



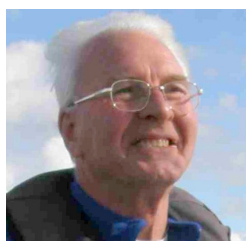
TOGLINE

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



AUTUMN NEWSLETTER 2013

BULKHEAD:- Discomfort suffered by sailors who drink too much.....



Do you realise - it is now November and a New Year looms? This year seems to have gone so quickly and such an active one as well! Again, our Expeditions Master and your Council members have done a terrific job, helping to keep us

amused. They have provided so many possibilities for us to go on enjoying the companionship and the freedom of the winds and the sea. Those of you who have decided to do the West Indies trip – I'll bet you are looking forward to it so much. Sun, sand, balmy winds (hopefully), crystal clear seas and lovely West Indian food. One thing with the West Indians - they are so laid back as to be very nearly horizontal! No pressure there then. At least you should be able to enjoy the biminis. So essential in those temperatures. Then there is always the thought of the rum punches in the evenings, when you are laying back as the sun goes down, with one of them in your hand....

We hope you feel you have had an interesting year, those who have been on the expeditions. I only got to Scotland this year, but what a trip we had. The usual mix of friendly, warm-hearted companions, which seems to be the hallmark of TOG expeditions. Judging by the superb reports I have been fortunate to place in TOGLINE, I am not alone in thinking that way. Once on the water, it is teamwork that counts and, my word, what teams we have had! Everyone seems to pitch in and the skippers are all so considerate in ensuring fair play for everyone. Tricks at the wheel, navigation, food preparation (I can't cook but I can wash up!). Mooring, casting off and all those myriad tasks associated with the smooth running of a yacht, shared equally. Aren't we the lucky ones?!

So now we know. Do not, under any circumstances, tangle with a 70,000 ton tanker doing nine knots in the exclusion area adjacent to Prince Consort Cardinal in the Solent!. It can prove to be VERY expensive! £100,000 fine, in any currency, is not to be sneezed at.

The skipper certainly got his colregs crossed on this occasion. The analysis afterwards showed a culmination of minor errors that blew up into a major incident. Luckily, no-one was killed and the boat stayed in one piece. Of course, our skippers are far too knowledgeable to get into that situation in the first place.....

Whilst on the subject of skippers, hearty congratulations are due to Keith Stedman and Mark Davies for the progress they have made in the Old Pulteney Awards competition (see inside). This is the second time TOG has been in the news with the this award. Last year, you may remember, our Expeditions Master, John Bryant, was put forward by Council and he got his bottle of Old Pulteney as well. We wish both Keith and Mark the best of luck in the next round of regional heats. Wouldn't it be good for TOG if one of them won?

The Annual Dinner seems to come around so quickly as well. (*The older you get, the faster time seems to move!*) I know you have all been circulated by our busy Social Secretary, Andy McWilliam, via Paul Ratcliffe, our membership recorder. To reinforce it and for those who do not have an e-mail, you will find details at the back of this TOGLINE. The application form may clash with the details and directions form due to the layout within, but I hope you will all bear with me as I tried to fit it in.

Finally, as always, I give my grateful thanks to all those who have contributed to TOGLINE over the year. Permanently interesting, frequently witty, often pointed, but NEVER dull. Keep them coming and TOGLINE will keep going! See you at the dinner...

May your winds always be fair.....

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PRESIDING MASTER'S MUSINGS

by Neil Macfarlane



Completion of the October Sailex (reported herein) in the second week of October marks the end of our 2013 sailing season - though of course some of us eagerly anticipate the Windward Isles in the New Year.

Strong winds and inconvenient tides on the south coast, plus the charter constraints, may have restricted our ability to reach Weymouth and Poole. However, our skippers, Andy McWilliam and Dave Bond, served up some excellent and varied sailing in largely fine weather within the confines of the Solent. Andy coped admirably with the other "skippers" (Keith, Stewart and me) among his crew. He kept us on our toes with MOB and buoy pick-up exercises, while Diane clearly should enter the Great British Bake-Off

Last year we nominated, with success, John Bryant, as an Old Pulteney Maritime Hero for his splendid work as our Expeditions Master. This single malt whisky distilled in Wick styles itself *The Maritime Malt* and promotes an annual competition for sailing clubs. This year we thought that we would give it another shot but with two nominations. Again we have been successful and our 2013 Maritime Heroes are Mark Davis and Keith Stedman. Mark gained the award in the Sailing Achievement category. This on the basis of his success (crew: Mark's son Adam and TOG member John Byrne) in the "Round the Island" race in his 20ft yacht *Mayfly* (462nd out of some 1500 yachts). This was followed by his single-handed sail of almost 200 nautical miles, back around the coast to the River Orwell, Suffolk. Keith was successful in the Club Service category, having at various times since 1995, been Administrator, Training Master, Treasurer, then Presiding Master (with an extra stint as Treasurer for good measure). Along the way, he has picked up Yachtmaster Offshore (and Ocean) certificates, has skippered numerous TOG trips, and is an RYA examiner for the International Certificate of Competence. Mark's race featured in the Leicester Mercury and Keith's award was covered by the Nottingham Post. Mark and Keith each received a bottle of Old Pulteney and a Maritime Hero certificate and enter the next round of the competition.

We had a good social at the Belvoir Brewery in October, for which thanks for the organisation go to Andy McW. Your council has also met in October and started to put the flesh on the bones of the 2014 Sailing Programme. I am also very pleased to report that Dave Bond has joined Council. Not only has this reduced the average age significantly, but Dave is an excellent skipper. He brims with good ideas about how we can perhaps liaise with other groups, bring in more members, and broaden participation in our sailing trips. The tennis club's loss is our gain!

Finally, it's nice to report that TOGline is appreciated beyond the membership. Last month, I received an email from Bruce Cowie, owner of *Blazeman* the new Hanse 383 which I skippered as part of our Scottish fleet in July. Bruce was off to Kip for his first trip on the yacht and wrote: *"I have to compliment your group on a most enjoyable newsletter; after many years sailing with my brothers off the west coast of Scotland, I found it transported me vividly to that wonderful place so well described in the skipper reports"*. Enough said!

!



Club stalwart:

Keith Stedman.

Courtesy Nottingham Post...

SAILOR Keith Stedman has been hailed as a 'Maritime Hero' and is now in the running for a national award.

Mr Stedman, 66, of Southwell,

has been shortlisted in the Old Pulteney Maritime Heroes Awards.

He was nominated by Trent Offshore Group for his outstanding service and is one of 30 semi-finalists from across the country. The club nominated Mr Stedman for his longstanding service, which includes organising and skippering numerous sailing expeditions. He has also gained many Royal Yachting Association qualifications including the RYA Examiner, which led to him helping to train many aspiring skippers. In 2005, Mr Stedman became the Presiding Master and Treasurer and he worked hard to put the club on a sound financial footing.

He now dedicates much of his time to developing the club by arranging sailing events. To reward his enthusiasm and dedication, Old Pulteney presented him with a Maritime Heroes Awards certificate and a bottle of its 12-year-old single malt.

Mr Stedman now goes through to the national finals of the awards in December where he could win £2,000, a trophy and a bottle of Old Pulteney's 21-year-old single malt.

Now in its second year, the awards scheme was launched in May to reward the passion, commitment and achievements demonstrated within Britain's maritime communities, at local and national level.

To launch the scheme, Old Pulteney contacted sailing clubs asking them to nominate any members they felt deserved recognition within one of the following three categories: club service, bravery or sailing achievement



TOG Sailex Largs Clyde to Colonsay
13th to 20th July 2013.

by Andy McWilliam.

Jeanneau 42 i 'Skua'

Complement:

Andrew McWilliam Skipper
Sam Hutchinson
Jamie McWilliam
Robert McWilliam
Dave Clark
Stuart Elmore

The report begins from our arrival at Lamash Harbour on the east side of Arran.

We anchored next to 'Clan' and Robert and Andy, familiar with rigid-floored tenders, and davit-type location hooks, visited 'Clan' to discuss tomorrow's passage around the Mull of Kintyre; partake of a small G&T and witness the erection of 'Clans' impressive Cockpit tent! Very nice. We then assisted in some crew rearranging, namely transferring Diane from 'Bravado' to 'Blaszeman'. Chief cook Jamie had meanwhile prepared a spiffing Dunblane 3 pound (note imperial measure -

still) meat-pie, which we washed down with some pleasant-tasting red liquid.

Sunday 14th July.

Weighed anchor at 07.30 UT for a gentle sail south to Pladda Island, arriving S of the lighthouse at 10.00 UT. Ahead of the best tidal gate to round the Mull, we sailed about N and then W, and then S towards Sanda Sound. The wind got up, we put in the first reef, and gilled about, as did quite a few others, oddly enough. Passed Arran-man's barrels and Macosh rock, hugged



the coastline and rounded the Mull at 15.10 UT with the motor on. The famous, confused seas entertained us for about 5- 10 minutes and we were round. Into a NNW force 3, we beat our way north and finally furled the jib. We motored into and anchored in, Ardminish bay on the E side of beautiful Gigha. Soon, we were joined by 'Clan'. Some went ashore for drinks, art and culture appreciation, and we dined on Andy's vegetarian curry and more wine. Following a pre-retirement choral session, (fortunately we were the most downwind vessel in the anchorage), the entire complement, well, retired.

Monday 15th July

The entire crew spent the morning ashore, admiring the strength of the community and what good life is. A low-lying Island with farms, culture centre, schools and shops.

13.10 UT we were off, Full Sail in SW 3, around the North point



of Gigha, and 290M to the S end of the Sound of Islay, admiring the Paps of Jura, all three of them. We went between McArthur's Head lighthouse and Black Rock SHM and into the tidal stream - at times 3.5 knots. We passed the ferry at Port Askaig, the Caol Isla and Bunnahabhainn distilleries, and the Rubha a'Mhail Lighthouse (all on Islay), still admiring the paps of Jura as we went.

Then we struck gold. As we left the Sound, we met a W 4 to 5 and some rain, in slight to moderate seas and maintained 6.5

knots all the way the Scalasaig on Colonsay, where the fun started. We attempted to berth alongside the pillar-supported pier, but with no fender boards, wide gaps and a 1.8m metre range, we were not going to manage a good night's sleep. After an hour and a half of warp and fender adjustment, the words "sod it we'll anchor!" emanated from the skipper's lips. Main and kedge anchors deployed, we had another fine meal and a small sherry each.

Tuesday 16th July

Up early and whilst ashore for some exercise, Robert bumped



into an old colleague of his as he passed a hotel. A bit of shopping and a pick at the thyme and basil plants in the window and we made ready for sail to Port Ellen. Forecast, reducing winds!

Weighed Anchor at 10.15hrs UT and sailed in almost identical winds and on a reciprocal course as yesterday, reaching Ardmore Point 14.00hrs UT. The wind died and we motored, following the 50m line, of this interesting coast with many hard, sticky up things into the narrow entrance to Port Ellen. Here we spent the night rafted up to a large, 20 year old concrete yacht, made by the pupils of a school near Bolton Lincs, sailed by school staff and pupils themselves.

We dined in the refined, Islay Hotel, and spent the rest of the evening shooting pool in the earthy and friendly White Hart Hotel. It had nothing to do with the fact that the table was free,



even if it was of uneven surface - makes it more interesting!. Tomorrow's weather calmer still!.

Wednesday 17th July

Topped up the water tanks and set off S around the W side of Rathlin Island, where there was still a good 2m swell, and into Ballycastle, motoring all the way in strong sunshine.

AB in the marina, said it was as hot or hotter than the Med. **This crew was running out of steam.** Some did their own thing. Skipper walked into town, alone. Came back alone too. The Stirling group had a couple of Guinness in the Anglers Arms. After wash and brush up, followed by Football in the same bar and my, were they all quiet. The Southwell element however, were well up for it and on the town they went.

Thursday 18th July.

A leisurely awakening, breakfast ashore, followed by each going there own ways to get a little space, in the heat and strong sunshine. We slipped Ballycastle at 12.10hrs UT without wind, riding the tides (by now Neaps) as best we could round 'Fair



Head' and across to 'The Mull of Kintyre'. Sanda Sound followed and on and on under motor to anchor in Carradale Bay, N of Campbeltown. A quiet night was spent aboard. One could hear the holidaymakers laughing and singing on the beach. Most therapeutic it was.

Friday 19th July

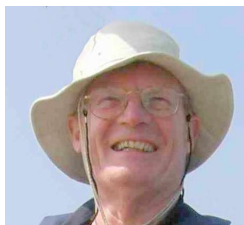
With very little NW wind, we sailed up the 'Kilbrannan Sound' as far as Lochranza, where the wind just died. So a gentle motor back to Largs between the Cumbraes, was enjoyed. The Sailex was over for this crew.

Still hot, very hot in fact. We washed and brushed both 'Skua' and ourselves, joining the rest of the fleet, in the splendid 'Lounge' restaurant in down town Largs. Still hot.

At this point the Sailex started to slip off in several different direction. 'Twas over.

Logged distance = 216 Miles

Over the ground approximately = 250 Miles



**OCTOBER SAILEX –
9th - 13th Oct 2013.**

by Stewart Cook

Faux Pas

Andy McWilliam
Diane Rowbotham
Neil Macfarlane
Stewart Cook
Keith Stedman

C'est si Bon

Dave Bond
Paul Burghart
Doug Sutherland
Brian Rowlands
Paul Russell

Tuesday 8th October

Stewart, Neil and Keith travelled to Fairview Sailing based on the River Hamble to pick up the paperwork and begin the handover process. Doug also took the opportunity to arrive early and stay on board *C'est si Bon* yachts. Andy and Diane, later that evening, joined their fellow Faux Pas crew members to dine together in Hamble village.

Wednesday 9th October



The remaining crew for C'est Si Bon arrived at breakfast time after an early start from home. Once the handover was complete, both crews prepared to depart. At 11:00, both yachts left their pontoons to motor out into Southampton Water. Here, the sails were raised and with a wind from the east, set sail into the Solent, heading west, with the objective of Yarmouth for the evening. *Faux Pas* decided that, with the tide being favourable, to enter the Beaulieu River, pick up a mooring buoy and take a lazy lunch break. On the ebb tide, *Faux Pas* left the mooring under sail and proceeded to sail down the Beaulieu on the jib into the Solent. With the wind (F4) and the tide behind, *Faux Pas* made speedy progress towards Yarmouth. By 17:30 hrs they were moored up against a pontoon, prior to helping to tie up *C'est Si Bon*, who arrived some 15 minutes later. Both crews dined ashore in The Rocks restaurant. Discussion about the



following day, resulted in a draft plan to leave the Solent early and head around the Island. The plan being subject to an updated weather forecast in the morning.

Thursday 10th October

With the weather forecast not being favourable i.e F8, it was

decided to have breakfast at leisure, prior to heading east back into the Solent area. With a favourable tide, at 11:00hrs, both yachts motored out of the harbour, setting sail in a F5/F6. With



confused seas, *Faux Pas* had an exhilarating sail past Cowes entrance, proceeding to tack back and forth across the Solent prior to entering Gosport via the inner Swashway at 14:00hrs.



Initially picking up the HM Customs pontoon, space was found tucked in the corner beside the *Mary Mouse 2*, an ex lightship, now a floating bar and shower facility. Meanwhile, *C'est Si Bon*



had continued on towards Langstone, prior to turning back towards Gosport. Both crews met in the *Mary Mouse 2*, an ex-lightship, for a pre dinner drink. *Faux Pas*'s crew dined on board, sampling one of Andy's famous vegetable curry dishes.

Friday 11th October

With again F8 and heavy rain forecast, it was decided to remain in harbour for the day. Both crews caught the ferry from Gosport to Portsmouth, to spend the day in the naval museum. With the high average age of the crew and many being RYA



members, a substantial discount was achieved on the gate price (age does have its benefits). An excellent day was had by all, visiting the *Mary Rose*, *Warrior* and *Victory*. Due to time constraints, not all the museum was visited, but I have no doubt many of the crew will return for another visit. *Faux Pas*'s crew again dined on board, this time an Italian meal, a Neil specialty.

Saturday 12 October

With a brighter day forecast, *Faux Pas*, under a heavy dark sky, left Gosport at 07:00hrs by the main channel, turning to starboard at the No.2 buoy, heading towards Ryde Spire.

C'est si Bon followed some 15 minutes later. Whilst heading past Cowes into the Western Solent, *Faux Pas* under motor, proceeded up the North Channel. As the crew went to raise the sails at Calshot North Cardinal, it was spotted that the main



halyard was wound around the radar reflector. After a few minutes attempting to whip the rope free without success, a plan was hatched. Whilst the yacht was held on a steady circular course, a line was thrown over the upper spreader. This was then attached to the main halyard, already removed from the sail, and was now able to be taken over the spreader. This action allowed the halyard to be freed, returned back over the spreader and reattached to the sail. (*clever eh -Ed.*)? With the sails raised, progress continued towards Southampton, keeping outside the main channel. The crew settled into a relaxed mode after this exercise. Watching a large container under escort heading down Southampton Water, the skipper decided to test their reactions by sneakily throwing overboard a fender and calling "man overboard". As expected by a TOG crew, they performed 1st

class and the fender was successfully retrieved at the first attempt. Andy, sitting there, smiling had enjoyed watching the event. A second man overboard was discussed by the crew, this time using a “real” man..... *Faux Pas* continued towards Southampton, picking up a mooring buoy on the way for a lunch halt. At the top of Southampton Water, passing beyond the container and liner terminals, they turned around to reverse their course and set sail for Cowes. With a decreasing wind, the engine was started thereby ensuring that Cowes was reached in sufficient time to allow the crew a wash and brush up prior to dinner. Mooring was found in Shepards Wharf Marina, West Cowes. Both crews dined in the Saffron restaurant, prior to visiting the Anchor pub for a night of beer and live music.

Sunday 13th October

09:00hrs under a grey sky and poor visibility, both yachts



motored out into the Solent. *Faux Pas* passed east of Bramble Bank, before spending the morning on sailing exercises - ie sailing both square and circular patterns, each time passing close to the same buoy. With the weather closing in and the rain now heavy, *Faux Pas* decided to head back into the River Hamble. With the boat fuelled, the crew ate lunch on board prior to cleaning and handover to Fairview Sailing. With goodbyes said, both crews dispersed for their own home ports.

Total GPS distance covered by *Faux Pas* 80.4mls.

October Sailex - 9-13, October, 2013

Brian J Rowlands, on behalf the crew of “C’est si bon”.

This annual TOG event is usually quite popular with members and their guests. It gives crews a last chance to unfurl their sails, feel the wind in their hair and blow away the cobwebs, before the days shorten ushering in the long autumnal and winter nights; the distractions of Halloween, Bonfire night, Thanksgiving and Christmas. Ten hardy souls met in late September under the leadership of Dave Bond, to decide crew allocations, to distribute tasks and to discuss possible itineraries. Most seem to favour trying to make for Poole and Weymouth, or circumnavigate the Isle of Wight, rather than merely “messaging about” in the Solent. As always, wisdom dictated that wind, tide and weather would be the final



arbiter in our journey. The crews were well matched for experience, longevity and gravitas:-

Boat 1 - C’est si bon

Dave Bond
Paul Burghart
Doug Sutherland
Brian Rowlands
Paul Russell

Boat 2 - Faux pas

Andy McWilliams
Neil Macfarlane
Diane Rowbotham
Stewart Cook
Keith Stedman

Clearly, Boat 1 had the advantage of a name that suggested things might go according to plan, while boat 2 suggested some vulnerability if things got tough. This narrative records the fate of “C’est si bon” and her crew.

The Crew

Dave Bond - Captain Marvel, skipper extraordinaire, leader of men and life-and-soul of the party
Paul Burghart - First Class Mate, always ahead of the game and capable of obeying an order before it was given
Doug Sutherland - Ancient mariner, Old man of the Sea, logged several thousand hours at the helm, full of wisdom
Brian Rowlands - Jack of All Trades, but Master of none, Ships surgeon and victualler, imbibor of fine wine
Paul Russell - Novice Mariner, purser, chief talent scout, ‘talks a good game’

A varied mix of background, experience and enthusiasm, who gelled well as a crew and ALL contributed to a successful voyage.

Highlights

Often on a TOG sailing trip, you pay your money, you make your choice of route and companions, and everyone has a good time and enthuses about the quality of the sailing. Sometimes the unpredictable happens, ranging from being weather-bound in wet and windy Poole over Easter Sunday to ‘complaining mildly’ about lack of wind on Loch Gair when its 30 degrees C on deck. So how well do we cope with the unexpected? And



how well do we convert the mundane to something much more exciting? Several things happened on this trip that converted an ‘OK Trip’ to something memorable. They were:-

- A day in Portsmouth at the Historic Dockland including visits to the Mary Rose, HMS Warrior and HMS Victory.
- The outstanding “on board” cuisine served by both boats and the restaurants we visited in Yarmouth, Portsmouth and Cowes.

The Historic Dockland

Close to the Spinnaker Tower, the Historic Dockland has been rejuvenated with a smart shopping mall, up-market restaurants and numerous nautically-themed museums of which we visited three. Most impressive was the new Mary Rose Museum which

tells the story of the flagship of King Henry VIII which sank, courtesy of the French fleet in 1545, in the East Solent. It lay on the seabed for over 400 years before the remains of the hull were raised in 1982 along with numerous artefacts from the ship. These are now housed in a modern museum, which encases the hull as restoration continues, and displays the numerous treasures rescued from the seabed. They tell the story of life aboard the ship, its crew, their working conditions and vignettes about key crew members, such as the cook, the surgeon, the purser and the master gunner. Truly outstanding, well worth the visit for this alone.

Luckily, we also saw HMS Warrior, built in 1861. When launched, she was the largest, fastest and most powerful warship in the World. She was 22 years in service without ever firing a shot in anger. She is the only surviving embodiment of the revolutionary changes that took place in the long and distinguished history of the Royal Navy, spanning the eras of wood, iron, sail and steam.



HMS Victory, which sits adjacent to the Mary Rose Museum, was Lord Horatio Nelson's flagship. He died on board at the Battle of Trafalgar on 21st October, 1805. The tour provides fascinating insights into life on board a majestic sailing warship. Remember to 'duck' to avoid 'grousing' about low beams and limited headroom. There is significant Nelson memorabilia, including the large vat in which his body was embalmed in brandy for transport via Gibraltar to his funeral at St Paul's Cathedral, London. The ship is now the flagship of the First Sea Lord and is used for important Naval ceremonial occasions in an Officers Mess that is much as it was in Nelson's time.

The Spinnaker Tower was not visited, but is worth including in your itinerary, on a clear bright day for magnificent views of Portsmouth, the Solent and the Isle of Wight.



Feeding the crew

Food and drink is of equal importance to the recreational sailor as it was to crews of the 'Old Men of War', sailing hostile seas and working long hours in cramped conditions over 200 years ago. Their intakes of fluid, alcohol, meat, bread and

carbohydrates was quite staggering in relation to the diets of today. They saw no diabetes mellitus or obesity, because calorie expenditure usually matched energy intake. Their dangers were vitamin and mineral deficiencies and major accidents on long voyages. Health and safety issues were low priority. Feeding a crew of 5 for several days on the South Coast, with ready access to nearby ports should, in comparison, be relatively simple. However, the needs of closet gourmets, bon viveurs, and connoisseurs of fine wine, must be met to maintain crew harmony and prevent mutiny. This trip was Michelin 5* in all nutritional aspects. Both crews served quite adventurous fare, ranging from gnocchi, home-made steak pie, green cabbage curry, to rocket salad, new potatoes and garlic bread. Empty plates were testimony to ravenous appetites and tasty cuisine. Well done!

We were equally fortunate with our choice of restaurants for the opening and last suppers. In Yarmouth, "On the rocks", a TOG favourite, served up enough red meat cooked on hot volcanic rocks to satisfy a visitors' convention from the Texas Cattleman's Association. We enjoyed the unique taste putting aside concerns about colonic diseases. Similar sentiments prevailed for the 'last supper' at the Indian Tandoori Restaurant in West Cowes. Here, everything was hot, spicy and in large portions. That could be said about some of the other 'attractions' in Cowes that night! Most of us retired for a nightcap, or two, at a local pub where the entertainment included a reincarnation of Johnny Cash singing 'Walk the Line' and 'Ring of Fire'. Real 'time warp' stuff, but entirely appropriate under the circumstances!

In between showers and museum stops, the crew of 'C'est si bon' visited the Loch Fyne Restaurant in Portsmouth for a late lunch. Delicious fish, chips and mushy peas, washed down with ice cold South African Chenin Blanc from Stellenbosch. This satisfied my frustration at not visiting the original restaurant at the Head of Loch Fyne during the Scottish Sailex in July 2013. Despite my pleading that a fine dining experience was in prospect two miles away, and there was a convenient jetty, it fell on deaf ears. We enjoyed a calm anchorage, a fine view of Inveraray Castle and a fry-up, but it seemed to be a lost opportunity. The Nottingham branch of the franchise on King Street, close to Market Square is worth a visit. Maybe it will be on the Scottish itinerary next year! (*Nottingham??? – Ed.*)

So, top marks for food, entertainment and education about our maritime history! They were bonuses to our real mission!

So, What about the sailing??

Day 1-9th October, 2013 - River Hamble to Yarmouth

All assembled in good order by 10.30 hours at the River Hamble Marina. After completing formalities of victualling and safety briefings, we set off at noon under leaden skies and squally conditions into Southampton Water and the Solent. First objective was to get ALL the crew involved in finding their sea legs, setting the sails and heading towards Cowes. A strong westerly, gusting between 9 and 18 knots, saw us to West Cowes in approximately 80 minutes and made approaching our pontoon challenging. The attempt was not pretty, but we emerged relatively unscathed, apart from some minor structural damage, bruised egos and lessons to be learned. The incident debrief reminded us that we had set a baseline for our future performance and happily that proved to be the case. Subsequently, we enjoyed an invigorating sail; tacking through rough seas with 3 reefs in the mainsail down the West Solent towards Yarmouth, experiencing gusts of 25 knots from the west. We arrived safely in the harbour at 17.15 hours.

Day 2-10th October, 2013 - Yarmouth to Haslar Marina, Gosport via Chichester Harbour

"They said it couldn't be done but we did it"

The weather forecast had deteriorated overnight with the threat of gale force winds from the Southwest and unfavourable tides and rough seas in prospect over the next 48 hours. The dual objectives of either Weymouth or 'around the island', involving passage via the Needles Channel, was therefore abandoned in favour of staying within the Solent and plotting an itinerary that allowed instant access to a 'safe haven' if conditions were unfavourable. After much discussion between the crew leads to decide where to go, 'C'est si bon' decided, amongst great scepticism from the other boat, that we would try to make the entrance of Chichester Harbour before the tide turned at about 14.00 hours, and then use wind and tide to bring us home to Gosport before nightfall. Departing at 10.25 hours in strong Northerlies, gusting 20-27 knots, and a helpful easterly tide we made excellent progress past Cowes and the Forts making 8 knots SOG under reefed main and small foresail. The teamwork was outstanding, enabling us to arrive in Chichester Harbour at 13.57 hours, 3 minutes ahead of schedule. After lunch of Cornish pasty and salad swinging on a buoy, we enjoyed a brief period of sunshine before heading back into the East Solent. From here, with freshening winds again from the North and favourable tide, we traversed the gap in the anti-submarine net off Southsea and sailed back to the Green Lightship at Haslar Marina. We had enjoyed an exceptional day sailing, rebuffed the critics and quenched our thirst under the lights of the iconic Spinnaker Tower across from Portsmouth waterfront.

Day 3-11th October, 2013 - Gosport

Confined to port in the Haslar Marina due to adverse weather conditions, with gale force winds and high seas, but took the opportunity to visit the Historic Portsmouth Dockyard despite the cold and driving rain (see above)

Day 4-12th October, 2013 - Gosport to Cowes via Beaulieu River and Newtown Creek

Another excellent day of sailing, after an early (07.15 hours) start, with mainly easterly winds (15 knots) and favourable tides that took us to Beaulieu River as far as Butlers Hard. Late breakfast moored on a buoy by the river in pleasant sunshine and an opportunity to study the estuary bird life and feed the gulls and swans. By now, the 'teamwork' was highly coordinated, enabling us to put in multiple tacks going downstream under full sail from a 'standing start' at the buoy, to reach the mouth without mishap. Out in the West Solent, we enjoyed the wind and sunshine and then negotiated the entrance to Newtown Creek to take some lunch without upsetting the locals. Post-prandial plans included beating back to Cowes against a turning tide and massing cloud that suggested imminent rain, prior to rafting up in Shepard's Marina overnight in West Cowes.

Day 5-13th October, 2013 - West Cowes to River Humble

The day dawned damp, dank and misty, with nothing to suggest that we should be in hurry to get out on the water, or that there would be much to enjoy out on the Solent this lazy Sunday morning. We are not by instinct "fair weather" sailors, but we were quite relieved to be forced to take our boat out to release our rafted neighbours aiming for the Needles Channel. The weather forecast suggested deterioration was imminent, with heavy rain due in Southampton Water by noon. We headed North and reached the Hamble River before 10.00 hours so that packing, cleaning, debrief and disembarkation were accomplished before the heavens opened.

Summary

A memorable trip, which was enjoyed by the whole crew. The sailing was not particularly outstanding and we logged 68 nautical miles only (but probably a 30% under-reading of

distance over the ground). The trip plan was ditched almost as soon as we had started and the weather left a lot to be desired. On the other hand, the friendship and fellowship onboard was outstanding. We ate and drank well, no one fell out or over board, but we did lose a fender. Most importantly, we grasped the opportunity to learn about our maritime heritage, and the trials and tribulations of life at sea when Britain ruled the waves...or did it? A humbling experience - the gods smiled on us after all.



ARTHUR WOOD - DEPUTY PRESIDING MASTER

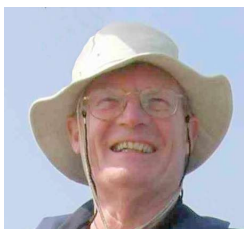


TREASURER

GRAHAM WASSALL (01664454478)



STEWART COOK - ADMINISTRATOR



PAUL RATCLIFFE – MEMBERSHIP

(01778 341475)



NAVIGATION

CLIVE CRANKSHAW (01664 454403)



SOCIAL

ANDY McWILLIAM (01509 413978)



caught up on each other's news.

As we had been on the tour of this brewery before, the group had chosen to not take part of the tour this year.

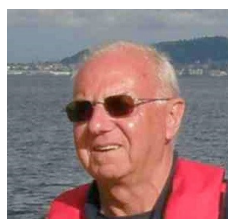
We sat down for dinner and the fun began as people tried to remember what they had ordered a few weeks earlier. Andy to the rescue with our orders list

My own meal was excellent. Pate to start with, then chicken in a cheese sauce for my main course and judging from the empty plates, everyone else enjoyed their meals as well.

With our meals, we were provided with jugs of ale which the brewery make, from pale ales to dark ales. Unfortunately, as the designated driver, I stuck to the colas so I cannot tell you how the ale tasted, but I was assured the drink provided was great.

The night was good fun and I hope there were not too many sore heads in the morning.....

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](#) web site-- *Mark Davis Principal Ashore Sailing*
01949 861 050 Mobile 07711 170 451

BELVOIR BREWERY VISIT

by Fiona Cook.



I had agreed to be my father's (Stewart) designated driver for the evening.

The evening began with pre-dinner drinks at the bar as we



SOCIETY NEWS....

Tom Macfarlane (*son of one Neil Macfarlane (small "f")*) and Sarah, tied the knot in a September wedding.

Tom is well known within TOG for his telling rejoinders and laughing mien when cruising. (just like his Dad....)

Congratulations to them both and here's to a long life and much happiness.



Annual Dinner Dance

Saturday 1st February 2014

7-00 for 7-30pm til Midnight

Greetham Valley Hotel & Golf Course

Wood Lane, Greetham, Oakham, Rutland,
LE15 7SH



Menu

Assiette of three
Starters

carvery with
vegetarian option

Assiette of three des-
serts

Coffee, Tea & Mints

Tickets £28 per Person

P.T.O. for more information & for
booking see the separate form

Stay the
night and
enjoy a
leisurely
breakfast



Dress

Smart casual.

Drinks

There will be a wine ordering table in the reception so that you can order wine for your meal. All wine and drinks must be ordered and paid for by individual guests. There will be a bar serving drinks all night.

Dinner

There is a 4 course dinner with a choice of carvery main course or vegetarian option. The menu is in the bottom left hand side of preceding page. Please let Andy McWilliam know if you have any special dietary requirements. Tables accommodate up to 12 people. Groups up to 6-7 may be tabled with other smaller groups. Any other seating arrangement preferences will also be considered and should be indicated on the booking form.

Speeches and Annual Awards

There will be a brief after dinner speech followed by the distribution of annual awards.

Raffle

A raffle will be held in aid of the RNLI. Please contact Andy McWilliam if you can donate a high value / high quality prize for this good cause. We wish to have a small number of desirable prizes to encourage ticket sales on the night, to support this worthy cause.

Dancing

Following the dinner, speeches, awards and raffle in aid of the RNLI, there will be a Disco, 'JH Roadshow', who will play an appropriate selection of varied music.

Booking/Queries

To reserve your places, completed booking forms and payment are to be with Andy McWilliam, by the 5th January 2013 (earlier this year due to the Grenadines Sailex), mobile 07714 951395 or email andrew.mcwilliam2@btopenworld.com.

If possible please pay by bank transfer to Trent Offshore Group, Sort code 20-50-21, Account Number 80390461 adding the reference ADD14 plus your initials if possible.

Overnight Accommodation

The Hotel is able to offer special rate rooms to TOG guests wishing to stay over and take advantage of the resident's bar. Rooms are £67 per room (B&B based on one or two in a room). The telephone number for booking is 01780 460444. The website for further information is <http://www.greethamvalley.co.uk/>.

Golf

If you wish to book a round of golf either on Saturday or Sunday, please contact the hotel direct to book.

Directions

From the North/South/East, take the turning off the A1 onto the B668 Stretton Road signposted Greetham, Cottesmore and Oakham. After 1 mile, turn left at the crossroads following the brown signs to the Golf Club entrance.

From the West either head for the A1 and follow the directions above, or head for Oakham, then follow signs for B668 Cottesmore and Greetham.



Annual Dinner Dance

Saturday 1st February 2014

Please complete the form below to book your place.

Name	
Address	
Postcode	
Email	
Tel No	

I would like to book [] places for the TOG Annual Dinner Dance at £28 each

For direct payments (preferred) use the details below:

Account: Trent Offshore Group
Sort Code: 20-50-21
Acc No: 80390461
Use Reference: ADD14 + (your initials) - if possible please

Cheques to: Graham Wassall (Treasurer), Trent Offshore Group,
 C/O Global Safety Ltd, 7 Jubilee Street, Melton Mowbray, LE13 1ND.

Please enter below the name of each person in your party and any special requirements

No	Name	Please state any special dietary requirements/Preferences
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

Please return your form before 5th January 2014 to:

Andy McWilliam (TOG Social Secretary),
 6 Spinney Drive, Quorn,
 Loughborough,
 Leicestershire, LE12 8HB
 ✉ andrew.mcwilliam2@btopenworld.com

☎ 07714 951 395