



# TOGLINE

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

AUTUMN NEWSLETTER 2019



**Squall: A violent gust of wind, often accompanied by rain indicating the mid-point of a sailing trip....**



**Here we go again....**Another TOGline and the close (almost) of another year. With one Sailex to go, those of us not off to Lanzarote will hang up our oilies and full of hope, look forward to next year. Here's to a Happy Christmas anyway...and a Great

New Year!

**Looking back over the year**, we have had a pretty successful one. We have had a few newcomers and we trust they were able to enjoy themselves. Certainly, the concise report by Eleanor Thomas showed we are doing something right! We look forward to welcoming them back again in 2020.....

**The proposed programme** for 2020 is given on the back page of this august publication. It comes as a result of the Skipper's Meeting held on 17th October and the Council meeting on the 31<sup>st</sup> October.

Hallowe'en had nothing to do with the decisions....!

**Whilst debating with myself** as to the content of this editorial, I happened to watch a programme on BBC4 titled "Maiden". Many of us will remember Tracy Howard and her all-girl crew who entered the Whitbread Round the World Challenge of 1989-90. They fought against cynicism from the press and disinterest from potential sponsors. What chance do an all-girl crew have? Eventually, in desperation, Tracy contacted King Hussein of Jordan whom she had met whilst crewing on a charter boat he had hired. He encouraged her and provided the sponsorship necessary to buy and prepare the boat.

**They challenged the might** of the all-male entrenched sailing fraternity prevalent at the time - and proved everyone wrong by coming second overall. They came first in the second leg from Uruguay to Sydney, then the short trip from Sydney to Auckland, battling through the might of the Southern Ocean and Roaring Forties. Tracy gambled on a more southerly course and risked the ice which had moved father north in that year. The gamble paid off, resulting in an 18 hour lead over their nearest competitor. Turning up in swim-

suits at the end of the Auckland leg, made quite an impression at the time. It shows how much progress has been made in the acceptance of the female presence in all walks of life, even those at one time seemingly reserved for men. It can only be to the good...

**Very few of us** have done any trans-oceanic sailing, although I remember Phil Greetham coming from Florida to the U.K. His story gives a clear insight into the sort of conditions experienced by long-distance sailors and puts our little 17-hour sailings to shame! But what good fun they are as well, short though they may be!

**You have read by now** that our Presiding Master, Andy McWilliam, has with regret, resigned his position. Andy is deeply involved in the present furore of the political scene and that involvement takes precedence over TOG! Thank you for all your work Andy. Whilst Andy would like to stay on Council, can we, through this publication, ask if there are any members out there who might wish to join us and perhaps work towards filling this gap? There must be an ample supply of expertise and interest amongst our members who may have fresh ideas. We have four meetings a year and they are always very interesting..... Please give it some consideration and if you are interested, could you let Stewart Cook, our Secretary know by the beginning of December, please?

**Finally, as the close of 2019** comes towards us apace and a new season in 2020 looms over the horizon, I would like to finish by thanking everyone who has contributed to TOGline over the past year. As ever, your submissions are always welcome and please, keep them coming. It is good to have the contact with all our members through this newsletter so.....Over to you.... **May I wish one and all** a Happy and peaceful Christmas and a warm and even exciting New Year. Thanks for everything and Happy Dreaming...

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## Presiding Master's Musings Autumn 2019

by Andy McWilliam

**Dear fellow Mariners,**

This is my last offering as TOG Presiding Master. 'Events' have rendered it necessary to stand down after quite a short spell at the helm. Hopefully 'Events' will permit me a return to active service on the TOG Council. Never give up on democracy.

**Right!**

**What's been happening** on the water? Well, we've had a few good sailexes, and an exotic one beckons off the coast of Africa. **Neville Buckle** leads the Canary Islands Sailex out of Lanzarote later this month.

**I was lucky enough** to join the 2 vessels sailing out of Plymouth to St. Marys in the Scilly Isles then points east. The nausea of the passage was soon forgotten on arrival at these beautiful small islands. I know everyone had a great time.

**As on so many occasions** in recent years, we must extend our thanks to **Alan Mortimore**, the 'master of long passages', for organising and leading us. It also falls to me to pass on our overall appreciation to Alan. This for his enormous input in recent years to TOG's appeal to newcomers and retained mariners alike. Alan has now stood down from TOG, and will be taking on fresh challenges and adventures in his life of great variety. I'm sure we shall learn before long what those shall be.

On behalf of us all - Thank you Alan.

**Once again Dave Bond** led the October 'End of Season' Sailex out of the Hamble River.

**The social scene** sported a lovely evening with a jazz band, pizzas and beer on the River Trent at the end of August. It did not rain and there were a few pieces of pizza remaining. 'T' was a good TOG turn out!

**As always**, our appreciation goes to **John Bryant** for the tidy, efficient and equally detailed organising of sailex and social alike. Thank you John.

I also need to thank **Ian Calderwood**. Thanks to Ian you can read this in hard as well as electronic copy. Ian has quietly published and distributed a TOGline every season since God was a lad; well nearly at least.

Thanks also go to: **Arthur Wood, Stewart Cook, Keith Stedman, Neil Macfarlane, Dave Bond, Paul Burghart Diane Robotham**, and me.

Have a warm and safe winter and I forward to seeing you on or off the water next year.

Andy

## REPORTS

### Scillies at last : Musings from Bertie's trip.



By Ian Robinson

**Boat: Bertie Bavaria 44.**

**Skipper:** Alan Mortimore,

**1st mate:** Brian Rowlands,

**Crew:** Ruth Edwards, Andy Thompson (aka Tommo or his later pseudonym Drew), Andy Warren, Ian Robinson.

We'd originally booked a Delphia 40 foot, but changed to the 44 foot to accommodate 6 people. The extra 4 foot gave



us a bigger saloon, twin wheels, bow thrusters but unfortunately, the boat didn't have AIS or cockpit-mounted GPS. Nevertheless, *Bertie* was a comfortable and relatively fast cruising boat for the week and was a **Boat for Early Risers who Turn In Early**. We did discover in due course that it did have a habit of biting back... via the fittings on the toilet seats.

**Liberty Yachts gave us access** to both boats from Thursday afternoon, so all the early arrivals were able to sleep on the boats overnight rather than find a B&B. Nev, Andy Lacey and I had arrived by 18.00 and explored the Barbican before settling on Weatherspoons for a meal. An excellent brass band was performing in the square which delayed our return to the marina where we met up with the later arrivals.

**Our crew breakfasted at a cyclists' cafe** on the Barbican: thankfully we were without the benefit of Lycra. The remaining members arrived by 10.00 on Friday, so after getting the provisions, snagging, fuelling, and handover etc, we left the pontoon at 15.10 bound for Fowey. The passage



was a bit choppy with a SW force 3/4, but we tied up to pontoon 4 on the River Fowey at 19.30 having covered 24 nm. Adopting a strategy of COLF Course **Of Least Faff**, we opted to eat on board after our aperitifs of G&T rather than taking the water taxi ashore. This strategy meant that the tender and outboard remained unused for the week. Apart from some complaints about the gin to tonic ratio, lack of ice, we enjoyed Alan's lasagne, saving one portion for later.

**We planned to leave for the Scilly Isles** at around 14.30 on Saturday to arrive at St Mary's at first light on Sunday. This gave us the opportunity to explore Fowey in the morning, albeit mostly in the rain. The square rigger moored near Polruan looked particularly impressive, but the Rook with Book in memory of Daphne du Maurier near the lower ferry seemed downcast. The weather had brightened



up by the time we left the mooring on schedule, the square rigger had left, but we motored out of Fowey accompanied by a fleet of Troy one designs in a local race. They were designed in 1929, with 15 or so of the 29 made regularly taking part in local races. The 18 foot boats: 22 foot with the bowsprit, have clinker hulls, wooden decks and spars, they looked fantastic in the sun. Not only that, they seemed to have a fair turn of speed. Behind them, another group of Fowey one designs with gunter rigs were racing on the same course.

**The escorts gave us a great start** to the longest passage of the week, but with NW F5 we reefed for extra safety, especially in the dark. With no light pollution and a cloudless sky, we had ideal conditions for star gazing. The squalls and choppy sea state gave an uncomfortable journey and none of us slept particularly well whilst not on watch, but we approached St Mary's past Peninnis point all intact at daybreak picking up the buoy at 07.15 having covered 81



year old chap, swam from Nanjizel beach at 06.30 on 8th Sept reaching St Mary's at 02.20 on the Monday. So if you've not had the chance to sail to the Scillies, it's possible to swim there.

**In line with the COLF strategy**, we ate on board again rather than pumping up the tender and dining in the town. Our chef de partie was disappointed by the lack of sweetcorn (later found under the berth in the main cabin), balsamic vinegar, feta cheese etc. but nevertheless produced a fine meal.

**Monday was a sailing-free day:** we took the ferry to Treско with *Miranda's* crew but then went our separate ways after landing at New Grimsby Quay. We made for the Abbey Gardens, or more precisely for the coffee shop. The notice at the gate house warned that visitors must "abstain from picking flowers or fruit, scribbling nonsense and committing such like small nuisances." Well 3 out of 4 isn't bad. 3 of us walked to Black House Point on the east of Treско, Ruth did her own thing, whilst Andy and Brian headed for a beach. Brian has the photographic evidence of Andy taking a rapid dip allegedly! Unfortunately, it was too late in the year to see the floral displays in any splendour, but there were really unusual species of heather on the coast line. We took the ferry back from Carn New Quay on the south of Treско and returned to *Bertie* via a shopping trip at St Mary's Coop obtaining sweetcorn and other vital supplies. Spectator sport in the bay before dinner on board included the local juniors' Topaz sailing lessons, rowing training and kite foil sailing.



nm. Whilst no one had been ill during the crossing, we didn't look our best, so we all tried catch up on some sleep before going ashore for a shower around lunch time. The walk up to the Garrison gave some lovely views over St Mary's and Treско, but we then wandered round to the beach in search of sustenance: sadly the café was closed. After watching the world go by, we found the only open café in Hugh Town before taking the last water taxi to our boat at 16.30. It seemed that the complete population of the



Scillies had decided to take advantage of the extra dry land between Treско, Bryher and Samson due to the very low tides, and had made this the excuse for a giant impromptu Scillies picnic. Additionally, the Scillionian had been in dock at Falmouth for 3 days due to failure on both engines, only returning in the late evening, therefore some holidaymakers had not yet arrived as expected. Some 700 visitors were flown in or from the Scillies whilst the boat was out of action.

The Isles of Scilly were also in the news with the first male to swim from Lands End to St Mary's. Mark Richards, a 58



**Whilst we had originally intended** to sail in company with *Miranda*, they had opted to take a shorter sail to Newlyn, then Helford River before heading back to Plymouth. We had planned a longer sail to Helford River, then Dartmouth or Salcombe instead. Hence we had yet another early night, before slipping the morning at 06.30 on the Tuesday. Our captain complained that we not properly dressed as the ensign wasn't flying, but Ruth thought she was overdressed,

even though it had been pointed out that she'd forgotten her tiara or left it at home due to weight restrictions.

**We had a spectacular sunrise** as we motored round the northern side of St Mary's, finally hoisting the sail in F3. The gas supply ran out during the crucial elevenses phase due to excessive earlier toast making, a claim repudiated by the 2 Andys. Normal cooking service was resumed after the gas changeover, with the wind increasing to around F5. Fighting the tide for part of the way, we passed the Lizard lighthouse around 17.00. Incidentally, my wife and I visited the lighthouse on the Sunday after the Sailex and they had been using one of the spare bulbs on our night passage to the Scillies. It was interesting to see the changes in lighthouse designs in the 400 years of the Lizard Light Station. It will be upgraded to LED bulbs shortly, with a different prism mechanism that doesn't use a mercury bath. The air driven fog horns were replaced years ago with tiny devices that look like bookcase speakers.

**We anchored in Helford River at 19.00** having covered



52 nm. As the water taxi stops at 17.00 in the "off" season, we opted to eat on board again, whilst watching the locals training with Wayfarers. We adopted an anchor watch overnight, as we were concerned that the anchor was not holding fully. Having studied the position traces on the GPS at around 03.00, we were satisfied that the anchor wasn't dragging, we abandoned the watch and relied on the anchor alarm instead.

**On Wednesday, we weighed anchor** at 07.55 bound for Salcombe. We did consider aiming for Dartmouth, but thought that even Salcombe was a decent sail and Dartmouth was a bit too far. We selected a reefed jib on its own in anticipation of winds from F5 to F7. We touched 6.5 knots just on the jib

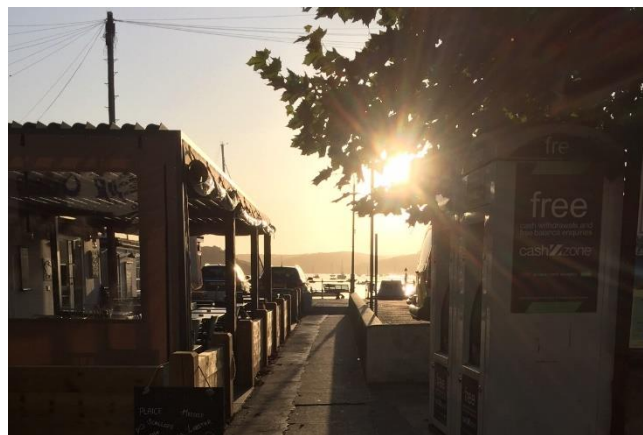


**We were abeam with the Eddystone lighthouse** just after 13.00 in line with Tommo's navigation predictions. The stronger winds arrived soon afterwards, which made for an exciting run on the leg to Salcombe.

**It was a bit lively** whilst making lunch, and my concentration wavered a bit when giving a rendition of the

first 2 lines of the chorus of 10cc's "Life is a minestrone, served with parmesan cheese". Ruth was cooking the soup, me the sandwiches, but then the Branston jar fell off the shelf onto the saloon floor, fortunately without shattering. For a moment, we were in a pickle! If that remark wasn't bad enough, the next 2 lines of the 10cc chorus are "Death is a cold lasagne, suspended in deep freeze". That might explain why the extra portion from Monday was never eaten.

**Arriving in the Salcombe estuary** (technically it's a ria, but everyone refers to it as an estuary) we were allocated a berth on the commercial town quay, as we arrived after 18.00 but were departing before 08.00. The harbour master guided us to the pontoon with us tying up at 18.50, the log reading recording another 50nm. As we were just a few



yards from the facilities and the Kings Arms, no faffing, we quickly showered and enjoyed a meal ashore. The saloon i.e. my quarters, resembled a Chinese laundry with all the towels hanging from any suitable point for the night, but it was a pleasant change to go ashore for a meal and real beer. We left the town quay just before 08.00 on Thursday in brilliant sunshine, raising the reefed sails after crossing the bar. With F5, we had a brilliant close hauled sail back to Plymouth, finally tacking towards the refuelling pontoon and then dock at Queen Anne's battery to dock around 16.00. We'd racked up 230 nm over the week, lots of decent sailing, mainly sunshine and only about 10 minutes rain whilst under sail. It was a fantastic week in great company where everyone had a chance to get involved in all aspects of the sailing experience.

**We met up with the others** from *Miranda* for an evening meal in the Barbican. It was surprisingly busy, so it was Hobson's choice of the Ship Inn for our table of 11.

We packed up and got ready to say our good byes and head for home at around 9.00. Unfortunately we had to throw away some food that had deteriorated or had been opened, but took the unopened tins, including one of sweetcorn, and bottles to the local foodbank. Actually, it was far more than that, being a cafe, drop in and support centre run by the Stonehouse Methodist Centre. Just as well that the unopened gin, wine and beer went back to the Midlands. We all hope that Alan will be back again with future Tog Sailexes, but perhaps he has his eye on the other *Bertie* near the Barbican in Plymouth? His tea making skills will be useful and perhaps he'll want the Morty-Tray © back.





**The other half, the smaller boat and five men in it.....**

*By Ian Calderwood.*

Boat: **Miranda Hanse 385.**

**Skipper: Neville Buckle**

**1<sup>st</sup> Mate Andy McWilliam**

**Crew: John Bryant, Andrew Lacey and**

**Ian Calderwood.**

**The light from the Longships** faded astern and the Western Approaches opened out ahead of us. Darkness overfell the earth...broken only by the navigation lights on the bow and the stars overhead. We were on our way to The Scillies.

**But spool back a day....**

**A fine day dawned on the Friday**, 30<sup>th</sup> August, as I left Ryhall at 6:30 a.m. *en route* to Plymouth and my appointment with TOG, four others and the Atlantic. The others had gone down on the Thursday evening and stayed on the boat. At 12:30 I rolled into Queen Anne's Battery greeting Andy and John who happened to be walking back



in. After finding *Miranda* on the pontoon, I greeted the others and settled in whilst we waited for *Bertie* to return from the fuelling berth. The skippers decided to go for Fowey and overnight there. We would set off for the Scillies on the Saturday afternoon, giving us time to gird our loins for the ensuing overnighter to St. Mary's. Setting off at 15:00, *en route* for Fowey, we familiarised ourselves with the sails, the handling and the associated gear. A first reef was deemed acceptable and we still made good progress. The sun was most welcome!

**Arriving at Fowey**, we (eventually) moored on one of the pontoons in the middle of the river adjacent to *Bertie* who



had overtaken us on the way. (They did have a bigger boat...) G&T aperitifs were downed, followed by a Lasagne provided by Andy Lacey which had been cooking gently on the way over. A bottle of wine was enjoyed

during and a coffee and whisky after! Start as one means to go on! **Mileage, a meagre 23.55.**

**After a comfortable night** and a good breakfast, we rustled up the water taxi and prowled the streets of Fowey, finishing up with a cup of coffee and a snack in the waterfront café. Returning to the boat, we prepared ham and tomato rolls to eat on the next leg overnight, feeling that there would be little opportunity for culinary expertise during the night!

**At 14:15, after topping up our water**, we waved goodbye to Fowey and set off into a lovely sun and clear sky, but a brisk south-westerly. With the Lizard peninsula on our starboard side, we cruised steadily down to Lizard Point between 5 and 6 knots. At 20:00 and 3 miles beyond the Point to avoid the overfalls, we turned westward to cross Penzance Bay. At last - heading into the sunset and the great Atlantic Western Approaches. Alas, wind fairly foul from starboard, so - engine on! Extremely close-hauled, we battered our way onwards. *Bertie* easily caught us up but backed off and we stayed in echelon for a while. As darkness fell, the coast and associated lights slipped past to starboard. The final flashes from Longships astern bade us farewell from Lands End... Onwards we ploughed - heave up, pause, then swoop down and - crump - into the next wave and repeat. A gout of water leaps either side of the bow each time, shot with green and red from our nav lights. Spectacular! Position plotting was a game, with my pencil recording latitude and longitude like a spider scrawl on the paper!

**Dawn rose** and St. Mary's took shape as a hazy outline that gradually hardened as the sun rose behind us. *Bertie* was well ahead by this time as we coned our way round the south coast. A turn North and finally East onto the moorings at Hughtown. Moored at 07:35. Engine off and blissful silence. **Mileage 82.25** in 16 and a bit hours. More like it!

**Breakfast and a snooze followed** as crew caught up with a bit of zzzz. The water taxi was hailed and the other four set off for an exploration of Hughtown. I stayed on the boat as I'd been here before, 5 years ago on another sailex. Such bliss. I stretched out in the cockpit and soaked up the sun. as *Miranda* lazily weather-cocked through a good ninety degrees. As the gentle breeze fanned first my left, then my right I was treated to a constantly changing panorama. All back aboard by 4:30, dinner was prepared (G&Ts first) and a relaxed evening putting the world to rights followed.

**After a good night's sleep** and a hearty breakfast, we decided to head for Tresco via the ferry. A very pleasant and interesting day followed. The ferry was packed, dogs and all. Landing at New Grimsby on the east coast, we



made our way to Cromwell's Castle in the North of the island. Built to cover the approaches to Bryher island, this

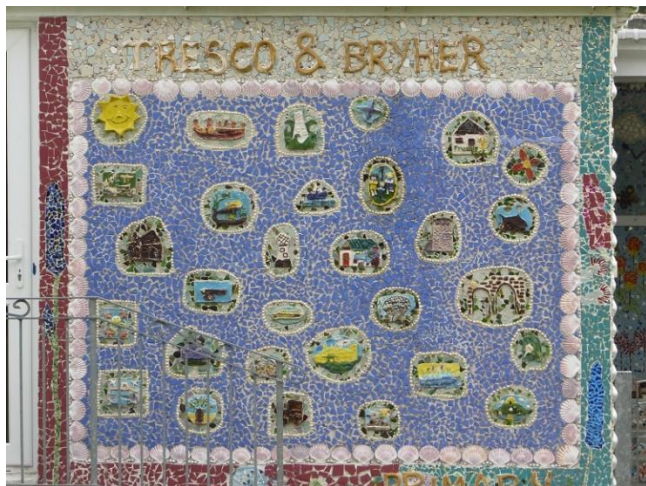


round tower was built after the conquest of the Royalist Scillies in 1651. It is one of the few surviving Cromwellian fortifications in Britain. Staggering uphill, we visited the ruins of King Charles Fort, a small artillery fort built during the reign of Edward VI (1547-53). In 1651 it was garrisoned by Royalists during the Civil War. We carried on to the west of the island and finished up in the Ruin Beach café for a welcome beer. Suitably refreshed, we sought out a hostelry. Back to the East coast, The New Inn, and a very tasty lunch. Such a small world. A couple whom Berice and I have known for years were on Tresco for a short holiday at the Inn and were also having lunch.... Even further refreshed, we headed south towards Abbey Gardens. It is fascinating, with, apart from the flowers and



trees, some incredible, vertical mosaic work on a summerhouse. A cup of tea later, we made our way to the very south of the island to board the ferry back to Hughtown. A welcome shower later, we were on the last taxi of the day, (5:30 p.m.!). No night-life for us! Again, G&Ts, followed by a welcome dinner. To bed for an early start....

**Up and away at 06:30.** The warp used to secure us to the buoy looked very sad where it had been wrapped around the buoy chain. The snubbing had worn it half-way through.... Another day I reckon and we would have been adrift. A lesson to be learnt there I fear. Bertie went through the North Channel whilst we retraced our track as



a gentle F3 (astern this time), wafted us East across the Approaches, with a favourable tide seeing 5.5 to 6 knots. Seven hours later we were anchored just outside Newlyn for a relaxed lunch before entering the (not so salubrious) harbour and mooring-up at 15:30. After some exploring, we visited The Dolphin for a great fish dinner. Again, suitably replete, we retired to Miranda. We were fascinated, as the sun set and the harbour lights came on, to watch the trawlermen making do and mending. We wondered if the noise would keep us awake, but needn't have worried. The sleep of the just followed... **Mileage 39.**



**After a good breakfast again,** at 09:00, we crept out of Newlyn and set sails straight away. A lovely morning, with a brisk wind, the day in front of us, so we detoured to St. Michael's Mount. Looking at the forbidding mass from the seaward side, up close, one realises just how defensive



it would be. With a dark cloud behind, the story of the Giant and Jack are easy to believe. The first beacon warning of the Spanish Armada from its peak, a Spanish Galleon driven aground by its guns. Myth and mystery abound. Turning South, we made for the Lizard with a brisk wind from starboard. The sun shines, the rigging sings, the dash of spray and the wonderful lift and roll. Utter bliss! Then BANG! The block on the jib traveller and the associated sheet flapping free.... The split-pin holding the block onto the traveller car, (self-tacking jib),



had slipped out and the block retaining pin was lying on the deck. PHEW! If that had gone overboard, we could have been in a bit of a pickle. No split pins, but a piece of bent



wire and everything back under control. Exciting while it lasted!

**At 11:50 we turned East**, off the Lizard lighthouse and its attendant overfalls. We cut it a bit closer this time and it



was exciting! In the troughs between the swells, the Lizard practically disappeared. We needed the engine at this point, as a stern wind and slightly foul tide reduced our speed somewhat. By 12:35 we were through the worst and turning gradually north-east, following the green coast to the Helford river entrance. Once again the engine was switched off with the benefit of a wind which had veered Nor' west. As we worked up the coast, we gradually swung more northerly which meant some hard work on the sail-trimming to get the best performance. Andy certainly did a marvellous job, which enabled us to sail practically due North, right to the entrance to the Helford river. Sails were dropped here and we felt our way tentatively into the mouth. It was now low water and the bottom is very close to the top over the bar..... We ended up with 0.7 metres below the bulb as we worked out which was the best side of the river to use. The mooring buoys were temptingly just ahead but we weren't rush at them. The chart-plotter was a bit indecisive....we held our breaths - then suddenly the depth showed 1 metre 1.7, 3.0, 4.5, 7 and we were through! Once moored (15:30), great sighs of relief and a welcome G&T. A splendid day's sail and then dinner prepared. We were dining out tomorrow night, so we used up as much of the food left as possible. John and I lashed up a fruit salad for dessert that had everything but the stalks of the fruit in it. Andrew (L) knocked up a cracking first course again and we dined royally. As usual, post prandial, Andy (M) was busy on his phone sorting out the calamities of Brexit which had been hovering around all week. A relaxed evening again then bed.

**Mileage (exciting) 36.0.**

**Another beautiful morning** with a gorgeous sunrise to welcome the day. A gentle breeze, but with the promise of a good NNW blow to come. Slipped the buoy at 07:50, motoring gently over the bar with oodles to spare – high-water! The delightful smell of bacon, eggs, sausage and fried bread from below as we had brekkers on the hoof. Sails up and away we went – next stop Plymouth. A brilliant sail with the wind on the beam and showing 7 knots over the ground – with a flash reading of 9 at one point. Magic! The helm alive under your hands, trying to anticipate and check any incipient swing from the designated course. Man and boat in harmony with the elements...pardon me whilst I wax lyrical!



**Approaching the entrance** to the Sound, at 13:45, we furled sails in good time to ease our entry in case any problems arose with naval or commercial traffic. By 14:30, we were on the fuel pontoon - (a right jigsaw getting there) - and were moored on the home pontoon at 15:10. Ring down "Finished with Engines" and break out the G&Ts after which we cleaned the boat and had welcome showers. Mileage – 44.80 (exciting again!)

**Dinner in the evening** at the Ship Inn with a private room upstairs. We tramped the streets for a while until we settled on this one – it was a very busy evening with reasonable weather. The world and his wife were strolling and dining in the Barbican! After the meal, Alan, lead Skipper, as was his wont, presented an award. A wooden box with a handle. It is called the Mort-tray (copyright?) useful for



carrying things and awarded to Ian Robinson (see above) for reducing "phaff" aboard. At the same time, Alan announced he would be retiring from organising trips. "A bit of a blow"..... Please, do come back if you feel able, Alan.

**So to bed for the last time.** An early breakfast, fond farewells and we dispersed as usual. Out again into the wide world. Another great trip behind us, filled with excitement, laughter and pure enjoyment. My thanks to Neville as Skipper, for his many kindnesses, Andy as 1st mate, for his sail trimming, Andrew as honorary (and excellent) cook and John for his mooring skills. You all looked after me very well indeed! I think the water-taxi pilot on St. Mary's summed it up. On the final trip, I hadn't paid my fare, so offered it to him as we climbed onto Miranda. He said - "Don't bother – you guys have made my day"...

**Total mileage 226**



**TOG 2018 Sailing Programme**  
Trent Offshore Group  
TOG Members and Friends



[Scotland Inverness](#)

- Sat, Feb 15, 2020 5:00 PM Sat, Feb 22, 2020 11:00 AM Google Calendar ICS  
**Sailex Reference INV20.** Lead Skipper Paul Ratcliffe  
Ness and Moray Yacht Charters' Westerly Merlin out of Inverness. The expedition would either be a Leisurely exploration of Caledonian Canal or the Moray Firth dependant on forecast conditions. This sailex is planned with 4 on board. Flights Birmingham to Inverness are about £180 each including 23kg of hold luggage. Alternatively members will car share and drive to Inverness. We have two available berths and if you have an interest in this sailex please make a booking ASAP as the yacht has to be moved past the swing bridge on the Caledonian canal before urgent repairs are started

[Mono Hull to Cat Training](#)

- Fri, Mar 27, 2020 5:30 PM Sun, Mar 29, 2020 4:30 P Google Calendar ICS  
**This SAILEX is released for TOG Skippers to prepare for the BVI Caribbean Sailex in 2021.**  
**Sailex Reference SKP20**  
.Steve, the owner of Marine Events has been skippering Catamarans all over the world since the mid 90'. We provide on board tuition to help you bridge that gap. We teach you how to drive with twin engines, how to moor, how to anchor, teach you to be comfortable with the boats width and the way it handles.  
**LAGOON 39** We have chartered a Lagoon 39 for this training weekend, a four, double-cabin catamaran boarding Friday evening and leaving Sunday afternoon. Sail in the Solent for the weekend, while being taught the wonders of Cat sailing.

[Easter Sailex](#)

- Wed, Apr 8, 2020 4:00 PM Mon, Apr 13, 2020 5:00 PM Google Calendar ICS  
**Sailex Reference EAS20.** Lead Skipper Andy McWilliam  
Two Beneteau Oceanis 37's have been chartered for the Easter Sailex. The Sailex will commence formally on Thursday 9th April however we have arranged for the crews to overnight on board on the evening on Wednesday 8th April. Plans for this event are at an early stage and will be updated by Andy McWilliam in good time. Costs for this event have been based on 5 members on the Oceanis 37 and are £310 per berth.

[Turkey - Gocek](#)

- Sat, May 9, 2020 4:00 PM Sat, May 16, 2020 9:00 AM Google Calendar ICS  
**Sailex Reference TUR20.** Lead Skipper Paul Burghart  
We have chartered three Bavaria 46 yachts for this Sailex and negotiated berth fees to include the "charter package" a mandatory extra paid at the base to include Transitlog, final cleaning and bedding etc. In addition we have added insurance to reduce the excess to € 100.00 payable at base but fully refunded should the yacht be returned with no issues. The cost includes dinghy, outboard, Charter Package, and insurance - £620

[Scotland Firth of Clyde](#)

- Saturday, June 27, 2020 4:00 PM to Saturday, July 4, 2020 9:00 AM Google Calendar ICS  
**Sailex Reference SCO20.** Lead Skipper Stewart Cook  
Two yachts have been chartered from Flamingo Yacht Charters at Largs for this event. A Beneteau Oceanis 45 Flamingo and a Hanse 400 Tramontana. The Beneteau Oceanis 45 we have chartered - is described as a 10 berth yacht with 4 double cabins and a double berth in the saloon. Berth costs are based on 6 people. The Hanse 400 has three double cabins and a double berth in the saloon. Berth costs are based on 5 people.  
The yachts are both complete with a dinghy and outboard. Costs this year will be £580 per berth.

[Plymouth - Cornwall](#)

- Fri, Sep 4, 2020 4:00 PM Fri, Sep 11, 2020 9:00 AM Google Calendar ICS  
**Sailex Reference PLY20.** Lead Skipper Neville Buckle  
The Cornish Sailex will set out from Plymouth Hoe, sailing either East or West – or both!  
We have chartered a Bavaria and a Delphia 40 for this event. Costs as calculated to include the following extras - an outboard for the dinghy, and gas for the yacht, will be £350 per berth based on 5 members per yacht. Parking is available at the marina.

[End of Season](#)

- Thu, Oct 1, 2020 4:00 PM Sun, Oct 4, 2020 05:00 PM Google Calendar ICS  
**Sailex Reference EOS20.** Lead Skipper Dave Bond  
It has been agreed that crew may overnight on the yachts at Hamble marina on Thursday 1st October to permit an early start on Friday 2nd with the sailex ending on Sunday 4th October at 17:00 hours..  
Two Oceanis 37's have been chartered **and a third is an option.** Costs for this sailex will be £195 per berth.

*N. B. A British Virgin Islands expedition in 2021 is under serious consideration.....see Website for further details.*

*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.