



TOGLINE



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

SUMMER NEWSLETTER 2014

CODE:-Relatively mild, upper respiratory ailment commonly contracted at sea.



How quickly time passes as you grow older! It seems only yesterday that I was compiling the Spring Edition of TOGLINE – and here we are in the Summer edition, a further three months on!

Greetings once again one and all and I trust you have all had a reasonable summer. Certainly, the weather has been terrific for those of us both at home and lucky enough to be on holiday or out on the water. I trust it will continue a little longer – help to shorten the approaching Winter.....!

Once again, the dangers of head injury aboard were highlighted, when a crew member was hit by a swinging boom during an unintentional gybe when racing at Cowes. We all know the effect of a gybe and it behoves us to remember to keep our heads down and be alert the whole time.

On a brighter note, today I read of a retired couple who set off to Ireland out of Nayland, having just bought and refitted their yacht. This was in 1998. Sixteen years later, they returned to Nayland having travelled 58,000 miles in those sixteen years. Right around the world, even through the Suez and Panama Canals. To me, this just exemplifies the attraction of cruising, both if you have the time, the inclination and the determination. It makes us part-time sailors think.....

What a wonderful response I have had to articles for this, the Summer Edition of TOGLINE. Three articles from three different boats on the one expedition. Wonderful - and a big thank you to you all. It is amazing the different problems that arise on hire craft. We all had a few worries as you can read in the reports. I must apologise to Alan for the omission of his report on the Baie de la Seine trip aboard Soiree – I can assure you it will be in the Autumn Issue....

Our problems were a blown anchor fuse and the disappearing main halyard shackle. I swear the latter was there when we hauled down the main on Sunday evening, but on Monday morning – there it wasn't!

Alan quickly decided no mountaineering, so for the rest of the week, we used the topping lift as the halyard. Clever stuff! Our resident engineer, Brian, quickly diagnosed the anchor problem and the great fuse hunt then took place. It was eventually found and all was well. The anchor and chain are really quite heavy to haul aboard by hand!

On a personal note, I would like to thank all the members of the crew of Frances, for being such great sports. Alan, for his skipper skills and calmness under considerable stress at times. Arthur, for the accumulated wisdom and skills acquired over the years of sailing and which he is so willing to impart. Brian, for his stories, his practical knowledge gained as a Chief Engineer on Tankers, (standing us in good stead on more than one occasion) and not forgetting his culinary skills! David, for his humour, (at times inadvertent), a ready willingness to be fatalistic about some things and to continue smiling and work on deck with the team. Not forgetting HIS culinary skills. A dream team between Brian and him... Rowland, for his warmth, friendliness and readiness to ask questions of the aforementioned experts. I really enjoyed every minute with you – storm and tempest notwithstanding!

Finally, a comment was made during the "social" evening aboard Frances which set me to thinking. Would any lady out there be prepared to put their thoughts and experiences to paper? What do **YOU** think of Trent Offshore Group and our expeditions? I would love to receive something and share it with others – what say you?

Until 31st October – Autumn Edition deadline, please help me to make it a good one with whatever you feel to send. You know I **love** receiving them! Thank you all once again and as always.....

May your "jibes" all be intentional.....

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PRESIDING MASTER'S MUSINGS

By Neil Macfarlane



In May as I wrote, the fate in the Atlantic of the British yacht *Cheeki Rafiki* was still uncertain and beacon signals gave hope for the lives of the crew. However a major international sea search found only the upturned

hull of the yacht with the liferaft *in situ* and the crew were presumed lost. Investigations into the cause of this tragedy are in progress. In early July a 69 year old Yorkshireman was rescued from his 17ft yacht some 80 miles off Spurn Point after an extensive sea search. He had set off alone from the Kiel Canal in Germany to cross the North Sea and had been out of radio contact for a week. His location was revealed by triggering of the yacht's EPIRB. Despite such events yachting remains a very safe activity as long as suitable safety precautions are taken - but the later one may well hold a lesson for some 69 year old sailors! In late June TOG members including this one went north for the now traditional Scottish West Coast Sailex (see report elsewhere). John Bryant had negotiated four excellent yachts, with *Bravado* (chartered last year) starting from Crinan and the other three from Ardfarn. As ever, we had an excellent week despite a day gale-bound in Tobermory, though we did miss Peter Tytler's "local knowledge". TOG did its bit for the Scottish elite by returning three yachts to Dunstaffnage for subsequent charter by Gordonstoun School! (I wonder if a victorious SNP would maintain such establishments after independence). As I write, Alan Mortimore has reported that *Otter* has returned to her home port in Pembrokeshire after a successful charter. Just Turkey and the October Sailex remain to complete our season. **Members are reminded that the October Sailex remains open for booking – for the time being!**

Finally, I should report with great regret, that John Bryant has stood down from his role as Expeditions Master as his wife Margaret had a serious stroke some three months ago. The club has benefitted greatly in recent years from John's sterling work in researching and organising charters, air travel etc. Council and I'm sure, the wider membership, wish Margaret and John all the very best for her steady recovery. Also, we hope that John will feel able to resume his role at some time in the future; in the meantime Stewart and I have been endeavouring to implement John's sophisticated IT systems for organising charters. All active TOG skippers are urged to attend next month's skippers' meeting at Stanton-on-the-Wolds to consider and plan our 2015 programme. Refreshments and victuals may well be on offer!

STOP PRESS

Eleven members attended the Firework Champions event at



Belvoir Castle on the evening of Saturday 9 August. From the sheltered luxury of the new TOG gazebo on the hill we ate our supper with a glass or two. Then as

darkness fell, we were amazed by four magnificent firework displays on the other of the lake. Each display lasted ten minutes and showed skill in matching the pyrotechnics to the



accompanying music. A speedy de-erection and packing away of the gazebo was not matched by our exit from the car park, but it was an enjoyable evening in good company.

REPORTS

WEST COAST of SCOTLAND

2014 (1) By Stewart Cook

Bravado

Stewart Cook	Mary Bancroft
Neil Macfarlane	Dilys Carby
Mark Bennet	Heather Hill

Ruby Too

Kevin Martin
Linda Martin
Ronney Panerai
Ivone Panerai
Brian Rowland
Will Russell

Frances

Alan Mortimore
Arthur Wood
Ian Calderwood
Brian Morris
Rowland Charge
David Grandison

Alya

Andy McWilliam
Dave Clark
Richard Woodward
Derek Sayer
Marilyn Buckley
Frank Mills

The four yachts for this year's Scottish trip were hired through two companies and therefore were based in two locations. Three were based in Ardfarn whilst *Bravado* was some 8 miles south, moored inside the Crinan Canal.

Saturday 28th June 2014

On arrival at the Crinan Canal, Mary and Stewart were met by Allan, Sailaway Scotland's representative, to begin the yacht handover. Neil & Dilys arrived some 45 minutes later, whilst for the second year running, Mark was unlucky to have been held up



on the M74 by an accident. The handover went smoothly, until we were advised that the bow thrusters were inoperative (ugh). With handover complete, food and belongings on board, Stewart met with the canal lockkeepers to agree a time in the morning for *Bravado* to leave the canal. The crew then settled down to a briefing, a chat on a proposed route and an excellent Scottish steak pie dinner. Sitting on deck, refreshments to hand, watching the sun going down, Heaven.

Sunday 29th June

Crinan – Bunessan (Ross of Mull)

The crew were up and about and ready for the 08:30hrs opening of the inner lock. With no operating bow thrusters to assist in manoeuvring the yacht, the crew were well briefed on warping the yacht around the wall of the canal, through 90 degrees and straight into the lock. With that manoeuvre complete, the rest of the canal journey through the two locks and out to sea was relatively easy. Once at sea, Bravado set a northerly course to meet up with the other yachts outside the entrance to the Gulf of Corryvreckan between Jura and Scarba. With the south-going tide creating whirlpools, sun shining, this part of the journey presented a good opener to the week. With Corryvreckan looking calm at slack water, it was decided to



motor-sail through. Once through, the engine off and sails set, a course was set for the eastern edge marker of the Torran Rocks. The rocks area, with its many hidden obstacles just under the surface, safely negotiated, we motor sailed through the Sound of Iona taking an easterly route passing the entrance to Bull Hole to avoid the shallows over the sandbar in the centre of the Sound. At the top of the Sound, the engine was switched off and we sailed in an easterly direction along the north coast of the Ross of Mull towards Bunessan. Our entrance to the loch was enlivened by a large pod of dolphins that accompanied the yacht for some distance, criss-crossing under the hull and at the bow. We enjoyed being entertained by their antics. Sails were furled outside Bunessan loch, dropping anchor just off the fishing harbour. We were joined at anchor by the other TOG flotilla yachts.



Monday 30 June Bunessan – Staffa - Coll

At 09:00, the anchor was raised to motor-sail out of the loch, the sails hoisted at the entrance to set a northerly course for Staffa. With the wind dropping off, Bravado motor-sailed the last mile or so, to anchor off Staffa. Whilst Stewart & Neil

stayed on board to prepare lunch, the other crew members went ashore by dinghy, walking across the basalt rock to visit Fingal's Cave. After lunch the anchor was raised and we sailed past the



mouth of the cave for a photo session, prior to setting a course for the Treshnish Isles. We tacked through the gap in the Isles north of the Dutchman's Cap and then onto Arinagour on the Isle of Coll. Since our last visit to Coll, the number of mooring buoys has been increased, making the harbour area busier. We managed to pick up a buoy close by Ruby Too. Before dinner, Neil and I went aboard Ruby Too to meet with Kevin and his crew. Dinner was taken on Bravado's deck, lit by another fabulous sunset.

Tuesday 1st July Coll – Eigg – Loch Na Droma Buidhe (Drambuie)

Having left our moorings, we motored alongside Ruby Too for an update on plans for the day. We decided to continue north towards the Isle of Eigg. With a fair wind, blue skies and sunshine, although the weather outlook was not looking favourable for the following day, we covered the 22 miles with pleasant views of the Isles of Coll, Muck, Rum and the Scottish coast line, prior to picking up the distinctive outline of Eigg from many miles distant. Dropping the anchor in Eigg Harbour, the crew went ashore to the island's community facilities for showers, lunch (excellent mussels) and a beer on a sun-soaked patio looking south to Ardnamurchan Point (ahh, bliss). Sadly, Donna the piper and the splendid barmaid remembered from a



previous visit were not in evidence this time. Anchored beside us was Ocean Lord, which, some TOG members will recall we chartered at least a decade or so ago out of Dunstaffnage.

After lunch, Bravado set sail south, bound for Ardnamurchan Point and the entrance to the Sound of Mull. Beyond the Point,

the wind died, bringing an end to a splendid sail. We motored into Loch Sunart and entered Drambuie through its narrow entrance, finding Alya already at anchor. Later we were joined by Frances.

The crew of Alya came on board Bravado for a post-dinner refreshment, a pleasant evening.

Wednesday 2nd July

Drambuie – Tobermory.

By 05:15 the wind had risen sharply, resulting in all the anchored yachts moving in various directions and in too close proximity. With all the crews up and on deck, Bravado decided to raise anchor and leave the loch. Once outside the narrow entrance, the genoa was set and engine turned off, to sail at 7 knots across the Sound of Mull and enter Tobermory Harbour. Here we picked up the only available mooring, normally used by a fishing boat. Shortly after, we were able to move onto a visitor's mooring that had become available. A hearty breakfast was cooked then the crew retired to their bunks for a mid-



morning sleep. After lunch, with the weather closing in and an unfavourable forecast, we decided to go ashore to take in the sights of Tobermory and meet up later for coffee and chocolates. Neil and Dilys went off on a hunt to locate a fishmonger. They found a smokery at the top of a steep hill, returning with smoked haddock and scallops for dinner. As predicted, the rain arrived. The crew were wet and bedraggled by the time they were back on board. To pass the late afternoon, Neil started a navigation master class for Dilys and Mary and on completion, they kindly "volunteered" to navigate the following day. As is common on the West of Scotland, the rain stopped and the sun came out for another beautiful evening.



Thursday 3rd July
(Oban Harbour)

Tobermory – Loch Aline – Kerrera

Forecast again poor, winds S/SW F6/7 Rain showers. At 09:15 we dropped the mooring to motor off. Once clear of the moorings, the genoa was set, engine turned off, to sail out into the Sound of Mull, where the main was raised and under the novice navigators' directions, a course was set for Loch Aline.



On entering Loch Aline, we found that there were new pontoons and toilet/shower facilities on the north side, of which the crew took full advantage. With Bravado's water tanks replenished, we left the loch to continue down the Sound with Ruby Too close by. At the south of the Sound and losing the protection of the Isle of Mull, we felt the full force of the wind and tide as we passed between Lady's Rock and the Eilean Musdile light on Lismore. We crossed the Firth of Lorne and entered Oban Bay. After refuelling at Oban Harbour, Kerrera, we were directed to an outer pontoon, where we experienced an uncomfortable night due to wind and the sea slapping under the yacht. The plan to eat as a group on Kerrera was scuppered due to the lack of water (!) on the island. After having dinner on board, 21 people met on Frances to enjoy good hospitality and recall memories of the week. The evening entertainment was enlivened by an impromptu pole dancing demonstration.

Friday 4th July

Kerrera – Crinan Basin

After a poor night's rest, we arose to a wet, windy morning with poor visibility, to find Bravado being held by the wind some two feet away from the pontoon. The use of additional warps set the previous evening, were proving their worth. With the assistance of crew from our sister yachts and an additional line from the pontoon onto a winch, Bravado was repositioned closer to the pontoon. Once the warps were released and thrown on board, in full reverse, there was sufficient clearance to prevent a coming-together with Frances on our leeward side. Clear of the pontoon, Bravado turned south through Kerrera Sound, taking advantage of the south-going tide towards the Sound of Luing. With heavy rain and a steady 33 knots of wind, the coast of Scotland was lost in the gloom. Once passed Seil, Bono Rock and Flada Lighthouse and through the confused waters of Luing, the rain stopped. With a dropping wind the genoa was unfurled and we were once again sailing. Heading south, we passed Corryvreckan entrance looking more menacing than the previous Sunday. Pressing on through the overfalls at Reisa an Struith, we turned north-easterly near the bottom of Jura, on course for the Crinan Canal entrance. With the sea lock negotiated, we moored up within the basin. Here we were met by Alan from Sailaway Scotland who had come up early to visit friends.

The crew, dressed in best clothes, travelled by car some four miles down the canal to the Cairnbaan Hotel for an excellent meal to finish off the week.

Saturday 5th July

With the sun shining and blue skies, the crew were up and about early for breakfast to clean the yacht in preparation for handover at 10:00 hrs. **Total Nautical Miles 186**



SCOTLAND 2014 (2) Aboard RUBY TOO. A game of two halves..... By Kevin Martin

Ardfern lies near the head of Loch Craignish, just north of the western end of the Crinan canal. Although only just big enough to have its

own name, it has a well sheltered marina, which was to be the starting point for our TOG 2014 Scottish sailing trip. Our crew of 6, myself (skipper) and wife Linda, Ronney and Ivone Panerai, Will Russell (mate) and Brian Rowlands, all arrived after 4 pm on a sunny Saturday 28 June. WE all set to work immediately to pack away the small mountain of supplies to keep us fed and watered for the next six days. Our boat, Ruby Too of Stornoway, a Jeanneau 44i, looked very spacious and new inside. However, the handover that evening, with Tony Bennett of Argyll Charters, brought tales of near disaster on a recent charter. A blocked cooling-water filter had allowed the hot exhaust gasses to melt a hole in the exhaust tube and silencer (made of rubber!). When the filter was cleared, cooling water was then pumped into the bilges rather than out through the exhaust. For now, the damaged muffler had been removed and bypassed so that, although watertight, the engine sounded like a 1950s London bus.

The weather for our trip was set fair for the next 3 days, but a deep Atlantic depression over Iceland was expected to drift eastwards. This was expected to bring strong winds and rain by Wednesday with the prospect of further wind and rain for the remainder of the week. In Brazil meanwhile, Uruguay, deprived of their star striker, had lost to Chile.

The proposed itinerary for our mini-flotilla of 4 boats, was to circumnavigate the Isle of Mull in a clockwise direction, with the option of visiting the Small Isles if the conditions were



suitable. The most direct route from Ardfert to the Ross of Mull was via the much-dreaded Gulf of Corryvreckan. It was spring tides, but we were assured by our man from Argyll Charters that the Gulf would be OK, as there was presently little Atlantic swell, following the long period of calm weather. His advice on dealing with the Great Race to the west of the gulf was less reassuring – “if you can hear it, stay out of it!” The west-going flood tide through Corryvreckan was due to begin at 12.15 BST on the Sunday. All boats agreed to meet at Dorus Mor, the tidal

gate at the exit from Loch Craignish, at 11.00 am and cross the Sound of Jura. Arriving at the entrance to Corryvreckan at 12.15, the tide was still on the ebb and motoring at 5 knots gave little progress over the ground. Eddies and whirlpools that twitched the boat around did little to calm the nerves. Gradually, the ebb reduced and we motored through the Gulf in surprisingly calm conditions. At the western exit, there was no sign of any tidal race and we went to full sail and headed west in a light northerly breeze and sunny weather.

The tide was approaching the high water mark as we entered the Sound of Iona at 6 pm, giving enough water to cross the shallows and motor round to Loch na Lathaich, where we had been told there may be some moorings. However, the dodgy looking specimens we found there were clearly not intended for yachties. Our 4 boats did a little dance of the anchors as we dragged up kelp in the search of some decent mud. On the second attempt, Ruby Too's anchor held firm as we gradually increased the revs in astern to 1700. It was gin o'clock!

Monday morning was bright with little breeze and a very calm sea – a perfect day to visit Staffa and Fingal's Cave. Although only 5 miles away, it became clear after an hour of trying to sail there with 3-4 knots of wind that we would have to disturb the



peace with our throaty engine. The good news was, in the settled conditions, it was possible to get quite close to the impressive entrance to the cave to take photographs with a level horizon. Next stop was the Treshnish Isles for lunch. The passage from the south through to the anchorage requires some careful pilotage through the rocky channel. On this occasion, the throttle lever added spice when it chose this moment to malfunction.... To engage reverse gear, it suddenly became necessary to rotate the lever clockwise by about 120 degrees. A pleasant sail, including a man overboard practice, got us to Arinagour on Coll for a splendid sunny evening and overnight stay on a sturdy visitor's mooring.

Tuesday morning brought more sun but even less wind. We motored south to explore Loch Breachacha on Coll, a beautiful bay open to the south, with an anchorage and a couple of castles, before continuing to Gott Bay on Tiree. The weather forecasts and surface pressure charts were now consistent in predicting strong winds and rain for Wednesday. We headed north again to find shelter in Tobermory. Meanwhile, the throttle lever continued to misbehave and on trying to engage reverse gear, it now rotated freely a full 360 degrees without any effect on the engine or gearbox! A little potholing in the cockpit locker and removal of some engine panels, showed that all cable ends were secure. It seemed that the splines inside the throttle lever were worn and it only engaged the shaft via a flimsy grub screw. Once tightened up, all was back to normal.

“Wind south west, veering west 5-7, occasional 8 in the north - west, occasional rain at first.” This was the 05:00 UTC forecast on Wednesday – clearly a day for shopping and a pub lunch in Tobermory. Of some concern, however, was that the forecast for

the following 24 hours was the same and the isobars were still tight for Friday morning. Ah well, it's got time to get better. A very enjoyable pub lunch was spoiled only by the sight of Andy Murray on the large TV screen being outplayed by Dimitrov. 24 hours can be a long time in meteorology and by Thursday morning, the wind forecast was down to SW 4 or 5 backing to S 5 or 6, occasional 7 later. We set off with one reef in the main and beat down the Sound of Mull in company (or competition) with Bravado to Loch Aline for a lunch stop. Timing our departure to reach the Lismore light at slack water, we beat on again, this time with 2 reefs to cross Lynn of Morvern with the wind accelerating through the gap between Duart Point and Lismore. Bravado was now receding quickly behind us as we powered through the gap between Lismore Light and Lady Rock at over 8 knots. We managed to dodge a lighthouse support ship and a Calmac ferry as we went. After an exhilarating sail, we arrived at Oban Marina on Kerrera Island, to find there was no water for showers or toilets. We would have to stay dirty for another day.

Thursday night and Friday morning brought the forecast strong winds and rain, but the fronts went through at 13:00 on Friday as predicted, leaving a good sailing breeze from the north-west for us to reach our finishing point at Dunstaffnage marina. By Friday evening, the sun was out again and the wind had died to nothing, Germany had beaten France and Brazil had beaten Colombia in the quarter finals.

I find on sailing trips that I always learn something new. On this one, I discovered that Will and Brian are galley stars, serving up hot breakfasts and dinners like master chefs. The meat pies from Brian's butcher Eric in Loughborough, are every bit as good as the famous Dunblane meat pies. I also learned some new rules of victualling. These include: a) estimate the quantity of milk and drinking water you think you might need and halve it. b) Estimate the number of bottles of wine you think you might need and double it. I will do better next time!

SCOTTISH SAILEX (3) aboard "FRANCES"



By Rowland Charge and Dave Grandison

Saturday, 28th June

Ardfern surprised us with its large boatyard and beautiful setting. The fact that Princess Anne was rumoured to have a boat



there only added to the mystique of the place. Having checked out the Marina shop and our boat, we walked a mile or so along the side of the loch. We returned to find that the rest of our crew had started to arrive, along with what seemed like a very large amount of food and stores for the week. Tesco's Click-and-Collect had worked a treat. With the help of Brian and Arthur, Brian's camper van provided the transport. The boat briefing had to start without our skipper Alan, but he soon arrived and proceedings were completed to his satisfaction. He also brought with him a very nice Lasagne which went down **a treat**.



Sunday, 29th

June

After a leisurely start, we set sail and having rounded Craignish Point, the more experienced members of the crew discussed making a passage

through the Corryvreckan Whirlpool. Ian proved to be a dab-hand with navigation and assisted Alan in taking us through this infamous passage. We headed north-west eventually rounding the Ross of Mull with the hope of landing on Iona. This proved difficult and we continued round the corner to Loch Na Lathaich. Finding a suitable mooring proved to be interesting. The submerged post spotted just off the port bow was discussed **at length**.

By this time, Brian and Dave had come to terms with sharing the position of head chef and started to work their magic in the galley. Has a crew ever eaten so well? Brian's pies were washed down nicely with copious glasses of various liquids to the sound of "Peggy Sue" and other Buddy Holly classics.

Monday, 30th June

We left Loch Na Lathaich and set sail for Staffa where we



proceeded to explore Fingal's Cave by dinghy. Rounding Staffa, we headed into Loch Na Keal for the night.

Tuesday 1st July

The next day we headed out into bright sunshine and a beautiful blue sea and sky. Passing between the Treshnish Isles, we passed the Dutchman's Cap towards Tiree and Coll. Sun cream and shades were the order of the day as we searched for a mooring for lunch. Alas, it was not to be, so we headed east sailing south of Ardnurmurchan Point, across to Loch "Drambuie" or Loch Na Droma Buidhe to give it its Gaelic name, practising MOB and other manoeuvres with each "having a go".



Tobermory was soon behind us as we headed out into the Sound of Mull. A fair wind took us across the Sound before we tacked and headed south-east in the direction of Oban. What



Wednesday, 2nd July

I awoke to the sound of commotion overhead. Stewart's boat had swung to within touching distance.... Looking out of the hatch, they were making a rapid exit from the loch just as the sun was about to rise. We spent the day in Loch Sunart getting thoroughly wet (*but great sailing! - Ed*), before mooring up at Salen for the night. This was our first landfall during the voyage. We took on fresh water and had showers, although waiting in line for the single shower facility gave plenty of opportunity for the midges to congregate and attack. It was soon discovered that the only way to escape was to keep moving so, "waiting in line" does not really describe the scene. A pleasant evening ensued, with a walk to the local bar-restaurant for drinks and a meal by which time the midges were history.

looked like a tall ship appeared at great distance out of Oban. It turned out to be the training ship TS Royalist. It was taking sails in and out with such rapidity, that it appeared to be constantly changing shape. One minute looking fleetingly like a tall ship in full flight and the next, like some ketch or yawl on a routine passage. It brought to mind the forgotten naval skills of disguising one's ship to fool the enemy from centuries ago.

We arrived in Oban's marina on the island of Kerrera opposite the port of Oban. After the usual hugely resourceful and tasty meal provided by the resident chefs, an impromptu gathering of around 22 enjoyed sumptuous fare and less than moderate drinking on board "Frances", to the delight of her crew.

Thursday, 3rd July

We awoke and found ourselves in no hurry to leave as the winds subsided. After a hearty breakfast of egg and beans, we



left Loch Sunart bound for Oban via Tobermory and the Sound of Mull. On arrival at Tobermory, a member of the crew decided to go for an impromptu swim. He was quickly pulled out by another member of the crew and a helpful crew member of a neighbouring yacht. The remaining hands provided expert support in keeping the boat at bay, truly a team effort. Minor injuries were dealt with and crew member regained warmth. His pride he regained by demonstrating his legendary bravado in not being cowed by events. Loss of camera, along with many pictures from the first part of the voyage was regretful. Hopefully, other crew members will be able to make up this loss to some degree.



Friday, 4th July

We headed out of Oban on our last sailing day round the southern tip of Kerrera and across the Firth of Lorn to Mull. Under the lee of Mull, the wind died. We motored north-east with Mull on our port side then headed east past the northern tip of Kerrera across to the mainland and the eventual termination of our voyage at Dunstaffnage - or Dunbeg as it appears on maps. Investigations proved that a meal was to be had in the marina bar-restaurant and a table was booked for 18 hands from the three boats remaining. Stewart's boat was headed for the Crinan Canal and unable to join us.

Saturday, 5th July

Everyone agreed that all had contributed to a happy week's sailing amidst wishes of 'bon voyage' for the return home and expressing the wish to sail again with such fortuitous company.



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



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

UR14 Turkey – Marmaris / Gocek

START Sunday 7th September

WHERE Turkey- Gocek

END Sunday 14th September

COST - £360 to £450

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

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

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

EOS14 The October – End of Season

START Wednesday 8th October

WHERE - Port Hamble – the South Coast

END Sunday 12th October

COST £260

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

TAILPIECE



Wonder what they were saying.....?

Can I remind all you skippers out there about the Skippers' Meeting on the 26th September? Stewart will doubtless be in contact soon.