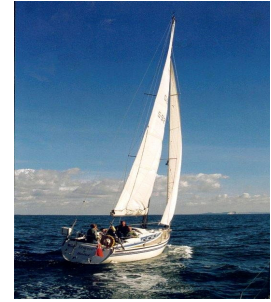




TOGLINE

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



AUTUMN NEWSLETTER 2011

BAIL-OUT: to remove oneself from a boat when the water seems to be coming in faster than it is going out.



A hearty welcome one and all as such is my usual opening gambit to this page and a Happy Christmas and bright New Year to everyone as well. It hardly seems possible that the next issue of TOGLINE will be in February of 2012! How quickly the time flies

when you're enjoying yourself

Well, what a good year we've had. Quite a bit of sailing for everyone who has taken part – thanks for all the feedback I've received and the interesting reports and pics that have accompanied them. I'm sorry if I have to realign and modify some of the pictures as provided, but the dictates of page and column size sometimes make it necessary. It is quite interesting juggling the use of pictures and text, at the same time trying to end up with multiples of 4, 8 or 12 pages to keep the printing costs as economic as we can...! However, I do hope everyone appreciates the efforts we make to satisfy as many of you as possible.

You may already have received an e-mail from Paul Ratcliffe about our Presiding Master Neil Macfarlane (*small "f"*), having presented himself as a candidate for one of the 5 places on The RYA Council. If successful, I feel he will certainly bring a bit of "*je ne sais quoi*" and *frisson* to the Council. (*you haven't seen him in Council Meetings!*) If I may, I would like to add my weight to the plea for all who are RYA members to get your vote in by the 18th November and give Neil the support he deserves. It would be very beneficial for us to have a voice on the Council, if only to keep us up-to-date with events that may affect all interested in sailing.

Inside, you will find the first "Presiding Master's Musings" (*or The Thoughts of Chairman Mao*), as the precursor of many more (*hopefully*) contributions to TOGLINE. These will serve as a replacement to The "Pushpit Prattle" column, so ably filled by "waur Norm" for so many years. Norman will still continue to contribute as and when the spirit moves him. It was he who persuaded me to take on this enjoyable task so he ain't gonna get off lightly!! Many thanks Norman,

for the time and effort you devoted to the cause. It's all there as part of the TOG records for posterity.

Just reflecting, it would appear that we are so very fortunate to have at our disposal, so many qualified skippers. For many years it seems, the burden fell on four or five stalwarts who manfully ensured that we could maintain our sailing. Congratulations and thanks to the three skippers who took on the October Sailex. Graham Wassall, Adrian Johnson and Dave Bond – the latter fresh from his Round-the Island venture detailed in the Summer TOGLINE.. Congratulations also to Andy Williams and Caroline Boyfield – see "Training" towards the end of TOGLINE. Mark Davis, our Training Master has done a really good job of ensuring a ready supply of trained, potential skippers, who can only benefit us in the long run. As a relative newcomer in the lifetime of TOG, I have been fortunate to see such advances as have been made from the early days. I just hope the founders feel we have done a good job and will continue to do so.

A Social event, a visit to **Belvoir Brewery**, Crown Park, Old Dalby, Leicestershire, LE14 3NQ on **Saturday 26th November 2011** has been arranged by Clive Crankshaw. The tour starts at 19.00 hrs and with drinks and buffet. The cost is £10.95 pp and should last approximately two and a half hours. A clue as to the numbers likely would be appreciated!

You will see that we have also included a flyer for our Annual Dinner/Dance/Prize-giving rave-up on Saturday, 28th January 2012. It is to be held once again at Greetham Valley Golf Club which we hope meets with your approval with its own rooms and golf course for those intrepid souls who like to stay over!

Until the next time January 31st 2012 – thanks for everything and Happy Sailing.

Ian Calderwood
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Ryhall
Stamford
Lincs. PE9 4HS

Tel: (01780) 763748. e-mail: berician@aol.co

PRESIDING MASTER'S MUSINGS

by Neil Macfarlane



As the nights draw in and temperatures fall (even as we hear of the warmest October in decades) TOG members can mothball their Mustos and wrap the Dubarrys in tissue until next spring (or perhaps

more likely use the wet weather gear and wellies in the garden). A quick review of our sailing year reveals that some fifty-three members have sailed in five different TOG-sponsored events on nine different vessels over a total of thirty-three days. Taking these data to an even nerdier, management-speak extreme gives a total of 1750 man/woman sailing days over a geographical range from the Solent and its environs, the south-west almost to the Scillies and back to Southampton, and to the Western Isles of Scotland. This is not bad for a club of around a 120 members, without any premises so Council is forced to meet in pleasant pubs, and run by volunteers (and some pressed men!). The organisation and success of this year's sailing is a tribute to our Expeditions Master, John Bryant, and his negotiating skills, and especially to our own skippers, a number of whom have recently obtained their "tickets" through the RYA Yachtmaster scheme. It bears restating that our skippers pay the same berth fee as other crew members **and** carry the legal responsibility for the safety of the crew and the yacht. Our only proposed trip that failed to materialise was to the Balearics, but we have hopes for that in the future. We even put on two well supported social events – Mark's mini-barge expedition on the River Soar, and the September supper at Rutland; these were of course in addition to the annual dinner.

As well as our aim to "provide offshore sailing experience to members to relevant RYA standards" the group also encourages members to undertake RYA shore-based courses, and also practical courses to gain certificates of competence. Our Training Master, Mark Davis, delivers RYA theory courses under his own sailing school brand Ashore Sailing, and has also organised practical courses/examinations on our behalf through Fairview Sailing of Hamble. We congratulate several TOG members who have completed RYA theory qualifications this year, including VHF and First Aid certificates. Also Gareth Broome, Howard Mawson and Brian Rowlands have now got their Day Skipper tickets, and Andy McWilliam gained his Yachtmaster Coastal Certificate of Competence. For the keen with a bit of spare time Mark plans to run the Yachtmaster Ocean theory course in the new year.

Periodically your Council puts out a plea to members asking for ideas for future TOG trips and potential social events. Routinely we receive very little feedback, but you continue to sign up to sailaxes and even the odd (or should that be rare) social event. Please consider this another request for ideas on future sailing events so that Council can bring some ideas to the annual dinner for your perusal. It's likely that we'll return to Scotland next summer as there's probably already sufficient interest to guarantee another trip. Also the Easter and October Sailaxes generate continuing support. For other trips, perhaps to foreign parts, we need early indications of firm interest and ideally a sponsoring skipper to get things together along with John Bryant. So please contact me or another member of council if you have any bright ideas, and that goes for social events as well. A key date for your 2012 diary is the annual dinner on Saturday 28 January (at Greatham Valley as before, see elsewhere in TOGline) which will include the magnificent TOG

awards ceremony – so if there's someone in particular you would like to see honoured then again give us a hint.

REPORTS

OCTOBER SAILEX 5th – 9th October
by Graham Wassall
 Skipper *Mange Tout*
also recently accepted post of Treasurer....!



Mange Tout

Femme Fatale

Crème de la Crème

Graham Wassall (S)	Adrian Johnson (S)	Dave Bond (S)
Clive Crankshaw (M)	Beccy Onians (M)	John Parry (M)
Ronney Panerai	Diane Johnson	Harriet Lyons
Ivone Panerai	Neil Macfarlane	Ken Marshall
Steve Eccleston	Gareth Broome	Martin Fahy
Nigel Powdrill	Brian Rowlands	John Spencer

The last chance to sail with TOG in 2011, proved to be well supported with a 3rd Oceanis 37 added to the charter.

We all safely arrived at Port Hamble Marina before 11.00am on



Need we say more....

the Wednesday morning - a few of us arrived the night before including Norman's granddaughter Harriet who was sailing with us for the first time. Unfortunately the glorious weather at the *Femme Fatale* – *Becky on the helm*



end of September decided it had to change so forecasts were not as favourable as last year's October trip.

Wednesday 5 October HW Portsmouth 06.10

Forecast SW F5-6 occasional 7

The Fairview Experience was as usual very professional with a very easy but well prepared handover.

After the Skipper's briefing, we decided to head for an overnight at Yarmouth with the view to head for Poole or Weymouth the following day (weather permitting).

We slipped lines at 12 noon in conditions far better than the forecast and by 12.30pm had sails with 2 reefs nicely set - it was a very pleasant sail out of Southampton Water. As predicted the weather in the Solent gradually deteriorated, so we motor-sailed against wind & tide to arrive in Yarmouth by 16.30pm. The almost deserted walk-ashore visitors pontoons were an added bonus for us (but maybe not for the Water Taxi).

Shortly, after our arrival we were joined by Femme Fatale - Creme de la Creme decided to overnight in Cowes.

After a couple of early evening refreshments in the Bugle, we joined Femme Fatale for an excellent dinner at 'On the Rocks' - cooking on hot volcanic rocks is an experience not to be missed - www.ontherocksyarmouth.com - A great choice by Adrian.

Thursday 6th October 2011 HW Portsmouth 07.43

Forecast W F5-6 gusting to F7

After a leisurely breakfast and a pleasant walk around Yarmouth, we decided to meet up at lunch-time with Creme de la creme back at Cowes and abandoned our earlier plans to go to Weymouth / Poole. The early morning sunshine and light winds



Sunday lunch in "The Folly"

appeared to contradict the forecast, but after leaving Yarmouth at 11.00am, normal service was resumed with 20 kts of wind. With a favourable tide, we sailed on the Genoa to Cowes making up to



7 kts SOG to arrive for lunch and a reunion with Creme de la creme. After lunch, all 3 boats sailed up to Gosport to overnight

at Haslar Marina - not much to say about Gosport !! We found an 'Interesting pub' in the town and had a surprisingly good meal.

Friday 7th October HW Portsmouth 08.59

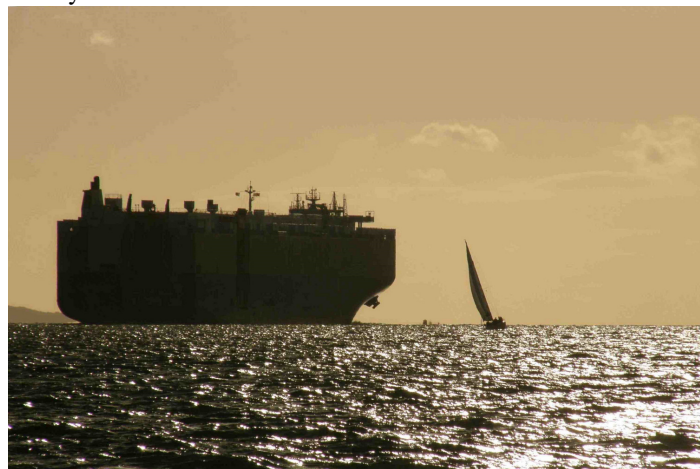
Forecast WNW F4-5 gusting to F6

As none of us had been before, we had considered Chichester for Friday night, although we could not enter the Marina until 3 hours before HW around 18.30pm. This would give us just enough light to get in and tie up. We would then need to leave on Saturday morning at around 08.00am - no problem with this!!



Then someone mentioned that we would miss England walloping France in the Rugby World Cup - suddenly, all sorts of reasons surfaced why Chichester 'wasn't a good place to go' and that Cowes was a much better bet. Oh yes, and the pubs would be open early for the England match.

Having arranged to meet up at Cowes for Friday evening, we set off from Haslar at 11.30am. We wanted to take our crew up the Beaulieu River to show them Bucklers Hard. We had a pleasant sail around Spitbank fort and back down the Solent past Cowes to arrive at the entrance to Beaulieu just on low water, After slowly & carefully entering the river (0.6 m below the keel), we had an interesting meander up to Bucklers Hard. Unfortunately the down-stream visitors pontoon was not in use due to maintenance so we had to moor up on the river pontoon without a walk-ashore facility. However, we had a pleasant lunch and were joined by Femme Fatale & Creme de la creme shortly after.



Five blasts....!

We then re-traced our steps back down the Beaulieu river to have a short sail across the Solent to Cowes. We separated for dinner - we went along to the Union Inn - good food & beer.

The others went for an Indian (very daring whilst sailing) or Fish & Chips on the boat.

Saturday 8th October HW Portsmouth 09.54

F4-5 occasional F6

Up early, washed, changed & off for the Rugby - some went to the Anchor, we went to the Waterside Inn. Really good 'Full English' for £5, we settled in to see England beaten by France !! **We should have gone to Chichester !!** - although we'd have missed the £5 Breakfast !!

After various discussions, we decided to go separate ways - Mange Tout to Lymington, Creme de la creme to Yarmouth ('On the Rocks' restaurant), Femme Fatale to Langstone.

We set sail for Lymington around lunchtime. With NNW F5 & tide with us, we flew down the Solent (8 kts SOG) and, as most of the crew had not sailed past the Needles, we decided to continue past Hurst Point. We had a great sail through rolling waves to the 'Safe Water' mark before returning to the Solent - the turning tide producing an amazing 'Boiling Water' effect as we passed Hurst Point. We one-tacked into Lymington river (318 degree) to arrive at Lymington Yacht Haven in time for 'early refreshments' & relaxing showers before heading into town. We had an excellent dinner at the Kings Head at the top of the cobbled street, before retiring in good time for an early start.

Sunday 9th October HW Portsmouth 10.39

Forecast NNW F4-5

After an early start (7.00 am), we sailed with the tide on a beam reach arriving back at the Hamble for 10.30am. Femme



Fatale & Creme de la creme had arranged to meet up for lunch at the Folly Inn on the Medina, which we trust went to plan. After topping up the diesel at the Fuel Pontoon, we had an early lunch in brilliant sunshine & arranged the 'Hand-back' for 12 noon. It was a real bonus to be on the A34 & back home before the Sunday evening rush.

All on Mange Tout really enjoyed the 5 days sailing & look forward to sailing with our TOG friends on a similar event next year.

"TOLLESBURY" TALES - to Faversham, 14 September, and later.

by Neil Macfarlane



My account of Lady Meg's Easter trip to London (Spring TOGline) mentioned the *Tollesbury*, an 84ft Thames sailing barge owned by two young friends of mine, Euan and Rachel, and in which I have an

interest. *Tollesbury* was built in 1901 in Sandwich, Kent, plied the Thames estuary and further afield with a variety of cargoes, went to the Dunkerque beaches, was damaged in the Blitz and later by the IRA docklands bomb, and subsequently survived conversion to a pub and a sinking. She had languished in Barking Creek for several years until bought by my friends. She now needed to go into dry dock for the hull to be checked and some decking repairs, hence her maiden voyage under the new owners to Faversham.

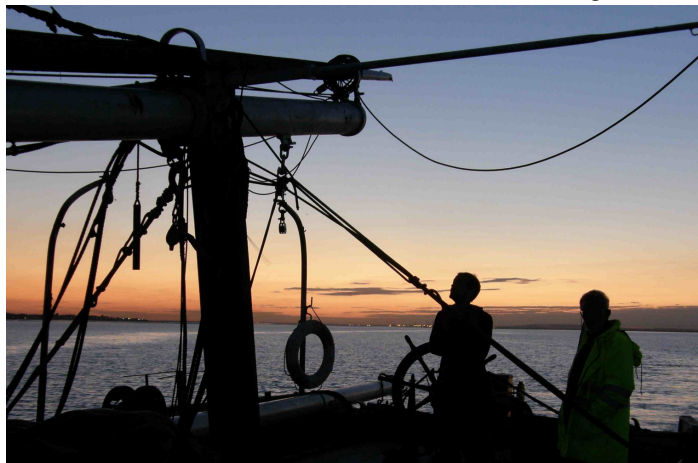
In the preceding weeks the masts had been lowered and much other preparatory jobs done. Euan had got the 11-litre Ford diesel running; Rachel had done much caulking of hull seams; and extra bilge pumps had been fitted. A tow had been arranged with the shipwrights from Faversham, and an experienced barge skipper engaged, and the trip delayed a few times due to high winds. Nevertheless it was with some trepidation as in the early afternoon on a perfect day the engine was fired up and a precautionary tow organised. We cast off to end several years of *Tollesbury's* mouldering in Barking Creek and head through the open lock gates. After bouncing off the piles protecting the lock our next excitement was whether we would make it under the bridge carrying the A13 over the creek. Purists would have



Thames Crossing

checked the clearance under the bridge for the state of the tide, but we did it by eye and reckoned we had almost a foot to spare. However the concrete beams got lower as we progressed under the bridge, and the (lowered) wooden top mast pinged off the last few beams. Luckily the steel mainmast just cleared the bridge otherwise the A13 might have been closed!

Out into the Thames at Barking Reach the skipper reviewed our passage plan to go upriver, beach *Tollesbury* at Greenwich and check the hull at low tide - and decided we should go for it.



Canvey retrospective

So under tow, in bright sun, little wind, a calm river and favourable tide, we turned east and headed down river. Past

Dagenham (Ford's), Crayford Ness, Rainham Marshes, under the Queen Elizabeth Bridge (plenty of clearance and *Tollesbury* was clearly moving faster than the traffic), Tilbury, Gravesend, Canvey Island (refinery), Isle of Grain (power station), Blyth Sands (basking seals) – the Thames, busy with merchant traffic, held splendid sights – at least to a north London boy. The sun set

behind us, and the full moon rose on our bow as we passed the Medway Channel and the Isle of Sheppey.

As we entered the Swale the tide had turned against us and we needed to await both a more favourable tide and sufficient water in Faversham Creek. Anchor – rather too much hassle? So our tow found a convenient mooring buoy, of conical shape and with a rather fetching green flashing light, to hitch up to. After a couple of hours' rest with good tide and more water (though not quite enough as we ran aground twice), we made our way up the



Faversham at last!

Swale and into Faversham Creek, getting in about 2am. Unfortunately I missed this exciting bit as I was asleep below, and next morning *Tollesbury* was moored up along the Faversham waterfront, in the company of other sailing barges, to await her slot in the dry dock astern – an old Thames lighter. My son Tom and I visited the *Tollesbury* again in late October. She is now in dry dock and repairs to the deck have started. Rachel was busy painting the deck combings, and Euan was sloshing about in feet of mud, pressure-spraying the hull which appears to be remarkably sound given the barge's age and her traumatic history. They have some task on their hands but the vigour and enthusiasm to transform *Tollesbury* into a splendid home – and to sail her again.



FULFILLING THE DREAM ROSE+GORDON AND CATAMARAN 'RAVAN'

*(The story so far:
Rose and Gordon
VanGansen, sister and*

brother-in-law to a very good friend of ours, are taking their 30 foot Oceanis catamaran from Porthmadog to Malta, where they intend to take up residence. They kindly offered to keep me informed of their progress and adventures. The preceding four episodes can be picked up in the Summer, Autumn and Winter 2010 and Spring 2011

16th April

Weather still very windy but we took advantage of a short lull and travelled overnight up to Fuengirola where we were lifted out. Fuengirola is one of the few places in Spain where you can live aboard whilst on the hard.

As she was lifted out, we discovered one of the props was quite pink (galvanic corrosion). Our anodes were tested and were working fine. Our shore power comes to the boat via an extension lead. We can only assume that the corrosion was as a result of us being moored for six months next to the large steel post at the end of the pontoon.

The prop is obviously weakened, but we were assured by an engineer in the yard that it would be ok to continue until we could source a new prop. He recommended that we paint the props with appropriate paint. This we have done. (Having two inboard engines, should the damaged prop break, at least we have another one!)

Antifouling and other jobs completed, the yard staff are also on holiday but would be working Saturday morning so we have arranged to be lifted back in on Saturday. Weather forecast shows rain but the winds, although variable, are slight.

Rain cleared Good Friday evening and we were able to witness one of the Holy week processions (which I found quite disturbing).

Before we left, we purchased a generator from another boat owner - something we had wanted but couldn't afford (like so much else, ours was lost when the boat was stolen). The only trouble is we are sitting quite low in the water with full water and fuel tanks, extra fuel + water and all the extras we have bought (should have painted waterline a bit higher!!!!)

Boat lifted back in water and we continued on our journey, stopping one night in Caletra de Valez. We intended to anchor at Puerto Genoves and then carry on to Mar Menor, an inland sea. The port engine was again losing revs, so came into Amerimar where we experienced our first 'Med mooring'. A very pleasant and friendly place, where summer rates don't come into force until June.. Excellent, well stocked and reasonably priced English-speaking chandlers near boatyard. Our fuel filters needed changing again and it was suggested that we use an enzyme fuel treatment. This will not only kill diesel bugs (a big problem in the Med) but also break down any resulting residue so it will pass safely through filters.

Were able to complete loads of small repairs including the servicing and reinstating of our anti-siphon unit. Unexpected gale force winds and rain kept us cabin-bound for a day. Our only casualty was a lost fender.

4.5.2011

Set off for overnight journey up to Mar Menor. Very slow going as current against us and no help from what little wind there was. Had lots of dolphins for company.

Tired, so decided to anchor outside the entrance to Mar Menor in the partly developed outer harbour. Sheltered, but not a pretty place. An area surrounded by metal pilings with just one small British yacht anchored there who told us it was good holding. Early to bed for a much needed sleep. Woken by strong winds (force 6) just after midnight and decided to let out even more anchor chain. Enjoyed a milky drink but, before going back to bed, went to re-tie one of the halyards which was banging against mast. Opened door and were horrified to find ourselves against pilings - our anchor had dragged! Put out fenders and pulled up anchor. Tried twice to re-anchor but not happy with holding so motored up to next marina at San Pedro del Pinatar. Very rough journey - winds up to force 7. and waves slamming under boat. Thankfully all the fish farms along coastline were well lit and easy to avoid. Finally tied up at 5.20am. Sent Gordon to bed while I tidied up. Harbour master arrived 7.30

demanding our documents and payment (28 euros per night - good facilities). Couldn't initially see any damage to boat - just lots of rusty metal flakes over deck. However have just spotted a slight gap between door and floor - possible structural damage. We can't risk carrying on.

9th May

The cockpit floor split - too expensive to have replaced. Have salvaged what we can from boat, given boat to English chap here for repair/salvage and hiring van to come home.

A bit sad, but could have been worse.

(I am extremely grateful to Gordon and Rosemary, for the time and effort they have put into providing the record of their voyage – warts and all. It is such a sad ending after all their efforts. I hope the background and the cruising information they have provided, may one day be of some assistance to any of our readership contemplating a similar exercise. We wish there had been a better result for Gordon and yourself, but..... Once again, Rosemary, Gordon, many, many thanks for your contributions and may we wish you all the best for the future. – Ed)

ARTHUR WOOD - DEPUTY PRESIDING MASTER



PAUL RATCLIFFE – MEMBERSHIP

(01778 341475)



NAVIGATION

CLIVE CRANKSHAW (01664 454403)

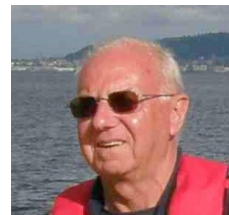


TREASURER

GRAHAM WASSALL (01159-663028)



JOHN BRYANT - EXPEDITIONS MASTER



MARK DAVIS - TRAINING

(07711 170451)



mark@ashoresailing.co.uk

Radio (Short Range Certificate – GMDSS etc.)

First Aid

Radar

Sea Survival

For more information visit :

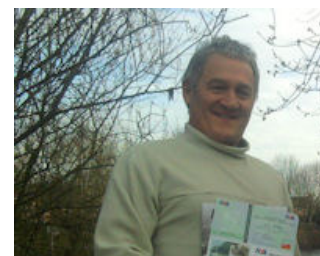
<http://www.trent-offshore-group.co.uk/training.html>

Contact Mark ✉ mark@ashoresailing.co.uk ☎ 0771 1170 451

TRAINING

Congratulations to TOG Members

Andy McWilliam recently attained his RYA Yachtmaster Coastal Certificate of Competence



Caroline Boyfield has successfully completed an intensive RYA Day Skipper Navigation and Seamanship Shorebased Course.

2011 Round up

TOG Training have organised a variety of well attended RYA shorebased theory and practical training and assessment events during 2011, including:

Shorebased Theory

- RYA Day Skipper
- RYA Coastal Skipper/Yachtmaster®
- Marine Radio Short Range Certificate of Competence
- RYA First Aid

Practical

- RYA Day Skipper
- RYA Yachtmaster Coastal Certificate of Competence

We are currently in the process of programming next years training events which will include all of the above. We also hope to offer:

- 1) RYA Coastal Skipper Practical
- 2) Yachtmaster® Ocean Theory

This new course is scheduled to start in January 2012

Details are still to be finalised

Contact [Mark](mailto:mark@ashoresailing.co.uk) 0771 1170 451 to register your interest



Next RYA First Aid Training Course TBA

Please visit: <http://www.trent-offshore-group.co.uk/courses.html> to keep up to date with forthcoming events or contact our training organiser:

Mark Davis 0771 1170 451

mark@ashoresailing.co.uk

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

SOCIAL



September Social and Crew meeting at Rutland Water
Saturday 24th September

Over 30 TOG members turned up for a pre October Saillex crew meeting and social at Rutland Sailing Club. A very enjoyable time was had by all who were able to attend.

Thanks to **Linda** for organising this event.

NEXT EVENT

Saturday 26th November 2011

A visit to Belvoir Brewery, Crown Park, Old Dalby, Leicestershire, LE14 3NQ organised by Clive Crankshaw our Pilot. (he may be needed.....). The tour starts at 19.00 hrs and with drinks and buffet. The cost is £10.95 pp and should last approximately two and a half hours. A clue as to the numbers likely would be appreciated! Tel:- **01664 454403**

Please visit our Website

www.trent-offshore-group.co.uk

The TOG website has a new page:

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

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

Well worth a visit!!

ASIDES

BRITISH NEWSPAPERS

Commenting on a complaint from a Mr. Arthur Purdey about a large gas bill, a spokesman for North West Gas said, 'We agree it was rather high for the time of year. It's possible Mr. Purdey has been charged for the gas used up during the explosion that destroyed his house.'
(The Daily Telegraph)

Irish police are being handicapped in a search for a stolen van, because they cannot issue a description. It's a Special Branch vehicle and they don't want the public to know what it looks like.
(The Guardian)

A young girl who was blown out to sea on a set of inflatable teeth was rescued by a man on an inflatable lobster. A coast guard spokesman commented, 'This sort of thing is all too common'.
(The Times)

At the height of the gale, the harbourmaster radioed a coast guard and asked him to estimate the wind speed. He replied he was sorry, but he didn't have a gauge. However, if it was any help, the wind had just blown his Land Rover off the cliff.
(Aberdeen Evening Express)

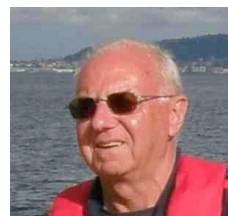
Mrs. Irene Graham of Thorpe Avenue, Boscombe, delighted the audience with her reminiscence of the German prisoner of war who was sent each week to do her garden. He was repatriated at the end of 1945, she recalled –'He'd always seemed a nice friendly chap, but when the crocuses came up in the middle of our lawn in February 1946, they spelt out 'Heil Hitler.'"
(Bournemouth Evening Echo)



Sailing Programme 2012

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

TRIP BOOKING



2011 PROGRAMWORK-in-PROGRESS.....!

All the TOG Sailex trips can be booked on line by following this link. Please note some of these events are likely to be fully booked so you may wish to contact the Expeditions Master to confirm an available place before completing the online booking and sending the booking deposit to the Treasurer.

<https://spreadsheets.google.com/viewform?formkey=dGE5UTZUVzNCV1h6RVl2YUJPNl16bnc6MQ>

<u>Booking Trip No.</u>	<u>Trip Title/Description/ Skippers</u>	<u>Dates</u>	<u>TOG Member Costs</u>	<u>Availability</u>
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Just to show that the Training Master really does know what he's talking about from practical experience....

The end of season lift-out from the East Coast of Mark and Debbie's Jeanneau Sun 2000 – It must be interesting going under bridges and telephone wires with that arrangement if you happen to be towing....!