



TOGLINE

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



SPRING NEWSLETTER 2014

Small Craft Warning – Hmmm, you'd think they would put an island that size on the chart....



Welcome, once again one and all, to a belated Spring Edition of TOGLINE. I must apologise for it's tardiness – I usually try to get it out within a few days of the end of the third month. Unfortunately, due to a break in the middle and a shortage of reports, I hung on for the news of

the Baie de la Seine trip. Well worth it too! It seems a good time was had by all – as is ever the case with TOG Sailexes.....

We now stand on the threshold of an apparently forecast blazing summer. Time will tell and so long as we get reasonable winds, I think we can survive it. I don't know about anyone else, but I find myself taking quite an interest in forecasts around the time leading up to one of our trips. A certain amount of "grey" doesn't matter, but a low Beaufort Scale fills me with apprehension. After all, the definition of our expeditions is a "Sailex" not a "motorex"!

There is little to beat the curve and beauty of a full sail and an angle of lean, as we scud along feeling all virtuous and "green". The pleasure to be had under those conditions is one of the main reasons, I am sure, why sailing is such a popular pastime. Once again, we have to thank the untiring efforts of our skippers, who give so much of their time and money, to ensure the enjoyment of we lesser mortals. They undertake a very responsible job looking after us and we know how dangerous the sea can be, as our Presiding Master comments in his musings. We all hope against hope that, despite the skipper's youth, they manage to snatch a victory from what appears to be somewhat of a defeat.

I notice in PBO this month, that there is a greater likelihood than ever that the wind farms off the Isle of Wight and the Dorset coast are very likely to be going ahead soon. It will be interesting if one of the famous fogs come down in the middle of it. There is also a

report that the infamous seas around Alderney are to be harnessed for tidal turbines. Now THAT intrigues me! We all know the Alderney Race at certain times of the tide and even the waters around Alderney. Sounds like good sense to me – out of sight. I well remember the time we hit the tidal gate spot-on and came out of the race, going North, like a cork out of a champagne bottle! That's the way to do it! But- hit it wrong.....

As I wrote earlier, I had hoped for some further copy from our contributors, but I trust what we have put together is satisfactory. You will notice that I have attached an edited flyer for the Belvoir Firework display on the 9th August.(see penultimate page) Paul has already circulated you all on e-mail, but this is an attempt to nudge a gentle reminder to us all, including those not on the Internet (is there anybody....?). I am assuming, of course, that you all read TOGLINE and again, would be grateful for any feedback you care to deliver.

So, as ever, I finish with my grateful thanks to those of you who have provided copy to a poor, starving, compiler. As well, I hope you feel able to support our Social Secretary and reward him for all his hard work. Likewise, John, our untiring Expeditions Master for all the fingerwork and time he puts in arranging our enjoyment. We are very fortunate in having such members so willing to give of their time and effort. Long may it continue. Until July 31st "deadline" for your next edition....

May your winds always be fair.....

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PRESIDING MASTER'S MUSINGS

by Neil Macfarlane



I write as a top news item on Radio 4 is the uncertain fate of the four man crew of the 40ft British yacht *Cheeki Rafiki* returning from Antigua and lost in storms about 1000miles off Cape Cod. It is as yet unknown

whether the crew escaped into the life raft and the US Coastguard-led search has been called off after three days. A campaign has started for the search to be resumed. It is a stark reminder that sailing is an exhilarating and exciting activity but it inevitably carries a risk that is related to the type and location of sailing undertaken.

TOG exists to “offer affordable offshore sailing experience” to our members and the safety of our chartered yachts and their crews is at the heart of what we do. That responsibility ultimately rests both morally and legally with our skippers and Council aims to ensure that the sailing experience on our expeditions is as safe as possible. Our skippers routinely have Yachtmaster Offshore or Coastal Certificates of Competence. They are fully aware of their responsibilities to vessel and crew; and the crew’s own responsibilities (e.g. use of lifejackets and safety lines) are set out in safety briefings. Also chartered yachts are “coded” to ensure that they are of appropriate build and fully equipped to meet the challenges of offshore sailing in various waters (though requirements vary in different jurisdictions).

Reference has been made (jokingly) to the “dark art” of crew allocation for TOG trips. Council wants crews to have an appropriate balance of skills and experience for safe sailing and also that an adequate “afterguard” exists should the skipper become ill or otherwise incapacitated. It is also worth a reminder that TOG does not offer “skippered charters”. Our skippers pay the same berth fees as any other member of the crew and contribute equally to the kitty on board - though they have been known to accept a beer or three from a grateful crew.

More recently we have introduced the concept of “lead skippers” for multiple yacht charters. This is not intended to put the onus for several yachts on one individual, for each skipper retains responsibility for his/her own yacht. However it does provide a focus for the group, aids planning, and usually means that the yachts meet up at different locations rather than scattering.

The sailing season in UK waters got off to a splendid start with the Baie de la Seine Sailex. Four yachts visited some memorable places on the coast of France, not least the Pegasus Bridge near the seventieth anniversary of D-day. Thanks are due to John B for organising the yachts with Fairview and to our four trusty skippers. Our other sailing events through the summer are well supported with few spare berths; and the social programme made a good start at Nottingham Greyhound Stadium thanks to Andy McW.

REPORTS



Non TOG SAILEX FIRTH OF CLYDE - 11th to 14th April 2014

by Andy McWilliam

Moonsong Bavaria 44 8 Crew

Phil Lacey
John Lacey
Diyar Kadar

Jamie McWilliam
Sam Hutchison
Robert McWilliam
Euan Brown

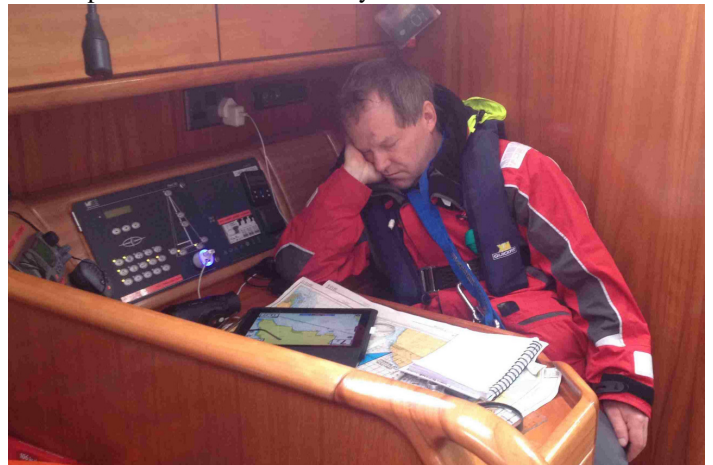
Andy McWilliams (skipper)

The well-beaten path from Leicestershire to Largs covered once more as the Southern Three arrived to a pleasant Spring day. The handover completed quickly as we had sailed this boat before. Off we went on a building Force 4 South to Lamlash Harbour on the Isle of Arran. Where another vegetarian curry and fine wine settled all down for a comfortable night on the mooring.

Saturday began with mist and rain then sun and rain and increasing winds reaching force 7. Whilst continuing to reduce sail, we beat our way into East Loch Tarbet, which I do believe may be the ancestral home of our Presiding Master? All nicely tied up alongside, the merry crew sampled the delights of the main sports bar before dining on yet another astonishing meat pie from the good Butcher of Dunblane. Some fine wine was a great accompaniment.

The cold of Sunday morning seemed to slow the awakening process of the crew of Moonsong who to their great credit managed to make the 09.30hrs departure. A lovely beam reach on a force 3 and rising SW ‘erly veering NW ‘erly and took us swiftly into the Kyle of Bute and Force 4 down to Force 1 including every point of sail you can think of. With engine at the ready, we sailed through the Burnt Isle, down the East Kyle and anchored for lunch in Kames Bay with the wind rising yet again. Back into the main channel of the Firth of Clyde, we continued to reduce sail as Moonsong took a 42-knot gust off Dunoon. Motoring into the Holy Loch, we struggled awhile to collect a mooring buoy in a wet Force 8 gusting 9. Finally, cold and wet, we settled for the night with Haggis, Neeps and Tatties.

Monday brought sunshine and easy westerly winds which took us North to Faslane then back south to Largs, for wash, brush up and home. No rain today!



NAV at WORK.....!

I think this was the best three days of sailing we have had in the Clyde, if not anywhere.

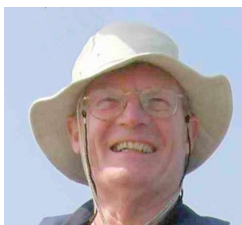
Scenery isn’t too bad either.

Home to Stirling and Barrow-on-Soar - all with happy memories.

Now, where do we sail next? Oh yes. Over to the West.....



TOG BAIE de la SEINE SAILEX, MAY 2014



by Neil Macfarlane and Stewart Cook

Soiree: Dave Bond (Lead Skipper), Paul Burghart, Andrew Lacy, Mike Crabb, Alan Mortimore.

Carte Blanche: Adrian Johnson, Tom Phillips, Simon Brookman, Michael Parker, Will Russell.

Vis a Vis: Phil Greetham (Skipper), Emma Greetham, Dave Clark, Michael Purser, Lawrence Thomas

Tres Jolie: Stewart Cook (Skipper), Neil Macfarlane, Brian Rowlands, Liam Tynan, Neville Buckle.

Saturday 10 May

Crews assembled at Fairview Sailing, Port Hamble Marina - some having travelled down the evening before. In all, four matching Jeanneau 37s had been chartered by John Bryant, and 21 crew distributed, including experienced and aspiring skippers, stalwarts, plus some TOG virgins. Force 8 gale warnings were all over the VHF so there was debate among skippers as to whether and when the planned channel crossing was feasible. The consensus was to sail to Haslar Marina, Gosport on Sunday and then review the weather forecast. *Tres Jolie* sent a party to Tesco's for provisions which with hindsight would have victualled a longer trip but you never know! That evening various passage plans were prepared and checked for different eventualities, plus a pint or two taken with other crews in Hamble village.

Sunday 11 May

***Tres Jolie* slipped her moorings** at 1100, set her genoa once out of the Hamble, and made the short passage to Gosport via an excursion around the forts to get the feel of the yacht. Under an overcast sky with a 20+ kt wind and stronger gusts speed averaged 5.6 kts and topped 8.5 kts. By 1430 we were berthed in Haslar, and dined on board that evening. Skippers conferred and considered the weather forecasts and mid-channel conditions and decided that with F5-7, moderate to rough, but predicted to alleviate over the next few days with high pressure predicted, then it was "go" for Le Havre on Monday.. **GPS = 18.5nm**

Monday 12 May



At 0345 *Tres Jolie* slipped out of Haslar Marina and waited for the four yachts to assemble before heading down the East Solent towards the Nab Tower. Sails were hoisted with two reefs in the

main and a course of 180M set. The westerly was generally around F4 with occasional gusts up to 20kts and sea state as predicted. With a long slog ahead the yachts largely motor sailed in sight of each other; though *Vis a Vis* fell behind with a parted main halyard but nevertheless managed some good sailing under a jury rig. *Tres Jolie* arrived in Le Havre marina at 1645 and, after waiting with *Soiree* and *Carte Blanche* outside Le Havre harbour entrance for the green lights, moored up to the visitors' pontoon overlooked by some distinctly brutalist civil architecture. Logged distance was 70NM (likely an underestimate given a marked disparity between log speed and GPS SOG). That evening the crew "dined" in one of the few open restaurants near the marina. The moules mariniere did not match the expectations of hungry sailors..... **GPS = 95.5nm**

Tuesday 13 May

At 0830 in improved weather *Tres Jolie* left the doubtful charms of Le Havre in company with *Soiree* and *Carte Blanche* - *Vis a Vis* followed later having arrived in Le Havre the previous evening. Heading south-west, the yachts buoy hopped to enter the Chenal de Rouen along the mouth of the River Seine



to the entrance to Honfleur on La Morelle. A brief wait for the lock to open followed by another for the lifting bridge, allowed entry, accompanied by much snapping by Japanese tourists, to the Vieux Bassin yacht harbour in the heart of beautiful Honfleur by 1015. The yachts moored to the pontoon against the harbour wall and absorbed la vie Francaise of the harbour cafes and restaurants. The day was spent relaxing and exploring Honfleur. Later in the afternoon *Vis a Vis* entered the harbour and rafted up. We, the locals and tourists were then entertained by Gareth's fearless ascent of the mast in an attempt to reinstate the main halyard. In the evening crews dispersed to find restaurants and *Tres Jolie's* crew found proper French fare at Le Vieux Honfleur. **GPS = 11nm**



Wednesday 14 May

The yachts left Honfleur at the 0930 bridge opening and were through the lock by 1000. In bright sunshine and a 12kts NNE breeze the yachts motor sailed west along the Chenal de Rouen, to reach the waiting pontoon in the Ouistreham channel entrance at 1335. After a brief wait, the lock gates opened and a flurry of varied vessels entered and were through the lock by 1340. *Tres Jolie* and *Soiree* continued the couple of miles up the Canal de Caen to Pegasus (formerly Benouville) Bridge. After mooring the crews visited the excellent museum dedicated to the glider borne Operation Deadstick by British troops on the night of 5 June 1944 (and subsequent events) that secured the Pegasus



Bridge on the Caen Canal and the nearby Horsa Bridge on the Orne. Taking of the bridges protected allied troops in the D-day landings on Sword beach from German counter attack. The original bridge, replaced in 1994 by similar bascule version, now lies in the museum garden with many other exhibits from these momentous wartime operations. After coffee in the famous Gondre bridge café, the two yachts returned to the marina, fuelled up, and rafted up to the others on the visitors' pontoon for the night. **GPS =29nm**

Thursday 15 June

At 0830 three yachts entered the lock to exit to the sea; *Vis a Vis* stayed in the marina to visit the museum and make the channel crossing overnight. Once outside the lock, *Carte*



Blanche turned east bound for Cherbourg and *Tres Jolie* and *Soiree* headed north for the channel and ultimately, Gosport. Under bright sun, clear sky and light wind, the yachts motor-sailed for a very pleasant but uneventful trip, except for a couple of pods of dolphins and many gannets doing what gannets do. *Tres Jolie* kept *Soiree* in sight for about two thirds of the trip but then she moved further to the west. In the dusk, Nab Tower and other familiar marks came into view. *Tres Jolie* slipped into

Haslar Marina at about 2215, about 30min after *Soiree*. After mooring up, there was time for a quick pint and a lively debate between the two skippers and crews about which yacht had steered the "best" course. **GPS = 103nm.**

Friday 16 June

A day for some decent sailing after longish trips, deadlines to get through locks, tidal gates, and destinations to achieve. *Tres Jolie* took the tide up to Chichester Harbour, passing through the submarine barrier under sail. After lunch on a buoy, the change of tide and a good breeze gave us an excellent sail back up the east Solent to Cowes. There we met the other yachts in Shepard's Wharf Marina. *Vis a Vis* had left Ouistreham about 2000 the previous evening and had an excellent night sail under a full moon. *Carte Blanche* had made an early start and good passage from Cherbourg. Crews all met up for the evening meal in Saffron Indian restaurant and celebrated Paul's imminent fiftieth birthday. **GPS = 32nm**

Saturday 17 June

The four yachts made the short passage back to the Hamble,



refuelled, cleaned the boats, completed their handovers and dispersed homewards. The gales earlier in the week had delayed our cross channel trip by one day but the decision to cross on Monday had proved to be the correct. We had achieved our objective of visiting some interesting places in the Bay de la Seine. Also, some aspiring skippers had had an excellent opportunity to develop their skills and gain experience.

***Tres Jolie* total logged distance: 294NM**

This postscript from Phil Greetham – self-explanatory.....

The real reason *Vis a Vis* was left behind as the other three yachts disappeared over the horizon en route to Le Havre, was that we actually sailed nearly all the way. 2 hrs of engine out of Portsmouth and 1 hour of engine to get into Le Havre. On the way back, we did an overnight out of Ouistreham to Cowes - in excess of a 100 mile s - and our fuel tank still showed Full on arrival in Cowes. (Now *THAT I* call sailing..-Ed)

It's difficult keeping up with motorboats!!!



Troubles with Charter Boats.

by Arthur Wood

Brendon of Leigh Snapdragon 27 based at Helensburgh on the Clyde. Easter 1974

A foolhardy owner advertised in PBO that he would charter his yacht to dinghy sailors so I decided to have a go.

After all I had built an 8ft dinghy from a kit and taught myself to sail on ponds. And I had all of 3 hours sailing on a yacht and I had been allowed to do some steering. So with Brenda and our two little boys we took over this vessel. Surprisingly we not only survived but enjoyed the trip as the Clyde in those days was busy with commercial ships and USA warships.

The only trouble we had with the was an engine failure due to the throttle cable becoming detached at an awkward moment.

Quava Sonata 22ft Engineless vessel belonging to the RYA. May 1984

By this time I was sailing as a volunteer 2nd mate on Ocean Youth Club Sail training vessels and was invited to spend a week sailing around the Solent in a flotilla of 3 engineless Sonatas as part of an RYA Coastal Skipper assessment . These boats were on swinging moorings in Langstone Harbour and had drop centre plates in their keels but the plates were stuck and refused to drop.

The Director, a retired Naval Officer who had also commanded tall ships for years took over. " Right Gentlemen, we will do what seamen have done for centuries, we will careen them." This involved sailing to a carefully calculated spot and anchoring and then waiting onboard until all the water went away and the boats lay on their sides on the seabed. We then attacked these keels with every tool available but without success so we had then to wait for the water to return before we could sail away. We sailed very well without them but it was a useful exercise.

Alibi Dufour 38 based at Ipswich Town Harbour October 1984A group of us had chartered 4 yachts for a weekend. On the Friday evening Brenda, who was one of the skippers and I arrived at Ipswich before the others so the agent decided to hand all 4 boats over to us. As we went aboard each vessel he started the engine and said let it run for a while to charge the batteries. By midnight everyone was present and there was enough water for us to lock out and go. As there was no wind we motored down river until just past Woolverstone when we found smoke in the cockpit. It tuned out to be a red hot exhaust system due to the engine cooling water intake having been closed before the boat was handed over to us. We shut down the engine and anchored until next morning when a fresh breeze enabled us to sail on.

With occasional assistance from the other boats we completed the 2 days sailing and returned the boats on time.

Magic Dragon Gibsea 352 Dartmouth May 1995

This was the Sailex that Norman called a SWAILEX as we had lots of problems with all three boats and came close to a legal dispute. (TOG Newsletter July 1995)

During the takeover I checked the dinghy and lowered it into the water and left it there for 2 hours to make sure it did not deflate. On Sunday evening 4 people got into this dinghy and rowed about 80 metres to shore by which time there was 4 inches of water in the bottom .One of the other problems with this vessel was that the only way to stop the engine was to reach into the engine compartment and pull the control lever as the cable to the cockpit was loose.

Windsong Moody 36 Conway September 1998

This vessel was only a few weeks old and in first class condition but the owner apologised as there was a water leak into the stowage locker under the fo'c'sle bunks. He said it was only occurring at odd times and they did not know why. We sailed for three days through the Menai Straights and round to Wilhelm without a spot entering. Next we had a lively sail to Aberystwyth and found 6 inches of water in that locker. We then identified the cause. The drainage ducts for the anchor locker in the sides of the hull were below the bottom of that locker and in a moderate sea were letting water into the stowage

space.

Kraken Gibsea 106 Corfu May 2001

The problem with this one was the electronics . Even the young boffins onboard could not solve them . It eventually turned out that all the instruments had been replaced with new ones but the onboard instructions related to the old ones.

Farthing Farr 36 Falmouth July 2001

After a night sail we arrived in Scilly and hooked to a mooring buoy in Hughtown harbour. We extracted the dinghy from it's locker but could not find a pump .

Poletrix Bavaria 37 Solent April 2007

This boat , chartered from Fairview after a winter refit appeared to be in perfect condition but due to the bright afternoon sunshine it was not possible to see the masthead light. Returning onboard after the usual evening ashore, we switched on the masthead light and it worked perfectly but was back to front.

COUNCIL MEMBERS

ARTHUR WOOD - DEPUTY PRESIDING MASTER

...



TREASURER

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STEWART COOK - ADMINISTRATOR



**PAUL RATCLIFFE - MEMBERSHIP
(01778 341475)**



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CLIVE CRANKSHAW (01664 454403)



SOCIAL

ANDY McWILLIAM (01509 413978)



GOING TO THE DOGS....

by Fiona Cook

Members of TOG met at Nottingham greyhound racetrack for an evening of good food, chat and betting (*winning or losing?? – perm any one from two -Ed*)



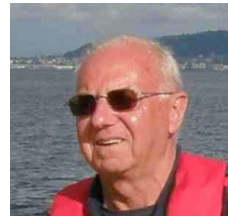
We sat upstairs with an excellent view of the track. During the evening, staff came to each table and we placed our bets with them. We tried to work out the different ways to place a bet, - "to win" "to place" or even "a reverse forecast"- to name three of the six different betting options. Then we cheered on our favourite dog, win or lose.

Another evening of excellent food and company, and a mixture of fortunes with our betting.

Oh - and Keith is now considering starting a choir with the first song to be performed..."Always look on the bright side of life"

The Annual Picnic & Fireworks Event will be the second TOG Social Event in 2014 - details recently published by Andy McWilliam and Paul Ratcliffe. The event will take place at Belvoir Castle on Saturday 9th August.

SUPPORT YOUR SOCIAL SECRETARY....!



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

We hope that all sailing members will find something of interest in this

programme. Some events will not suit those with children in school but hopefully may appeal to others. If you have an idea for a future event – please get in touch with me with some detail and I will investigate for a future programme. This may be a repeat of something we have done in the past or a thoroughly new idea

We are now well into Spring and looking forward to the Summer. The second Sailex of 2014 will take place next week and we are now finalising arrangements for the Scottish Sailex and the Pembrokeshire Coast Sailex. The first TOG Social event of 2014 was a reported success with all attending having a great time.

The Scottish Sailex will run from Saturday 28th June to Saturday 5th July starting this year from Ardfarn. We initially chartered three 44ft + yachts all with 4 cabins for 6 members to each yacht. Demand for places on this trip was good so we added a fourth yacht last year (similar spec) to increase the total place availability to 24 members and friends. Booking to date is 23 so one place remains on this trip.

If you are interested in a place on this trip please book now through the TOG web site:-

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

The Pembrokeshire Coast Sailex will take place from 1st August to 8th August and is **fully booked.**

The Turkish Sailex - Geek

In September we have a sailex planned to Turkey - Geek. The sailex will operate from 7th September to 14th September. Although this Sailex is closed (fully booked) we have one place available for a member to join. If you are interested in a place on this Sailex for a bit of late Summer / early Autumn warmth, and spectacularly clear blue waters, please get in touch with me in the first instance.

The October - End of Year Sailex will run from 8th October to 12th October from the usual starting point of Port Hamble.

This Sailex is now open for booking places. Please visit the TOG Web Site and navigate to the Sailing Programme Page to reserve your place. We have an option on two Oceanis 37's for this event but will also look at Fairview's latest First 40 yachts for the event if there is sufficient interest from members signed up.

For latest state of play, see back page.

MARK DAVIS - TRAINING

(07711 170451)

Ashore Sailing



Picnic & Firework Display evening at Belvoir

Castle
Saturday 9th of August 2014



Gates open 17-00 (16-00 for campers & caravans),
Displays 21-30, Finish approximately 22-30

Website for further information -

<http://www.belvoirfireworks.co.uk/programme/programme.pdf>

Price per person = **£16.00 per adult Children £6.00 (£18/£8 on the gate)**

Camping or Caravan Optional -
£10 per person

TOG will erect one Gazebo as our picnic/viewing base within the above price. Extra Gazebo permits -
£20.00

Bring your own food, drink and seating. Friends of 'TOG' most welcome.

Please - no BBQs.

To confirm names, numbers etc of your group please e-mail Andy McWilliam (Social Secretary) **before 24th May please.**

andrew.mcwilliam2@btpenworld.com,

Plus send payment by Bank Transfer

Sort code 20-50-21

Acc No. 80390461

Ref:- 'TOG social' Plus Group leader's initials
or

a cheque, payable to 'Trent Offshore Group' to:-

Graham Wassall, TOG Treasurer
c/o Global Safety Ltd, 7 Jubilee Street, Melton
Mowbray, LE13 1ND

Handy Tips to make a great event even greater.



This event was enjoyed by all who attended last year. So much so, that TOG have now invested in a gazebo and sack

barrow for this year. It was an invigorating walk to the top of the hill from the campsite and car park carrying all picnic gear!



Camping or caravanning overnight, is highly recommended if you want to have more of a break from routine, enjoy a drink, avoid a late night drive home or explore the area on Sunday..

The official arrival time of 16-00 for Campers on Saturday was certainly not strictly adhered to last year. Many had clearly arrived way in advance of this having established camp, erected gazebos on the separate display field and were sat enjoying the sunshine and ambience by 15-30. This is certainly worth trying this year to bag the best pitches possibly as a group. There was always plenty of space no matter what time you arrived. Portable WC's are centrally located on the Camping Field. The site is large and water points limited. To save a long hike it may be best to arrive with all the water you will need for the overnight stay or a large container to make just one trip.

Getting access to Mobile Phone Networks was impossible after you had arrived. A bit daft really because voting by text was how the winning



display was judged. So try to make any arrangements to attend and meet up before you set off from home otherwise rendezvous at the TOG Gazebo at the top of the viewing area at around 7-00pm onwards. We will fly a Burgee or have a banner. The portable WC's were at the bottom of the hill so if anyone has a portapotti and toilet tent to complement the gazebo, this would be most welcome.

If you are not camping, it may be worth considering preparing to leave by car immediately after the end of the last of the four 10 minute displays to avoid the very bad queues on exit.

The leaving time on Sunday was also found to be flexible last year. Some TOG members enjoyed a walk in the estate and castle gardens (FOC), then a leisurely picnic lunch and snooze before leaving at 15-00.



TOG 2014 Sailing Programme
Trent Offshore Group
TOG Members and Friends,
23rd February 2014



SCO14 Scotland – the west coast

START Saturday 28th June
WHERE – Ardfern

END Saturday 5th July
COST £400

We will sail from Ardfern on the west coast with the option of visiting Jura, Scarba, Luing, Mull, Coll and the outer Hebrides. Early bookings from members regularly attending this sailex have been very good and there is now a limited number of places available for members who have yet to experience the fantastic sailing, dramatic scenery and excellent wildlife on the west coast of Scotland. This year we have chartered a number of large yachts, 44ft and above, each with 4 cabins, departing from Ardfern. If you have not already reserved your place and are keen to join this event in 2014 an early booking would seem to be appropriate. Costs based on 6 members per yacht.

SAILEX OPEN FOR BOOKING - Three yachts full – a fourth yacht has been chartered – we have potentially two places available on this charter, please call to confirm availability.

PEM14 Pembrokeshire

START Friday 1st August
WHERE – Neyland, Pembrokeshire

END Friday 8th August
COST £290

Sail the Pembrokeshire coast, the Bristol Channel, visit Lundy, Skomer Island, or visit The Bitches off Ramsey. The Pembrokeshire sailex offers some not so familiar seas, great coastal scenery, and magnificent wild life. We included this event in the 2013 programme but had to cancel the yacht charter booking due to limited support only to have more interest later in the year but the option we negotiated was no longer available. TOG cannot commit to charter yachts without your support. If you were disappointed in 2013 please make an early commitment in 2014. Costs based on 5 members per yacht.

**SAILEX FULLY
BOOKED**

TUR14 Turkey – Marmaris / Gocek

START Sunday 7th September
WHERE Turkey- Goeck

END Sunday 14th September
COST - £360 to £450

September is time to explore the Mediterranean. Two yachts chartered a 2012 Bavaria 40 and a 2008 Sun Odyssey 42i, both 3 cabin 2 heads yachts – cost to include all “extras” such as end cleaning, outboard and Turkish Transit Log (a mandatory requirement).

A yacht charter from Gocek allows you to take advantage of the superb sailing conditions of Turkey’s Lycian Coast. Passages between anchorages are generally short, allowing for plenty of time to explore or simply chill out, but there are opportunities for some exhilarating sailing too. In summer, temperatures can reach 32 C (89F), making the cooling sea breezes of the afternoon most welcome. These range from 10 to 20 knots, and die down at night.

SAILEX OPEN FOR BOOKING - Two yachts full but we have obtained further demand from members that would permit a third yacht to be chartered with support from a further two members. Please contact the Expeditions Master if interested.

EOS14 The October – End of Season

START Wednesday 9th October
WHERE - Port Hamble – the South Coast

END Sunday 13th October
COST £260

Our traditional end of season sailex, always popular. Weather may be unpredictable but the water temperature is good and the company great. This regular event attracts people to one of the most interesting sailing areas in the UK with many options for passage planning and good food. We have good early interest in this event this year. Costs based on 5 members per yacht, an Oceanis 37. **SAILEX OPEN FOR BOOKING**

TAILPIECE



TOG council member, Andrew McWilliam, strongly tipped to be UKIP candidate for the Newark by-election after the downfall of former Tory Patrick Mercer in a "cash for questions" scandal (dubbed by the Commons Standards Committee as the second worst since 1947), awaits the arrival of UKIP leader Nigel Farage in Nottingham. On his arrival, Farage was egged by a protester allegedly working in cahoots with Fiona Cook, TOG member and daughter of Stewart Cook (another TOG council member who is shortly to visit France to foster EC goodwill). Reliable sources indicate that this egg plot was hatched last Friday at Nottingham greyhound track, when the two Cooks and McWilliam were seen together at a meeting organised by McWilliam.