

TOGLINE

SPRING NEWSLETTER 2006

Mizzen: - Any mast that is no longer there

After one of the greyest springs I can remember, at last there seems to be some prospect of sunshine and fair winds. In spite of everything seeming to be against one, hope springs eternal. The sound of lawnmowers is heard o'er the land, garden centres do a roaring trade and gardeners appear as if by magic. A similar thing happens in connection with sailors for those who are fortunate to live near the sea. Not so much lawnmowers as the flap of sails. Not so much garden centres as a chandlers. For the vast majority of those who live inland, oilies boots and pullovers appear on washing lines to air. You can almost smell the salt! It's a strange fact and apropos nothing in particular, that nowhere in the U.K. are you more than 80 miles from the sea. A few miles South-west of Northampton, (Brackley), seems to be the farthest I think you'll find – but I stand to be corrected.....!

What a coincidence since our last TOGLINE, that Arthur's story about the tragic Fastnet Race of 1976, found an echo in a reconstruction of that same race on BBC TV a few days later. How accurate it was may be open to discussion, but the presentation seemed very realistic. The laconic way that the participants - some of whom had lost their loved ones - recounted their experiences, gave one the feeling that the human spirit can overcome so many reversals and still come back fighting. They still had that call of the sea - and this in spite of their experiences. I suppose we never know how we would react until we are placed in a similar position. Let us hope we never have to find out!

I read in the paper a day or two ago, about the loss of a brand new yacht off Anvil Point, Poole. Anyone who has sailed that area know just how vicious it can be and how much of a wide berth to give it. Sheer rock walls are **very** unkind to fibreglass - or any other material for that matter – and one seldom gets a second chance. The approach to Poole harbour is difficult enough, with that rapid rip between Sandbanks and Poole if you hit the tide wrong. And what about the Chain ferry....? I have fond

memories of my first October Sailex in that area on "Skywave" and the fun we had waiting for the tide, dicing with Keith Stedman in "Petasus". "Racing" is perhaps the wrong word in this context, but the wind was brisk, the sun was shining and the sea lively enough to make things interesting. There were only two boats on that occasion (2002). Last year we had four boats, which shows how popular that event has become. The social side – especially when four crews descend on the Island Yacht Club in Cowes and find we are the only people in the upstairs bar – is part of the attraction. How well did the barman welcome us!

Life is so pleasant and one feels so fortunate when standing on the balcony, drink in hand, looking over the dark water, seeing the lights of a huge tanker drifting up the Solent whilst discussing the events, near misses and challenges of the day. Yacht Clubs are so very kind and welcoming to visiting sailors. It must be part of the tradition of hospitality for those who "go down to the sea in ships"! Long may it continue!

Until the Summer edition – 31st July deadline please - may I wish you well and **Happy Sailing**.



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Annual Dinner

What a splendid event the Annual Dinner was this year. We must all congratulate Linda on its success: the food was excellent and well served; the bar staff were swift and efficient so there was never a crush (and the prices were very reasonable); the small but adequate dance floor was placed so that those dancing could hear and appreciate the music whilst those away from the “cul-de-sac” found the music just a pleasant background to the hum of conversation. To those who didn’t attend I would say “don’t miss out on next year.”

Loran – C

Loran (pronounced LORE-ANN) has been an aircraft navigational aid for many decades but in more recent years a version has been operating, as Loran – C, for maritime services. UK Lighthouse Authorities are now further developing the Loran-C system with a radio station at Rugby whilst the French and German authorities are doing likewise with a new station apiece. The result will be a much improved Loran – C accuracy performance in the waters around the UK and Ireland. For the moment this will only be of interest to larger vessels who want position information from a back-up source independent of GNSS systems (GPS and Galileo) which can, and do, suffer from intentional or unintentional interference. However, as small craft sailors, do not close your mind to this: a decade or so ago DECCA was King and GPS cheap coverage seemed light years away, yet by 2003 our Bo’s’un was finding his way from his house in Sathern to mine in Harby with a hand held GPS that showed his track on a road map! If anyone is interested in LORAN-C at this stage I will be pleased to send them further information if they contact me on 0033-(0)243 26 30 57 or leave a message with the Bo’s’un on 01949-860815.

Navigation Lights

I’ve often been asked about Nav Lights and why it is that powered vessels show a varying panoply of lights yet vessels under sail seem not to. John Goode had come up with an answer (which I have oft quoted) in an article on Nav Lights in ‘Sailing Today’ (January 1999 issue). “Because Port and Starboard side lights and a stern light were the only lights carried in the early days of canvas and oil lamp the collective term ‘navigation lights’ was generically used to describe this group of lights. Being the first to carry ‘navigation lights’ tradition dictates that sailing vessels singularly remain the only group of vessels that don’t have to carry (or drowse) additional lights to indicate what they are up to on the water.”

However, I have recently read a fascinating article that puts a different gloss on the matter. (“Lookout versus Lights: Some Sidelights on the Dark History of Navigation Lights” by John Wilde Crosbie – Journal of Navigation January 2006). Mr Crosbie makes his point clearly,---“ when looking at the days of sail only, the chance of being run down was slight compared to the risk of running into some natural dangers: the paramount objective was to see rather than be seen.” Obviously the night vision of the duty watch was paramount and nothing should interfere with it. Ships at anchor showed a warning anchor light because there was no lookout to blind and the only danger was of being run down in the roadstead by another vessel under way. He quotes the figures from Lloyds’ list for the years 1816-1818 as presented to the Parliamentary Select Committee on Shipwrecks, August 1836. It shows that of the 1,204 ships reported lost in those three years only 14, roughly 1%, were run down.

The advent of the steamship during the 1820’s changed the thinking quite dramatically because “ships were no longer constrained to sail together on the ebb tide and arrive together on the flood”, and just as dramatically “ nor were they driven by the same wind so that they were now likely to meet each other from opposite directions at full speed.” The percentage of collisions increased and the Lloyds report for the years 1833-1835 showed 1,690 ships lost with the number of collisions increasing to 49 or 3% but “ the principal dangers remained navigational (which a vigilant watch might avoid) and unseaworthiness.” By 1835, then, there was reason to promote lights aboard both sailing and steam vessels but as late as this there were still no rules and very, very few vessels, barring RN and East India Co vessels, showed any form of identifying light.

A period of confusion now followed. Red for Port and White for Starboard were proposed because coloured lights of green or blue “are but other names for darkness where the weather is the least hazy” (Captain Chappell RN, Superintendent of Government Steam Packets at Milford and Liverpool, 1839). Eventually Mr Rettie, an Aberdeen lantern maker overcame the technical problems of projecting coloured lights in November 1845 and following Admiralty testing the port (red) and starboard (green) with 45° arcs plus a single white masthead light were made compulsory for all steamships under an Admiralty Regulation issued on 11 July 1848.

What about sailing vessels? Well, it appears that the Admiralty finally produced a regulation in 1858 that established lights for all sailing ships similar to those in force for steamships. The succession of rules that followed: specific lights for Pilot Vessels, vessels laying cables, vessels fishing, vessels towing etc etc applied to both steam and sail where appropriate.

To finish, I must quote from the Admiralty Manual of Seamanship 1908 which accompanies a coloured diagram. Watch out – it might still be valid! ‘A steam vessel under sail only, but having her funnel up shows, by day, one black ball 2 feet in diameter at the Fore-Masthead.’

Brian Walker

It is with great sadness that I heard of the recurrence of Brian's illness and then more recently of his death. I sailed with Brian a number of times and found him to be a most willing crew member. He first crewed for me in the Inner Hebrides Sailex of July 2000. In my report he received a special mention: "I would like to express my public thanks to Brian Walker for his stalwart work in the dinghy. With the only outboard in the (three yacht) Sailex, Ocean Lord's dinghy was the most used of any and we all thank Brian for his hard work and good humour (when shipping water)". I sailed with him again in July 2001 along with Keith Stedman and Arthur Wood in the Scilly Isles Sailex. Brian again did stalwart work in the dinghy and also as boatswain trying to keep a very poorly maintained 'Farthing' (known to all of our Fowey Regatta members) in some order.

The last time I sailed with him was in July 2003, on a round Channel trip. Once again Brian's reliability was well demonstrated and I was to enter in the report "Our particular thanks to our Engineer (Brian) who religiously checked the engine daily, and who performed sterling service following the fuel state cock up in Eastbourne, he excelled himself and gave a most capable display of bleeding the engine and priming the cylinders, half a cable SE x E of Beachy Head, fortunately in a flat sea and no tide."

All who sailed with him will remember his 'useful items' bag. A corkscrew, shackle spanner, wireless knob, length of twine, 10mm spanner: you name it. "Brian do you happen to have ----?" Within two minutes it was in your hand. We shall all miss him.

REPORTS

The TOG Story by Norman Allen

Part II (cont.) *A Fully Fledged Club 1985 – 1987*

Two new faces appeared on the 1986 Clyde Sailex Skippers' list, courtesy of Mike Hall: Bob Adam, another Hull sailor of some years' experience (who held office on TOG Council as Pilot from 1992-2003) and David Brettle, an ex RNSA Skipper (and Expeditions Master of TOG since 1991). Mike Hall sailed as a mate as did Don Stevenson, promoted from 1985, and his namesake, a new member of the school staff, Mike Stevenson. The Sailex covered the Clyde extensively from Lamplash northwards and on the fifth day we had the first of our annual races, conducted from the Flagship under Portsmouth Yardstick Rules. Ken Merryweather won! The weather was much better than the previous year, the wind remaining a Westerly F3 or 4 for most of the week. Our total mileage was 195M. It appears that I read the riot act at the skippers' evening meeting in the gardens of the Lochranza Hotel (North Arran). "Despite agreement for an ETD from Tarbert at 0900 hours at the previous night's meeting even afterguard were seen wandering along to the showers at 0850.... In general it was a bracing sailing day marred by the dilatoriness of some skippers in the forenoon." It appears that before anything more on the subject could be said the meeting broke up in

disorder under the savage attack of ten thousand midges. How fortuitous!

The Easter Trainex of 1987 saw our first RYA practical Examination. It had been arranged for Ken Merryweather to be examined on Wednesday 15 April by the RNSA General Secretary for his Coastal Skipper in 'Skyflash' with the crew of Brian, Mike Lawrence, Mike Stevenson and Mick Sylvester. I stayed ashore as etiquette demanded. It was a disaster. They departed at 1320 from JSSC Gosport and returned at 1730: the test had had to be abandoned because of dense fog which showed no sign of clearing, and in fact did not clear until the late Thursday forenoon, when we departed for Yarmouth. Leaving Yarmouth at 0400 on Friday we flogged across to Cherbourg with very little wind in over 16 hours. Not to be disheartened we pressed on to Alderney the next day, thence to Poole, Cowes, Folly, Wootton Creek (the Royal Victoria Yacht Club Moorings) and finally back to Gosport. The winds had been slight all week but, fortunately 'Skyflash', as an ocean racer, had plenty of sails to make use of even in very light winds. We covered 264M and clocked four night hours. It was during this trip that it was decided, with four Michaels aboard, to invent some nicknames. Mike Lawrence, whose home was a windmill, and Mike Hall, who was a plumber by trade, picked up the soubriquets of Windmill and Plumber respectively: names that are still in use today. The shortening of the other two's surnames didn't last as they had no interesting rationale and 'Sylvo' reminded the more elderly of the silver cleaning fluid of that name popular until the late 50's!

The 1987 Clyde Sailex was the biggest yet. We chartered seven yachts from Gaerloch Charters ranging from the flagship 'Hippokampus' (an Admiral's Cup OD45) to the modest Sigma 292 ('Greensleeves' yet again). The afterguard list continued to grow. David Smith, parent and part boat owner, joined us as a mate, Bob Adam brought a neighbour and Hull sailor, Rod Connah, also to join us as a mate and Lester Brookes, the owner of a Sadler 32 based at Saltash, joined us as the Skipper of 'Greensleeves'. Amongst the school element Vith formers Rob Ellis was promoted to Mate of the flagship and Mark Loughram to be Lester's Mate. All seven boatswains were school members and one adult joined: Liz Hammond's long suffering father, Keith, who was promptly nobbled as a purser! Because of the size of the Sailex Ken Merryweather was made Rear Commodore of the three smaller and slower yachts ranging from a Sigma 292 to his own 'Verity' (a Bolero 36) but the latter encountered problems all week with its engine. This prevented us sailing in two groups as 'Verity' had to be taken in tow whenever the wind dropped, which was frequently, by a larger vessel. However we visited eleven ports or anchorages from Campbeltown in the South to Lochgillphead in the far North and covered 192M with two night hours. 36 school members sailed as boatswains, pursers or hands and two sailed as mates. There is an interesting tale about our sojourn in Rothesay in the expedition report: unfortunately I haven't the space to repeat it all. Rothesay, in those days had but one protected harbour – the Easter Harbour. This was not easy to moor in because of unmarked mud banks in the SE corner. The report reads "our crews already assembled for departure began to watch

a display of incompetence, by the crew of an engineless motor cruiser moored on the pier side of 'Hippokampus', that had to be seen to be believed..... suffice to say that at the Harbourmaster's suggestion six of our yachts moved to the Wester Harbour to await the tide. 'Hippokampus', being alongside, was left to assist the motorless cruiser..... in the fracas that followed 'Hippokampus' was twice rammed (once by the aforesaid motorless cruiser and once by the launch sent to tow it), her port nav light was stove in and she was twice cast adrift..... the patience of the Skipper, Brian Hill, and the Mate, Rob Ellis, was commendable..... Eventually after being pointed in the right direction the hulk was towed into the harbour entrance where the comedy didn't cease as the tow rope knot came undone, she hit the harbour wall and drifted back onto the mud bank where she stuck."

Overall it had been a successful week and although it rained a great deal the winds, though fickle, proved to be good sailing ones. Additional interest was aroused by the Adam Tankard Race Series, the trophy having been presented by Bob, and the Top Yacht Broad Pennant (awarded by points accumulated following inspections for seamanship navigation and seaworthiness).

This Sailex was really the end of the Flotilla's initial stage. From then on the number of expeditions would multiply and the opportunities for Vth formers to sail in adult crews would greatly increase. What had started off as a one off Broads sailing holiday had blossomed into a sailing club of some 70 members where many of the adult afterguard were poised to qualify as RYA Coastal Skippers and whose student afterguard were gaining experience that in turn would qualify them for the award of our own practical Day Skipper Certificate. Our younger members were experiencing an activity that few schools, even those on the coast, could hope to emulate.

The social side of the Flotilla also began to flourish. Already a number of the skippers and mates had become firm friends and met up at regular intervals, excluding the term time meetings of the Skippers' Council, but it was from the VI form membership that the suggestion for an Annual Dinner came about. The first Dinner was held at the 'Ossington Hotel', Newark in the late Autumn and members from Year 11 (the old Vth form) were also included. It was a most successful event and was the precursor to the TOG Dinner of the present day.

Our Name

In the last edition our editor mused that our TOG name was an oxymoron...."it is easy to see the derivation, since it was founded inshore!" Sorry, Ian – WRONG.

The period that I am writing about at present is prior to the Disruption and then we were called The Toothill Flotilla. In any case the first expedition, on the Norfolk Broads, was a "one off". Subsequent afterguard training expeditions of the Flotilla sailed The Channel, The Western Approaches and The North Sea. The Annual Flotilla sailed all over The Firth of Clyde (32M of open sea from Campbeltown to

Girvan or 37M to Troon can be called coastal but certainly not inshore). The real reason for "Trent" in our title is far more esoteric. Keep reading!
(Can't wait – Ed!!)

RNLI Flare Demonstration



Friday 28th April. About 40 members and friends rolled up to Greetham Community Centre for a talk and demonstration evening of the different types of Flares. The event was arranged by Peter Fletton, in conjunction with the RNLI. A lot of us know where the flares are kept, but how many have actually seen them in action? The instructor gave a good grounding on the different types, with practical dummies to explain his points. He covered the whole gamut of actions, from holding them correctly, to the reasons for the different types including warnings, emergency, alerts and directions.

He had brought several live Flares and, as it grew dark, Greetham resounded to the bang of Parachute Flares, the fizzing of anti-collision and emergency flares – to say nothing of thick clouds of Orange distress smoke! A flash (pardon the pun) of humour was injected at the start of the demonstration, when a parachute flare labelled green exploded into a beautiful red one once it had reached the correct height (1000 feet or thereabouts)!! Earlier, the instructor had commented that demonstration evenings preferred green parachute flares rather than red!! They burn for about 40 seconds and certainly light up the area. We half-expected RAF Cottesmore to come a-running! We were assured they are visible for up to 28 miles in good conditions. But whatever happens, do NOT point them at a rescue helicopter!

Our bo's'un, Mark Davies was there with his usual selection of goodies and a raffle provided £110 for the RNLI.

EASTER SAILEX by Mark Davis

	Tantrum Two	Hakuna Matata
Skipper	Neil Macfarlane	Mark Davis
Mate	Richard Oakes	Mike Jakes
Crew	Suzanne Fisher	Toby walker
Crew	Derek Sayer	Martin Davies
Crew	Jo Wood	Edward Farndon
ICC Tester		Keith Stedman

Winter seemed to have gone on forever this year, but now we were only six days away from the start of TOG's annual Easter sailex, (we had chartered The Royal Corps

of Signals boats Petasus and Skywave just before Christmas) and tonight was set-aside for the pre-trip crew meeting; all seemed well until 4.50 pm when the phone rang.

The message could not have been worse!

As a result spare parts not arriving on time, the Royal Corps had no alternative but to cancel our charter. There followed a number of telephone conversations with other charter companies. It was hard not to sound desperate in our quest to find two replacement boats for Easter with only two and a half hours before our crew meeting. Finally, Fairview Sailing (Port Hamble) were able to offer us two Bavaria 36's at a reasonable price and all seemed well - that is until Monday morning when the phone rang again! Fairview then informed us the boats they had allocated would not be available on the dates required. Just as depression was about to set in for the second time, Fairview's representative wondered if we would mind having two Bavaria 38's for the same price. We took the tough decision and accepted the offer - what else could we do? (At last the tide had turned.)

(Tough one that!! Ed.)

Thursday soon came round and we all arrived safely at Port Hamble, tho' Jo was a bit late as a result of doing an extensive road survey of Milton Keynes. Much to our relief, we were shown our shiny smart Bavaria 38's. Ours was called **HAKUNA MATATA**, a name I seemed to have particular tongue-twisting problems with all week! With hindsight, I should have nick named her **H M**, and Neil's **TANTRUM 2**. (I often wonder what story lies behind the naming of some boats).

Once both the boats had been loaded and skippers Mark Davis and Neil Macfarlane completed their safety brief, the crews slipped their moorings and made for Cowes Yacht Haven. A pleasant trip across The Solent was followed by an enjoyable evening in West Cowes. *(I can believe it, - Ed)*

Good Friday arrived offering a favourable wind and tide for our planned trip to Poole. Leaving the Solent via the main Needles Channel, we had a cracking sail across Poole Bay, mooring in Poole Yacht Haven (previously Dolphin marina). The day was made complete with a delicious seafood dinner ashore. Next day's plans were changed and it was decided to return to The Solent. The wind and tide were foul and a few hours were spent practicing MOB and general boat handling, followed by a long slog under engine back across Poole Bay. On a sombre note, during the afternoon a VHF Mayday was recorded from the diving vessel Maverick, who had a non-breathing diver on board. Portland Coastguard coordinated the emergency services and radio silence was enforced for nearly an hour. We entered The Solent via the North Channel, only to find Yarmouth, Lympington and West Cowes all full. (No room at the Inn). However, we did find the welcome sign was still out at East Cowes marina. For those of you new to the Solent area or who have not been for a few years, this is a marina worth noting. Whilst it may not offer the hustle and bustle of West Cowes, it has great shower blocks and a convenient riverside pub that does reasonable food **and** - for those who **must** visit the west - 'Sally Taxi' is only a VHF call away.

Sunday morning soon came round. Hakuna's crew decided to give church a miss and take advantage of an empty

hammerhead pontoon. Here, an hour was spent taking it in turns putting the boat on and off the pontoon and practicing short turns in the river. (We may have missed church, but there were a few times when a quiet prayer was said!) Tantrum 2 also played pontoons until things got too busy with other yachts.

After a full English breakfast on board, we departed East Cowes and sailed to Gosport where we saw Petasus and Skywave, the boats we had originally chartered from the Royal Corps. They **were** sitting at their moorings locked up and out of action. *(Good job!! - Ed.)* After a brief tour of Portsmouth Harbour, we set sail for our homeport in the Hamble where we spent the night and picked up TOG's PM alias Keith Stedman.

(Our thanks to you, Jenny, for kindly and uncomplainingly letting Keith join our Sailex for the purpose of ICC testing. He had promised for months to spend Easter at home and not with TOG for the first time in 12 years.)

Monday presented a number of challenges for the crews. First, it was decided to have lunch in Bembridge harbour - not the easiest place to enter - with spring tides, boats of 2 metres draught, and westerly winds up to force 5. Second, combine it with the dedication required to cook three Fray Bentos pies, two tins of potatoes and one of carrots. Tidal calculations and timing were going to be critical!!

Both boats safely navigated the winding entrance to Bembridge Harbour. with Hakuna managing to get an hour's free mooring for lunch. Tantrum 2, being unimpressed with the facilities on offer, turned round and departed for Yarmouth lunching on the hoof. Hakuna followed about an hour later, tacking to windward all the way. Hakuna's navigator for the day, 'Edward', did a superb job in course shaping, and deciding the optimum time to tack. Everyone experienced an exhilarating days sailing. Mooring in Yarmouth seemed cheap at first at £16.00p but, add to that two trips ashore each via the water taxi @ £3.00p return, our combined costs shot up to £52.00p for the night. (Not so cheap after all!) Tantrum had arrived before us and had managed to get on one of the new pontoons that connects to the shore, which worked out cheaper.

Tuesday started well and, after getting the permission of the Harbour Master, we spent an hour and a half picking up mooring buoys outside the harbour. Hakuna's crew also perfected the art of recovering rogue boat hooks!! We had both planned to go up the Beaulieu River to Buckler's Hard for lunch. It was a bit unfortunate that Tantrum's crew got delayed rescuing a bucket and fender that had decided to make a detailed inspection of the underside of their hull, so whilst they got to enjoy the picturesque sail to Bucklers Hard, they didn't have enough time to join us for lunch. The afternoon gave us all a very enjoyable short sail back across the Solent to Cowes Yacht Haven, where both boats were wound round for ease of departure the following morning.

Wednesday came around all too fast as another TOG Easter sailex was drawing to a close. Hakuna's crew departed first after having had breakfast ashore - we didn't want to get the

galley dirty today! Tantrum 2 left soon afterwards, taking the westerly route around Bramble Bank. Both boats arrived safely back at Port Hamble where, in true TOG fashion, they were cleaned, watered, refuelled and handed back unmarked.

Footnote

From my perspective, this was a very successful Easter Sailex. The crew members all seemed to get on well (not always easy in a confined area such as a boat), besides visiting some interesting places, we also took advantage of the favourable conditions to practice some of the skills required to make us better sailors. In particular, I would like to congratulate Mike Jakes and Toby Walker who, having undergone two days of assessment, successfully gained their International Certificates of Competence. Neil adds his thanks to Tantrum 2's crew for their enthusiasm, sailing skills and good humour.

Statistics

Distance over the Ground	181.4nm
Distance logged	181.2nm
Max speed over ground	9.7kts
Moving average	4.4kts
Max wind force	6

REPORTS FROM COUNCIL MEMBERS

PRESIDING MASTER :

KEITH STEDMAN



Please accept my apologies for a non-appearance this edition. Work and other commitments have made it extremely difficult to put something constructive together. Rest assured, however, that TOG is never far from my thoughts and a big thank you to those who have been able to contribute to this edition once again.

DEPUTY PRESIDING MASTER:

ARTHUR WOOD



A Salutary Lesson.

We knew that the five short blasts on the siren of the ferry just entering the harbour at Mandrakis was meant for us. All the other vessels were secured along the sides but - we were (unwillingly) anchored in the middle of the fairway! Yes, we should have raised the anchor and motored away but - we had a problem or two.

- 1) The anchor was hooked beneath the chain of a rather large ship. Ready recovery was a no-no!
- 2) We were unable to use the engine, as the inboard end of the anchor warp was round the propeller!

We were crewing a 45 ft. steel ketch and were assisting the owner on the first stage of a delivery trip from Cyprus to the U.K. We had sailed from Larnaca on the Wednesday morning and after a rough passage, by Sunday evening had sought a haven on Rhodes. We moored Mediterranean style, with our bowsprit over the jetty and a kedge anchor astern.

By Monday afternoon we were ready to sail. With the owner at the wheel, Brenda slipped the bow warp and two of us began to haul in the kedge at the stern. Anxious to get going, the owner used too much throttle, drove the prop onto the warp - and stalled the engine. (see 2 above)!. At the same time, the afternoon breeze arose, causing us to drift, dragging the anchor until it fouled on the ship's cable. (see 1 above)!

Here's a fine kettle of fish!

To release the propellor, we had to disconnect the prop shaft and manually rotate it. Once that was sorted, we could winch the anchor to within 10 feet of the surface. Progress was halted as the rogue cable was still over it, the combined weights being just that *little* bit too much. We needed a means of supporting the cable whilst lowering our own anchor just enough to clear it. This was achieved with a simple fishing rod and line and an empty bottle.

The bottle was tied to the fishing line then wound up to the end of the rod. The whole shooting match was then pushed diagonally under the rogue cable. Releasing the line allowed the bottle to float to the surface, rod on one side, bottle on the other. The "U", thus formed, enabled us to secure a sturdy line under the rogue warp and hold it whilst our anchor was lowered.

(Ingenuity is alive and kicking. Well done and thanks, Arthur. What happened about the ferry? - Ed)

I attended the memorial service for Brian Walker whose death was reported in the winter Togline. I was honoured to be asked to speak at the service, and to be able to relate some of the experiences we had sailing together. It was an aspect of his life of which many were unaware.

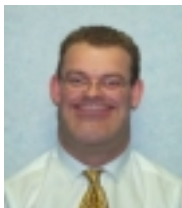
After the service, I was approached by Brian's wife who asked me if there were any photographs available of Brian's sailing times. I agreed to enquire if any member has any pictures of Brian. If you have and can spare one or two, Brian's wife would be delighted to receive them. I have agreed to co-ordinate this and my address is:-

138 Westgate

Southwell
Notts NG25 0LT

-MEMBERSHIP

PAUL RATCLIFFE (01778 341475)



At the latest count, the following is a breakdown of our membership, which may be of interest to everyone.

<i>Current paying members: -</i>	110 (couples count as One)
<i>Friends</i>	24
<i>Honorary Members</i>	2
<i>Honorary "Friend"</i>	1
<i>Total addresses on mailing list: -</i>	137
<i>Non-payment of S.O.</i>	7
<i>Non-payment – cash</i>	20
<i>Resignations</i>	2
<i>Bereavment</i>	1

It is obviously beneficial to the Group for members to pay promptly and any further payments would be gladly received by our Treasurer!!

-SOCIAL EVENTS

LINDA JONES (01572 787501)



We hope to repeat last year's evening at Rutland Water Sailing Club in the near future and will inform everyone further when the date is finalised.

If any member knows of an expert or an enthusiastic amateur who is prepared to spend an evening with us talking of his/her area of knowledge, possibly, but not necessarily, connected with sailing or the sea, could they contact me and we will see what can be arranged. There should be a lot of it out there - somewhere!

FUTURE SAILING EVENTS

DAVID BRETTE (016233 882924)

See back page for full details.

East/South East Coast – June with Peter Fletton*.

Hebrides/NW Scotland/St Kilda – 22 July – 29th July, and to 5th August .

Would need two weeks to attempt Outer Hebrides/St Kilda. Charter from Crab Haven, Oban (preferred), or the Clyde. Proposed dates with two or three yachts.

North Wales/Conwy – August with Paul Ratcliffe. (Possible charter with Conwy School of Yachting).

Milford Haven – August/September with Richard Vincent*.

October Sailex. Wed. 4th Oct. – 8th

Wash/East Coast/North Sea – long weekends with Colin Brockett.

Norway and Croatia were also suggested as possible locations. Suggestions from other council members would also be welcome.

Bawley oyster boats and Thames sailing barge weekends are another possibility. See Arthur Woods!

PLEASE NOTE that we do need to have early commitment, with deposits, for all our trips, just the same as any other holiday organiser. See Booking Form and questionnaire at back

**Once again - this year it is strictly :-
NO DEPOSIT – NO BERTH!**

-NAVIGATION



CLIVE CRANKSHAW (01664 454403)

Pains Wessex MK7 White Handflare Incident (issued 12th April 2006 - 1600 hrs)

Pains Wessex can confirm that a member of the public was injured on 5 April 2006.
(when using the product displayed in our Appendix)

An investigation has commenced in co-operation with the Health & Safety Executive and Trading Standards. The company is also conducting an internal investigation into the incident and has acted immediately to suspend new shipments of the product and to recall other MK7 flares from the same production batches as the flare involved in this incident (Product Number 52651, Lot Number 2045 and 2046, expiry Date 12/08).

Further information will be released as and when it becomes available

-ADMINISTRATION – COUNCIL MATTERS



NEIL MACFARLANE (01159 663028)

-TREASURER



RICHARD OAKES (01636 640414)

- WEBSITE

You **MUST** see our website:-

www.trent-offshore-group.co.uk

It has been upgraded considerably and now has a “buy and sell” section to help you dispose of those unwanted bits and bobs!

-BO’S’UN’S STORES



MARK DAVIS (01949 860815)

Not for Sale!

One diagonal serge REEFER JACKET, 42 inch chest, 31 inch length. Moss Bros of Covent Garden.
Free to good home!

Excellent condition, last worn at 2004 TOG Annual Dinner, but deemed by “Management”, not “fitting” enough for the Presentation!

Double-breasted style, with three buttons on each side. The original black RAFYC buttons have been transferred to the new jacket, but black anchor buttons are readily available at any yacht chandlery.



COLIN BROCKETT/MARK DAVIS - TRAINING
(01205) 722886 (01949) 860815

Diesel Engine
Radio (Short Range Certificate - GMDSS etc)
First Aid
Radar
Sea Survival.

Colin offers sailing experience over a range of weekends on the Wash/East Coast, to TOG members and friends on his yacht ‘Nosey’. "NOSEY" Is a PARKER 325 (33ft) lift-keel yacht, well equipped with safety and navigation aids. Accommodation for six in three cabins - four berths being available on any trip.

Contact the Bosun, Mark Davis, on 01949 860815 if interested.

ASIDES

THIS COMES FROM A CATHOLIC ELEMENTARY SCHOOL TEST. KIDS WERE ASKED QUESTIONS ABOUT THE OLD AND NEW TESTAMENTS.

THE FOLLOWING STATEMENTS ABOUT THE BIBLE WERE WRITTEN BY CHILDREN.

THEY HAVE NOT BEEN RETOUCHEED OR CORRECTED. INCORRECT SPELLING HAS BEEN LEFT IN.

1. IN THE FIRST BOOK OF THE BIBLE, GUINNESSIS. GOD GOT TIRED OF CREATING THE WORLD SO HE TOOK THE SABBATH OFF.
2. ADAM AND EVE WERE CREATED FROM AN APPLE TREE. NOAH'S WIFE WAS JOAN OF ARK. NOAH BUILT AND ARK AND THE ANIMALS CAME ON IN PEARS.
3. LOTS WIFE WAS A PILLAR OF SALT DURING THE DAY, BUT A BALL OF FIRE DURING THE NIGHT.
4. THE JEWS WERE A PROUD PEOPLE AND THROUGHOUT HISTORY THEY HAD TROUBLE WITH UNSYMPATHETIC GENITALS.

5. SAMPSON WAS A STRONGMAN WHO LET HIMSELF BE LED ASTRAY BY A JEZEBEL LIKE DELILAH.

6. SAMSON SLAYED THE PHILISTINES WITH THE AXE OF THE APOSTLES.

7. MOSES LED THE JEWS TO THE RED SEA WHERE THEY MADE UNLEAVENED BREAD WHICH IS BREAD WITHOUT ANY INGREDIENTS.

8, THE EGYPTIANS WERE ALL DROWNED IN THE DESSERT. AFTERWARDS, MOSES WENT UP TO MOUNT CYANIDE TO GET THE TEN COMMANDMENTS.

9 THE FIRST COMMANDMENTS WAS WHEN EVE TOLD ADAM TO EAT THE APPLE.

10. THE SEVENTH COMMANDMENT IS THOU SHALT NOT ADMIT ADULTERY.

11. MOSES DIED BEFORE HE EVER REACHED CANADA . THEN JOSHUA LED THE HEBREWS IN THE BATTLE OF GERITOL.

12. THE GREATEST MIRICLE IN THE BIBLE IS WHEN JOSHUA TOLD HIS SON TO STAND STILL AND HE OBEYED HIM.

13. DAVID WAS A HEBREW KING WHO WAS SKILLED AT PLAYING THE LIAR. HE FOUGHT THE FINKELSTEINS, A RACE OF PEOPLE WHO LIVED IN BIBLICAL TIMES.

14. SOLOMON, ONE OF DAVIDS SONS, HAD 300 WIVES AND 700 PORCUPINES.

15. WHEN MARY HEARD SHE WAS THE MOTHER OF JESUS, SHE SANG THE MAGNA CARTA.

16. WHEN THE THREE WISE GUYS FROM THE EAST SIDE ARRIVED THEY FOUND JESUS IN THE MANAGER.

17. JESUS WAS BORN BECAUSE MARY HAD AN IMMACULATE CONTRAPTION.

18. ST. JOHN THE BLACKSMITH DUMPED WATER ON HIS HEAD.

19. JESUS ENUNCIATED THE GOLDEN RULE, WHICH SAYS TO DO UNTO OTHERS BEFORE THEY DO ONE TO YOU. HE ALSO EXPLAINED A MAN DOTH NOT LIVE BY SWEAT ALONE.

20. IT WAS A MIRICLE WHEN JESUS ROSE FROM THE DEAD AND MANAGED TO GET THE TOMBSTONE OFF THE ENTRANCE.

21. THE PEOPLE WHO FOLLOWED THE LORD WERE CALLED THE 12 DECIBELS.

22. THE EPISTELS WERE THE WIVES OF THE APOSTLES.

23. ONE OF THE OPPOSSUMS WAS ST. MATTHEW WHO WAS ALSO A TAXIMAN.

24. ST. PAUL CAVORTED TO CHRISTIANITY, HE PREACHED HOLY ACRIMONY WHICH IS ANOTHER NAME FOR MARRAIGE.

25. CHRISTIANS HAVE ONLY ONE SPOUSE. THIS IS CALLED MONOTONY.

A man got into his seat on an airline, which was about to take off, when another man with a Labrador retriever occupies the two empty seats beside him. The Lab is situated in the middle, and the first man is looking quizzically at the dog when the second man explains that they work for the airline. The airline rep says, "Don't mind Sniffer. He's a sniffing dog, the best there is. I'll show you once airborne when I put him to work."

The plane takes off and levels out when the handler says to the first man, " Watch this." He tells the dog, "Sniffer, search." Sniffer jumps down, walks along the aisle, and sits next to a woman for a few seconds. It then returns to its seat and puts one paw on the handler's arm. He says, "Good boy." The airline rep turns to the first man and says, "That woman is in possession of marijuana, so I'm making a note of this and her seat number for the police who will apprehend her upon arrival." "Fantastic!" replies the first man.

Once again, he sends Sniffer to search the aisles. The Lab sniffs about, sits down beside a man for a few seconds, returns to its seat, and places two paws on the handler's arm. The airline rep says, "That man is carrying cocaine, so, again, I'm making a note of this and the seat number." "I like it!" says the first man.

A third time, the rep sends Sniffer to search the aisles. Sniffer goes up and down the plane and, after a while, sits down next to someone. He then comes racing back, jumps up onto his seat, and poops all over the place.

The first man is really grossed out by this behaviour from a supposedly well-trained sniffing dog and asks, "What's going on?"

The handler nervously replies, "He just found a bomb!"

(Thanks again, Bob – Ed)

YACHT NOSEY MWSJ 5

MMSI SELCALL 235010032

Owner: - Colin J. Brockett RYA/Dpt Yachtmaster

Little Paddock, Millfield Lane West, Frampton, Boston, Lincs. PE20 1BW. Tele:- 01205 722886. Mobile: - 07904 349829.

Email. colin@brockett5.fsnet.co.uk

“NOSEY” Is a PARKER 325 (33ft) Lift Keel yacht, well equipped with safety and navigation aids. Accommodation for six in three cabins four births being available on any trip.

I am still sailing out of Boston and hope to be for all this season. The Life raft has just been serviced (at great expense) and all other safety features and equipment will be checked whilst she is out of the water.

POSIBLE PLANNED SAILING TRIPS FOR 2006.

(Not counting the others that are decided on at short notice due to weather and time available.)

I have put a lot of weekend dates down, but these are not written on tablets of stone. If it would suit some people to sail mid week then please let me know and we will arrange such trips. Any person asking for or getting these proposed dates are reminded that you are requested to contact me for any dates you are interested in because I do not ring round chasing people as I feel that in so doing it puts people under pressure and of course is extremely time consuming for me. Ports of call may be changed.

If interested in any of these proposed trips or part of or all of the annual holiday please contact me on above telephone number.

Please Note: - Only non-smokers are acceptable as crew.

Costs to be as last year ie: - Vitals, fuel, etc. to be shared plus £10 per day contribution to boat. All insurance to be the responsibility of the individual.

June 9th to 11th Boston, Wells, Boston.

June 23rd to 25th Wash area.

July 7th to 9th Norfolk and back.

July 22nd to August 6th Boston, North Holland, Boston

August 25th to 29th Crews Choice.

September 8th to 10th Norfolk

September 20th to 22nd Wash area

October 6th to 8th & 20th to 22nd Wash area.

The east coast is a good sailing area to help one understand tides and the importance of arriving or leaving at the correct state of tide, as most harbours are drying. The Wash, with its sandbanks and channels make navigation a **very** interesting challenge! These weekend trips are particularly interesting and useful to students who have taken, or are taking, RYA shore based courses and wish to put their theory into practice. Get to grips with offshore sailing, together with instruction and testing for the International Certificate of Competence (ICC).

It is also quite useful for those people who, for one reason or another, cannot make as many trips with TOG (Trent Offshore Group) as they would like. On any trip the work is changed round and crew members are brought on in general seamanship navigation, boat and sail handling.