bright day so wandered round the town stopping for coffee and beers a couple of times.

Left marina at 17:30 and under full sail with wind N force 3 sailed down coast to Isla Cristina arrived at port at the same time as the whole of the Portuguese fishing fleet all entering the port on a bearing of 313° (entry transit) which made for an interesting approach for Peter the helmsman at the time, especially as the 3 knots speed apparently does not apply to locals!!! The marina even has a breakwater in front of it, built to stop the wash of the fishing boats breaking into the marina. After the usual formalities we moored up at 18:00hrs.

It was decided that Peter would act as skipper next day for the 65 mile passage to Lagos so that he would have a qualifying passage towards his coastal skipper qualifications.

We left him passage planning whilst we went to find a supermarket for bread, milk etc. After finding our way out of the marina on foot... not easy in the dark as it seemed to be surrounded by high fences in most directions. Not obvious which way the



town was so our intrepid skipper used his Portuguese again in a small local bar... note we were now in Spain. Anyway, eventually understood that town was some way and no shops would be open anyway! We had forgotten the hour's time

difference between Spain and Portugal on the other side of the river. Next minute we were invited into bar and the store cupboard opened for us to help ourselves, the owner even oven baked us baguettes from his freezer, we stoked up on biscuits, milk, beer, chocolate, crisps and cheese from his spotless storeroom, had a round of drinks, given a straw hat each with the name Bar Elbandro emblazoned on them all for 26 euros!!

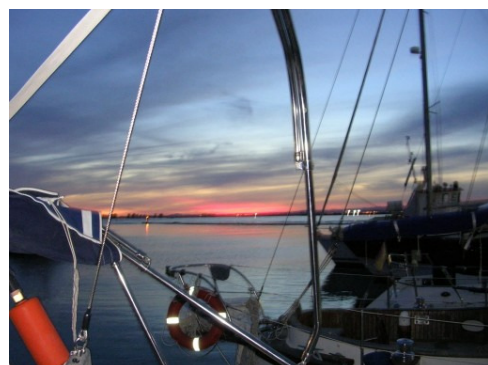
Walked back to Peter who had finished his passage plan and was busy cooking us one of his gourmet meals.

Thursday 13 March

Left exit mole at Isla Cristina at 07:00 hrs with Peter as skipper under full sail with wind NW force 3.

10:18 Wind dropping so motored sailed on a course 242°, the wind dropped steadily during the morning.

14:00 hrs, wind astern so goose winged sails with a spinnaker pole holding out head sail still motor sailing. Engine then dropped its revs several times, then died completely. Ernie came into his own and after about an hour diagnosed dirt in fuel causing the engine fuel inlet to block. The boat owner was telephoned and as we were close to Vilamoura it was decided to abandon Peter's passage (*?!*#) his words not mine! Owner said were we able to sail to visitor's pontoon at Vilamoura but as there was no wind and no way a rib was dispatched from Vil to tow us in. Two marina guys arrived, attached a rope to our bow and towed us to the visitor's



pontoon where two more marina guys took our ropes for us. We checked in, including signing that someone would pay for the tow and were then towed to our berth where, with a clever bit of manoeuvring by the rib and a couple of people on the finger, we were moored up successfully with no damage to the boat at 17:30.

Gary (a real Essex lad) who runs TU DO, a marine engine business arrived with Bruno, a Portuguese mechanic, who then stripped the engine and four hours later came to the conclusion that Ernie was correct and that the fuel was growing a bug that looked a bit like seaweed and was indeed blocking the inlet. He took some fuel out, replaced it and told us to call the next day to his base at Albufeira when he would put some additive into the tank to clean the fuel. It was midnight before they left the boat; we had been out for a meal and come back long before Bruno had finished

Friday 14 March

Motored back to Albufeira for fuel additive. Gary poured it into the tank and assured us that we would have no more problems!!

Motored out of marina and in a fairly choppy sea raised the mainsail with one reef and set a course of 250° towards Portamao. After changing course to avoid a cast off fishing

net floating free, decided the seas were building significantly so turned to return to Albufeira. Restarted the engine but revs kept dropping, dying and sometimes restarting.

We sailed back towards Albufeira and telephoned Gary to say that once again we had engine problems and the wind was too strong to attempt to sail into the restricted sea area of the port without a reliable engine. He advised sailing back to entrance of harbour and he would arrange a tow into marina. After stooing around harbour for half an hour a rib came out with a young girl and man. We attached a rope from them to the bow of our boat and they towed us in back to the fuel berth where Gary and Bruno were waiting to grab ropes to moor us up.

This time he decided that he would have to empty all the fuel out and replace tank.... the end of our sailing for that day. We sat at a quay side bar and had an extended lunch, wandered around the town. We returned to the mooring at around 18:00 hrs to find work completed and Richard and I were ferried across harbour to complete the formalities of a berth for the night. Once berthed, some of us set off to find the original town and had a drink in a little bar on the corner of quaint street with some lovely original buildings (all around the harbour is new, all built for tourism!)

We returned to the others around 20:00hrs and set off to find a fish restaurant recommended by one of the local Portuguese that had been working on Prodigal Daughter. It was out of the harbour and along a country lane but when we found it was worth it. It was full of locals, a lovely atmosphere and you chose a fish from an iced display. It was taken, weighed and cooked for you. Do not be tempted to order chicken or omelette - the omelette arrived at the same time as the fish but the chicken much later....Had they had to wait for the chicken to lay its eggs before killing and roasting it????

Saturday March 15

Left pontoon at 10:15 beautiful day, wind NW3 so we sailed back towards Vilamoura and hove to for a leisurely lunch and then motored back into our home port for the last time.

We cleaned the decks and inside and then said "goodbye" to Ernie, Steve and Pete who were flying back to Stansted that evening. Richard, Neil and I were spending another night on



board and flying back next morning.

Another great sailing time. Thanks to Ernie for his sterling work on the engine **not to mention**

the heads, Peter for his fantastic gourmet meals, Steve for always being in the right place at the right time, Neil for going beyond the call of duty to make hot drinks when no one else could face going below, Richard once again being a laid back skipper (he did have a painful hip.)

PS. For all short ladies sailing with burly blokes don't be tempted to let them be gentlemanly and let you go down the pontoon finger first to climb aboard - by the time they have

all stood behind you, the finger will have sunk so much you won't be able to reach the deck!! They assured me that it was accidental, but I guess like me any other short legged ladies will have other ideas!!

PPS. A total of 188 nms logged and a refund for the day's sailing we lost too!! Not bad eh? especially as we had no rain for the whole trip!!

A lot of interest is already being shown for a repeat trip next Spring

EASTER SAILEX 20 – 26 March 2008

Hakuna Matata

Mark Davis (Skipper/Commodore)
Jo Wood
Debbie Gee
John Bryant
Doug Sutherland
David Jordan

Laita

Richard Oakes (Skipper)
Phil Greetham
Emma Greetham
Barry Weston
Paul Burghart
Paul Hammond

Freelancer

Neil Macfarlane (Skipper)
Stewart Cook
Fiona Cook
Megan Duffy
Adrian Johnson
Diane Johnson

Thursday 20 March

With Easter earlier than for many years and poor weather in prospect crews made their way down to Hamble by a variety of means and routes, some rendez-vousing at the A5



transport café and others eager for en route retail therapy in Bicester. Three trusty Bavarias, two 37s and a commodious 38 reserved for the commodore,

had been chartered for Fairview Sailing on the River Hamble. Crews ranged from salt-weathered hardy annuals, through aspiring ICC candidates, to virgin navigators fresh from the RYA class-room with heads full of Powerpoint After handover from the charterers, including the novel signing of affidavits not to leave the Solent in bad weather, stowing of baggage, victualling and safety briefing the three yachts left Hamble at slack water for the quick trip over to Cowes. Skirting Bramble Bank and wary of merchant shipping in the "precautionary zone" the crews took the opportunity for some early practice of boat handling and hoisting canvas. After berthing in Cowes Yacht Haven and studying the ominous weather forecasts posted by the marina, the crews dispersed to the town, with subsequent encounters in the Anchor, the Union Flag Inn and the bar of the Island Sailing Club.

7 NM

Friday 21 and Saturday 22 March



The accuracy of the previous weather forecasts was borne out by a deep depression over northern Europe.

Closely packed isobars generated strong northerly winds/gales of force 7 to 9 which persisted over two days, and led to minimal sailing activity in the Solent. Two days of Easter racing was abandoned; the committee boat further down the pontoon having poked its bows out of the Medina entrance then scuttled back from rough seas. Hovercraft crossings were suspended and the car ferries had a hard time leaving the Cowes terminal, one almost joining our yachts on the outer pontoon. The northerly orientation of Cowes harbour meant the marina was fully exposed to the gales and a heavy swell so all three yachts were very lively on their moorings. *Hakuna Matata's* stern warp parted in the small hours of Saturday, confirming the wisdom of doubling up of head, stern and spring lines. Over two days crews relaxed on board, demonstrated Buys Ballot's Law, or braved frequent sleet and snow showers to seek fun ashore on the Isle of Wight in what seemed like mid-winter. On the Saturday night a large table was booked at the Island Sailing Club and the crews dined and yarned together, and debated plans for the rest of the week. Conditions were calmer on the pontoon that night due to the presence of a huge black luxury motor yacht, reputedly owned by a Russian oligarch (or a dealer in pharmaceuticals), which gave shelter from wind and swell to the TOG crews, but regrettably did not extend to an invitation to cocktails.

Sunday 23 March



At last the gales moderated and the three yachts made a welcome escape from Cowes at around 1030. Weather conditions were still

somewhat rigorous, oscillating between bright and squally, wintery rain and hail showers, wind F4 – 5 gusting F7, mainly from the north. Sails were hoisted and the yachts sailed west down the Solent, with the broad intent of getting in some good sailing after two days of enforced inactivity and meeting up later at Lymington. By 1600 *Freelancer* was east of Jack-in-the-Basket marking the entrance to the Lymington Channel. On a still falling spring tide one wary eye was kept on the depth and another on the ferries as the

narrow channel was negotiated up to the harbour entrance and marina to find our berth. *Hakuna Matata* and *Laita* had moored up off Yarmouth for lunch and then practised picking up buoys before making passage for Lymington. In the evening crews met up in the marina bar and a good number dined together.

21 NM

Monday 24 March

After a quiet night and leisurely breakfast the yachts left Lymington on a rising tide at around 1100 and headed out into the Solent. Much of a mostly fine day was spent under sail in a N/NW wind of F3 – 4, punctuated by gusts and occasional bitter squalls. The plan was to meet at Bucklers' Hard around lunch time so *HM* and *Freelancer* entered the Beaulieu River about 1300, arriving at the marina to find that *Laita's* crew had beaten us to it and were already in the pub. Hastened by the dual pressures of an avaricious harbour master and a falling tide over the Beaulieu bar *HM* and *F* forewent the pleasures of a pint and returned down the river to be followed closely by *Laita*. Once back in the Solent the



crews resumed their practice of boat-handling skills and MoBs, some in readiness for ICC tests. *Hakuna Matata* went up to Cowes to practise putting alongside and springing off. *Freelancer* made

a good passage up the Solent under genoa alone and by 1730 was at the Hamble entrance on Southampton Water. The three yachts spent the night on the Fairview berths in Port Hamble Marina. Later the crews met up in a local pub and exercised the formidable power of their intellects on dreaming up money-making schemes for TOG. Despite an earlier setback of the club's senior officers failing to recognise the potential value of their scheme for TOG burials-at-sea, the crews were enthusiastic and after several pints came up with what they reckoned to be a real winner, the "mile-offshore-club". Detailed proposals and a business plan for this exciting new venture are now under development for formal presentation to Council.

29 NM



Tuesday 25 March

The yachts left Port Hamble around 1100 and spent the day in the central and east Solent. Some minor swaps

among the crews allowed boat-handling to be tested to ICC standards for those keen eventually to achieve this

qualification. Weather was fine with mainly northerly but variable winds of F3 – 4 and made for excellent sailing with the objective of Gosport. *Freelancer* spent most of the day in the central Solent; *Laita* explored the upper reaches of Portsmouth Harbour, and some of *Hakuna Matata's* crew explored Portsmouth including an ascent of the Spinnaker Tower.

Around 1600 *Freelancer* made the approach to the harbour entrance via the Swashway, and then met up with *Laita* and *Hakuna Matata* on berths in Haslar Marina close to the old lightship. In the evening crews dispersed to sample the sights and delights of Portsmouth and Gosport, later meeting up in the lightship bar.

13 NM

Wednesday 26 March

The yachts left Haslar at about 1030 to make the trip back to Port Hamble. Little wind (F1- 2) and a less favourable tide



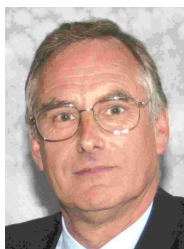
required more use of the engine. *Freelancer* stopped in at Cowes for a quick lunch then took the westerly passage around Bramble

Bank, made more direct on a high tide. By 1430 all three boats were refuelled and moored up on the Fairview berths, and in good order. *Hakuna Matata* had suffered a temporary loss of a crew member overboard at the Port Hamble fuelling pontoon. Her lifejacket inflated and prompt action by other crew recovered her quickly but the incident highlighted the risk of MoB inherent even in a standard manoeuvre like in harbour refuelling. With this salutatory lesson in mind goodbyes were said and the crews dispersed for homeward travel.

16 NM

Total 86 NM

PRESIDING MASTER **KEITH STEDMAN**



THE ULTIMATE IN SINGLE HANDED SAILING

I was “surfing” the net the other day and was looking to see the latest news from the Hallberg Rassy Yachts stable. I was absolutely amazed at the latest innovation they have come up with for the single handed yachtsman (or yachtsperson)an electric furling ensign!!! What an absolutely brilliant piece of equipment. I have reproduced (with permission from Hallberg Rassy) the photo of the ensign staff on the transom

of an HR yacht. The write up of the equipment proudly proclaims:



“Hallberg–Rassy introduces the electric furling ensign. It is a flagstaff that has been motorized, controlled from the cockpit for ease of handling. “That fits perfectly into our push–button concept for handling big yachts with minimum crew” says Magnus Rassy. This new option is available for all new Hallberg-Rassy models from 31 – 62 feet.

Orders, however, may only be placed on April 1st every year.

It's good to know that people still have a sense of humour.

Reproduced with kind permission of Hallberg Rassy. Visit www.hallberg-rassy.com

DEPUTY PRESIDING MASTER **ARTHUR WOOD**



“WOODPECKER” GOES TO FRANCE”.

After 20 years of sailing the Wash and Humber from the River Trent in Nottinghamshire, “Woodpecker”, our 6 metre trailer-sailer now has a new home

in Normandy.

During the Easter Holidays, we took her for her first sail in French waters.



It was a perfect sailing day with blue skies and light winds when we launched from a slipway in Brittany. Aboard, there were four adults and three children, which meant we were a little short of space!

Despite the load, she sailed as always – extremely well - and we were soon tacking uptide. To the children's delight, in short order, we had a porpoise for company, which swam around us for about half-an-hour. At times, it was possible to lean out and touch it!



Late in the afternoon, we returned to the slipway as the tide was ebbing fast. What we had not realised on launching, was the submerged part of the slipway at the time, was z-shaped! Just as we reached the last stage of the recovery, one trailer wheel sank into what we

thought was just a hole in the surface. Wrong! The receding tide revealed one wheel completely off the slipway! There was no alternative but to wait for the flood to lift her again. However, the sun continued to shine, a MacDonald's takeaway was handy and the evening passed very pleasantly. We did manage to get home before darkness fell!

PAUL RATCLIFFE – MEMBERSHIP (01778 341475)



Hearty congratulations to Paul and Debbie—They are getting hitched in May!

-SOCIAL EVENTS



JOHN BYRNE

Up to his eyes at work!

-NAVIGATION

CLIVE CRANKSHAW (01664 454403)



-ADMINISTRATION – COUNCIL MATTERS

NEIL MACFARLANE (01159 663028)



Council met on 22 February with eight members present. The 2008 Sailing Programme was discussed with trips planned for Easter (Solent), June (S Wales), July (Hebrides), October (Solent), and one possible to Holland in

July/August The first three had already generated considerable interest. Other topics included: the need to revitalise the social programme over the main season; proposed training events including Sea Safety and VHF courses; and the success of the annual dinner. Finances and membership were reported to be healthy. Plans were

underway to update the Skippers' Manual. Next meeting would be late May/early June.

For the Hebrides Sailex two Bavaria 36s have been booked for Friday 4 to Thursday 10 July from Isle of Skye Yachts based on SE Skye. Twelve members have now committed to this trip, so unless there are late cancellations additional participants would be dependent on enough being interested to merit a third yacht. Cheap flights are available from the East Midlands and Birmingham to Inverness. Participants are now requested to send their booking forms and £50 deposits for the trip

-TREASURER

RICHARD OAKES (01636 640414)



See Neil's summary of Council Meeting above

TRAINING



COLIN BROCKETT
(01205 722886) / (01949 860815)



MARK DAVIS

TRAINING

Diesel Engine
Radio (Short Range Certificate – GMDSS etc.)
First Aid
Radar Sea Survival

Colin offers sailing experience over a range of weekends on the Wash/East Coast, to TOG members and friends on his yacht "Nosey", a PARKER 325 (33ft) Lift Keel yacht, well equipped with safety and navigation aids. Accommodation for six in three cabins - four berths being available on any trip. See appendix.

- WEBSITE

PLEASE VISIT OUR WEBSITE!

www.trent-offshore-group.co.uk

There is a wealth of information on it!

It has been upgraded considerably and now has a "buy and sell" section to help you dispose of those unwanted bits and bobs!

You will also find all the Application Forms as required by the Group

ASIDES

Ponder on this:

On the first day, God created the dog and said:

'Sit all day by the door of your house and bark at anyone who comes in or walks past. For this, I will give you a Life span of twenty years.'

The dog said: 'That's a long time to be barking. How about only ten years and I'll give you back the other ten?'
So God agreed.

On the second day, God created the monkey and said:

'Entertain people, do tricks, and make them laugh. For this, I'll give you a twenty-year life span.'

The monkey said: 'Monkey tricks for twenty years? That's a pretty long time to perform. How about I give you back ten like the Dog did?'

And God agreed.

On the third day, God created the cow and said:

'You must go into the field with the farmer all day long and suffer under the sun, have calves and give milk to support the farmer's family. For this, I will give you a life span of sixty years.'

The cow said: 'That's kind of a tough life you want me to live for sixty years. How about twenty and I'll give back the other forty?'

And God agreed again.

On the fourth day, God created man and said:

'Eat, sleep, play, marry and enjoy your life. For this, I'll give you twenty years.'

But man said: 'Only twenty years? Could you possibly give me my twenty, the forty the cow gave back, the ten the monkey gave back, and the ten the dog gave back; that makes eighty, okay?'

'Okay,' said God, 'You asked for it.'

So that is why for our first twenty years we eat, sleep, play and enjoy ourselves. For the next forty years we slave in the sun to support our family. For the next ten years we do monkey tricks to entertain the grandchildren. And for the last ten years we sit on the front porch and bark at everyone.

TWO GLASSES OF WINE

When things in your life seem almost too much to handle, when 24 hours in a day are not enough, remember the jar and the 2 glasses of wine...

A professor stood before his philosophy class and had some items in front of
>him. When the class began, wordlessly, he picked up a very large and empty
mayonnaise jar and proceeded to fill it with golf balls.

He then asked the students if the jar was full. They agreed that it was.

The professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles rolled into the open areas between the golf balls. He then asked the students again if the jar was full. They agreed it was.

The professor next picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else He asked once more if the jar was full. The students responded with a unanimous "yes."

The professor then produced two glasses of wine from under the table and poured the entire contents into the jar,

effectively filling the empty space between the sand. The students laughed.

"Now," said the professor, as the laughter subsided, "I want you to recognize that this jar represents your life. The golf balls are the important things; your family, your children, your health, your friends, and your favourite passions; things that if everything else was lost and only they remained, your life would still be full."

The pebbles are the other things that matter like your job, your house, and your car. The sand is everything else; the small stuff.

"If you put the sand into the jar first," he continued, "there is no room for the pebbles or the golf balls. The same goes for life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you."

Pay attention to the things that are critical to your happiness. Play with your children. Take time to get medical checkups. Take your partner out to dinner. Play another 18. Do one more run down the ski slope. There will always be time to clean the house and fix the waste disposal. Take care of the golf balls first; the things that really matter. Set your priorities. The rest is just sand."

One of the students raised her hand and inquired what the wine represented.

The professor smiled. "I'm glad you asked. It just goes to show you that no matter how full your life may seem, there's always room for a couple of glasses of wine with a friend."

TESTIFYING in COURT.

If you ever testify in court, you might wish you could have been as sharp as this policeman. He was being cross-examined by a defense attorney during a felony trial. The lawyer was trying to undermine the policeman's credibility...

Q: "Officer -- did you see my client fleeing the scene?"

A: "No sir. But I subsequently observed a person matching the description of the offender, running several blocks away."

Q: "Officer -- who provided this description?"

A: "The officer who responded to the scene"

Q: "A fellow officer provided the description of this so-called offender. Do you trust your fellow officers?"

A: "Yes, sir .. With my life."

Q: "With your life? Let me ask you this then officer. Do you have a room where you change your clothes in preparation for your daily duties?"

A: "Yes sir, we do!"

Q: "And do you have a locker in the room?"

A: "Yes sir, I do."

Q: "And do you have a lock on your locker?"

A: "Yes sir."

Q: "Now why is it, officer, if you trust your fellow officers with your life, you find it necessary to lock your locker in a room you share with these same officers?"

A: "You see, sir -- we share the building with the court complex, and sometimes lawyers have been known to walk through that room."

The courtroom erupted in laughter, and a prompt recess was called

CRUISE DETAILS

Booking/Trip Number	Trip Title/Description/Skippers	Dates	Approximate BerthCosts *
02/08	Milford Haven Contact Richard Vincent. richard@orchard56.freeserve.co.uk	Mid June	£200.00 *
03/08	Scottish West Coast/Hebrides. Eleven members have so far expressed a keen interest in this trip. The plan is to charter yachts from a company based on the south east of the Isle of Skye, near Armadale. This gives a splendid potential sailing area of Skye itself, the Small Isles (Rum, Eigg, Muck etc) the Outer Hebrides (Lewis, the Uists, Benbecula), and possibly, with fair winds and weather, St Kilda. For seven days the berth fee is likely to be of the order of £320, and if a longer charter proves popular then for ten days, £450. These estimates are based on two Bavaria 36s with crews of six. Travel options include flights from East Midlands (Ryanair) or Birmingham (Flybe) to Inverness from where the charter company can arrange taxis to Skye (approx £25 per head). It is intended to reserve yachts very soon so other members with an interest in this trip should contact Neil Macfarlane so we can assess whether further charters are likely. Contact Neil MacFarlane neil.macfarlane@ntu.co.uk	Friday 4th to Friday 11 July	See Text
04/08	Holland Contact Colin Brockett. colin@brockett5.fsnet.co.uk	July/Aug.	
05/08	<u>October Sailex</u> <u>Please note dates correction to that in mini-brochure</u> As much of an end of season social as a sailing expedition. The need to have four boats on the water for this trip in 2005 speaks volumes about its popularity. All levels of sailing experience welcome. Usual sailing area is Solent and south coast. Contact: mark.r.davis@btinternet.com	Weds. Oct 1st - Sun. Oct. 5th	£200.00 *

* Please note that the berth costs are shown as a guide only, as the eventual cost will depend on the charter price of the boat and the number of berths taken.

- Please note that a temporary Membership fee of £20.00 will be charged in addition to the costs shown above to all non-TOG members.

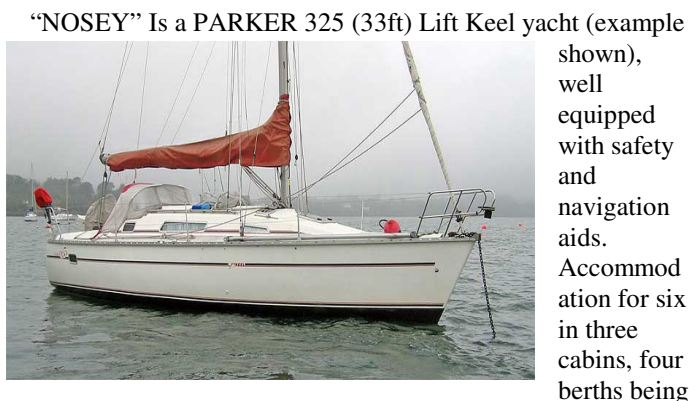
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**Owner: - Colin J. Brockett RYA/Dpt Yachtmaster, ICC
and CEVNI Examiner,**

**Little Paddock, Millfield Lane West, Frampton, Boston,
Lincs. PE20 1BW.**

**Tel:- 01205 722886. Mobile: - 07904 349829. Email.
colin@brockett5.fsnet.co.uk**



available on any trip.

Possible planned sailing trips for 2008.

(Not counting the others that are decided on at short notice due to weather and time available.) I now sail out of FOSDYKE YACHT HAVEN which is on the river Welland which is on the A17 approx 3 miles east of Sutterton. It is easier for crews to get to and has much superior facilities in respect of boarding and safe car parking. Hopefully all maintenance and checking will be completed by the end of March.

I have put a lot of weekend dates down, but these are not written on tablets of stone. Often tides are more suitable early to midweek. If it would suit some people to sail mid week then please let me know and we will arrange such trips. Any person asking for or getting these proposed dates are reminded that you are requested to contact me for any dates you are interested in.

Ports of call for weekend sailing are normally Wells, Brancaster, Blakney, or laying at anchor. For the longer trips if arranged then such ports as Grimsby, Hull, Bridlington, Gt Yarmouth, Lowestoft etc are possible. I have not this year specified destinations for the trips as these can be determined by where the crews would like to go depending on weather and tides and time. If interested in any of these proposed trips or part of or all of the annual holiday please contact me on above telephone number.

Please Note: - Only non-smokers are acceptable as crew.

Costs to be as last year i.e: - Vitals, fuel, etc. to be shared plus £10 per day contribution to boat.

**May 30th to June 8th - Gt Yarmouth, Lowestoft.
Southwold**

June 20th to 22nd

**Sometime between July 14th to August 2nd -
Boston, North Holland, Boston.
This to fit in with crew availability but total cruise to be a
minimum of 15 days.**

August 15th to 17th

August 29th to 31st.

September 12th to 15th

September 25thth to 28th

The east coast is a good sailing area to help one to understand tides and the importance of arriving or leaving at the correct state of tide, as most harbours are drying. The Wash, with its sandbanks and channels, makes the practice of navigation a



very interesting challenge. These weekend trips are particularly interesting and useful to students who have, or are taking RYA shore-based courses wishing to put their theory into practice and experience offshore sailing. There is also the opportunity for instruction and testing for the International

Certificate of Competence (ICC).

It is also quite useful for those people who, for one reason or another, cannot make as many trips with TOG (Trent Offshore Group) as they would like. On any trip, the work is changed round and crewmembers are brought on in general seamanship navigation, boat and sail handling.

Canaries Holiday Cruise February 2009

Dates - One or Two Weeks February 2009 to coincide with schools half term



Description and Itinerary

A relaxing holiday cruise from Gran Canaria with possible changeover of crew after one week using flights *to/from* different airports and/or the excellent ferry system between islands. All are worth seeing from the land so a couple of days inland touring could make a welcome, or necessary, break from cruising. Due to the dependence on the weather detailed planning is best done once we get there. An advantage of starting the cruise sailing East (Fuerteventura, Lanzarote, La Graciosa) is that getting back to Gran Canaria is easier if the weather gets rough. If we go West (Tenerife, Gomera, La Palma, Hierro) it is easier getting there but could be rough getting back. What is certain is that there will be a few longer passages of over 60 Miles timed to minimise night sailing.

Catering

Eating out when we want to is inexpensive but we will predominantly cater on board to limit further costs.

Cost Estimates. £400 two weeks, £250 one week (Berth only). Flights £180 (it's around half-term), Airport Parking (£10 Each), food & drink (£140) I fuel (£10) , mooring fees (£14) , security deposit limited to first £50 of any damage each, personal travel insurance.

Vessel

Zeus is a comfortable, beamy ketch and a past TOG charter, though not since around 2002. An electronics refit was carried out in 2003. More details about *Zeus* and other photos can be found at [www\canarysailing.com](http://www.canarysailing.com).

Weather

Better than UK. The prevailing winds are the NE trade winds and in February are not too strong and they might not even be from the NE! Air temperature averages for February are 18 to 25 degrees C on the coast to -4 degrees C on some mountains. Sunshine 6 Hours, Sea Temperature 22 Degrees C. Measurable rain on 7 days in the month,

Crew

Skipper(s) Paul Ratcliffe + (?)

1st Mate Frank Castella (Owner)

+4 Comfortable Berths available

Frank is a native Spanish speaker and obviously knows the vessel and area very well along with all the good places on land to visit, shop, eat fish, drink and be merry! He will not charge us anything for crewing or shuttling us back and forth from the Airport but we will need to cover his own expenses by means of watering and feeding him as a group. (Apparently he does not eat much!). Having Frank on board means we won't waste precious hours checking through the inventory and pondering the about the sails and rigging at the beginning and end of the trip.

Tailoring Your Requirements

This cruise is for you to enjoy so if you have any further questions, suggestions or requests, please call organiser Paul Ratcliffe 01778 34147501' email paulmr3@02.co.uk

Booking

Guarantee your place and viability of this cruise by requesting a booking form .from Keith Stedman 01636.816587 or downloading from the www.trent-offshore-group.co.uk and paying your deposit by November 2008.