



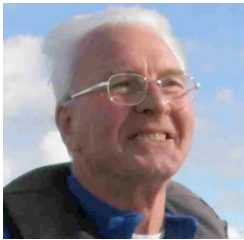
TOGLINE

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



SPRING NEWSLETTER 2022

Bail Out:-To remove oneself from a boat when the water is coming in faster than it is going out...



Greetings kind thoughts and a welcome back to normality, traditions and geniality. A pleasure to speak to you all via the Newsletter which I hope to keep going strong for a good while yet. With your help and enthusiasm, it will!

As promised last newsletter, inside you will find the contribution from Mark Thomas on the BVI trip, Part the second. I have been able to select more of the pictures from the trip and I do hope you find them worthwhile. Sooooo many to choose from....! Regarding *Forever Young*, she really looks a beauty and so very luxurious. Big with it too! That certainly is the way to have a tropical holiday – sun, sand, sea, sailing and whatever else takes your fancy..... Thank you for the contribution, Mark. In combination with Kevin's in the Winter edition it certainly provides a complement, each to the other. I love the way two people can take a different viewpoint, being in the same space but with different recollections. Long may it continue so!

Andy has provided a short but succinct report on the Easter sailex on the Solent. Wind to go! Such a contrast between the BVI and our familiar Solent. All wrapped up in sea-going oilies on the Solent and t-shirts and shorts on the Caribbean by contrast. Splashing around in the water in BVI with swimsuits only and trying it in English waters, one needs a dry suit. It isn't fair.

But not withstanding those comments, we are looking forward to the Scottish and Welsh-based expeditions. We have sailed from Ardfern before and braved the Corryveckan Channel (admittedly at slack water!). Communed with Fingal in his Cave and circumnavigated Mull. We hope to get an interesting report from it in the Summer

Newsletter and I'm sure we will do our best.

Whilst Andy was writing about the approach to Bembridge if you get the tides wrong, I was reminded of the attempt we made several years ago at the entrance. It is unbelievably narrow at one point, with the bank either side of the channel practically within arm's reach. With the echo sounder going bananas, we held our collective breaths to make sure we hadn't got it wrong. In the event, we hadn't. We overnighted within the harbour and had a very long walk to the town itself to savour the nightlife. We weren't long in returning to "*Skywave*" and "*Petanus*", the Royal Corps of Signals boats we used then, the nightlife was so inspiring! Happy days! As a footnote, it was easier coming back out the following day.

I have to say that we have really enjoyed the last few days of the Jubilee Bank Holiday and we trust you have as well. 70 years is one hell of a long time to be as much in the public eye as our Queen Elizabeth. She does it so well. 14 Prime Ministers, umpteen royal visits, countless garden parties, a Silver, Gold and Diamond Jubilee behind her to name but a few – and still she keeps going. Long may it continue, albeit at a more staid pace. She has earned it. Bless you ma'am.....

Until the next newsletter, 31st August deadline, stay well, keep smiling and thank you all so much for your help in keeping us going. 31 years is a pretty good record. Long may Trent Offshore Group continue. Here's to some more young blood who may be willing to serve on Council..... Happy Sailing.

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TOG Sailing program 2022



Spring on the Solent

By Andy
McWilliam 7th to
11th April 2022.

Liz Matthews Bryan Russell, Neville Buckle,
Andy McWilliam (Skipper)

Thursday

Assembling at noon in Port Hamble as winds gusted to Force 8, we knew we were in for many types of weather.

The crew picked over the Dufour 382 – *Solent Dream* - carefully. Neville had sailed her previously. Fairview had made a good attempt to lay it out as similar to the very familiar Oceanis 37 as possible. Provisioned and kitted out we put to sea with the possibility of at least playing around on Southampton Water. We hardly made that, turning round before the Hamble Point East Cardinal Marker. Back in, we had settled for the evening with a hearty meal and some gin.

Friday

Light rain and light winds saw *Solent Dream* depart for a varied passage to Hurst Point. We spent 2 hours off Lee on the Solent practicing buoy recovery under



sail, before anchoring in Osbourne Bay for lunch. Enjoying some wonderful sailing Westward, opposite Newtown Creek, squalls of hail, rain and nasty winds hit. This provoked much effort to reduce from full sail to 3rd reef, after which we continued to anchor South of Keyhaven Lake in 10 meters, and close to Hurst Point battery.

Anchor alarms were set and a light night sleep followed.

Saturday

Sun and north-westerlies greeted the morning as we made a leisurely start around the Island, over the 'Bridge' and gently around passing Bembridge where

there was insufficient high water to get in and definitely not enough to get out. We settled on Haslar Marina followed by a morning walk into Gosforth before a mandatory inspection of the Naval Dockyard from the water, and off out to sea again. HMS Prince of Wales was quite a sight. Security was alert.

Sunday

It was steady NW'lies so we sailed to Wootton



Creek, then to No Man's Land Fort, West for a late lunch at anchor at Thorness Bay before winds increased on our passage back East to Cowes. Refuelling delivered a thump. £97.00. Ouch! ASB in Cowes Yacht Haven, we dined aboard and took an evening stroll to Cowes water front returning to *Solent Dream* via 'The Anchor' bar. A good night's sleep was had.

Monday

Morning came and the high winds returned with it. Westerly F7 gusting F8. There were very few vessels on the water. We motored to Port Hamble and still got wet....

That was it. No point in going out again, so we packed up and made for home after what was a good taster for the sailing season.

My thanks to the very strong crew, and also to John Bryant - again - for the booking administration etc.

BVI Part the second.....

by Mark Thomas



Flew from LHR to Antigua arriving around 17:00. Cleared immigration and customs then transferred, to the Copper and Lumber hotel. The arrangements were excellent, not only was there a taxi waiting to pick us up, but it had a cool box full of beer aboard.

We enjoyed a complimentary dinner and drinks in the hotel courtyard including the first rum punch of the holiday. Caught up with

Emma, Phil, Kevin and Anita for drinks, moving inside later to get out of a light rain shower. Savaged by C&L mosquitoes overnight.

Wednesday 26 Jan

Day in English Harbour Antigua.

Coffee at English Harbour YC Marina, Lateral Flow test for entry to the BVIs then. Mark and Elizabeth walked to Pidgeon Beach where Elizabeth had a paddle. Enjoyed spotting the local birds, pelican, grackle, Antillean bullfinch and Cattle Egret. While we were at the Copper and Lumber, a pair of rowers finished the Talisker Transatlantic Challenge



in a female pair record time of 45 days. It was amazing to see them so full of energy.

Lunch from the supermarket eaten in the living room of our hotel suite then a walk to Fort Barclay in the afternoon. Dinner in the hotel although this time we had to pay it!

Thursday 27th January.

Early start, then off to the airport for the flight to Tortola. Lovely to see Antigua in the daylight from the taxi as we crossed the island. The small queue at the check-in should have given us a clue about the size of the plane which turned out to be a 30-seat Embraer 120 turboprop.



We sat opposite the departure lounge restaurant waiting for it to open which it did - just as we were boarding. After an exciting flight we landed in Tortola and eventually cleared immigration, health

checks and customs. A 30-minute ride in the oldest taxi in the world took us to Nanny Cay, our base.



Late lunch at Peg Leg's beach bar while we waited for the boat to be ready and eventually, we got aboard *Forever Young*, our home for the next two weeks.

Back to Peg Leg's for dinner. Pasta surprise: ordered mushroom and chorizo, got something with chicken but it was very nice.

Friday 28th January.

Spent most of the day sorting out snags on *Forever*



Young, which, true to her name was brand new. Lots of teething problems, mostly resolved by the charter company crew. Once the plotter was set up, we were able to look at tank levels. Fuel 1 full, water and fuel 2 empty. The yard manager was emphatic that the boat was fully fuelled. Eventually we spoke the crew member who fuelled the boat and was surprised to hear that there are two tanks as he had only filled one. An hour with the water hose and a trip to the fuel berth later, we had 3 full tanks.

Afternoon swim in the Caribbean, drinks, and an early dinner at Peg Leg's, watching enviously as the locals had fun chasing around in Laser dinghies.

Saturday 29th January.

Up for a 7:30 departure heading for Trellis Bay to collect Adrian and Diane from the airport. Sunshine, 10-12 knots from the ENE and a flat sea provided

ideal conditions for our first trip.
We found it tricky to get FY to sail upwind, best angle around 35 deg app, 60 Deg true which meant progress was pleasant, but slow into wind and stream.



Reached Bunch Island and Bluff Bay by 11:00 then motor-sailed south of Beef Island and around to Trellis Bay. Picked up a mooring at 12:00, then moved to another a little later, all managed without incident, thanks to Phil's skilful helming and FY's good manoeuvrability.

31 nm logged

Phil took the dinghy ashore to pick up Diane and



Adrian then lunch was enjoyed on board. Afternoon swims around the boat and snoozes

Problems with the plotter and to the lifting platform at the stern were sorted using the classic engineering technique of disconnecting the power supply then rebooting.

P.M. ashore at the local beach bar and barbecue. Good simple food enjoyed by a mix of locals and visitors. Karaoke evening was sometimes good and sometimes excruciating, but always entertaining.

Sunday 30th January.

Slipped at 09:00 heading for Bitter End Yacht Club on Virgin Gorda.

Beautiful sailing conditions with ESE F3/4 and broken cloud to take the intensity out of the sun. Initially set the main with 3 reefs, reducing to 2 then none. Unfurled the foresail to match.

Sailed out of Trellis Bay heading NE leaving Scrub Island to Port and the Dog Islands to Starboard. More sail trimming (centring the boom and hardening up the jib) improved the best tacking angle to 50 Deg true. **Sailed well beyond Virgin Gorda** then turned and beat SSE towards Necker Island for a quick look at Richard Branson's playground, before dropping sails and motoring into Gorda Sound to pick up a mooring



at the Bitter End Yacht Club, arriving around 14:30, 17 miles sailed.

A swim off the boat, then some time relaxing while Emma and Anita took the dinghy ashore for a recce and to pay the mooring fee.

Evening ashore at Bitter End, a variety of Cocktails were sampled before dinner: pina colada, painkiller, Bitter End 2.0, dark & stormy... followed by a good dinner in the BEYC, sampling local delicacies of roti, wings, and conch fritters among others.

Monday 31st January.

Fine sunny morning again with some broken cloud. Wind E F3-4.

Prep for departure and the dinghy lift wouldn't work. Finest engineering minds assessed the problem at length before a call was made to the charter company helpline. The boat had an auxiliary generator which we started to top up the batteries and hey presto the lift started working.

Moved to the pontoon to fill with water and top up on provisions, then set off for Anegada. Broad reach all the way, arriving and on a mooring by 14:00 after around 19 miles of sailing. We were followed into the moorings by a very fast BVI Customs speed boat - fortunately, they weren't interested in us.

Recce trip ashore found it very hot and after a short walk and an ice cream, shelter was sought in the shade of Potters (beach) Bar. One drink led to another, and dinner was ordered with most of the crew sampling the famous - and huge - Anegada lobsters. Lots of dancing followed, with JB leading the way on the limbo. And lots of disco floor fillers.

67 nm total, approx 19 today



Water taxi issues

Tuesday 1st February

Our plan was to hire a vehicle for a quick tour of Anegada then head west towards Tortola. Pink Flamingos were the first point of interest and after visiting Loblolly Beach, it was agreed that the guidebooks were right and it was worth staying for two nights. Our next stop was Cow Wreck Beach, another beautiful spot and a plan was hatched for afternoon on the beach, sundowners at sunset and dinner in the Lobster Trap beach bar and restaurant. They provided a lovely meal in a lovely setting. Dark and stormy cocktails enjoyed by the crew once back on board.

Wednesday 2nd February.

Up early and dropped the mooring at Anegada at 07:30. Motored the first mile or so until clear of the marked channel through the reef surrounding Anegada. Remembering that BVI buoyage follows IALA zone B convention, red cones to Starboard and green cans to port.

Lovely downwind sail in F4 building to F5, broad reaching at 5.5 knots plus, with a series of gybes Arrived in Cane Garden Bay at 13:30, 34.2 miles run **Shore party foraged for provisions** and found a potential restaurant for dinner. However, the dinghy's outboard decided to misbehave, so the evening was spent aboard. *FY* gradually revealed her secrets as we got to know her better and this evening, we mastered both the on-board gas-fired barbecue and the amazing sound system. An excellent meal of steaks, burgers, tuna and mahi mahi was expertly cooked by Kevin, complemented by lovely green and pasta salads prepared by the ladies. The music went on long into the night, the volume being gradually turned down to avoid annoying any neighbouring boats who didn't share our taste in sounds.

A number of turtle sightings were made, few of them verified. As soon as someone pointed and shouted about a sighting, the turtle dived and was nowhere to be seen.

Thursday 3rd February.

Cane garden bay to Great Harbour, Jost van Dyke

Leisurely start. Phil gave the outboard a good tinkering and got it running nicely. The whole crew then ok a trip ashore to explore Cane Garden bay. Souvenirs were bought, and a quick visit to the Callwood rum distillery was made. The most unusual rum on offer being the Panty Dropper!



Cash was short on-board, so Phil, Adrian and Mark took a taxi across to Road Town to visit the ATM. It was a fantastic trip, up and down steep roads over the centre of Tortola and occasionally the driver paused to allow us to enjoy the views to the north and south, including many of the smaller outlying islands. We also got to meet the driver's niece, son and daughter who shared the minibus taxi with us on their way to and from school.



Suitably provisioned we set out for the short hop to Great Harbour on Jost Van Dyke, picking up a mooring buoy on arrival. Unfortunately, all the buoys were booked, so we had to slip the mooring and spend our first and only night at anchor. After a bit of faffing, we got the anchor set and on its bridle.

It was a smooth trip of 8.6 miles, broad reaching in F4 wind with plenty of sunshine. There was a slight swell running but nothing to trouble *FY*.

Dinner ashore at Foxys, followed by more drinks and music on board.

An interesting dinghy ride back and forth in the dark to the edge of the bay, with the need to avoid a dead tree in the water just in front of Foxys jetty.

Friday 4th February.

**Jost Van Dyke to The Bight, Norman Island
20 miles**

Left at 8:30, hoisted main with 1 reef and unfurled most of the jib. Initially aimed for Thatch Island cut, before deciding to bear away and go round the west end of Great Thatch Island. Then to work east along The Narrows and into the Sir Francis Drake Channel. Initially motored from West Point Thatch Island beyond Callwood's Point, then tacked (11 short tacks)



eastwards, mainly staying out of US Virgin Islands waters. A squall came up bringing lots of rain and winds touching 30kts, so our initial idea of visiting Deadman Bay on Peter Island was abandoned as we dashed to our final planned destination of The Bight on Norman Island. After an hour of Caribbean rain, most of us were thoroughly soaked, including Emma, Anita and Elizabeth, who bravely lay on the sun-lounger cushions on deck to stop them being blown overboard.



We arrived early, around 12:00 so had the pick of the mooring buoys and got one nice and close to the beach, dinghy dock, and bar.

Dinner ashore at the Pirates Byte restaurant, which, as with every other meal on the trip so far was very good. Once back aboard, those with the stamina migrated to traditional Caribbean dark & stormy cocktails made with rum from the Callwood distillery at Cane Garden Bay.

Saturday 5 February

On the mooring at The Bight, zero miles.

The forecast was for thundery rain all day, so a leisurely start was made....

The boys went ashore to watch 6 Nations rugby in the bar leaving the girls on board. Elizabeth & Mark set off in oilies to explore Norman Island on foot, climbing the track from The Bight to the ridge along the top of the island. Good views to Peter Island and Tortola were enjoyed as well as sightings of local birds, butterflies and cacti. Then the rain came, warm



but heavy, turning the path onto a torrent coloured red by the volcanic soil and filling the dinghy three inches deep.

Returned Elizabeth to FY, put on some dry clothes and went back to the bar to watch the England-Scotland game and pick up the boys.

Spotted orange and yellow butterflies, grackles and red-winged birds? Joined in the bar by a thrush-like bird.



After the rugby, we returned to the boat and enjoyed another excellent BBQ.

Sunday 6th February.

Adrian at the helm, I took a back seat to enjoy the ride.

Aimed for an early start but slightly delayed by an almost flat domestic battery.

Engines and generator were run to quickly charge up and we slipped our mooring at the Bight at 08:30.

Main hoisted with 2 reefs and half jib were enough to give 8 to 10 knots of boat speed, beam reaching in F6 wind. *Forever Young's* long hulls made easy work of the short chop, although still with some pitching and rolling motion.

Reached from the Bight to Nanny Cay, then back across towards Peter Island. Crossed towards Tortola again, falling just short of Road Town harbour. Jib was furled and engines started to motor into Road Town harbour and check out moorings. Motored up to Brandywine Bay, but decided it wasn't for us and returned to Road Town,

Picking up a mooring at 11:00

16 NM run to cover 6 miles as the crow flies.

Monday 7th February.

The sun returned and we were back in Paradise. Initially cloudy with a few breaks but more sun later. Set out from Road Harbour around 09:00 heading S towards Peter Island. A wind of 22-28 knots over a relatively smooth sea gave excellent sailing conditions.



Three tacks took us towards the narrow channel between Peter Island and Dead Chest which we couldn't quite clear in the wind and stream prevailing. Two more long tacks took us to Mancihoneel Bay on Cooper Island, arriving at 12:20, 18NM run

We got the last but one available buoy and had some entertainment watching other boats arrive, search for a buoy, then leave disappointed. We swam off the boat, but found a current running through the moorings that made this hard work, so took the dinghy ashore for swimming and snorkelling off the beach.

No food was available ashore, so a pot-luck dinner was prepared aboard, pasta, tuna, chicken wings and Ratatouille.

Tuesday 8th February

Plenty of sunshine and plenty of breeze (20 kts true)

Departing Cooper Island at 09:30, our first destination was The Baths on Virgin Gorda. It was dead upwind from our starting point, so we motored making 5 knots under engine into the wind.

Arrived at the Baths at 10:30, picked up the last free mooring and had coffee.

Swam around the boat and did a recce trip on the dinghy to find places to, land but nowhere obvious. Practiced boarding the dinghy from the water which we found to be much easier with a line slung between the fore and aft handles on one side to provide a foothold.

Slipped the mooring at 12:15 and sailed towards Trellis Bay, beam-reaching in 20 kts true.

Arrived at Trellis Bay at 13:30, 13.6 NM run.

Wed 9th February.

Leisurely start for our final sailing day.

Bright and sunny with scattered clouds

Departed 10:15

Motored out of Trellis Bay, hoisted sails and headed south across the Sir Francis Drake Channel to transit between Ginger Island and Cooper Island. By 11:30 we were in the open Caribbean, feeling the open sea swells rather than the choppy condition of the channel.

Sailed south of Cooper and Salt islands, gybing once to return to the Sir Francis Drake Channel by passing between Salt Island and Dead Chest.

Off Nanny Cay at 13:30 waiting for a space on the



fuel berth. On the Fuel Berth at 13:45 which meant Phil could finally relax, as the hire company staff moved *Forever Young* to her berth.

Showers, packing and an evening ashore at Omar's curry house followed by drinks aboard.

20 miles sailed



CHEERS.....



TOG 2022

2022/3 Sailing Programme
Trent Offshore Group
TOG Members and Friends



Scotland – Western Isles

Sat June 25th 4:00pm to Sat July 2nd at 10:00am

Sailex Reference SCO22 Lead Skipper Stewart Cook

This year we shall be sailing from Ardfern, taking in the sights of the whirlpools in the sound of Luing/Corryvreckan, the Small Isles, i.e. Coll, Tiree, Treshnish Isles, (sunniest place in Britain), Eigg, Fingla's Cave, Isle of Mull, not forgetting the impressive Scottish coastline to name but a few places that Stewart is planning to visit.

This Sailex is fully booked

Pembrokeshire Coast / Southern Ireland

Fri September 2nd at 4:00pm to Fri September 9th at 10:00am

Sailex Reference PEM22 Lead Skipper Alan Mortimore

Departing from Milford Haven gives a range of options depending on the weather. If conditions are good (and why wouldn't they be) the plan would be to sail the southern coast of Ireland, and maybe round Fastnet. If this is not possible then visiting Lundy, the north coast of Devon, Swansea, the Gower coast as well as the Pembrokeshire Marine Reserve which includes Ramsey, Skomer, and Grassholme. **This Sailex has one available berth**

End of Season Sailex

Thu October 6th at 4:00pm to Sun October 9th at 5:00pm

Sailex Reference EOS22 Lead Skipper Dave Bond

Our traditional end of season event will return to the long weekend format with various navigation and sailing challenges organised by your lead skipper – Dave Bond. Two boats chartered are now fully booked but further interest is growing and Dave Bond is working to add a third yacht. If you have interest in joining this eventful long weekend then please register your interest now by completing the booking form on the TOG web site.

BRITISH VIRGIN ISLANDS - 2023

Google Calendar ICS Thursday, Jan 26th, 2023 5:00pm to Thursday Feb 9th, 2023 10:00 AM.

Sailex Reference BVI23 Lead Skipper Adrian Johnson

Our early 2022 sailex to this idyllic destination was an outstanding success and there has been great support expressed to repeat the event in 2023. We plan to charter one or more catamarans, an ideal yacht for this destination. All yachts under consideration will have 4, 5 or 6 double cabins with full air conditioning and private en-suite heads plus at least one single cabin.

https://client.sednasystem.com/boat/boatdisp.asp?lg=0andid_boat=38699andb_newfic=

- The yacht chartered will have some large double cabins, some medium sizes double cabins and one or two single (bunk) cabins, a 2020 Astrea 42, a 2022 Tanna 47 or a 2020 Saba 50 have been offered with berth costs ranging from £1650 to £2,200 per person for the two-week sailex This cost includes the yacht, dinghy, outboard, “carefree packs” by the charter company, end cleaning, bedding, and National Parks permits. One yacht has now been booked the Tanna 47 FOREVER YOUNG and this is now fully booked. We have the option of chartering a second yacht with sufficient member support.

This sailex can only be confirmed with the committed support of members. All interested should book a berth on the TOG Booking system and communicate with John Bryant to confirm the berthing requirements on the catamaran. Final pricing and yacht selection will be communicated before making commitments with the charter company.