



# TOGLINE

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



## WINTER NEWSLETTER 2013

### BIMINI: Tropical cockpit cover used to protect crew members on the other side of the cockpit.....

**Welcome once again** to the start of a New Year, full of promise, fair winds and calm seas. (Hur, hur)! The Editorial is slightly different this time – I felt the Presiding Master's Musings may be better placed here. His report for the year, given at the Annual Dinner is much more erudite than my ramblings! For those who were unable to attend, I hope you enjoy reading it as much as we enjoyed listening to it.

#### **PRESIDING MASTER'S MUSINGS**

by Neil Macfarlane



*Welcome to the annual dinner of the Trent Offshore Group now in its twenty-third year. First, on your behalf, I say thank you to the staff of Greatham Valley Hotel for providing us with this excellent meal and I hope that you will later join in the dancing to the music*

*provided by the JH Roadshow. Also our thanks should go to Andy McWilliam, our social secretary, for organising the dinner on our behalf, and indeed other enjoyable events during the past year.*

***Other members of your council** have also contributed greatly to the success of TOG through 2013. It may be a touch invidious to mention some by name and not others, but Stewart Cook as administrator organises our council meeting and then records their profound and esoteric deliberations. Stewart is now en route to Australia and New Zealand for six weeks in the excellent company of Mary Bancroft – and they met on a TOG social event! Graham Wassall keeps a close eye on our finances and the club remains in a solvent and healthy position thanks to his stewardship and the support of members. Also Paul Ratcliffe keeps track of members and after a period of grace pursues them for payment of our extremely reasonable subscriptions. Ian Calderwood does a sterling job in producing our quarterly organ TOGline and is always on the lookout for new contributors. A new member will be familiar to many members as an excellent skipper – I refer to Dave Bond who joined council last year. Our webmaster, a chap called Mark Davis, immediately promoted him to Training Master, an excellent idea we were happy to endorse even with our arms up our backs!*

***Said Mark Davis's** training school, AshoreSailing, continues to develop. Mark has recently gained his commercial endorsement to his Yachtmaster Offshore Certificate of Competence and also gained the coveted status of RYA Cruising Instructor. We look forward to continuing our collaboration with Mark for the benefit of members.*

***The heart of our activities** is sailing and largely thanks to the work of our expeditions master John Bryant, our last season been very successful. Also, we need to acknowledge the key role of our skippers in promoting particular trips and for taking responsibility for giving their crews a rewarding, enjoyable and safe experience. Thus, we started at Easter with the boat-handling course on the south coast. We then organised our main sailing events in southern Ireland, the Scottish west coast, Greece, back on the south coast for the October sailex, and finally - our most ambitious expedition for many years - to the Windward Islands in the Caribbean. Forty-five members booked sixty-one berths on twelve yachts. For the coming 2014 season we have ninety-six berths available on some seventeen yachts, some seventy-eight of which have already been taken up by members. Trips include the Easter sailex (though with no bookings so far), cross channel to the Baie de la Seine, Scottish west coast, Pembrokeshire (which we have offered in the past and this year should run), Turkey, and the October sailex. We shall publicise a range of social events in due course and welcome the continued support of members. Trent Offshore Group, albeit a small club, is active and successful – however we do need more, particularly younger, members to sustain this activity so finally I would urge you to seek such recruits to enjoy the rewarding experience of offshore sailing.*

***Finally**, as always, I give my grateful thanks to all those contributions I have received and shared with you all over the last year. Finding a recipient for the Millennium Trophy is always so difficult! Please – keep them coming!*

#### **A Happy and interesting New Year to one and all**

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At the Annual Dinner at Greatham Valley Golf Club, attended by almost 60 members and friends, the following Awards were made by the Presiding Master.:



**The Ellis Trophy** for the most promising newcomers is awarded to **Kevin and Linda Martin**, close friends of last year's winners the Panerai's, and who sailed with us in

both Scotland and the Caribbean.

**The Navigation Tankard** is goes to **Will Russell** who sailed with us twice in 2013, including in Scotland. Will has made a great contribution and is currently working towards his Yachtmaster Coastal ticket. We wish him well and hope to see him skippering for us in due course.



**The Commodore's Cup** is awarded to someone who joined TOG a few years and a one-time recipient as a newcomer of the Ellis Trophy. That

promise has been amply fulfilled and he has skippered for us twice this season – in Greece and then the Caribbean – **Adrian Johnson**. Like Graham Wassall who a year or two ago completed the ARC – crossing the Atlantic, Adrian also sails beyond TOG. In 2013 he completed the tough race schedule to qualify for the Fastnet Race, and then the gruelling race itself, though he admits he never actually saw the rock of southern Ireland in the dark and rain. Adrian's other bonus is that Diane sails regularly with him and the two of them together enliven any trip.

Lastly, the **Millennium Trophy** is ostensibly Ian's choice for loyal service to TOGline. However this worthy recipient not only writes jolly good articles, he also skipper's yachts near and far, and organises annual dinners and our social programme. Rumour has it that he also has political ambitions – **Andy McWilliam**.



## REPORTS

**Windward Islands Sailex, Caribbean Sea, January 2014.**  
by Neil Macfarlane



**We assembled at the Marriott Hotel, Gatwick** on the evening of Monday 6 January had dinner together and, armed with John's

comprehensive briefing notes, discussed plans for our Caribbean adventure. Early next morning, Virgin Atlantic's flight VS097 took us to Hewanorra International Airport at Vieux Fort on the southern tip of St Lucia.

Crew members were split between the economy and premium cabins (the



latter having larger seats, more leg room and a slightly better menu which conferred a definite sense of superiority!). The crew of *Galilee* started provisioning the boat in flight by making good use of the duty free on board with seven bottles of gin and one scotch. On arrival in the bright sunshine and warmth we were met by local taxis and taken up to Rodney Bay Marina on the north of the island, a two hour drive with plenty of local colour and commentary.

### St Lucia

**We boarded our yachts, Joule and Galilee**, allocated berths and did the handovers with the two skippers who had sailed them down from their base in Martinique. *Galilee's* skipper, a tanned, wiry Frenchman short on toes, was not over familiar with the



yacht and could not get the radio/CD player or the TV/plotter to function. Our combined efforts over the subsequent two weeks failed, though there was another working GPS! On *Joule*, Andy and his crew had next day to do a makeshift repair on the bimini, and then survive on one water tank, a defunct port light and only two functional reefs. *Galilee* had a small hole in the mainsail and a dodgy log, but overall, the state of the yachts, general cleanliness, provision of linen etc. were very good. After a good meal ashore, our first night was spent on the pontoon. On Wednesday, crews provisioned the yachts, acclimatised to the local ambience with the aid of rum punches and prepared for sea. Late in the afternoon the yachts left the pontoons and picked up buoys in Rodney Bay for the night.



**John had researched sailing** in the Caribbean in some depth and had provided the skippers with an excellent digest of sailing opportunities and potential destinations, mainly culled from Chris Doyle's *Sailors' Guide to the Windward Islands*. Also Nigel and Neil had recent experience of sailing in these waters. They contributed their knowledge of good places to visit, local cuisine, and the bureaucracy of local immigration and customs procedures, largely a legacy of British colonialism. St Lucia lies at 14 degrees N, well within the tropics. Like most Windward Islands its origins are volcanic and its highest peak Mt Gimie qualifies as a Munro at 3120ft. The NE trades pick up water over the Atlantic and dump high rainfall on the island to ensure the lush rain forest covering the hills. On the leeward side of the island (and again in St Vincent) we experienced that rainfall and humidity with daytime temperatures in the 80s F.

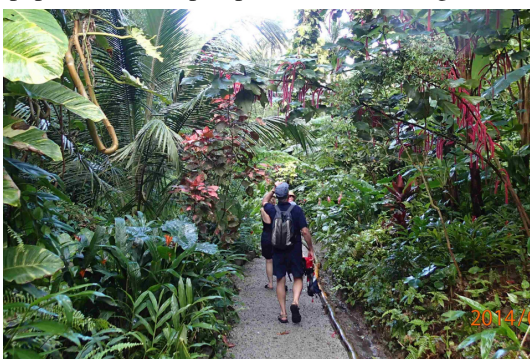
**Thus the yachts slipped their moorings** in Rodney Bay and began their journey south, with the ultimate destination of Grenada in two weeks' time. With some 15kt of wind and two reefs (one soon shaken out) the yachts headed for Marigo Bay to pick up two buoys for a leisurely lunch before heading on to Soufriere Bay to moor overnight on buoys close to Bat Cave.

This a deep crevice in the cliff, home to a huge colony of fruit bats. The other side of the bay is dominated by the Pitons, two spectacular "sugar loaf" volcanic plugs,



arising vertically from coral reef beds, designated a Unesco World Heritage site. Soufriere was the former capital in French colonial times, but now is a sleepy fishing port popular with tourists. That evening, both crews went ashore to the Hummingbird restaurant for Piton beer, local cocktails and a splendid meal - our first chance to sample delicious mahi-mahi (dolphin fish or dorado). Meanwhile the fruit bats skimmed over the surface of the pool and to scoop up fresh water.

**Next day the yachts were moved** over to the other side of the bay nearer the Pitons. The skippers went ashore with ships' papers and crew passports to clear immigration and customs



"out" at St Lucia. After lunch ashore and provisioning in Soufriere which exhausted the local supplies of tonic, some of *Galilee's*

crew followed Nigel's directions for the Diamond Estate for a bathe in the sulphur springs by the spectacular Diamond falls. However, after admiring the old town, we found ourselves climbing a very steep hill which afforded splendid views of the bay, but was nowhere near our destination. Retracing our steps eventually brought to the Diamond Estate near dusk, to find the sulphur springs closed for cleaning and the falls less than a spectacle in the gloom - however the gardens and flowers were beautiful.

**St Vincent and the Grenadines**

**On Saturday prompt at 0605**, the yachts left the buoys bound for St Vincent, a 30NM passage. Sails hoisted, wind NE 10-15kt, no reefs, course 205M (NB magnetic variation was over 15 degrees west) *Galilee* achieved some 6-7kts over the ground. By 0800 with intermittent 20kt, the first reef went in with SOG 8-9kts, then by 0830 wind gusting 25kt in went the second. As we left the lee of St Lucia, not only the wind increased but we were exposed to the full Atlantic swell. As the NW coast of St Vincent neared, with the wind on the port quarter, the yachts surfed down the large waves on an exhilarating point of sail. St



Vincent is an island of mountainous peaks and precipices and a wild interior clothed in dense rain forest. In the north, Mt

Soufriere (Fr "sulphur outlet"), a 3000ft active volcano which last erupted in 1979, dominates; the island which is largely free of tourist "amenities". By 1130, both yachts were anchored 100m off the town of Chateaubelair. Landing parties went ashore to complete immigration formalities for St Vincent, which included cuddles for the skippers from the immigration officer in her living room cum office. After lunch, anchors were weighed and the yachts passed through the narrow passage between Chateaubelair Island and the mainland. Under genoa alone, a course was

set for Cumberland Bay. However, the wind declined, so our destination on the west of the island was reached under engine by 1600 to drop anchor. Local "boat boy\*" Beni



took long lines ashore to secure the yachts. Not too long before



a local fisherman approached *Galilee* with spiny lobster and a good-sized tuna. The fish was fully inspected by Neil who pronounced it to be in good condition and fresh (although dead). The crew of

*Joule* were invited to join us in the purchase of this marvellous fish but declined. Accordingly, we negotiated a good price (\$EC60 or £15) and bought it descaled, gutted, and cut into steaks, on the boat in front of us. Neil asked for the fish's eye from this fish, which was duly given to him later to extract the lens. Steaks in the fridge, the tuna later provided two good meals on board. However, that evening *Galilee's* crew were lured by Doyle's glowing recommendation of the Black Baron, a pirate-themed tavern run by a French couple famed for its roast suckling pig. After the humiliation of donning piratical headgear, we were subjected to a truly awful stew of glutinous



pork fat and possibly old chamois leathers. *Joule's* crew fared far better with Creole chicken at Beni's brother's bar.

**[\*“Boat boys”** – Doyle is somewhat scathing about boat boys in home-built wooden boats with powerful outboards who invariably approach yachts on entry to a bay or harbour offering to find you a buoy and help moor up. He warns of insecure moorings etc. However, in our experience they were very helpful if persistent, and we had no problem with buoys, whether official or “private” for the cost of a few \$ECs. Other boat boys approached yachts with fruit, freshly caught fish and lobsters, tee shirts and souvenirs. This in a variety of vessels ranging from smart launches, through tiny kayaks, to half a surfboard.]



**On Sunday, Galilee left Cumberland Bay** at 0945 to head for Young Island. *En route* we stopped for water at Ottley Bay, an almost deserted commercial

quay where we moored up and eventually found a hose, filled up and dashed EC\$20. Here was moored the dismasted *Black Pearl*, the ship featured in “Pirates of the Caribbean”, no doubt awaiting a refit for yet another sequel. The “Pirates” link persisted in a brief visit to Wallilabou Bay, a location for filming and with a rock arch reminiscent of Durdle Door. By 1600 *Galilee* arrived in Young Island to be guided to a buoy by Beni. Monday was a day of relaxation, with visits by foot and dinghy to the Blue Lagoon, now somewhat desolate after the closure of the Sunsail base. Some crew members indulged in beach hedonism on Young Island, a private tropical resort. Later, we all dined ashore at the restaurant using the hotel's rather ungainly water taxi.

**An early start on Tuesday** (crs 210M, NE wind, 20kt) and a brisk 9NM sail with two reefs, brought *Galilee* to Bequia, at seven square miles the largest Grenadine and a beautiful island. Our visit to Admiralty Bay, a deep-set natural harbour among steep, verdant hills, busy with yachts and local ferry traffic, was notable for three things. First, while looking for a mooring in the shallow north side of the harbour, Diane's expert display of close-quarters' boat handling drew much frantic shouting from some very nervous American yachties. Our skipper's entreaties for them to calm down only seemed to provoke more anxiety. Second, while on a buoy well away from these earlier exchanges, Keith lost his watch over the stern in 10m of water while taking the dinghy's painter. A VHF call and short dinghy trip brought us the services of DiveBequia in the bronzed and lithe form of Jan in SCUBA kit. The lead line dropped over the stern to mark our arc of swing, Jan dived and in seconds emerged with the still ticking watch to present to a grateful Keith. Thirdly, the whaling past of Port Elizabeth, Bequia's sleepy capital was marked with jawbone arches and a bar where customers perched on whale vertebrae stools! Our water taxi driver Dee-Dee recommended Tommy's Bar where the lobster soup and mahi-mahi were delicious.

**The next day, Galilee** sailed around the south-west point of Bequia, passing several wrecks, then east to Friendship Bay on the south-east of the island. At anchor, we enjoyed an excellent meal on board, conjured up as usual by two Dianas and Jean with some male help. A bumpy night followed in the crowded bay, requiring an anchor watch in the early hours. Thursday

found us making an early landing on Mustique, the private island once owned by Colin Tennant, 1950s playboy and escort of Princess Margaret after the Townsend *affaire*. In 1960, Tennant presented her with a Mustique building plot as a wedding present. The island is now owned by a private trust and a popular destination of the Cambridges. In an open taxi, we toured Mustique which is beautiful, but also quite manicured and clearly prosperous. This in sharp contrast to St Lucia and St Vincent, where evidence of poverty and recent storm damage was often seen in some of our ports of call. A late lunch in Basil's Bar featured grilled lobster prominently and here we were joined by *Joule's* crew. Back on the yacht, a short hop took us for the night to Saltwhistle Bay on Mayreau, a tiny island with the anchorage sheltered from the swell by a palm-covered spit but not from the wind. On Friday morning, we left the buoys and headed north around Mayreau to the nearby Tobago Cays - five small, uninhabited islands, forming a marine park with lagoons, coral reefs and a turtle sanctuary. Guided by a boat boy Bradley, *Galilee* headed through a narrow channel with less than one metre under the keel, to a buoy just off the turtle reserve. Most crew went ashore in the dinghy for swimming and snorkelling and turtles were seen. In the evening, Bradley took us ashore for a beach barbeque on Petit Bateau. For *Galilee*, the faint candles could not conceal the small size of the tuna portions which tasted stale and bitter. *Joule* had the best of it with fresh barbequed lobster. Speeding back to the yacht in the water taxi, disaster was narrowly averted as two unlit boats converged in the darkness.

**Saturday took us to Palm Island**, the penultimate, southernmost of the Grenadines. Picking up a buoy, Keith and Nigel lost the boathook when the sleeve came off, but it was later retrieved, tangled in the strop. Senior members of the crew took luncheon at the Palm Resort hotel. Later, *Galilee* headed over to Clifton Harbour, Union Island and moored up in a strong onshore wind, to the resilient wooden pier at Bougainvillea. Over beers, we observed a French crew who sought to moor a large catamaran stern-to, but had forgotten to deploy the bow anchor.



Having eventually moored, with assistance from the marina staff, their stern warp unravelled from the boat's cleat and the cat blew off the pontoon – oh happy days! Our skipper and assistants went ashore to complete customs etc formalities for our departure from the Grenadines. After a good dinner at the nearby yacht club, we spent a noisy night with constant stretching and creaking from our warps and the pier's timbers. *Joule* had a quieter night on a buoy in the harbour.

#### **Grenada**

**0930 Sunday** saw a faultless reverse departure from the pier in a strong onshore wind, followed by a short passage under genoa in a 15kt wind towards Petit St Vincent, the last island in the Grenadine archipelago. *Galilee* anchored briefly off Mopion, a tiny white-sand islet with a single palm-thatched beach umbrella

which graces many travel brochures. Passing Petit St Vincent and Petit Martinique, *Galilee* hoisted sail and rounded the north of Carriacou for a brisk 12NM sail to Hillsborough Bay on the west side. Here, immigration to Grenadian Grenadines was completed. As it was Sunday, customs were unavailable, However we were granted permission to clear customs at St George's. A short trip to Tyrrell Bay on the south-west and a buoy for the night, was followed by a fine meal of mahi-mahi on board and early to bunks. Monday 0600 and a quick coffee/tea, then *Galilee* motored out into the bay bound for Grenada. The mainsail was hoisted with one reef and full genoa in 10-15kt wind from aft. A preventer was rigged and as we left the lee of Carriacou, the wind and swell increased. We briefly recorded a SOG of 12kt, whilst surfing down the waves. Off Ronde Island,



we passed through the 7m shoals close to the rocky islets of The Sisters, then through the edge of the exclusion zone of the Kick'Em Jenny submerged volcano. Rising 4300ft from the seabed, this volcano marks the subduction of the South American tectonic plate under the Caribbean plate and last erupted in 2001. We noted no significant activity and continued our sail down the west side of Grenada now in the lee of the island, but maintaining 7kt to St George's. Outside the harbour sat the huge bulk of the ten-decker *Costa Meditterannae* cruise ship, sister ship of the ill-fated *Concordia*. We averted our eyes and entered the old harbour in search of the Grenadian customs office, dropping anchor for lunch. As we finished eating, we were "moved on" by the harbour police so entered the very swish Port Louis Marina (run by Camper and Nicholson but little in common with Gosport), where our charterers have a base, and also home to some huge super-yachts. The skipper cleared customs in the marina, then joined the crew to enjoy the luxury of decent showers and a few G&Ts in the cockpit, before we dined ashore at Patrick's restaurant. This proved an excellent choice, though on a noisy and busy main road. Vicious rum punches were followed by twenty local dishes served tapas style. Tuesday morning found *Galilee* well offshore to avoid reefs, heading south in 10-15kt wind with one reef and preventer for yet another great sail. Rounding Point Salines on a broad reach, past Glover Island close hauled then, with an appointment to keep, under engine into Prickly Bay, south-west Grenada, and onto a buoy by 1030. Ashore, we met up with "Mr Yellow" (or Martin) in his eponymous garb and minibus who took us on a tour of beautiful Grenada. This included: a spice garden whose guide had not read National Trust advice on picking plants; a decent water fall; a volcanic lake full of Tilapia eager to nibble toes and a wonderful water-powered rum distillery. Blissfully unaware of health and safety, they produce a spirit too powerful to export. After the tour, a quick visit to Foodland sourced our last dinner on board, a fine meal of jerk chicken, onions, ragout, pasta and salad. After a lie-in, breakfast, and a few hours on the beach for some of the crew, our final sail took *Galilee* back to

Port Louis Marina. Here, we met up with *Joule's* crew for a joint meal onshore to celebrate our trip. Wednesday morning was hand-over time. With our luggage removed to Dream Charter's offices, the boat linens bagged up, rubbish cleared, Richard Johnson, the local manager came aboard to do the handover. He



requested the customs clearance into Grenada. Aahhh - the 'clean up' had been too enthusiastic and some of the important documentation was away with the old corn flakes packet!! Fortunately, we had cleared Grenada customs at the Marina, so Adrian was able to sort the matter out while crew members explored St George's or lounged by the pool.- this in the company of bikini'd sirens - until it was time to go to the airport. Our 18:20 flight took us back to St Lucia for a crew change and passenger pick-up, then overnight in an Airbus 330 to Heathrow. We were met by three taxis for delivery to our respective doors in the East Midlands. John Bryant's planning and organisation of the entire trip, from Gatwick to the Caribbean and home, had worked impeccably. Thanks to our skippers, Adrian and Andy, we had had a splendid holiday with some memorable sailing, cuisine, sights, experiences and fun.

*And now..... an alternative view.....*



TOG Caribbean Sailex January 2014 - View from *Joule* by Andy MacWilliam

**After dinner and sleep** at Gatwick Airport Hotel, 15 merry mariners dragged themselves to the check-in and boarded Virgin Atlantic Flt 097 to St

Lucia. Chris Deane took the later BA Flight. Those of us in Economy Class were frequently updated on the luxuries of Premium Economy by bar stewards! Suitably fed and watered, we disembarked and traversed customs at the Vieux Fort Airport (boy it took some time). At last, we tasted the hot Atlantic air. Two taxis took us across the Island to the Northern harbour of 'Rodney Bay'. Two weeks earlier, severe storms had hit, causing, severe damage to houses, bridges, trees, fields, injuries and deaths. The community was recovering, albeit slowly. En route, we took a few beers at the scenic Desclaves Point on the West side of St Lucia. Adjustment to the laid-back Caribbean pace of life had begun.

**A usual arrival routine at Rodney Bay Marina**, find the boat, check the boat, provision the boat, find a bar, eat and discuss, duly took place. *Joule* had problems with no third reef and the bimini that was detaching from the sprayhood arch. The prospect of 16 days exposed to the sun was a worry. Christophe, the guy who had sailed her over from Martinique, made a faint attempt to fix it, but it never lasted the night. He returned in the morning, attempted a sewing repair and left swiftly for a chance flight



home. The repair failed, but our talented ship's engineers made an excellent repair job using thin lines and tie bands, which lasted all 16 days, and probably more! Well done Dave and Richard. We all settled down for the night. We were 4 hours behind!.

#### 8<sup>th</sup> January



**Slow organisation** and provisioning gave way to quick departure. We were thrown off the pontoon to make room for another Superyacht and made the long passage to a mooring in the Lagoon, one mile away. Some went ashore, shopped and explored, some messed about with the boat. Joule's tender outboard had fuel line problems, which we managed to solve. The main problem with Joule was the bimini.

**We dined in a nearby Tapas bar**, which proved most expensive although the food was good. Moaning about the bill we all went to slumbers, for tomorrow we were to go to sea.

#### 9<sup>th</sup> January

**Breakfast and off, south** to the beautiful Marigot Bay, for a 90 min lunch stop and then off to Soufriere The bat caves (not very interesting unless you're a another bat!) and the mighty impressive Pitons (mountains), after which the best beer on the Island is named. The crew of Joule were tired and the skipper concerned as to the proximity of the rocks on the mooring so close to the cliff. The mooring's own line did not look so wonderful. Galilee complement had gone ashore.

#### 10<sup>th</sup> January

**Across the bay** to find another mooring. A local mooring fellow seemed to pull line out from just under the surface, which is a little worrying with props and stuff. We all went ashore, cleared the customs of St Lucia, then a superb lunch and walkabouts. Nice!. Joule dined at the wrong restaurant, which was quite nice actually and after a few small beers, took the water taxi back to our home. Early night because we were off at first light.

#### 11<sup>th</sup> January.

**We dropped the mooring** at 05.50 hrs (first light) and had a cracking sail south to Chateaubelair on St Vincent. This was a small town damaged from the Christmas day storms - mud and large bits of tree all over the place. Sadly, they were burying some of the storm victims that day. An hour or two clearing customs and immigration and we were off round the headland to Cumberland Bay, where they too were still clearing up. Long-lined ashore and with anchor, we dined in Benny's restaurant, although we waited hours. We did better than Galilee who reported the worst meal ever from the French couple in Doyle's book. G&Ts and bed.

#### 12<sup>th</sup> January

**An hour's sail to Wallilabou**, the impressive inlet where much of the 'Pirates of the Caribbean' was filmed. Quite a lot of the sets were storm damaged, including the jetty. R,I,K, L, R and C went to the waterfall while D & A stayed close to watch the vessel.

**After lunch**, with Kevin in command, we went to the capital 'Kingstown' in search of fresh water. All we got was fresh education as the game is simple. Get the yacht to come in - you'll get some money off them. Apparently, the Waterman whose job is to hand out water was not available. We also got dirty fenders from the rubber buffers on the dock. We went around the headland to moor in Young Island Cut, a lovely place close to a resort and restaurants, but not shops. A fine meal in a classy restaurant was consumed.

#### 13<sup>th</sup> January

**Some spent the day at the resort**, some went on an island tour. This was a day to relax. We relaxed.

#### 14<sup>th</sup> January

**Everything done at as lazy pace** we covered to ten miles to Admiralty Bay in Bequia. Ashore, we went for beer, lunch and shopping and stuff. It was very hot, so we took a little more beer. A few went for a walk to view the other side of the small island. We saw Friendship Bay. The next day we were to be there.

#### 15<sup>th</sup> January

**We actually sailed**; by that I meant we put in a couple of tacks, round Petit Nevi and Isle de Quatre, around to Friendship Bay, where we spent an uncomfortable night in a lot of swell. We ate aboard. The next day we thought we would like a more stable mooring.

#### 16<sup>th</sup> January

**A lovely sail to Britannia Bay** in Mustique, where the well-to-do hang out. A one hour round the island tour in a taxi was interesting. I'm not sure I could live there. It was too well manicured. Just a thought!. A nice, small island, with classy buildings and a very, very good restaurant, Basil's Bar. It was the business. 14.00hrs and we were off to Canouan, where we took on water and food, dined in an American-style restaurant and slept. Tomorrow, the Jewel of the Windwards was on the menu for Joule. Galilee went further ahead.



#### 17<sup>th</sup> January

**We sailed to Tobago Cays national park**, with its turquoise waters and coral reefs. With some more precise navigation, we made it to the entrance between the island, onto the mooring guided by Rastafarian, the modestly named Mr Fabulous. We also met Mr Quality (St Vincent's answer to Del Boy) and also Mr Romeo (no comment). If you've got it, shout about it I suppose!. It was choppy again. We were getting used to this. The afternoon was spent on a windy, white sand beach. Some snorkelled, some swam, some walked the tiny island, with huge lizards and tortoise munching around. All got wet. All 16 passed the evening at a beach barbeque in near darkness (bring your own beer and wine) and other good company. Several observed how high the table was. Did you rest your chin on it and shovel the food in, or do you stand up? There were no cushions. Water-taxi took us back in the brilliant moonlight. Still choppy and rocking!

## 18<sup>th</sup> January

**After breakfast**, Joule sailed out west around Catholic Island and back in to Saline Bay for lunch aboard. A bit of a rest here and then south again to Clifton, the capital of Union Island. We met more dodgy dealing on the moorings and were evicted by the true owner of one. Finally, we got one which at times left us almost in handshake distance from a catamaran. Cosy!. We went ashore, had a few drinks and walked about. We arranged to dine in the café/ home of 'Jennifer' at 7pm. She cooked us a lovely Caribbean meal with all the trimmings. It took a long time, but it was authentic. The knowledge of wine is not strong in this region. Both vessels' complements did their own thing for the day and a quieter night was passed.

## 20<sup>th</sup> January

**The next morning**, we woke to find Galilee leaving early for



'Elf an' safety, man!!

Carriacou. We were well behind them. Customs clearing and immigration formalities had to be carried out. As at the airport, the only way there is - slowly. We provisioned and watered again, then were off to Hillsborough, a proper sized town where we anchored and had to clear in to customs and immigration. Slower still it was. After lunch we left to anchor off Sandy Island, a classic Caribbean banana-shaped island about 300m long. All but the skipper went ashore for a pleasant 90 min. Joule departed for Tyrrel Bay, which was actually quite settled. We dined in a shoreline restaurant with Galilee and a fine evening was had by all.

## 21<sup>st</sup> January

**Popa**, Carriacou's answer to George Cole, brought the bread, all five loaves of it! Yes I know. At one point we were expecting some fish and a lot of people!

**We left for Grenada** with the first reef in on yet another port tack, avoided Kick 'Em Jenny the undersea active volcano and down to St George's the capital. Here, we went alongside in Port Louis Marina. The temperatures were rising and so was the humidity. This was a nice place with swimming-pool and



showers, shops and restaurant. The walk into the town was about one mile. The town is impressive and clean. Half dined in a low waterfront restaurant and half in an elevated waterfront

restaurant. The walk back in the cooler (still hot) air was refreshing.

## 22<sup>nd</sup> January

**Some wanted to sail**, some wanted to go around the island. The waste tanks needed emptying (at sea) and fuel taken on board. A choice to sail was made and subsequently reversed. Back in we came and tied up for the final time. Seven took a four hour island tour into the hills and eastern coastline. On their return, we joined the crew of Galilee in the town for the ultimate (besides that in the air) sailex dinner of the fortnight.

## 23<sup>rd</sup> January

**Breakfast was followed** by the long and drawn out task of 'hand back' and accounting for everything in the humid heat. Chris said his good-byes as he was off early to meet the other half in Barbados for yet another week in the sun. Several refreshing dips in the pool were very welcome until, at 16.00hrs our very attentive taxi driver 'George' took us to the airport for the long journey home to Blighty. Happy days!

**Log recorded as 186 M ....not a lot for a 16 days sailex!**

### *Crew Of Joule,*

*Richard Woodward*

*Chris Deane*

*Dave Clark*

*Andy McWilliam (Skipper)*

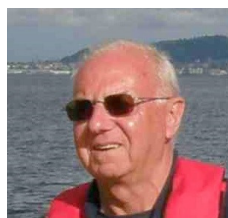
*Kevin Martin (Mate)*

*Linda Martin*

*Ronney Panerai*

*Ivone Panerai*

## **JOHN BRYANT - EXPEDITIONS MASTER**



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

*We hope that all sailing members will find something of interest in our 2014 programme.(in progress). Some events*

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

## **MARK DAVIS - TRAINING**



VHF / DSC radio course

RYA Day Skipper  
shorebased evening classes

RYA Coastal Skipper  
shorebased evening classes

For more information on the above visit [Ashore Sailings](http://AshoreSailings.com) web site-- *Mark Davis Principal Ashore Sailing*  
*01949 861 050 Mobile 07711 170 451*





**TOG 2014 Sailing Programme**  
**Trent Offshore Group**  
TOG Members and Friends,  
23<sup>rd</sup> February 2014



**FRA14 BAIE de la SEINE**

START Saturday 10<sup>th</sup> May  
WHERE – Port Hamble

END Saturday 17<sup>th</sup> May  
COST £370

The aim of this trip will be to explore the “Bay of the Seine” which is the area between Le Havre and Cherbourg, before returning back across the Channel to the solent. Possible Ports of call include:- Honfleur, a small medieval town, the Old Dock surrounded by picturesque narrow houses, this is with no doubt what catches the eye of every visitor upon their first visit. Ouistreham / Pegasus Bridge The capture of Pegasus Bridge was the first mission of the Normandy Landings and we could moor up on the river near to the bridge and visit the Pegasus Bridge Museum. Deauville / Trouville, St Vaast La Houge and Cherbourg. Costs based on 5 members per yacht, an Oceanis 37.

**FOUR yachts full – a fifth yacht will**

**be chartered if demand continues – three places available, please book soon.**

**SCO14 Scotland – the west coast**

START Saturday 28<sup>th</sup> June  
WHERE – Ardfarn

END Saturday 5<sup>th</sup> July  
COST £400

We will sail from Ardfarn on the west coast with the option of visiting Jura, Scarba, Luing, Mull, Coll and the outer Hebrides. Early bookings from members regularly attending this sailex have been very good and there is now a limited number of places available for members who have yet to experience the fantastic sailing, dramatic scenery and excellent wildlife on the west coast of Scotland. This year we have chartered a number large yachts 44ft and above yachts with each 4 cabins departing from Ardfarn. If you have not already reserved your place and are keen to join this event in 2014 an early booking would seem to be appropriate. Costs based on 6 members per yacht.

**SAILEX OPEN FOR BOOKING - Three yachts full – a fourth yacht has been chartered – we have potentially two places available on this charter, please call to confirm availability.**

**PEM14 Pembrokeshire**

START Friday 1<sup>st</sup> August  
WHERE – Neyland, Pembrokeshire

END Friday 8<sup>th</sup> August  
COST £290

Sail the Pembrokeshire coast, the Bristol Channel, visit Lundy, Skomer Island, or visit The Bitches off Ramsey. The Pembrokeshire sailex offers some not so familiar seas, great coastal scenery, and magnificent wild life. We included this event in the 2013 programme but had to cancel the yacht charter booking due to limited support only to have more interest later in the year but the option we negotiated was no longer available. TOG cannot commit to charter yachts without your support. If you were disappointed in 2013 please make an early commitment in 2014. Costs based on 5 members per yacht.

**SAILEX FULLY BOOKED**

**TUR14 Turkey – Marmaris / Gocek**

START Sunday 7<sup>th</sup> September  
WHERE Turkey- Gocek

END Sunday 14<sup>th</sup> September  
COST - £360 to £450

September is time to explore the Mediterranean. Two yachts chartered a 2012 Bavaria 40 and a 2008 Sun Odyssey 42i, both 3 cabin 2 heads yachts – cost to include all “extras” such as end cleaning, outboard and Turkish Transit Log (a mandatory requirement).

A yacht charter from Gocek allows you to take advantage of the superb sailing conditions of Turkey’s Lycian Coast. Passages between anchorages are generally short, allowing for plenty of time to explore or simply chill out, but there are opportunities for some exhilarating sailing too. In summer, temperatures can reach 32 C (89F), making the cooling sea breezes of the afternoon most welcome. These range from 10 to 20 knots, and die down at night.

**SAILEX OPEN FOR BOOKING - Two yachts full but we have obtained further demand from members that would permit a third yacht to be chartered with support from a further two members. Please contact the Expeditions Master if interested.**

**EOS14 The October – End of Season**

START Wednesday 9<sup>th</sup> October  
WHERE - Port Hamble – the South Coast

END Sunday 13<sup>th</sup> October  
COST £260

Our traditional end of season sailex, always popular. Weather may be unpredictable but the water temperature is good and the company great. This regular event attracts people to one of the most interesting sailing areas in the UK with many options for passage planning and good food. We have good early interest in this event this year. Costs based on 5 members per yacht, an Oceanis 37.

**SAILEX OPEN FOR BOOKING**

To book your place on any of the above Sailex events please visit the TOG web site sailing programme page :- <http://www.trent-offshore-group.co.uk/sailing-programme.html> and follow the link “here” to access the on-line booking form.