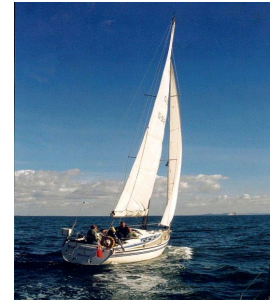




TOGLINE



The Quarterly Journal of the Trent Offshore Group

WINTER NEWSLETTER 2007

Bearing: The direction your boat was heading before you ran aground.



It barely seems yesterday that I was talking about the cold of winter, complaining as one does of the damp and dismal days associated with that season. Yet- here we are, barely into February and we have had the most wonderful few days; that

high pressure settling over us to give lovely sunshine but with cold nights as a consequence.

You may recall in my last editorial, that I was commenting on the pleasures or otherwise, of winter sailing. I feel obliged to eat my words! Berice and I went for a stroll around Rutland Water a couple of weeks ago. There was a brisk, COLD, Force 5/6 blowing and the waves were actually breaking on the north shore. In spite of this, a whole gaggle of Lasers, Sunfish et al were indulging in a heated and forceful series of races. The rescue boats were having a right old time, darting about like a couple of pikes amongst a school of minnows.

The majority of sailors were spending more time in the water rather than on it! My heart went out to them, struggling to right their dinghies and rejoin the chase. Under those conditions, one needed to be an acrobat rather than a sailor. One lithe skipper performed a neat back-flip as his dinghy went over, ending on his centreboard without even getting his feet wet! They were obviously having a marvellous time and thoroughly enjoying themselves. We chickened out and retired to the comfort of a warm car to watch the proceedings. It just goes to show that one man's pleasure is an onlooker's purgatory. I take my hat off to their determination and fortitude!

On one occasion, under similarly windy (but warmer) conditions, my cousin and I took out our Leader for a sunny afternoon's sail. Big mistake! We cleared Whitwell harbour and met the full force of the 28 knot westerly wind. Sheeting out the main as best we

could, with the leech flapping dementedly, we bounced across to the south shore, where we couldn't pick up sufficient speed to tack. A gybe was out of the question. The slam of the boom could snap the shrouds, followed shortly by the mast. We both leapt overboard before we hit the hard stuff, into about four feet of water, managing eventually to turn the dinghy around by sheer muscle power. Brian then clambered aboard and dropped the main whilst I held her as best I could. We made it back to Whitwell under the jib alone, holding our breath that the jib wouldn't pull the mast out (no backstay). THAT taught us a lesson!

But at least, the water was somewhat warmer!

Talking of hard conditions, I see that Ellen's record has got the chop. Francis Joyon has circumnavigated the world in an amazing 57 days. 26,000 NM. That is an AVERAGE speed of 19 knots! Alas, records are made to be broken but, where will it end? His trimaran at 97 feet is a lot longer than your average 40 footer but it puts into perspective the pleasure we get from the occasional FLASH reading of 11 knots over the ground! What heroes are these single-handed sailors! Long may records continue to be attacked and broken with such energy and determination.

I will close by thanking our Social Secretary John Byrne, for organising so well the Annual Awards/ Dinner at Greetham Valley. We had a marvellous time and give warm congratulations to our four winners.

Until the Spring Edition (early May – last post 30th April please). Good luck and good sailing.

*Ian Calderwood
19, St. John's Close
Ryhall
Stamford
Lincs. PE9 4HS
Tel: (01780) 763748.*

OBITUARY

MICHAEL HALL 1940 -2007



Michael Hall, or 'Plumber' Mike, as he was known to many of us, was a lynchpin in the creation of TOG in 1990 and without his efforts and chiding the project would never have got off the ground, or perhaps put to sea would be a better description! It would have been so easy for us in the

Old Guard, as the newer and younger members cheekily called us behind our backs, to have sailed elsewhere. Both Ken Merryweather and David Brettle were members of RNSA, Mike himself, and Bob Adam had good contacts on the Humber and I had RAFSA. Mike, however, was unwilling to let go so easily and soon talked us into forming TOG (the name itself being suggested by him). Mike's involvement was very much 'hands on' and he volunteered for the position of Chancellor, responsible for fund raising as well as the supervision of our local bank, as our Treasurer was away at University. This dual post lasted for almost three years and resulted in some excellent functions and the accumulation of a respectable bank balance. However once he had been awarded his RYA Yachtmaster he became bitten by the training bug and TOG's Council was persuaded to appoint him Training Master, following a "Cabinet Reshuffle" in 1994, an office he held until he semi-emigrated to Spain in 2002. The details of Mike's tenure of office as Training Master have been well chronicled by class members that he recruited for TOG and even more so by those who have held or are currently holding office.

The bald recitation of TOG's debt to Mike is but half the story. What so many members will recall is the legend that surrounds his name. There is not the space in this issue to relate the many hilarious adventures that sailing with Plumber produced. Some are barely believable. To give just a couple of examples will prove my point.

In July 1992 we chartered four yachts from Kilrush Marina on the Shannon estuary and sailed along the South coast to Valentia Island and eventually Cahersiveen. One of our ports of call was Dingle where a number of the crew members got yarning with Charles Haughey, the immediate past Taiseoch. It appeared that he owned one of the Blasket Isles which we had already decided to visit on our return passage. Unfortunately he told Mike that on Great Blasket there was a small café which served "the finest scones in the whole of Ireland". Mike's three lady crew members (Liz King, Eileen Doughty, and Jacqui Whitbread) expressed a desire to sample these said scones. However when we arrived there the quite miserable conditions put off two of them from this culinary adventure. The rest of the tale is best expressed by quoting from the expedition report. "Slipped Cahersiveen at 0813....once off Valentia set course for the Blasket Islands. Wind WxS F4 with a rolling sea. Anchored off the small

settlement on the NE side of Great Blasket Isle at 1112. Distance covered 19.7M. Unfortunately the swell was too great to launch a dinghy from a good half cable off the beach so the opportunity to sample the scones was lost. Mike Hall and Liz King did get ashore from 'Aisling', anchored much further inshore because of its shallower draught, but both got extremely wet in the process and ventured not much further than the margins of the beach. Upanchored at 1150 and with a backing wind now F5/6, a swift passage was made to Fenit, arriving alongside the harbour wall at 1726. Distance covered 35.7M" The matter of fact report leaves so much to the imagination!

Then there are the various yarns about piano accordions. Mike had taught himself to play this instrument which he did with a modicum of efficiency. His instrument was big and produced a beautiful sound even when 'strummed' by such musical incompetents as Ken Merryweather, Bob Adam and me. The crashing chords covered up many a bum note so well that he had been acclaimed by the Harbourmaster of St Marys, the Steward of the Salcombe Yacht Club (though the fact that he, to, came from Southwell always made me suspicious), the landlord of the Union in Cowes and not least by the Manager of a very smooth and expensive hotel on Bryher (in the Scillies). Seeing that he had the instrument with him, he was asked to play to some forty-odd evening dressed diners plus our mob and a French crew....which I confess he did with aplomb! However, there were a few occasions when transport to and from our departure point was crowded and no room could be found for this vast machine. On two occasions he borrowed a small wood-based accordion from Windmill, which lacked the panoply of crashing chords and, frankly, to my unprofessional ear sounded like a mouthorgan with problems. Ah well, pride comes before a fall and all that jazz. We were in a small harbour called Port-na-Long on the West coast of Skye on our way to Loch Boisdale in South Uist. It was a balmy summer's evening and about four of us ended up in this small hotel right by the shore. Plumber had borrowed Windmill's accordion and started to play on the verandah. It was pretty awful. I suppose he had been playing for two minutes when the landlady appeared, and in shutting the double doors quite firmly said "If ye must make that raacket will ye keep these doors shut". Plumber was quite offended!

One could go on and but there is a space limitation! The current members of TOG owe Plumber a great debt of gratitude, as do all of his students. His legend will continue and, I hope, inspire future incipient sailors to get out there and do something about sailing. The future of the Trent Offshore Group lies not in its members watching television or even reading about sailing but in going out on a miserable winter's evening to an evening class to get qualified and then taking every possible opportunity to put that knowledge into practice at sea. The finest memorial to Plumber we can produce is to double our membership and thus be able to double our practical activities.

Norman Allen
La Bazouge des Alleux
France
3rd January 2008



PERMANENTLY INSTALLED MARINE RADAR REFLECTORS

In the last issue I wrote about ‘Clunkers’ (temporarily installed and inanimate radar reflectors) with particular reference to the loss of the Sailfish 25 OUZO in collision with the PRIDE OF BILBAO in

August 2006. I finished the article with some references to sealed reflectors with a honeycombed interior which can be permanently fixed to the mainmast. Knowing about the interest in these matters amongst the more adventurous amongst you, and also receiving one telephone call and an e-mail from members I thought that a short article might prove efficacious. Mind you if one relies on chartering then I am afraid that until (or even if) the law is changed the ‘Clunker’ is likely to be your Hobson’s choice’.

The subject is not so much complicated by the task or even the details of the equipment but simply by the seemingly excessive number of marine radar reflectors on the market. If any member is thinking about buying a permanently fixed radar reflector then please contact the TOG Pilot, Clive Crankshaw, who has a copy of the RIN Small Craft Group’s Autumn 2007 Newsletter ‘Fairway’ which goes into the matter in some detail (7 pages of it). I also receive the newsletter and if the matter is urgent I will happily photocopy it and bung it in the post if Clive cannot be contacted or has lent his copy out.

Permanently installed reflectors work on the same principle as the ‘clunker’: the difference being that they are permanently fixed and, in principle, should work all the time. However do bear in mind that you, the skipper or pilot, has only one way of finding out whether it is working or not and that is to check with another vessel, that is equipped with RADAR, to confirm that your reflector is working. However this state of affairs is not permanent and a half hour later it may have ceased to function and you have no means of finding out except by reference to another vessel again! This is a rare occurrence; except in the event of a reflector being installed that has a poor reflective capability at a moderate or high angle of heel or that it has been installed too low (the likelihood of being installed too high on a sailing yacht is a pretty unlikely scenario).

A company called QuinetiQ was commissioned by the Marine Accident Investigation Branch (MAIB) to report on the technical standards, viability and utility of a range of fixed reflectors, following the loss of the OUZO. This report, published at the end of last summer, considered nine of the available reflectors ranging in price from £16 to £2000, in size, from 60mm to 279mm in diameter and in weight from 0.65kg to 5kg. Without muddling the reader with even more jargon suffice to say that the Viking Large Tri-Lens reflector at £300 (160x160x80mm, at a weight of 5.5kg) was considered the most effective. Oddly enough the Platismo 16” at £16 received a moderate commendation and performed much better than many of its more expensive competitors.

Amongst my avid readership will be someone who will comment “Ha-ha ...he has avoided the issue of X-Band and S-Band.” Yes I have! This is to do with vessel size and regulation

as promulgated by IMO (The International Maritime Organisation). Current regulation decrees that all vessels over 300 tonnes are required to carry X-band radar whilst vessels over 3000 tonnes are required to carry S-band radar AS WELL. It is obvious that the yachtsman will be concerned with vessels in the immediate vicinity and as all vessels over 300 tonnes are required to carry X-band then one can forget about S-band. The complete pessimist, however, will mutter darkly about cross Channel ferries speeding from Dover to Calais equipped with X-band and S-band, so if one had an S-band reflector then the ferry would pick you up earlier. That’s very true but the reflectors for S-band would be about 3.6metres across (that’s over 11 and a half feet!). Wow!

There is also a new piece of equipment available called the Radar Target Enhancer (RTE) which, basically, receives Radar signals, amplifies them and sends them back. I have not seen one of these yet but doubtless the 2008 Boat Shows will have them aplenty.

There will have to be a lot more work done before yachtsmen will purchase these in any quantity as there are currently few suppliers, the system does have problems and the hardware is expensive.

Finally if your appetite has been whetted and you would like to read more about the subject then go to www.MAIB.gov.UK and type “radar reflectors” into the search box. This will give you access to the entire QuinetiQ report to the MAIB. Amongst journals there is a comprehensive article written by the RYA Cruising Manager entitled REVISED STANDARDS FOR RADAR REFLECTORS in the RYA Winter 2007 Magazine which followed an earlier article by the same author entitled RADAR....SIZE DOES MATTER in the same magazine’s Autumn 2007 issue. That lot should be sufficient even for the most dedicated aficionado.

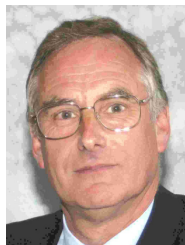
MEN WITH GUNS (2)

I was amused to read Arthur Wood’s little bit about the Cypriot Government patrol boat in the last issue. The previous winter to his story Arthur had asked to attend a Council Meeting to acquaint us with a boat delivery offer where a friend had a vessel currently in Cyprus and wanted it brought back to the UK (or failing that to Malta or Gibraltar). Council met and I was asked to write a feasibility study, which was duly presented about a month later. The details of the meetings and a copy of the report rest in Council Minutes. We would need two crews for Gibraltar (as we were all gainfully employed and couldn’t afford unlimited leave) but only one for Malta if the weather held. After much ‘chewing of the cud’ it became obvious that there was little enthusiasm for long slogs with no stopping and also the owner not only expected us to pay our own fares, which was reasonable enough, but would require a reduced charter fee. Council unanimously rejected the offer. It took the owner much longer (as Arthur writes in his article he had only reached Gibraltar by the end of summer the following year).

I have not heard the gunboat story before. My own experience of Cyprus was some years before this episode but the area through which they were trying to sail was one of the bombing and missile ranges used by RAF Akrotiri training detachments. If a yacht strayed into possible danger it would have been intercepted by an RAF S&R Marine Craft but as this noble branch had been disbanded some years previous to Arthur’s

escapade, range protection duties were replaced by local talent using vessels whose prime task was intercepting smugglers (of goods and people), a very different kettle of fish from the RAF. "Don't we bother to read Notices to Mariners, sir," from a grizzled Flight Sergeant Coxswain, thoroughly enjoying the encounter, being replaced by a Cypriot Government Customs' vessel's main armament and a skipper with a sense of humour failure. Oh for the days of the Raj!

PUSHPIT PRATTLE by Keith Stedman



A BIT OF A DO ET AL

Our third Annual Dinner Dance and Presentation Evening came and went on Saturday 19th January at the excellent venue of Greetham Valley Golf and Hotel Complex.

Unfortunately the weather was not kind to those who had thought they would sneak a round of golf in beforehand or indeed stay overnight and play the following day. However the weather was made up for by the warmth and helpfulness of the staff at Greetham and Trent Offshore members were made to feel extremely welcome. The actual dinner was first class and many diners have commented to me on what an excellent venue this is.

The dinner went extremely well and a good number of those attending also took the opportunity to get the exercise they would have had on the golf course by taking to the dance floor.

The theme of both Mr Rod Little, Chairman of the Royal Yachting Association East Midlands and my own speech, was the need for our great sport of sailing to attract and retain young people who will be able to carry on our sport long after the current skippers have reluctantly "swallowed the anchor." Trent Offshore Group would love to hear from any young and aspiring skipper who would be willing to train up as a qualified skipper to take the TOG trips of the future. Come on you must be out there!!

During the evening our usual awards for those who have shown progress or support for the group were presented. These are reported elsewhere in this edition of TOGline

Also during the evening, a raffle was held in support of the RYA's "Sailability" campaign which is designed to bring boating to people with disabilities. This is an extremely worthwhile cause and you can get further details from the RYA website. www.rya.org.uk As a result of the generous support from the members attending the dinner I have sent a cheque for £142.00 to the RYA Sailability. Well done all!

Looking forward to the 2008 sailing season, we have several trips already "on the stocks". Details of these are included elsewhere in this edition of TOGline, but if you wish to sail with us, please do not hang back. Those members attending the annual dinner have the opportunity to express their interest in any of the trips proposed and we have already received several booking forms with deposits for Easter, Scotland and October. The motto being "DON'T DELAY BOOK TODAY." The earlier we know the numbers, the earlier we can secure the boats, the better deals we can do and the cheaper we can offer the trips!

We are hoping that 2008 will see us able once again to offer a few socials during the year, giving you the opportunity to get together to meet both prior to a trip and afterwards to swap photos and stories! We will keep you informed of these via TOGline and special one off flyers. It would be really good to catch up with you all again at a future social.

Mentioning TOGline, I cannot let pass the opportunity of giving my thanks to our Editor, who does a sterling job of getting the rest of us to perform!! I also think that the new colour version of TOGline is a vast improvement and several members remarked on this at the dinner. If any of you want to put pen to paper and send it onto Ian, I am absolutely sure that he will do his best to include your views, articles or asides.

In closing, I gave my thanks to all TOG Council Members and skippers that give of their time freely and without payment to bring the proposed trips to reality – it was rather remiss of me not to thank there long suffering wives and partners also. So let me rectify that omission now....A BIG THANK YOU to all in the support team!

I am looking forward to hopefully meeting and sailing with many of you during 2008.

SPECIAL THANKS from JENNY STEDMAN..

I would just like to thank you for the wonderful bouquet of flowers I was given at the Annual Dinner. It was a lovely thought and such a surprise. I see my contribution to Trent Offshore Group as the last line in the job description of a partner of a Council Member - as any other duties that you may be required undertake..... seriously I am only too pleased to help.

It was great to see you all at the Annual Dinner and many people have said that they enjoyed the evening, both the venue and the meal prepared by Greetham Valley Golf Club. A provisional booking for next year has been made at the same venue for Saturday 24 January 2009, so please put a note in your diary to keep it free. The Annual Dinner is a good opportunity to catch up with fellow sailing "mates" and reminisce over past trips. This year, Mark bought along his photographs of one or two of last years trips. Several people enjoyed watching and remembering these trips and it was an opportunity for the partners of the "sailors" to see what goes on!!!

Talking of trips, I am looking forward to receiving your completed booking and health forms together with your deposits for the coming season. Remember the sooner we receive your commitment we can book the boats. Booking the boats early means we are able to get the boats of our choice and are able to negotiate good rates.

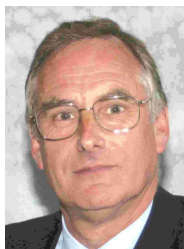
Again, many thanks for the wonderful flowers and wishing a good seasons sailing to you all - I'll be keeping my feet firmly on the ground!!

Jenny Stedman

REPORTS

PRESIDING MASTER

KEITH STEDMAN



2008 ANNUAL AWARDS.

At the TOG Annual Dinner/Dance and Awards night held at the Greatham Valley Golf Club on Saturday 19th January 2008, the following Presentations were made by the Presiding Master.



JO WOOD.

NAVIGATOR'S TANKARD –

awarded to the person making the most progress. This year it is awarded to someone who was nominated by several of Council. She has shown outstanding commitment and ability in navigation and passage planning on the trips that she has been on.



STUART COOK.

COMMODORE'S CUP

awarded for overall support to the group over the years. He has been a long standing member of TOG and in fact sailed with me in Scotland back in 2000. Not deterred by that experience he has continued to sail with TOG on many occasions over the intervening years and has even introduced his daughter to sailing with the group.



PETER CHIVALL.

MILLENIUM TROPHY – awarded in recognition of contributions to TOGline. This person has for many years kept us entertained by her write-ups of the sailing trips she has undertaken, usually with Richard Vincent. They make easy reading and manage to highlight the amusing incidents that often happen on such trips.



JENNIE GARRETT.

Unfortunately, I know that she is unable to be with us this evening but the award goes to

DEPUTY PRESIDING MASTER

ARTHUR WOOD

MOORING or BERTHING?



As I sat in a comfortable reclining seat with a scalding hot coffee balanced just above my knees, I noticed that the electronic Chart Plotter showed us halfway between Dover and Boulogne making 32 knots. We were aboard *SPEED 1*, which

does the 25-mile crossing in just 55 minutes.

Despite all the modern technology which makes all this possible, as with all other ferries – or even the QE2 – when arriving at the terminal, she still “ties up” with a piece of string. Thick string - O.K. – rope then. Why not some super techno gizmo instead? Presumably, because it still works better than anything else?

This isn't the only question that occurs to me. We yachtsmen talk about mooring, but my nautical dictionary says “*moor*”: fasten a vessel to the bottom by two anchor cables laid in different directions, so that she may ride by them both.”

So is most of the “mooring” we do really “berthing”?

Most authorities describe the big ship system using 6 ropes.

But Tom Cunliffe says, “A yacht of any size below 55 feet or so, is best tied up with 4 ropes”.

All agree that springs are necessary and all show one going from the bow to a point ashore, level with the boat's stern and on from stern to a point level with the bow. But the

terminology is not so clear. For example, the one attached to the bow which pulls the vessel aft, is variously named as:

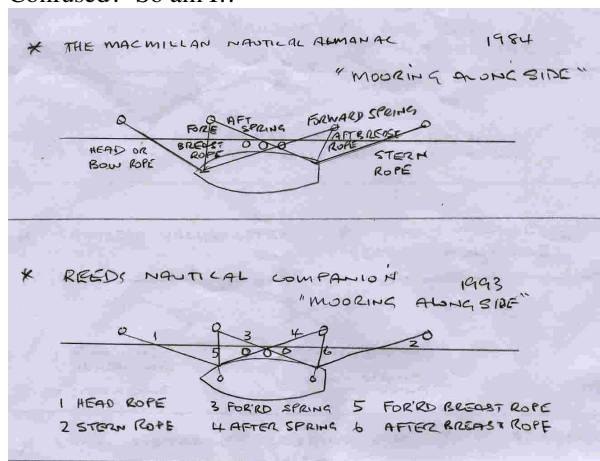
Forward spring, after spring, aft spring, bow spring, head spring...? All these experts assume that you will tie up to a long, straight wall with mooring points in exactly the right places!

Ha!!

In practice, you are more likely to be squeezed in an awkward corner with inadequate securing points, alongside a marina pontoon which is only half the length of the boat.

None of these writers mentions what, in my experience, is the most essential thing for mooring a yacht, which is the midships mooring cleat. Every yacht should have one – but many alas do not!

Confused? So am I!!



PAUL RATCLIFFE – MEMBERSHIP (01778 341475)



hoped to organise a "short" diesel engine course. Other matters discussed included Data Protection for members' contact details and a potential trip to the Danish Baltic in 2009

-TREASURER



-SOCIAL EVENTS

RICHARD OAKES (01636 640414)

JOHN BYRNE

Evening all!



Just a quick thank you to everybody who attended our presentation evening. It was very satisfying to see a reasonable

show of our members and we hope you all enjoyed yourselves. Any feedback from the evening would be more than welcome. I would like to confirm that the presentation evening will be held on the 24th JANUARY 2009 at the same venue.

I will be trying to organise a couple of social events during the year - possibly a BBQ evening in the summer and another event in the autumn. If anyone out there has any ideas or places where we can hold the evenings then, please get in touch. I hope to see some of you at Easter - and possibly on the October trips (wife permitting).

But - once again thanks for your support.

-NAVIGATION

CLIVE CRANKSHAW (01664 454403)



-ADMINISTRATION – COUNCIL MATTERS

NEIL MACFARLANE
(01159 663028)



Council met at the King's Hotel, Grantham on Friday 4 January with seven members present. The imminent annual dinner was discussed

and members agreed to make informal contact with potential attendees. Prize nominations were also agreed. The 2008 Sailing Programme was agreed including potential organisers/skippers. Preliminary charter bookings would be made for the ever popular Easter and October Sailexes originating in the Solent. Training courses for Sea Safety, First Aid and VHF would be offered in the coming year, and it was

BO'SUN'S STORES



JOHN BYRNE

TRAINING

COLIN BROCKETT / MARK DAVIS
(01205 722886) / (01949 860815)



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! There is a wealth of information on it!

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

Booking/Trip Number	Trip Title/Description/Skippers	Dates	Approximate BerthCosts *
01/08	<u>Easter Sailex</u> A chance to put those theories from the winter classroom courses into practice or to brush up those sailing skills before the main season starts. Anticipated sailing area Solent/South Coast Contact: mark.r.davis@btinternet.com	Thur. 20th- Weds 26 th March	£200.00
02/08	Milford Haven Contact Richard Vincent. richard@orchard56.freemove.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 1 st - Sun. Oct. 5 th	£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.

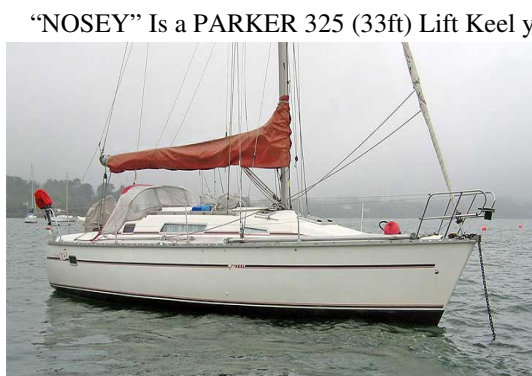
YACHT NOSEY MWSJ 5

MMSI SELCALL 235010032

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



“NOSEY” Is a PARKER 325 (33ft) Lift Keel yacht (example shown), well equipped with safety and navigation aids. Accommodation for six in three cabins, four berths being 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.

April 4th to 6th

April 18th to 20th

May 3rd to 11th - Boston, Brancaster, Bridlington, Whitby, Humber, Boston.

May 16th to 18th

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 25th 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.