



TOGLINE

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



SPRING NEWSLETTER 2013

Navigation – the fine art of knowing exactly where you are – even though you aren't.....



I quite agree with the comments of our Presiding Master over the page – the weather has been atrocious! However – the sun has been shining these last few days, the garden is coming up to scratch and the loss of the Easter Sailex,

though still missed, is becoming a little more bearable! Perhaps we can now try and get on with the rest of the Sailing programme!

Enough moaning - back to business.....

Welcome one and all to the Spring 2013 edition of your (favourite?) newsletter, TOGLINE. I must apologise for the scarcity of sailing reports, but my thanks are due so much to the stalwarts, Will and Rowland, who attended the Boat handling Course, our pilot, Clive and Deputy Presiding master, Arthur. Without their reports, my job would have been somewhat harder. Read it and see exactly what they mean about pontoon bashing and also a timely reminder of the proposed Scottish trip.....

I cannot stress too highly the efforts made by our Social Secretary Andy McWilliam, to try and entertain us. Our Presiding Master makes a point of it and you will find, located at the back of this edition, details of the latest proposal – **Belvoir Castle Fireworks and Music display**. I know that Paul Ratcliffe has circulated it to everyone via e-mail and I have also included it within TOGLINE. You will also find a more detailed description of the event. TOG intend to have a gazebo there. Look out for the TOG Commodore's Pennant, fluttering bravely in the balmy evening breezes and setting sun as we enjoy our picnics and the lively chatter. The gazebo, by the way, is a possible insurance against any inclement weather that may dare to show its face. We do hope you will be able to support us and have a good turnout. We are certain it will be very enjoyable and we can all make it so.

As I write, the tragedy having taken place in the Camel Estuary, Padstow, serves as a timely reminder that we

cannot take safety at sea for granted. I know there is a difference between forty knots and six knots if one makes a sharp turn, but the forces can have the same effect. We do not know exactly what happened yet - perhaps we never will – but it all begs the question how safe is safe? We clip ourselves on, wear our lifejackets, move carefully from handhold to handhold – one hand for the boat, the other for yourself. The adages of Nelson's Navy still hold true today. My one concern is the trusty old kill cord. Even the little outboards we use on the tenders, if provided, have that simple facility. I just hope that, further legislation does not suddenly appear to curtail further our activities. We have seen it so often recently. We wait and see.

I am still staggered by the response we have had for the Scottish Sailex. 26 members and five boats. Wow! The various marinas and harbours we visit will think there is a squadron of the Whisky Cruise that has gone astray – turned left perhaps, instead of right!

Navigation is all. (*see catchline at head of page*) As I understand it, there will be a good mix of crews, from the young to the fairly ancient mariners. I must remember to take my zimmer frame..... The crew briefing at Normanton-on-the-Wolds is going to be quite an occasion I feel, with light refreshment laid on to ease the skipper's jobs. See you there.

Finally, as I usually finish off, here's to the Summer edition of TOGLINE – deadline for **ANY** contributions, 31st July, please. I have said often enough – whatever you feel moved to say – just write it and let me have it. The more feedback, the better for us all. I keep trying to improve the quality (*hur, hur*) of TOGLINE – but I need your help to do it. Thank you once again, in eager anticipation.

Happy Sailing!!

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PRESIDING MASTER'S MUSINGS

by Neil Macfarlane



The snow has gone, certainly from the East Midlands if not for our Scottish contingent, and the sun is high in the sky so the sailing season is underway. Our 31ft Hallberg-Rassy *Lady Meg* went back in the water on

the River Orwell, Suffolk, a couple of weeks ago and so far three members of the syndicate have undertaken short cruises. She was out of the water over the winter and after anti-fouling had been due for lift-in just before Easter but our engineers alerted us to a badly corroded propeller and advised replacement. A new Volvo folding phosphor-bronze prop has cost around £800 (split between four of us). Given the some twenty year life of the original prop this does not seem too unreasonable. It is rather more expensive than my last direct encounter in the 1960s with this four thousand year old copper/tin alloy (plus phosphorus) when renewing the bearings on my elderly Morris Minor. By the way a quarter share at a very reasonable price remains available in our *Lady Meg* syndicate and details may be had from me or the Yacht Fractions website (also see *LM* at Brightlingsea with former PM aboard).



Of course TOG does not provide our members with these varied delights of boat ownership but we do have the flexibility of diverse charters in splendid locations. The Easter sailex may not have run this year – with hindsight on the weather and the Southern Sailing report elsewhere perhaps fortuitous – but we have a well-supported and diverse sailing programme. Charters are confirmed for south-west Ireland, the Scottish west coast, the Mediterranean and the Caribbean, as well the October sailex on the south coast which remains open for bookings. At council I was dubious about the prospects for the Grenadines charter next January but John Bryant's faith was proved justified and I quickly signed up when I saw the viable level of interest. Clearly in a time of austerity TOG's aim of "affordable sailing" has a broad interpretation!

Thanks to the efforts of Andy McWilliam we have a burgeoning social calendar with events ranging from dog racing and brewery visits to fireworks with the Rutland aristocracy. Let's hope a few more members might join the council stalwarts and other regulars on these events, or indeed give us ideas for other activities.

Recently I was invited to give a talk about TOG to the cruising section of Rutland Sailing Club (and for a nice lunch). Perhaps this might attract some new participants to our cruises. I would

remind existing members that we always welcome family and friends to our activities as prelude to possible membership. It would be good to attract some younger members to complement and invigorate the wealth of maturity and sailing experience already held within the club.

REPORTS

(Unfortunately, the Easter Sailex had to be cancelled, but Will Russell and Rowland Charge kindly obliged by providing two aspects of the Boat-Handling Course –Ed)

BOAT HANDLING COURSE– SUTHERN SAILING PART 1

by Will Russell



Friday afternoon the coldest March day on record. Becci, Rowland, Gareth and myself met up at "Southern Sailing" headquarters. We were given a warm welcome and hot cuppa.

We were introduced to our instructor

Rafa, whom, initially, I thought was there to repair the kettle. He was certainly a rough diamond as was the whole set up. The departure point was from a boat yard down the road, and the boat itself was well worn. I think we were all a bit nervous being used to the super slick "Fairview" set-up. However everything important worked, and both the company and Rafa had a wonderful relaxed manner, that which was to make for a thoroughly enjoyable weekend.

Storm jib to Hamble, it is possible to get wet through several layers and skin, very, very cold and wet. Jolly good pasta. Fenders having a mind of their own, Rafa had to get up and reset them during the night. We all slept through!

Saturday.

We also played 'How wet can u get' with going overboard. I won. Gareth contracted Plague but manfully carried on. Crap bowline to jib resulted in Becci becoming literally Miss whiplash.

Sailed to East Cowes, good steak.

Sunday

Even Colder. Rafa's impromptu "Mitten" man overboard practice was, I'm afraid, sadly fatal! With Rafa almost getting frostbite as a result.

We had Prop walk and more prop walk together with pontoon bashing (literally).

Very gentle sail with a CTS that doesn't work if you're not moving!

Overall, a great week-end, great company from Becci, Rowland and Gareth (when not 'indisposed'). Rafa was a very supportive instructor, who let us do lots and as a result, we all learnt a lot. Very relaxed atmosphere. Thoroughly recommend it but suggest several pairs of gloves this early in the season, we had rain, hail and snow! Don't expect 'the Ritz' No pics I'm afraid as we didn't have a waterproof or snow proof camera!

Will Russell

BOAT HANDLING COURSE– SOUTHERN SAILING PART II

by Rowland Charge



Arrived early and the Southern Sailing people were on hand to chat and offer me a coffee. They're a friendly, helpful bunch and very accommodating.

Our instructor was Raff, a Dutchman and a bit of an adventurer ... We all agreed that Force 7 was no good reason not to go out, so off we went. Round to the Hamble, with two reefs in. I was

asked to do a passage plan at short notice and without preparation, made a bit of a hash of it. I need to brush up on navigation I think!.

Next day, we did boat handling round the pontoons and then up the Beaulieu river in fairly decent weather, although cold. I felt for Gareth who wasn't well for the whole trip with a tummy bug, I think. Will and Rebecca provided good company and Raff did a good job, I thought.

Next day, Sunday, was very cold and wet. We ended up in E. Cowes for lunch and then back to the Itchen with me on the helm. My Musto sailing gloves soak up water and never dry out, so I have now invested in a pair of cheap neoprene gloves. I'm thinking Helmsmann's gloves with the gauntlets might be more suitable!

I would definitely go with Southern Sailing again. The Sigma 36 was very cramped with me being tall.! I'm getting too used to the 44-footers!

ARTHUR WOOD - DEPUTY PRESIDING MASTER



In July 2003 Peter Fletton phoned to ask if I would like to help one of his night school students with his brand new boat.

Jim a builder from Stamford had just taken delivery of an Oyster 47 called Sailaway and with nearly 3 weeks sailing experience he wanted to take this half million pound yacht

to his home town of Belfast in order to pick up some of his old school mates and go of across the Atlantic. He was prepared to pay all the costs of the trip so Brenda and I agreed to go.

We departed from Ipswich at first light on Wednesday morning and turned left at Felixstowe. It was a cloudless windless day and soon the heat caused us to find and fit the sun awning. In the late afternoon we met the square-rigger *Endeavour* which was just hoisting sail having sailed from Whitby.

During the night we navigated through the gas fields where rigs are several hundred feet tall and lit like enormous Christmas trees.

Thursday morning was still calm but in the afternoon a breeze meant we were able to set our sails and Sailaway continued to take us North. During the night the wind increased and by dawn it was gusting F8 so we headed for Montrose where we arrived after 52 hours and 376 miles at about midday Friday.

Saturday was a good sailing day so we continued North to Rattray Head where we turned West towards Inverness and the entrance to the Caledonian Canal where we arrived at dawn on Sunday.

The canal is only 50 miles long but has 29 locks and 8 swing

bridges which could only be operated by British Waterways staff who only worked 9am to 5pm so that the first one we came to after 5pm was where we stayed overnight. We spent the next 3 delightful days in shorts and tee shirts enjoying the highland scenery and working with sailors of many different nationalities and all sorts of vessels from tall ships to plastic gin palaces.

We finally left the canal at 5pm on Tuesday and sailed in ideal conditions to arrive at Bangor Northern Ireland on Wednesday evening having sailed 762NM in 8 days

Crew communication

The language of boat handling; but does everyone get it?

A smart Freeman 26 was approaching Marlow lock one day when the immaculate lady manning the foredeck realised that the fenders were still on deck.

She decided to point this out to her husband in the cockpit, and to the delight of the sightseers, she cried 'Jeremy, we're going to bang. Quick, dangle your balls over the side...'

Over thousands of years, the art of handling a boat has developed a language all of its own. The trouble is, not everyone aboard will understand it. For example, ask a layman to 'find a rope that will make a good spring' and this will lead to all sorts of confusion.

Grab the painter

Take the owner of a boat who was trying to berth in a marina in Spain in a furious cross wind. He was one of those lucky people who had a mooring right outside his house, a delightful two-storey 'cassa' that was being decorated by a local firm at the time.

Waiting to help him on the quayside was a family friend, who could see that the boat was having difficulties but seemed at a loss as how to help. The frustrated skipper, knowing that this friend was a dinghy sailor, shouted an instruction he thought she would understand.

"The painter!" he cried, pointing frantically at the front of the boat, "Grab the painter!"

To his surprise, the woman gave him a matey thumbs-up, and then disappeared inside the house. Seconds later she emerged again pulling along a bemused man in a pair of paint-splattered overalls.

Loud hailing...

Sometimes, as I quickly learned as a lockkeeper, referring to the 'front string' and 'the pointy end' in a tongue-in-cheek way can yield results from a faintly relieved crew.

But for the skippers themselves, actually getting their intentions up to the foredeck can be a bit of a problem, especially from an enclosed wheelhouse.

One owner's solution was to fit a loud hailer on the cabin top, which could be activated from the helm.

However, the first time he tried it, his sharp command of 'starboard side too, dear,' nearly lifted his partner off the foredeck in fright.

She whirled around and stabbed a finger at the cockpit.

'You do that again,' she shrieked, "and I'll rip it off and shove it up..." the rest was lost in a cheer from the lock-side crowd.

Slick team

Crew communication will get easier as a team works together, and understand what is required of them. The novice crews of hire boats, for example, very quickly developed into a slick team, each with their own particular role.

I also watched quite large boats being expertly moored by just one person. When a steel cruiser entered Boveney lock one day, I complimented the skipper on his manoeuvring.

"You don't have a crew, then?" I asked, nodding at the deserted decks.

"Oh yes," the skipper beamed. "He's just coming."

He glanced over his shoulder and I was amazed to see a young man swimming strongly into the chamber.

"Terribly sorry" he called, making for the steps. "Sort of fell in – and I couldn't find anywhere to get out again..."
Jake Kavanagh, marine journalist.

TREASURER

GRAHAM WASSALL (01664454478)



STEWART COOK - ADMINISTRATOR



PAUL RATCLIFFE – MEMBERSHIP
(01778 341475)



NAVIGATION

CLIVE CRANKSHAW (01664 454403)



The United Kingdom Hydrographic Office (UKHO) has issued a warning over the dangers posed to the safety of vessels, crews and cargoes by counterfeit nautical charts and publications, and has produced a simple guide to help identify genuine Admiralty products.

The UKHO has recently observed an increase in the number of counterfeit versions of its Admiralty charts and publications in circulation. Counterfeit documents do not satisfy the carriage requirements of the International Convention on the Safety of Life at Sea (SOLAS), as they have not been issued officially by or on the authority of a Government, authorised Hydrographic office or other relevant government institution. Their carriage may also fail to satisfy, (and may be contrary to) the laws of Flag State Authorities and Port State Control, as well as increasing the safety risk for vessels, crews and cargoes. Furthermore, carriage of counterfeit documents is against the law in all countries that have signed the Berne Convention on copyright, which includes the vast majority of nations.

John Dawson, the UKHO Head of Marketing said: 'The UKHO urges all purchasers, users, inspectors and regulators to be vigilant for counterfeit Admiralty charts and publications. Because counterfeit versions have not been through the same rigorous checking procedures as official Admiralty charts and publications, they cannot be used for voyage planning or navigational purposes. The use of counterfeit charts and publications poses a serious risk to vessel safety.'

'We are actively seeking to stop the production and sale of counterfeit copies of our charts and publications and have raised our concerns with the International Maritime Organization, the International Hydrographic Organization and Flag States. We also encourage anyone who suspects they may be in possession of counterfeit products to get in touch with us.'

The UKHO has produced a guide to help users and inspectors to distinguish official Admiralty charts and publications from counterfeit versions. Official Admiralty charts bear the Admiralty 'Flying A' watermark within the paper and will carry a 'thumb label' strip on the reverse with the Admiralty logo, chart number, geographical area, barcode and date.

Suspect charts and publications can also be identified by comparing them against official Admiralty versions - assuming you have some - where variations may be spotted in the look, feel and weight of the product, the colour tone and strength of the ink, the folds, on charts and the height and binding quality of publications.

Anyone with suspicions over the authenticity of their Admiralty charts and publications is asked to contact the UKHO by emailing customerservices@ukho.gov.uk. Copies of the UKHO's guide

to identifying genuine Admiralty products can also be downloaded from <http://bit.ly/admiralty-genuine>.

(I am indebted to Clive who provided this report and to the Royal Institute of Navigation, who kindly gave permission for it to be included in our Newsletter. – Ed.)

SOCIAL

ANDY McWILLIAM (01509 413978)



For latest social event, BELVOIR FIREWORKS and MUSIC,, please see the succeeding pages for further details.

SUPPORT YOUR SOCIAL SECRETARY.....!

JOHN BRYANT - EXPEDITIONS MASTER



NON Members of TOG are welcome to join any of the following sailing programmes(see back page) and will be invited to join the group as a temporary member for the year at an additional cost of £20

We hope that all sailing members will find something of interest in this

programme. Some events will not suit those with children in school but hopefully may appeal to others. If you have an idea for a future event – please get in touch with me with some detail and I will investigate for a future programme. This may be a repeat of something we have done in the past or a thoroughly new idea

MARK DAVIS - TRAINING (07711 170451)



For details of courses available through Ashore Sailing,, please contact Mark Davis – see e-mail and telephone below.

Special offers *Past and present Ashore Sailing Students and Trent Offshore Group full members qualify for a 10%*

discount off all shorebased courses

For more information visit:-

<http://www.trent-offshore-group.co.uk/courses.html>

and keep up-to-date with forthcoming events

or

contact- **Mark Davis**

✉ mark@ashoresailing.co.uk

☎ 0771 1170 451

WEBSITE

www.trent-offshore-group.co.uk

The TOG website has a new page: Keep up-to-date with what's on at:-

<http://www.trent-offshore-group.co.uk/Current-News.html>

Visit this page now to see some of the latest pictures and comments sent in by members. If you have any sailing news and pictures you would like uploading then please forward to Mark: You can text to 0771 1170 451 or ✉

mark@ashoresailing.co.uk

TAILPIECES

They're Back! Those wonderful Church Bulletins! Thank God for church ladies with typewriters. These sentences actually appeared in church bulletins or were announced in church services:

The Fasting & Prayer Conference includes meals.

The sermon this morning: 'Jesus Walks on the Water.' The sermon tonight: 'Searching for Jesus.'

Ladies, don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.

Don't let worry kill you off - let the Church help.

Miss Charlene Mason sang 'I will not pass this way again,' giving obvious pleasure to the congregation.

For those of you who have children and don't know it, we have a nursery downstairs.

Next Thursday there will be try-outs for the choir. They need all the help they can get.

Irving Benson and Jessie Carter were married on October 24 in the church. So ends a friendship that began in their school days.

A bean supper will be held on Tuesday evening in the church hall. Music will follow..

At the evening service tonight, the sermon topic will be 'What Is Hell?' Come early and listen to our choir practice.

Eight new choir robes are currently needed due to the addition of several new members and to the deterioration of some older ones.

Scouts are saving aluminium cans, bottles and other items to be recycled. Proceeds will be used to cripple children.

Please place your donation in the envelope along with the deceased person you want remembered..

The church will host an evening of fine dining, super entertainment and gracious hospitality.

Pot-luck supper Sunday at 5:00 PM - prayer and medication to follow.

The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.

As part of TOG social calendar
Firework Display & Picnic evening at Belvoir Castle

Saturday 17th of August 2013



Gates open 5pm (4pm for campers & caravans).

Finish approximately 10.30pm

Website for further information:-

www.belvoirfireworks.co.uk/programme/belvoirprogramme.pdf)

Price per person = £15.00 per adult - Children £6.00

Camping/Caravanning Optional - £10 per person

(Dependent on numbers, we may be able to secure discount on camping so decide now and TOG will make a block booking in early June).

Gazebo permit = £20.00

(TOG plan to erect one Gazebo as a base, store and focal point)

Bring your own food and drink and whatever you are to sit on.

Friends of 'TOG' most welcome.

Please - no BBQs.

(20+ booked achieves a 10% discount, from which to finance the Gazebo etc, so we still ask that you pay the full £15.00)

To confirm names, numbers etc of your group. e-mail
Andy McWilliam (Social Secretary) **before 20th May please.**

andrew.mcwilliam2@btopenworld.com,

Plus send payment:-

Bank Transfer

Sort code 20-50-21

Acc No. 80390461

Ref:- 'TOG social' Plus Group leader's initials

OR

less preferable, a cheque, payable to **'Trent Offshore Group'** to:-

Graham Wassall, TOG Treasurer

c/o Global Safety Ltd, 7 Jubilee Street, Melton Mowbray, LE13 1ND

4 professional firework companies
by leading companies all on the same night!

After the huge attendance in 2012 we've added more staff and infrastructure to the event. We're confident you'll enjoy these improvements.

Camping is available for those wishing to stay overnight in the beautiful grounds of Belvoir Castle Estate. In addition to the entrance tickets you will need to purchase a camping permit for each adult - charged £10 each, children are free.

Gates open 5:00pm

Relax in the grounds & soak up the unique atmosphere. Pre-show attractions: Childrens entertainment including fun rides and bouncy castles, learn how music shows are produced, hear interviews with the teams, bring a picnic and chairs or enjoy food and drink onsite.

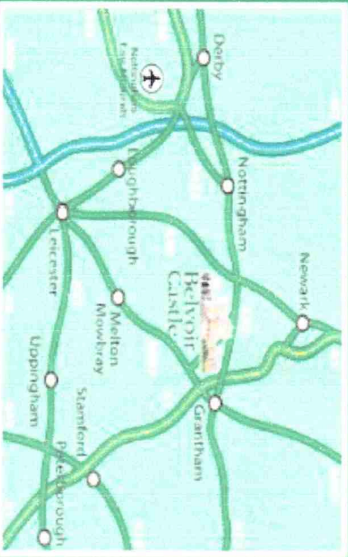
Demonstration: 9:00pm

Enjoy a real time lesson in pyrotechnical choreography demonstrating the various types of fireworks used in the shows. We'll also be talking to the teams.

Displays: 9:30pm

The 3 competing teams will fire a 10 minute display set to music with 5 minute intervals between shows. Test voting opens once the third show has finished then MLE will fire the closing display. Results will be texted to voters and announced on the website.

Venue: Belvoir Castle, Grantham, Leicestershire, NG32 1PE



Ordering your tickets

Take advantage of our...
PREBOOK PRICING

Adults: £15.00, Children: £6.00

Booking fee: £1.50 per order

Gazebo permit - £20 per gazebo you bring

Camping permit (Sat night)

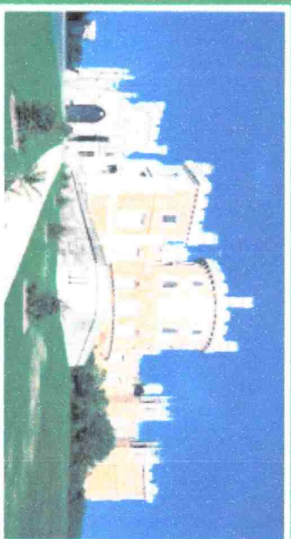
Bring your tent and stay on site
£10 per adult, Children free

ON THE NIGHT/GATE PRICING

Adults: £17.00, Children: £8.00

Tickets available from MLE - major credit cards accepted. You can book by phone or securely online at the website below
www.belvoirfireworks.co.uk

Booking line: 01327 876 037



Firework Champions is organised by:

MLE Pyrotechnics Limited
Units 14-16, Bentley Way,
Royal Oak Industrial Estate,
Daventry, Northants, NN11 8QH
01327 876 037
www.belvoirfireworks.co.uk

FIREWORKS CHAMPIONS

BELVOIR CASTLE



Saturday 17th Aug 2013

As featured on Radio 4

Skyburst Fireworks Limited
Bristol

Shockwave Pyrotechnics Limited
Redditch, Worcestershire

Gala Fireworks Limited
Northampton

Closing display by
MLE Pyrotechnics Limited
Daventry, Northants



Trent Offshore Group

TOG Members and Friends,
23rd January 2013



2013 Sailing Programme

The Trent Offshore Group sailing programme for 2013 is now fully open for member bookings. Those members who pre-registered interest in an event have been able to confirm their place by completing the TOG 2013 Sailex Booking Form. Some events are now fully subscribed; with a waiting list. Sailex booking availability is shown below.

Booking 2013 events can be carried out now:-

Press "Ctrl + click" to follow link:- [TOG 2013 Sailex Booking Form](#)

Alternatively please log onto the TOG web site – select "Sailing Programme" and follow the link to the booking form.

SI13 Southern Ireland – Baltimore

START Saturday 8th June

END Saturday 15th June

WHERE – Baltimore, County Cork

COST £275 + flights

Our visit to County Cork last year sailing from Baltimore to the Fastnet Rock, Adrigole, Lawrence Cove, Bantry, and Schull was greatly enjoyed by the crew of two large yachts Inishleigh and Inishceim operated by the very hospitable Mary and Con Minihane. We have taken a provisional booking for the same yachts in 2013 to allow more members (and maybe some of those who sailed in 2012) to see the delights of South West Ireland. See Skippers report of the 2012 sailex published in the autumn edition of TOGline. If you would like to join the South West Ireland Sailex please complete the booking form now by following the above link.

ONE BOAT FULLY BOOKED – 5 PLACES AVAILABLE

SCO13 Scotland – the west coast

START Saturday 13th July

END Saturday 20th July

WHERE – Largs / Kip Marina

COST £400

Demand for good quality charter boats in Scotland remains high so planning for this sailex started in September and was opened for bookings in October. The event grows more popular each year and 4 boats have been chartered for the 2013 Sailex. Bookings to have been very strong and we are now fully booked. Should another TOG Skipper wish join the event (and skipper) we could consider adding another boat.

SAILEX FULLY BOOKED

GRE13 Greece – Athens

START Saturday 14th September

END Saturday 21st September

WHERE Greece – Athens (Alamos and Lavrion)

COST £385 + flights

Following a very successful, although somewhat crowded, Ionian Sailex in 2012 we have arranged a similar event from Alamos/Lavrion sailing the Argolic Gulf and the Saronic Gulf. Flights are available from Gatwick with Easyjet, and from Heathrow with BA (better choice 4 flights a day). We have reserved a Beneteau 40 and a Dufour 385.

SAILEX FULLY BOOKED

EOS13 The October – End of Season

START Wednesday 9th October

END Sunday 13th October

WHERE - Port Hamble – the South Coast

COST £235

A great way for us to finish the 2013 season. Weather may be unpredictable but the water temperature is good and the company great. This regular event attracts people to one of the most popular sailing areas in the UK with many options for passage planning and good restaurants. If you would like to join the End of Season Sailex please complete the booking form by following the above link.

SAILEX OPEN FOR BOOKING

CAR14 – The Caribbean – The Windward Islands

START Tuesday 7th January 2014 END Thursday 23rd January 2014

WHERE – The Grenadines

COST £estimated £1100 for 16 days plus flights.

A 2013 Oceanis 48 Super Premium and a 2013 Sun Odyssey 509 Super have been chartered for a one way sailex from St Lucia through the Grenadines to end at Grenada, taking advantage of the prevailing NE trade winds. The 16 day charter will allow time to explore many of the islands including St Lucia, S Vincent, Bequia, Mustique, the Tobago Cays, Union Island, Carriacou and Grenada. Flights with Virgin Atlantic operate on a direct service from London Gatwick and may be group booked, or members can make their own travel arrangements.

SAILEX FULLY BOOKED

We hope that all sailing members will find something of interest in this programme. If you have an idea for a future event – please get in touch with me with some detail and I will investigate for a future programme. This may be a repeat of something we have done in the past or a thoroughly new idea.

John Bryant, Expeditions Master, Trent Offshore Group, 0116 2376197 07971 281213 jke.bryant@gmail.com