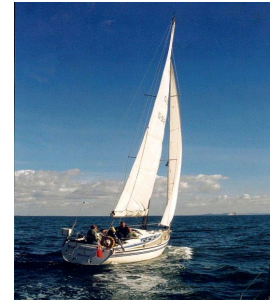




TOGLINE



The Quarterly Journal of the Trent Offshore Group

AUTUMN NEWSLETTER 2008

Bulkhead...Discomfort suffered by sailors who have overindulged the grape, the hop or the grain.



In like a lion – out like a lion!

That just about sums up the sailing season for Trent Offshore Group! “Wind for so”!! We have been through interesting times. As Mark and Neil say in their report – 33

knots across the deck and that in the Solent, not at sea. But - what exhilaration when it all comes together. A willing crew, a fair (??) wind and plenty of landmarks to stop you from getting lost – unless a squall blacks out your immediate vicinity. That is the point at which you start thinking – now where was the last one closest to us.....!?

Re-reading the reports and comments provided this year, one wonders what on earth has happened to the weather? The forecasts prior to and during each of the four weeks out of 52- roughly 8% of the year - that TOG have sailed this year, consisted of wind, wind, wind, rain, rain, occasional sunshine. I know we need wind to make our sailing interesting, but Force 6 and up on a regular basis..... a hell of an introduction for new sailors! Stormbound at Easter and October, saturated in Wales and pretty wet in Scotland. Perfect weather for oilies. They have certainly had a good airing this year. We just trust that any new potential members have not been put off by the experiences. It is still so enjoyable even though a few gallons of salty water have just lashed across your face and are trickling down your neck (or dripping over the chart!). Even the social side is a good part of the overall package. A pint, a natter and a meal together after a good day out is a nice way to round off what is usually an exciting day. Tall stories abound, let alone tall ships..!

What about the Olympics? Didn't we do well! It really does annoy me when columnists write snide comments about us being good at winning medals whilst sitting down. You get the feeling they have never fought the conditions as shown off Hong Kong, hauled on a sopping wet recalcitrant mainsheet, balanced on a gunwhale whilst working out the tactics required to beat the rest. Talk about multi-tasking! Judging by the state of some of the seas, the dinghy sailors really worked at it. The three glamorous ladies who brought a touch of class to the proceedings, show sailing to be on a par with equestrianism or cycling as regards a level playing field between the sexes. So much is down to tactics and their experience. I have never raced in a dinghy and the rules are a closed book, but I can still appreciate the skill required to sail at the top level of competition and the dedication required. All hail to their success and here's to Weymouth in 2012....!

Until 31st January, 2008, “deadline” for Winter Edition...thank you so much for your contributions this year They help us provide what we hope is a link between the Council and yourselves. We look forward to meeting again at the Annual Awards and Dinner-dance on January 24th 2009 at Greatham Valley. It is a good evening, as past attendees may attest and the company makes it all the more enjoyable. A good chance to meet up again.

Happy Christmas everyone.....

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NAVIGATION LIGHTS

I trust that the more sceptical amongst you will have been either amused or bemused by the sudden proliferation of articles/letters/editorials in the yachting press about navigation lights (more

commonly referred to as nav lights). The excuse for this sudden concatenation of often bewildering comment is - and I apologise for referring to it again when I wrote previously that the matter was now closed - the OUZO incident. The various bodies of inquiry finally agreed that the OUZO was not run down but was probably overwhelmed by wake. To be overwhelmed by wake a small vessel has to be very closely overtaken by a much larger vessel. This brings us back to RADAR. If the small vessel's reflector is working correctly then the larger of the two will have its position clearly marked on the RADAR screen and will therefore give it good and safe clearance.

If a small vessel is being overtaken in but a moderate sea then its piffingly small stern light could well be missed by the Officer of the Watch on a larger vessel's bridge: that is why a good RADAR return is so vital. Navigation lights are important but the range of them from a small vessel, particularly in inclement weather conditions, can be slight to non-existent and therefore totally inappropriate to the speed of many of today's mercantile behemoths.

Before anyone writes in to the editor proclaiming the fact that they remember sailing with oil lamps because there was no electricity aboard save for the battery of the petrol engine, (or even we had no engine at all) let me assure them that I too have sailed, as Pilot, with oil lamps and no electricity aboard, with petrol engines that never started at sea because of the damp and plotting positions on the chart with the aid of a torch. It is not an experience that I would wish to repeat these days. The sheer bulk and configuration of modern cargo/container vessels means that the Officer of the Watch has a poor view forward from his position on the bridge well aft of midships and even worse the super tankers of 200,000 plus tonnes have bridges which are, of necessity, right aft thus restricting visual contact to the extent that nothing can be seen unless it is over ¼ nautical mile ahead of the bow.

The point of this article is not to yarn about former, or even present day, problems but to look at the progress being made in the reviews being carried out by a number of national and international bodies into the subject of navigation lights, with particular reference to small craft. The root of the problem, it would appear, lies in the differences in outlook and need of North America and Europe. Rather than paraphrase I quote directly from an article which was written by the Technical Branch staff for the Autumn 2007 issue of the RYA Magazine.

“Unfortunately most recreational craft in North America are powerboats, whereas in Europe there is a greater proportion of sailing yachts. This means most North American craft will have their engines running, thus generating lots of electricity for the lights. In Europe the boat is more likely to be sailing and relying on its batteries for power. American lights, therefore, can be designed for a constant voltage and so cheap, mass produced car bulbs can be used. In Europe the bulbs tend to be specially designed and developed to operate

over a range of voltage, resulting in low production quantities and higher costs. This leads to a further and more significant difference.... (the Article goes on to discuss colour separation and light intensity required by current Collision Regulations but finishes this section with a very sobering point). “This would seem straightforward but the differences in the way the American and European markets work means that the ISO 16180 draft standard for small craft electric navigation lights still hasn't been ratified despite being published in 2003.”

However there is some hope! It would appear that the answer to the European problem is LED lights. Even before ISO 16180 is agreed then this innovation could pass muster under existing International Collision Regulations (COLREGS), so it is all systems go for the small vessel light industry. LED lights will give a much stronger emission than conventional ones, thus reducing the risk of being run down, swamped, or just generally experiencing a “close shave”. What is a LED light you may well ask. I confess that I was equally ignorant so I telephoned the RYA Technical Office staff, who were responsible for the two articles, and told them that I was writing for TOGLINE on the subject and referring to and quoting from the Autumn and Winter 2007 editions of the RYA Magazine but nowhere could I find a definition. The staff were most helpful but it took a little time before someone came up with “how about Light Emitting Diode?” Wonderful.... now I could get on with writing! For the knowledgeable amongst you the definition of LED reads “A semi-conductor allowing the flow of current in one direction and having two terminals.”

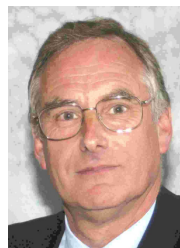
So the introduction of LED lights should eradicate the problem of being rundown or swamped. Well, no, not exactly. It would appear that LED brightness can decline significantly or even fail completely. I quote again from the Winter 2007 article.

“A two nautical mile LED lamp may only be bright enough for a few hundred yards of visibility if the LEDs become too hot due to inadequate thermal or electronic control.”

Another factor rests with the manufacturers. As with RADAR reflectors the manufacturing standards vary and great care will have to be taken when purchasing such items.

Well now you have something confirmed that many of us have suspected for years, and have acted accordingly. The navigation lights on a sailing yacht in inclement weather conditions are virtually useless. Don't, whatever you do, think that the large tanker which is coming up behind you has seen your stern lightget out of the way before it closes with you. Remember it is safer to run away than to continue on your course if there is any likelihood that you might not have been seen!

PUSHPIT PRATTLE by Keith Stedman



Jenny and I were lucky enough to get a few days away recently on the North Norfolk Coast. A wonderful coastline – at least from the shore – of flat sandy open beaches which seem to stretch uninterrupted for mile upon mile with only about a dozen hardy souls braving the keen winds to take the air. Also a Mecca for the “twitchers” - of which I have to freely admit to having been one – and I still have a keen interest and passion for bird watching. So given the combination of a sunny day, empty beaches and the prospects of some good “birding” the Wednesday found us walking the tide line between

Holkham and Wells Next the Sea. What a delight except in one particular place where the tide had conspired to bring together the detritus of human endeavour and presented us with a selection of plastic bottles, bits of floats and netting washed up on the high water line. Amongst this was the inevitable half inflated plastic football – no doubt lost off the Lincolnshire Coast several tides before and a tangle of potentially “prop fouling” thick cord.

It was the thick “prop fouling” material that reminded me of the report in the “Confidential Hazardous Incident Reporting Programme” (CHIRP for short) Maritime Feedback Spring 2008 information bulletin. A yacht was apparently motoring close to the wind on an inshore route when the engine suddenly stopped. The wind was onshore at about force 4. The skipper hastily dropped his anchor as a lee shore loomed dangerously near. Fortunately the anchor held as the boat was getting perilously close to concrete blocks on the shore. Apparently, the cause of the fouling was a buoy of about 20cm diameter which was 80% covered in weed, as were the bits of rope attached. This appeared to be redundant tackle which, in the sea then running, was invisible. The yacht was towed into port by the Inshore Lifeboat.

Not wishing to go into the details of this specific case but in regard to the general problem of fouling of propellers by fishing gear both Yachtsmen and Fishermen have responsibilities to ensure that both activities can co-exist and operate safely at sea. In general Yachtsmen should be keeping an adequate look out and steering well clear of markers and Fishermen should be properly locating, setting and adequately marking the lines/pots so that they are clearly visible in all states of the tide. The Maritime and Coastguard Agency issued guidance for both Yachtsmen and Fishermen in March 2008 (MCA 067). This can be viewed on the MCA website. It will be interesting to see if the marking of fishing gear actually does improve as a consequence and the numbers of fouling incidents dealt with by the Coastguard begins to decline from the 200 – 300 incidents currently dealt with each year.

(See footnote at end of Geoff H-P report – Ed.)

REPORTS

October Sailex 1 – 5 October 2008

by Neil Macfarlane, Mark Davis, Stewart Cook

Morning Star Bavaria 37

Mark Davis Commodore/Skipper
John Bryant
John Byrne
Dave Bond
Dave Clarke

Freelancer Bavaria 37

Neil Macfarlane Skipper
Ian Calderwood
Geoff Halliday-Pegg
Adrian Johnson
Diane Johnson
Fiona Cook

Gannet Bavaria 30

Stewart Cook Skipper
Paul Burghart
Richard Woodward
Doug Sutherland

Wednesday 1 October

Crews assembled in mid-afternoon at Port Hamble Marina. The yachts were victualled, baggage unpacked, inventories checked, and the formalities of the handovers from Fairview Sailing completed. The forecast for the next three or four days was depressing with a series of vigorous fronts expected with N/NW

gales and heavy rain anticipated. Our usual practice would have been to head across to Cowes for the first night but with a strong north wind gusting F7/8 the charter company was reluctant to agree our departure until conditions had improved. A negotiation held with Fairview over what the skippers deemed to be an unclear restriction on sailing led to a satisfactory resolution. Nevertheless the night was spent in Hamble, and the next few days planned with due regard to the likely weather and sea state. That afternoon the yachts had been moved within the marina from shallow berths to ones from which departure could be made at any state of the tide.

Thursday 2 October

A brighter day dawned with a variable NW F5/6 and the prospect of some sun punctuated by showers. Skippers met and it was agreed to remain within the Solent, so after a hearty breakfast the yachts headed down the Hamble and Southampton Water intending to meet up for lunch at Gosport. With various sail and



reef configurations the yachts entered the Solent via the north channel and each had a three hours or so vigorous sailing, running before the

wind down the east Solent, eventually running up the Swashway and into Haslar Marina. All three boats moored up on the visitors' pontoons close to the lightship bar, had lunch, and some visited South Sea

and Portsmouth. The harbour was busy as ever and we watched a Swedish tall ship crewed mainly by youngsters depart from



Haslar, and subsequently under close escort the carrier Ark Royal from the naval berths on Portsmouth side.

Later, the yachts left Haslar under engine and dispersed to take a series of long tacks down the east Solent to Cowes under mainly clear skies and a fresh NW F5, gusting F6. By 1800 with dusk approaching the yachts were moored up in the south basin of Cowes Yacht Haven. With few boats about we were able to find berths on the inner pontoons. As the northerly wind increased overnight this gave a less bumpy night that was experienced at Easter when we were on the outermost pontoons in a northerly gale.

By early evening clean and refreshed crews had assembled in the Island Yacht Club for a few pints before moving to the Union Flag Inn for supper. The weather forecast for the next day was not encouraging.....**26NM**

Friday 3 October

With N/NW winds of F6/7, near gales, and the forecast of worse to come over the weekend the decision was made effectively make a run for it back to Hamble for better shelter and to avoid the possibility of later stranding away from our home port. Thus in late morning Freelancer and Gannet set off under engine and with a high tide made a brisk passage over Bramble Bank to Southampton Water, meanwhile Morning Star in an effort to minimize their carbon footprint and suitable reefed decided to take advantage of the brisk breeze and sail back to the Hamble. The sea state was rough but the yachts coped well, even the smaller 'Gannet.' By early afternoon we were moored up in the marina, and, contrary to the forecast the weather began to improve. That evening, after meeting up the Bugle, several decided to try the Thai restaurant opposite, which at least turned out to occupy plenty of time, if not overly impress with the food..... **6.5NM**

Saturday 4 October

A window of fairer weather was forecast with a return to gales and heavy rain in mid-afternoon, and then a further deterioration over the remainder of the day and Sunday. So since the main objective of the trip was sailing rather than marina contemplation the three boats set forth into the Solent after breakfast. We sailed independently but with the intention of returning to the Hamble before the really foul weather came through. *Freelancer*, once again exited via the north channel and sailed eastwards under foresail alone behind Morning Star who was sailing well under fully reefed main and much reduced genoa easily racking up 6-7kts in the sunshine before a F5/6 and quickly leaving Calshot and East Bramble cardinals to starboard. Around 1300 a darkening sky in the east foretold the arrival of a huge squall that whipped up larger seas and led to the temporary loss to sight and dispersal of the many yachts still racing under full sail. The crew of *Morning Star* witnessed the spectacular effect of this on a large racing yacht. This was partially knocked down with the bow driving down into water under the force of a huge spinnaker, and then miraculously released as the sail neatly rent from deck to masthead. *Gannet* being smaller and lighter than the two other yachts, and therefore less able to resist the strong winds returned to the shelter of the Hamble. *Freelancer* making slow progress tacking north-west, dropped sail and returned under engine as the weather worsened, and watched further squalls pass close by but not directly over the Solent. *Morning Star* made for the shelter of Osborne Bay, dropped anchor and had some lunch, before returning (again under sail) to Hamble mid-afternoon. Maximum wind recorded whilst out was 33kts, on the margin of gale force 8 when the squall went through

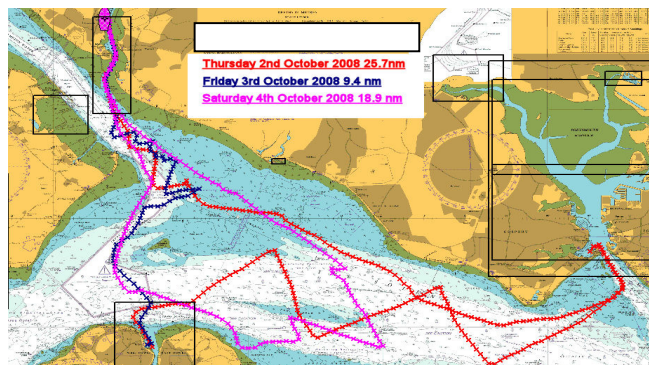
As anticipated, the weather deteriorated with F8 gusts and heavy rain, with similar conditions predicted for the following day. Given that further sailing was most unlikely, the yachts were refuelled and cleaned and many crew members dispersed homewards. Three hardy souls (Mark, John and Neil) decided to stay overnight on *Morning Star* - after all, the yachts had been chartered until Sunday afternoon. That evening they made their way down to RAF Yacht Club. Attempts to impersonate Sqd Ldr Norman Allen and so benefit from members' prices in the bar were unsuccessful. However they dined in the near empty club restaurant and were provided with excellent service, three splendid steaks, fine claret and coffee while sea shanties wafted in from a private function in the next room.....**10 NM**

Morning Star 18.9NM under sail

Sunday 5 October

Having breakfasted John set off home and Neil and Mark drove over to Christchurch to pick up Mark's new boat, a Jeanneau Sun 2000. *Mayfly* made a safe passage by road to Leicestershire, and is eventually destined for Woolverstone on the River Orwell.

.....**Mayfly 180NM by road**



Track of Morning Star.

And now ... what **REALLY** happened !



with thanks to Geoff Halliday-Pegg

TOG'S OCTOBER SAILEX 2008.

Wet, windy, exhilarating, exhausting, frustrating and fun - this was TOG Sailex October 2008! 'Sailing in the Solent' conjures up pictures of white sails and sunglasses, balmy evenings and beer

glasses - but not this year! First indications came on the Wednesday when we arrived at Hamble marina to be advised that force 6 was the maximum we should sail in, and that it was force 7/8 out in the Solent. We thus consoled ourselves in the local hostelry and set out for Portsmouth next day, 'goose-winged' down wind but against the morning tide.



Entering Portsmouth we were advised of free moorings in the Haslar marina "alongside the old green lightship" - which was, by then, half

a mile astern. However, it proved an excellent stopping point for all three yachts, from which we were able to watch Ark Royal putting to sea, followed by a beautiful three-masted Swedish sail training ship "Alva" (see footnote).

The latter had by a mixed crew of youngsters, occasioning 'a lot of politically incorrect (but quite witty) comments.



10N

The afternoon saw the flotilla heading for Cowes with a rapidly

freshening wind, and the obligatory rain squalls. An exciting beat to windward, sadly too short as we had to use the auxiliary to get into the estuary in reasonable time. Overnight in Cowes was pretty rough (after we returned from ashore that is). If anyone would care to help me market the "non-squeak" fenders I am about to invent, we shall make a fortune!

On Friday the decision was to head back to Hamble when the wind moderated in the afternoon, as the forecast indicated that going further afield (a-sea?) involved the risk of not getting back. As we left Cowes the call from below was to steer 203 degrees. After pointing out that this was directly up wind, we got "Sorry, make that 302 degrees" (apologies Ian only joking). The new course set us straight towards a passing city block euphemistically called a ferry. Ignoring the rule of the sea (and because they do



draw a lot of water) we gave way. This put us in the track of what sounded like Donington Park on race day, but which turned out to be a Sea Cat in a hurry. More evasive action! Ian's nice straight lines on the chart quickly degenerated

into a beetle's scrawl when our actual course was plotted!

Saturday morning was the last opportunity to sail before it really began to blow, with conditions forecast as "rough to very rough". A most exhilarating sail towards Osborne Creek and back, among several racing fleets really putting themselves to the test as the wind strengthened. As a novice to coastal sailing, more used to a tiller than a wheel, I managed to almost get into irons before going about at the second attempt. This allowed for a real "bugger's muddle" * when the topping lift coil came adrift of the mast and tried to splice itself to the loose genny sheets. The contrast on entering the shelter of the Hamble from the pretty wild estuary was quite startling, despite the wind still rising.

Mooring back in Hamble was very tricky, with the stiff offshore breeze. Why is it that, when at sea, one Skipper issues the orders, whereas, when mooring, there are usually at least four more Skippers on the pontoon giving instructions? However, everything was soon snuggled down and we all decided to call it a day as no more sailing was going to be possible.

Despite finishing early, it was a most enjoyable few days of hard sailing and convivial evenings in various pubs. As a newcomer I am very grateful to Ian for inviting me, to Skipper Neil for his patience, and to all the October Sailors for their good humour, good beer, and good company.

* "Bugger's Muddle" - Norfolk Wherryman's term for a solid tangle of sheets/ropes! warps created by novice sailors to ensure experienced crew members go for 'ard to do heroic things, preferably in the rain.

(I read in PBO that the "Alva" had to be towed into St. Peter Port, Guernsey on the 6th October. She tangled with a fishing net and lost all power! A real struggle followed, with the lifeboat and crew aboard "Alva" spending several hours attaching towlines. But all's well that ends well!)

BALTIC CRUISE by Norman Allen



I had wanted to sail in the Baltic for many years but, unfortunately, had never made it. Mind you it is a difficult proposition.

Firstly the sailing season is short, by our standards, as much of it begins to be iced up from late autumn and this state continues until early spring. It's caused by the very low temperatures in these months

acting upon the huge amount of fresh water poured into the sea from many substantial rivers. Also, as we found in TOG, when investigating various charter possibilities, the number and size of yachts available was very small and somewhat expensive (and that was before adding in the not insubstantial sums which the airlines were quoting) compared with Western European waters, the Canaries, and the Mediterranean. Additionally even though our armed forces had (and still do have) a sailing centre near Kiel it was very much dinghy and day boat centred and didn't offer Offshore charters.

So sailing in the Baltic became a long term aim but the chances of it being fulfilled were, to say the least, somewhat remote. The Baltic is not some small area of inland water but a very large branch of the North Sea stretching from around 66N southwards to just below 54N. Its greatest length, from SW to NE, is over 720 NM and its E to W width varies from 39NM to 122NM. Its coasts are lined by shallow lagoons and literally thousands of islands, hundreds of which are inhabited and many having small harbours. It really it was a pipe dream though Bob Adam, Ken Merryweather, Mike Hall and I pursued our interest and made many inquiries about possible charters, and in this we were ably assisted by TOG Expeditions Master, David Brettle, but we found nothing suitable within our budget and size specifications.

However I can assure any adventurous sailors that yacht chartering is now becoming more readily available in Denmark and Sweden but elsewhere is still bleak and the drawback to Denmark is that most sailing is centred in the Lim Fjord (to all intents and purposes a large Solent). However air passages to Copenhagen and Stockholm are moderately frequent and some cheap fare schemes are available.

I had, in effect, given up the Baltic. It was a shame because my father was in Tallin in HMS Neptune, showing the flag and frightening both Hitler and Stalin with demonstrations of new weaponry and operational features which had been introduced by the Royal Navy (or at least that was the idea which somehow didn't work out) when he received an International Cable which read "Congratulations. It's a boy" from my maternal grandfather to announce my arrival! It thus became an ambition of mine to visit the Baltic, and Tallin in particular.

Tallin, is indeed a beautiful medieval capital city that has been lovingly restored following the damage done to it by the Russians in 1940, the Germans in 1942-1944, and the Russians, again in 1944-45. Anyway, I digress. In September, last year, Ann was looking through the Travel Section of "The Sunday Times" and came across a company called Noble Caledonia which was advertising cruises in small vessels in many parts of the World. One of these was a 12 day Baltic Cruise in the MS Island Sky which catered for just over 100 passengers. We made further enquiries and decided to book in for the Baltic Cruise for 5-17 July this year, and that was that. Yes, it was expensive but there were no "Relaxing days at Sea" when one may as well be in a hotel on dry land rather than being cooped up enjoying the 'delights' of Bingo, Old Tyme Music Hall, Keep Fit Classes, Lectures, Our Wonderful Casino and Film Shows with anything

between 600 – 900 other bored passengers. All of our passages were done in the evening and through the night usually arriving some time in the morning watch. The one exception was Klaipeda in Lithuania where we sailed for Riga at 1330 and arrived there around 0730 the following day.

The whole cruise was a wonderful experience as we sailed from Copenhagen to Sassnitz on Rugen Island (Germany), Gdansk (Poland), Klaipeda (Lithuania), Riga (Latvia), Tallin (Estonia), St Petersburg (Russia), where we stayed for three days exploring this fascinating and well restored Northern Venice, Helsinki (Finland), Mariehamn (the capital of the Alaand Islands and finally Stockholm. We saw much of the ports where we called because the local coach drivers had a great interest in their visitors and also many of the ports visited were too small for the vast cruise liners which were stuck in the equivalent of Tilbury when visiting London. Quite often we came alongside near the town centre.



The vessel operated an “open bridge” policy and interested passengers could visit the bridge, which was right above our cabin, any time and have a chat with whomsoever was on watch, except when in pilotage waters which could be as much as 10NM out between the approach islands. A couple of retired naval officers and I asked the Captain at his “welcoming” party on the second night out if it was at all possible to be on the bridge when we were in the hands of local Pilots (when navigation becomes more interesting). Because he thought (or perhaps hoped) that we knew what it was all about he said “OK- anytime.” Some of the long approaches, such as Helsinki, were fascinating as the ship weaved between the islands in absolute silence broken only by the voices of the Pilot and the Officer of the Watch as we made our way in the darkness towards the harbour entrance. One could appreciate why greenhorns and chatterboxes were not welcome! **Well the cruise** came to an end and we had our Farewell Dinner and went ashore to return home. To me it was a fantastic experience and I had visited ports that I could never have sailed to purely on distance alone. The really nice thing about it all was that Ann had enjoyed herself as much as I had!

EASTER SHOPPEX by Jo Wood

(The alternative “log” of the Easter sailing trip.)



With the weather forecast looking dismal for the trip, the shopping forecast was improving each day! With the high shopping standards (especially for high heeled deck shoes!) having been set last year in the Channel Islands, this was

going to be a testing shopping trip!

Thursday 20th April

Shopping forecast: Poor

Shopping hours: 0

Shops visited: None

Items purchased: None

Day 1 was a shopping disaster! Due to my lack of navigational skills on the road, I had accepted a lift with Paul and Richard who

decided to take the quickest and most direct route to Hamble. Although we arrived first, I was distraught to discover that some of the other crew members had made a detour to Bicester and I was already 3 pairs of deck shoes behind the rest of the crew!

Friday 21st April

Shopping forecast: Excellent

Shopping hours: 5

Shops visited: All of them!

Items purchased: 1 skirt, 1 dress, 2 trousers & 1 pair dinghy boots

Day 2 found us storm bound in Cowes with a whole day of excellent shopping available. Although slightly disappointed that there were no sales on in Cowes, I managed to visit all of the shops and made a healthy dent in my credit card. With a break for lunch and after depositing the morning's purchases on board, I returned to the shops for round 2 in the afternoon.

Saturday 22nd April

Shopping forecast: Good

Shopping hours: 3

Shops visited: All of them (again)!

Items purchased: 0

Day 3 found us still storm bound in Cowes. Having exhausted all of the shops on day 2, I carried out a complete double check just to make sure that I hadn't missed anything yesterday. Not finding anything new and exciting to purchase, I retired to the pub!

Sunday 23rd April

Shopping forecast: Fair

Shopping hours: 1

Shops visited: 1

Items purchased: 1 pair of helmsman gloves

A crew decision to make for Lymington on day 4 was supposed to be rewarded with a shopping opportunity at Four Force (a large chandlery). Both I and the other crew members were therefore extremely disappointed to find that it was closed! A walk further into Lymington found a smaller outlet where only a pair of helmsman gloves were purchased.

Monday 24th April

Shopping forecast: Awful

Shopping hours: 0

Shops visited: 0

Items purchased: 0

Whilst Hamble boasts some rather fine hostelrys, the shops are few in number and never seem to be open I knew that returning to our home berth wouldn't yield any new purchases.

Tuesday 25th April

Shopping forecast: Excellent

Shopping hours: 4

Shops visited: Lost count!

Items purchased: 1 sweatshirt, 10 pairs of pants, 1 t-shirt & smellies.

Having moored up in Gosport, some of the crews were taken out to complete their ICC assessment. Having both already obtained distinctions in the ICS (International Certificate of Shipping), Debbie and I took the ferry over to Heaven (otherwise known as Gunwharf Quays) where there are retail outlets to die for!

Wednesday 26th April

Shopping forecast: Poor

Shopping hours: 0

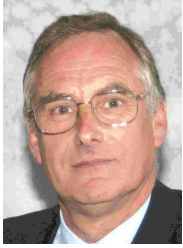
Shops visited: 0

Items purchased: 0

Returning to Hamble, the only thing left to do was to try and get all of my shopping in Paul's car for the journey home!

PRESIDING MASTER

KEITH STEDMAN



I have received from Marine MegaStore a large batch of prepaid business reply cards offering each person who completes and returns a card an extra 15% off the prices at their online chandlery www.marinemegastore.com. I do not intend to distribute these to all members of TOG as to

do so would, if you are not likely to purchase, be mainly a waste of resources. I am however quite happy to send a card to any member that requests one. The member can then complete and return the card direct to Marine MegaStore. The online chandlery does seem to hold a fairly comprehensive stock of products and leading named brands.

If you would like a card to complete and return direct then please contact me on kandjstedman@btinternet.com and give me your home address and I will ensure a registration card is sent to you directly. In order to keep the amount of clutter, which my study seems to attract, to a minimum I will keep the cards until 31st December, 2008.

Please note that the distribution of cards on behalf of Marine MegaStore does not imply any endorsement of either the company itself or the products it sells.

Keith Stedman
Presiding Master.



DEPUTY PRESIDING MASTER

ARTHUR WOOD

ENGINE FAILURES....!

In my experience, the most common cause of an engine failure at sea, is due to fuel not reaching the engine. There may be an obscure reason for this – or just an empty tank. This is the easiest to diagnose, but may be hard to remedy.

In 1977, before I had much experience at sea, I was taking part in a mountain expedition to Svalbard in the North Polar Region. In those days, the region was remote and one had to be self-sufficient. Landing at the airstrip, we were greeted by armed officials who needed to check our credentials. They already knew of the 35 chests of food and equipment sent ahead by sea, so were happy to let us in. The equipment included two inflatable dinghies which were my responsibility, used to move men and equipment along the coast towards the Tunasbreen glacier below the ice cap. After five weeks of exploration, we were ready to start the return journey, but were short of fuel for the outboards. The plan was for our leader to take enough fuel for one journey to the harbour to buy some fuel, whilst I took the other dinghy to a Hunter's Hut halfway and await him there.

The journey seemed to be going well and with a few miles to go, approaching the last headland, the onshore wind caused the waves to explode amongst the rocks at the foot. WE had no lifejackets or radio (no-one to 'phone) and with a sea temperature below zero, I enquired about the fuel. The reply that air bubbles could be seen along the fuel line, was hardly reassuring, but a small shingle beach on the port side was our salvation – just before the fuel ran out!

In 1982 I joined the 72Ft. sail-training ketch "Taikoo" as a trainee 2nd mate. The first afternoon, we we motored in heavy rain along the Sound of Mull and anchored in Loch Aline. Next

morning, the plan was to motor into the Sound and teach our crew of novice teenagers how to handle large sails, Ropes, winches etc. No sooner were we out of harbour when our engine stopped! A core-plug had blown out of the block and no way was it going to start again

Our skipper was totally unconcerned. We were there to learn to work together and sail the boat. By mid-afternoon, we were able to tack among all the moored craft in Tobermory and wait there for an engineer.

PAUL RATCLIFFE – MEMBERSHIP (01778 341475)



-SOCIAL EVENTS



JO WOOD

See Appendix!

-NAVIGATION

CLIVE CRANKSHAW (01664 454403)



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-ADMINISTRATION – COUNCIL MATTERS



NEIL MACFARLANE (01159 663028)

Council met on 19 September at the King's Hotel, Grantham with six members present and Keith Stedman in the chair.

Since the last meeting the Hebrides Sailex had been completed successfully with two yachts chartered from Skye and eleven members and friends aboard. Some invoices were still outstanding and a financial summary of the trip would be given at the next meeting. Reports of the trip had appeared in TOGline. Likewise the Milford Haven Sailex had had been completed with six members and generated a surplus for TOF funds. A long weekend sail had also been organised by Clive Crankshaw at relatively short notice from Plymouth. Plans for the October Sailex were well underway with three yachts chartered.

The website was undergoing an up-date with new information and photographs steadily being added. Ian Calderwood had agreed to act as the main link with the web designer.

Our new social secretary, Jo Wood, reported on the response to the survey on what members wanted in the way of social activities. A pub quiz/social was planned for mid-November and a series of events was being planned for 2009 starting with the annual dinner in January.

Richard Oakes presented the final accounts for 2008 which were approved for formal audit. The group remained in robust financial health thanks to the prudence of council. (NB: no toxic investments were reported nor Icelandic ventures planned.)

Council congratulated Ian Calderwood on the summer TOGline who in turn thanked his contributors. Discussion on the 2009 sailing programme were initiated with the intention to present plans at the annual dinner. Council sent their best wishes to Colin Brockett for his continued return to health.

-TREASURER

RICHARD OAKES (01636 640414)



TRAINING



COLIN BROCKETT
(01205 722886) / (01949 860815)



MARK DAVIS

TRAINING

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

- WEBSITE

PLEASE VISIT OUR WEBSITE!

www.trent-offshore-group.co.uk

There is a wealth of information on it!

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

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

TAILPIECE(S)

The boss walked into the office one morning not knowing his zipper was down and his fly area wide open. His assistant walked up to him and said,

'This morning when you left your house, did you close your garage door?'

The boss told her he knew he'd closed the garage door, and walked into his office puzzled by the question. As he finished his paperwork, he suddenly noticed his fly was open, and zipped it up. He then understood his assistant's question about his 'garage door.'

He headed out for a cup of coffee and paused by her desk to ask, 'When my garage door was open, did you see my Hummer parked in there?'

She smiled and said, 'No, I didn't. All I saw was an old mini van with two flat tires.'

An elderly gentleman had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted for a set of hearing aids that allowed the gentleman to hear 100%. The elderly gentleman went back in a month to the doctor and the doctor said, 'Your hearing is perfect. Your family must be really pleased that you can hear again.' The gentleman replied, 'Oh, I haven't told my family yet. I just sit around and listen to the conversations. I've changed my will three times!'

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen. The two gentlemen were talking, and one said, 'Last night we went out to a new restaurant and it was really great. I would recommend it very highly.'

The other man said, 'What is the name of the restaurant?' The first man thought and thought and finally said, 'What is the name of that flower you give to someone you love? You know... The one that's red and has thorns.'

'Do you mean a rose?'

'Yes, that's the one,' replied the man. He then turned towards the kitchen and yelled,

'Rose, what's the name of that restaurant we went to last night?'

Three old guys are out walking. First one says, 'Windy, isn't it?'

Second one says, 'No, it's Thursday!'

Third one says, 'So am I. Let's go get a beer.'

A man was telling his neighbour, 'I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art. It's perfect.'

'Really,' answered the neighbour. 'What kind is it?'

'Twelve thirty.'

Morris, an 82 year-old man, went to the doctor to get a physical. A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm. A couple of days later, the doctor spoke to Morris and said,

'You're really doing great, aren't you?'

Morris replied, 'Just doing what you said, Doc: Get a hot mamma and be cheerful.'

The doctor said, 'I didn't say that. I said, 'You've got a heart murmur; be careful.'

My wife sat down on the couch next to me as I was flipping the channels. She asked, 'What's on TV?'

I said, 'Dust.'
And then the fight started...

My wife was hinting about what she wanted for our upcoming anniversary. She said, 'I want something shiny that goes from 0 to 200 in about 3 seconds.'

I bought her new bath scales.
And then the fight started...

My wife and I were sitting at a table at my high school reunion, and I kept staring at a drunken lady swigging her drink as she sat alone at a nearby table.

My wife asked, 'Do you know her?'

'Yes,' I sighed, 'She's my old girlfriend.. I understand she took to drinking right after we split up those many years ago, and I hear she hasn't been sober since.'

'My God!' says my wife, 'who would think a person could go on celebrating that long?'

And then the fight started...

I rear-ended a car this morning. So, there we were alongside the road and slowly the other driver got out of his car. You know how sometimes you just get soooo stressed and little things just seem

funny? Yeah, well I couldn't believe it... he was a DWARF!!!

He stormed over to my car, looked up at me, and shouted, 'I AM NOT HAPPY!'

So, I looked down at him and said, 'Well, then which one are you?'

And then the fight started...

THE BROKEN LAWN MOWER

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first, the truck, the car, playing golf - always something more important to me.

Finally she thought of a clever way to make her point. When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush. and said, 'When you finish cutting the grass, you might as well sweep the driveway.'

The doctors say I will walk again, but I will always have a limp.

YOU KNOW YOU ARE LIVING IN 2008 when...

- 1. You accidentally enter your PIN on the microwave.**
- 2. You haven't played solitaire with real cards in years.**
- 3. You have a list of 15 phone numbers to reach your family of three.**
- 4. You email the person who works at the desk next to you...**
- 5. Your reason for not staying in touch with friends and family is that they don't have email addresses...**
- 6. You pull up in your own driveway and use your mobile**

phone to see if anyone is home to help you carry in the groceries.

7. Every commercial on television has a web site at the bottom of the screen.

8. Leaving the house without your mobile phone, which you didn't even have the first 20 or 30 (or 60) years of your life, is now a cause for panic and you turn around to go and get it.

10. You get up in the morning and go online before getting your coffee.

11. You start tilting your head sideways to smile :)

12. You're reading this and nodding and laughing.

13. Even worse, you know exactly to whom you are going to forward this message.

14. You are too busy to notice there was no #9 on this list

Humour for Lexophiles

If you take a laptop computer for a run, you could jog your memory.

The dentist and a chiroprapist fought tooth and nail.

A bicycle can't stand alone; it is two tired.

A Will - is a dead giveaway.

Time flies like an arrow; fruit flies like a banana.

A backward poet writes inverse.

In a democracy it's your Vote that counts; in feudalism, it's your Count that votes.

A chicken crossing the road - is poultry in motion.

If you don't pay your exorcist you can get repossessed.

With her marriage she got a new name - and a dress.

Show me a piano falling down a mineshaft and I'll show you A-flat miner.

When a clock is hungry it goes back four seconds.

The guy who fell onto an upholstery machine is now fully recovered.

The grenade fell on to a kitchen floor in France, this resulted in Linoleum Blownapart.

You are stuck with your debt, if you can't budge it.

Local Area Network in Australia: The LAN down under.

He broke into song - because he couldn't find the key.

I reckon the Calendar's days are numbered!

A lot of money is tainted: 'Taint yours and 'taint mine.

A boiled egg is hard to beat.

He had a photographic memory - which was never developed.

A plateau is a high form of flattery.

Those who get too big for their britches will be exposed, in the end.

When you've seen one shopping centre you've seen a mall.

If you jump off a Paris bridge, you are in Seine.

When she saw her first strands of grey hair, she thought she'd dye.

Bakers trade bread recipes on a knead to know basis.

Santa's helpers are subordinate clauses.

Acupuncture: a jab well done.

Canaries Holiday Cruise February 2009

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



Description and Itinerary

A relaxing holiday cruise from Gran Canaria with possible changeover of crew after one week using flights *to/from* different airports and/or the excellent ferry system between islands. All are worth seeing from the land so a couple of days inland touring could make a

welcome, or necessary, break from cruising. Due to the dependence on the weather detailed planning is best done once we get there. An advantage of starting the cruise sailing East (Fuerteventura, Lanzarote, La Graciosa) is that getting back to Gran Canaria is easier if the weather gets rough. If we go West (Tenerife, Gomera, La Palma, Hierro) it is easier getting there but could be rough getting back. What is certain is that there will be a few longer passages of over 60 Miles timed to minimise night sailing.

Catering

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

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

Vessel

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

Weather

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

Crew

Skipper(s) Paul Ratcliffe + (?)

1st Mate Frank Castella (Owner)

+4 Comfortable Berths available

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

Tailoring Your Requirements

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

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



Social calendar 2008-2009

Below is a list of proposed social events for 2008 – 2009. I am hoping to organise a lively and varied calendar of events for all members and friends of TOG. So that I can gauge interest for each event, could you please complete the enclosed form indicating whether any of the events would be of interest to you.



SOCIAL EVENING / PUB QUIZ
November 2008
Evening (with supper)
Venue to be arranged



ANNUAL DINNER/DANCE

Saturday 24th January 2009 - 7.30 Pm For 8.00 Pm

Greetham Valley Golf Club

Eating, drinking, dancing – what more could you ask for!

£22.50 per head (to be confirmed)



RIVER TRENT PUB TRIP

April \ May 2009

Take a walk along the River Trent to Trent Lock.

Watch the narrowboats negotiate the lock, sit in the sunshine, then enjoy a pub supper at The Steamboat Inn

Cost to be advised



TALL SHIPS DAY SAIL

June 2009

A rare opportunity to spend a day aboard a truly wonderful ship –

Stavros S Niarchos

Climb the rigging, check out the navigation room and even take the helm!

**£100.00 (approx.) per person
(includes meals)**





Social calendar 2008-2009

Please complete the form below to indicate whether any of the proposed social events will be of interest to you.

NAME:

ADDRESS:

TEL NOS:

EMAIL:

Please indicate below the events that you would be interested in attending.

Event:

I would be interested in attending

Social Evening / Pub Quiz

YES ☐

NO ☐

Annual Dinner / Dance

YES ☐

NO ☐

River Trent Pub Trip

YES ☐

NO ☐

Tall Ships Day Sail

YES ☐

NO ☐

If there are any other trips, outings, social events that you would like to have arranged, please let me have your suggestions.

Please return your form to:-

Jo Wood, 2 Ingthorpe Cottage, Ingthorpe, Peterborough PE9 4AZ or

Email me at:-

jo.wood@buckles-law.co.uk or

Ring me on:-

077 297 65002