



TOGLINE

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

AUTUMN NEWSLETTER 2020



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



Greetings one and all to a surprisingly complete TOGline considering the summer we have been through. The lack of expeditions through the year has really taxed the ingenuity of our members. Their contributions to this edition are most welcome .

Two newish members, Hugo and William Spiegl have each contributed, Neville Buckle and Andy McWilliam have also risen to the challenge and Arthur Wood has provided a back-up which may come in useful in the Winter Edition of your Newsletter. The back page, usually so full of expeditions is sadly light at the moment. The BVI trip, postponed until 2022 is the one item sitting there. All lonely it is – but keep watching this space. It will spring back to life in the future... As for the Winter Edition, out in February 2021, a veritable blizzard of contributions may ensue? Any articles, observations, activities during lockdown or special occasions will be more than welcome. I hope we help to provide a connection however tenuous, during these trying times. What will December 2nd bring I wonder? More of this incarceration or a certain amount of freedom? Who knows? It helps I suppose to keep smiling but, by jove, it is hard at times.

Regarding the back page and the provider John Bryant, it was with deep sadness that we heard of the death of John's wife Margaret. In spite of the lockdown and only 30 mourners being allowed to attend, the broadcast of the ceremony was some consolation. Our heartfelt sympathy and support go to John at this trying time.

The America's Cup has reared its head again. Fun and games in Auckland harbour. Banned from using the inshore courses initially, then after a blizzard of complaints, reinstated so the spectators ashore can watch the competition without having to use binoculars! There have been many dramatic scenes during trials in the gulf. Youtube and Google have quite a lot of the dramas on display. Very nearly pitchpoling, flying clear of the water on their hydrofoils

and “unofficial” races as part of the gamesmanship. Exciting stuff. *Ineos*, the british entrant, hasn't appeared much, but I wait with bated breath for the heats to commence. What a fortune it must cost when you see the boats. All carbon-fibre with hydraulically-operated “wings” for the mainsail. Somehow, the cruising we do pales into insignificance when one realises the potential locked up in those machines. I know which I prefer...

I wonder what we have all been up to during this isolation period? I have done some reading and have read Adrian Flanagan's “Over the Top”, about a 2006-7 single-handed circumnavigation North-South via Cape Horn and the North-West passage instead of the traditional West-East or East-West. It is quite fascinating and very well written. It is easy to put oneself alongside him and his descriptions of sailing technology make them easy to understand. Well worth a read if you have the opportunity. My other project has been the construction of the “Mary Rose” from the Hobbies kit using “matchsticks” Great fun, but still ongoing I fear! Dark nights may rekindle my enthusiasm for modelling. Sad innit!!

I trust the lockdown hasn't played too much havoc with those members who have businesses to run and are reliant on trade for their living. One hears so much about businesses going to the wall and redundancies abound. We wish you well if any of you happen to be in that unfortunate position.

Christmas will be very different this year by all accounts. I just hope that families will be able to come together as much as possible. However, in spite of all this, I am sure we will come through it and join again in the enjoyment of our hobby next year. Until then, thank you for your contributions, stay safe, keep well and Christmas wishes from us all at Council...

Ian Calderwood
19, St. John's Close
Ryhall
Stamford
Lincs. PE9 4HS

Tel: (01780) 763748. E-mail: berician@aol.com

Presiding Master's Musings

POSITION CURRENTLY VACANT....

.A Greek Odyssey by Neville Buckle

The Skipper :- Neville with Daughters Melanie and Helen and Grandchildren Lennon and Scarlett
Not in the picture Steve and Jason
Pellini 41.9 Sun Odyssey
Sunday August 2nd to Sunday August 9th



It was in the Summer of 2019 I asked some of my Tog friends if they could recommend a company to sail with in Greece. The reply was "Sailing Holidays" are very good. My family had not sailed before and I asked if they would like to go sailing in Greece. They all replied "yes". So, in November I contacted "Sailing Holiday's and the dates we wanted were not available. I then contacted "Nautilus Yachting" and they had a Sun Odyssey 419 Year 2017 available on the 2nd of August for one week. (I wanted to go on this date because the schools had broken up for the holidays and it would give me a month before the Plymouth Sailex.) The flights were booked and paid for, (Jet2 Birmingham). Nautilus booked the flights and yacht in the ATOL scheme.

So, we were all looking forward to the holiday, then came the Lock down. Doom and Gloom.

In May, the Nautilus office was open. I emailed, asked about the situation and that the balance was due to be paid on the 25th May. They replied we are not sure but you can defer the payment to June 20th, I emailed near this date and the reply was "We are hoping that this holiday will go ahead". I paid the balance. Two weeks later I received an email from Nautilus that Jet2 had cancelled the Flight, but there was an EasyJet flight from Manchester, similar times and did we want them to book this? I, replied "Yes".

Nautilus booked the flights from Manchester, said the flights were almost half-price and that I would get a refund when Jet2 returned their fee - which they did.

It was an anxious time right up to the time we boarded the plane at Manchester, wondering if Boris was going to spoil things,

We arrived at Preveza airport at 10.15 p.m. their time. A minibus was waiting to take us to Palairos harbour (Mainland 20mins). We were greeted at approximately 11p.m by Robert, no not Greek, but Dutch. We put the luggage on the boat, asked if the bars were still open? He said "yes" so off we went to celebrate our arrival.

Monday morning,

A nice young lady came on board and introduced herself as Pippa. She said we were all invited to a debrief for the day's plans at 9.30 a.m. at the "Tomorrow bar" She then did the handover, going through the inventory. We all went to the bar at 9.30 where we met the other crews on the Flotilla (8 of them). Pippa was joined by another young lady, Chloe. They showed us a chart and the suggested route to Sivota on the Isle of Lefkas. They said to be there by 4.00 p.m. so as to get a good berth and that it would be stern-to with a lazy line. They pointed out several anchorages on the route, saying the Isle of Skorprios would be good but not to go ashore as the Russians had bought it and who who patrolled with guns.

We then went to the Odysseus Sailing office. Nautilus use this charter company to do the paper work. The manager took credit card details, (2000 Eu), but did not debit the card. They did not want to see my certificates as these had been emailed to them. The manager then gave me an infra-red temperature sensor and blood oxygen sensor and a form to register daily, the results of each person. This was required by the Greek government.

Back to the boat, we went through all controls with the crew. Roller-reef jib and main, a safety briefing then all the pre-ordered provisions were stowed.

At 12.20 we slipped the lazy and stern lines and motored out into the bay.

We then set both main and jib and motor-sailed for an hour. The wind increased from 2.5kts to 5 kts at which point we switched off the motor and sailed at 2.5kts 220 deg towards the isle of Meganisi. We then changed course to pass between Meganisi and Skorprios via the Meganisi strait between Lefkas and Meganisi, on 190 deg with 10 kts of wind doing 5kts.

On arrival at Sivota Bay, we took down the sails, put on the motor, then called Eros on ch67 (That was the Flotilla Lead team Chloe and Pippa). They told us to head into the harbour, look for the Odysseus banner on their boat and obey their directions. I turned the boat then reversed into the pontoon where they took the stern lines. Steve captured the lazy line with the boat hook and secured it to the bow cleat. We then lowered the transom and the passerelle. (They preferred to have the transom away from the pontoon). All the charter boats had a hinged passerelle fixed to the stern, which could be lowered when in use. The mooring was free including water and Electricity, provided we used the restaurant Stavros who owned the pontoon. They also had two showers upstairs so it was a good deal!!

Distance *Palairos to Sivota 14 nm.*

Tuesday 4 August

At the 9.30 debrief, we were told our destination would be Kioni on the isle of Ithaki and could we give them our long line on our arrival at Kioni.

At 11.00 we slipped moorings and motored out of the bay. We set the sails and were away close-hauled at 195 deg. wind SW 7knts. At 2pm, we tacked on to 70 deg. then back on the original course but, at 3p.m. the wind dropped to 2 knots. So we decided to motor the 4 nm to Kioni. Once in the bay, we called Eros and they said to watch out for the banner and the dinghy.

Pippa motored out in the dinghy, told us to reverse in and to drop the anchor when told. (3 x boat lengths from resting



All the crew at Stavros Restaurant

position). We let out 40 m of chain then, when alongside another yacht, stopped and secured ourselves to it. Pippa then tied our long line to a rock and brought us the other end which we secured to our boat.

Then it was transom down swimming and snorkelling gear on, to enjoy the water between the stern of the yachts and the rocky shore.

In the evening there were two trips in the dinghy to the shore, where we enjoyed a walk round the small town of Kioni and had a good meal in restaurant.

Distance *Sivota to Kioni* 16 nm.

Wednesday 5th August.



Chloe and Pippa, the Flotilla Leaders, on the pontoon at Sivota. Note the passerelle.

9.30 a.m removed the long line, raised the anchor then motored out of the bay,

Very little wind so set the jib and motor-sailed back to Sivota.

On arrival, it was a different berth than before. This time we reversed up to the quay outside a restaurant where the patron took our lines and handed us the lazy line. The deal - you eat at this restaurant. No mooring fees.....

At the 9.00 briefing, they came round all the boats to tell us that because of thunder storms forecast, it was not a good idea to go south to Agia Euphemia on Kefhalonia, the original plan, so we would have to go back to Sivota. Here, they could find a suitable berth that would be safe and to be there as soon as possible.

Because of restricted space, the longer 40 ft yachts were placed stern-to, but the shorter 36 ft yachts were wedged bow-to between the longer yachts. It worked quite well.



The 36 ft yachts wedged between the 40ft yachts...

We never did get a storm, but were treated to fantastic lightning strikes the other side of the mountains.

Thursday 6th August.

At the de-brief we were told we would be going to Fiskardo on Kefhalonia.

We slipped moorings, motored out the bay then raised the sails with one reef in, cut the motor then sailed all the way to Fiskardo in 10 to 14 knts of a SW wind doing 8.5 knts at one point. We had to tack twice to get clear of the north of Ithaki. A very pleasant sail.

Dropping the sails as we entered the bay then contacted Eros. We were told to drop the anchor, then reverse in as we let out 40 m chain. Once alongside another yacht, we secured ourselves to it. The long line was then fastened to a rock and our stern.

Once again, a very pleasant spot and time for swimming etc.

I went ashore on the dinghy (dodging the long lines), to pick the safest spot to land, taking into account it would be dark when we returned from the restaurant!!

14 nm *Sivota to Fiskardo*.

Friday 7th August

Today we were told that Little Vathi on Meganisi would be our destination.

Long lines off, anchor raised, then out of the bay. Sails up, engine off, then sailed on a broad reach on 30 degs, average 9 knts wind. On nearing the Meganisi strait, decided to furl in the main, (put on the engine while doing this), went back on course then the fuel warning light came on. We switched off the engine and sailed just on the jib through the strait, then dropped the anchor on the east side of the small island in the strait. The fuel gauge was reading full, but we decided to top up with the spare can of diesel. The motor was okay on low revs, but the warning came back on 1500 revs. We contacted Eros who suggested turning off main batteries then back on, but this did not cure it.

Decided to have lunch and a swim. Raised the anchor then motor-sailed the 3 miles to Little Vathi. Arrived okay, but here it was stern-to with a lazy line. This was a pleasant marina in a little bay of its own, a short walk away from the main town. Here they had a shower room which cost 3 euros and a small bar and café. We walked into the town, had a drink in a chic bar, then returned to the marina where the girls had arranged a barbeque. Then followed a very pleasant evening.

Saturday 8th August

Pippa came aboard to try and sort out the warning light.

Everything checked, all seemed in order, so she contacted Head Office but they could not sort it either.

It was decided we should return the boat to the home port of Palairos, (11 nm), which was the plan anyway. It was a calm day very little wind so we motored to Church Bay (Agios Ioannis Church). There we anchored in 5m, had lunch and a swim in the delightful small bay with a few families on the beach, with the church and mountains behind. After lunch, we motored the 2.5 miles across the bay to Palairos, again stern-to with a lazy line.

Sunday 9th August

We had to be off the yacht by 9.00 a.m. As we were not being transferred to the airport until 7.45 p.m. Odysseus let us use a yacht that was not out that day, so we transferred our luggage there.

We had a great time; I would recommend Nautilus Yachting who organised the holiday, keeping us informed and changing our flights as well as getting a refund. Odysseus Sailing were also good, the yachts were clean, hand-over was easy. The two ladies, Chloe and Pippa who were the Flotilla leaders, were excellent.

This is the first time I have done a flotilla holiday; this was chosen because none of my family had sailed before. This took out a lot of stress finding moorings, and knowing there would always be help at hand. The average voyage was approx. 16 nm, but was ideal with children on board. Late starts in the morning and early arrival at port meant short sailing days but it was a great family holiday. There were no toilet facilities at Palairos, or any supplied by Odysseus. We were told to go to the “Tomorrow Bar” where they had 2 showers and toilet facilities which were free to use if you use the bar. There were other bars advertising free showers and this was the theme at all ports, apart from Little Vathi. Here were pay showers for 2 euro and a 10 euro mooring fee. The Yacht *Pellini* had two x heads with holding tanks which were to be emptied when 3 nm from land.

Later in the day I was told that the engineer had sorted the fuel warning. She said it was something to do with water. Probably the water trap on the fuel line. I should have checked that myself - but I was on holiday.....



End of Season Sailex - Report.
by Andy McWilliam.

Lead Skipper Dave Bond on d'Artagnan
Other Skipper's report - Andy McWilliam on Protege
Strange year 2020. Who could have guessed the disruption to our lives that that



innocent sounding bug more reminiscent of Mexican beer, would bring. Like so many people everywhere, the good members of TOG sought to salvage what we could from collateral damage of Covid 19. One by one, organised Sailex were attempted only to be cancelled, with or without problems of refund obtainment. Neil Macfarlane ably supported by John Bryant were again, rather good at that. Well done Gentlemen.

I was due to lead the Easter Sailex which was postponed to October and pinned onto the ‘End of Season’ instead, which turned out to be the only TOG Sailex that got to sea in 2020. Then we looked at the weather. Wet and wind dominated the menu.



The Sailex split before it began, *d'Artagnan* sailing on the 1st, *Protege* on the 2nd.

Protege Crew :- John Lacey, Dave Clark, Beccy Onians, Neville Buckle and myself assembled at Port Hamble Marina on Friday evening, dined at the ‘Banana Wharf’, and settled for the night. It rained.

Saturday: Forecast Cyclonic 6-8.



We slipped Port Hamble at 10.30hrs bound for Yarmouth with the tide and settled our sea legs getting used to the water again. We collected a mooring buoy, paid our dues and rested and dined ready for a night passage back to

Hamble with the tide and the wind. It rained, making it even more difficult to spot Hamble Point SCM amongst the backdrop of illuminations. It was very wet and windy.

Sunday : Forecast unwelcoming

We stayed in port, took a few walks about Hamble village, the common and Hamble point.

Monday: Forecast W 5/6 dry

Slipped Port Hamble at 08.40hrs en route to Portsmouth under full sail entering via the small boat channel; and what did we find? None other than the **'Prince of Wales'**.

Apparently she was taking part in NATO exercises in the North Sea. There was a rather long photo session and sunshine for better effect. What a beauty. Then out we went



to Bembridge Harbour entering at HW -0100 where we lunched. We were found there by *d'Aragnan*. *Protege* departed at HW +0030. Making our way to the eastern entrance of the Solent (the forts), we were overtaken by who other than the nifty *d'Aragnan*. She went to Port Solent and we went to Cowes. A great day's sailing. One night ASB in Cowes, lovely.

Tuesday Forecast W 6/8 showers

Departed Cowes Yacht Haven at 10.30hrs bound for Southampton. The skipper suddenly proposed we enter the Beaulieu River and "aye aye captain" came back. A tad choppy and moving with care on a rising tide into the river, we went on motoring up to Butler's Hard, collected a mooring for lunch and sailed out on the jib and 2nd reef. We got rid of the mainsail – always hairy turning into a gusting 38 Knot following wind – and beat, close hauled, first with jib alone and then with the main as well, up Southampton Water almost to the Itchen River. It was beam reach down to the Hamble for dinner, entering port just as night fell. A wonderful day of sail.

Wednesday Forecast W 4/5 dry

Sadly we had to say Goodbye to Dave who was booked into a hostelry in Lymington that night with the 'other half'. The remaining 4 slipped away at 10.00hrs bound for Horse and Dean Sand. In no hurry, we practised MOB and buoy

recovery under sail, with some surprisingly good results.

We went through the gap in the submarine barrier and anchored for a spot of lunch – on deck! *Protege* beat her way back through the gap in the submarine barrier and west, looking in at Wooten Creek. A wind shift afforded us the chance to sail close-hauled into Southampton water, where the gentler winds allowed us to adjust reefs purely under sail and to drop the main, powered only by a reduced jib.

That delightful evening we sailed with jib only, onto the Port Hamble fuel berth, and off again, both without engine, which was however used to enter alongside in Port Hamble Marina. Then it started to rain. Gins and Tonics were purchased - we'd run out last evening – as we polished off more of our ample provisions. The crew were happy.

Thursday Forecast Lousy

Having unloaded, cleaned up, polished off and said our goodbyes, and feeling that we all had had a great few days sailing, we went home in the rain.

Well done everyone. Have as good a winter as you can everyone and hope to sail with you in 2021. Keep well and smile.



End of Season Sailex (t'other boat..)

by *Hugo Spiegl*

Thursday 1st October –

Wednesday 7th October

Lead Skipper: Dave Bond

Mate: Paul Burghart

Crew: Will Russell, Pete Harris,
Hugo Spiegl (occasional skipper)

Fairview Oceanis 38 *D'Aragnan*

Skipper, *Protege* (the other boat!): Andy McWilliam



The End of Season Sailex was extended by three days due to the Covid-19 situation cancelling so many of the TOG events – it was felt that, as there was a chance that the trip could go ahead, it would be good to make a longer event.

Risk assessments completed and crew instructions issued. With storm Alex due to arrive on the Friday, we met promptly on Thursday afternoon with the intention of sailing promptly to Cowes to wait out the weather.

Friday 2nd October

Shorebased. An impromptu visit to traditional sailmakers Ratsey and Laphorn was arranged. Whilst there wasn't a great deal to see it did kill a couple of hours. This was



Old stuff in Osbourne House.

followed by a crew trip to Osbourne house. Much of the culture was lost on the crew who preferred to seek enlightenment in The Duke of York where we inadvertently gate-crashed a Wake, assisting the landlady by tidying up the sandwiches.

Saturday 3rd October

Sailing! It was hoped to circumnavigate the island but the

final decision was against, due to the lack of wind which had been in abundance the day before. However a good sail down the Solent towards Portsmouth and turning for a good run to Lympington.

Sunday 4th October

Storm Alex really took hold. Our intention was to sail down to Port Solent but, after poking our noses out into the F8 gusts, motored straight across to Yarmouth. Again, we were weather-bound. However, skipper Dave, with a bit of technology, entertained the crew

32% 10:21

Extreme weather: October downpour sees UK's wettest day on record

By Matt McGrath
Environment correspondent
8 hours ago | Science & Environment

Saturday 3 October was the wettest day for UK-wide rainfall since records began in 1891, Met Office researchers have said.

The downpour followed in the wake of Storm Alex and saw an average of 31.7mm (1.24ins) of rain across the entire UK.

The deluge was enough to exceed the capacity of Loch Ness - the largest lake in the UK by volume - the researchers added.

The previous record wettest day was 29 August 1986.

- UK sees sunniest spring on record
- US heat wave leads to 'hottest temperature ever' and firenadoes

with Leicester City losing to West Ham and Tigers losing to Harlequins. The mood matched the weather!

Monday 5th October

A good sail down the Solent and, after spotting *Protégé*, headed into Bembridge for lunch and then up to Port Solent for the night.

Tuesday 6th October

A hearty breakfast at 'spoons' followed by a short practice of picking up buoys preceded a lively sail back to Cowes with strong gusts F7-8.

Wednesday 6th October

Practice mooring in a quiet Yacht Harbour with 'Whispering Grass' Russell successfully completing a



single-handed mooring operation. The next challenge would be to complete it under sail! A pleasant sail up the Beaulieu River for lunch before returning to The Hamble.

It was very noticeable that everywhere was quiet – plenty of space in marinas and the usual heaving pubs were pretty empty. The pandemic is clearly having a huge

impact on the industry and associated communities with its effects being felt for many years to come. We are very grateful that TOG decided to carry on with this trip – all ended safely!

From sailing yachts to oil tankers

by – Will Spiegl



Not many people know about the Merchant Navy, but when you mention that their phone, bicycle, petrol for the car and the car itself came to the country via a ship they start to realise that people are out there 24/7 365 days moving products around in any weather conditions to any

country. As an island nation, the UK imports and exports 95% of our products via sea.

The UK's Merchant Navy is the 10th largest in the world; 40.7 million tonnes of 'ship' are registered. Obviously, a country with relaxations in tax will be first, that being Panama, with over 80 million tons of ship having been registered the country. Ships all need to be registered as it is similar to you having a British passport and being registered in the UK. But ships can change their nationality fairly easily.



This is one of my ships I have sailed on whilst in Cattedown Wharf (Plymouth, UK). You can see the scale of the ship against a fairly decent sized yacht....

I work for a fairly large maritime service company. We install offshore structures to transporting goods via sea. I work within the shipping side as a Deck Officer Trainee, that comes under the umbrella of the Merchant Navy. We have a fleet of 17 coastal oil product tankers around European waters. Each voyage is fairly small, normally lasting 3 days of sailing from port to port, but I have had

some voyages which took 16 hours; sailing from Le Havre (FR) to Antwerp (BL)

The vessels will transport oil products: petrol, diesel, aviation fuel, kerosene etc. Our ships are regulars at the Fawley Oil Terminal, located opposite to The Hamble in the Solent.

Having sailed into Fawley on numerous occasions on the ship having also sailed the Solent in yachts, it is interesting comparing the two. I first sailed the Solent on my day-skipper course. We chartered a 37ft Bavaria yacht from Fairview, cast off the Hamble then into Cowes then to Portsmouth. We came across numerous large ships, namely container ships and car carriers, recognised by their large freeboard.

It is very disorientating sailing a yacht in restricted visibility, hearing a ships whistle go but the sound echoes all around the basin. As most yachts do not receive radar, only transmit, their method of vessel identification is limited, solely relying on the Mk1 eyeball and in some cases AIS. You soon start to wonder if you are about to be 'broad-sided' by 30,000 tons of metal? As a 'yachtie' you always worry about ships because in a collision they will always come off in a better shape than yourselves, but this isn't the case sometimes.

There have been reports of when a large vessel has collided with a yacht and the master and crew are prosecuted for their actions. Ships are equipped with a minimum of two independent varying frequency radars (one works better in more restricted visibility conditions), ECDIS, AIS and also the advantage of the bridge being high up, thus giving the Deck Officer a better vantage point for collision avoidance. With all of this technology and the modern training of a navigational officer, collisions at sea are very rare to come by, but unfortunately it still happens.

Furthermore, on the bridge of a ship, the most modern radars have ARPA (Automatic radar plotting aid) fitted into the system. The system automatically plots objects on the radar, works out whether the object is fixed or moving by using the ships relative speed against the said object. This helps to eliminate the human error for plotting targets on the radar. In addition to this, sometimes the scale on the radar is not appropriately set to the water the ship is in. Minor details like a yacht or any other smaller craft will not show up on the radar screen. Therefore, ARPA will be used to highlight the navigational hazards that are surrounding the vessel.

Transiting in the Solent, having a pilot on board is mandatory for ships over 48 metres in length. Therefore all of the large vessels after the Isle of Wight anchorage (South East of IoW) will have an experienced pilot on-board. The pilot will use their local knowledge of the water to advise the Captain of the ship to navigate the water which lies ahead, their expertise of ship handling will be used to help berth the ship; the pilot will be aware of the local tide characteristics which surround the berth.

From the approach to Fawley Oil terminal, the tide will either be on your head or hitting the vessel from her stern. If you have sailed past the Fawley terminal, you will be aware that the berths run parallel to the main river. As there will be no tidal effect on the beam of the vessel, this will make berthing a little more straightforward.

Being on the bridge of a ship in the Solent, we had a pilot who had sailed this stretch of water for decades and prior to that, sailed as a captain in the Merchant Navy. We had our captain, who had been in that position for 10+ years and also the chief officer who has been at sea for 12 years. All three senior sailors were on edge, ensuring the safety of the

ship but more importantly the safety of the pleasure craft which surrounded us.

The conditions were clear, light winds and nice and sunny, naturally attracting lots of yachts and small power boats; traffic density was high. We all know that engine gives way to sail but unfortunately some sail-powered boats do take that literally even in narrow waters like the Solent. They will maintain course and speed and get uncomfortably close to us. I have seen yachts with a closest point of approach to our vessel to 0.1nm, this gives none of us any wriggle room. Surprisingly, ships cannot stop and turn on a dime. For our ship to slow down and then go astern, we have to call the engine room where an engineer will literally change the pitch of the engine so it will work at a slower pace. To go astern, the engine has to be stopped and restarted but on an opposite stroke. This whole process puts the ship under a lot of strain and takes time.

At the end of the day we are trying to do a job but, with yachts that sail abnormally close to us, just adds to the stress and the greying of our hair!

How to join the Merchant Navy

I am aware that many of the readers of this newsletter may be wanting to join the Merchant Navy or they may know someone that does.

Careers within the Merchant Navy can be roles from a deck hand, engineering, catering or navigation. Myself, I'm two thirds of the way through the Officer of the Watch – Deck course acting as a Deck Cadet. This will help me to become to be an officer on any vessel in the world, whether that is an oil tanker, cruise ship, ferry or container ship; the list is endless.

The Merchant Navy allows you to explore the world, whilst working alongside multiple cultures on one vessel. The skills that are learnt and developed are very much transferable into shore based jobs, remembering that 95% of the UK's goods are imported and exported via vessels. You would've been working at the full front and getting first-hand experience of the industry.

I am an ambassador for Careers At Sea, an organisation which helps people get a step on the ladder of the Maritime Industry.

I am more than happy for people to contact me to ask questions at the industry or about this article. I am only an email away.

Will Spiegl

willspiegl@icloud.com

TAILPIECE – A quiet haven





TOG 2020 Sailing Programme
Trent Offshore Group
TOG Members and Friends



No other Sailexes in view at the moment.....for obvious reasons

However.....

- **BRITISH VIRGIN ISLANDS - 2022**
- **Google Calendar ICS Tue, Jan 25th, 2022 9:30 AM Fri, Feb 11, 2022 10:30 AM.**

Sailex Reference BVI21 Lead Skipper Adrian Johnson



Uncrowded, un-commercialised, unspoilt this is the British Virgin Islands, a true luxury holiday destination.

The British Virgin Islands is an idyllic destination for those seeking deserted white sand beaches, crystal clear waters with amazing snorkelling and diving and arguably, the best sailing in the world. The British Virgin Islands are part of a volcanic archipelago located in the northern Caribbean and is a British overseas territory. Comprising approximately 60 islands, the BVI enjoys year-round temperatures of between 25°C – 35°C. The

largest island in the BVI is Tortola – home to the capital Road Town and Sage Mountain National Park with its lush rainforest. Virgin Gorda is home to the Baths, a labyrinth of massive beachside boulders and even more stunning beaches.

Our early 2021 sailex will be to this idyllic destination and for the very first time we are planning to charter one catamaran, an ideal yacht for this destination. The sailex will be 14 days, and start on Thursday 28th January 2021. However there are no direct flights from the UK to the BVI so we are planning to depart London with either BA or Virgin Atlantic to Antigua on Tuesday 26th January and spend two nights there. We will have one full day to explore this fantastic location before taking a local flight to the BVI. All yachts under consideration will have 4 double cabins with full air conditioning and en-suite heads plus two single cabins. Typical example are shown below.

Astrea 42 with Watermaker and A/C 2020

https://client.sednasystem.com/boat/boatdisp.asp?lg=0andid_boat=38699andb_newfic=

The islands are grouped together and sailing the BVI will not incur long passages. There will be ample time for sight-seeing, swimming and sun worship.

- The yacht, a 2020 Astrea 42, has been secured at a cost of £1,470 per person for the two week sailex This cost includes the yacht, dinghy, outboard, starter packs by the charter company, end cleaning, bedding, National Parks and BVI Cruising Tax. In addition we have secured full yacht insurance - no “security deposit” to be paid at the base and consequential risk. That is just £735 per person per week. We have four double cabins, and two single cabins, per yacht. Flight costs will not be known until March 2020 but based on this year’s actual costs we anticipate economy flight costs London to BVI will be approx £900 In addition there will be a two night hotel cost in Antigua..

