



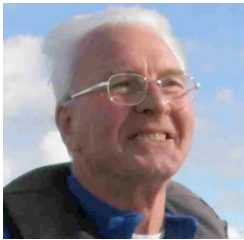
TOGLINE

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



AUTUMN NEWSLETTER 2022

Hands:- Crew members also referred to as thumbs, hamfists, fumblefingers and asselbows....



Greetings and salutations one and all. (Getting somewhat repetitive..!) I enjoy opening to you like that after a very interesting and we hope successful year once again to enter in Trent Offshore Group annals.

Mixed sailing experiences and variable weather systems. Scotland was pretty hot, occasionally wet, whilst End of Season (equinoctial storms?) weather was quite a contrast. The Irish trip also had it's share of mixed weather. Global warming? At least, we can console ourselves and reassure the doomwatchers with the knowledge that (mostly) we use pollution-free wind as our motive force. Does your halo feel tight? Let us be grateful that they have not (yet) imposed a mileage tax on crossing the oceans.....

You will have read from Council via John Bryant, that we are looking for extra skippers. Those that we have, I have always maintained, do a wonderful job, unstintingly and with dedication and we are all so grateful to them. There is no other way that I personally could afford to take part in our wonderful pastime, other than through the auspices of the Group. Such also is probably the case with many of our members. For twenty years, I have totally enjoyed a sailing trip every year (except covid) and look forward to being able to continue for a few years more. As long as I can bend, stretch, navigate work a sheet or a trick at the helm, I will try to join one of our adventures. Our skippers put a lot of effort into organising the trips, allocating stations aboard, ensuring our safety and generally making sure that we enjoy it. As I say, we owe them our gratitude and if any of you feel you would like to take advantage of our offer, then go for it. We would be very happy, I can assure you.

We went down to Wells-next -the-Sea earlier in the month and on a freezing day, made our way to the new lifeboat station there. What a place. Only opened a week earlier and they were offering visits to a viewing platform adjacent to the brand new "Duke of Edinburgh" Shannon class lifeboat, with an inshore rescue tender nestling alongside. What a long way they have come from the earlier station. A £2 million investment, with state-of-the-art electronics, very comfortable seating (inside), a crew of 6 and enough screens to service the BBC. Waterjets, so

no fouling of propellers and a speed of 25 knots. A capacity of 26 souls inside at which point it becomes self-righting (sealed cabin). 75 souls if without that ability.....! Presumably they are all on deck! The tractor unit and trailer (both massive), are all in one articulated piece connected and steered by hydraulics. They have to trundle it down to the inlet before they can launch and the open sea is about half a mile away down the reach. They still have the old Lifeboat in solitary splendour outside the new building Very, very impressive overall and a pleasure to visit. It brings the TV series "Saving lives at Sea" to life.....

You have all been informed of the Sailing Programme for 2023 via e-mail from the indomitable John Bryant. A man of many talents and vital to our programme. His contacts and negotiating abilities are peerless and enable us to keep down our costs to the benefit of us all. The Group has a pretty good reputation within the hire boat fraternity and thanks to our skippers, we hope to continue maintaining it. The back page of this newsletter contains the usual summary of the Sailexes throughout the year, as well as being able to find them on our website. We hope you find them satisfactory and hope to see you on them in due course.

The Festive Season approaches and Classic FM have already kicked off their programme of Christmas music. I am sure plans are afoot for you all to be busy making appropriate preparations for the big day. There may be shortages (shades of rationing for those who remember it), but I am likewise certain we will make the most of what we have anyway. We may have a white Christmas – or we may not. With no control; over the elements (as well we know!), we will just look forward to taking it as it comes.

Until the New Sailing Year, may I thank you all for helping to keep TOGline alive and we wish you all a very happy Christmas and a more prosperous and welcoming New Year. Happy Sailing!

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Sailex from Pembroke 2nd September to 9th September : combined article with contributions from all the sailors.

Submitted by Ian Robinson

Kalel : 36ft Sun Odyssey 36i
Lead Skipper : Alan Mortimore,
Neil Macfarlane, Andrew Thompson, Ruth Edwards.

Otter : 37ft Sun Odyssey 379
Skipper : Neville Buckle, Will Russell and Ian Robinson

The plan was to have a crew of 5 on each boat, but due unforeseen circumstances, there was only 3 of us on Otter and 4 on Kalel when we cast off from



Neyland on Friday evening. We had the luxury of a cabin each on Otter, and a bit more space on Kalel. On the down side, there were longer watches on the passages to and from Eire, with shorter rest periods in between, so the luxurious cabins didn't get much use on the Irish Sea passages.

The handover was by a You Tube video specific to each boat; the hyperlink was emailed to all the crew members. This ensured that everyone knew the layout of the boat and its equipment, rather than just telling the skipper and then passing on the information to the crew.

Having monitored the weather forecast and actual conditions, it was decided to sail together to Dunmore East but keep our return date open as the future conditions were a little unpredictable. Alan's assessment was that the weather would be "challenging / tasty". The crews might have used different terms.

FRIDAY

Leaving the pontoon just after 19.00, we motored to Angle Bay in daylight, which gave us the opportunity to familiarise ourselves with the boat layout, controls etc.

After dropping the anchor at 21.30, on Otter we had a light meal, whilst Kelal crew had their meal en route to Angle. For future Sailexes from Neyland, we might be tempted to buy individual pies from the farm shop deli at Gloucester services on the M5.

Suitably refreshed and now with a favourable tide to avoid The Smalls off St Ann's Head, we weighed the anchor at 22.45, raised the main, but motored off to Eire with only modest wind assistance. The bumpy crossing would best be described as uncomfortable. We did have favourable winds F5 /F6 for a couple of hours with a reefed main and jib, achieving 6 knots at times, but motor sailed for most of the passage.

SATURDAY

At around 12.00 we could make out the distinctive black and white profile of Hook Lighthouse. Andy, our resident lighthouse aficionado, no doubt informed the Kelal crew that Hook is the oldest intact operational lighthouse in the world and that St Dubhan lit the first beacon in the 5th century. Coincidentally, we later learnt that Andy had held the post of chief fly killer at North Mead primary school. There are severe penalties for bringing unwelcome guests into Eire, so Andy set about reducing the resident Welsh flies on Kalel using the tried and tested tea towel approach as he had forgotten to pack his favourite 6 inch killer ruler. Whilst he might not have despatched them all, at least the breeding programme was slowed down. Some of the garibaldi biscuits near the killing zone did seem to have the strange texture thereafter or did they just imagine it?

The dolphins that came to see us for the final part of the sail were curious about the murders on Kalel, but as fish were more nutritious than flies, they changed course for a better meal.



We finally rafted up next to Kalel at 15.40 at the pontoon in Dunmore East, having covered some 93 NM

Otter's engine couldn't be turned off with the normal button, the rev counter was unresponsive, and blanking off the air intake didn't work. Turning off the



Dunmore at sunset

electrics doesn't work on a diesel, as any scholar of Rudolf's invention will know, unlike engines with the Otto cycle. We managed to reach Roland who advised us to use the emergency stop button on the engine and check that the engine breaker switches were connected. This worked fine and we then realised that the breaker had been knocked to the off position, which had disconnected the engine controls in the cockpit. Reconnecting the breaker, all was now back to normal although the log reading had been zeroed.

After catching up on much needed sleep, and meals on board, we met up to see what Dunmore had to offer. The plaque on the harbour wall stated that Dunmore East was described in Rylands history of Waterford as "a most delightful place and fashionable place for the gentry to holiday". Whilst this related to 1824, surely even now, ToG members and gentry are regularly used in the same sentence.

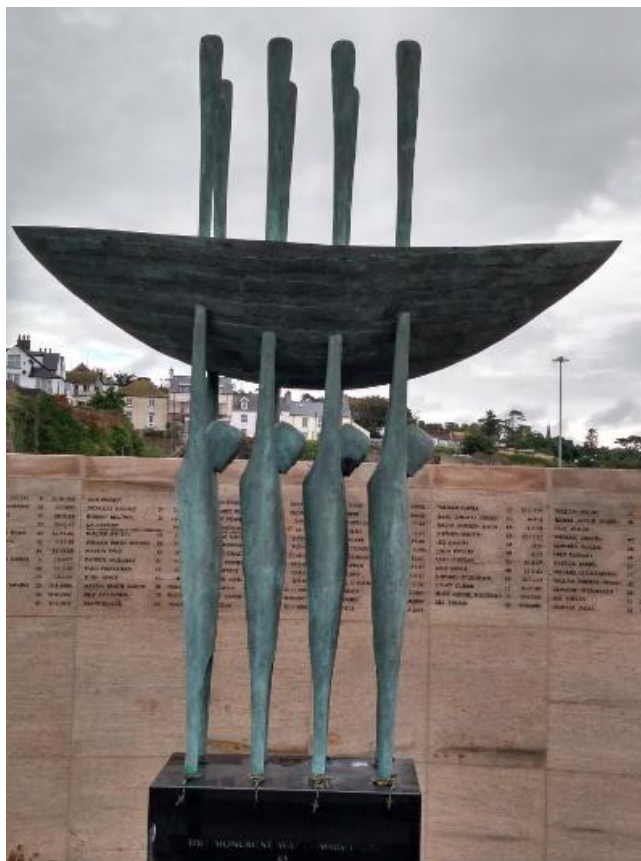
Another plaque on the quay commemorated lives lost in WW1, whilst the memorial outside the harbour listed those who perished off the coast of Dunmore. A sobering reminder of the force of nature.

The TOG gentry made for Power's Bar for a drink, but still in need of sleep, we left before there was any sign of the musicians, otherwise we might have been tempted to stay for longer.

SUNDAY

Other than Power's Bar and the Fish and Chip shop above the harbour, there are few places of interest on a wet day in Dunmore, although pictures of the coastal walk illustrated what superb views would be enjoyed if the weather was better. We, therefore, motor sailed up the river Suir, giving way to the Passage East to Ballyhack car ferry, and arrived in Waterford at around 12.30.

After a leisurely lunch, we had a lazy afternoon before communal drinks on Kelal and after our evening meals on board, we met up for a drink at Jordan's bar.



(Dunmore memorial)

MONDAY

With the prospect of another wet day, the Otter crew decided on a cultural tour of Waterford, visiting most of the museums and taking advantage of the guided walk round the Viking triangle. Lunch at the Ginger Man bar gave us sufficient energy to visit the other museums in the afternoon.

Architect John Roberts designed the City Hall and the Protestant and Catholic cathedrals and outwardly this was obvious. The Protestant cathedral had a more ornate ceiling whilst the Catholic altar was more impressive.



The museums listed major events of Irish history from the Viking era to recent times. The wedding of Strongbow and Aoife in 1170 was tastefully re-enacted by Will and Nev.



Meanwhile, the Kelal crew visited Reg's Tower to learn about the same Irish historical events.

The Otter bar opened offering drinks to Kelal, where we compared notes on the day and culinary delights. Otter was envious of Kelal's fruit pies, although declined the offer in case they contained some extra protein, but Kelal were drooling at the mouth when we mentioned our brown sauce.



(return to Dunmore)

Incidentally, it was also decided to return to Dunmore East rather than Kilmore Quay on Tuesday afternoon in preparation for a sail to Skomer on Wednesday. Someone used the word comfortable in the same context.

Otter was moored near the William Vincent Wallace Plaza and we were treated (?) to a post dinner bagpipe recital by 2 pipers practising under the cover of the dome. As it was still raining, we didn't venture ashore to find out more.

TUESDAY

We dodged the rain for a morning visit to the Silver museum, which included another view of Irish history using some of the artefacts to illustrate key dates. At that point, we realised that Otter was underequipped, as we had not found the bread or asparagus tongs in the cutlery draw.

We set off from the pontoon at around 14.30 in sunshine which we enjoyed for a few minutes as it



(m=Moored, Skomer)

was followed by a longer period of torrential rain, but we tied up to the pontoon at 17.45 in glorious sunshine. Whilst our spirits had been kept high by the prospect of fish and chips in Dunmore East, the chippy was closed, so plan B meant a desperate search for the non-existent tinned potatoes. The lady in Costcutters was aghast that someone would ever consider canning spuds, so Irish Queens were purchased much to Will's delight. We even had some left over for him to gift wrap them for Aideen.



(approaching Skomer)

WEDNESDAY

Both boats left the pontoon at around 03.30 for our homeward passage to Skomer, fully reefing the main in the anticipation of some heavy weather. We “enjoyed” sun, rain, wind, seawater coming over the bow, heavy swell, sighting of dolphins and juvenile kittiwakes before reaching Skomer. Comfort was not mentioned. At times it seemed like we were trapped in a looped repeat of Eric Morecambe on the “singing in the rain sketch”, although I can’t remember anyone singing. However, there were parts where the sailing was great, albeit slightly on the edge, due to gusts of F7. We picked up a mooring in the relative calm of the bay off Skomer at 16.00 having covered 75 NM before having a meal onboard and turning in early.

The idea of inflating the dinghy to take a walk round Skomer was abandoned, so we contented ourselves by watching the seals close to the boats. Sleep seemed more important.

THURSDAY

Whilst we’d originally planned to stop for brunch at Angle Bay, we had to motor a long way out to sea to avoid the smalls where there was a heavy swell, no doubt increased by the high winds from the previous day. Brunch was taken in the calmer waters of Milford Sound before arriving back at the fuelling pontoon at 14.00 having covered 217 NM during the week.



During our dinner at the Marina, we compared notes on our adventure. What a memorable time with no damage to people or boats, and lost belongings limited to a packet of cheese and onion crisps, a green loaf of bread, (i.e. very mouldy), an E-cigarette and a horseshoe which must have got swept off Kalel during Wednesday’s crossing.

Both boats had used over 100 litres of diesel, which confirmed that the wind was mainly the wrong type a bit too much and not generally in a favourable direction.

We did see some sea life on our passages, though it wasn’t till I got home that I spotted a whale.....

Would we like to do this again? Probably, but with slightly less wind next time!

TOG End of Season Sailex 6-9 October 2022



by Hugo Spiegl

Fairview Beneteau Oceanis
37 C’est Si Bon

Skipper: Neville Buckle
Mate: Hugo Spiegl
Crew: Bryan Russell
John Kerr
Will Spiegl



(anti-seasickness treatment)

We gathered on Thursday afternoon, after Nev had done the inventory of *C’est Si Bon*. After a crew briefing and a dust settling beer, we repaired to The Banana Bar for supper whilst the crew on the other boats had decided to dine on board.



(Solent sailing)

Friday 7th October. With strong winds forecast, we got underway promptly and sailed up Southampton Water. As the plan was to make way to Yarmouth on Isle of Wight, we wanted to extend the day and so took the opportunity to do some exploring.

Crew member Will Spiegl is a serving Deck Officer in the Merchant Navy, working on oil tankers. He was able to give a running commentary on the vessels that were plying their trade at Fawley Oil Refinery and upstream at Southampton. Complete with the knowledge of Tankers, Bulk Carriers, Dredgers and Car Carriers, we turned, sailed down into the Solent and turned for Yarmouth.

The sail was comfortable and somewhat uneventful, complete with the third reef and fair tide. The westerly wind had strengthened giving an enjoyable series of tacks. We stopped outside Newtown Creek for a bite to eat before the final couple of tacks taking us into Yarmouth.

We met with the other two crews in On the Rocks in Yarmouth for the usual meat feast. Hugo enjoyed yet another birthday (thanks to Paul Burghart!).



(Warm enough!)

Saturday 8th October. The weather couldn't have been more different! Light winds and a foul tide. We headed up the Beaulieu River in beautiful sunshine, picking up a visitor's mooring for lunch. We left fairly promptly in order to ensure good clearance over the bar.



(Rafted up in Cowes)

Back in the Solent, we played with heaving-to, in the light winds. After working out the technique, we moved on to Cowes where we had hoped to take a berth in Yacht Haven but found that it was completely full. After refuelling, we secured a berth next door at Sheppards Marina, albeit rafted outside to Dave Bond's boat. He in turn was rafted to a female crew who decided that, as they were planning to sail early, they wanted to rearrange the boats - much fun with lines!!



(Pre-dinner drinks)

Pre-dinner drinks for all three boats onboard *C'est Si Bon* (as we were the only boat with ice) before going our own way for food. We dined at an unlicensed Halal Balti House, with John doing a quick beer run to Sainsbury's. Dinner was followed by a pint in the Anchor.



Where's Chucky?

Sunday 9th October. After untangling our lines we sailed down to the forts. Forecast and sailing was close to perfect - full sail and an enjoyable reach both ways. Anchored in Osbourne Bay before crossing to the North Channel and return to The Hamble and a strong ebb tide.

A very enjoyable weekend in congenial company.



EOS22 Sailex in the Solent -
October 6th – 9th 2022
Fleur de Lis -Oceanis 37
by Liz Matthews
Part the second...

Skipper Dave Bond
 Mate Liz Matthews
 Crew
 Pete Harris
 Steve Hedgecock
 (Diane Rowbotham – in spirit!)

Thursday Evening

A 4 o'clock handover had been arranged with Fairview and our skipper and crew all arrived in good time – a good start to the weekend! Diane had unfortunately had to abandon the trip as she was unwell, but Steve kept her up to date with Sailex activities throughout the trip.

After a beer in the Banana café, we returned to the boat to eat aboard – an excellent chicken curry with rice, popadoms, chutneys and onion salad.....all courtesy of Skipper Dave, accompanied by a choice of wines – very tasty. Jack (Daniels) joined us later.

Friday 7th

The forecast was for a bright but windy / gusty day – south westerlies. In order to get to Yarmouth we set off mid-morning (after the skipper had fed us a cooked breakfast) to make the most of the ebbing tide and, after introducing Steve to beating in fairly blustery conditions, we ventured into Newtown Creek, picked up a buoy and ate our hot pasty lunch.

Suitably refreshed we ventured out of the Newtown River and put in a couple more tacks before reaching Yarmouth, spotting fellow TOG Sailex Yacht, *Cest Si Bon*, en route.

A great meal in On The Rocks followed for the crews of all three TOG EOS22 yachts – followed by a nightcap in The Kings Head, where dancing to the live music proved to be too much for the dancers amongst the crew to resist!



Beaulieu River

Saturday 8th

A very different day – bright sunshine and calm conditions all day - light westerlies – a great day to explore the Beaulieu river and check out Buckler's Hard. After a gentle sail downwind across the Solent, we entered the river, admired the beautiful properties, and also the many yachts moored the whole length of the river, and rafted up alongside TOG crewed *Avant Garde*, on a swinging mooring close to the river entrance to enjoy leek and potato soup (courtesy of Diane).

We headed off early afternoon towards Cowes, where we were lucky to be able to raft up in Shepards Marina, with both of the other TOG Sailex yachts nearby – not quite as straightforward as it could have been as the all lady crew aboard *Balu*, alongside whom we'd initially tied up, advised us that they were wanting to leave at 8.00am in the morning! After many lines were tied and untied and passed to and fro, *Balu* moved further along the pontoon, and we settled down to pre-dinner glasses aboard *C'est Si Bon*. Or should that read sun-glasses...no longer on board....

My meal in the Smoking Lobster was great – Seabass in ginger and black bean sauce! – but the ambience and portion sizes were generally disappointing. The Anchor, where we spotted other TOG crew members in the window, beckoned after the meal.

Sunday 9th

A beautiful morning again, with clear blue skies and southerly winds force 3-4 forecast. After breakfast, we headed out of Cowes through the small boat channel towards Portsmouth, where the wind gave us one long brisk tack most of the way. We followed the main approach into Portsmouth harbour in the hope of seeing the *Prince of Wales* aircraft carrier – sadly she wasn't there! In fact there were only 2 much smaller Naval ships to be seen, as well as the frigate *HMS Monmouth*, which had been decommissioned in 2021. Being in Portsmouth reminded Pete of being put through his paces in his years in the Royal Navy as a youth.

In Gosport, we spotted the whole fleet of Clipper Yachts moored up behind the refuelling pontoon – a very impressive and colourful sight in the sunshine.

After lunch we headed out of the harbour, following the transit, towards Ryde, afterwards bearing away and approaching the Hamble through the North Channel.

The skipper expertly ferry-glided us into the last remaining Fairview marina berth, utilising the by now quite strong falling tide.

A great trip was had by all aboard *Fleur de Lis* – many thanks to Skipper Dave and Pete and Steve for their company throughout – we enjoyed swapping sailing stories and putting the vagaries of the world to rights, with the aid of a glass or two here and there!

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TOG 2022

2022/3 Sailing Programme
Trent Offshore Group
TOG Members and Friends



Our programme will hopefully be expanded, with additional yachts, if there is sufficient demand, and we have skipper cover. We hope to start the UK 2023 season with the Easter weekend sailex but currently do not have skipper cover so this option cannot currently be booked. Should any of you with Yachtmaster Coastal Certificate of Competence or higher wish to apply to become a TOG skipper, we would welcome you, or support your achievement of this qualification.

EAS23 Easter on the South Coast .

Friday April 7th at 4:00pm to Monday 10th April at 5:00pm -

As said above awaiting skipper nomination before release. This event is not currently bookable.

SCO23 Scotland the West Coast .

Saturday June 24th at 5:00pm to Saturday 1st July at 10:00am

This event will be led by Stewart Cook. This year Trent Offshore Group will be returning to Largs on the West of Scotland. This area should be on every one's bucket list. From here, we will be able to take advantage of the magnificent sailing area, The Firth of Clyde. It is an amazing place to sail. With the many sea lochs, it offers a wide variety of passages, anchorages and scenery e.g., from the Kyles of Bute to Loch Fyne and Isle of Arran, to name a few. Sailing in June allows one to take advantage of the extended summer daylight hours, refreshments on deck viewing the setting sun.

We have just one boat chartered a Jeanneau 42i and will add a second should demand justify (subject to availability). There will be 6 berths on the Jeanneau and member berth fees will be **£455.00**

XCH23/10 Cross Channel Sailex of 10 days duration.

Friday June 30th at 5:00pm to Sunday July 9th at 5:00pm

This sailex will be led by Phil Greetham.

A Jeanneau 40.3 has been chartered from Lymington Yacht Charters. This event has 6 berths available for member bookings.

Berth costs will be **£625** per member.

XCH23/7 Cross Channel Sailex of 7 days duration.

Monday July 3rd at 9:00am to Sunday July 9th at 5:00pm.

This Sailex will be led by Paul Burghart.

A Dufour 425 has been chartered from Lymington Yacht Charters for this event.

Berth costs will be **£405** per member.

PLY23 Plymouth Sailex

Friday September 1st at 4:00pm to Friday September 8th at 10:00am.

A return visit to Liberty Yachts, Plymouth for another year for a seven day (Friday to Friday) sailex led by Andy McWilliam. Two Bavaria 36 yachts have been chartered for this event and there will be 5 berths available on each yacht for members to book.

There will be a total of 10 berths available for members.

Berth fees for this sailex will be **£405** per member.

EOS23 End of Season Sailex .

Thursday October 12th at 4:00pm to Sunday October 15th at 5:00pm

A return to the ever popular End of Season with Fairview Yachting on the Hamble and the Solent. We have booked two Oceanis 37's for this event and could add a third should numbers allow (as we did in 2022). Boarding will be permitted from 4pm on Thursday 15th October with skipper handover and overnight at Hamble that will allow an early start on Friday 16th. The event will be led by Dave Bond and 5 member berths will be allocated on each yacht so initially there will be just 10 berths available for members to book.

Berth costs for this event will be **£300** per member.

Booking these events can be achieved by accessing the TOG Website and selecting the "Sailing" tab then clicking the tab "2023 Sailex Booking form".

Looking forward to meeting up with many in 2023. For now your Council wishes you all a Happy Christmas and a safe and prosperous New Year with good winds.