



TOGLINE

The Quarterly Journal of the Trent Offshore Group

SUMMER NEWSLETTER 2006

Block: A pulley that connects a snarled line to a jammed cleat.

What a difference three months can make! I was complaining in the last TOGLINE about a grey spring – and now look at it. As I write, the temperature is up around the thirties plus and the sky is almost Mediterranean in its cornflower blue. We have had a fair bit of wind with it too and that is always helpful to you sailors able to get out! It looks set to be thus for a while, which bodes well for the next sailex - the Scottish one - which will be under way - or even over - by the time you receive this newsletter.

You will see from the reports within, the season is well and truly underway. I have tried to incorporate some photos kindly provided by the contributors, hoping that they meet with your approval. The reports themselves make fascinating reading and I am delighted to receive them and distribute them via TOGLINE. Your Newsletter can only survive on the contributions made by yourselves as members. Thank you all so much. Please keep up the good work.

I was reading the other day about a sudden outbreak of boat theft in the Mediterranean ports – more particularly in France. The majority of “gin palaces” are probably in those waters and must be a sore temptation for any light-fingered lifter. It set me to thinking of just how lucky we are to live in a (relatively) crime-free country. Anyone keeping a good watch on a marina could easily work out which boats are ready to sail and have been left unattended as the crew go ashore for last -minute supplies or a final drink. We have all done it I am sure! We have left the companion open or unlocked, just sliding the cover over to give a suggestion of security. Security in marinas in this country is pretty good with codes on entrance doors but, as a lot of us know, many in France do not. Whether, as a result of this publicity, “steps will be taken” over there remains

to be seen. Meanwhile, when “ower t’ water”, we make certain that our companion is locked – don’t we!!

An article in Practical Boat Owner (*well, you can dream*) – about crossing the Channel and exploring the Channel Islands brought back a few memories. Leaving Alderney, they turned left as we did in 2002 going through the Swinge with its myriad (as it seemed to me then) hazards all around. Rapid tides, rocks awash et al – a piece of cake for anyone else- but not for a brand new pilot! In retrospect, I was delighted that the skipper (Norm) and the remainder of the crew trusted me with the task. At the time I WAS somewhat apprehensive! After we were through, we headed south and had a marvellous sail down to Jersey with a soldier’s wind the whole way. The relief was utter bliss!

I have just finished watching the story of the 1981 Penlee lifeboat disaster recreated on TV. One can only admire the skills and dedication they bring to bear on their task. What a debt we owe them. May we never have to call on them – but how wholeheartedly we support them.

Happy Sailing!



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TAFFRAIL TATTLE – by Norman Allen



Sconce Buoy

There would appear to be some confusion over the proposals by Trinity House to alter the buoyage arrangement at the West end of the Solent. Hopefully by the time that you read this there will be two new red can (Port Hand) buoys, named Lymington Bank and Solent Bank, established whilst East Lepe will have been moved 391m 209degrees. The RYA tells us that the Sconce Buoy, off Yarmouth will remain in place whilst Trinity House considers its future. However the Royal Institute of Navigation's representative on the Trinity House buoyage committee tells us "Sconce Buoy off Yarmouth discontinued." We needn't get excited about this apparent contradiction, but my advice is to expect Sconce Buoy to have been lifted: if it's there then well and good. Don't rely on something that might NOT be there. The Scots have a phrase for it..."gang warily"!

AWFUL SAILING – by Norman Allen

Following the series started by Arthur Wood

Because I was fortunate enough to be introduced to sailing at a relatively early age my experiences and 'awesome' tales date back a fair old time: believe me, however, some of the more 'memorable' events seem like yesterday!

In the 1950's, sailing craft (excluding such racing gems as Illingworth's Malham series) were very different from today's sleek, plastic hulls of ultra generous proportions with accoutrements that would do credit to an upmarket bedsit in South Kensington. Let me describe the vessel in which I made my first really long distance offshore passage in a yacht delivery by my College SC, with the Commodore (a college don) as Skipper, with me as Pilot, a Bosun and two hands.

The yacht was called 'Mafoota' and she had been built in Tighnabruaich in 1927: 26 feet long and clinker built. She was all wood – hull, decks, mast, boom, and dinghy. She was equipped with worn, but serviceable canvas sails; the running rigging was Italian Hemp (a bit frayed in some places, as we found to our cost later) and the standing rigging was galvanised steel which was showing some rust of age and salt water. Like most yachts of her vintage, she had a low aspect ratio (short mast / long boom extending astern of her transom). Nav lights were oil lamps, fixed to the stays in wooden boxes, although the masthead and stern lights worked off the engine battery. The engine was petrol and woefully ineffective: it inevitably refused to start when wanted at the end of a passage because of damp plugs. (Diesel engines at this time were too large for small yachts). Nav aids consisted of a streamed Walker's Log, a wireless set for the BBC Home Service maritime weather forecasts and Light Programme gale warnings, my Reeds Nautical Almanac, some tidal atlases, a reasonable selection of

unamended Admiralty charts and an awful 'clunker' (a self assembly Radar reflector which proved to be useless). (*still available new as we discovered this year! Ed*). Nav table lights were dry battery powered, as were the cabin lights, but we did have oil lamps for use in harbour. Cooking was on two primus stoves on gimbals.

The passage from Milford Haven to Ireland was unpleasant. I obtained the forecast from the Sunderland Flying Boat base at RAF Pembroke Dock, by shore call box – there being no ship's VHF – but unfortunately it ran through in six hours. The depression that was supposed to track North moved East instead and deepened. For all of the first night we had a steady F8 blowing but as we were sailing off the wind things were not too uncomfortable. Visibility, however, became poor because of the torrential rain and the Cork packet (a two funnelled pre-war steamer) made a vain attempt to run us down, despite our 'clunker'. After firing off three white flares the Skipper instructed the Bosun to fire yet another one, only this time aiming over her bridge. It worked! A searchlight was switched on and we were enveloped in light. One remembers such scenarios in great detail. There we were in the middle of the night, in torrential rain, firing a succession of white flares to warn an approaching ferry of our existence and with a wind gusting 40 knots, according to a logged 1755 gale warning, when the Skipper turned to me and muttered "Just like last Summer, Pilot, when I was dismasted off Cherbourg in a gale. We fired off umpteen red flares. Like striking matches on an elephant's backside. No effect at all!"

We made the approaches to Rosslare just after 2200 the following night with two knots in the main sheet and a useless waterlogged engine. The conditions were now calm with a light but contrary Westerly wind that necessitated hours and hours of seemingly ineffective tacking against a foul tide. We dropped anchor at 0530. How far had we sailed? A moot point. The planned distance was about 65M but we had gone through three complete tides in the St George's Channel. As the Walker's Log had had to be brought inboard during the worst of the bad weather we shall never know the exact distance covered. I doubt if it was much short of 80M – it took us 39 hours!

BOB LUGER

Bob and Sue have been stalwart members of TOG for many years: Bob was a contemporary of Paul Ratcliffe, Linda Jones, Clive Crankshaw and Graham Wassall in my RYA classes at Casterton. He and Sue sailed with TOG, for the first time, in that delightful Sailex from Dunstaffnage to Craobh Haven, Ardfert, Isle of Gigha, thence to the Inner Hebrides. Unfortunately, Bob's medical condition imposed limitations on his sailing activities in more recent years, but they both continued to support our social calendar. It came as a severe shock to Ann and me when Mark Davis 'phoned up in early June to inform us of his death. I have obviously written to Sue, but I would like to express publicly, our sincere condolences to Sue and their two sons: Bob and Sue were good friends and Bob will be sorely missed.

REPORTS

The TOG Story (cont.) by Norman Allen

Part IV – Spreading Our Wings 1987 - 1988

This episode commences with a stark warning about the dangers of the ‘do it yourself’ culture. During the ’87 Clyde Sailex Brian Hill had asked me if I could raise a crew and take his recently acquired 25’ Bermudan sloop “Sequena”, across the North Sea to Amsterdam, so that he could sail the Dutch canals with his wife and some friends and then for me to return to Maasluis, near the Hoek van Holland, in a fortnight, and take the yacht back to Great Yarmouth. ‘Sequena’, though small by today’s standards, was a good sea boat and fortunately possessed one of the new self furling jibs, as her fore deck was minute and curved. “No problems” had been my reply.

The crew of me, Brian, Plumber, Windmill and Ken left Great Yarmouth on Friday 7 August at 0610. Some fair distance out I became aware of an apparent discrepancy in the ship’s compass (like we weren’t where we should be) so I checked it with the hand bearing compass (HBC) to find that it was way out – around 15°W on all points. Brian, bless him, sheepishly confessed that he hadn’t been too happy with the accuracy of the said compass but with only Broads’ sailing and a couple of very short coastal trips to date he had been using the HBC all the time. A “knowledgeable” friend, not I hasten to add one of our members, had told him that to employ a Registered Compass Adjuster was a complete waste of money: anyone could move a few magnets around once the compass was in pieces and you had an accurate compass to set it by. I am afraid that my normal charm almost deserted me as we completed the rest of the passage of around 100 miles with the aid of the HBC. Brian was unequivocally informed that when we arrived to pick up the yacht at Maasluis I expected to see a Dutch certificate signed, stamped and dated by a Registered Compass Adjuster – if not we would all take the ferry back home. When we returned fifteen days later Brian produced an ‘Adjustment Certificate’ from the Royal Netherlands Navy (which is the certificating authority in the Netherlands) and which had cost him three times as much as he would have paid in Great Yarmouth if he had presented an untampered compass to Messrs Kelvin Hughes. I had also brought over the DECCA set, which Brian had ordered in Nottingham but which had not arrived there before we had left for Great Yarmouth, and this was quickly installed by Mike Stevenson, Rob Ellis and Steve Watts with no problems. What a journey back: a DECCA set and a working ship’s compass – and now people whinge if there are no electronic charts aboard!

With the New Year the thoughts of the Flotilla’s senior members turned to the RYA Practical Examinations. Accordingly the 1988 Easter Trainex, conducted aboard the brand new RAFSA Sadler 34 “Sea Eagle”, on her maiden expedition, was very much geared to this end as three members of the crew (Plumber, Windmill and Brian Hill) had their East Coast examining date fixed for May (with RYA Examiner Ken Blower) whilst Ken Merryweather had a new date with the RNSA Examiner at Portsmouth. Avid meteorologists will recall that this Trainex was but five months after the Great October Gale (the one that Michael

Fish, lately of the Met Office, would like to forget!) East Cowes Marina was still a complete wreck and the Ancasta Marina at West Cowes (nowadays the site of the Cowes Yachthaven) had lost over half its pontoons, which had been replaced by thin and fragile temporary ones which moved, somewhat disquietingly, in a completely uncontrollable fashion (we know because we were on one.) The exercises and manoeuvres carried out, plus the not inconsiderable 239M, hopefully helped the candidates in their forthcoming examination.

In May Plumber and Windmill, joined by David Brettle, were awarded their RYA Coastal Skipper and Brian Hill his Yachmaster (he had changed his mind at the start of the 36 hour test and thought ‘he’d go for it in one’). Some weeks later Ken Merryweather also chalked up a success and was awarded his RYA Coastal ticket by RNSA. I was well pleased with them all.

The 1988 Clyde Sailex expanded again with not more but bigger yachts: the main excitement being stormbound in Tarbert harbour for 36 hours after reaching it in ever deteriorating conditions on Saturday evening. ‘Mairhi Anne’ (a Fastnet 34) skippered by David Smith recorded a gust of 54 knots during Monday forenoon alongside his pontoon in the harbour whilst the BBC weather report confirmed that this was the worst July storm in Scotland in the 20th Century! We had seven yachts in the Sailex: 19 adults/VI formers and 28 pupils sailed. A remarkable crew list of 48.

The storm abated during Monday forenoon and it was decided to race up Loch Fyne to Ardrishaig in the constantly improving conditions. The race started at 1601 and the last yacht crossed the line at 1816. The excitement over, the flotilla ran on to Lochgilphead Harbour and went into the Crinan yacht basin between 1900 and 1930. One very small yacht was occupying two spaces along the basin wall. Plumber asked if he could come alongside, “Oh, no I’m leaving at half past five as soon as the lock opens.” Anyway after much shuffling we all moored up (with some four abreast) by 2000. This practice of blatant lying about departure time had been a noticeably growing practice: nowadays, my answer is always “OK, you move out and I’ll come inside of you.”

The next morning just after 0700 I came up on deck and looked across the basin: he was still there occupying two berths with no-one outside of him. A few expletives to myself about his parentage and I went below for coffee. About ten minutes later there was a loud explosion – obviously gas and hopefully not one of mine (Mate’s standing orders were very clear on the handling and usage of gas). I leapt up the companionway into the cockpit just in time to see a little head poke up from our “friend’s” yacht. His hair literally standing on end and a thin pall of smoke oozing upwards. He shook himself and came on deck. Some of our crews started to cheer. I couldn’t resist it. “Early call a bit late?” I enquired. Couldn’t have happened to a more deserving character.

To conclude this instalment here is a little matter of interest about East Loch Tarbert Harbour. The then Harbour Master was an imposing figure, always immaculately turned out in uniform and from his medal ribbons (and conversation) ex RN. He was always good to us and inevitably gave substantial discounts on mooring dues as we were a school party. Years later I found out in conversation that the dates of his retirement from the RN and appointment as HM

Tarbet coincided with the retirement from that post of Neil MacFarlane's grandfather.

"Not a small world ---- just a large club".

A WILD LIFE IN WALES *by Jennie Garrett*

Yacht : Shuna, a Hunter
Horizon 27ft from Neyland
Marina

Skipper : Richard Vincent

Crew : John Flynn, Jennie Garrett, Nick Ostler

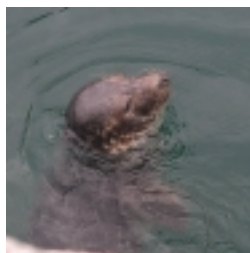


We picked Shuna up late on Friday afternoon. After the usual briefing between skipper and owner, a full tour and safety briefing to the crew, we set off down river to pick up a buoy at Dale for what we hoped would be a good starting point to sail to Skomer the next morning..... The weather turned very windy overnight - force 4-5 - and no one felt like venturing out to sea. We returned up the river admiring the beautiful scenery and getting used to life on board! Our first reaction had been - how are four of us going to fit in this small space?; - but, by Saturday evening, we had the space sorted, the gear and provisions stored and she seemed remarkably spacious for her size. Her handling was excellent too.

Nick joined us on the Monday and there followed a truly memorable week.

As always, we experienced high winds, no winds and wind in the wrong direction.... most times we had to motor sail, although we did get one evening when a moderate sea breeze appeared from nowhere and gave us an exhilarating time tacking across St Brides Bay into Solva.

We had a day when the fog kept rolling down on us in



waves, taking us from bright sunshine to dense fog in minutes. We motored back to Dale with the aid of GPS and the blare of the fog horn off St

Anne's Head to guide us back into the estuary.

Hot, sunny, windless days brought out the most amazing amount of wild life. We had a pod of dolphins swim around the boat. (We had read in a local guide book that if you spot dolphins you should keep on a steady course and if they want to, the dolphins will come to you... they certainly do!!!) Porpoises swam behind us for a few minutes, after a passage through Jack Sound. Seals came up to nose around us when we were anchored off Skomer. The birds too were just plentiful..... puffins picnicking in the sea around us, gulls venturing close and sitting on the dinghy, waiting for the weak-willed members of the crew to give them titbits from our extensive larder! Gannets diving for fish, a Peregrine Falcon swooping on Puffins, Kittiwakes, Fulmars, Razorbills and Guillemots abounded. Shearwaters flying low over the

evening sea after a fishing sortie and the sight of a huge black-backed gull lording it over all the birds sitting on the top of a cliff watching us..... or was it waiting to eat a Puffin?

Having a bilge-keeled boat, we were able to stay overnight in both Dale and Solva, dry out and paddle ashore to enjoy liquid refreshment in the local pubs. We could use the dinghy to get ashore when the tide was in. How many times did we circle on our trip to get the morning milk, Nick? Who else has had their skipper don swimming trunks and, waist-deep, pull the crew ashore in the dinghy so the lady on board didn't get her feet wet?



Other highlights were : breakfasting in sandy coves at anchor, lunching in both South Haven and North Haven along with the birds and seals. Sun bathing on deck..... without thermals, even shorts for some of us! (*without shorts?* Ed) Laughing so much over nothing..... John's Irish humour getting into gear and - as for the mad Lincolnshire sheep teaser.... enough said!

We did have some serious moments. We used Peter's teachings for working out when we would go aground..... very accurately! The tidal rates for going through Jack Sound, (a tide gate), very successfully and our weather forecasting improved too. We all knew about advection fog first hand by the end of the week!

Thanks to skipper, especially for his extensive knowledge and recognition of the sea birds. (Did you know that puffins are prey for all larger sea birds and that in time to come they may well become flightless like penguins?) Also the crew, for a great week not forgetting George, our auto helm, for his help while we watched the wild life!

MAY SAILEX

by Norman Allen

12-19 May 2006

All times French ST ('B' Time)

Friday 12 May

Crew assembled at Cosmos Yachts in Port Crouesty, South Brittany between 1200 and 1300 hours. TOG newcomer Marc Roots was the last to arrive and met up with the rest of the crew after lunch. As the vessel, Prince de Jade, a Sun Odyssey 40.3 was brand new, the takeover was thorough: even then we missed one item of importance in that the key to the large brass and steel padlock, which secured the outboard to the taffrail, was not on the key ring. The result of this oversight prevented us from visiting Houat or Hoedich, where a dinghy was essential to get ashore. Crew dispositions were as follows:

Skipper	Norman Allen
Mate	Bob Wright
Pilot	Ian Calderwood
Bosun	Paul Burghart
Cox'n	Adrian Bellamy (Purser)
Hand	Marc Roots

Pleasant shakedown sail/motor for two hours from 1600 arriving back at Port Crouesty at 1805. Collected fuel and oil for the outboard (*Hur Hur!*) from Cosmos and also a signal halliard. Whilst the Mate and Pilot spent time rigging the signal halliard the Purser visited the local Intermarche for provisions. An evening ashore with dinner at a local restaurant followed.

Distance covered 10M

Saturday 13 May

Cast off at 0705 at 2 hours after HW. Wind F2/3. Fog patches. Course set for Ile d'Yeu. Wind gradually decreased to F0/1 and shifted SW. With no help from the wind and with a Meteo forecast for more of the same it seemed pointless to motor 55M to Ile d'Yeu. Turned about and headed for Trinite sur Mer. Alongside visitors' pontoon at 1205.

Distance covered 27M

Skipper found Trinite sur Mer much improved commerce wise since last call in 1993. Many more shops and restaurants on a bustling waterfront.

Sunday 14 May

Cast off for Ile d'Yeu. Sails up in the estuary with a favourable F3. Within minutes the yacht was achieving 7.5 knots SOG. However as the tide changed around midday progress fell, as did the wind. Accordingly the last 30M were motor sailed until 1710 when sails were furled and we motored in. Arrived at Port Joineville on Ile d'Yeu at 1835.

Distance covered 67M

Pleasant run ashore was enjoyed by all. Whilst there the crew debated the next port of call. Because a whole day had been lost on Saturday (in effect we had added 10M to our Southerly passage by going to Trinite sur Mer) it would need a further whole day to reach Ile de Re or La Rochelle. With the current Meteo forecast it would then mean a 30 hour passage under engine to return North to Belle Ile. It was agreed that to progress further South in these conditions would be pointless.

Monday 15 May

Cast off 0800. Sea calm, little wind but odd spots of rain. Forecast gave winds light F1/2 to max F3. SW backing SE. Cloudy but no rain. Steady progress with a very favourable tide gave us 6/7 knots SOG at first, decreasing later as the tide became foul. Arrived Belle Ile and moored up fore and aft in La Palais Outer Harbour at 1540. **Distance covered 51.4M**

At 1700 HM authorised us to move into the Bassin a Flot through the lock. Very comfortable mooring alongside the quay in the centre of the town.



Tuesday 16 May

Cast off at 0745 and through the lock at 0750. Very overcast but wind had picked up and, at times, produced a reasonable sailing breeze F2/3 which fell away to F2 late in the forenoon. Good progress maintained as tide changed in our

favour. Uneventful passage. Arrived Port Tudy, Ile de Groix, at 1125 and secured on visitors' pontoon in the Inner Harbour.

Distance covered 22.9M

Having arrived early there was plenty of time for exploration of this delightful island (which measures 1x3M). Adrian, Paul and the Mate secured bicycles and departed to terrorise the inhabitants. Marc went off to the shops to practise his French whilst the Pilot and Skipper wandered along the harbourside, the coastal road and then up to the capital, Groix. Unfortunately our valiant bicycling trio had a mishap which, as far as one could make out, involved a threesome pile-up, a small ravine, a gravel road and some sheer cliffs and Adrian complaining of a cracked rib (which he had for the rest of the week)! The school day Latin tag "Observa quo vadis, stulte" springs to mind. Despite the hiccup, after showers and titivation, we all met up for a very delightful dinner.

Wednesday 17 May

Cast off at 0935 in flat calm and motored out of the harbour. About two cables to the W there was an awesome sight. The Skipper and Pilot had seen it before from the cliff top: the rest of the crew saw it for the first time and were indubitably impressed. Three rows of fore and aft moorings, three deep and in three blocks, totalling 160 "berths" with each one capable of holding three yachts were arraigned ready for the weekend Summer invasion from Lorient and adjacent marinas. A Lymington or Yarmouth scenario – only immeasurably greater.

Because of the proximity of our next port of call our passage was to be a large zigzag which would take us past the W end of the island. The wind had picked up nicely and by 0945 it was a steady F3. Slowly the wind decreased and by 1011 it was but a F2 as the decision was made to break out the new spinnaker from its plastic wrapping and hoist it. We were sailing WxN and Prince de Jade creamed along making 4 knots. Excitement was followed by boredom as the biscuits and coffee were produced and half the crew went to sleep. Unfortunately everything went pear-shaped at 1035.

Hearing a commotion the Skipper put down his crossword and went topsides to see a sight that would have brought glee to a Portuguese sardine purse-seiner. There was the spinnaker trawling in the water with the crew, rudely awakened, endeavouring to pull it inboard. Sadly there were no fish. The wind had now dropped to a zephyr of F0/1 so it only took twenty-five minutes to sort out the tangle! By this time the tide had taken us well to the W of the island but the wind slowly picked up to a steady F2 and veered to the W so we were able to sail and then motorsail towards Lorient.

It had been the original plan to re-visit Port Louis at the starboard entrance to the port but since TOG's visit in 1993 the small marina had been allowed to silt up and limits had been imposed that were well below our size. Instead we had decided to head for the new (2002) marina of Kerneval on the Port side of the harbour. Alongside visitors' pontoon at 1425.

Distance covered 21.5M

We visited the spanking new Capitainerie and the bar above. The Purser wanted provisions so after showers we all set off to find the supermarkets which the Pilot Book stated were 1M "round the bay". As you all know the Mate is very walking fit at the moment after having hoofed some 400 miles on a Spanish pilgrimage. Away he strode, at a cracking pace, wearing his walking shoes—"follow me we shall soon be there". After 3 miles and hobbling alongside a four lane express route, in thin soled deck shoes, the party came to a

crossroads and a lady at a bus stop who directed us to the supermarket ----about one mile away in the direction of the harbour. The way back was simple. Down the hill and along the shore road. Distance 1 M. That evening with no restaurants around the crew had to hoof it again this time two miles for a mediocre meal. Half the crew got a taxi back (for a piffling sum) but the Mate insisted on walking. I am ashamed to confess that sitting in the old world bar adjacent to the Capitainerie I was just so pleased to see it rain!

Thursday 18 May

By now the Meteo was forecasting a steady deterioration in the weather. More clouds and much colder. Departed Kerneval at 0855 and cleared the Port of Lorient an hour later. The passage down the Quiberon coast was fast and at one time we were making 7.3 knots under foresail alone. Rounded the peninsula and made the entrance to Port Haliguen at 1330. Alongside visitors' pontoon and rafted up, the first time in the week, at 1340

Distance covered 25.5M

Everyone wandered to the town of Quiberon, 1M away on the W side of the peninsula. Very much a holiday resort but pleasant enough in May before the crowds arrive. An excellent meal that night in Port Haliguen.

Friday 19 May

The W wind gradually strengthened during the night and was gusting a good F6 in the harbour by morning. Fortunately the motor yacht behind us had gone late the previous evening so we were able to slip back and use the pontoon to get off with the strong side wind rather than the yacht inside of us. Went across Quiberon Bay like a rocket in a F 7/8 under a reefed foresail. Arrived Port Crouesty and re-fuelled at 0835. Alongside Cosmos pontoon at 0855.

Distance covered 8M

General comment

A most enjoyable week and a splendid yacht. To go back somewhere after a long time is fascinating. My big regret was that we were unable to get into Port Louis where David Brettle and I, with our respective crews, had one of the most hilarious times in the history of TOG. Instead of Bastille Day, pyrotechnics, sapeurs pompiers and Colin the Clam we had The Long March - I know which was the most enjoyable!

For RYA Log Book purposes crew members may claim:

Days aboard	7
Total Mileage	233.3
Night Hours	0

Footnote

The weather in the Western Approaches steadily worsened (crew members returning to UK on Saturday morning reported that the ferry "jumped about a bit" and at one time was barely making progress). At 0030 on the Monday morning the 45,000 ton flagship of Brittany Ferries, en route to Santander, was hit by a 50 foot wave off Ushant. The observation and cabin windows five decks up from the hull were smashed. The ferry turned back into the Channel and took refuge in Roscoff where all the passengers, cars and lorries were disembarked.



A tanker in mid-channel Saturday a.m.

MAY SAILEX (*Motorex?*) 13th-20th May 2006. French Inland Waterways – Central Brittany.

Crew:

Skipper: Arthur Wood
Brenda Wood
Brian Morris
Grace Morris.

Vessel:

Nicols Sedan 1000 "St. Malo".

(*There's posh!! Ed.*)

Saturday 13th.

We all met at *Glenac* about midday and visited Nicol's base. They said the boat would be ready by 15:30. We repaired to *Redon* for a French lunch and some victualling. By 16:00, the paper work done, we were shown over the boat by a technician and given a brief driving lesson, he apologising that the brand-new 'fridge smelt of plastic! As the lock-keepers on the Nantes-Brest canal keep office hours, we motored up the river Aff to *La Gacilly*, 7km, where we enjoyed a walk around this little old town. On returning to the boat, we soon realised that the domestic battery was not holding its charge. The lights were fading and the fresh-water pump was non-active!

Sunday 14th.

At 07:00 'phoned Nicols emergency number and left a message re the battery. 08:30, secured at *Glenac* base and whilst watching voles and coypu, listening to the croaking of frogs, breakfast was served. 08:45, Nicols technician arrived and fitted a new battery. 09:45, motored west up to Nantes-Brest canal. Followed canal WNW then North, stopping for lunch at *Saint Congard*, (13:00 to 15:00). (*Very civilised – Ed.*) Swung West again, finally arriving at *Malestroit*, exploring this very old and picturesque town later.

Monday 15th.

My early-morning bike ride obtained fresh bread for breakfast – despite light rain. 10:00, motored NW, to *Le Roc-St-Andre*, where we partook of lunch (11:30 – 12:30). Here we weakened and bought some Breton wine, *Cidre* and pastries in the village. Continue NW, arriving 17:20 at *Josselin*, securing beneath the imposing towers of the famous chateau. During the evening, we walked through the old town, dining at the restaurant "Le Sarazine". We were so impressed with this mediaeval town, that we decided not to go any farther but to spend all next day enjoying our delightful surroundings.



Moorings at Josselin – crew on patio deck!

Tuesday 16th.

Light drizzle first thing, but Brian soon found a boulangerie, returning triumphant with croissants etc. The rain stopped after breakfast so we walked into *Josselin*. By lunchtime, the weather had brightened and warmed up so Brian and I found a bar and proceeded to test the famous Breton beer. In the afternoon sunshine Brenda and me crossed over the bridge to visit the mediaeval part, whilst Brian and Grace lazed on the patio deck in the sun. In the evening, we all returned to “La Sarazine” for yet another excellent meal.

Wednesday 17th.

10:00. Retracing our steps, we returned to *Monterlot* for lunch (12:45 – 14:15). The weather was overcast and dry, but the wind was rising. By 16:05 we had moored once more at *Malestroit*. Later, we visited a local bar, but returned on board to eat, being well-stocked with good local food and wine.

Thursday 18th.

In good sunshine and after breakfast, we spent the morning at the local weekly market (and the bar!), returning to the boat with a hot roast chicken and other goodies from the market. Departed *Malestroit* at 11:30 and moored to a quay at *La Tronsonaye*, at 13:00, with some difficulty in a rising wind. By 18:00, we had secured in a strong wind at *L'Ile au Pies*. We later sampled the wine at the local restaurant and again, were so impressed, we booked a table for the following evening. (Been listening to Norman). Back on board, we consumed more of our market produce!

Friday 19th

It had rained most of the night so a lazy morning was in order. Later, some of us went for a long ramble in the neighbouring wood, where we stumbled across a memorial to some local men who had been executed by “Barbarique Nazi” during WWII. In the afternoon, we decided to clean the decks in preparation for the handover tomorrow. A timely deluge from above saved us having to do much more work. In the evening, we sat by a log fire in the restaurant enjoying a superb meal, whilst the rain travelled horizontally past the windows!

Saturday 20th.

08:30, departed for Nicol’s base at *Glenac* where the technician told us that there were gales at sea and ferries had been cancelled.

(We can bear that out – see Brittany Sailex above – same week –Ed)

Total mileage 156 Km – 30 locks.



One of the many lady lock-keepers – and company.

A LADY’S VIEW

(My thanks to Grace Morris who provided this piece, hoping it may encourage more ladies to partake – Ed)

Ladies, or those of us who are not too sure about sailing offshore and like to see a little bit of land on either side of the boat, then the French Canals are well worth a try. Our cruise was timed for mid May before the canals became too busy. As arranged, we met up with Brenda and Arthur Wood at the marina in *Glenac*, Brittany, where we were picking up our boat for the week.

The boat wasn’t ready when we arrived, giving us time to explore the hypermarkets of *Redon* for lunch and buy food for the trip. Wine, beer, pate, cheese, and the rest of the food followed into the trolley - it’s funny how the men’s priorities differ from ours.

After loading the boat, we started on our journey on the Nantes to Brest Canal. The locks closed at 6pm, so we went just a short way up the River *L’Aff* to *La Gacilly* for the first night. Full of good food we were gently rocked to sleep by the sound of a waterfall behind us.

The next six days were wonderful cruising on this beautiful waterway. All the-locks were manned, which made things easy for us. The lock-keepers were very helpful and at one lock we were presented with a bunch of flowers. Getting into the locks without touching the sides proved interesting! Narrow locks, wind and by-washes tested the skills of the men folk. I won’t say there was any competition, but the bumps seemed to be counted. In a way, it was a good job that the canals were quiet and there were no queues at the locks. One of the crew would be up early to fetch croissants for breakfast, after which, we would untie the ropes and be on our way. The villages were so pretty and we would stop to explore; always there was a *boulangerie* where the pastries were so tempting, meaning we had to stop in another village to stretch our legs!

We went as far as Josselin and moored by the Castle, where we stopped for a day to explore the town. It was really enjoyable with quaint hilly streets, good shops, restaurants and places to visit. On the return journey, with good planning and a bit of arm-twisting, we stopped at Malestroit for the market. The food stalls were a gourmet’s delight, so the boat once again was groaning with goodies. We ate occasionally in a restaurant, but mostly out on deck in the sunshine - crusty bread, pate, salads, cheese and wine. No cooking needed. The scenery and the wild life along the canal were well worth the visit with the slow pace making it an ideal place for recharging one’s batteries.

On the last day, we moored on the River *L'Oust* by *St Vincent sur Oust*; after a run to *Redon* and back. In the morning, Arthur, Brenda and Brian went for a walk through the woods and local roads and back along the river bank. The wind and rain started in the afternoon, but it was only a hop skip and a jump to the riverside restaurant where we had our last evening meal. Real gourmet food - a really superb meal with wine to match.

The wind blew really hard overnight and was still blowing next morning, so tying up at the base stern-on was quite a challenge. After a few practice turns Arthur put the boat in stern-first without help. The boats that followed us in were pulled in bow first!

Thanks to Arthur for organising the trip, it was really good.

Grace Morris

WOOLVERSTONE to LONDON JUNE 4th – 11th. *by Richard Vincent*

Skipper: Richard Vincent,
Crew: Emma Cawt, Steve Morrison, Peter Keithley ,
Martin Davies.

Sunday / Monday June 4/5th

Blue Baker, (the charter company), told us that for various reasons the boat was available for us almost anytime on the Sunday instead of the official 5 pm. Martin and I arrived about lunchtime and, after the normal formalities, spent a leisurely afternoon getting our gear and the food aboard and stowed. This, coupled with the good weather, allowed us to bring forward and modify our departure plans. When the others arrived in the early evening, we were able to catch the tides for an overnight trip to Ramsgate, leaving a little after 10 pm.

The night was expected to be calm, but proved to be totally windless. We motored with everything going absolutely as expected until, at 3.20 am, the engine overheat alarm went off!!!!. An hour later, we knew that all the basic investigations into filters and impellers, which were clear and apparently working, still did not stop the overheating . Still, we were in a safe boat , in a safe place, in safe weather with an engine that would give us a good 10 minutes. We therefore put the kettle on and waited for the wind that must surely come with the approaching dawn. It did, and we enjoyed a good sail down to Ramsgate where, with harbour controls agreement, we dropped our sails right in the entrance and motored into a berth. 'Phone calls to Blue Baker for more technical advice, resulted in us being told that there had been previous overheating problems and to contact an engineer . Being Monday, this was not a problem and he soon gave us the reason for the trouble. The water pump had been chattering on the end of the camshaft and had simply machined itself off. Obviously, it had been engaging and disengaging for some time. A water pump was located and overnight shipping was agreed by Blue Baker. Heartily cheered, we all went off to enjoy Ramsgate .

Tuesday 6th.

The new water pump and engineer arrived as hoped and we caught the tide for a normal trip up to North Foreland and on, via the South and Gore Channels, up to Queenborough for the night .

Wednesday 7th

Due to the skippers inexplicable inability to subtract 8 hours from a required arrival in London of 11 am for one of the few lock openings into St. Katherine's, we left Queenborough at 5 am in a bit of a hurry but, by taking breakfast on the hoof and contour following to minimise the distance round Grain Spit, we passed under the QE 2 Bridge and the disappointingly mobile rush hour traffic, at 08.20. From here on, we were generally surprised at the lack of traffic, large or small, all the way to London, where we arrived at 10.50 to immediately take our place in the lock .

We spent the afternoon taking a " busman's holiday " boat trip down to Greenwich and the Cutty Sark and Naval Museum.

Thursday 8th.

A lazy, hot morning with some close quarter boat handling in the marina and local sightseeing followed by a lock out at 12.15., and refuelling at the floating, mobile fuel berth . Bobbing up and down on the swell we took great care not to spill a drop, mopping up urgently the couple of errant drops. We offered the resultant kitchen towel pieces to the fuel man for his bin, only to be told to " Chuck it in the river"!!!! So much for cleaning up the Thames !!!!! (we didn't do as instructed).

An interestingly busier river was uneventfully travelled back to the visitors buoy at Queenborough.

Friday 9th

Off buoy at 07.20 to complete the circumnavigation of the Isle of Sheppey via the Swale.

The required radio call to the Queensferry bridge resulted in us being told, very pointedly, that a commercial vessel was about an hour behind us. We "volunteered" to drop anchor and fish. We followed the cargo boat through the bridge and continued uneventfully through the interestingly narrow navigable channel round the Swale to Whitstable. The wind was getting up by now and we suffered a wind-related mishap. Martin's hat went overboard ! An impressive Hat Overboard drill was successfully executed and now with the wind also from the right direction, at last it was sails up!! A course was set for the Essex coast and we emerged into the Thames and FOG !!! However the river was crossed without any close encounters and a good sail continued all the way to Brightlingsea, where we dropped anchor in Pyefleet Creek soon after 6 pm.

Saturday 10th .

Due to tide times, we had another hot, lazy morning. A quiet breakfast on deck was excitingly enriched by Martin pointing out the regular appearance of a pair of rare Marsh Harriers . My 1952 Observers Book of British Birds , says that these are almost extinct in the UK, there being only a couple of pairs left in Norfolk. Breakfast over, we quietly followed the last of the rising tide up the Colne to Wivenhoe on well reefed headsail alone. As we approached The tidal barrier, we were exchanging pleasantries with an older man in an ageing Mirror Dinghy. As he tacked, his mast fell off !! He did look surprised!!! His cries for help galvanised the crew from the soporific effects of the lazy morning, and Indigo Prime transformed instantly into a lifeboat. My (the skippers) feeble protestations about lee shores, tops of tides, and shallow water were bravely overcome and a rescue duly effected. (*In true TOG style – Ed.*) With the dinghy and her crew safely handed over to a passing power boat, we headed back to sea and a good sail right back to Woolverstone.

Sunday 11th

A very hot, almost windless morning was pleasantly spent practising “set piece” sailing manoeuvres close to home before the return to the real world.

My thanks, as skipper, to the crew, for the much enjoyed company of such youngsters and the adventurous cuisine, which relegated me to the much easier job of washing up. I look forward to sailing with all or any of you again.

REPORTS FROM COUNCIL MEMBERS

PRESIDING MASTER :

KEITH STEDMAN



Well....here we are at the start of the school summer holidays and about half way through the sailing season. Time really does seem to go quicker these days – or is it my increasing years!!?

Whichever way you look at it, the majority of the Trent Offshore Group sailing trips have already gone, are being enjoyed as I put pen to paper (or rather fingers to keyboard) or are in an advance stage of planning.

Easter

South Brittany,

French Inland Waterways,

East Coast,

Hebrides/NW Scotland and

Milford Havenare either a fond memory or a memory in the making.

So what's left ... the end of season October Sailex in the Solent and adjacent areas. The dates are from the 4th to the 8th of October (inclusive). This “long weekend” or rather part week, usually marks the last trip out of the UK sailing season for TOG. As described on our website, it is “as much an end of season social as a sailing expedition.” Last year we had four boats out together, which, I think, speaks volumes about the popularity of this trip. All levels of sailing experience are welcome so if you haven't managed to get out this year and want to do some prior to the season ending, get your name in quick. Visit our website, print off the booking form and send it in with your deposit. It's that easy – I've got mine in!!

Thinking about this season's trips however, we have managed to fill each trip but, I am conscious that many of the people taking part are the old stalwarts. What about the rest of you? Is Trent Offshore Group not running the trips to the places you wish to sail? Are the trips too expensive? I cannot really believe that having looked at some of this seasons brochures!

We have in the past said we would look at the practicalities of running trips where you wish to go. If you have enough people interested, we are willing to consider sailing in warmer climes. For several years we have run trips to the Canaries, Balearics or Greek Islands. If we can find a

skipper willing to go and sufficient time to plan a trip, then let us know and we can see what can be done. It is really down to you.

One last word. To enable our Members to have as much time to consider trips as possible, we are updating our sailing programmes on a continuous rollover basis. You will soon find next season trips (2007) on the website. Keep an eye on it and if you want to sail get in early!

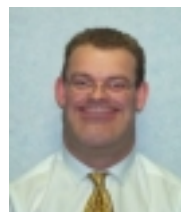
DEPUTY PRESIDING MASTER:

ARTHUR WOOD



-MEMBERSHIP

PAUL RATCLIFFE (01778 341475)



-SOCIAL EVENTS



LINDA JONES (01572 787501)

TWO DATES FOR YOUR DIARIES!!

1. Saturday, 9th September 2006.

We have arranged for Ann Thomas, Chair of the Rutland Branch of the **Jubilee Sailing Trust**, to give a talk on the work of the Trust. The talk is illustrated by slides and a video, with a question and answer session afterwards. Ann is also a “buddy” for a disabled person on the trips and the assistance each “buddy” gives to their charge is both moving and eye-opening. The venue and time will be passed on in a “TOGFLASH” reminder nearer the date.

2. Saturday, 20th January 2007.

The Annual Dinner is once again to be held at the Greetham Valley Golf Club.

As you enjoyed it this year, so you **will** enjoy it next year!

BOSUN'S STORES

FUTURE SAILING EVENTS

DAVID BRETTL (016233 882924)

See back page for full details.

North Wales/Conwy – August with Paul Ratcliffe. (Possible charter with Conwy School of Yachting).

Milford Haven – August/September with Richard Vincent*.

October Sailex. Wed. 4th Oct. – 8th

Wash/East Coast/North Sea – long weekends with Colin Brockett.

Norway and Croatia were also suggested as possible locations. Suggestions from other council members would also be welcome.

Bawley oyster boats and Thames sailing barge weekends are another possibility. See Arthur Woods!

PLEASE NOTE that we do need to have early commitment, with deposits, for all our trips, just the same as any other holiday organiser. See Booking Form and questionnaire at back

**Once again - this year it is strictly :-
NO DEPOSIT – NO BERTH!**

-NAVIGATION



CLIVE CRANKSHAW (01664 454403)

-ADMINISTRATION – COUNCIL MATTERS



NEIL MACFARLANE (01159 663028)

-TREASURER



RICHARD OAKES (01636 640414)



MARK DAVIS (07711 170451)

TRAINING



COLIN BROCKETT/MARK DAVIS
(01205 722886) / (07711 170451)

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

I try to offer sailing experience over a range of weekends on the Wash/East Coast, to TOG members and friends on my yacht “Nosey”.

The east coast is a good sailing area to help one 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 make navigation a **very** interesting challenge! These weekend trips are particularly interesting and useful to students who have taken, or are taking, RYA shore based courses and wish to put their theory into practice. Get to grips with offshore sailing, together with instruction and testing for the International Certificate of Competence (ICC).

On any trip, the work is changed round and crew members are brought on in general seamanship navigation, boat and sail handling

One of the things I find it hard to understand with some of the TOG Members is that when talking to them, they say they are keen to sail but cannot get a week off, or even afford to go on one a week charter, but that weekends would suit them. I am not touting for business but, having had the proposed “Nosey” programme put in Tog Line the past few years, I am amazed at the virtual total lack of interest in the opportunities presented. All of Tog, or associated trips, are designed for the membership. If what we try to arrange is not what you want, then please - tell us what is. It is difficult for the council to suggest and arrange trips and charters, only to have to cancel them due to lack of support. Come on members, help us to help you.

See Appendix

- WEBSITE

PLEASE VISIT OUR WEBSITE!

www.trent-offshore-group.co.uk:

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

contributed by Bob Wright

AAADD - Age Activated Attention Deficit Disorder

I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing.

As I start toward the garage, I notice mail on the front veranda table that I brought up from the letter box earlier, just after the mailman had been.

I decide to go through the mail before I wash the car. I put my car keys on the table, put the junk mail in the garbage bin beside the table, and notice that the bin is full. So, I decide to put the bills back on the table and take out the garbage first.

But then I think, since I'm going to be near the post box when I take out the garbage anyway (and the mailman picks up the mail at noon), I may as well pay the bills first. So, I take my cheque book off the table, and see that there is only 1 cheque left. My spare cheque book is in my desk in the study, so I go inside the house to my desk where I find the can of Coke I'd been drinking earlier this morning.

I know I am going to look for my cheque book, but first I need to push the Coke can aside so that I don't accidentally knock it over. The Coke is warm, so I decide to put it in the refrigerator to make it cold again.

As I head toward the kitchen with the Coke, a vase of flowers on the dining room table catches my eye -- they need water. I put the Coke on the dining room table and discover my reading glasses that I've been searching for all morning. I decide I had better put them back on my desk but first I'm going to put more water in the flowers.

I set the glasses back down on the table, go to the kitchen sink to get a jug and fill it with water. Suddenly I spot the TV remote on the window sill.

Someone left it there.

I realise that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the window sill, so I decide to put it back in the lounge room where it belongs, but first I'll water the flowers. I pour some water in the jug, but spill some on the floor. So, I set the remote back on the kitchen bench, get some towels and wipe up the spill. Then, I head down the hall trying to remember what I was planning to do.

At the end of the day

- the car isn't washed
- the cheque's aren't written for the bills to be paid
- there is a warm can of Coke sitting on the dining room table
- the flowers don't have enough water,
- there is still only 1 cheque in my cheque book,
- I can't find the remote,

- I can't find my glasses,
- the garbage hasn't been taken out
- and I don't remember what I did with the car keys.

Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all day, and I'm really tired now.

I realise this is a serious problem, and I'll try to get some help for it, but first do me a favour. Forward this message to everyone you know, because I don't remember who I've sent it to.

Don't laugh -- if this isn't you yet, your day is coming!!

GROWING OLD IS MANDATORY.- Growing up isn't!

Booking/Trip Number	Trip Title/Description/Skippers	Dates	Approximate Berth Costs *
08/06	<u>Milford Haven</u> Sailing from Milford Haven along the Welsh Coast, North Cornwall or Southern Ireland depending on the weather. Hopefully a Jeanneau 44 so plenty of room for six. A luxury cruise!! Skipper: Richard Vincent	August/September 2006	£200.00 *
09/06	<u>October Sailex</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. Possible Skippers: Mark Davis, Arthur Wood, Neil Macfarlane, Keith Stedman	4 to 8 October 2006	£200.00 *

TRENT OFFSHORE GROUP

Details of proposed 2006 Sailing Trips

* 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.

RYA **DAY SKIPPER AND COASTAL YACHTMASTER** **SHOREBASED COURSES**

STARTING IN SEPTEMBER at BOTTESFORD COMMUNITY CENTRE,
CASTERTON COLLEGE, RAWLINS COMMUNITY CENTRE
MELTON MOWBRAY LIBRARY

TRENT OFFSHORE GROUP

Trent Offshore Group is able to offer a wide range of theoretical and practical courses to help you enjoy your sailing. One of the problems, as Training Master, is knowing who wants to undertake what course. To enable me to assess the demand for any particular course I have devised a short questionnaire. Once I have received your replies I can then arrange for suitable instructors to be available and dates to suit the majority of those seeking training.

If you wish to undertake any of the courses shown below, or some other sailing related course, please could you indicate this below. **DO NOT FORGET** to put your name, address and telephone number, and if available your email address, so that I can contact you regarding the proposed programme.

It is my intention to be able to start a programme of courses from mid February, so please could you return your forms to me by the end of January, so that I can make the necessary arrangements with the appropriate instructors.

Course Title	✓
First Aid - new	
First Aid - refresher	
GMDSS - conversion course	
VHF/GMDSS - full course	
Diesel Engine Course	
Sea Survival Course	
International Certificate of Competence - practical examination	
CEVNI Regulations - Inland waterways (Europe)	
Day Skipper - theory	
Coastal/Yacht Master - theory	
Radar Course	
A day course on Knots and Splices	
Skipper training expedition	
Short Sailing Expeditions in the Wash and North Sea. On a Parker 325	
Electronics appreciation day.	

Please specify below any other training that you would like Trent Offshore Group to try to arrange.

NAME: _____

ADDRESS: _____

_____ POSTCODE _____

TEL NO: _____

EMAIL: _____

Please return your completed form to:

Mr Colin Brockett, Training Master or
Trent Offshore Group,
Little Paddock, Millfield Lane West,
Frampton, Boston, Lincs.
PE20 1BW

Mr Mark Davis, Ast. Training Master,
Trent Offshore Group,
1, Walnut Close,
Stathern, Leics.
LE14 4HY

"This information will be used to inform you of potential courses to be arranged by Trent Offshore Group. If you **DO NOT** wish the information to be used in this way, please indicate this by placing a cross here: _____.

The above information will not be passed to any other third party other than in the furtherance of delivering a course which that person has indicated an interest in.

YACHT NOSEY MWSJ 5

MMSI SELCALL 235010032

Owner: - Colin J. Brockett RYA/Dpt Yachtmaster

Little Paddock, Millfield Lane West, Frampton, Boston, Lincs. PE20 1BW. Tele:- 01205 722886. Mobile: - 07904 349829.

Email. colin@brockett5.fsnet.co.uk

“NOSEY” Is a PARKER 325 (33ft) Lift Keel yacht, well equipped with safety and navigation aids. Accommodation for six in three cabins four births being available on any trip.

I am still sailing out of Boston and hope to be for all this season. The Life raft has just been serviced (at great expense) and all other safety features and equipment will be checked whilst she is out of the water.

POSIBLE PLANNED SAILING TRIPS FOR 2006.

(Not counting the others that are decided on at short notice due to weather and time available.)

I have put a lot of weekend dates down, but these are not written on tablets of stone. 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 because I do not ring round chasing people as I feel that in so doing it puts people under pressure and of course is extremely time consuming for me. Ports of call may be changed.

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. All insurance to be the responsibility of the individual.

- ☐ August 25th to 29th Crews Choice.
- ☐ September 8th to 10th Norfolk
- ☐ September 20th to 22nd Wash area
- ☐ October 6th to 8th & 20th to 22nd Wash area.



**INTERESTED IN
OFFSHORE
SAILING?**



Join members and friends of the **TRENT OFFSHORE GROUP**

- **GREETHAM COMMUNITY CENTRE**, Great Lane, Greetham, Oakham – signed off the B668 in the village – plenty of parking. Club bar will be open.
- **Last Friday** of each month.
- **Share** your experience, exchange stories (probable and improbable) and pictures.
- **Discuss** and develop plans for future sailing .
- **Outline** your needs for training, qualification and sailing opportunities.
- **Boaty bits swap-shop** – exchange or sell books, kit and parts surplus to requirements.