



TOGLINE

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

SPRING NEWSLETTER 2018



Fluke :- Any occasion in which you anchor at first try.



What a mixed bag of weather we have had recently. Rain, cold, snow, sunshine warm wind, cold wind everything but a plague of locusts! We may well see those later in the summer.

Welcome one and all to our Spring Newsletter. It's lovely to

connect with everyone again and to know that the sailing season has made a start. As I write, the Scottish Hebrides Sailex is coming to a close and short extracts of events, having been communicated by Neil, appear within. I've been watching the weather forecasts for the North of Scotland – and they weren't good. The vagaries of our weather!

The Notts County Show was an experience. The Midlands branch of the RYA had organised a stand with the co-operation of Girton Sailing Club who provided a simulator carrying a Fusion dinghy. Since there was sailing involved, they contacted Trent Offshore Group to see if we would be interested in promoting ourselves to the wider public. Accordingly, four of us were able to oblige and having printed some flyers, stood watch in rotation on the stand. On the Saturday morning, my watch, loads of people walking past – a few stopping to talk. Three expressed interest, but I understand the others, Dilys, Stewart and Beccy had more success. An interesting exercise and we'll see what develops.....

We spent a few days in Cornwall a couple of weeks ago and although the weather was variable to say the least, we found some lovely spots. The tin mine at Levant was a real eye-opener with a really knowledgeable guide and social history thrown in as well. Poldark – eat your heart out. A real highlight was an unexpected, serendipity visit to the National Coastwatch Institution lookout point at St. Agnes Head, about 8 miles North-East of Truro. They really do a wonderful job, keeping an eye on wayward sailors, co-ordinating with the Coastguard and even recording

walkers on the South-west Coast path. Visitors are always welcome, so if you are anywhere near one of these units, do drop in and say hello. Run entirely by volunteers (although highly trained) they are dependent on public contributions for their income. With the demise of so many coastguard stations, it is comforting to us sailors to know there are others still keeping an eye out for us.....

On my return home, I contacted the station manager one John Dickinson and he provided me with the article inside which gives much more detail. If you read this John, many thanks indeed for the insight. Enjoy.....

At a recent Council Meeting, some discussion was given to the format the Annual Dinner/Awards may need to take. Numbers have fallen and we wondered why. Does anyone out there have any answers as to the reason? Expense? Difficulty in getting there? Or just general apathy? We would appreciate having some feedback, which could assist us in determining the course we should take.

Would you care to think about it and perhaps offer any suggestions? After all, we are there to serve you and hope we aren't doing too badly....

Congratulations to Neville Buckle on achieving his RYA Yachtmaster Offshore Certificate of Competence. Neville attended a sailing school in Lanzarote, Portugal last year to undertake and pass the rigorous practical examination in navigation, passage planning and skippering in the presence of an RYA approved examiner.

Happy Sailing – next deadline for Summer edition – July 31st. In eager anticipation.....

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Presiding Master's Musings Spring 2018

by Andy McWilliam

Whilst the rest of us were soaking up the long awaited Spring sunshine, the TOG 2018 sailing season began in the cold and deep end with the St Kilda and Outer Hebrides Sailex, planned and led by skipper **Alan**

Mortimore. I cannot sing Alan's praises enough. With his detailed planning and precise execution, Alan has led TOG to new heights, with the long passage, fortnights of sailex in 2017 and 2018. On behalf of us all I extend our profound gratitude to Alan.

Next off are the two vessels on the 'South Coast Jaunt' in June. July sees 10 members in two boats visit the French coast and Channel Islands. In September two more depart Milford Haven for distant destinations, just possibly – weather permitting – the Scilly Isles.

RYA Stall – Nottinghamshire Show – Newark – 12/13th May: Huge thanks go to: **Dilys Carby, Stewart Cook, Mary Bancroft, Beccy Onians and Ian Calderwood**, all donating their time as TOG exhibitors at the RYA stand, promoting sailing and cruising in general, and TOG specifically. A healthy amount of interest was reported and this should translate to even more members joining the recent influx. **John Bryant and Ian Calderwood** designed and produced the Promotion leaflet; thank you Gentlemen.

With great sadness, we learnt of the death of **Brian Morris**, a longstanding TOG member, and a mariner with enormous experience. I shall never forget Brian's wonderful ability to relay stories, entertaining crews on long passages, and we will have already missed his exceptional galley skills. Our thoughts and prayers go to Brian's widow, **Grace**, and to family and friends. There will be a memorial service celebrating his life on **June 2nd at 14.00hrs** followed by refreshments and a collection for RNLI. This will be at **Brant Broughton Church.**

LN5 0SN

TOG is about to change. From early August, members will be asked for their ideas on where you would like to sail in 2019, to present their ideas to TOG, whose skippers will discuss, decide and plan the sailex. Then in November, all members will be invited to meet, discuss and sign up, at a TOG social soiree with food and bar, and possibly with annual awards. Council will soon be in a position to confirm if the Annual Dinner Dance and Awards will take place in the usual format this coming winter.

GDPR - new Data Protection rules. New rules coming in on 25th May could make additional work for our membership secretary, **Keith Stedman**. Should Keith request your consent to communication with you on TOG matters, and to hold your personal data, then please respond quickly, clearly and positively, so making Keith's job easier. Thank you.

On a personal level, my future as presiding master on TOG council is uncertain. Calls for my time and energies are made not only by TOG, but as I pointed out when I stepped into those shoes, my commitment to UK departure from the EU will always take precedence. That call is increasingly likely to be exercised. I make no apology. Council members, without who we would have no TOG, give considerable time, energy and experience for no reward, and it is right that we all share that generosity. It

would be wonderful if more members stepped up to the plate – “many hands make light work” etc. - Could that be you I ask?

Finally I wish you all a grand summer. It's been a long time coming. Happy sailings

REPORTS

Wye oh Wye (do you recognise the author from the photos?!)

Way back in the last century, boating was just as much fun as today, although in those days it wasn't possible for some to afford going to sea. Instead we found some interesting alternatives, including taking part in fund raising competitions with a difference. One such involved a raft called: “Priory Snail” and the waters of the River Wye.



“Priory Snail” setting off on the first day

There is an annual race organised by CHAR (Committee for Herefordshire Amateur Rafterers) that takes place every May. It is a 100 mile charity raft race down the River Wye from Hay-on-Wye to Chepstow, with money being raised for various charities in Herefordshire and surrounding counties. The event is a 3 day affair, just over 30



Priory Snail setting off on the second day.

miles a day, with 2 overnight camps where teams can let their hair down after a hard days toil.

The year was 1982 when first we joined 81 other rafts setting off at 2 minute intervals from Hay. There were 10 of us on board ready to do battle, little knowing what was in store but with spirits high. Being virgins to the event, we had a “traditional” raft, made from large steel drums lashed to the underside of a wooden beam frame, topped by old plastic chairs, which the 10 of us could only just lift!



Beachley Barracks day 3 the whole team, crew and support with “Priory Snail” build like a tank in 1982

No sooner had we started, than we knew we were in for a hard day. Within a few 100 yards (before decimalisation!) we were grounding on rocks as the river was very low that year. There seemed an endless number of shallow places, including Monnington Falls, where our vessel wedged on rocks and off we had to get for the hundredth time to

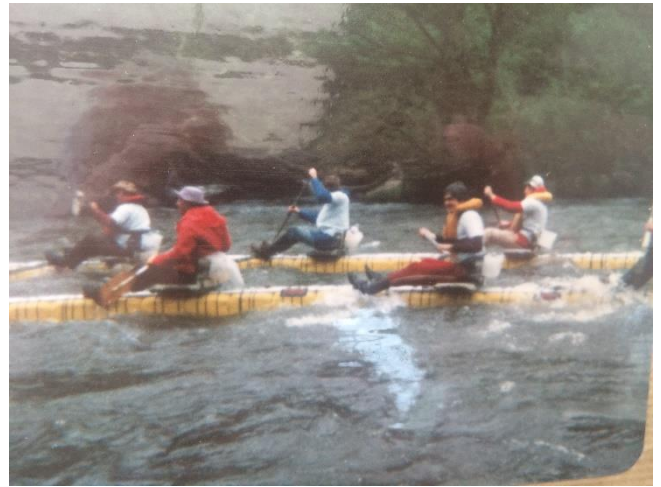


2nd year 1983 coming in after the first day - what a difference rain and a sleek raft make

heave it into deeper water. We passed Hereford just as the sun was setting and arrived at the overnight camp after darkness had fallen. We came ashore to the “cheers” of all the other teams, who, bless them, had assembled on the river bank, with raised tankards, to welcome us in and toast our good health.

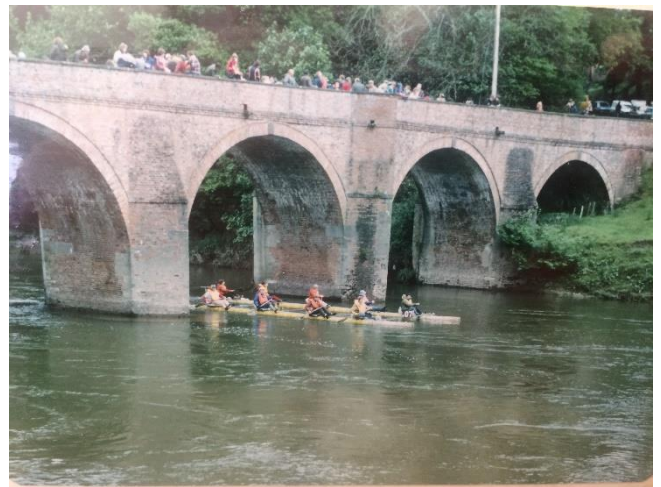
Next day dawned clear and sunny - oh, for a rainy day! Off we set to do battle (with only one crew member substituted due to exhaustion). Another tough day ensued, including paddling against a strong headwind coming up the valley, but the beauty of our surroundings did not escape us. Our support team were great, making sure we had sufficient strapping to mend the raft which was in danger of losing drums that hit obstacles, and providing

encouragement. Come the evening, we had to be pulled out of the river early at Ross-on-Wye rowing club and be trailered to that night’s stopover. This was so we could make a very early start next day to catch the tide at Tintern Abbey. No sooner were we underway next morning than we had to go through the white water which is Symonds Yat. It was interesting. You could hear the roar of rapids, but all we could see was calm, smooth water which ended with a “V” beckoning us over to where you could hear



Going through Symonds Yat and having to balance and paddle

the noise. Through we went, paddling as hard as possible to give us steerage, and then the calm and relief of knowing another hurdle had been successfully negotiated. Further on, we passed Monmouth with the sun now shining on us. At Tintern Abbey the tide was turning and we floated



Second year plenty of water and a sleek “Priory Snail”

over the tidal weir and into calm, deep waters. The tide was now with us and, as we passed some cliffs ahead, Chepstow castle came into view. This signalled the final stretch before a turn in the river brought us to the finishing line: Chepstow Bridge. A leisurely paddle took us down to Beachley Barracks, almost directly under the Severn Bridge, and here the proud crew pulled the trusty raft “Priory Snail” out of the water. What a way to spend the May Day weekend!

Breaking news as we finished: the Falklands were to be retaken and some raft crews, who were from the well-known forces based in Hereford, had had to pull out during the race!!



Wet crew but what a great way to finish the race

Post script: The following year we were much wiser and our raft was of a much sleeker design, very light frame, used small light plastic barrels, and was approximately 45ft x 10ft (see photos). The result was we finished each day in fine style. The beer tents at the 2 overnight stops were something altogether different!!!

The first year we raised £1500 and the second £3000 for charity - a lot of money in those days. A "Priory Snail" went on to compete in this annual race for the next 35 years.

Lady Meg - Maiden Voyage 2018

By Neil Macfarlane



Lady Meg is a Hallberg Rassy 31, a sloop built in the early 90s and currently owned by a four partner syndicate, two of whom are TOG members. She is berthed at Woolverstone on the River Orwell a mile or so down river

from Ipswich. Ashore on a cradle over winter, she was antifouled, the east coast "bloom" polished off her hull, and put back in the water in March for the sails to be re-rigged. Her original black and white Raymarine plotter had finally given up the ghost, so a shiny new colour plotter had been installed with AIS (automatic identification system) capability. This displays the position of other vessels on the plotter screen and also enables their identification. It will also transmit the position/name of our yacht to other vessels fitted with AIS. There were a couple of leads still to install to complete the navigation set-up so, on our first trip of the year, our VHF "red button" was out of action. We could receive and display the position of other vessels, but Lady Meg's data was not transmitted. Nevertheless, with three on board, partners Neil and Mark and crew Stewart, we set off early afternoon Sunday 22 April down the Orwell bound for Harwich. We spent the night on Halfpenny Pier, a set of floating pontoons near the old Harwich railway/ferry pier, which can be very lively under certain conditions of wind and tide in the confluence of the Orwell and Stour. Old Harwich town has some very nice pubs so a meal and a few pints in the Alma ensured we had an undisturbed night.



Next morning at 1030 we left Harwich under engine **and** headed out to sea tracking alongside the shipping channel to the south. Sails up with two reefs in a W/SW wind F4/5/ F6 we picked up the south-going tide bound for Bradwell, on the R Blackwater. We had a good sail, heading broadly south west, close hauled, with a few long tacks as we tracked down the coast passing Walton-on-the-Naze,



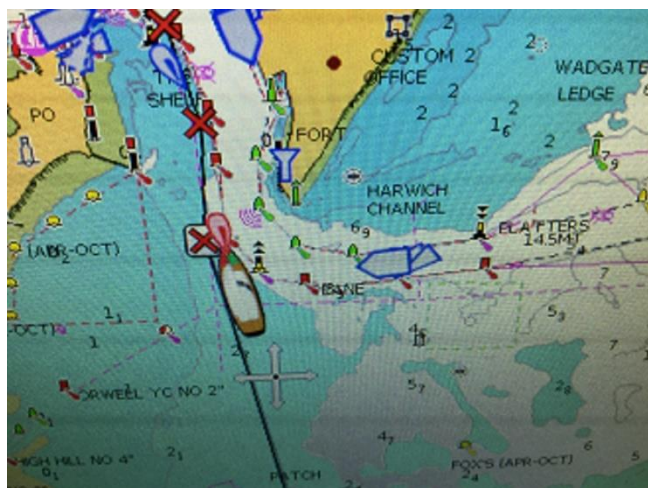
Frinton and Southend with the large windfarms on the sandbanks to the east. As we were in the lee of the land, the sea state, though effectively wind against tide, was fairly benign at "slight to moderate". The route is-straightforward though you must be sure of your identification of the various cardinal and channel marks off the R Colne entrance to avoid the shallow sand banks. Passing the huge shrouded twin hulks of the Bradwell nuclear power station, we negotiated the shallow, twisty entrance to the marina and moored up at 1715 – the marina staff having gone



home! The Green Man in Bradwell village hosted us that evening. Trip 25 nautical miles.

Next day we day decided to venture further south to Burnham-on-Crouch. With slightly less wind F3/4 gusting F5 from W/SW at 10:00 we left Bradwell around slack water. Power station water intake barrages to starboard, we hoisted sail and headed broadly west – leaving in the reefs as they are easier to shake out than put in. We took care to pick up the two safe water marks showing the Swin Spitway (min depth around 1m) and passed over these shallows on a rising tide. Later, we buoy-hopped along the yellow Swallowtail marks and into the Whitaker Channel taking us down between the sandbanks – with many basking seals – to the outer reaches of the R Crouch to follow the marked channel. Passing the prominent white pile of the 1930s built Royal Corinthian Yacht Club on the river front (Grade II listed but a carbuncle to some), we moored up in Burnham Yacht Harbour at 1545. Warps in hand, Stewart narrowly survived the extremely unstable pontoon fingers. Burnham is often described as the Cowes of the east coast and Edward Heath's Morning Cloud was moored there – but we saw few yachts on the water whether moving or moored as we were very early in the season. An old Georgian hotel behind the sea wall provided excellent grilled plaice and Southwold bitter that evening. Trip 26nm.

On the Thursday morning, we left Burnham at 0740 and followed the channel markers out of the Crouch as the tide began to ebb north. No sandbanks or seals were visible, just wide expanse of the estuary with the slight sea state concealing any indication of the shoals on either side of us. This time we could take full advantage of the W/SW F4/5 plus the tide, sailing under genoa alone. By 0930 with scrambled eggs and smoked salmon in our bellies, we passed Outer Crouch (Green) and the Swallowtail markers, crossing the shallows of the Swin Spitway at 1040, then north-east up the Wallet. Having earlier hoisted the mainsail (two reefs) on a broad reach we reached a



maximum speed over the ground - (SOG) of 9kt.

By 1210 we were off Walton Pier and soon watching out for traffic in the main shipping channel into Felixstowe docks. As we passed Harwich seafront, we took careful notice of a huge container ship being turned through a sharp 90degree turn by the efforts of two tugs. This vessel and the two tugs showed up clearly on our snazzy new AIS plotter – though it was difficult to miss from the cockpit of Lady Meg. Interestingly, our own “find ship” image appeared rather larger than that of the enormous vessel! Entering the Orwell, the wind was gusting at 25kt so *Lady Meg* made

swift progress up the river, this time stemming the ebbing tide. At 1440 we berthed in Woolverstone after a splendid sail that day and a good first voyage of the season for *Lady Meg*. Trip 40nm.

(Berice and I were on holiday in Cornwall recently and we happened to call on the St. Agnes Head National Coastwatch Institution watchtower. I contacted the Station Manager, explained who TOG were and asked if he could give me a report on their Training, Qualifications and Operations. Ed)

The following is his kind contribution.....

History of the NCI

The National Coastwatch Institution (NCI) is a voluntary organisation set up in 1994 to restore a visual watch along UK shores after many small Coastguard stations closed. NCI is a registered charity managed by a board of Trustees with a Constitution agreed by the Charities Commission.

In 1994 when two fishermen lost their lives off the Cornish coast below a recently closed Coastguard lookout, local



people decided to open and restore the visual watch. When the first station was opened at Bass Point on the Lizard, NCI was born. Today 49 stations keep a visual watch around the coastline of England and Wales, with more in the pipeline subject to available funding.

NCI stations have been set up along the coast from Rossall Point in the North-West, through Wales, to Sunderland in the North-East. Each station has a qualified and highly trained team to watch over its own particular area whether it is a popular seaside town, busy port or shipping area. Accidents will always happen at sea and along the coastline. Wherever there is an NCI station a



watch keeper will be looking out for danger and ensuring your safety on the water.

High technology and sophisticated systems such as radar and telecommunications have vastly improved safety at sea, but there is no substitute for a watchful pair of eyes. Accidents do happen and a computer or technology cannot spot a distress flare, an overturned boat, a yacht with problems, a water sports enthusiast in difficulty, or children or adults in trouble, or possible pollution incidents. That is why our lookouts and watchkeepers are an important service provider to all those who use our coastal waters, footpaths and coastline.



Work of the NCI

Each station is manned by a team of fully trained and dedicated volunteers who keep a daylight watch up to 365 days a year. Stations are equipped with telescopes, radar, VHF Radios, telephone and weather instrumentation as well as up to date charts. Close contact with the Maritime Coastguard Agency (MCA) aims to promote stations to Declared Facility Status in order to become an integral part of the National Search and Rescue Structure. The NCI also now has a dedicated radio frequency, CH65. Watchkeepers come from all walks of life and offer a wide range of skills and experience. Full training ensures that volunteers reach the high standard expected by the NCI and the MCA. Regular assessments take place at all stations and retraining programmes are held to maintain standards and keep watchkeepers up to date with the latest legislation or improved operational procedures.

Watchkeepers are the eyes and ears along the coast, keeping a visual watch, monitoring radio channels, using radar and providing a listening watch in poor visibility. They remain vigilant at all times. Surveillance work is mainly routine, but watchkeepers are trained to act in an emergency, report to the MCA and, if required, co-ordinate with the search and rescue services.

A log of all water-based activities is kept during each watch and, when requested, weather conditions can be passed to yachtsmen and fishermen before they put to sea. Also with the new generation of webcams we can identify sea conditions for those who wish to check on the weather or sea state prior to doing any watersport activity. We hope this reduces the need for MCA response and RNLI call-outs. During each watch other activities such as canoeing and diving etc. are closely observed, as are bathers, walkers and climbers who use our shoreline.

Watchkeepers provide a vital link with all the emergency services and can provide an emergency contact point on land for both sea and shore users.

Yacht Eloise – Scottish Sailex

Notes on the Hebrides Sailex (just completed) from Neil Macfarlane....



Saturday 5th May.

Left Dunstaffnage at 1640. We passed Lismore Is to the south and then up the Sound of Mull as night fell. We were mostly sailing in a F2/3 which later increased to F5/6.

At 2000 we passed Rubna Nan Gall light near Tobermory in increasing wind, rain and seas. At midnight Eloise sailed NW between the lighthouse Oigh Sgeir and the Humla Rock Mark (green) SW of Canna. The



wind and seas subsided somewhat through the night and at 0700 on Sunday morning, we turned into Loch Maddy, North Uist and anchored in South Bay. With a dodgy log, our charted distance was estimated at 100 nautical miles. The rest of Sunday was for sleeping, eating with no shore leave!

Monday 7th May.

Hoisted anchor and left Loch Maddy at 0600



. Sails set and under engine Eloise made her way out to sea. E/NE wind F4/5 meant a long port tack east to seek advantage from the wind. Even so progress was slow on the starboard tack so Eloise motor sailed most of the way to East Loch Tarbert, Harris. At 1345 we moored to the pontoon in the North Harbour in Scalpay and watered up later moving to shallow water on the fishing boat pier to refuel on the fast ebbing tide. At 1430 we cast off, headed around the north side of Scalpay, under the bridge with about 5m clearance (though it looked much less) and out to sea. Sails up, we ran before a good breeze into the entrance to Loch Seaforth, then NW up the loch for a couple of miles, past salmon farms, to turn into Loch Maarraig to anchor for the night. Ca 35NM.

Tuesday 8th May

Anchor up 0915 and tacked down Loch Seaforth out into

the Minch. Then sailed NW between Lewis and the Shiant Is to the east. As we turned north to run up the coast the rain stopped the mist cleared and the sun came out. Dropping the main sail Eloise ran at SOG 7kt under genoa alone. Entered Stornoway harbour, keeping out of the way of the ferry leaving, and, after a bit of manoeuvring in a strong wind, moored up to the pontoon. Ca 30NM.

Wednesday 9th May.

"Storm bound" in Stornoway, so took a bus trip to the Callanish standing stones then a bus trip around the island.



Thursday 10th May

Eloise left Stornoway at 0600 in S/SW winds F5/6 occasional F7 later. Mainsail up with two reefs in harbour, then motor-sailed broadly south in bright sunshine, to the spectacular Shiant Islands east of Lewis. We motored back and forth on the north side of the islands, had lunch and admired the bird life. Then we set a main course of 170 down to the east side of Skye with Rona and Raasay to port. Moored temporarily to a pontoon in Portree harbour at 1550, then checked out a possible anchorage. After dragging, decided to pick up a buoy in the main harbour. Glorious evening, with blue sky and sea and snowy Cuillins to the south. Dinner on board. Distance 58NM.

Friday 11th May

We got into Mallaig in foul weather which later cleared to nice evening. Our main sheet block which had earlier failed, was replaced by the charterer. **On Saturday** we had a splendid trip from Mallaig to Canna in bright sun and good breezes, to go ashore and overnight on a mooring in Canna Harbour. Leaving Canna Harbour, set sail for Vatersay I in the south of the Outer Hebrides. We anchored for lunch in Vatersay Bay (beautiful white sand strand) on Sunday, after a splendid passage in bright sunshine from Canna Harbour where we had spent Saturday night. We sailed south and rounded the magnificent Barra Head (Southernmost tip of the Outer Hebrides) then headed northish for St Kilda. Anchored St Kilda bay 0400 Sunday. 90NM passage.

Sunday 13th May

Heavy swell, drizzle and overcast and decided too risky to go ashore in the dinghy. Up anchor 0715 and passed St Kilda cliffs but mist very low. Headed for Boreray I and stacks but again, obscured by mist so set course for Sound of Harris. Two reefs and small genoa in moderate sea in F5 and above, meant a tough passage. Engine overheated just before Sound of Harris through no coolant. So sailed north

under Genoa looking for anchorage while engine checked. Impeller replaced with some difficulty but Neville saved the day and after an hours plus delay, we passed through the Sound and down to Loch Maddy at 1915. 76NM. Now in pub all quite tired.

Tuesday 15 May

Slipped mooring on L Maddy pontoon 1045. Out into Minch, mainsail up, genoa set in N/NW F4/5. Headed south bound for Rum. Wind rather died later, so motor-sailed intermittently. Mainsail down 1500 in fair sunshine but chilly. Anchored in Loch Scresort on east of Rum at 1925. Dined on board. 51NM

Wednesday 16th May.

0915 anchor up. N/NW F2/3 fair, bright sun, blue skies and light winds. Sailed south with Eigg to port, then Muck. West of Ardnamurchan at midday with Coll on starboard bow and Mull to port. Passed fine white strand of Calgary Bay, then odd-shaped basalt formations of the Treshnish Isles to Staffa. Rounded Staffa, admired caves and sailed ENE to Ulva to the quiet, sheltered anchorage of Craigaig Bay on south side of Ulva by 1600. 42NM.

Thursday 17th May

0935 Left the bay, set sails and passed between Ulva and Little Colonsay in NW F 3/4 but variable in fine weather. Largely piloted around the west coast of Mull and later motor-sailed until entered Sound of Mull. Just past Ardmere, a white-tailed eagle, fish in its talons, passed to starboard, flying low towards the shore. Just time for a quick photo! Entered Tobermory Harbour at 1400 and Andy moored us stern-to on the pontoon. 27NM. Leisurely afternoon in village with showers and shopping. Good meal in pub close to marina that evening.

Friday 18th May.

With Andy on the nav table we made the straightforward passage down the Sound of Mull. Initially under sail tacking against ahead wind F3/4 blowing up the Sound, but the tide was with us. Going about we had a practice man overboard drill and successfully recovered "the man". Progress against the wind was slow so the genoa was furled and engine on. Passed Lismore I into Dunstaffnage Bay we moored to the pontoon at 1415. 27NM.

Total distance: 547 nautical miles.

(As I said – just completed – full report next Edition....Ed)

Alan Mortimore



Neville Buckle



TOG 2018 Sailing Programme
Trent Offshore Group
TOG Members and Friends



SCJ18 South Coast Jaunt Sailex - Lead Skipper Dave Bond

- Wed, Jun 13, 2018 9:00 AM Sun, Jun 17, 2018 5:00 PM Google Calendar ICS
The South Coast Jaunt will start from Port Hamble taking two new Dufour 38's from Fairview Sailing. Our Plan will be to sail west to Weymouth before returning to the Solent for a final night at Cowes. Final details are being agreed and further information will be added when the Lead Skipper - Dave Bond has them to hand. Cost per berth £375.00
As of February 6th we only have one berth available for this event. Interested members are encouraged to book and pay the booking fee as soon as possible to avoid disappointment.

XCS18 Cross Channel Sailex

- Fri, Jul 20, 2018 4:00 PM Fri, Jul 27, 2018 11:00 AM Google Calendar ICS
XCS18 Cross Channel Sailex - A one week Sailex to France and/or the Channel Islands - **Lead Skipper Andy McWilliam**
We have chartered two Oceanis 38's from Fairview Sailing and will seek to add a further yacht should there be sufficient demand. The aim of this trip will be to cross the Channel from Port Hamble to France or the Channel Islands and explore the area before returning to the Solent. This expedition will give those aspiring to RYA Yachtmaster Practical Courses the possibility of qualifying passages. With strong tides, challenging navigation and exciting sailing, a trip to these beautiful islands is one not to be missed! .
Costs for this Sailex will be £400 per berth based on a crew of 5 for each yacht. As of January 2018 this event is fully booked although we do have another Solent event available in June - The South Coast Jaunt that still has one berth available

- **PEM18 Pembrokeshire and the Scilly Isles Lead Skipper Alan Mortimore** Fri, Aug 31, 2018 4:00 PM Fri, Sep 7, 2018 10:00 AM Google Calendar ICS
Sailing from Neyland in Pembrokeshire offers access to a number of fine wild life and sailing areas. In late August / early September 2018 we have chartered two 37/38ft yachts to sail from Milford Haven to explore the Scilly Isles. Stopovers could include Padstow and a visit to Lundy Island.
This option could involve long passages and night sailing is likely. Weather and wind will dictate whether other options need to be considered such as North Wales, Southern Ireland or calling in to locations on the north and south coast of the Bristol Channel.
This Sailex will have 5 berths per yacht - 10 in total and costs will be £300 per berth to include an optional outboard engine for the dinghy on each yacht. Members pre-registering for this sailex were offered the opportunity to book and 8 places have been taken leaving two berths available for the remaining membership. As of January 2018 we are now fully booked on this Sailex and reservations are open for a standby berth.

- **EAS18 The popular End of Season event - Lead Skipper Phil Greetham** Fri, Oct 12, 2018 9:00 AM Sun, Oct 14, 2018 5:00 PM Google Calendar ICS
Our traditional End of Season event will follow recent practice and comprise a long weekend with various navigation and sailing challenges organised by the Lead Slipper - Phil Greetham (assisted by Dave Bond) We plan this event to start and finish at Port Hamble. This year the challenge could even include around the island sail. Cost per berth £190

All these events are detailed on our web site - see the sailing page reference -

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

Bookings can be made by following the link at the top of the sailing page. Further information from any TOG Council Member or myself.