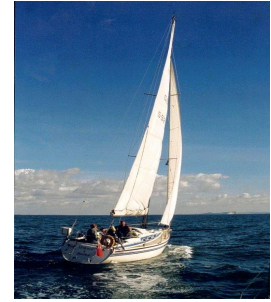




# TOGLINE

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



## SUMMER NEWSLETTER 2013

**WAKE: That ceremony held if the horizontal track of a boat in the water becomes vertical....**



**Once again**, our Presiding Master has hit the nail on the head. The summer is very nearly a past memory and although the forecast is still good into September – the days draw on. But – Hey – what a year we have had so far.

**Welcome to the Summer edition** of TOGLINE, the Newsletter that I do so enjoy preparing for your (hopeful) delectation. What a cornucopia of goodies I have received from you all. The photographs are a revelation and the “reports” are excellent examples of what we do so well. We do have some good wordsmiths out there – and the more the merrier. It is such a difficult task deciding which pictures to use. They are all so very good and interesting. I am sure they merit a revival of the **photographic competition....?** It has slipped recently, but perhaps there is now some interest again? We shall see.

**Writing personally**, we had a wonderful selection of folk aboard “*Bravado*”, the Bavaria 44 I was fortunate to be allocated. Such luxury! A bow-thruster, two double *ensuite* aft cabins and two forward (small) doubles, with our own *electric* flushing loo! An electrically-operated full-width bathing platform, perfect for getting into and out of dinghies. In-mast reefing for the main (a first for me) and fortunately, by Arthur’s account, much easier to spread than that on “*Moon song*”. With a powerful 75 H.P. iron sail, there was sufficient power and more for those calm periods. 6 knots at about 1800 r.p.m. is not to be sneezed at. The culinary expertise of certain crew was of the highest order and we never went short. The amount of stores scattered around the interior made us wonder if we would ever get through it. Well, we certainly did. Six people with healthy appetites made sure of that.

**I remember** working up Loch Goil whilst food was being prepared for dinner. We arrived at Lochgoilhead, moored up, raised the bimini and a sumptuous meal on the cockpit table within five minutes! Not to mention

the wine... Magic. The beauty of that Loch in the peace of the evening was unforgettable. Absolutely mirror-calm, whilst the sun set over the hills in a blaze of colour. Later, the moon making such a wonderful reflection of her silver trail on the water. She seemed to be rising from the Loch. I sat on the stern, just watching. Around me, the soft murmur of voices and occasional laughter from the other boats, was the only sound to disturb the peace of this wonderful mooring. The weather overall was very un-Scottish. Blazing sun with the occasional clouds, with the inevitable unfortunate corollary of mainly gentle breezes.

**Oh dear** – I seem to have got carried away with myself. Suffice to say that, once again, another terrific TOG expedition was an unqualified success. (as are they all) The company, the overall enjoyment of all the crews was evident on the last evening as we celebrated in Largs after a safe return. Heartfelt thanks to all the skippers for keeping us in order and to our Expeditions Master for the boats with which we were provided. We do hope the first-timers came away with a favourable impression of the folk in the Trent Offshore Group and wish to go again. WE would love to see you....

**Finally**, I have to thank all the contributors to this TOGLINE for their efforts in passing on the experiences, the pleasures and the pitfalls which become better on every telling. Remember, **communication** is everything. The more we can put in our Newsletter the better for all our members. Never be afraid to submit anything on any topic. We will do our best to accommodate you. If not in the immediate issue, then certainly in a succeeding one. Don’t despair. You will appear in print!

**HAPPY SAILING.**

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## PRESIDING MASTER'S MUSINGS

by Neil Macfarlane



**Oh woe** – the solstice has passed, sunrise and sunset are moving southwards across the compass rose, the equinox approaches – and some glass half empty types say that it will soon be Christmas. But be not down-

hearted as, for TOG stalwarts, the sailing season continues. The Irish Sailex in June is done (and reported herein) and I skippered in a splendid Scottish trip (*ibid*) which included five yachts and twenty-seven members and friends - (whom we hope will convert their temporary membership into a longer term relationship with the club). This was TOG's largest fleet for some years with excellent support from the membership. Also, its success stemmed largely from John Bryant's sterling efforts in sourcing high quality yachts. These from varied charter companies in Largs and Inverkip at a very popular time in the Scottish sailing calendar. Stewart Cook did a fine job as understated lead skipper/commodore. He was never going, (nor intended), to restrain the young(ish) Turks in *Skua* and *Clan*. Both *Skua*, Andy McWilliam – plus clan members and camp followers and *Clan*, (Dave Bond and crew), rounded the Mull of Kintyre like a slingshot. This to explore the delights of the Hebrides and scandalise the fleshpots of the northern Irish coast. Meanwhile, within the Firth of Clyde and associated lochs, the \*Id f\*rts and their crews on *Bravado* (Stewart), *Blazeman* (me) and *Moonson* (Arthur Wood), visited some favourite places and others familiar by road, but not by sea. These included the heads of Lochs Fyne, Goil and Long. Beating up Loch Goil, with remnants of the ancient Caledonian forest extending down the steep hillsides to the water's edge was particularly memorable. It was all reminiscent of a Norwegian fjord (which I'd like to visit some day).

**Our yacht *Blazeman*** was a brand new virgin Hanse 385, virtually unsailed, with crisp, white sails and self-tacking jib that allowed her to point up beautifully. She left other larger yachts in her wake when beating. (*true!!*, *dammit! Ed*). thus partially belying the theoretical constraints of my reputed nineteenth century ancestor William Froude. He explained why boat length and maximum speed show a positive correlation (not that we were racing of course). The yachts re-assembled in the Firth of Clyde on Friday, jointly having sailed around a thousand nautical miles. That evening in Largs, the other McWilliam, brother Robert, (once famed as a fruit juice entrepreneur, but now shifting fine Dunblane meat pies), organised a splendid last supper in Largs. Much to drink (including excellent Scottish black stuff), good food and a few speeches to mark the end of a memorable week.

**Roll on the Greek islands**, the October Sailex and the Grenadines, not forgetting the Belvoir fireworks and brewery visit.

## REPORTS



**NON\_TOG SAILEX Inverkip to Ballycastle**  
**31<sup>st</sup> May to 3<sup>rd</sup> June 2013**  
by Andy McWilliam

Complement:  
Andrew McWilliam - Skipper  
Philip Lacey  
John Lacey

Diyar Kadar  
Sam Hutchinson  
Jamie McWilliam  
Robert McWilliam  
Apologies for absence ( Gran Canaria) Dave Clark  
**Vessel Oceanis 41.1 'Caitlin'**

**Having provisioned and checked out 'Caitlin'**, we slipped Kip at 16.00hrs UT and enjoyed an ideal sail South on a NW wind F4/5 to Lamlash harbour on the East side of the Isle of Arran. A full meal and a light beverage was taken on the mooring followed by four hours of deep sleep.

**00.30HrsUT 1<sup>st</sup> June.**

We dropped the mooring and headed south of Pladda (flat)



island, where command was handed over to Robert and then John, whilst the skipper topped up on his slumbers. During the passage to the south of Sanda Island, all sorts of navigational exercises were performed with strong emphasis on Running Fixes, using Ailsa Craig Island and major light.

**The crew managed to wake** the skipper south of Sanda Island for a light breakfast on the hoof and then 'Caitlin' dropped into the North Channel on a NW Tidal Stream. This soon took us motor-sailing to the choppy waters north of the vertical and bold cliffs of Fair Head, where we entered Rathlin Sound, making straight for Ballycastle Harbour and Marina. The tidal range here is but a metre, but, the currents run strong.

**At this point in time**, the crew divided into three groups. Having scrubbed up and brunched on Hake and Chips, the young Mr. Lacey took the senior Mr. Lacey for a trip around the delightful Antrim town. Andy, equally scrubbed and nourished, set about a search for the remaining Scots. The landlady of the Harbour Bar requested that if I find them, I must bring them to her! (I never like to let a lady down). Facts were, they were in the Best Haven bar some 20 metres away, passionately sampling the famous Emerald Isle's offerings of Guinness plus Paddy's Whiskey. Well, when in Ballycastle, do what the Irish do! Having been persuaded to take some fresh air for five minutes, this merry band of choristers found their way to the Harbour Bar, where musical appreciation knew no bounds. We entertained a large pack of Swiss bikers and brought great satisfaction to the landlady, who's eyes gleamed with delight ( as the song goes). A quieter dinner was taken up town in the Central Wine bar, when a good night's sleep duly followed. **Sunday morning began** with a gentle rise, fried breakfast and preparation for the return passage.

**12.00hrs UT, (Low Water) Belfast.**

We slipped once more into Rathlin Sound, practiced MOB and then jumped on the SE tidal stream in calm conditions. We approached within half a mile of the Mull of Kintyre to enjoy the



fast stream and experience the cauldron surface effect of the tide. This soon had us round to Sanda Sound where the decision to go ashore on Sanda Island was made.

**Anchoring in 4 metres** and using the kedge too, we ferried the complement ashore on a perfect sunny Sunday afternoon. Robert, Diyar and Andy walked up a hill. The rest exercised the



tender and finally returned us all to 'Caitlin'.

**2 hours later**, we were motoring N up the Kilbrannan Sound, and into Lochranza, to moor up, dine and sleep. Monday morning, most went ashore for exercise and things like, what one does in the morning.....

**In fog and becalmed**, we motored E to Inchmarnoch Island, and then into the West Kyle of Bute. On through the Burnt Isles into the East Kyle, past the Colintrave Ferry, past Rothesay and into the Clyde. At last, we enjoyed a 30-minute sail to Kip marina.

**Cleaned up**, packed and said our goodbyes. Andy and the Laceys headed south and the rest back to Stirling.



**This passage** is highly recommended by all on board, and also by the Landlady of the Harbour Bar! However, it needs to be said that the North Channel can get very rough and can challenge the safety of a small vessel!

**Distance O.G. = 165 Miles**

*(My warm thanks to Andy for this report. I feel it shows that we do not always travel in packs (so to speak), but can strike out on our own. – Ed)*

## **TOG SOUTHERN IRELAND SAILEX 8<sup>th</sup> to 15<sup>th</sup> June 2013** **by Andy McWilliam**



Vessel:- InishLeigh 43ft Bavaria  
Andy McWilliam - Skipper  
Ivone Panerai  
Ronney Panerai  
Stephen Wilcock  
Alan Mortimore  
Liam Tynan

### **Saturday 8<sup>th</sup> June**

The complement assembled @ 07.00hrs DST at Birmingham for the 08.40 flight to Cork. On time, we landed at Cork and thought we'd arrived at the wrong airport. The sun was shining and it was warm!. A small delay waiting for the taxi and it was off to Tesco for the provisioning. Teams of four and it was done PDQ. Not bad, considering half of Cork was there too! Back in the minibus and off to Baltimore. 100 minutes later we were unloading the bus. We paid the driver and he was off like a whippet! The paperwork was minimal. We stowed the provisions and the kit, familiarised ourselves with the vessel and Con (owner) gave us the usual education, advice etc. Then we were off in the sunshine and calm seas (it was not to last long). Out of Baltimore Bay, past Lot's Wife (bless her), on past the Fastnet Rock and then in to Crookhaven, a passage of some 18 miles.



**A quiet night** was spent on the mooring. Stephen and Alan volunteered to go to the pub to pay the mooring fee. Such willing devotion to duty lasted all week! Tired, we all slept well, as we were to rise fairly early in the morning.

### **Sunday 9<sup>th</sup> June**

A still and sunny morning, with breakfast 'up top', followed by slipping the mooring and stowing as we left Crookhaven. Round Misen Head on the North-going tide and past Brow head. Altering course to 295M, we set off for Dursey Head, with it's four very different, but beautiful Islands:- the Calf, the Heifer, the Cow and the Bull. Plenty of photos were taken and we set off 030M, to Derrynane harbour, a must place to visit in the County of Kerry. Very tight pilotage. In good visibility, we picked up a mooring buoy, and motored ashore, some opting for Ice cream and some for Guinness. The sun shone, the wind was warm, but was gathering speed too. With a strong southerly forecast, we forced ourselves off the shore and out to sea again, across the Kenmare river to Ballycrovane harbour. Here, we enjoyed a lovely 'Nigel Slater's Chick peas with Chorizos', courtesy of Ivone and Ronney, and some red wine. The wind speed rose and the temperature went down.

### **Monday 10<sup>th</sup> June**

The two fishing vessels next to our mooring had gone by morning, though no one heard them leave. It was now raining hard. The decision was made to start to make our way back



South, as the forecast was worsening all week, with gusting Force Nines by Friday. Just as we were about to drop the mooring, a lifeboat arrived with a yacht in tow. Let's talk to the Lifeboat skipper, by radio, we thought. His advice was good. Gusty on the North side of the peninsula and rough on the South.



Off we went, getting wet, and entered the Dursey Sound, punching against the 3.5knot tide, under the Cable Car and avoiding Flag Rock 0.3m. A mile or so of smoother water, before accepting the full-on waves from the South. At least it was less gusty. Force 7, gusting 8. An element of nausea was suffered by half the complement including the skipper, but, we made it to Piper Sound (Bear Island), with gentle waters into Lawrence Cove. Here, we went alongside and were rafted to by another vessel. Wash, water and meal, (Pesto Pasta, again courtesy of Ronney and Ivone), followed by a lovely walk in the rain to the D O'Sullivan's Bar (where we were last year) to enjoy the company of the octogenarian landlord. We were joined by two intrepid sailors, Alan and Andy, who had come over from Milford Haven. They were aboard a lovingly restored, 29-foot wooden yacht, of the deep keel, heavy displacement, low volume variety. The rain stopped for our walk back to the marina. A NW 4 or 5, backing SW backing E was forecast for tomorrow. An opportunity to round the Mizen was on offer, and tomorrow we would take it.

#### **Tuesday 11<sup>th</sup> June**



Unhurried, we breakfasted and slipped Lawrence Cove at 09.30UT, west and through the Piper Sound. We sailed past Sheeps Head, across the mouth of Dunmanus Bay. Here, the wind duly backed and we beat around the Mizen and south-east, back to Crookhaven in a S 3 to 4, with some drizzle. Moored again in the harbour, dined and went ashore for a night in O'Sullivan's Pub. Liam managed to talk Andy to offering a (poor) rendition of 'The Fields of Athenry'. The locals appeared to appreciate the effort more than the song; or was it the other way round? The landlord and service, together with the

Guinness and Murphy's, were first class. Oddly enough, it was raining Cats and Dogs, which failed to dampen any spirits. Ronney and Ivone chose to remain on board, most likely due to the quality of the jokes which bubbled up now and again - some of which people could remember. They had already proven their ability in the galley. Now Stephen and Liam had begun to do the same, closely followed by Alan. Andy was nowhere in sight! Damp South Easterlies were forecast.

#### **Wednesday 12<sup>th</sup> June**

With strong, wet E to SE winds, it was not a day for much



sailing. However, we beat to Long Island Sound where we put down an anchor, (no Black Ball or Triangle on board), lunched and had a welcome siesta. We made our way in to Schull, collected a mooring, and made for the town quay in the heavy rain. Ronney sorted out some better waterproof trousers, and the rest found this delightful bar, offering delightful food, served by very obliging, and energetic staff. A few more Guinness, with well-garnished Fish and Chips, and back to Inishleigh for the



night. In the morning, a party was to go ashore to collect the sought-after pants and some milk etc. They were also to take our lines on the quay so we could fill our water tanks again.

#### **Thursday 13<sup>th</sup> June**

Southerly Force 6s, but not raining. We did as planned on the quay and made for the SW of Clear Island, where the sun came out, the winds gained, and we entered the South harbour to anchor, kedge and all. Shorts and T-shirts, we went ashore, found the Pub shop and had an ice cream. There was some mad man, with a knotted handkerchief on his head, prancing on the beach. Unperturbed, we sought permission from the Ferry



skipper to raft up for the night. Not the slightest bit bothered. He mentioned that the ferry leaves 09.00DST. We meandered back to the South harbour, sailed out and around Clear Island (clockwise) to the North harbour, and rafted as arranged. Some tidal depth calculations suggested we would touch the bottom in the night, but a check on the actual, as opposed to metred, depth, indicated we'd have a bit to spare. Taking no chances, we lashed the mast to the ferry, as no one wanted to fall out of bed!. With Pub time running out, Stephen showed his military mettle, took command of the washing up and had everyone wash, dry, put away and clean surfaces, all in treble time. The evening was spent in a dry state (on the outside) for we had not to use the tender. S, veering SW Force 8 gusting Force 9 with rain has been forecast.

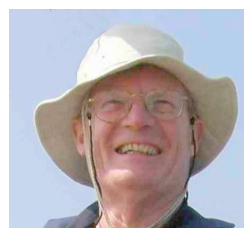
#### Friday 14<sup>th</sup> June

No one fell out of bed before we rose to get off the Clear Island ferry, before 09.00DST. We moved Inishleigh forward onto an idle ferry in shallower water, whilst we prepared for the day's journey through 'The Sound' to Baltimore Bay. Using transits, bearings and back bearings, we approached the narrows of the rock-lined 'Sound', which worked well until the visibility dropped to Fog levels, with very heavy rain. Thereafter, it was last known position, dead slow and dead reckoning EP, until visibility improved a little and we could at least see the rocky islets. Totally soaked, we entered Baltimore Bay, and took a look at the pontoon on Sherkin Island. Conditions were

**I would like to thank** all crew members for their great efforts, their many strengths and their friendship which together made for a tremendous week and cast enduring memories of the Celtic Sea, the Irish and yes, of TOG (must get that in!).

**I apologise** for most of the jokes, but not the air force .....,

**Thanks also go to** John Bryant for such precision attention to detail in arranging the Sailex, without which we would have struggled to get going.



#### SCOTLAND 2013

by Stewart Cook *Commodore*

#### **Bravado**

Stewart Cook - Skipper  
Mary Bancroft  
John Bryant  
Ian Calderwood  
Kevin Martin  
Linda Martin

#### **Blazeman**

Skipper Neil Macfarlane  
Tom Macfarlane  
Peter Tytler  
Diane Rowbottom  
Keith Stedman

#### **Saturday 13<sup>th</sup> July** – Largs to Lamlash Bay, Isle of Arran – 18.3ml

**The 5 yachts** hired for the Scottish trip were based in 2 marinas, Largs and Kip. Two yachts sailed out of Kip Marina on the River Clyde (Dave Bond- "Clan" & Neil Macfarlane- "Blazeman"), whilst the others, Stewart Cook- "Bravado", Arthur Wood- "Moonsong" & Andy McWilliam- "Skua", sailed out of Largs, some 7 miles south of Kip.

**The crews assembled** at their respective marina to pick up the yachts. Whilst the handover process was taking place, some crew members (Bravado) took the opportunity for final shopping at the local supermarket in Largs. With the yachts spread over 2



marinas, the skippers decided that the best plan was for the collective group to meet that evening in Lamlash Bay, Isle of Arran. Dave had already arrived in Largs, having left Kip Marina mid-morning. With handover complete, the yachts left



atrocious, as the full force of the open S'ly wind fell upon it. We crossed the bay to Baltimore, where it was slightly less exposed for now, rafted on to a French vessel and who should be there to take our lines?. Yes - it was 'Andy' from 'Alan and Andy' at Lawrence Cove. The wind veered and increased. 'Con' relocated us, twice, and we spent the night alongside the inner quay, with 6 lines ashore (includes 2 springs), one of which wore through and broke. It could have been worse. This week's sailing was over for this crew. An incredible omelette was produced by team effort and then yet another pub was found for a cheery last night, with very friendly (they all were) locals.

#### **Saturday 15<sup>th</sup> June**

High winds and showers were forecast for today. We breakfasted very well, again, cleaned up the vessel, packed our bags and waited for our taxi. The driver was taking no chances, double-checking the description of his fare several times. He very kindly took us on a detour to visit the birthplace of Michael Collins at Clonakilty. At Cork Airport, we took lunch, and boarded the one hour flight (tail wind) to Birmingham. We recounted the week's many highpoints and its principal events, then said our goodbyes. One went North, one went South and four went East.



Largs at 18:00 hrs, setting sails and heading south west across the Clyde Estuary. Bravado had two extra members for the evening sail, Diane Rowbotham, accompanying a famous "Scottish Meat Pie" from Dunblane. With a F4 westerly wind, we had a pleasant evening sail, each taking a turn on the helm, whilst practising sail setting and getting to grips with the yacht. Arriving in Lamlash we anchored at 21:25hrs. Reluctantly, Diane and the "Pie" changed yachts onto Blazeman in Lamlash. We had our eye on the pie as payment for the passage, even though we had at least an equally good pie from a different Scottish butcher.

#### **Sunday 14<sup>th</sup> July – Lamlash Bay to Ardrossan via Ailsa**



#### **Craig – 41.6ml**

**Dave & Andy**, as per their plan, left Lamlash around 08:00hrs to catch the tide around the Mull of Kintyre. A leisurely breakfast was spent watching people swim out from Arran to close by the yachts. They then stood up in waist-deep water and began to do handstands. A graphic example showing the importance of good pilotage in constraint areas.....

**Mid-morning**, Bravado motor-sailed out of the bay by the south exit, sailing south for Ailsa Craig in a F2/3. Blazeman followed some 30 minutes later. With a decreasing wind, the engine was restarted but, once clear of Arran, the wind increased to F3 and



under sail we were off for Ailsa. Some 0.5 ml from Ailsa, Bravado decided not to circumnavigate the island. Instead, we hove-to north of the island for a photo opportunity, before turning and heading for Ardrossan, taking advantage of a F4 wind. On the leg north, Bravado met up with Blazeman to sail in company. Many pictures were taken of each other's yacht in action, before the engines were required as the wind dropped.

Off Ardrossan harbour entrance, we were required to hold station to allow for ferry movement within the outer harbour. Ardrossan inner yacht harbour has an interesting entrance, through a narrow cut in a sea wall, located within the middle harbour. Not much room for error or second chances if you get it wrong. At 18:30hrs, after both yachts had picked up a pontoon berth, the crews visited a local restaurant for the evening meal.

#### **Monday 15<sup>th</sup> July – Ardrossan to East Loch Tarbet via Loch Ranza - 37.6ml**

At 10:15hrs, just as Bravado had left the berth, the harbour lights turned to red, due to ferry movement and we were therefore required to hold station within the inner harbour. Once the green light was given, Bravado exited via the narrow entrance and set sail in a F4 for Lochranza. With variable winds, the engine was on/off numerous times before the wind settled at F2/3 westerly. The crew of Bravado had plenty of opportunity to practise their tacking skills, whilst attempting to overtake and keep clear of 2 fishing vessels. Again, we were joined by Blazeman (photo opportunity) to sail in company towards Lochranza. At the entrance to the harbour, with the wind holding good and the sun



beating down, both yachts turned towards Loch Fyne for a pleasant afternoon sail (F3/4). Off the entrance to East Loch Tarbet, the engine was switched on and the sails dropped for the tricky narrow entrance into the harbour. The same 2 fishing boats we had been dodging all morning overtook in the entrance. Local knowledge is worth its weight in gold!. Bravado picked up a hammerhead close by Blazeman and Arthur on Moonsong. After eating on board, the crew took the opportunity to go ashore and visit Tarbet. The following morning, Bravado discovered that there must be fairies living in Tarbet as, mysteriously, the TOG flag that was flying, was now upside-down. How strange.....!

#### **Tuesday 16<sup>th</sup> July – East Loch Tarbet – Inverary - 28.3ml**

At 10:15 Bravado motored off the pontoon into Loch Fyne heading north, followed shortly by Moonsong and Blazeman. As the morning progressed, the wind dropped requiring the engine to be used to ensure safe passage through the narrows at the Otter Spit. Once the spit was cleared, Bravado picked up a mooring in Otter Bay for a bit of lunch and sunbathing. After lunch and under sail, the passage was continued towards Inverary. As the wind again died away, with the engine on, we crossed over towards the west of the Loch to meet up with Arthur. As the wind again returned, we sailed through the Minard Narrows, off the Eilean Aoghainn Islands, tacking numerous times across the loch to arrive at and drop anchor off Inverary at 18:55hrs. A meal was had on board prior to the crew going ashore to view the town and sample whisky in an expensive tourist hotel.



### Wednesday 17<sup>th</sup> July – Inverary to Tighnabruaich - 48ml

08:30hrs engine on, anchor up, we motored out into Loch Fyne. 09:00hrs, sails raised, engine on, wind F3/4, Bravado headed south. Spirited tacking back and forth across the Loch then followed, closely chased by Blazeman, with Moonsong following some minutes later. Through the morning, we had numerous short conversations with the Blazeman crew as our paths crossed during each tack. As the wind continued to hold, we were able to sail through the Minard narrows, but, on entering the narrows off Otter Spit the wind dropped requiring



engine on to give the assistance in keeping clear of the spit. Off the entrance to Tarbet, the wind returned, giving a great sail down the loch. The afternoon continued with numerous sights to entertain us. We watched 2 RAF jets on low level flying manoeuvres cross the yacht and head up the loch, closely followed over our heads by another Jet. This one proceeded to circle the Isle of Aran before crossing back over us. We had been keeping an eye on the PS Waverley (paddle steamer), coming down the loch behind us. The Waverley eventually overtook at Ardlamont Point. Rounding the point at the Red Can, we took the opportunity to stop the boat and watch the antics of a dolphin alongside. The sight of the dolphin blowing off along the hull was amazing. By now we were joined by Blazeman and Moonsong, to tack in company up the West Kyle of Bute in a F3/4, prior to picking up moorings off Tighnabruaich at 19:30hrs. All the crews went ashore to the local hotel with Bravado operating a water taxi service due to issues with the other yachts dinghies.



### Thursday 18<sup>th</sup> July Tighnabruaich to Loch Goilhead – 39ml

09:35hrs slipped moorings, in a soft morning, calm and misty, to motor-sail along the top of the Isle of Bute, through the narrows at the Burnt Islands and motor in company with Blazeman, down the East Kyle. Whilst Blazeman continued on towards the Holy

Loch, Bravado headed into Rothesay Bay to take a look at the town from the sea, before continuing on to Holy Loch. Both yachts arrived in Holy Loch after a good sail up the Clyde, passing Dunoon, to pick up a pontoon berth. Here, we availed ourselves of the shower facility, plus took on water and fuel. At 17:30 hrs, with Blazeman having left earlier, Bravado motored into Holy Loch and set sail for Loch Long and Loch Goilhead. Again, with variable winds, we motor-sailed passed a naval defence establishment at Coulport. The establishment goes back to the cold war and looks very interesting. Today, the waters are still patrolled, requiring care to ensure that the yacht did not enter the prohibited zone. Care was also required in Loch Goil to avoid the prohibited areas. At 20:15hrs, a mooring was picked up alongside Blazeman and Bravado. As soon as the yacht was safe, up went the Bimini, wine and dinner on the cockpit table, Bagpipe music and Andy Stewart sounding the across the Loch, aaah bliss.



### Friday 19<sup>th</sup> July Loch Goilhead to Largs – 28.2ml

After breakfast, with one of our crew deciding to take advantage of the beautiful morning, having donned her swimsuit to



sunbathe on deck, the mooring was dropped and we motored into Loch Goil. Taking care past the naval facilities once again we took time to have a look at Carrick Castle on the west of the Loch. Bravado then entered into Loch Long under sail, tacking south and keeping out of the zone at Coulport. Apart from the patrol boat, there were 2 ribs (crew dressed in black) travelling at high speed up and down the Loch. Once past Coulport the engine was switched on as the wind died. Steady progress was made down the Loch into the Clyde Estuary, with a pleasant lunch on board under the sun's rays. With the wind returning, Bravado goose-winged across the Clyde towards Largs, using the Chimney at Kip as a navigation reference point. (The



chimney has been knocked down since our trip). Bravado entered Largs marina to pick up a pontoon at 17:00hrs. Engine off. Crew members from all yachts met for a final dinner in Largs. No doubt many stories being told across the crews of their individual experiences through the week.

### Saturday 20<sup>th</sup> July

Boat cleaned and with the handover complete, crews dispersed to travel home.



### TOG SAILEX, SCOTLAND JULY

by Arthur Wood

### MOONSONG BAVARIA 44

*Skipper's Diary*

Skipper Arthur Wood.

Crew Brian Morris, Brian Rowlands, Will Russell, Mark Bennett.

### Saturday.

The handover was delayed when the owner tried to demonstrate how easy it was to work the in-mast-furling mainsail. After a ten-minute struggle, he phoned for his technician who managed to get it working after an hour. By 16.00hrs we were ready to sail, but one of our crew was trapped in a traffic hold-up, due to a serious motorway accident on the M74. He did not arrive until 19.00hrs so I decided to stay overnight at Largs and start at dawn.

### Sunday.

When we left the marina at 06.00hrs, it was damp and windless with a forecast SW f2/3. I chose to motor west to gain some advantage when the wind developed. We passed north of Arran and at 09.00hrs, switched off the engine and drifted on a glassy sea to enjoy a leisurely breakfast. Soon a NE f1/2 arrived and we managed to sail 8nm in 3hrs. Then some proper wind came and



in a NW f3/5, we sailed to Sanda Island, intending to anchor there, but the wind was blowing straight into the harbour. I did not want a rough night after a dawn start, so decided to go elsewhere. Not being attracted by Campbeltown, we chose to run to Carradale Bay. Close-hauled and going fast, we had the best sail of the week despite some angry protests from the galley, where some culinary delights were being prepared.

As we entered the bay, I took the helm and the crew went to prepare the anchor. Unfortunately, this revealed a problem, as the electrical connection was corroded and U/S. After about an hour of superb teamwork and much ingenuity, Brian the engineer and Brian the surgeon, using various odds and ends,

some tinfoil and an insulin needle, made a repair which, to my great relief, enabled us to lower the anchor.

### Monday

I was even more relieved when the anchor came up, but was beginning to question the wisdom of going to Gigha with a faulty anchor winch and a mainsail that took two strong men



several minutes to furl in calm water. The wind was light, variable and forecast to remain that way, so we would have had to motor 50nm to get there. Neil called to say that he and Stewart were heading for E. Loch Tarbert, so we opted for an easy 25nm sail to there instead. We moored there by 17.45hrs and were soon joined by the crews of Blazeman and Bravado, who were so pleased to see us that they came aboard Moonsong and drank all our whiskey (*Not all of us.... Ed*)

### Tuesday

We left Tarbert at 10.40hrs, followed by Blazeman and Bravado. In challenging light, variable winds, these shiny new boats with smooth sails were able to outsail the older Moonsong - but not by very much. After 8 hours manoeuvring, all three vessels were anchored at Inveraray only 20nm from Tarbert.



### Wednesday

More light winds but with sunshine. The main problem being to beat the foul tide at Otter Spit narrows. Moonsong was successful in getting through this gap without using the engine. Our log shows that, between 1400hrs and 15.00hrs, we sailed 1.6nm through the water but only 0.52nm over the ground. Why did we bother? Anyone can sail with a fresh beam wind. We then used the engine to catch up with the others who had just found a new, lively headwind, so we joined in the fun and tacked



to a mooring outside a pub at Tighnabruaich.

### Thursday

A gloomy start as we motored through East Kyle and a little proper navigation to find cardinal at Toward point, where we turned into Loch Long. Soon, all three boats were sailing in sunshine. When Blazeman and Bravado turned left to collect Holy water, Moonson continued north along the loch. While sailing steadily, I was surprised by a sudden loud engine noise from our port quarter and the sight of a small r.i.b driven by a policeman who asked "Are you aware of the regulations in this area?" After a short, friendly chat, we started the engine to motor through the security zone noticing as we went, the four other police vessels on duty there. By 16.00hrs we had entered the delightful Loch Goil, a new area for me and one of the nicest parts of the Clyde. I liked it even better when we found some new visitors moorings at the head of the loch.

### Friday

A hot sunny morning with a mirror sea and all crews breakfasting in the cockpit. Another day of light winds but with full sunshine made a pleasant end to a very enjoyable week.

*(As part of the Scottish Sailex, Dave Bond and his crew went their own way to Ireland. I'm grateful to Ronney for this report of their trip. Ed)*

### WEST IRELAND CRUISE, 13<sup>th</sup> – 20<sup>th</sup> July 2013

By Ronney Panerai



Boat: **Clan**, GibSea (Dufour) 41

Skipper: David Bond

Crew: Alan Mortimore

Andrew Lacey

Ivone Panerai

Ronney Panerai

### Saturday 13<sup>th</sup> July.

With help from Jamie and Sam, who were part of the crew from **Skua**, Clan had to be brought from Kips to Largs by the skipper

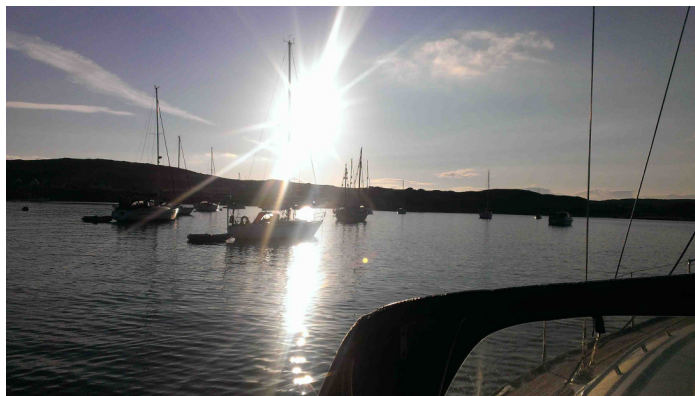


and half the crew, who did an excellent job of victualling the boat, including some delicious pre-cooked meals prepared by Andrew's wife Jo. We were the first boat to depart and the first to arrive at Lamlash (Isle of Arran), where we anchored after some great sailing under light winds and superb weather. Soon after, we were joined by **Skua** (Andy McWilliam), **Blazeman** (Neil Macfarlane) and **Bravado** (Stewart Cook). Unfortunately, the fifth boat, **Moonsong** (Arthur Wood), was delayed in Largs and could not join us. **Clan's** alcohol supplies were severely depleted by a brief visit onboard of Andy and Robert

McWilliam. In compensation however, Robert left one of the, by now renowned, meat pies he brought from Dunblane, which was the high point of the evening spent onboard.

### Sunday 14<sup>th</sup> July

After deciding to join Skua on a long passage to Gigha, we left slightly late and took our time to get to the Mull of Kintyre at the right time to make the most of the current. Winds were 4-5 and we managed to sail around the Mull with relatively well-behaved seas, at some point doing 9 knots. As we turned 'round the bend' to go north towards Gigha, the wind died and came right on the nose - always a good excuse to turn on the engine. By late afternoon, we were anchored in Ardminish Bay and had the



privilege of watching a beautiful sunset (see photo). In total 64 nm, Not bad for a day's sailing under relatively relaxed conditions.

### Monday 15<sup>th</sup> July

Having agreed with Skua to go to Islay as the 'stepping stone' to reach Ballycastle in Northern Ireland the following day, we left mid-morning only to find out later, that their crew had mutinied and decided to go north instead! We did the entire passage under good winds, with plans to arrive in time to taste the stuff Islay is famous for. Some of us were also keen to step on pieces of land



kindly donated by Laphroaig. Unfortunately, the time of arrival (15.30) in Port Ellen, where we moored on the pontoon, coincided exactly with the start time of their last visit on the day. After some exploration of Port Ellen, including a couple of pubs, we cooked and ate on board.

### Tuesday 16<sup>th</sup> July

Another amazing morning of beautiful sunshine and little wind. The passage to Ballycastle was entirely under engine in unbelievably calm seas, only affected by some slight Atlantic swell halfway through the passage. One benefit of the flat sea state though, was the facility to spot marine life and we saw several appearances of dolphins and porpoises. As we approached Raithlin Island, there were also an impressive number of birds floating about, of too many different

denominations to list here,. That evening, all went ashore for fish&chips which were excellent. This was followed by a sub-group visiting (and trying...) several pubs to warn locals of the impending visit of the McWilliam clan the following day.

### Wednesday 17<sup>th</sup> July

Things started to get really boring with another morning of warm weather and blazing sunshine. To make life more



bearable, our skipper treated us to a fantastic cooked breakfast on his personal BBQ kit specially brought for the trip. This included an enormous paella-style pan (50 cm diameter!), which was just about the right size to accommodate generous portions of sausages, bacon, eggs, and mushrooms. The baked beans had to be heated on a separate pan. Eating this wonderful breakfast in the cockpit was, undoubtedly, one of the highlights of the week. Buying time for the wind to appear, we motored to Raithlin Island bay to spot some seals and... bingo! There were two of them basking in the sunshine. Still under engine, we went east and then north, passing around the south side of Sanda Island after unsuccessful attempts to fish for some mackerel for dinner. Again, several sightings of dolphins, seals, porpoises, puffins, razorbills and other winged creatures. Before evening, we were moored in Campbeltown. We were amused by the two official resident seals going about their business and competing with the seagulls for the fish spoils from the unloading fishboats.

### Thursday 18<sup>th</sup> July

Left Campbeltown under engine again due to lack of wind and stopped at Lochranza for lunch. On the way there, the skipper caught some mackerel with a fishing rod. Unfortunately, two others, including a much bigger one, escaped under our very eyes. After some relaxing lunch in the beautiful surroundings of Lochranza, we left under sail and managed to give the engine some rest for a couple of hours. Going up the West Kyle of Bute, we anchored on Caladh Harbour, a quiet and amazingly beautiful little spot in front of Eilean Subh Island, where herons were nesting. We finally dared to inflate the dinghy. Previous inspection revealed a shady past, with so many repairs to its bottom it looked as if a machine gun had been involved at some point. After some thorough testing of the dinghy around Eilean Island, we went ashore for a 30 min walk where we could see a small group of sea otters. We also helped some midges with their dinner and rushed back to the boat to look after our own.

### Friday 19<sup>th</sup> July

Before heading south we motored slowly around Eilean Dubh and explored Loch Riddon in early morning. The very placid waters gave an amazing, perfect mirror reflection of the coastline. Turning back, we passed the very narrow north

passage through Burnt Islands and sailed most of the time down the East Kyle of Bute. Around Great Cumbræ Island and back to Largs mid-afternoon. Good clean of the boat and then joined all other crews for an excellent dinner in town. The log showed a total of 252 nm for the week ,which was thoroughly enjoyed by all on **Clan.**,

### ARTHUR WOOD - DEPUTY PRESIDING MASTER

...”  
.



### TREASURER

GRAHAM WASSALL (01664454478)



### STEWART COOK - ADMINISTRATOR



PAUL RATCLIFFE – MEMBERSHIP  
(01778 341475)



### NAVIGATION

CLIVE CRANKSHAW (01664 454403)





## **SOCIAL**

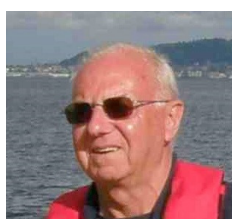
**ANDY McWILLIAM** (01509 413978)



**Next social event**  
**BELVOIR BREWERY OLD DALBY – TOUR and a**  
**LOVELY MEAL.....with samples.....**  
**DETAILS TO FOLLOW SHORTLY.**

**SUPPORT YOUR SOCIAL SECRETARY.....!**

## **JOHN BRYANT - EXPEDITIONS MASTER**



*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*

**For latest state of play, see back page.**

## **MARK DAVIS - TRAINING** (07711 170451)



**Ashore Sailing News Sheet August 3013**  
Forthcoming RYA courses

VHF / DSC radio course	Saturday 10th August
RYA Day Skipper shorebased evening classes	Commences Wednesday 25th September
RYA Coastal Skipper shorebased evening classes	Commences Thursday 26th September

For more information on the above visit [Ashore Sailings](http://Ashore Sailings) web site--

*Mark Davis*  
*Principal*  
*Ashore Sailing*  
*01949 861 050*  
*07711 170 451*

**Special offers** Past and present **Ashore Sailing Students and Trent Offshore Group** full members qualify for a 10% discount off all shorebased courses

For more information visit:-

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

## **WEBSITE**

[www.trent-offshore-group.co.uk](http://www.trent-offshore-group.co.uk)

The TOG website has a new page: Keep up-to-date with what's on at:-

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

Visit this page now to see some of the latest pictures and comments sent in by members. If you have any sailing news and pictures you would like uploading then please forward to Mark: You can text to 0771 1170 451 or ✉

[mark@ashoresailing.co.uk](mailto:mark@ashoresailing.co.uk)

## **TAILPIECES**

Accept the fact that some days you're the pigeon, and some days you're the statue!

Always keep your words soft and sweet, just in case you have to eat them.

Always read stuff that will make you look good if you die in the middle of it.

Drive carefully... It's not only cars that can be recalled by their Maker.

If you can't be kind, at least have the decency to be vague.

Never buy a car you can't push..

The second mouse gets the cheese.

When everything's coming your way, you're in the wrong lane.

Birthdays are good for you. The more you have, the longer you live.

Some mistakes are too much fun to make only once.

A truly happy person is one who can enjoy the scenery on a detour.



**Now that's what I call a MOORING BOLLARD.....**



## **Trent Offshore Group**

TOG Members and Friends,  
23<sup>rd</sup> January 2013



### **2013 Sailing Programme**

The Trent Offshore Group sailing programme for 2013 is now fully open for member bookings. Those members who pre-registered interest in an event have been able to confirm their place by completing the TOG 2013 Sailex Booking Form. Some events are now fully subscribed; with a waiting list. Sailex booking availability is shown below.

Booking 2013 events can be carried out now:-

Press "Ctrl + click" to follow link:- [TOG 2013 Sailex Booking Form](#)

Alternatively please log onto the TOG web site – select "Sailing Programme" and follow the link to the booking form.

#### **GRE13 Greece – Athens**

START Saturday 14<sup>th</sup> September

END Saturday 21<sup>st</sup> September

WHERE Greece – Athens (Alamos and Lavrion)

COST £385 + flights

Following a very successful, although somewhat crowded, Ionian Sailex in 2012 we have arranged a similar event from Alamos/Lavrion sailing the Argolic Gulf and the Saronic Gulf. Flights are available from Gatwick with Easyjet, and from Heathrow with BA (better choice 4 flights a day). We have reserved a Beneteau 40 and a Dufour 385.

**SAILEX FULLY BOOKED**

#### **EOS13 The October – End of Season**

START Wednesday 9<sup>th</sup> October

END Sunday 13<sup>th</sup> October

WHERE - Port Hamble – the South Coast

COST £235

A great way for us to finish the 2013 season. Weather may be unpredictable but the water temperature is good and the company great. This regular event attracts people to one of the most popular sailing areas in the UK with many options for passage planning and good restaurants. If you would like to join the End of Season Sailex please complete the booking form by following the above link.

**SAILEX OPEN FOR BOOKING**

#### **CAR14 – The Caribbean – The Windward Islands**

START Tuesday 7<sup>th</sup> January 2014 END Thursday 23<sup>rd</sup> January 2014

WHERE – The Grenadines

COST £estimated £1100 for 16 days plus flights.

A 2013 Oceanis 48 Super Premium and a 2013 Sun Odyssey 509 Super have been chartered for a one way sailex from St Lucia through the Grenadines to end at Grenada, taking advantage of the prevailing NE trade winds. The 16 day charter will allow time to explore many of the islands including St Lucia, S Vincent, Bequia, Mustique, the Tobago Cays, Union Island, Carriacou and Grenada. Flights with Virgin Atlantic operate on a direct service from London Gatwick and may be group booked, or members can make their own travel arrangements.

**SAILEX FULLY BOOKED**

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

John Bryant, Expeditions Master, Trent Offshore Group, 0116 2376197 07971 281213 [jke.bryant@gmail.com](mailto:jke.bryant@gmail.com)