



TOGLINE

The Quarterly Journal of the Trent Offshore Group
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SPRING NEWSLETTER 2019



Current: Tidal flow carrying a boat away from its desired destination or towards a hazard..



Once more into the breach, dear friends and the dawn of a new sailing year. The cool breezes of a fresh Spring, the delicate colours of the burgeoning hedgerows, the longer days – all pointing to a Summer of promise and hopeful

satisfaction to those who cast themselves upon the waters..... A promising start with good weather for the Easter Sailex, and a set of crossed fingers for the next sailing commitments of the Trent Offshore Group.

It is amazing how quickly our trips become booked up. I can see us ending up with full flotilla sailing with a number of boats in the not too distant future if we continue to expand as we are. It is heartening to know that we are still expanding – albeit a little slower than of yore – but the interest is obviously still very much in evidence. The back page of TOGline, with the sailing plans for the year, show bookings full for several. It is a tribute to the hard work put in by our skippers and by John, he of the silver tongue, who arranges the charters and bargains with the rental companies for the best deals. Our skippers follow this up by organising the crews, planning the trips and generally ensuring that everything runs smoothly on the days at sea. Well done each and every one – we couldn't do it without you..... The glowing reports received after each trip are testimony to the success of the skippers and need one say more?

We have had two interesting reports this edition. Thanks to Arthur and Neville for two timely reports with regard to Lanzarote. It helps give a feeling for the trip from Lanzarote in November for those able to take advantage of it. At that time of the year, the weather seems to be fairly warm and the wind consistent, which is more than you can say for this country! Just imagine. Keep sailing south west and eventually you'll end up in the Caribbean Sea of fond (?) memory! There seems to be a lot of exploring to do with the islands around Lanzarote, but we know they are a little bigger than those we are used to like the Western Isles!

But enough of that thinking – let's get to the here and now. I read in the paper about a middle-aged lady (well – mid-forties), one Pip Hare who is gearing up for the famed Vendee Globe next year. Her story is so similar to some of ours. As a child, messing about with Mirror dinghies. Sitting open-mouthed, reading of the exploits of Ellen MacArthur and realising that fewer women have sailed around the world than have people walked on the moon! She is so determined and one has to take off one's hat to the courage and determination she is showing. Maybe we occasional sailors would have second thoughts, but how many of us have dared to wonder what if....? Phil Greetham followed his dream last year and sailed from Miami to Falmouth as a crew member – (See Summer 2018 edition of TOGline) – on a Colvic 60. Phil and Emma have also contributed the Easter Sailex article in this edition. Many thanks!

On a similar subject, but a lifetime away, I see that the SailGP (F1 on water) challenges for foiling catamarans are underway in San Francisco Bay. England are currently lying third, but the reports make one's hair stand on end. I have commented before on these incredible foiling boats that can sail faster than the prevailing wind. 40 knots downwind - how do they do it.? At that speed, a pitchpole can hurt! Australia (of course!) are in the lead – but not by much. Keep going guys!

So the next expedition is from Pembroke on May 17th. Again, it is fully booked – another triumph for the skippers and the enthusiasm of you the members. The demand is obviously there and long may it continue. May the weather smile on them and until the next edition of TOGline, official deadline hopefully 31st July, thanks for your contributions and as ever - Happy sailing and I'll see you around..

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

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



Presiding Master's Musings Spring 2019

by Andy McWilliam

Good afternoon TOG-gers.

I Trust this finds you well and preparing for the joys of wave and weather

The warm and short Winter has not been accompanied by any official TOG sailing, but that is about to change, as **Alan Mortimore** leads a Sailex out of Milford Haven this very month. And right on queue the social program gets on the tracks with a trip on the GCR '**Real Ale Way**' on Saturday 11th. Quite a few of us will be aboard, not just to sample the delights of our regional breweries, but to enjoy the spectacular views of the Leicestershire countryside as well. I believe tickets are sold out.

The **2019 Sailing Program** is almost full. At the time of writing there is one berth as yet unclaimed on the Scottish Sailex 22nd June, and as per usual the End of Season October Sailex has vacancies a plenty.

We had a full class for the RYA First Aid training on 31st March. **Dave Bond** as Training Master did us proud, and once more you can go to sea with the full knowledge, that should injury/illness strike you, then your skipper will know how best to care for you.

TOG council continue to keep the group in good shape, and I look forward to getting more involved myself. March 29th came and went. Our democracy was betrayed by our elected (for now) representatives in Westminster so the fight goes on. I wish I could tell you, or even suggest when or how it will end.

Please continue to contact TOG Council with suggestions to widen the 'TOG Appeal'. See you soon, including many on the train.

Fair winds for all.

Andy

REPORTS



Circumnavigation of Lanzarote

By Neville Buckle

Most years I take a holiday in the Canaries in January or February, but this year, after being appointed lead Skipper in the November

Sailex, I decided to take a sailing holiday in Lanzarote. I looked at various options and decided to go with Velvet Adventure Sailing as crew on their 55ft Oyster, *Velvet Lady*. **Arriving at Arrecife Airport** on the Thursday morning 24th January just after 12 noon, I waited for the bus to take me to Playa Blanca just less than an hours ride. At Playa Blanca bus station, a short Taxi ride took me to Marina Rubicon on the eastern end of Playa Blanca. On pontoon 51, I met the boat owners Lin Parker, the Skipper and Mate Richard Andrew who showed me my cabin. Fortunately, I was the only one in the cabin forward. Leaving my gear I walked into Playa Blanca (The official boarding time was 17.00 hours) where I had lunch.

I returned at 17.00 and met the other the crew members. A very pleasant couple from London.

So, there was just the 2 x owners and us 3 crew which meant there was plenty of room. They normally try to take 6 crew.

After a debrief and giving Passport and Insurance details, I had a short walk while Richard prepared dinner. This was always served at 20.00 hours - all meals were included.....



Velvet Lady moored in Marina Rubicon

Friday

After breakfast, we were given a safety briefing, then slipped moorings and left Marina Rubicon. Sails were set in a force 2 wind and we had a leisurely sail just south of the Island. Various points of sail were demonstrated then we set course for Puerto Calero, just a short 10 miles, via point Pagagayo, turning north in light winds.

We arrived in the very pleasant Puerto Calero Marina having to wait a short time for the Yellow Submarine to clear the entrance. (It's a tourist boat).... moored up and had a nice lunch. Then it was free time in the late afternoon and evening.



Bavaria 46 complete with Bimini

Saturday

We had breakfast at 8 a.m. then Lin the Skipper said it was only two-hour sail to Arrecife & suggested we took a walk from Puerto Calero to Playa Quemada. So, myself & the other 2x crew Bernard & Nikki had pleasant walk along the cliff's southwards in sunshine to Playa Quemada a small fishing village with a few houses & Bar /restaurants where we had coffee, looking across the bay

. The almanac says that it is a good anchorage but the coast is very rocky so it would be difficult to get ashore if in a dinghy. We strolled back had lunch on board Then left Puerto Calero for Arrecife close hauled in a force 3/4. Arrecife has a large marina called The Marina Lanzarote which was built a short while ago There is the larger outer harbour that is for Freight & Cruise Ships & the inner harbour for Yachts. Once we were moored it was free time so I decided to look for the Lava Charter office, this is where TOG is chartering 2 x yachts in November. On arrival it was chaos (It was Saturday the day of changeover & people & baggage everywhere); their Pontoon was unlocked so I decided to go & look at the yachts. A group of guys who looked as if they had just arrived were all on deck having a beer on a Bavaria 46, I said to them do you speak English they said yes(they were German) I said I was chartering a boat like this in November could I have a look, they said come aboard go below & take a look which I did then they offered me a beer. I even got a photo.

unday

After breakfast, we left Arrecife bound for the Isle of Graciosa. The skipper said this would take all day as it was approximately 35 miles and with a north-east wind, we would have to tack all the way round the top of Lanzarote to Isla Graciosa. We set sail in force 4 under the jib and mainsail. *Velvet Lady* had 2 foresails - the second one they called a Yankee which was to the rear of the jib. Setting a Yankee was new to me. It was pulled out similar to the jib but, because the Yankee was fixed to the mast part way down from the top of the mast, there was a sliding backstay. When sailing on a port tack, the backstay was set to starboard and on starboard tack it was set to port. The backstay when not being used, was slid back clear of the mainsail. We had a great day's sail as we progressed northwards. Roque de la Este came into view then Graciosa loomed larger. We altered course south-east to sail between the north of Lanzarote and Graciosa, passing Caleta del Sebo, the main town and its marina. Onward to Playa Francesa, a nice sheltered bay on the south of Graciosa where we anchored for the night. This part of the island is a protected area and a licence has to be obtained to anchor there. It was dark when anchoring was complete, the extra time being taken because of having to tack in a north-east wind, sailing over 50 miles on the day.

Monday

The forecast was for force 7 so it was decided to remain anchored at playa Francesa. Richard the mate lowered the dinghy and took the 3 crew to the sandy beach where we went our separate ways. I walked the mile along the beach to the town Caleta del Sebo. It is a small town, with unmade roads and white houses with a selection of shops and restaurant. It is the harbour town where the ferries from Lanzarote bring in supplies and tourists. It's possible to hire bicycles, and Land Rovers to take you round the island. I had a walk round the marina where I saw my German friends leaving and waved them off, returning to a bar for café.

Leaving Caleta del Sebo, I walked northwards out of the town on the dusty unmade road to Playa des las Conchas, where there are great views of the Isla Montana Clara and Isla de Alegranza.

The wind was increasing so I decided to return to Caleta del Sebo where I had nice late lunch then strolled back to Playa Francesa where Richard collected me in the dinghy.

Tuesday

The wind was down to a force 4, so we weighed anchor, set sail and made our way down the west side of Lanzarote with a following wind and overcast sky towards Point de Pechiguera on which the high lighthouse could be seen 15 miles away. On passing the point, we turned eastwards to make way to Marina Rubicon where we entered the outer section, furled sails and returned to our berth.



Wednesday

After breakfast we left the Marina and sailed around the corner to the beautiful anchorage of Papagayo where we anchored, had refreshment then did a circumnavigation of Isle de Lobos doing all points of sail in sunshine and clouds. After this, we returned to Rubicon where we berthed. Then a stroll round the very large marina with many bars and shops, Dinner on board as usual at 8p.m., the end to a perfect day and the week's sailing.

It was a relaxing week and the cruise is aimed at all levels. All the meals, breakfast Lunch and Dinner were prepared on board by Richard or Lin and were excellent. We were not rushed at all and with only 3 crew, it was very comfortable but would have been tight with 6 crew. They had a set way of sailing so it was wise to ask before doing any task! I had sailed several times to the south of Lanzarote, but had not sailed round the island or been to La Graciosa so it was good experience.



REFLECTIONS.....

by Arthur Wood.

September 2001 "ZEUS" (continued)

By this time TOG members had lost interest in the Canaries, so Brenda and I with Mike and Sue Jarman were invited to go back and sail for 2 weeks as guests of Frank, the owner.

Our first passage from Las Palmas was 40 miles to Morra Jable on Fuerteventura. A blue sea and sky with a f4 beam wind filling *Zeus'* 4 sails in company with pilot whales, dolphins and flying fish, was a good start. The following day we sailed to Gran Tarahal and moored next to the patrol boat which goes out each night to intercept illegal immigrants. These vessels are small warships with a docking bay at the stern which holds a large RIB. These immigrants come all the way from Morocco in an open boat with an outboard engine some bread and water and nothing else. They steer for a



Ketch "ZEUS"

lighthouse but, if the weather changes, they do not always make it. We saw several wrecks on rocky shores.

We continued north for a few days and then moored at Puerto Calero on Lanzarote. This is the poshest marina I have visited. Shops, cafes, smart security men and gold-plated bollards.....

Lanzarote is very much worth seeing. It boasts the most fascinating volcanic scenery. From Timanfaya Park, you can take a bus ride around the rim of the volcanic crater. Our next stop was at Isla Graciosa, the most northerly inhabited of these islands. This is a small fishing community with an excellent fish restaurant and a very nice little church with a nautical theme.

From there we went to the uninhabited Isla de Alegranza, where we anchored at the foot of a cliff with a sandy beach. We spent a couple of days there, swimming, fishing, sunbathing and enjoying the tranquillity, totally unaware of the rest of the world. It was not until we got back to Puerto Calero some days later, that we learned of the Twin Towers 9/11 disaster in New York.

On our return to Las Palmas we became aware of how much air travel had been affected when we had to sit and wait for 9 hours to get our flight home.

September 2002 "ZEUS"

Our trip this year was very much the same as in 2001 except for one night. My entry into Zeus' log reads like this.....

09.25 Depart Morro Jable.

10.15 Main, Mizzen and Gennaker up. No engine. 6.2 knts . SE f2/3 beam wind.

15.20 arrive at Playa del Castillo and moor to harbour wall next to Guardia Civil Patrol Boat.

Walked to beach for swim and beer and evening meal at Corfradia.

On returning to the harbour we were surprised to find a police cordon around our jetty. Only boat crews were being admitted. After an evening tippie in the cockpit we retired to bed.

02.00. Disturbed by noise and commotion and discovered that the harbour was teeming with activity. Blue lights, television crews with camera lights, police cars and reporters.

02.15 Patrol Boat arrived and moored just behind Zeus.



02. 35
Two 12-seater minibuses arrived and the illegal immigrants were transferred to these buses. We counted 24 of them and only one open boat had been recovered. This vessel was moored in the harbour next morning.

It was about 4 metres long and 2 metres wide, with 2 empty fuel cans, some soggy bread and lots of empty poly bags. The outboard engine had been removed by the authorities.

One day when we were romping along under full sail with a moderate beam wind ruffling the blue sea, I was enjoying a spell on the wheel when I noticed that the sea ahead of us was glassy smooth. I also noticed a strong smell of diesel and at the last minute spotted a small circular object about 1 metre diameter and only a few centimetres above the water. It was the end of a huge oil drum, big enough to have wrecked Zeus.....



MS Spitzbergen – Norway, April 2019

by Neil Macfarlane.

This short piece is not about yachts and sailing but it is definitely "offshore" and might fill one of Ian's Togline holes and perhaps whet others' appetites to visit the

Norwegian coast. Dilys and I embarked from Bergen on an eleven day Hurtigruten cruise which took us to Kirkenes in the far north east of Norway, close to the Russian border,



M.S. "Spitzbergen"

and then back to Bergen. Hurtigruten (literally “coastal express”) was founded in the 1890s as a ferry company delivering mail, cargo and passengers to the islands, fishing villages and towns along the coast from the North Sea to the Barents Sea in the Arctic. As land and air links improved, the company developed its cruising business – particularly from the 1980s onwards. Nevertheless, a ship still leaves Bergen every day, bound northwards, and makes



Samis People.....the statues!

calls at three or four ports each day. Berthing for only twenty minutes or so in remote fishing villages or three to four hours in larger places like Trondheim or Kirkenes. On our trip, the majority of passengers had either booked the round trip, or the north or southbound legs, though some still joined the ship for just a few stops. Cargo was loaded and unloaded even at the smallest ports.

MS Spitzbergen had been rebuilt in 2016 so was in splendid condition. She (no cultural Marxism thank you) carried no cars, and a maximum of just 250 passengers. There was no casino, no theatre or cabaret, and no “dress” events. The general ambience was very friendly and casual. Informal “lectures” in the bar described the many expeditions/excursions available and dealt with such topics



Cod drying racks

as Norway’s recent history including the WW2 occupation. Even the fishing/salmon farming/offshore oil industries, stock fish (dried cod), the Vikings and witch trials! The food was excellent – its local provenance explained, fresh fish and seafood to die for, reindeer steaks to savour, and one night, a splendid, entirely veggie menu. Wine and beer were indeed expensive.

Our trips off the ship included: dog sledding – which was great fun; a high speed RIB trip in survival suits to see the

Saltstraumen tidal maelstrom (near high tide so not quite as impressive as Corryvreckan); a boat trip to observe and feed white tailed eagles (Norway has a thriving population and was the source for their reintroduction to Scotland); a tour of Trondheim (our idiosyncratic guide almost made us miss the ship); and a visit to Nordkapp (the northernmost point of mainland Europe).

We crossed the Arctic Circle twice (but merely watched King Neptune ceremoniously emptying ice cubes down willing passengers’ necks). We saw magnificent Arctic scenery in ideal weather. We observed the Northern Lights (so did not qualify for Hurtigruten’s guarantee of a second cruise) and travelled over 2800 nautical miles (often in the



Dog sledding....

lee of offshore islands through fjords and narrow straits so avoiding the Atlantic seas). A memorable trip!

Easter sailex

by Phil and Emma Greetham



Yacht: “Modernistic Lady”

Crew: Kevin Highet, Anita Highet, Tom Greetham, Emma Greetham, Phil Greetham,

Wed 17th April:

Mindful that last year’s October end of season sailex had been cancelled due to bad weather, thoughts turned to the weather forecast for April. With Easter being pretty much as late as it could be this year, we were hopeful of some decent weather; however the appearance of the beast from the east at the beginning of the month and its arctic blasts meant that thermals and extra layers were doubled-up on the packing lists. But then a glimpse of optimism came when the forecasts changed and a new high pressure was on its way. But... would they get it right??

With all but one of our crew not having sailed for 2 years, we were all looking forward to getting back on the water. Our skipper ‘Pip’ had undertaken an ocean crossing last year but he would be the first to tell you that’s a totally different experience to the sailing trips that TOG organise.

Having had a crew brief with lead skipper Dave B the previous week, we planned to arrive in Hamble Point marina on the Wednesday afternoon. Our victualing had been done before leaving home, mainly to take advantage of our fabulous local butchers, so all we had to do was take the swift handover from Fairview and load up! We weren't planning to leave until the following morning, so then ensued a pleasant evening sipping a few cocktails in the cockpit when a familiar face in the form of Mark Davis – our Yachtmaster theory tutor from some years ago now (more than 10!) - walked across the pontoon, having seen us arrive a little while earlier. Over a couple of drinks it was great to have a quick catch up with him whilst his dayskipper training crew had popped to the local Tesco's to get their provisions.

We also "snooped" over to the next pontoon to check out Dave's super new yacht, a Dufour 43, named *Rêver*, a brand new addition to the Fairview fleet. And rather lovely she was too, a large cockpit with twin helm and complete with microwave and bow thruster!

Thursday morning and the weather forecast for the weekend ahead was looking more than promising; an amazing Easter weather weekend looked very likely. We slipped our lines just before 0830hrs; to be honest, definitely not the best departure and it required a rescue push from a Fairview lad to get us clear and on our way! Our destination would be Weymouth. This gave us ample time to have the tide in our favour whilst in the Solent and then kick us out past Hurst Point and through the Needles channel.

We hoisted the mainsail in Southampton waters just after 0900hrs, in a gentle F3 and the foresail was unfurled five minutes later. Our intention is always to sail as much as we can and we knew we would be left behind with Dave's longer, and therefore slightly, faster yacht, so despite *Rêver* departing the Hamble behind us, it wasn't too long before they had passed and vanished off into the distance. Out past the Needles, through the channel and past the fairway buoy, the wave and following wind made 'Pip' our skipper and a couple of our crew feel a little queasy with the uncomfortable motion; this only lasted for a couple of hours and we soon had a fabulous sail across Poole Bay and towards Anvil Point, with only a small amount of disturbed water by St Albans ledge.

We arrived in Weymouth at 1730hrs, having logged 58nm, and rafted up against *Rêver*, who claimed to have arrived only 20 minutes previously. I think they were just saying this to make us feel better as another crew member let slip that actually they were on their 3rd G&T!! ☺

Friday 19th April: With the amazing weather forecast for the Easter weekend, we expected everywhere to be super-busy; also there was RORC racing taking place near Cowes. So the plan was to head to Poole and knowing that they were full for advance bookings, they had advised it would be a first come-first served basis for any remaining berths or use the Town Quay. Our crew prepared for an 0730hrs departure to make the best of the easterly tide and already it was a beautifully sunny morning.

Just outside Weymouth harbour entrance, we raised our mainsail and prepared a light breakfast of bacon sandwiches "on-the-hoof", expecting to lunch somewhere in Poole. Modernistic Lady took a heading of approx 130°

as for some reason our skipper is now very fond of not seeing land anymore when sailing!!! *Rêver* on the other hand hugged the coastline more and not surprisingly arrived in Poole first. However around 1300h we were just about to start the entrance to the channel, at buoy#1 when Dave B called to confirm that only Town Quay rafting was available on the green slimy town quay wall. In the absence of rafting boards and *Rêver* being a pristine new yacht, this really wasn't a suitable option.

A revised plan to head to Lymington was quickly agreed and crossing Poole Bay it wasn't too long before *Rêver*



came alongside and we took a full broadside attack, fired at with 'water pistol' cannon!! A fun and friendly invasion and actually very pleasant in the sunshine. Dave B & Paul B now have a reputation for surprise water cannon attacks and have so far been victorious on two occasions against our skipper. Not taking these things lightly, we have decided to review our armaments for future encounters!!!!

Heading back into the Solent with Tom and Kevin sharing the helm, we took the North channel back towards Hurst Point and on to Lymington, arriving at 1800h. Our log had gained another 58nm. Since our last visit here, they have been busy refurb'ing the facilities with a swanky new marina office and bar & underneath are lovely new shower facilities. After a quick freshen up, our crew decided to venture into Lymington where we enjoyed great food at the Angel and Blue Pig pub in town; Pip and Kevin highly recommend the Argentinian rib eye, which they claim was up there with the best, Tom on the other hand opted for a sneaky Pizza Express up the road – clearly the preferred food of choice for teenagers!

A lazy Saturday morning followed, and with HW Portsmouth at 1244h we thought a trip up the Beaulieu river would be a nice stop for lunch. Our intended stay for the evening was Cowes and we knew it was going to be busy. *Rêver* had left before we had returned from the showers, obviously with a keen intention to get a berth in either Cowes or East Cowes. We departed at 1115h and not long after received a call from Dave B to say it was super-busy everywhere and we should get there sooner rather than later if we wanted to stay in Cowes for the evening. So we updated our Beaulieu lunch plan and battled the tide for the next couple of hours in a bid to meet up with Dave who was also planning to get together with Adrian, Will and Paul (TOG skippers on Adrian's Yacht).

After contacting East Cowes marina they confirmed that no berths were available at all and that they didn't even have berths for those who had pre-booked. It started to look like we would need a change of plan when a cheeky 2nd call asking if we could raft onto Osiris, a yacht all alone on the hammer head of which they were unaware of, came good. Tom & Kevin took advantage of the earlier than planned arrival and headed off to find a pool table at around 1600hrs – this has become a tradition for them when in Cowes ☺ and we agreed to join them later when we would take the water taxi over to the main Cowes high street.



Later on, we also caught up with Adrian, Will and Paul in the Anchor on Cowes high street and along with Rêver's crew and with a live band to entertain everyone, we all enjoyed a few drinks and the music. There is also a video of Kevin's dance moves somewhere in circulation, taken by the other crew, where he springs into action every time the door to the live music is opened!! ☺.

Easter Sunday 21st April

Rêver had outlined their intention to head to Port Solent for the final evening and having looked at the almanac and charts we knew that the tidal streams to this advantage would be in the morning. Modernistic Lady had planned to again have a lazy morning and then try again to visit the Beaulieu river for a "look/see" around lunch, before heading to Yarmouth. This would also give us favourable tides again for Monday morning to deliver the yacht back to Fairview nice and early around midday so we could be back home at a reasonable time on the Monday evening. This time it was the girl's turn to navigate and with Anita at the helm, we motored up the busy Beaulieu river and up to Buckler's Hard; this area of the New Forest is so pretty. Even approaching HW, the channel is narrow and the



depths quite shallow and the green withy-sticks on the starboard side can be tricky to see in the distance but it's definitely worth checking out. Anita and I both had some serious property envy.

After heading back out of the channel past Jack in the Basket, we knew the tide would take us nicely towards Yarmouth which was just as well as most of the time we had about 3kts of wind, occasionally there was a lovely 6-7kts which meant we could tack back and forth until a couple of hours later the tide had delivered us to Yarmouth and we picked up one of the mooring buoys outside Yarmouth Harbour. A couple of crew (Kevin & Tom) took the water taxi into town (probably looking for another pool table!) whilst we enjoyed drinks and nibbles, before preparing tea. A few hours later we watched a beautiful sunset, with a couple of drinks as the end of the sailex was approaching.



Early on Monday morning, Tom was keen to get some final sailing in short handed, so just before 0700hrs he slipped the mooring buoy loop off the forward winch, released the safety line and with Phil & Kevin in the cockpit, sailed Modernistic Lady back and forth up the Solent, racing a couple of other early rising yachts & giving the girls an extra little lie-in!

To sum up – a super Easter sailex made all the more enjoyable by fabulous weather and great company – and it was also lovely to see some new faces joining TOG.

Total log 194nm



TOG 2018 Sailing Programme

Trent Offshore Group
TOG Members and Friends



Pembrokeshire

Fri, May 17, 2019 5:00 PM to Fri, May 24, 2019 10:00 AM.

Google Calendar ICS. Sailex Reference **PEM19**. Lead Skipper - Alan Mortimore.

This year we have chartered one yacht - OTTER - from Pembrokeshire Cruising based in Neyland on Milford Haven, Pembroke, giving us a range of weather-dependent passage options. These include sailing the southern Irish coast or another attempt to visit the Isles of Scilly or the Bristol Channel and Pembrokeshire coast. Expect some night hours *en passage*, with the possibility of experiencing helming with stars to steer by and the Milky Way showing her beauty. Being May, we should have some marvellous sightings of wildlife such as puffins, dolphins, porpoises and more.

Costs for this charter will be £310 per berth to include an outboard for the dinghy. Costs based on 5 members per yacht. This Sailex is now FULLY BOOKED. Members wishing to join this event in 2019 can apply for a standby place and will be contacted should a place become available.

Scotland

- Sat, Jun 22, 2019, 5:00 PM, to Sat, Jun 29, 2019, 10:00 AM.

- Google Calendar ICS. Sailex Reference **SCO19**. Lead Skipper Andy McWilliam.

For 2019, Council recommended that we return to the Clyde for the Scottish Sailex. Two yachts have been booked from Flamingo Yacht Charters at Largs for this event. Both yachts are Beneteau Oceanis 45's one commissioned in 2018 and the other to be commissioned in 2019 (hopefully!). The Beneteau Oceanis 45's we have chartered - Flamingo and Skylark - are described as 10 berth yachts with 4 double cabins and a double berth in the saloon. Berth costs are based on 6 people and may be reduced should we take one couple on each yacht. As such, please budget for a maximum cost of £570 per berth. The yachts are complete with a dinghy and outboard.

Plymouth - Cornwall

- Fri, Aug 30, 2019, 4:00 PM to Fri, Sep 6, 2019, 11:00 AM.

- Google Calendar ICS. Sailex Reference **PLY19**. Lead Skipper Alan Mortimore.

The Cornish Sailex will set out from Plymouth Hoe. From here, places such as Dartmouth, Salcombe and Brixham are to the East, and Fowey, Falmouth, Helford and Newlyn to the West to name just a few of the places we might visit. The coast itself is pitted with interesting nooks and crannies for stopovers. Add to this such famous lighthouses as Eddystone, Wolf Rock and Longships and we should have fun sailing this coastline.

We have chartered a Delphia 40 and a Hanse 385 for this event. Costs for this charter have been calculated to include the following extras - an outboard for the dinghy, and gas for the yacht - will be £345 per berth, based on 5 members per yacht. Parking is available at the marina. This Sailex is now FULLY BOOKED. Members wishing to join this event in 2019 can apply for a standby place and will be contacted should a place become available.

End of Season

- Thu, Oct 3, 2019, 4:00 PM to Sun, Oct 6, 2019, 5:00 PM.

- Google Calendar ICS. Sailex Reference **EOS19**. Lead Skipper Dave Bond.

Our traditional End of Season event (for UK waters) will follow recent practice and comprise a long weekend with various navigation and sailing challenges organised by the Lead Skipper - Dave Bond. We plan this event to start and finish at Port Hamble. This year the challenge could even include a round-the-island sail.

It has been agreed that crew may overnight on the yachts at Hamble marina on Thursday 3rd October to permit an early start on Friday 4th, with the sailex ending on Sunday 6th October at 17:00 hours. Costs for this sailex will be £195 per berth. We currently have eight berths available. Two Oceanis 37's have been chartered and a third is an option should we receive the same level of interest that we had in 2018.

Lanzarote

Sat, Nov 16, 2019 5:00 PM Sat, Nov 23, 2019 10:00 AM

Google Calendar ICS. Sailex Reference LAN19. Lead Skipper Neville Buckle.

Yes, the EOS will not be the actual "end" of our 2019 sailing season as we have returned to having one very warm sailex to close the year and set us up well for the colder months at home. The weather in the Canary Islands and Lanzarote is very pleasant throughout the year. In the colder months in Europe, minimum values in Lanzarote are around 15 degrees C and a maximum of 25 degrees C. The wind in Lanzarote is intense throughout the year and the trade winds blowing from the Atlantic make this a paradise for sailors.

We have chartered a Bavaria 46 cruiser and a Bavaria 51 cruiser, both 2014 yachts from the premier charter company in Lanzarote berthed at Arriçefe Marina. The yachts are one 4 cabin and one 5 cabin, each with a double in the saloon.

Flights from East Midlands are available with Jet2.com for less than £270, with seat allocation, bags and on-board meals. Timing for these Saturday flights are good for joining the sailex and for returning home after the event. **The yachts are supplied** with a bow thruster, autopilot, bimini, dinghy and outboard engine, inverter and a teak deck. Berth costs include the following compulsory extras - end cleaning, gas, berthing at the home marina, linen and towels. Berth cost £545.00 max

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.