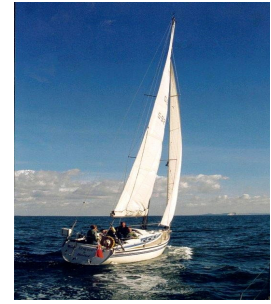




TOGLINE

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



SPRING NEWSLETTER 2011

JIB SHEET: Long, thin, whiplike cord attached to the foot of the jib to keep crew members on their toes.



A hearty welcome one and all after the driest spring (in the East of the country anyway), that I can remember. We have had hotter springs (briefly) and dry springs (also briefly), but not the combination of the two for as long.

Berice and I have this theory that our climate has a natural tendency to balance itself out, with one extreme being countered eventually, by a reversal later on. If that is the case, then heaven help our summer and autumn....!

In the meantime, having enjoyed it whilst we may, the oilies have been dusted off and aired, the lifejackets checked(??), the plans laid and the decisions about which expedition to endorse being arrived at, welcome to spring TOGLINE. As you can read inside, the Easter sailex and a private expedition for those boat owners among us, have already taken place. (To mix metaphors, we don't let grass grow under our feet). There are the remaining expeditions to consider and your council earnestly hope you find them to your satisfaction. Being able to partake in a so-called rich man's sport, and that at a reasonable price, is the aim and object of our small organisation. We hope we have succeeded, thanks to your support.

You know, of course, that our Pesiding Master Keith Stedman is to hand over the reigns of Office after six fruitful years in the post. I need not say how much he will be sorely missed and after the ballot forms were received, we extend a warm welcome to Neil Macfarlane (*with a small "f"*), our current Administrator, who has been unanimously elected as successor to Keith.. Our very best wishes and congratulations go to Neil, a worthy successor, well fitted to carry forward into the future, the tenets and ideals of the Trent Offshore Group. The handover will be completed at the next Council Meeting on May 27th, when the formalities will be observed, no doubt with due decorum....!

On a lighter note, did you happen to notice that the notorious Shingles Bank after Hurst Narrows and bordering the Needles Channel, was totally uncovered at the recent Low Spring Tide? It was an absolutely amazing sight and shows one exactly what causes those evil upwellings and boiling calms at certain states of the tide! It also makes one realise why the North Channel buoys at Hurst Castle need to be strictly observed.....! Members of the Royal Southern YC landed, a flag was planted on it and it was christened the "Southern Land". History fails to relate just how long the flag stayed there....

Again on a lighter note, I would like to give thanks to Paul Ratcliffe, our Membership secretary and Mark Davis, Training, for the effort they put into the recent social event of the Photographic Competition held at Kirby Bellars Village Hall. A Council meeting, followed by the Easter Sailex Crews briefing and then a wonderful supper and competition. It was a real pity that only 12 members finally attended, but you missed some delightful food and good company! Paul had arranged a wonderful means of enabling everyone to judge everyone else's entries for the competition – (*a form of AV really, except this one really worked!*) Would that we could get more attendees as a fitting reward for their efforts. Thank you so much one and all who were there.

I hope you enjoy this edition and will do my best (with your help, of course,) to ensure the Summer Issue keeps you up-to-date and amuses at the same time. I do try to maintain linguistic rectitude, but if errors do creep in, please excuse me.....

Until 31st July deadline, thank you for your tolerance and support - and as ever, **Happy Sailing!**

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

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

TAFFRAIL TATTLE – by Norman Allen



Ken Merryweather

Ken's death by drowning in the Isle of Man still leaves all his old friends baffled and bemused. However for the moment one can only express great sadness at what has happened. I will write a tribute to Ken, and his place in TOG history, for the next issue when things are clearer. For the moment one can but observe that without him, 'Plumber' Mike, David Brettle, John Ellis, and Bob Adam, I could not have got "this show on the road"! We all express great sorrow at his unfortunate demise: may TOG be a lasting memorial to his maritime endeavours.

MALTA

We had a most enjoyable month in Malta (I referred to our intentions in the last "Tattle") and found it lived up to our expectations. Travel was remarkably cheap by 'bus but very noisy: many of the 'buses still date from the late 30's – but they are comfortable and well maintained. After some investigation we finally tracked down the Royal Malta Yacht Club. It has very recently moved from its old position at the end of a small peninsula between Sliema and Valetta (where I had last entered its portals some 40 years ago) to a new development ashore adjacent to the main road to Valetta. It is now far more accessible and convenient. The club staff were very welcoming but apologised for the fact that the Visitors' Book was temporarily missing as the Entrance Hall is still being furnished. Drinks and food are very reasonably priced. A visit is well recommended.

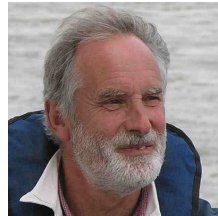
We were both staggered by the number of yachts that are accommodated alongside pontoons by the Valetta Road. It must run well into four figures! Some charter companies operate from here although the vast majority are yachts which winter here so that the owners can rejoin in the spring and sail off down the Med. There are many, many American registered yachts here, so you can imagine their size as they have arrived via transatlantic trips (Ann was most taken by their size and obvious comfort which seemed to resemble floating hotels!)

NAVIGATORS' TANKARD

My heartfelt congratulations go to our Editor for his continued commitment to navigation. Being first and foremost a Navigator myself I can but heartily support the award to Ian of the Navigator's Tankard at the prize-giving at the Annual Dinner and Dance. It is very well deserved.

PRESIDING MASTER

I shall be very sorry to see Keith retire as Presiding Master but I do appreciate his reasoning. There comes a time when one feels that "enough is enough" and Keith feels that he has reached that point and that the "Wider World" beckons. Thanks, Keith, for all that you have done for TOG since you took over from me. Ann and I wish you well in your future sailing plans. TOG has continued to expand during your tenure of office yet it still comprises a community of friends and most certainly not a "gaggle of strangers". Thanks again



PUSHPIT PRATTLE

by Keith Stedman
Presiding Master

So long and Thanks for all the Fish.....

For those of you who know the fourth book in Douglas Adams "trilogy" of the "Hitch Hiker's Guide to the Galaxy", you will recognise the title of this piece as being the message left by the dolphins when they departed Earth just prior to it being demolished to make way for a hyperspace bypass. What has this to do with Trent Offshore Group?well, nothing really, but it seemed to have a nautical flavour and I did enjoy reading the books (must get them out again sometime.)

As you will know by now, I have decided to stand down as Presiding Master of The Trent Offshore Group after a good many years in the post and even longer serving on the TOG Council. As such, you should have received a nomination form for the position of Presiding Master in the post for return to me with any nomination that you wished to make. As a result of that I received two nomination forms (one through the post and the other via email). Together with my nomination (which I had managed to get Neil to sign, in front of a witness, as being willing to act in the capacity of Presiding Master should he be elected), this made three nominations in total. So why then did you not get the opportunity to vote on the outcome? Well all three nominations were for Neil!! As a result of the above process, Neil Macfarlane is to take over the Chair from me. I am sure that we all wish him good luck in his new position.

TOG for me started back in 1993 when, as a complete novice to sailing, I could not tell a "Port Light" from a "Light Port" (Norman soon put that right !!) I happened to go into the then Newcastle Arms in Southwell for a quick drink after Scouts on a Thursday evening. A bunch of old seadogs were sat around in the bar wondering how they could fill the last crew place on the trip to Brittany. All of them were already friends of mine and so it was not long before having finished off about four pints of beer and before I had realised it, I had taken the "TOG's shilling". The rest of it was downhill from then onwards.

Looking back over the years with TOG, I have a mixture of sadness in the loss of so many good friends who taught me to sail; fond memories of so many great trips and fun had together and - on the odd occasion -being a little drunk together! From complete novice I have undertaken Dayskipper, Coastal/Yachtmaster and Ocean Theory and completed both Coastal Skipper and Yachtmaster practical exams, as well as such things as VHF, Radar, Sea Survival and numerous First Aid courses along the way. Looking back in the log book, I have sailed in Brittany, Ireland, Scotland, Wales, Normandy Coast, both East and South Coast of England, raced in the Royal Fowey Regatta and recently crossed the Aegean. All this may not have come about had it not been for that chance drink in the Newcastle Arms with the Trent Offshore Group.

This is what TOG does – it gives the opportunity for non-sailors to experience the great sport of sailing. I feel that it must be getting something right as, trip after trip I see the same names coming back to sail with the Group. Trent Offshore Group exists as an entity because of the volunteers who organise and run the club and the volunteers who skipper the boats. TOG belongs to you, the members, so make the most of it and get involved.

Before I finish, it would be remiss of me not to thank sincerely all those members, Council Members and Skippers who have

supported and given me help and advice over the years. Many thanks. Without you, my modest contribution would not have been possible.

It's time to let Neil have a go now – he will I am sure make a good advocate for TOG and I know that he will be able to continue to enjoy the support of all concerned.

REPORTS



Easter Sailex - 21st April - 27th April 2011

by *Michael Brooke*

Hamble - Yarmouth IOW - Weymouth (2 days) - Poole - Yarmouth - Cowes - Hamble

'Faux Pas' - Beneteau Oceanis 37

Michael Brooke (Skipper & Commodore)

Joe Sutherland (Mate)

John Bryant

Sam Brooke

Bryan Silletti

Distance Logged = 217 Nautical Miles¹

'D'Artagnan' - Beneteau Oceanis 37

Adrian Johnson (Skipper)

Richard Woodward (Mate)

Diane Johnson

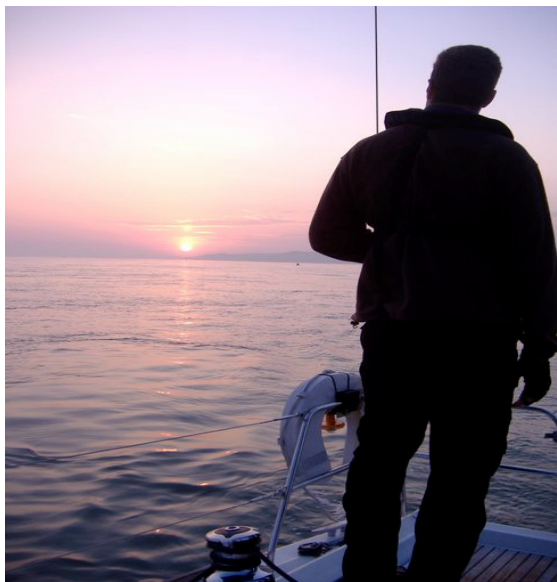
Chris Deane

Philip Morton

Peter Keightley

Thursday 21st

The sun shone as we collected our yachts from Fairview Sailing



at Hamble and from then on the sun shone almost unbroken from dawn to dusk and was still shining as we returned our yachts seven days later. Winds blew F2/3 & 4 when it mattered

and the sea states varied between smooth to slight. The sailing skill set was rehearsed and revived after the off season (or longer) but the crews added successfully flying an asymmetric cruising chute to the skill set, under the expert guidance of Philip Morton. On-shore the crews mixed easily and the evening socials always provided an enjoyable compliment to the days sailing.

¹ Distances are as per the Faux Pas log and will differ in detail to the D'Artagnan record

Day 1 - 21/4/2011 - Hamble to Yarmouth

The crew members who had not taken part in the previous day's Yacht Manoeuvring Course arrived during the morning. After the hand-over formalities, berth allocation, stowing and crew briefings, the two yachts were set up for a departure at 1420 just after high water, to use the ebbing tide and a favourable wind for a 'shake down' sail to Yarmouth. The sails were up twenty minutes after departure and about 1700 were lowered off Yarmouth and we berthed on the new walk-on shore pontoons in the harbour. **Nautical Miles travelled 15**

Day 2 - 22/4/2011 - Yarmouth - Weymouth

Wind S-SE F0-F2/3; Sea State - Smooth/Slight; Visibility - Good

Departure was set for 0600 to get through the Hurst Point/Needles tidal 'gate'. To the Commodore's astonishment both yachts cast off at exactly 0600. The yachts made way towards the Needles channel fairway buoy as the dawn sun rose astern.

Unfortunately, the early promise of a good sail was dashed as the wind dropped and as the tide against strengthened, the Faux Pas engine had to be used. Undeterred, the D'Artagnan crew hoisted their chute and took a decision to sail precisely nowhere for as long as their skipper could tolerate. Faux Pas pressed on to take a leisurely lunch at anchor in Lulworth Cove. This gave the opportunity to inflate the skipper's tender and give some of the crew an opportunity to 'potter' around the cove. Any hope of a good sail into Weymouth on an afternoon strengthening onshore breeze evaporated and the motor had to be used again until rafted No2 at Weymouth town quay, joined shortly after by D'Artagnan No 3 of a raft of 4.

Nautical Miles travelled 55

Day 3 - 23/4/2011 Weymouth

Wind S F0-F2/3; Sea State - Smooth; Visibility Good

The morning started with a raft shuffle to make space for an 80'+ motor vessel (complete with butler). D'Artagnan then remained tied up for the day as some of the crew decided to sightsee. Philip and Peter joined Faux Pas and we headed out into Weymouth Bay for a day of sailing, a big part of which would be practical training in flying an asymmetric chute. After a morning of chute drills the wind dropped and the sea became like glass and lunch and recuperation was taken drifting effortlessly in the sun. Unlike the previous day, the onshore breeze got up and the afternoon session provided perfect sailing conditions. This was combined with MOB drills and boat-handling manoeuvres under engine. The sailing day finished with a quick look at the Olympic facilities in Portland harbour.

It was back to Weymouth where another raft shuffle awaited as everybody arranged themselves to suit the following day's



departures.

Nautical Miles travelled 25

Day 4 - 24/4/2011 Weymouth - Poole

Wind N F3-4; Sea State - Slight; Weather - Fog later; Visibility - Moderate to Poor

Departure 1045 on east-going tide. While still behind the harbour breakwater, a royal-ensigned services yacht overtook Faux Pas and immediately pulled in front and raised their main. It did appear that this was to be a demonstration to us chartering rookies just how to sail. In their rush, they weren't quite head to wind and their mainsail cars jammed in the track. Faux Pas left them just astern and armed with the previous days drills, 'sweated' the main at the mast and unfurled the jib seamlessly within minutes, while the royal-ensigned yacht was still trying to free their cars. It was a moment to savour. But what follows pride and hubris? Shortly after Faux Pas decided to fly the chute, the efforts proved troublesome and it was decided to lower a flighty chute behind an unfurled jib to shield it from the wind. As the chute was fed into the forward hatch, something was not right with the jib but this wasn't the time to reflect while a potentially unruly chute is landed. What transpired was the jib halyard had snapped and the jib was slipping down the furling stay. The crew were pretty unsettled by this occurrence and the jib sail was abandoned on the foredeck sail-tied to the rails. In the meantime D'Artagnan had also raised and lowered their chute and had decided to sail on jib and main towards Poole. Faux Pas motor sailed the whole way to Poole. D'Artagnan radioed ahead secured a berth for both yachts in Poole Yacht Haven - on a sunny Easter Sunday!

Nautical Miles travelled 29

Day 5 - 25/4/2011 Poole - Yarmouth

Wind N - NE F3/4; Sea State - Smooth/Slight; Weather - Fog later; Visibility Good/Moderate, Poor later

D'Artagnan left our 2-boat raft followed by Faux Pas at 1030, some 45 minutes later. We had previously discussed the snapped halyard with Fairview and more recently the observation that the spinnaker halyard also appeared damaged. On balance they thought we could risk raising the jib using the spinnaker halyard. Both boats had an excellent day's sail from the Poole harbour approach channel before switching on engines and going head to wind and dropping our respective sails off Yarmouth harbour (5.5 hours sailing for Faux Pas and 6.75 hours for D'Artagnan)



The decision to return to Yarmouth on the return to the Solent was our resolve to have our Sailex dinner in the 'On the Rocks' restaurant where the food, wine, service and company proved first class and at least at one level, delectable.

Nautical Mles travelled 28

Day 6 - 26/4/2011 Yarmouth - Cowes

Wind N NE F3/4; Sea State - Slight; Visibility - Good

Both boats decided to sail up to the entrance to the Beaulieu River and motor up to Bucklers Hard for lunch. To begin with Faux Pas used the moorings outside Yarmouth Harbour to practice some picking up of buoys under power. At this stage it should be noted that Bryan Silletti hails from the mid-west of the USA and the cockpit exchange from mate to skipper which went 'can I finish this fag before we pick up a buoy?' meant something completely different to a disconcerted Bryan. From then on Faux Pas went bi-lingual and used the North American pronunciation for buoy - 'booe'. D'Artagnan in the meantime had practiced their MOB drill using Diane's hat (expensive) which had flown off. The hat was recovered but not before it had been subsequently keelhailed. Hat and owner were nevertheless, restored to each other and by the evening social in the Island Yacht Club, Cowes, Diane was able to speak in measured tones about the trauma.

Nautical Miles travelled 33

Day 7 - 27/4/2011 Cowes - Hamble

Wind N NE F4/5 reducing 3; Sea State - Slight/Moderate; Weather - Occasional Showers; Visibility - Moderate

Boat hand back was 1700 latest so potentially 6 hours of sailing. Each boat made the best of the sailing time available. Faux Pas included a diversion into Portsmouth Harbour and took advantage of an even keel to make the last 'sarnies' before turning around Sand Spit Fort and an unbroken broad reach sail back to the South Cardinal at the Hamble river entrance. D'Artagnan was about 45 minutes ahead, fuelled and finally secured on the hammerhead. We were directed by Skipper Adrian to raft up against the innermost shore pontoon amongst the rest of Fairview's fleet - mmmmm!*** However, lines were helpfully taken by Mark Davis (where did he come from?) Engine off 1607. **Nautical Miles travelled 32**

An alternative view from "THE OTHER SIDE"

by John Bryant



Michael (Faux Pas) and Adrian (D'Artagnan) reviewed the forecast and decided that with light winds they would each take a spinnaker. Skippers completed all the formalities with Fairview, and with stores and gear loaded, and basic instructions on how to fly the kite given, the fleet departed Port

Hamble about 14:00 hours making for Yarmouth in light winds F2/F3 and favourable tides. At Yarmouth we took advantage of the new "walk ashore" pontoons. Both crews enjoyed a good meal ashore in Yarmouth. An attempt to eat at a "surf and turf" restaurant near the marina was foiled by others having booked the place to capacity. However we all enjoyed the experience of attempting to get a table with an attractive young lady wearing a dress 2 sizes too small! A decision was made to book a table on the return passage.

Friday saw an early start to clear Hurst castle with a strong helping tide so plans were laid for both yachts to start at 6.00am. Faux Pas was first to cast off, making for the harbour entrance at exactly 06:00 hours with D'Artagnan in hot pursuit. Michael was heard to comment - "That's one for the book, everyone away on time". After about one hour sails were raised in light winds F., By 09:45 hours, with no increase in wind, the skipper decided to start engines and head for St Albans Head taking an inshore course to try to pick up the contra flowing tidal

stream near the coast off Lulworth Cove. As Faux Pas motored west, we thought that we caught a glimpse of D'Artagnan raise her cruising chute but soon lost sight of her. In the event, we did not find the tidal assistance but made Lulworth Cove for lunch and dropped the hook in a perfect position. On a perfect day, had a really good lunch on board then crashed out on deck with copious amounts of sun screen. Mid afternoon, the skipper started to wake the crew but Brian was in trouble - the heads were needed but operation in Lulworth Cove was not appropriate. Michael had brought a small RIB on board so Brain made for the shore to find a Pub with the necessary facilities. Lulworth Cove was left as we found it at approx 15:00 hours. Out to sea and with 1.0 to 1.5 Kn of favourable tide, we had hoped to get a sail into Weymouth but, no luck, so we found ourselves shelling out a bit more to the tax man and motoring in. D'Artagnan was first in rafted up and Faux Pas joined, with some re-positioning, to allow the third boat to leave early Saturday morning. Our berth was just before Foggy, there until Monday - John sent his regards to everyone in TOG who knows him but wondered why we were such a small group this year. Weymouth facilities were also in the rehabilitation process, very impressive new front entrance, but the initial optimism soon faded as we reached the shower block - no change. Showers were taken and a return to the boats found Diane in some pain. No not a sailex accident, all caused by a new pair of shoes bought before the sailex started. Michael checked her over, thought that the foot could probably be saved, and pronounced her fit to resume the sailex. A second evening meal ashore with both crews joining forces at a local hostelry.

The skippers' plan was to stay in Weymouth for two nights before returning to Poole. Saturday started bright and sunny and as the local visitor population that had got through the night in one piece started to parade the harbour wall, a check was made on the weather. Good for those heading for the beach but a definite lack of wind. Four from D'Artagnan decided to stay ashore with Peter and Philip jumping boats to Faux Pas to join Michael and his crew in an attempt to get a day's sailing in the bay. With very light winds and Philip, the spinnaker expert aboard, the skipper wanted to try out the new toy. Philip explained the workings of this sail, and gave the crew some excellent direction. With everyone at their appointed station and with very light winds, the spinnaker was raised - disappointingly it proved very difficult to keep flying. Bit of a damp squib really. Philip decided to take the helm and then engaged astern - that did the trick. The chute filled with wind and we actually managed to take a couple of photographs and a short video for Mark to use at the Annual Dinner next year. There was some concern that we may be drawing attention to ourselves doing 5 knots astern with the spinnaker aloft just off Portland Harbour. The process was repeated a couple of times and a very warm vote of thanks given to Philip for his assistance and superb training. Lunch was taken aboard and then a visit to look over the new facilities in Portland Harbour for the 2012 Olympics, before returning to Weymouth for the night. An attempt to book a recommended crab house restaurant in Portland met with another disappointment - fully booked with tourists! Faux Pas decided that it would be good to eat aboard.

Sunday morning revealed a slight improvement in conditions in that we did have some more wind so, on plan, we left Weymouth - destination Poole. At N 50deg 36.21 W 002deg 23.17 just before Lulworth Banks conditions looked good to try and put into practice the lessons learned with Philip the previous day. The boat was made ready, I took the helm, jib sheeted in to offer protection while raising the chute, then launch. The

spinnaker flew. There was a slight issue with the difference between the sheet and the lazy sheet, but control was established. Then, in reacting to some directions from the skipper, we lost control of the tack so had to come round to drop the sail. At this point the jib halyard broke, so reducing protection to drop the chute. However, this was achieved by the skipper and Joe, when attention then turned to getting the Jib down and safely stowed on deck. Calmness prevailed throughout and the boat was made safe to continue on to Poole. Our route was close in round St Albans Head, Durlston Head and Old Harry before entering the small boat channel just outside Poole Harbour. Adrian managed to secure two berths for us in the Town Quay Marina but, as Faux Pas was first to arrive, D'Artagnan was obliged to raft up. What is there to say about Poole? Facilities are good and both crews again joined forces for an excellent meal at the Poole Arms (the green one).

Monday's plan was to get back into the Solent, destination Yarmouth for a "Surf and Turf", or Lymington if that option was not available. Michael managed to book, so a return to Yarmouth was the plan. Winds had picked up a little, so both yachts departed Poole, taking the usual hour to exit the small boat channel alongside the swashway. Once clear, Faux Pas set a course of 075 degrees for a near-perfect sail towards the Needles channel. Wind changes forced a heading change to 090 degrees and later to 110 degrees, to maintain a good point of sail, taking us just north of Dolphin Bank. As the intention was to use the North channel, a single tack brought Faux Pas into the North channel entrance and a good sail across to Fort Albert on the island side. One further tack onto a heading due north for 0.8Nm before tacking towards Yarmouth harbour entrance. Berthing at Yarmouth, again on the walk - ashore pontoons on a Bank Holiday proved to be the most expensive stopover - and the charges did not include showers (£1.3 a head), nor the use of a hose pipe - for "health and safety" reasons! Skippers please note, a hosepipe with optional fittings is required for future stop overs at Yarmouth. Both crews mustered at the restaurant at 8.30 for a really good meal. Three Chateaubriands and other choice cuts were complemented by some seafood.

Tuesday morning was greeted with a little surprise. The temperature had dropped to near normal for the time of year. Both yachts had a leisurely start, heading out of Yarmouth mid morning. Faux Par played on the trots off Yarmouth for a little before starting a great sail, tacking up the Solent to the entrance to the Beaulieu river. Crossing the bar approx two hours after low water, Faux Pas made her way upstream within the speed limit while enjoying an excellent lunch prepared by the skipper. At Buckler's Hard we came across a deserted D'Artagnan - we did look (honest), but failed to see her crew crying in their beer at the riverside pub over the £14 an hour they paid to moor up! Faux Pas made about and returned downstream to raising sails again for another leg down past Cowes to take a look at Osborne Bay and get a glimpse of the castle. From here we set a course for Cowes - our final destination before returning the yachts to Fairview. Sunsail had a flotilla operating in the Solent and they monopolised the south basin at West Cowes Marina, so we were allocated a berth in the north basin. Both crews joined forces once again for the final meal ashore which was enjoyed by all after a pre-dinner drink in the Island Yacht Club.

The final day. Our return to Fairview was agreed to be no later than 16:00 hours for a hand over before 17:00 hours, so a decision was taken to sail down to Portsmouth, take a close look at the Spinnaker Tower and Spit Sand Fort. Another good sail in excellent conditions against tide at times but a near perfect

achievement of the passage plan, getting Faux Pas onto the fuel pontoon just after 15:30 hours. D'Artagnan was moored up on the hammerhead, having arrived ahead of Faux Pas. Our skipper then took us down to our mooring, rafting up against another Fairview craft with the aid of Mark Davis, Training Master. He had come down specially to welcome us home, take the final group photograph and complete a sail training day on Morwenna the following day - thanks Mark. Faux Pas recorded 217Nm on the Sailex.



UP TO TOWN WITH LADY MEG or 3 MEN IN A BOAT!
by Neil Macfarlane

Keith Stedman, Neil Macfarlane (the owners); Stewart Cook (crew).

Saturday 23 April

Lady Meg, a 31ft Hallberg Rassy, left Woolverstone Marina on the River Orwell, below Ipswich at 0545h bound for Chatham Marina. This was a "cruise in company" with other marina berth holders, but in practice we saw little of our companion boats apart from in port. Our passage plan aimed to take advantage of the south-going tide across the Thames estuary. All day there was little wind and a glassy sea, so the entire passage was made under engine in bright sunshine. At 0705h we passed Landguard (NCM) on the southern edge of the deep water channel into



Felixstowe, then Medusa, Wallet No 2, and out north of the Gunfleet Sands on the western edge of the King's Channel to

the East Swin and Barrow Deep heading broadly south west. By lunch time we had picked up the Medway Fairway buoy, then buoy and power-station hopped up the Medway. In the late afternoon we entered Chatham Marina on free flow. We had logged 58NM but by GPS our distance travelled was over 65NM.

Sunday 24 April

Again in bright sunshine this was spent wandering around Chatham Dockyard. In some ways this is a glorious naval junkyard in time warp after its closure in Thatcher times (only briefly reprieved to regain the Falklands). It is also a living museum, with splendid displays including historic ships, a WWII sub, England's wooden walls, lifeboat museum, and the Victorian ropeworks. Our visit coincided with other events so your correspondents also wallowed in the nostalgia of MGBs, Morris Minors, Routemaster buses, and even a Morgan. In the evening some sixty berth-holders dined in company in a local Italian and indulged in traditional dispute with the proprietors about the bill.

Monday 25 April

Leaving Chatham at 10:00h, Lady Meg negotiated the lock, retraced her course down the Medway and essentially buoy-

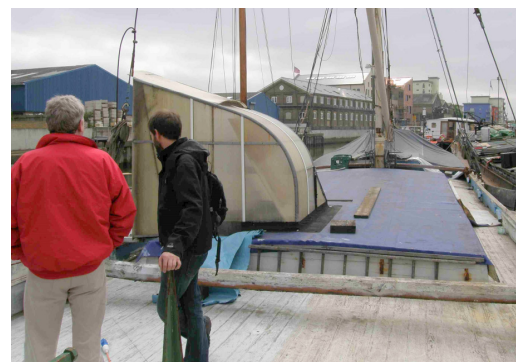


hopped up the Thames using Imray charts and the East Coast Pilot. We sailed for a good part of the trip in a brisk north

easterly. Notable landmarks en route (particularly for the Londoner on board) included Tilbury Docks, the Queen Elizabeth Bridge, Dagenham, Barking Creek (of which more later), Canary Wharf, the Thames Barrier, the Dome, Greenwich, and finally a right turn just below Tower Bridge into St Katharine's Haven. We had been warned to expect a deluge of plastic bags, junk wood, assorted corpses and other debris but in practice the river seemed quite clean. After some 45NM, at 1715h Lady Meg locked in with several other boats, where, amidst the freak winds caused by the posh apartment blocks, Stewart potentially started an international incident by ripping by hand the stanchions out of the deck of a French yacht to which Lady Meg was rafted up. Evening was spent aboard, including entertaining a young couple of Neil's friends.

Tuesday 26 April

After breakfast overland by car to Barking Creek to inspect the Tollesbury, a 1901 84ft Thames sailing barge recently bought by said young couple (with an interest from Neil). Built in Sandwich, her pedigree includes Dunkerque beaches, damage in the blitz, more from the IRA docklands bomb, temporary conversion to a pub, and a recent sad sojourn at Barking. However she seems reasonably sound and said friends have the youth and enthusiasm to smarten her up, live on her, and get her sailing again.



Back to St Katharine's via

Halford's, we three explained, in halting French, how Stewart had clearly saved the lives of the Frenchman's two daughters by demonstrating the parlous state of his stanchion mountings. His stanchion was duly refixed with the aid of an Isonop kit and we parted with international relations restored. However a glass of red would have been appreciated.

In the afternoon we walked the banks of the Thames crossing the Millennium and Hungerford Bridges, admiring the beach huts on the South Bank and stopping in at the National Theatre for some culture – and refreshment.

Wednesday 27 April

Up early to catch the 0800 first lock out of St Kat's, we picked up 30l of fuel from a barge by the police pontoon, and then



retraced our course down the Thames, making the most of the ebbing tide. Some said it was possible to make the passage back to the

Orwell on one tidal cycle but we opted for a staged passage by making for Queenborough, on the West Swale south of Sheerness. After some good sailing in a north-easterly, we arrived at 1600, to be joined on some excellent moorings, by other W'stone yachts. We picked up the next day's inshore forecast with the key features of NE 5/6 possibly 7, moderate to rough sea state.

Thursday 28 April

With a key tidal gate to make at Gunfleet Spit around 1600 before the tide turned pushing us down on to the sandbanks, we left Queenborough at 0900. Once out into the Thames estuary and broadly retracing our earlier course, we encountered reasonably challenging conditions – wind on the nose and against tide that inevitably impeded our speed. However, by



pushing on under power and carefully checking our progress, we made our waypoint by 1610h and with some relief, hoisted sails, turned north-west and flew off up

the Medusa Channel to pass Harwich and enter the Orwell. We moored up in Woolverstone Marina around 1830 and went for a pint. We learnt later that one yacht missed the gate and had to beat back and forth offshore until the tide turned eventually returning to their berth around 2300.



**FULFILLING THE DREAM
ROSE+GORDON
AND CATAMARAN
'RAVAN'**

*(The story so far:
Rose and Gordon*

VanGansen ,sister and brother-in-law to a very good friend of ours, are taking their 30 foot Oceanis catamaran from

Porthmadog to Malta, where they intend to take up residence. They kindly offered to keep me informed of their progress and adventures. The preceding three episodes can be picked up in the Summer Autumn and Winter 2010 editions of TOGLINE....)

Sunday 11th July. Cedeira Spain

Overcast, but good visibility when we left Cedeira, Four hours into journey, we had thick, thick fog. Couldn't see a thing. With the chartplotter u/s, I had to plot our position using the GPS, whilst Gordon kept watch in case any other small boats were creeping along!

Approaching La Corunna, I used the full-page diagram in the pilot book to plot our position – very scary not being able to see any land/rocks/buoys! I contacted the couple we had met previously, who were already in La Corunna, to ask if there were any hammerheads available. About 100 yds. from the breakwater, the fog dispersed and we could see at last, where we were going. – what a relief! Friends and staff took our mooring ropes, so grateful as we were exhausted. 32 miles.

Joined friends on their boat to watch the World Cup Final between Spain and Holland The atmosphere was amazing when Spain won – cheering, car horns, fireworks and numerous red flares and rockets (naughty!) had our very own light display that night. Phosphorescence in the water and when we pumped the toilet, sparkles of light shimmered down the bowl and formed a luminous disc at the bottom Magic! Had never seen anything like this before!

Monday 12th.

Made enquiries locally to see if we could buy replacement chartplotter which was compatible with our map cards. Finally contacted a shop in Pwhelli by 'phone and internet and arranged to have one posted here. We walked through La Corunna to Hercules' Tower – supposedly the oldest lighthouse in the world. Parts of the tower date back to Roman times. Did the "touristy" thing and climbed to the top. Magnificent views and we could see where we had brought the boat in...!

Wednesday 14th..

Winds 22+ knots and torrential rain. We had hoped to anchor nearby, but under the circumstances, glad to be Marina. Lovely facilities, but stretching our budget somewhat.

Friday 16th.

Good and bad news. Chartplotter arrived 17:30. Bad news – original sim card still incompatible, but the new Mediterranean card is. So will have coastline only until we reach Sines in Southern Portugal.

Saturday 17th.

On our way to Camarinas, Southern Portugal. Started off sunny but with heavy swell. Quite uncomfortable, but nothing compared to our approach to Camarinas. The winds by now were gusting to 35 knots with appropriate seas. By using the GPS co-ordinates, we arrived by the easiest/safest route. 55 miles. Gordon looked hopefully in the marina but no space was available. Anchored in gusting winds up to 35 knots. We had some shelter from the shore and actually had a fairly settled night.

Sunday 18th.

Two local festivals this weekend. Festa de Carne and Festa de Santa Marina. All the boats were decked out in flags and greenery. We were invited to join the festivities on the beach. Huge barbecue of fish (eaten with our fingers!) and bread and wine!

Monday 19th.

Hard work lifting the anchor, it was so well dug in. Quite envy those who have an electric winch...! Motor-sailed to Ria de Muros via a very rocky coast. Anchored in sand and weed (like a forest down there). 46 miles. Took a while for the anchor to bite. It was very hot and we had hoped to go ashore and have

a swim, but spotted youngsters trying to board other boats, pulling at the anchors etc. so not going to leave boat unattended!
Tuesday 20th.

Very windy during the night – boat rolling in swell so didn't sleep very well. The Navtex lost its signal so we had no weather forecast. We took a chance and left for Baiona. A very large swell and wind turned southerly. Averaged 4.9 knots on journey. Anchored at Baiona and found our friends already there. The marina was very expensive with limited facilities and we arrived just before the fog descended. Had welcome shower in marina/boatyard facilities – Portakabins...!

Wednesday 21st.

Checked the engines – tightening fan belts and topped up water. The boat looked like a Chinese laundry. Studying the pilot's almanac, North Portugal did not seem very boat-friendly. May do long hop to Southern Portugal, but need a good long-term forecast.

Saturday 24th July.

Non-eventful trip to Parvoa de Varzim. Had quite a few dolphins to keep us company. Winds arose as we reached Pavao de Varzim. We were very grateful for the help offered when we moored at the pontoon! We discovered many lobster pots near the coast – many unmarked. We also needed to give a wide berth to the world's first "wave park" using wave power to generate electricity, 5 miles north of Pavao de Varzim. We had been told the marina was very cheap and there were many "live-aboards" here, 15 Euros per night and deals to be made – not bad considering Cats are charged nearly 50% extra. Our passports and boat registration papers were photocopied – and that was it! The facilities are excellent, but the wi-fi aerial is broken, waiting to be fixed. We are situated near the poorer area of the town, with a fair walk through a boatyard and along the front to the very tourist-orientated town. Some lovely buildings are in amongst the high-rise apartments. The older buildings and especially the church, are faced with ornate tiles – really very attractive.

The live-aboard community are very active. Sunday night is barbecue night and everyone is invited.. We were surprised and delighted to meet the owner of another Oceanic. There were only 72 built and one is known to have sunk. He has removed his masts and installed an aerofoil sail. The interior was beautifully designed and fitted out. His friend also has an Oceanic!

Friends we made earlier are also here. Since Ribadeo, Sally has tried to catch a mullet. It's no exaggeration to say there are thousands in the marina alone. We gave her some line and hooks and with a net as well, she finally caught some. Her partner gutted them, salt and peppered and wrapped them in foil. WE barbecued them and they were GOOD! More so since fishing is illegal without a licence....!

Monday 26th.

Walked to Vila de Conde – a much prettier town, unspoiled by tourism. We have been invited to "live-aboards" weekly meal at the local café tomorrow! Hospitality indeed! Looking around the shops, we discovered many cheap and cheerful clothes. Treated myself to a long halter-neck dress, floating with sequins...14.99 Euros – about £12.

For a while, we thought the old chartplotter was working, but apparently not. But it does give a good outline of the coast!

Tuesday 27th.

The meal at the local café was a tremendous success with excellent company!

Wednesday 28th..

Each Wednesday, the marina minibus will take about 8 people to the Hypermarket a few miles away. The driver is usually tipped 1 euro, which goes towards feeding a couple of

stray/abandoned dogs the staff have adopted. We stocked up on essentials and hope to leave tomorrow morning, aiming for Sines – over 200 miles away.

Thursday 29th to Saturday 31st July.

Not wishing to linger on the West Portugal coast, we made the long hop to Sines. The long hop –228 NM – through a large swell and confused seas. Multifarious lobster pots a still a major hazard, with fishing boats and tankers approaching from all angles! We made better speed than anticipated, arriving Sines at 03:20 when we had hoped to arrive in daylight....! Gordon was not keen to anchor there, so we entered the marina. Quite cheap once again 14.90 euros. The facilities were good, with nice staff and English spoken. Very loud music issued forth when we arrived as our visit coincided with Portugal's largest music festival. The town was heaving with people and with a lovely friendly atmosphere. There was not a great deal to do or see, but we were obliged to wait and allow the strong winds to die down.

Tuesday 3rd August.

Departed 03:25 for Alvor. The good news 05:25 – the Mediterranean chartplotter was working. Then the bad news. at 06:30. The starboard engine was misbehaving – with the revs fluctuating wildly. We had no option, but to turn back as there are no bolt-holes until you have rounded Cabo de Sao Vicente. Once back at Sines, we cleaned the water separator, replaced the fuel filter and did a complete oil change on both engines. We need more fuel filters!

Wednesday 4th August.

Set off 03:30. Big swells all down the West Coast and round Cabo de Sao Vicente – when the seas calmed and we made good time. Arrived at Alvor as planned (on a rising tide) and finally anchored

Thursday 5th August.

Explored Alvor, which is a pretty place despite Tourist Developments – mainly aimed towards attracting British tourists. Here one can get Fish and Chips, full English breakfast, Newspapers etc. Signs and leaflets are all available in English! We met a couple from England who have lived nearby for 9 years. They gave us a lot of advice on anchorages in the Algarve, Southern Spain and the Mediterranean. They also informed us that water was not readily available except in marinas. It was hot – 37 Centigrade!

We had hoped to dry out here to replace the anodes and inspect the hull, but the sand shelves steeply at the side of the channel and were told of a suitable inlet at Faro. Local knowledge is so useful!

Friday 6th August.

Went into Portimao on the bus – very cheap and cheaper if you purchase a bus card – all explained on the tourist information. We invested in a new sternlight and fixed it to the bottom of the mizzen. The bulb at the top keeps blowing and we are not intending climbing the mast to change it as there are no steps on the mizzen mast! Faulty somewhere? We swapped books with another English couple who invited us onto their boat for a barbecue and a very pleasant evening.

Saturday 7th August.

Very, very hot. Sat outside in the middle of the night having coffee, unable to sleep with the heat. Without warning, a sou'wester blew up reaching 34 knots within minutes. Our anchor held fast, but the Fench monohull to starboard, drifted past with the occupants desperately trying to start their engine and lift their anchor. Meanwhile, a small motorboat to port also dragged, but it's anchor dug in again leaving their boat very close to others. The wind slowly died and we watched the French boat attempt to re-anchor by dropping a load of chain on top of the anchor – making no effort to ensure the anchor was dug in...!

Tuesday 10th August.

An easy, non-eventful journey of about 49 miles to Culatra reaching the entrance on a rising tide as recommended. Despite the calm weather, the sea at the entrance was churning – quite scary! We anchored just outside Culatra.

Weds 11th August.

Took a look at the lagoon close to Culatra where all the “liveboards” stay. We found a good spot and decided to move there on the next high tide. Drying out would enable us to check the anodes and the underside of the boat. We also hoped that Gordon would be able to catch up on some much-needed sleep. He never sleeps well at anchor and is very tired.

Thursday 12th August.

We moved into the lagoon, secured the boat with 3 anchors and introduced ourselves to our neighbour – another Oceanic! There was quite a lot of activity here, with watching the storks feeding, collecting shells and exploring.

Friday 13th August.

Awoke with Gordon’s hands, itchy, blistered and swollen. We suspect there was diesel on the kedje warp at the stern. We had a slight diesel leak from the cracked lid of the fuel can. We caught the ferry to Olhao and purchased some cream from a pharmacy.

Sunday 15th August. 14.

Awoke at 5 a.m. to find Gordon sitting outside, unable to sleep with the heat and with his hands itching unbearably. As he was definitely not well enough to continue our journey at this stage, we decided to return to the UK for a while. We arranged for a co-operative liveboard to keep an eye on the boat and caught a flight back to the UK from Faro.

17th August to 20th September.

Gordon’s hands finally healed after obtaining a prescription from the doctor in the UK. The skin on his hands being white and his arms brown, he looks very strange! We hadn’t realised how tired we had become and coming back for a rest was the correct decision. Having caught up with family and friends, we couldn’t wait to get back to the boat, especially as the weather in England was so cold and wet! We arranged an overwinter for the boat via the internet in the new Alcaides marina in La Linea, within walking distance of Gibraltar. The price was not crippling and it is an area we felt we would enjoy

ARTHUR WOOD - DEPUTY PRESIDING MASTER



PAUL RATCLIFFE – MEMBERSHIP

(01778 341475)



NAVIGATION

CLIVE
(01664 454403)



CRANKSHAW

ADMINISTRATION – COUNCIL MATTERS

NEIL MACFARLANE (01159-663028)



JOHN BRYANT - EXPEDITIONS MASTER



Yacht Manoeuvring Course

D'Artagnan - Adrian Johnson, Peter Keightley, Philip Morton, Glen Postle

Faux Pas - John Bryant, Paul Ratcliffe, Peter Watson, Howard Mawson

We had an excellent Yacht Manoeuvring Course and Easter Sailex - such a pity we only had 11 along for the Easter trip. Fairview supplied two of their newest Oceanis 37's for the handling course which were also used for the Sailex - Faux Pas and D'Artagnan. Those doing both events were able to board on the Tuesday evening for the handling course and stay on board Wednesday night to aid the early start for the Easter Sailex. Eight full and temporary members of TOG completed the handling course with two excellent skippers. A prompt start was made at 08:30 hours on Wednesday morning with a briefing and some of the theory for the day. Then out into the Hamble river in light winds and some tide to start the practical work. With just 4 students' on each boat, everyone had plenty of hands to practice at berthing in a forward and an astern approach at Port Hamble and ferry gliding in the river. The course ended at 16:00 hours followed by a de-brief in the bar. Those doing just the handling course then set off for home and seven booked for the Easter sailex met up for a second good evening meal at Hamble

MARK DAVIS - TRAINING

(07711 170451)

mark@ashoresailing.co.uk

Radio (Short Range Certificate – GMDSS etc.)

First Aid

Radar

Sea Survival



RYA/MCA SHOREBASED COURSES

Day Skipper and Yachtmaster Coastal

Intensive and Evening Classes

Training News
Congratulations

To new TOG members, Brian Rowlands and Gareth Broome who recently attained their RYA Day Skipper Practical ticket whilst sailing on the Groups' March Sail & Train event in



The Solent.

Next VHF/DSC radio course

We will be running our next one day VHF/DSC Marine Radio Course on Saturday 25th June 2011

For more information visit :

<http://www.trent-offshore-group.co.uk/training.html> Contact Mark ✉ mark@ashoresailing.co.uk ☎ 0771 1170 451

Next RYA First Aid Training Course

The next planned RYA First Aid training event is on Saturday 25th June 2011. A potential life saving course, and a requirement for RYA Yachtmaster Coastal and RYA Yachtmaster Offshore Certificate of Competence holders.

For more information visit :

<http://www.trent-offshore-group.co.uk/training.html>

Contact Mark ✉ mark@ashoresailing.co.uk ☎ 0771 1170 451

Mark at the helm demonstrating CPD can be FUN!



TOG Training co-ordinator attends RYA Instructors sailing day. Continual Professional Development doesn't get much better than this! At the end of April some RYA instructors had a great day out in The Solent on this beautiful classic boat. Morwenna is only two years old but has

been built as an authentic Bristol Pilot Cutter, with larch planking on oak frames and owned by The Traditional Sailing Company.

See Sailex No. 04/11 next door.

SOCIAL

Congratulations To Ian Calderwood, winner of this year's best picture competition held last month at Kirby Bellars.



(In fairness, the picture was actually taken by my wife Berice, during the Bawley Expedition I submitted it as part of the

collage of our day! Ed)

Next event Saturday 16th JULY 2011



Great family and friends' day out on a narrow boat on the River Soar. Bring your own

picnic and drinks £16.00 pp. Price based on 10 per boat, possible 3 boats available.

Contact Mark to book your place ✉ mark@ashoresailing.co.uk ☎ 0771 1170 451

Web site news

The TOG website has a new page:

<http://www.trent-offshore-group.co.uk/Current-News.html>

Visit this page now to see some of the latest pictures and comments sent in by members. If you have any sailing news and pictures you would like uploading then please forward to Mark:

You can text to 0771 1170 451 or ✉

mark@ashoresailing.co.uk

Please visit our Website

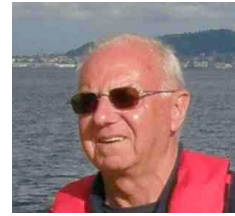
www.trent-offshore-group.co.uk

Well worth a visit!!



Sailing Programme 2011

NON Members of TOG are welcome to join any of the following sailing programmes and will be invited to join the group as a temporary member for the year at an additional cost of £20



TRIP BOOKING

All the following 2011 TOG Sailex trips can be booked on line by following this link. Please note some of these events are likely to be fully booked so you may wish to contact the Expeditions Master to confirm an available place before completing the online booking and sending the booking deposit to the Treasurer.

<https://spreadsheets.google.com/viewform?formkey=dGE5UTZUVzNCV1h6RVI2YUJPNl16bnc6MQ>

<u>Booking Trip No.</u>	<u>Trip Title/Description/ Skippers</u>	<u>Dates</u>	<u>TOG Member Costs</u>	<u>Availability</u>
04/11	<p>Bristol Pilot Cutter MORWENNA – South Cornish coast and The Scillies <i>Have a go at sailing a traditional Bristol Pilot Cutter, built by craftsmen using traditional boatbuilding skills working with sustainable and renewable resources. Having been built in 2009 with English oak frames, larch planking and a Douglas Fir mast and boom she displaces 22 tonnes. This Sailex will begin and end at Falmouth and indicative costs include berthing, all onboard food, all marina charges, and wet weather gear. This sailex will take place on the south Cornish coast and will make the crossing to the Scillies should weather conditions permit.</i></p> <p>Skipped Charter Charter Co. : The Traditional Sailing Company Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213</p>	<p>Tuesday 31st May to Saturday 4th June 5 days + Overnight on board Monday 30th May if required</p>	<p>£340 All Inclusive</p>	<p>OPEN – maximum 8 places 7 available</p>
09/11	<p>ROUND THE ISLAND <i>A late entry to the sailing programme (hence the out of sequence numbering) This event has been proposed by Dave Bond and he intends to circumnavigate the Isle of Wight, in a single passage, either on the Thursday or Friday (subject to the weather) and complete the trip with a relaxed “pootle” around the Solent.</i></p> <p>Skippers :- Dave Bond Charter Co. : Fairview Sailing Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213</p>	<p>Wednesday 15th June to Sunday 19th June</p>	<p>£245</p>	<p>OPEN</p>
05/11	<p>Bristol Pilot Cutter MORWENNA – Falmouth to Southampton <i>Have another go at sailing a traditional Bristol Pilot Cutter(see above) This Sailex is a one way trip from Falmouth to Shamrock Quay, Southampton and includes all travel from and to Southampton, marina charges, food on board and wet weather gear.</i></p> <p>Skipped Charter Charter Co. : The Traditional Sailing Company Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213</p>	<p>Sunday 5th June to Thursday 9th June 4+ days</p>	<p>£320 All Inclusive Including coach from Soton to Falmouth on Sunday 5th June</p>	<p>FULLY BOOKED</p>
06/11	<p>WESTERN ISLES <i>Exhilarating sailing amidst some of the most beautiful scenery in the world by day and a myriad of sheltered anchorages or bristling harbours at night, make this a unique cruising area. We are planning to charter from Oban or Craobh Haven. Some charter companies were fully booked before Christmas so this charter will be dependent on sufficient numbers making a firm commitment early 2011. If you are keen to sail the Western Isles make contact early.</i></p>	<p>Saturday 2nd July to Saturday 9th July</p>	<p>£320</p>	<p>OPEN</p>

	Skippers : TBA Charter Co. : TBA Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213			
07/11	The BALEARIC ISLANDS <i>A yacht charter around the Balearic islands including Majorca, Ibiza and Minorca. Options are to charter large 40' yachts for 7 or smaller 32' – 36' yachts for 4. We hope to arrange a package to include airport transfers. Flights from East Midlands with bmibaby.com currently priced at approx £130 inc tax and 22Kg luggage.</i> Skippers : TBA Charter Co. : TBA Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Sunday 18 th September OR Sunday 25 th September For 7 days	£350	OPEN
08/11	END OF SEASON SAILEX <i>The traditional October "End of Season Sailex". We had fair weather last year – nothing promised for 2011 but we guarantee that you will get wet both inside and out. A Last Chance to get afloat and enjoy a few days in good company before we all meet up for the Annual Dinner. Booking held for two 2009/10 Beneteau 37's from Fairview Sailing.</i> Skippers : TBA Charter Co. : Fairview Sailing Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Wednesday 6 th Oct. To Sunday 10 th Oct.	£220	OPEN

John Bryant 145 Swithland Lane, Rothley, Leicestershire, LE7 7SH
Expeditions Master
Trent Offshore Group
Home:- 0116 2376197 Mob:- 07971 281213 e-mail: Jke.bryant@gmail.com

Presiding master and Friend.....?

