



# TOGLINE

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



## AUTUMN NEWSLETTER 2017

**Auxiliary:- Any object, which is in the way when not needed and missing or broken when it is....**



**The end of season Sailex is past**, the oilies put away for most of us and the dark nights draw in. Gloom, Doom and Alack!! BUT – remember the fun and enjoyment we have had during the season past and

what we have to look forward to next year! Back on the water again. The only way some of us could afford to go coastal sailing/cruising, thanks to the Trent Offshore Group and our skippers. Witness the way Stewart ensured that the Majorca trip was a success, when problems struck the original yacht and he made arrangements to get a replacement. Arranged for transport to get from Soller back to Palma for the replacement boat and even organised some exciting weather for the trip! Obviously, for everyone and all three boats – great fun was had by all. Well done, guys!

**As you will read in the P.M.'s musings**, we say a sad farewell to our Pilot, Clive Crankshaw and our Treasurer, Graham Wassall. Clive has been on Council for over 17 years and Graham seven. Pilotage nowadays is not as fraught as in the early days. Chart updatings are all done by software and digital Chart plotters take the place of **proper** charts. **HOWEVER**, I still maintain that a hard copy record of one's position should be kept on a paper chart for reference and history. If any queries arise regarding where one was at such and such a time, the chart provides an instant answer. Besides, it's much more satisfying doing the plotting! Maybe you can't see where you're going, but you can certainly be sure where you've been. Graham has been a superb Treasurer. His prompt response to a request for some payment has been at the speed of light. We can now pay directly into TOG Bank Account for instance - and

it's faster than a cheque! Happy retirement to both, - but we'll still see them around within TOG.

**AIS is another tool** that has been added to our armoury. Most hire yachts have it now as a matter of course – and very useful too. We don't race (who us?), but knowing where the other boat/s are relative to you gives an edge when trying to get to a rendezvous first...

**A question was put to me** recently by one of our members. Does a trip in a RIB count as an item for TOGline? Let me assure you all that if it looks like a boat and it floats – then it is fair game for submission. Anything to do with water and travel, adventure on land or at sea – whatever is sent to me - it will appear in our Newsletter. Dinghy sailing? By all means. Big ship cruising? Exploring the Med? Or the French Canals? Bring it all on! Give us an opportunity to be envious.....

**We are in a forty-footer**, sailing along nicely, or battling through a race in the Solent. Ever wondered how much the boat cost? It's a heavy responsibility for us all and this is where the spirit of camaraderie and teamwork comes in to play. I feel we look out for each other and encourage safety that way. Sailing **can** be dangerous, (witness Majorca), but we have always and always will, thanks to training and experience, stayed safe. **Until the Winter Newsletter** – deadline January 31<sup>st</sup> 2018, thank you for all your contributions and do have a Merry Christams and a Happy New Year.....

Smooth sailing and see you at the Dinner...?

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## Presiding Master's Musings Autumn 2017

By Andy McWilliam

**Following on from the excellent** spring sailing program, TOG enjoyed a slimmer than usual summer program, due to the withdrawal of the Pembrokeshire Sailex. However, in early September, 3 TOG vessels

departed **Palma de Mallorca** under the group leadership of **Dave Bond**, with skippers: **Will Russell, Andy McWilliam** and **Stewart Cook**. The weather dished out was not the norm, but the circumnavigation of the island was excellent sailing, though at times a little nauseous. Thanks go to Dave, the Skippers and the crews.

**Blow me, within 3 weeks of returning** from Spain, Dave Bond led the October 'End of Season - Bring a Friend' Sailex out of Port Hamble on the Solent. The other skipper, **Paul Burghart** brought five friends – I did not know he had so many – though it can be said that the village of Northwell had a much reduced population that weekend. It was a jolly Sailex.

**The Social Program was not as busy** of the heady years of 2014/15/16, with just the Real Ale Train 'RAT' on 14<sup>th</sup> October filling the program. If you have any ideas for the Social Program please let us know your thoughts? This coming February, the TOG Annual Dinner & Dance **ADD** returns to Greetham Valley Hotel on **Saturday 3<sup>rd</sup> February**, the cost is maintained at £28.00pp, the B&B rates are competitive, and more important still, the Disco is booked, the deposit has been taken and this time you will dance!

**A £5.00 discount is offered** to all who paid and attended this year's ADD, when the Disco did not show up, provided you book and pay before 31<sup>st</sup> December, so please do it soon.

Contact me by Email to confirm the names of guests you are bringing and preferred table arrangements, and pay our treasurer as per the promotion in this magazine and TOG Website

**TOG Council** who has served the group so splendidly for over 20 years will be seeing a few changes this winter.

**Graham Wassall** will be standing down after 7 years as the steady hand of the cheque book, TOG Treasurer, as he hands over to **Diane Rowbotham** who has very kindly offered to run our accounts until the end of 2018. I am sure we will all make Dianne most welcome and hope that she may be tempted to stay on in 2019. We are very grateful to Dianne.

**Clive Crankshaw** also steps down as TOG Pilot Master after 17 years on the charts. This has been a most important position over the years, but with the arrival of ever more electronic navigation equipment etc. the Council has decided not to continue the appointment. Equally, TOG acknowledge the huge importance of skippers and crews maintaining their navigation skills, and champion the highest standards of seamanship.

**I'd like to extend this opportunity** to thank both **Graham** and **Clive** for so many years of service to our group. Good news folks: they are staying with TOG.

**Looking forward to 2018:** Council is currently forming the Sailing Program which will include Spring and Autumn (EoS) sailex out of Port Hamble, a 14 day Hebridean sailex out of Oban, with a possibility of reaching St Kilda, a 2 vessel cross channel or English Riviera sailex, and more in the offing. Please watch the web site, and TOG Facebook page.

I look forward to seeing many of you at the ADD in February.

## REPORTS



## Majorca Sailex 9<sup>th</sup> to 16<sup>th</sup> September

By Neville Buckle

Andy McWilliam Skipper  
Nev Buckle  
Dave Clark  
Dianne Bromley  
Nick Ostler

**It was agreed earlier** in the planning stage that it would be better to arrive a day early on the Friday. So we decided to



stay the Friday night in a hotel. Unfortunately, one of our original crew, Ian Robinson was not well and had to cancel. This was very sad because he had been with us on last year's Croatia Sailex and his company would be missed.

**I left home early on Friday morning** and collected Dave, Andy and, making our way to Birmingham Airport. We all checked in, then had breakfast at Wetherspoons. After a trouble-free flight, arrived at Palma airport and took a taxi to the Hotel Born in Palma. This is a classic Spanish hotel with a grand staircase but no lift. Only 4 floors, but very high ceilings. A long way with sailing gear to the 4<sup>th</sup> floor. Dianne went on to her hotel - the Almudaina, just around the corner.



Later, Dave Bond and his crew arrived. We met on the Patio and Ken took us all to a fantastic restaurant - the Cellar Sa Premsa, where we all had classic Spanish food.



## Saturday Morning

**We checked out to make our way** to the marina.

Unfortunately, taxis could not get to the hotel because of building restoration. No taxis at the rank, so we walked with all our gear, to our Charter company Cruesa. We were shown our boat *Sealord*. Dave and Dianne went on to a supermarket to collect the victuals, whilst Andy and I did the changeover. Dave and Dianne had trouble finding a taxi, but succeeded in the end. Nick telephoned, said he had arrived at the airport and was on his way to join us. Once Nick had settled in, we prepared the boat for sea - an Oceanis 41. Mid-afternoon, we slipped moorings and made our way out of Palma harbour. Once in the bay, we set sail and made our way, passing an American aircraft carrier, heading for Andraitx



**Arriving early evening** and moored stern-to, we had our deserved G&T, then made our way into town on the other side of the harbour. Found a very busy restaurant and the last outside table, ordered drinks then decided to move inside as rain looked imminent. It was a wise decision.

## Sunday

**We departed Andraitx**, made our way out of the harbour, set sail, and made between the mainland and Dragonera, with very steep seas. Once through the narrows, we approached open sea on the north-west coast of Majorca into a very rough sea, motor-sailing close-hauled in a very uncomfortable sea. In the distance, we saw a thunderstorm with sheet lightning in the direction we were heading to Puerto Soller. Most of us by now were feeling a bit nauseous. As we reached the port, the storm had passed. With furled sails, we motored into the harbour, radioed for a berth, mooring stern-to again and had our G&T. All was well. Then we had to pay for the berth. At 100 Euros, it was not cheap and the showers were to a low standard. Dave and Stewart's boats arrived and all together we had a good night in a restaurant. During the night the wind shifted causing a swell in the harbour.

## Monday

**We left Puerto Soller**, set sail and on a pleasant day with the sea calming all the time, reached the North East point of Majorca. We altered course round the headland once Cap Formentor lighthouse was abeam, then again altered course into Pollensa bay, made our way into the harbour but decided to have a glance at an anchorage. We liked what we saw and decided it would be an ideal place to spend the night. We dropped anchor, set the anchor alarm, had a G&T, dropped the motorised transom and most of us went for a swim. We put the dinghy in the water and had a row round the bay. Nick decided to swim to shore if someone would collect him from shore in

the dinghy which we did. Once all aboard, Andy cooked a meal which we all enjoyed with a glass of wine. A perfect day.

## Tuesday

**At 3.30 in the morning** the anchor alarm had sounded. On checking, we found the anchor had dragged and the North-East wind was increasing all the time. So it was decided to get on our way and head for Cala Ratada, Motoring head to wind out of the bay, then altering to an easterly course, we set sails crossing the Bay of Alcudia. Daylight broke and under grey skies, we thought we saw a body in the water. It turned out to be a blow-up doll (male) looking very tired - "escaping from a hen party", so continued our voyage. On seeing Cala Ratada from the North side, we then saw the lighthouse and turned to make our way to Ratada harbour. On entering we fuelled and were given a berth. A tight spot, but Andy manoeuvred the boat skilfully. The showers were close by, also a bar, where we had a pleasant lunch. We had arrived at mid-day so had time to walk round Cala Ratada. In the evening, we had an excellent meal at a restaurant, then decided to go to a bar.

**On hearing rock music** coming from one, we entered and fought our way to the back where we found seats and ordered drinks. The atmosphere was electric with English and German songs playing loudly.

## Wednesday

**Leaving Cale Ratada behind**, with a clear sky and moderate wind, we set sail in the southerly wind and tacked all the way towards Porto Colon on the south-east coast of Majorca. We had an incident when we lost the yacht owner's German Pennant. We tried a man overboard manoeuvre but the pennant was elusive and we abandoned the task.



*Entering Pollensa Bay at Cap Formentor*

After this excitement, we needed a break so decided to enter Porto Christo and anchored in the bay. Had pleasant lunch watching the swimmers, holidaymakers and the numerous trip boats going about their business.

**Leaving Porto Christo, we set sail** and carried on our voyage to Porto Colom. On entering the harbour, Dave Bond's crew were waiting to assist on mooring at our berth - again stern-to. All settled, we had a G & T then decided that, as we had brought tins of steak and rice all the way from the U.K., to eat on board, cleaned up and went to the bar.

## Thursday

**After breakfast**, we left early, sailing towards the south of the island. On reaching the southerly point, having checked the weather forecast that a storm was expected later, it was decided that, instead of spending the night anchored off Cabrera, it would be prudent to find a harbour. Rapita was considered, but we decided to carry on to Palma, Dave Clark doing some excellent navigation.

**On entering Palma harbour**, we fuelled up then found our way back to our berth, taking great care to avoid the tightly packed boats.

**Having had a G&T**, we all hit the town, trying to pick a restaurant, but all agreed that it would be good idea to return to Celler Sa Premsa. Quite a trek, but well worth it when we arrived. Having had an excellent meal. Dianne said that the Hotel Almudaina, where she had stayed on the Friday, had a panoramic bar on the top floor. So off we went, found a table on the veranda with excellent views over Palma bay and the city with the Cathedral illuminated in the night sky.

### Friday

**After breakfast**, plan A was to slip our mooring and do some sailing in Palma bay, but with a very strong wind blowing and it due to become stronger with heavy rain, Andy decided it would be wise to have Plan B.

**I said I would like to walk** round the bay to Can Pastilla (I went there in 1966 and watched the World Cup in the Hotel). Four of us walked there, had lunch and took a taxi back to the marina. The predicted rain arrived and was an unbelievable downpour.

*Oscellote Blue* and *Marnie Spirit 2* arrived safely in the marina and after we had dried out, we all went for a meal together. The end to a fantastic Sailex. It was not the wall-to-wall sunshine and moderate winds we expected, but was most enjoyable.



### Mad Majorca....

By Will Russell

**Saturday, I arrived**, with some trepidation, as Skipper. I thought controlling Paul and Dave might be like herding cats. But I was mistaken. All organised, signed on the boat, Ken and Chris off getting provisions. So far no major

cock-ups, the toilet rolls arrived - enough to open a pound shop - and did we really need sixteen 2-litre milk containers? (We used two).

**Extensive discussions** on merits of direction of travel. We decided, as the weather may be severe towards the end of the week, to go clockwise and get the longer west coast passages out of the way.

**We set off early afternoon** with quite a fresh breeze on the nose and moderate swell off to Andraitx (Log 21 miles). Previous advice to book berths well founded. Despite that, we were moored up on the breakwater, with roll and pitch. We even had to put springs on the stern to calm things down. We were envious of Stewart on the lee side of the harbour. But maybe it wasn't sooo great.....

We wondered how we would sleep but beer and red wine sorted that out.

**Early start and mostly motor-sailed** to Port Soller. Big swell and one of the highlights for me felt like helming a roller coaster. Chris, as a TOG virgin, we were concerned the Mal de Mer may be an issue, but he was a natural sailor. Videos on TOG website and Facebook show the control I had with the mate (Paul) ensuring the commodore (Dave) didn't stay dry. In to Soller pretty early, (log 49 miles, mooring fees €95 outrageous!). Pretty good meal and bed.

**Monday we had a great sail**, strong wind port beam and giant swell. We sailed downwind just off the wind, all helming, but Dave definitely had the biggest grin.

**Arrived in Puerto Pollensa** with fresh breeze, mooring much more reasonable at €45. (Log 91). Had Pizza in 'Little Italy'. Great meal, but a bit uncomfortable as the waitress ignored all



advances and tried to tap onto me!! However, avoid the waterfront Mojitos, two of which cost more than the mooring!!

**Second night in a row we were to** berth next to a German crew. They were lovely. We avoided Brexit and any other sensitive topics...

**Tuesday set off giving the Germans** a head start of half an hour. We set chase, close-hauled all the way. Helming, I caught them, so handed over to Paul and Dave. They kept

them at bay and this time Paul had the biggest grin. Full sail, fresh breeze and a decent swell. He was like a pig in muck. We got a bit close to the headland but rounded safely to Ratada. They commented - "you've got a fast boat"..... (Log123).

**Very German resort.** Big steaks, ridiculous cocktails (photo).

**Wednesday** - down east coast sun, no wind, stopped for lunch Cala Barcas. It was obviously hot for the locals, as they wore very little. Only snorkelling for the week, but enough for me. Arrived Porto Colom (log145), a real treat - best harbour out, some pleasure dinghy driving. Ken went off to use the Russell/Ken technique for restaurants i.e. down a lane off the main drag. He found the 'Allegria', booked an inside table, as the courtyard recommended by trip advisor was full. Typical raucous night. I think we did Brits on tour proud - food fantastic.

**Thursday sailed towards Isla Cabrera**, but no chance of a mooring. Nice lunch, then to Rapita, which was very full but pre-booked berth paid off again.

**Top tip - book a mooring** for the Isla de Cabrera at least two weeks before your trip.



**That way...No - that way...! Palma harbour approach**



**Friday should have been easy sail to Palma**, encountered several squalls and despite reefing, we got really battered at one stage. Just a few miles from Palma, 30+ knots of wind came from nowhere. The mate wanted to run, as did I, but Mr Sensible (Dave)?! persuaded us to turn to wind and get the sails in. **Drama over?** Not quite. 200 metres from Palma Harbour another squall with more rain than I have ever seen anywhere in the world gave us about 10 metres visibility. We ran to shallow water safety away from container vessels etc. (this was Ken's Highlight?!).

**Palma for group dinner** and excess alcohol, anyone for milkshakes?

**No idea of final log - about 200miles**, as so grateful for safe arrival.

**Overall, one of the best TOG trips ever**, camaraderie, bonhomie and jolly good sailing (only one day of motoring). The locals do seem to be very short of cash, very few of the girls could afford both halves of their bikinis!

**P.S. – Paul achieved a speed of over 8 knots.....** (He's been tweaking again....Ed)



### **A Tale of Two Yachts and One Hotel**

*By Stewart Cook*

*(photos – Dave Clark)*

**As soon as the September 2017 TOG sailex** to Majorca was announced, Mary and I immediately signed up, thus giving the opportunity for nice warm sailing and for Mary, swimming.

**During the depths of our English winter** and looking forward to the warmth of the sun we decided to give ourselves a treat and go out to Majorca a few days prior to the trip and stay in a hotel. So, as one does, onto the internet and a hotel was found, key selling point, adults only.

**Here we are now early September**, a hot evening and arriving at the hotel, the signpost indicates, as we expected, "adults only" but also "solos". Is this an indicator that the hotel is part of a group or something other! Anyway, the hotel was lovely, situated in a quiet area of Palma some 15 minutes' walk to the marina. Days were spent sightseeing, lazing around the poolside, but I did wonder about the age profile and the number of singles around the pool. One of the days we went on-board a tourist train – built 1924 and drawing wooden carriages – from Palma to Seller and a tram onto Port Seller. The port is very attractive, unlike the Majorcan weather that afternoon. We were caught in a thunderstorm that turned the harbour area into a mountain river complete with waterfalls. This dramatic change in the weather gave us a taste of what we would encounter next week. Come Friday afternoon, Mary and I met up with Andy and Dave as they, along with crew, arrived in Palma. We returned to our hotel to meet and spend the evening with Neil.

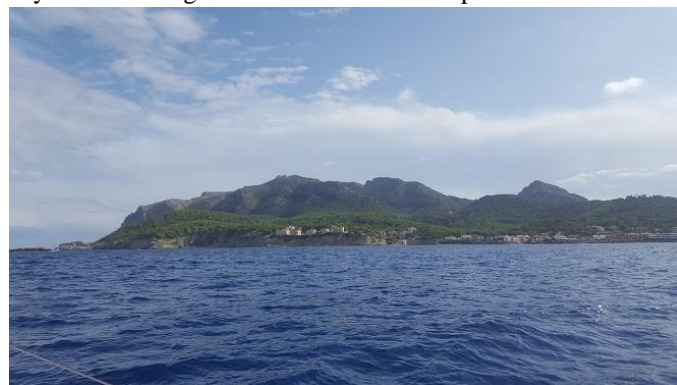
**During the week** we had taken the opportunity to visit the yacht hire company – Creusa - to gain an indication of when the yachts would be ready for handover. So, with no need to rush to the marina, we spent the Saturday morning poolside having lunch, prior to taking a taxi to the marina and meeting up with all the crews. We set sight on our home for the next week.

Yacht: Hanse 415 Marine Spirit One  
Crew: Stewart Cook, Neil Macfarlane, Mary Bancroft, Ronny & Yvonne Pieria and Mike Crab.

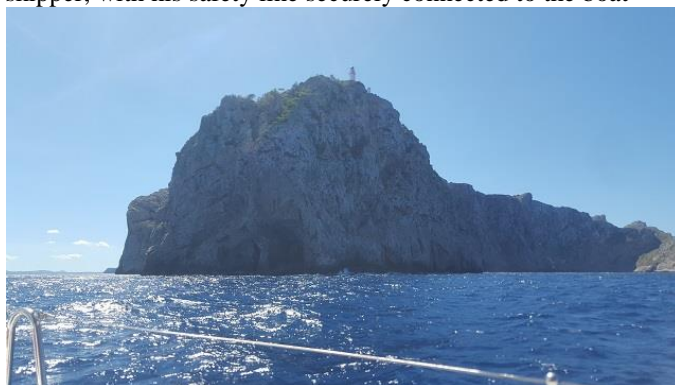
**Apart from Ronny & Ivone** who were due to arrive around 15:30hrs, the crew was assembled. Mary and Mike, complete with a list went off shopping whilst Neil and I prepared for the yacht handover. Once that task was complete and with the afternoon wearing on we decided to remain in Palma for the Saturday night. This turned out to be a blessing in disguise for the other 2 yachts. As their handover(s) were completed earlier than ours they took the opportunity to leave the Marina. In their haste they left behind vital requirements, bedding and towels. We agreed to take these on board as we were in hope of meeting the other yachts the following evening.

### **Sunday 10<sup>th</sup> September**

**We were up early to leave the marina** by 08:30hrs with a plan to circumnavigate the island in a clockwise direction. Our objective for the day was to meet up with the others in Port Seller, on the west side of the island some 50 miles away. By 09:15hrs we were out of Palma harbour, sails raised, a southerly course set. With darkening skies, we encountered the first of the day's thunderstorms heading our way. Sails were reduced prior to furling the jib, engine on to continue on our way motor-sailing. Once the thunderstorm passed and now



with 3mtr swell on the nose, it was evident we were not in for a comfortable journey. Passing between the Majorcan coast and Isle of Dragonera, the sea calmed down sufficiently to give us the opportunity to have lunch. As we headed north through the passage, the sight of the sea beyond was not inviting. Once clear of Dragonera, we felt the full force of the wind. With the confused seas, this had an impact as 50% of the crew retired to their bunks. To reduce the motion of the boat and to keep away from the rocky coastline, we set a course taking us out to sea. This proved to be a good plan as we later watched a thunder and lightning storm move down the coast, passing us by. As we settled down for the next few hours, the upper guard-rail on the starboard side landed on the deck. The skipper, with his safety line securely connected to the boat



went forward to the bow to investigate. The cotter pin and securing clip connecting the guard-rail to the pushpit were both missing. Using his best bodging skills and a length of twine from good old UK, the rail was reattached. Once back in

the cockpit he went below to update the chart position and was unlucky to smash his glasses against the chart table as the boat heeled. (Ok he had a 2<sup>nd</sup> pair). After some 4 hrs and closing on Port Soller, the wind strength decreased. With the sea calming down, we were now back up to full crew on deck. Once into the harbour, we were guided towards a stern-to mooring on a floating pontoon. That evening, we shared a table with the other crews (well they now had their towels and were able to shower) dining in the Pirata Restaurant. After dinner, walking back across the floating pontoon, with an increased wind and a significant swell, presented a challenge to maintain balance and make steady progress. Once the boat was safely reached, a final check on the mooring lines was made prior to turning in for the night.

### Monday 11<sup>th</sup> September

**Around 00:45hrs we were woken by a loud noise.** Going on deck, we found the owner of the yacht on our port side already on deck and pointing out that there had been a clash of the lower crosstrees. Our spreader had become detached. Looking along the length of the pontoon, crews on all the yachts were checking moorings lines etc. As to our predicament, we managed to position an extremely large fender between the two yachts in an attempt to increase the distance and prevent another clash. The wind and swell continued to increase, along now with rain, thunder and lightning. The pontoon was moving



violently and uncontrollably, causing the yachts to move, not in unison, but swing around independent of the neighbouring yacht's movements. After watching this swinging around at mast level and trying to judge that the crosstrees will no longer clash, we retired to our bunks for a most uncomfortable sleepless night.

**In the morning** we were able to see the full extent of the damage. The lower spreader had been pulled out from the crosstree, causing damage to the end of the cross tree. To assist in maintaining the stability of the mast, the spinnaker uphaul was positioned to give additional support to the mast. Two engineers from the hire company, were dispatched from Palma about 1 hour away by road. After climbing the mast, the engineers declared the yacht un-sailable. They, on behalf of the hire company, offered another yacht to allow our trip to continue. Arrangements were made for a minibus the following morning to take crew plus stores across the island back to Palma. In the meantime the skipper prepared a report for the yacht hire company. This unplanned halt did in itself turn out to give us a pleasant day. The crew's female members taking the opportunity for swimming and sunbathing, others walking and sightseeing. That night, we had a large meal prepared by Mike in an attempt to reduce the amount of stores requiring transporting.

### Tuesday 12<sup>th</sup> September

**Early rise for breakfast**, removed our personal equipment and stores to leave the yacht clean and secure. Minibus arrived at 08:00hrs for the 1hr journey back to Palma. Skipper and 1<sup>st</sup>

mate met with the hire company to discuss incident and hand over report.

With our stores now on board a Jenneau 379 - *Erin* and handover complete, we were in a position by 12:30 to leave the marina and set a course across Palma bay heading east for an afternoons sail. With good wind and sunshine and having a pleasant afternoon, the skipper considered an alternative destination for the night, Rapita. Unable to raise the marina on either the VHF or mobile numbers, we retraced our track to return to Palma. The reason for lack of response became evident the following day.

### Wednesday 13<sup>th</sup> September

**After a hearty porridge breakfast**, we were on our way by 09:30hrs with a mixture of sailing and motor-sailing along the south coast of Majorca. Apart from the unfavourable wind direction, we had a pleasant morning at sea. By 13:00hrs we had dropped anchor in Cala Pi, a lovely spot surrounded by high cliffs. A couple of hours were spent swimming, sunbathing and lunch. On leaving this protected Cala, we found that the wind direction had changed. It was now in our favour. Sails were raised and a course set for Rapita. The skipper again tried to contact the marina. This time one of the marina phone numbers in the pilot book was answered. This turned out to be not the marina office as expected, but a sailing school!! Anyway, the school was able to give us the correct phone number. Contact was now made with the marina and a booking made for that night. They advised us to make contact on VHF (different channel from book) when we were at the entrance to marina, ready to enter. Once inside, they had a slick berthing operation. Ronney, Ivone, Mary and Stewart were off to the local beach to take in the last of the afternoon sun. Dinner again was on board a delicious courgette and dolcelatte risotto, courtesy of Mary.

### Thursday 14<sup>th</sup> September

**Today we headed south** to take a look at Isla De Cabrera. The Island is a nature reserve requiring one to apply some 2 days in advance on the internet for a permit to pick up a mooring within the main bay. Anchoring is not permitted. Skipper went off to the marina office to book the yacht in the marina for a second night and to mention the difficulty in raising a response. He was advised that the office number had changed and they will be updating paperwork soon.



**Once out of the marina** and with a favourable wind, we were off for Cabrera. One of the crew spoke up and indicated that he was "tackless!" Well, as it turned out the point of sail we were required to make towards the island, gave us opportunity to rectify his lack of tacking experiences. After a training tack, Mike was on the helm to guide the boat through a number of tacks, making progress towards the island and to also remove his tackless label. A similar opportunity arose on our return from the island to practice - this time not tacking but gybing.



Lunch was enjoyed on the move as we sailed past Isla Conejera and continued on to enter the Puerto Cabrera, taking photos of the castle as we sailed past. Although this was a nature reserve, there was a distinct lack of birdlife or wildlife on view. After a potter around the bay, we set course for the return trip, passing between the two islands to head initially east, thereby giving us a better point of sail to practice gybing on the return to Rapita. We were fortunate enough to capture the first sight of one of our sailing companions passing close to the north of Cabrera. Our attempt to raise them via VHF and mobiles was not successful, as they continued to sail on by. Once back in Rapita, the majority of the crew again took the opportunity for swimming and sunbathing. An excellent meal, although expensive, was taken in the marina restaurant overlooking the beach. This was followed by a walk to try and find the town centre for ice cream, without success.

### Friday 15<sup>th</sup> September

**To avoid the refuelling queue in Palma,** we decided to top the tank prior to leaving the marina. By 09:05 we were out to sea and with the wind from the stern, the jib was unfurled as we headed west back along the coast. By mid-morning the weather changed and we were clad in waterproofs. At the edge of Palma bay, off Caba Blanco, the wind suddenly increased, resulting in the yacht heading up and Neil at the helm shouting out, "Dump the jib"! With the jib furlled and the boat back on an even keel, we motored across the bay into Palma (wind F6/7). We listened on the VHF to a yacht nearby in difficulty, being assisted by another yacht and also in contact with the coastguard. By 14:00hrs we were safely moored in La Lonja Marina, Palma. Boy, were we pleased, as another thunderstorm came crashing through, just as we settled below deck to have our lunch.

**That night the three crews met for dinner in Palma, bringing closure to an eventful week.**



### And finally...EOS sailex 2017

By Andy McWilliam

'Soiree' Skipper Dave Bond

First mate Neville Buckle

Crew:

Andy McWilliam

Jeremy James

Darren Lowe

### Thursday

**The crew assembled Thursday**

**evening in Hamble.** Capitan Bond sorted the handover whilst Darren provisioned the boat. Jeremy joined the others after they dined at the King and Queen public house.

Sleep.

### Friday

**Up early and off to catch the East-going tide.** F2/3/4 *Soiree* broad-reached and gybed her way to Chichester harbour, motored the river to anchor in Itchenor. Lunch aloft in the sunshine. Suitably rested, we motored out of the river and aimed close-hauled to Cowes, eventually moving to the iron sail in order to gain the full evening in Cowes. Here we met up and dined with the crew of 'Tres Jolie'. Copious, spirited liquid appeared to flow and a fine evening was had by all. More sleep.



### Saturday

**Skipper treated his crew** to a full English fry-up, before a gentle preparation for sea to face a F6 gusting F8 at times. We spent an hour manoeuvring the vessel in the Medina before beating our way to Newtown Creek on a choppy Solent, Third reef and half jib was more than enough. On anchor and lunch aplenty before an hour beating to Yarmouth. G&Ts on the cockpit, wash and brush up and time ashore, before dining in the 'On the Rocks' restaurant. Here, they provide you with your choice of meat/non meat which you cook on a seriously hot slab of volcanic rock. I don't understand the absence of warnings of all types when you mix extreme heat and slightly tipsy diners. H&S and all that? Well there you go. Thereafter both crews continued to celebrate the 50<sup>th</sup> Birthday of Phil 'Uncle Fester' Turner, one of the several new members of TOG, all of whom said they would do it again; even without a press gang eh.

More sleep.

### Sunday



**No wind today,** but up early and away by 09.00hrs to ride the tide to Beaulieu River and coffee at Buckler's Hard, surrounded by beautiful Old English woodland. Again we motored, all the way to Osborne Bay, where the sun did shine, people were swimming and generally enjoying the autumn warmth. We hoovered up much of the remaining food on board, and then motored home to Hamble-le-Rice to vacate and clean the boat, before Dave handed the vessel back to Fairview. Home we went.

**It was a delightful final sailex of 2017,** rounding off some brilliant TOG achievements during the year.

**Thanks go to Dave Bond and Paul Burghart** who did the work to organise the EoS sailex.

Happy days!



### Hebridean Sailex - out of Oban

Fri, May 4, 2018 - 3:00pm Fri, May 18, 2018 9:00am

[Google Calendar](#) [ICS](#)

**HEB18** - A two week sail out of Oban in May 2018 - **Lead Skipper Alan Mortimore**



#### **ELOISE**

**The plan is to explore the Outer Hebrides** visiting destinations such as Isles of Barra, Mingulay, with time to explore the Isles of St Kilda - weather permitting. We have reserved two Jeanneau Sun Odyssey 43's with six berths apiece. Going in May should give good opportunities to see a wide range of wild life both at sea and on land. This Sailex has been arranged following the very successful "Best of the North" Sailex arranged in 2017 - see TOGline for reports of that event and the News blog on this web site.

We have committed to charter two similar yachts due to there being limited availability so members are encouraged to make their 2018 plans soon and commit to joining this two-week sailex. It will be a Friday start and finish event. This Sailex will include some long passages and potentially lumpy seas.

The lead skipper will be Alan Mortimore. The anticipated cost of this Sailex will be £840 per berth, which includes the cost of an outboard for the dinghy.

### XCS18 Cross Channel Sailex

- Fri, Jul 20, 2018 4:00pm Fri, Jul 27, 2018 11:00am

• [Google Calendar](#) [ICS](#)

Cross Channel Sailex - A one week Sailex to France and/or the Channel Islands - **Lead Skipper Andy McWilliam.**



**We have chartered** two Oceanis 38's from Fairview Sailing and will seek to add a further yacht should there be sufficient demand. Plans are at an early stage but don't let that deter you, sign up and chip in with your ideas for this event

**The aim of this trip** will be to cross the Channel from Port Hamble to France or the Channel Islands and explore the area before returning to the Solent. Possible islands to visit include - Alderney, Guernsey, Sark, Jersey and Herm. This expedition will give those aspiring to RYA Yachtmaster Practical Courses the possibility of qualifying passages. With strong tides, challenging navigation and exciting sailing, a trip to these beautiful islands is one not to be missed! Areas like the "Alderney Race" and "Swinge" offer

opportunities for some of the fastest SOG you will experience on a Yacht.

**The Lead Skipper** will be Andy McWilliam and costs for this Sailex will be £400 per berth based on a crew of 5.

**Alan Mortimore has proposed a one week Sailex** from Pembrokeshire late August 2018. Details are yet to be finalised but this is Alan's proposal

**Sailing from Neyland in Pembrokeshire** offers access to a number of fine wild life and sailing areas. In late August / early September 2018 we are planning to sail from Milford Haven to explore the Scilly Isles. Stopovers could include Padstow and a visit to Lundy Island. This option would involve long passages and night sailing is likely. Weather and wind will dictate whether other options need to be considered such as North Wales, Southern Ireland or calling in to locations on the north and south coast of the Bristol Channel.

**Before we commit to this charter**, TOG Council would like to ascertain the level of interest from member - that's ascertain the level of **strong** interest from members. If such an event appeals to you and a suggested date could be Friday 31st August - for one week.

Council would be very appreciative of your feedback.

**Alan will work on the detail** for the event and will be happy to hear from you or answer any questions you may have if you would like to mail Alan his email address is [morti.aj@btopenworld.com](mailto:morti.aj@btopenworld.com)

**Other familiar Sailexes are in the pipeline – watch this space – and our website.....**

**All these events are detailed on our web site - see the sailing page reference -**

<http://www.trent-offshore-group.co.uk/sailing-programme/>

Bookings can be made by following the link at the top of the sailing page. Further information from any TOG Council Member or myself.