



# TOGLINE

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



## AUTUMN NEWSLETTER 2021

**Trysail: - Small, heavy sail used in stormy conditions; also known as hopesail, praysail and the failsail.**



**Greetings once again** one and all and proof at last, that things are returning to some semblance of normality. I refer to the three reports from the three boats of the Plymouth Sailex. Going different ways and yet, coming together in this

Newsletter.

**It is fascinating** to read the different exploits of the individual boats. I know they are three reports of the same "Sailex" but are yet so different. The skippers have their own interpretation of where to go and very seldom agree, but that is part of the excitement. Who wants a convoy? Even if you are all making for the same place, how one gets there is up to each boat. Do we tack, move farther out to sea or hug the coast? So much to think about and yet it all works. Just to sail is worth the wait. Sooner or later a wind will get up or it may change. Uncertainty rules O.K.? Here's to next year.....

**I must apologise** for the later production of this issue, but the skippers are having a meeting soon to try and thrash out next year's programme. I felt it would be a good idea to incorporate the results of the meeting on the back page as usual. John provides the update for me and I just incorporate it. Thanks to John's efforts, we arknowwhat is likely to be happening and when. Once again we will be in debt to our skippers for all their cerebral hard work. When the decisions are finally made (see future TOGlines), we do hope they help you decide which you would like to join.

**Reading about Plymouth** reminded me of a trip in 2005, sailing out of Dartmouth Marina with Norman Allen, Bob Wright, Adrian Bellamy and our own Paul Burghart. Queen Anne's Battery was full, so we carried on up the Cattewater to Plymouth Yacht Haven at Turnchapel. We decided to dine ashore at the local pub, discovered there was a quiz on, so decided to enter. We came second and I was very pleased we didn't win (lost in a play-off), else we may have been lynched by the regulars!

Happy memories!

**Reflecting over the past year**, once the traumas of can we or can't we go sailing - or not - as the case may be, were passed, we seem to have done very well. Scotland, Plymouth, End of Season - I feel everyone involved is owed a vote of thanks for making the sailing events so successful. Organisers, skippers, crews - thank you so very much, I raise a glass to you all.....

**Finally, may I request** some feedback please?

**Council would be interested to know** if you are still content to receive TOGline in printed form as now, or would you prefer an electronic copy sent via e-mail?

There is no pressure one way or the other, just a simple declaration of preference would be most welcome, please. Myself, I would much rather receive a printed copy since it is so easy to read, but others may prefer to read it on-line. My preference for the solid issue, is that is easy to pick up or put down any time you feel like it. There is no need to switch on your computer, download and store the document, then refer to the computer every time you wish to read it. I must point out that it would be uneconomic to go half and half. We have to go either printed or electronic. We will go with the majority. No feedback - no decision. Default is we stay as we are!

**Thank you once again**, as ever, to those who have contributed to this edition. We can't manage it without you, so please, keep them coming. I look forward with the Winter edition to hearing about the End-of-Season and perhaps the Catamaran weekend. We may even get something about the BVI trip....

**Until the next edition**, (January 31<sup>st</sup> onwards,) may I wish you all a Happier Family Christmas than last year and a Happier and more rewarding New Year.

**Here's to 2022...Happy Sailing.**

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## Presiding Master's Musings

### POSITION CURRENTLY VACANT....

#### PLYMOUTH SAILEX 2021 (PART I)



By Neville Buckle

**Bertie**

**Bavaria 44**

**15<sup>th</sup> to 22<sup>nd</sup> September**

**Crew Neville Buckle**

**Skipper**

**Bryan Rowlands Mate**

**Andy Lacey**

**Diane Rowbotham**

**Ruth Edwards**

It was on Tuesday 14<sup>th</sup> that Andy and myself travelled down to Plymouth arriving mid-afternoon at Queen Anne's Battery. After meeting Simon at Liberty Yachts, we retired to the Waypoint Bar while waiting for Simon to be free to do the Handover of "Bertie" a Bavaria 44 Yacht. That done, we stowed our gear aboard. Then Brian arrived with John Bryant. We were joined by Neil Macfarlane and Stewart Cook from the *Ventis Secundis*, a Delphia 40. We all had a good meal in the Waypoint Restaurant at the marina. Will Russell and his crew travelled down on Wednesday to join *Miranda*, a Hanse 385, bound for the Scillies.

#### Wednesday 15<sup>th</sup>

Andy, myself and Brian went to the Sainsbury superstore where we had a good breakfast, stocked up with victuals and loaded everything aboard *Bertie*. Ruth arrived, followed by Diane. After lunch and Safety Briefing, we slipped mooring at 14.30. We decided that Salcombe would be best entered in full daylight with a rising tide, so it was decided to head for Fowey. Once we were clear of the breakwater, we raised sails in a light breeze giving a beautiful sail at 300 and 180 degrees. However, this was not going to get us to Fowey before nightfall. After enjoying the sail, we motor-sailed on 270 degrees to Fowey, arriving at 1920. *Ventis Secundis* were ahead of us and as they had a berth on the pontoon, they allowed us to raft up to them. Then dinner and bed.

#### Thursday 16<sup>th</sup>

The original plan after consulting the weather forecast, was to do a short run to the Helford River, then on Friday sail the 50 miles to Salcombe with a Force 4 SW wind. The forecast had changed however, so it was decided to leave Fowey at 0900 for Salcombe in very light airs, motor-



Eddystone Lighthouse

sailing across the bay, with a slight detour to pass by the Eddystone Light.

At the entrance to Salcombe, we dropped the sails, then lined up with the leading day marks, keeping close to the west side of the entrance as we crossed Salcombe bar. We contacted the Harbour master, who told us to head for mooring buoy no 6 which was quite tricky to secure in the fast-flowing river. It had been an unbelievably sunny day but no wind. We arrived at 16.45 after a 40-mile voyage. It was then Gin and Tonic time. We stayed at the swinging mooring all night with a great view of Salcombe.



The view of Salcombe with *Ventis Secundis* in the Foreground.

#### Friday 17<sup>th</sup>

After breakfast, we called the Harbour Taxi to take us ashore. On the way, he kindly took us to the floating pontoon to dispose of our rubbish. Arriving ashore, we headed for the shower block which was closed, but we were informed we could use the facilities in the Yacht Club which we did. Then a walk round the very busy town of Salcombe.

We returned by water-taxi then slipped moorings at 12:30 to head for Dartmouth. After crossing the bar at the river mouth, we set sails with one reef having a great sail



until we got to **Start Point**, where we altered course to head up to Dartmouth. We shook out all reefs and sailed at 35 degrees past the Skerries bank. Once past, we altered course to 360 degrees, dropped the main and sailed on jib alone. At the entrance to the River Dart, we dropped the jib then motored up the river to Darthaven Marina, where we secured to the Visitors Pontoon. The pontoon is very near the Dartmouth Steam Railway Terminus and we watched as the train blew its whistle and left the station.

**That evening**, we decided to eat ashore. The only two pubs on our side of the river were only serving Pizza, so we decided to take the Ferry to Dartmouth Town to look for a

restaurant. It was a Friday night and all were full. Eventually we found the George and Dragon pub, which had tables outside under large umbrellas, where we had an excellent meal.

#### Saturday 19<sup>th</sup>

Slipped mooring, then motored back down the river Dart. After passing the castle, set sails but, with very light airs, motor-sailed on 60 deg. to clear Berry Head then went onto 310 deg. The altered tack enabled us to switch off the engine giving a very smooth sail at 2.5 knots across Tor Bay, carefully avoiding the 2 x Cruisers and 3 x container vessels at anchor awaiting orders.

**On arrival** at Torquay Town Dock, we rafted alongside *Ventis Secundis*. Then a Gin and Tonic followed by a walk round The Town which was very busy, so we had an excellent meal aboard.

#### Sunday 20<sup>th</sup>

**A very pleasant day.** We left Torquay, set sails for a day's sailing with no particular destination in mind. Once clear of the fish farm, we made our way north with a strong breeze, making 7 knots as we passed the wreck of the MV *Emstrom* marked by North and South Cardinal buoys. We had the idea of going to look at the Exe estuary, but the wind



dropped, so we headed for **Anstey's Cove** where we dropped anchor and had lunch.

**After lunch**, we set sail for Brixham, sailing across Torbay at 8 knots to the harbour entrance, where we motored into a berth which was very expensive.

Again, very busy in town and after trying many restaurants, we found a very good Indian which was excellent

#### Monday 21<sup>st</sup>

**Although a very pleasant day** with not much wind, we made our way towards Start Point, having to motor-sail until arriving just off the headland, where the wind increased. This enabled us to have very enjoyable sail in the afternoon, before making our way back into Salcombe. The harbour-master told us there was space on the pontoon in the Bag which is just upstream from the town. After securing to the pontoon, it was Gin and Tonic (*again – Ed*) time with the sun shining on the beautiful landscape.

#### Tuesday 22<sup>nd</sup>

Leaving just before 08:00, we contacted the harbour-master saying we were leaving and that we had not paid any dues. He asked if we would ring him later in the day then pay over the phone.

**Making our way down the river**, we met up with *Ventis Secundis* where we motored together across the bar, after which we set both sails then made our way towards Plymouth. When we were at Bigbury Bay, we made our way inshore to get to Burgh Island passing Hope Cove.

Once in 7.5 metres we dropped anchor to have a cooked breakfast with a view of **Burgh Island**. Unfortunately, it was getting towards low water so the famous elevated Sea Taxi was not running, but we had a very nice view of the Hotel.



After the late breakfast, we raised the anchor in 6 metres of water, then had a quiet sail up to Plymouth Breakwater where we dropped the sails for the last time and made our way to the fuel berth and our mooring.

**This had been an excellent Sailex**, very relaxed. It would have been nice to have had stronger winds, but we had blue skies, warm winds and good company to make it more interesting. We had been in the company of Stewart Cook and crew at our various destinations. Thank you all.

In the evening, the crews of *Bertie* and *Ventis Secundis* had a meal at the Waypoint followed by hospitality aboard *Ventis Secundis*.

Neville



Diane, Brian, Andy and Ruth Enjoying the evening sun in the "Bag"



#### PLYMOUTH SAILEX PART II By Ian Robinson

Will Russell            **Skipper,**  
Paul Ratcliffe         **First mate,**  
Bryan Russell, Andrew  
Thompson and Ian Robinson  
From 15<sup>th</sup> Sept to 22<sup>nd</sup> Sept.

We arrived at Queen Anne's Battery marina with the objective of sailing to the Scillies, but some other options as well. e.g. Will hoping to have lobster somewhere, Paul trailing a line overboard to catch dinner, whilst Bryan and I had some menus in mind and Andrew mentioned Fray Bentos baltis. Was he joking?

After an extensive handover, where some items had to be fixed on-board, we finally slipped the mooring at 18.00.



Wives were able to follow *Miranda's* progress using the signal from Andrew's yellow brick in a Tupperware box in the port cockpit locker. Will donned the TOG cap, ditching this quite quickly to dispense with the Popeye appearance, whilst Paul modelled TOG attire all week. Why no TOG pennant/ burgee though? We raised the sails just after the breakwater for our journey to St Mary's. We all had a short time at the helm in the fading

daylight to get accustomed to the play in the steering, which seemed be comparable with that of a 1952 Ford Prefect : my first car.

A 3-hour watch system was adopted, with Will periodically coming on deck to check that we were still on course. A school of dolphins played around the boat during



the night for probably 20 minutes. Just after sunrise, a smaller pod of dolphins came alongside to have a look at



*Miranda* then disappeared only for a whale to cross our track and then dive, never to be seen again. On entering St Mary's sound, seal was spotted heading for

the shore. We only captured one of the last dolphins on



film, so you'll just have to take our word for the other magical appearances. Whilst the wind did drop for part of the passage, when we picked up a visitor's buoy in the harbour at 19.00, we all knew that we'd had a great sail to the islands. We settled down to enjoy Paul's homemade curry followed by a lemon tart, washed down with a few drinks, before acknowledging we all needed to catch up on some sleep.

Whilst a lot of England was bathed in sunshine, it was very wet and windy in at Hugh Town on the Friday morning. We were, therefore, in no rush to go ashore, but finally took the water taxi to the pier to freshen up before having lunch in the Dungeon bar at the Star and Castle hotel. The food was fine, but not much of an atmosphere and no view, but what do you expect in a dungeon?

The museum had been taken over for a school trip so Bryan had to change his plans, going back into town, perhaps to secretly buy his wife a present to make up for missing her birthday whilst on the Sailex.

The rest of us did our own thing around the town and coastline to take in the views by Penninis Castle and towards Bishop's Rock. Other informal names were used for these and other landmarks. We all took the water taxi back to enjoy pre-dinner drinks and snacks followed by Bryan's excellent pasta dish. We had a bumpy night on board, but the wind had dropped by Saturday morning.

It's only about 3 NM from St Mary's to Tresco, but there's a small matter of draught to consider which does not bother the island ferries. Rather than wait till the afternoon tide, we sailed the long way round to Tresco, slipping the mooring at around 8:30 and arriving in New Grimsby Sound at around 11:50. After a leisurely lunch, the tender was inflated so that we could go ashore. Sadly the outboard



failed to start, which we suspected was due to a faulty kill switch. We abandoned trying Uncle Heath's bodge to fix it, as this might have been a bit suspect.

**Whilst it was quite a way** to the harbour and we would be against the tide for the return trip, Andrew put our minds at rest because Will and he had been star pupils at the L. Dawson School of Rowing: and it showed. The rest of us were up s...t creek without a paddle.

The oar power, however, did get us to the jetty with all 5 of us on board and the process was repeated against the tide to return to *Miranda*. The Tresco webcam captured this performance. We understand the footage has been forwarded to the BBC as they need a new cast for a remake of the Last of the Summer Wine.

**The time spent on the outboard saga** meant that there was only just over an hour to go round the Tresco gardens before closing. Will and Bryan opted to go take a whistle-stop tour, which they thought was worthwhile. Meanwhile, the other 3 musketeers, after another sample of the Troytown ice cream, explored the island, meeting up with Will at the slipway to wander up to Cromwell's castle to gain a better view of the New Grimsby sound. Bryan decided to check out the New Inn.

**Back on-board**, Will rustled up a chicken Irish Stew having baulked at paying £48 for a kilo of steak at the Tresco shop. I think that it was fillet of beef though! Sailing to Tresco saved us the cost of the water taxi and the island ferry, plus the mooring was a lot more comfortable



than St Mary's. Also, the local harbour-master didn't come out to collect the mooring dues - not that any of the crew would have begrudged paying the money to the Duchy of Cornwall.....

**Our destination for Sunday** was The Cove on the south side of St Agnes to give us an easier journey back to Helford River on Monday. The morning low tide prevented us taking the direct route, hence we had the options of sailing round the east of the Scillies to look at the Seven Stones lightship, or retracing most of our previous day's passage back towards St Agnes. The shorter option was chosen, so Andrew was again denied the opportunity of getting close to any of the lighthouses or lightships. We avoided St Anthony on the final day... not that he ever mentioned this.

**Irrespective of the passage plan**, the navigator for the day, i.e. the author, had a series of senior moments resulting in us having to sail around the west of the Bishop's Rock lighthouse, before turning south east towards St Agnes. After another performance with the tender and oarsmanship, we were back on dry land. Despite the minor navigational error, we still had time after lunch on board to get ashore to enjoy a drink at the Turk's Head. Again, sample more Troytown ice cream and have a stroll around the island. Other than the pub, ice cream shop and bird-watching for dunlin, rock-pippit or turnstone, there's not a

lot else happening on St Agnes. But the sea is a lovely colour and it's great for a day out.

**Post report note** : having seen the track of our sail to St Agnes, we certainly took the long route. The author needs to revise navigation skills!

**We managed to fend off** the threat of the Fray Bentos offering for yet another day and dined on a fish dish, being a cross between a risotto and paella. Paul had failed to catch any fish, so it was all tinned produce. It seemed to go down OK as there were no leftovers or complaints of upset digestive systems the following day.

**Monday was another early start**, with us leaving St Agnes at 04.15 bound for Helford River. We sailed most of the way, although when the wind dropped below 3 knots, we motored for a while.

**It was blowing F3 or F4** when we were passing the Manacles, and we had to tack towards Helford River. The crew didn't even have to break into a sweat as *Miranda* had a self-tacking jib. It felt like cheating: a proper jib with adjustment on a jib sheet track would have been far more involving and entertaining.

**When we picked up** the visitor mooring buoy at 18.30, the water taxi had finished for the day. Whilst the shore wasn't too far away, it was safer to stay on board for the evening meal, especially as our return to *Miranda* would have been in the dark. Indian starters were served, whilst the pièce de résistance was prepared. We couldn't put it off any longer. Initially, it seemed that we may be denied the pleasure (?) of the Fray Bentos meal as the tin opener couldn't readily cope with the shape of the tin. Undaunted, Andrew, our *chef du ouvrir de boîte* persevered. Without resorting to the use of a hammer and chisel, he dished up the Fray Bentos chicken pies (16% chicken), vegetable balti, peas, potatoes and carrots. Our fears were unfounded as it was perfectly edible washed down with a decent red.

**We left Helford at 06.55** and hauled up the sails for a motor-sail to Plymouth. For the first hour the sails gave us an extra knot or so, but then it was a flat calm sea with only a breath of wind, so it was motoring for the rest of the day. The helmsman couldn't relax as the auto-pilot didn't work, so at least one of us had to concentrate. Ther rest of us tried to work out which were the largest vessels we could detect via AIS, tell bad jokes and put the world to right etc.

During the week, we'd motored for about 22 hours yet the fuel gauge still showed nearly full. It took 87 litres of diesel at the Mayflower Marina to fill up. Possibly the tank was not full when we took the boat out, and since the fuel gauge readings were faulty, this might have been a simple error by the last charterer. We reached the pontoon at Queen Anne's Battery at 16.10 in need and ready for, a shower.

After tidying up the boat, we ate at the Ship Inn on the Barbican before our last night on board.

**We'd covered 266 NM** in the week, max wind speed was 17 knots and we'd only had one day where we had to rely on the motor. We'd had virtually no rain whilst we were sailing and lots of sunshine.

**All with great company**, so an exceptionally good week's Sailex.

**We bade each other farewell** on Wednesday, said we hoped that we'd sail together again sometime, before we made our way home. Let's hope it's possible to get out on the water in 2022.

## PLYMOUTH SAILEX (PART III)



**Trent Offshore Group 15<sup>th</sup> – 23<sup>rd</sup>  
September 2021  
Plymouth – South  
Cornwall/Devon Coast  
By Stewart Cook**

*Ventis Secundis*  
Stewart Cook  
Neil Macfarlane  
John Bryant  
Ellie Thomas  
Pat Thomas

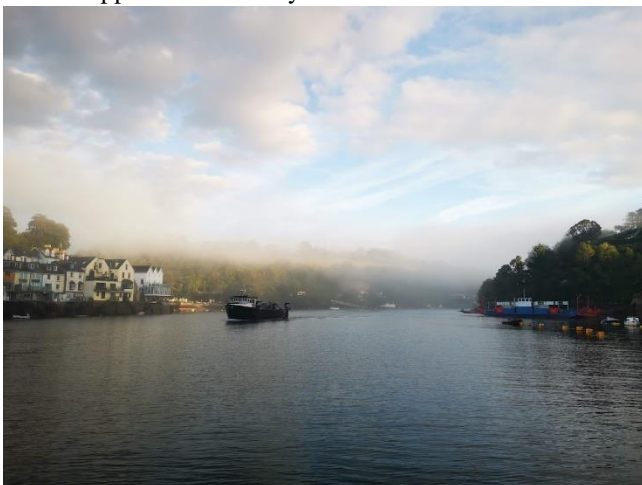
**With a sunny and warm late summer morning**, Neil and I set off for the drive south to Plymouth to meet up with the other crew members at Liberty yachts. Taking into account COVID guidelines, we were able to make a start that afternoon on the handover i.e. inventory check, with the main element of handover to take place the following morning. The majority of the crew on yacht *Bertie* also arrived that afternoon, with the crew from *Miranda* due to arrive the following morning. Both crews dined ashore prior to turning in for the night. With sun breaking the horizon, it was clear we were in for a nice day. The remaining elements of the handover procedure completed, the yachts were now under our care and ready to sail. The final crew members arrived. As yacht *Miranda* was planning to head for the Scilly Isles, Neville and I had decided on Fowey as tonight's destination.

### **Plymouth – Fowey**

**At 1400 hrs we left Queen Anne's Battery Marina** heading south into Plymouth Sound. 14:25 the main was raised, with foresail unfurled. As was little wind available was decreasing, the foresail was furled, engine on to motor-sail out of the Sound and west along the coast. This initial start on motor-sailing was indicative of what happened throughout the week. Outside Fowey, the main was dropped. Once into the River Fowey, a pontoon with a vacant berth was located across the river from the Lifeboat Station. *Bertie* rafted up alongside some 20 minutes later.

### **Fowey – Salcombe**

**An early morning sight on the river** was breathtaking. With the sun shining through the morning mist a coastal vessel appeared on its way down river – eerie.



By 09:10 hrs we had left the pontoon to motor down-river and raise the main. Once back into open water, a course was set in an easterly direction. With zero wind, we again were reliant on the diesel. Passing the entrance to Plymouth

Sound gave Pat an opportunity to check out the many naval ships on exercise in the area. Some 4 miles from our destination, we were able to run without engine and enjoy a brief sail. The entrance to Salcombe is governed by the height of the tide over a bar. There is a narrow channel to the west of the bar, close to land, with sufficient depth to allow passage around the edge of the bar. Under guidance from the harbour-master, *Bertie* and *Ventis Secundis* picked up adjacent mooring buoys. Us a first attempt. *Bertie* was good for entertainment value. Dinner was had on deck with the setting sun as a backdrop.

### **Salcombe – Dartmouth**

**After breakfast on deck**, we spotted a yacht moving away from the town quay. The mooring buoy was quickly dropped and we were off to take up the vacant space. Some crew took the opportunity to go ashore for showers whilst the water tank was being filled. Now with a "clean" crew we were off back down river and around the bar. Once clear of the land and with a steady wind, the main was raised. Before we were able to unfurl the foresail, there was a bang. The pulley wheel at the bottom of the mast guiding the main halyard, broke. Engine on, the main was quickly dropped. We all know sods law well. Whilst looking at the problem the sea off Salcombe entrance became rather lumpy, giving Pat a miserable time sitting on deck at the bottom of the mast. Our solution to the breakage was to remove both the main halyard and 1<sup>st</sup> reef sheets from their respective clutches and pulley wheels and reposition the main onto the 1<sup>st</sup> reef pulley. Problem solved. Once back on course under sail, the sea calmed down giving us a good sail past Prawle and Start Points to enter the River Dart. A berth was found on the visitor's pontoon, in front of *Bertie*.



Searching through the yachts odds and sods box, various bits were enabling us to build a replacement pulley wheel and re-run the main and 1<sup>st</sup> reefing lines. Pre-dinner drinks were taken ashore in a local pub, with good views over Dartmouth town

### **Dartmouth – Torquay**

**Breakfast was taken on deck** to the backdrop of a steam train puffing down the valley, towards the railway station, which was next to our mooring. 11.25 The mooring lines were slipped and *Ventis* headed out of the River Dart. As per previous days, the wind from the NE was gentle so, with main raised, we continued on our easterly way motor-sailing. heaving-to for lunch, (drifted) prior to covering final miles into Torquay Bay. At anchor in the bay were two cruise liners, Queen Victoria and Arcadia. They made our yacht look extremely small. By 16:00 hrs we were on the council pontoons within Torquay marina. Dinner was taken ashore in the marina complex under the Covid guidelines.

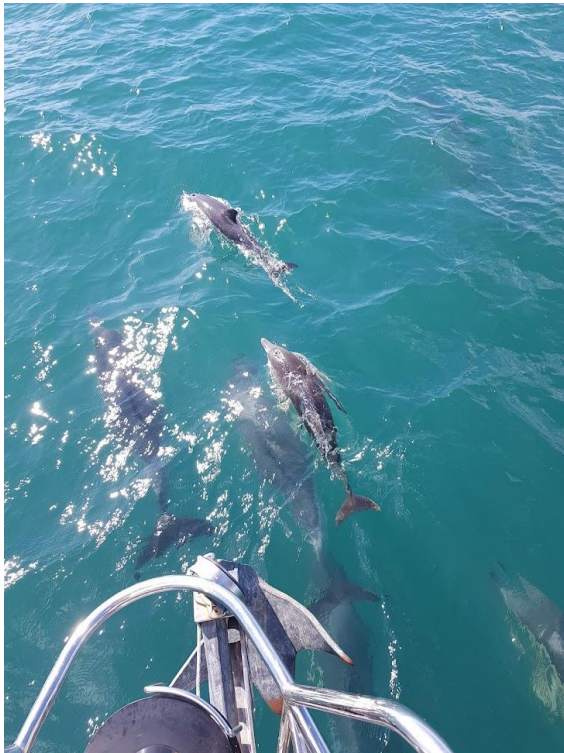
### **Torquay – Brixham**

**Another sunny morning** (getting repetitive), breakfast on deck and we were off by 11:00 into the bay. Raising the main, we set a course to head in a northerly direction towards Teignmouth. Something strange happened. The engine was off, wind blowing, ahh bliss. After a few hours,



the course was changed to Southerly direction to give us an opportunity to take a look at container ships at anchor on the outer edge of the bay. Pat checked out the ships on the internet, they were on their way to Rotterdam. Excitement over, a course was set for Brixham Harbour our destination for the night. We dined ashore in one of the many harbour-side restaurants.

**Brixham – Salcombe.**



**With a breeze blowing**, we slipped out of the harbour at 10:00 hrs, raised the main sail within the harbour channel and we were off - and so was the wind. Beyond Berry Head ,we continued easterly in an attempt to find some wind further away from the coast, with little success. After an hour or so, course changed to follow the general coastline. A family of porpoises found the yacht and they must have been in a playful mood. For the next hour they played around the yacht, giving us a spectacular sight before deciding to move on. On an incoming tide, which gave us much fun a few minutes later trying to pick up a mooring buoy, we entered Salcombe, as before via the channel to the west of the bar. Once a mooring buoy pickup had been achieved, we settled down to a warm sunny afternoon on deck and a glorious sunset.



**Salcombe - Plymouth**

**08.00 hrs *Ventis Secundis* and *Bertie*** motored out of Salcombe in convoy. Mainsail raised prior to turning west beyond Bolt Head. Raising the main was good exercise to start off the day but not good to catch wind! Still in company with *Bertie*, we motor-sailed beyond Bolt Tail into Bigbury Bay. Here, *Bertie* dropped anchor off Burgh Isle. *Ventis* continued along the coast with a different plan for the day. On a course of 010 degrees *Ventis* entered Wembury Bay on the leading bearing from St Wembury’s Tower. Once past Mouthstone Ledge and with the narrow entrance to Newton Ferrers in view, *Ventis* reversed course back out of the bay. A fine lunch was taken on deck with the yacht just in gear and holding station with the tide. Post lunch, we completed the final miles through Plymouth Sound to arrive at Queen Anne’s Battery marina fuelling dock at our allocated time. Whilst actually taking on diesel, a motor boat, whilst attempting to dock on the same pontoon just in front of *Ventis*, had an issue. It appeared that the skipper tripped and fell, landing on the throttle and pushing it wide open. Well, there was a loud bang as the motor boat attempted to mount *Ventis* by the bow, using its anchor as some form of ladder. Anyway, no bones broken, only *Ventis* sustaining damage at the bow. Details were exchanged prior to continue with fuelling. With *Ventis* safely returned to its home pontoon, the hire company owner came onto the pontoon to survey the damage. *Ventis* was his personal yacht. The gentleman who had caused the incident was well known around the marina!! The owner of *Ventis* indicated that he would be chasing him for the cost of the damage. That evening the crews from *Ventis Secundis* and *Bertie* had a final meal together in the marina restaurant.

**Apart from a lack of wind**, we could not complain about the weather with blue skies, sunshine and warm. A very attractive sailing area, pleasant rivers and harbours to visit, requiring good navigational skills and tide awareness.



*Ventis Secundis*



## TOG 2022

2022 Sailing Programme  
Trent Offshore Group  
TOG Members and Friends



### 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**

Our early 2022 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. All yachts under consideration will have 4 double cabins with full air conditioning and en-suite heads plus two single cabins.

[https://client.sednasystem.com/boat/boatdisp.asp?lg=0andid=boat=38699andb\\_newfic=](https://client.sednasystem.com/boat/boatdisp.asp?lg=0andid=boat=38699andb_newfic=)

- 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.
- We currently have interest in taking a second yacht and require a minimum of four members to express interest in joining this sailex to confirm bookings. Please contact John Bryant to register interest.
- Travel outbound will be to Antigua where we will spend two nights in a hotel before finally flying to Tortola BVI to board the yachts. The return flight will depart Tortola on Friday, transit via Antigua, and arrive London on the Saturday morning.

It has recently become known that a single berth may become available on the CAT chartered. If you are interested in exploring this option, please make contact with John Bryant to discuss this opportunity.

In addition, we have interest in taking a second yacht, this could be another CAT or a monohull.

Interested members please contact John Bryant to discuss options.

### Turkey - Gocek

Sat, May 7, 2022 4:00 PM Sat, May 14, 2022 9:00 AM

**Google Calendar ICS Sailex Reference TUR20 Lead Skipper Paul Burghart..**

This 2020 event was postponed due to the pandemic however we have rescheduled this Sailex to 2022 (see above). We have chartered two 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. The yachts are all 4 cabin, 2 heads, and include autopilot, bow thruster, cockpit chart plotter, inverter, dinghy and outboard. Charter costs include a mandatory charter Package (Transitlog, final cleaning, bedding, towels, etc), and insurance will be £640.00 per member. **This Sailex is now fully booked.**

### **TOG Sailex Programme 2022.**

The Sailing programme for 2022 is being put to bed as this edition of TOGline is going to press so unfortunately, we are not able to confirm details at this time. Plans are being made to offer an Easter Sailex from either Fairview, Hamble Point Marina or Lymington. A Scotland – West Coast – event to take place late June / early July. A Southern Ireland sailex, or Pembrokeshire sailex with the option of a crossing to Southern Ireland (weather permitting), to take place early September. Finally, the annual EOS sailex again from Fairview or Hamble point Marina.

Once these plans are agreed with the charter companies, we will publish details via email and update the TOG web site.

Bookings will then be available via a new link to be added to the web site.