



TOGLINE

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



SUMMER NEWSLETTER 2017

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



Would you believe it? Summer edition already and the beginning of August. Autumn approaches and the end of the sailing season with it. Where does the year go? A good season nevertheless, as our Presiding master testifies in his musings.

You can read from the report by Alan Mortinore of the successes of the boats on the Scottish trip. The account by Alan is a good one and understates the amount of effort put into it. There was quite a lot of excitement involved, long trips and a large number of night hours. *(As an aside, on the telly this evening, Monday, the Orkneys appeared. It showed the Chapel built by the Italian P.O.W.s. They helped build the submarine barrier on Scapa Flow. See photo inside.)* The Caledonian Canal was epic and congratulations are due to all who took it on. Well done.

Talking about epics, we didn't win the Americas Cup, but my goodness, what exciting racing between the new Zealanders and the Yanks. I still stand back in amazement at the antics of those boys. The physical effort is enormous, leaping madly from one side to the other, pedalling furiously or grinding by hand. The mainsail is incredible. All joints, hydraulics, flaps and I still can't work out how they can beat the wind. There seems to be no such thing as a "downwind" leg.....

Really gripping stuff and reduces our cruising efforts to a sail on the pond. However, we do have more fun - and that's the important bit. Once again, our skippers to the fore and an excellent lot too. Many thanks, guys - we couldn't do it without your efforts.

The Caribbean episode appears to have come to a successful conclusion and with luck, that chapter may be closed. It has been a long, hard slog for Neil and Adrian, but my goodness all involved stuck to it manfully. Grateful thanks are due to everyone's efforts

there as well. It was the first such episode in our 26 years and let us hope, it is the last!

Whist philosophising at an idle moment (very few) on the skills weekend, a thought struck me. I suddenly realised that 10 people, of mixed abilities, personalities, ages and professions, had come together. Somehow, it all works. Teams are formed and suddenly they all jell. Why? It must be down to a love of sailing, of the sea and sheer enjoyment of what we do. The swish of the sails; the gurgling of the water under the stem; the magical power generated by the wind and the mental effort required to get anywhere. Once away, the everyday worries seem to be left behind and we are asked to face new challenges. There is no room for prima donnas. Correction - only one is allowed - the skipper... And everyone accepts it. That is the wonderful thing. We come together briefly and then we say farewell until the next time. Amazing and long may it continue. Congratulations to Ian Robinson and Ruth Edwards on *Tres Jolie* - two new ICC holders. Good old Arthur!

Enough of this navel gazing. Come back to the real world. Again, I say thank you to the contributors to this edition. It wouldn't work without you. And that is the whole point. We need you and your input to make it work. Our knowledge base is formidable and I'm sure there are many latent scribes out there.... Good luck on the Majorca jolly and stay relatively sober.. **Thank you all for your patience** and as ever:- **Happy Sailing** and fair winds to you all.

Ian Calderwood
19, St. John's Close
Ryhall
Stamford
Lincs. PE9 4HS
Tel: (01780) 763748. E-mail: berician@aol.co



(Presiding Master's Musings Spring 2017'

by Andy McWilliam

As summer rolls on, we look back at an extraordinary spring 2017 TOG sailing program. Against a backdrop of significant changes to the Council, a protracted legal/ insurance claim (sinking of Joule), fought to a

successful conclusion to all crew members and to TOG itself. All praise due to the capable hands of **John Bryant**, **Neil Macfarlane** and **Adrian Johnson**, to mention but three. Well done Gentlemen - you did TOG proud; and thank you.

The Sailing Program kicked off with a 'Spring Starter'. A Fairview 'Oceanis 37' on a glorious April weekend. Circumnavigating the Isle of Wight in a clockwise direction, we passed the nights at anchor off Bembridge and a mooring in the Beaulieu River under a shining full moon.

TOG has a debt of gratitude to **Alan Mortimore**, who explored, negotiated and implemented the 14 day 'Best of the North' sailex. From Oban to Stornaway to Westeray (North Orkneys), through the islands, Pentland Firth, Moray Firth and Caledonian Canal. The maritime experience and the history education will be cherished by all crew members for life.

There is more folks. Alan is now researching a 2018 fortnight, out of Oban to explore The Outer Hebrides and, weather permitting, the Island of St Kilda. Stay tuned here please and give Alan your support. Thanks again Alan.

Mid-June saw, Dave Bond and **Paul Burghart** lead the 'Sailing Skills', 2 vessel sailex from Port Hamble. A great deal was achieved including 2 new ICC holders assessed by veteran TOG council member **Arthur Wood**. Well done **Ruth Edwards** and **Ian Robinson** and thank you Arthur. The weather threw what it could at the crews. I hear that a few cases of sunburn were reported. Phew!

Going forwards, The 3 crews enlisted to the 'Spanish Jaunt' led by Dave Bond, prepares to meet before jetting off to Mallorca on the 8th/9th September; should be fun....

Early October sees 1, 2 or 3 Fairview/TOG vessels close the season with the usual exploration and skills honing **EoS** sailex. Please could members help Dave Bond, by signing up as early as possible to this great few days. They offers a chance to get a few night hours logged as well as good company and anecdotes.

If you have any new ideas for TOG sailing in 2019, now is not too early to bring them to council's attention. Increasingly boats are being snapped ever earlier

May I remind you of the **Social Program** led by **Paul Burghart**? The ever popular 'Real Ale Train' leaves Loughborough Great Central Station on the evening of 14th October. **Please** also put a note in your diary for the **Annual Dinner Dance**. Yes, there will be a Disco as we return to Greetham Valley on Saturday 3rd February 2018.

Thanks are extended to the 11 members of TOG Council for their efforts in keeping this wonderful organisation in such a seaworthy condition.

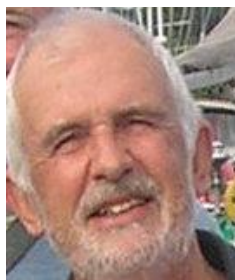
Warmest regards

Andy

REPORTS

2017 North Scotland Sailex Saturday 13th to Saturday 27th May

By Alan Mortimore



Yacht Eloise, a Jeaneau 43, made a circumnavigation of the North of Scotland in the company of yacht **Highland Sealord**. Total distance

sailed by **Eloise** approximately 580nm (on two occasions we lost our logging facility). Aboard:

Alan Mortimore (Skipper)
Neil MacFarlane (1st Mate)
Brian Rowlands
Neville Buckle
Ruth Edwards
John Spencer

Saturday 13th/Sunday 14th 141nm

Unusually, Neil and I were allowed on early to check the boat over before any formal hand-over, an easy way of familiarising yourself with a yacht before being shown everything. Meanwhile, Nev and Ruth picked up our "click and collect" provisions from Oban Tesco. Brian and John, the only crew to travel up on the day, arrived later with additional stores including meat pies and pasties, yum.

All aboard and, with most stowing done, we slipped our mooring at 17.15hrs to chase after **Highland Sealord**, who had departed about an hour before. Rounding Lismore, we headed up The Sound of Mull on the flood tide, hoping sea eagles and other wild life would show. Alas, they were all being shy. Nearing Tobermory, we caught up with **Highland** and sailed across to Ardnamurchan as night fell. **Highland Sealord** used us to guide them as they had no light to illuminate their compass. The chart plotters on both yachts were below deck. We sailed, then motored north past Muck, Eigg and Rum towards the Kyle of Rhea. As dawn broke, we sped through into the Kyle of Lochalsh with the flood and under the bridge to Skye. Here the wind increased to give us a fine sail up the Inner Sound. At the northern end of the sound, the wind was now a SSW F4/5 gusting 6. With our course set for Stornoway, we enjoyed a cracking sail, One reef in and doing over 7 knots all the way across the Minch to the Isle of Lewis.

Stornoway marina, at 15.30hrs, was a welcome sight and haven to shelter from the storm force winds which were just starting. They were to blow both overnight and on Monday. As Lewis is "dry" on a Sunday, after a few bevvies, a welcome meal aboard and some light entertainment, sleep beckoned.



Cracking sail across The Minch

Monday 15th/Tuesday 16th - 127nm.

Shipping forecasts were the main preoccupation. With gales passing through, to the west and north of Lewis, in the morning the delights of Stornoway were explored. Water was replenished before slipping moorings at 14.40hrs and making our way into the outer harbour. Here a cruise liner was entering and dropping anchor. Once the liner's intention was clear, we raised sails, starting with 2 reefs, but soon putting in a third, as we set course in "strong winds" for Cape Wrath.



Leaving Stornoway for Cape Wrath

Grand sailing weather SSE F5/6 gusting 7 as we crossed the northern Minch to be off Cape Wrath just after the flood had started at 23.40hrs. As day turned to night, the skyline of the high mountains of NW Scotland were silhouetted, with the signature 4 flashes of the lighthouse winking away. Cape Wrath saw us change course for Westray. *Highland Sealord* stayed close to maintain direct contact, as with our previous night passage. When a spell of drizzle ceased, the bloom of Rona lighthouse could be seen. The winking lights of Sule Skerry were passed before all *Eloise's* navigation instruments and GPS went blank..... leaving us with compass only! The wind was only SSW F2/3 as we closed on Westray. *Highland Sealord* took the lead with her echo sounder to monitor the depth as we approached Papa Sound. Once in the sound, *Eloise* increased speed to enter Pierowall at 13.00hrs. We beat a sizeable Dutch barge which was thought to be heading for the harbour... In the event, it turned out to be too large to enter and we were the only visitors.



The only visitors moored up in Pierowall, Westray

After communication with Alba Sailing, we put our resident electrician, Nev, to work and, hey presto! - we got our navigation instruments up and working. Three cheers to Nev!

After a short break, both crews walked the mile to dine at the Pierowall Hotel: fresh caught fish and home grown food, well cooked, and some good local brews. Much laughter and fun as we played charades, with other diners bemused as they looked on. A fine way to celebrate the end of two long passages and our arrival in the Orkneys.

Wednesday 17th

Time for a day ashore on Westray. People went their separate ways or in groups. Four from *Eloise* visited Noltland Castle, a well maintained ruin. Then on to Noup Head Lighthouse designed and built by one of the famous Stevensons, a good picnic location, before walking back via the south facing coastal cliffs, which were a mass of birds nesting on the numerous sandstone ledges. It was well worth a visit and we left John there to indulge his passion for birding. Fantastic warm sunny day. What more could one ask for as an introduction to the Orkneys?



The rhinoceros spotted by Brian

Well, Brian with an eagle eye, espied a rhino while walking to Noup Head - keep taking the tablets, Brian, and can we have some?! Meanwhile, Ruth had seen a Friesian cow in the water which turned out to be an eider duck - what is happening to the crew of *Eloise*!!!

Thursday 18th - 41nm

At 06.15hrs we sailed from Pierowall harbour, with Neville showing his skills at navigation, as we went through Weather Ness - a narrow channel at the South end of Westray.



Sailing through Weather Ness channel

We then sailed down the western coast of the Orkneys, passing Rousay Island, Brough Head and Lord Kitchener's monument before passing inside the European Energy Test Area from where The Old Man of Hoy was visible. The last leg was through Hoy Sound into Stromness. After refuelling, we moored up in the marina. On the way to Stromness, great excitement when, off Rousay, a pod of 4 Orca appeared that were identified as 3 female and 1 male.

Friday 19th

Stewart had sourced a mini bus for hire, so we had a day ashore with a difference. With all crew aboard and with a driver to make sure we didn't get lost, off we went. making our own program for the day. Visited Skara Brae, Skaill House, The Brodgar Ring of Stones, The Standing Stones of Stenness, The Italian Chapel (see photo) and the Churchill Scapa Flow barriers. All of this before luncheon in Kirkwall followed by time to have a look around the town.



Italian chapel

Our plan to visit a couple more sites when we got back on the minibus was changed to a tea room stop. Everyone seemed to be having a siesta as we motored to the NW corner of the island! After some delicious chocolate cake, we headed for Stromness, passing the monument to Lord Kitchener. He was on his way to Russia when the warship hit a mine and sank. All but a few hands lost - a story surrounded by rumour and intrigue.....

After a meal aboard Eloise, time to sample the local beers of Stromness at the end of another grand day.

Saturday 20th - 40nm

After a leisurely start and with Neil navigating, we slipped our mooring and headed out through Scapa Flow for South Walls, to catch the tide in the Pentland Firth. Fine sailing in a SE F3/4 arriving too early at South Walls. Hove-to for an enjoyable lunch. A mist descended, reducing visibility to less than 1/2 a mile, as we motor-sailed into the middle of the Firth. A **large** vessel appeared heading east - we hoped the only one passing through at the same time as us! *Highland Sealord* vanished in the swirling mist astern. A pity - no fine view of the Pentland Skerries or other islands but, so far on this Sailex, we have been lucky with the weather. Later, Noms Head lighthouse was picked out in the distance and soon we rounded North Head and lowered sails before motoring into Wick marina. Saturday night in Wick was a meal ashore in a Wetherspoons, named after one of the town's inventors, Alexander Bain. Here, to the amusement of all, we saw the local hockey team enjoying themselves and having a grand time. The harbour has a fine marina with good facilities. The rest of the harbour is about to have a major makeover as a wind farm is to be constructed offshore. One of the inner

quays will be given over to the support facilities, bringing jobs and money to the town.

Sunday 21st/Monday 22nd - 99nm.

The morning gave an opportunity to explore the town and some to enjoy a Wetherspoons's breakfast. Neil and Stewart tried their best to take advantage of their "Hero's" status with Pulteney Distillery of Wick but to no avail. Sunday the establishment was shut.....

Slipped moorings at 16.35hrs and hoisted sail for Inverness. Interestingly, about 2 miles out we lost all GPS signal for about 3 miles. Uncertain as to why, as all other instruments working normally. The mountains formed a grand silhouette as dusk fell and lights began to twinkle. It was Brian's turn to navigate. Heading for the Moray Firth, the Tarbat light was identified as night fell. Later, we headed for the Fairway buoy before entering the Inverness Firth. Many oil-rig accommodation and drilling platforms were anchored, awaiting a call to action, in the bays N of Inverness. Then, as we passed Fort George, some real wildlife action as a pod of dolphins escorted us to Chanonry Point. Inverness and its distinctive bridge came into view at 07.30hrs. We passed under it to moor up at the Caledonian Clachnaharry sea-lock at 08.00hrs.



Dolphins escorting Eloise into the Firth of Inverness (courtesy Neil)

With the arrival of the lock-keeper, we motored in, paid our dues and were soon joined by *Highland Sealord* and another yacht in the lock. Graham Wassall was welcomed aboard *Eloise* as the lock gates opened and we started our Caledonian passage up towards Loch Ness. The first swing-bridge was opened after a train had passed and we locked up several times before reaching Loch Ness. With the SW wind blowing straight down the Great Glen and rain on its way, we decided to motor. First to see Urquhart Castle and then on to Fort Augustus to moor up for the night. A long day, but we had achieved everything hoped for by reaching the SW end of Loch Ness. We were well on our way to getting through the canal by Wednesday evening.

Tuesday 23rd - 24nm

We kicked our heels as we waited for the lock-keepers to prepare for the first batch of boats to be lifted up the stairs. The swing bridge could not be opened until after rush hour - in practice about 09.30am. We were lucky and first in that morning. We lost count of the number of locks and swing bridges negotiated. About mid-day we passed the last "up" where the bell was rung, and started our descent going through Lochs Oich and Lochy to reach the top of Neptune's Stairs for the night. Another hard day, but what scenery, as the

mountains fell down steeply either side and we meandered down wooded sections of the canal.



One of the many swing bridges and hills falling steeply behind. After a meal aboard, a very pleasant evening ashore checking the ale - still tastes as good as we thought - we were happy in the knowledge that we had made good progress that day.

Wednesday 24th - 26nm.

We were all expecting a latish start, when at about 09.10 we got the message that the descent was about to start. We slipped our moorings in double-quick time and were soon descending in splendid style. It was at this stage that Rob McWilliam sadly had to leave and Graham replaced him on *Highland Sealord*. As we reached the bottom, we waited for the "Hogwart Express" to puff past in a cloud of steam before the railway bridge swung open to let us through to the last locks,

A wait until the tide was high enough to operate the Corpach sea-lock allowed stores to be topped up as well as water, and to enjoy some lunch. We locked into the Loch Linnhe with *Highland Sealord*.

On the sea once more, we beat to wind against the tide most of the way to Corran Narrows, then motored on to Shuna Sound for the night.

Thursday 25th - 41nm

We arose to a completely still morning and while breakfasting, watched Andy being hoisted aloft in a bosun's chair, to fix a light on *Highland Sealord*.



Andy being hoisted aloft on Highland Sealord

The two yachts went their separate ways as *Eloise* set off south under motor-sail. Fantastic day with sun shining and a fine breeze carrying us down towards the Sound of Mull. Dropped the hook for a leisurely lunch in Lock Aline

before motoring out and into Firth of Lorn. Here, we beat against a strong flood-tide of 3 to 4 knots before motoring to anchor at Puilhdron, Siel Island. G&T's all round before a sumptuous meal. Everyone too tired to go ashore by rubber duck, so chatted in the warmth of the evening sun before retiring for a well-earned rest.

Friday 26th - 38nm.

Listened in to the shipping forecast at 07.10 before planning the day's passage - a broad reach SW around the Garvalochs, just NNW of the Corryvreckan.



Crew breakfasting on Eloise

Hoped to see a variety of marine life but only saw seals. Dolphins, porpoise, etc, not coming out to play. Had a great sail though, more than 9 knots in a F4/5. Alas, the wind died a bit as we neared Kerra Sound to pass Oban and round into Dunstaffnage. Here we re-fuelled, filled the water tanks and cleaned *Eloise* for the hand-back in the morning. What a way to wind down at the end of a memorable Sailex! Then an evening ashore with the crew of *Highland Sealord* at The Frog restaurant, booked by Dom.

Eloise had a great team spirit and the skipper really valued the way everyone pulled together - especially during the long passages. A big thanks to John, who did most of the preparation of meals and fed us so well, together with Brian and Neil with their specialities - much appreciated by all aboard.



Sailing Skills in the Solent: June 15th to June 18th 2017

By Ian Robinson

Skipper: Dave Bond

Crew : Arthur Wood, Ruth Edwards, Mark Gregson *aka* Grego, Ian Robinson

Boat : *Tres Jolie* : Beneteau 37ft Oceanis.

When I signed up for the sailing skills weekend late in 2016, my objective was to have the chance to improve my sailing skills, especially in tight spaces e.g. marinas etc. However, with the presence of Arthur Wood on board as an ICC instructor and examiner, the prospects of gaining a basic ICC certificate became an additional possibility. So to describe Arthur as one of the crew is wholly inadequate, as he added so much to Dave's training.

15th June : After arrival at Port Hamble with the other crew on the sister TOG boat *Vis a Vis*, we loaded the boat with the food /drink essentials for the weekend and our gear. Handover was delayed until the Friday morning so we all departed to the

Victory in Hamble for an evening of food, drink and banter, returning to the boat suitably refreshed.



16th June :

After a cooked breakfast, checking the boat inventory and handover, it was now time to start the sailing programme.

However, rather than just have a cursory glance over the boat, we had a full briefing of the boat's equipment, fire systems etc., and in so doing, gave us newbies an extra understanding of how things like flares etc. worked. Hopefully, we will remember this type of detail should we need to use any of this gear in an emergency.

We slipped the mooring with the wind eventually rising to force 4/5. We had a great sail over to Cowes, taking it in turns to helm, whilst fitting in tacking and gybing manoeuvres which are part of the ICC requirement.

The Coast restaurant in Cowes was the establishment to be blessed with TOG group presence for the evening. Those with more stamina went on to sample the other pubs in town. Ruth and I did a bit of revising of the lights, markers and collision regulations. I'd left this far too late, as the last time I'd really looked at these was in 1982. Still, reading ColRegs after a few drinks is an aid to insomnia.

17th June : We left Cowes on our second beautiful sunny morning to learn and then try out the next set of manoeuvres: man overboard (MOB), picking up buoys, and 360 degree turns under power.

Grego 2 was chosen as our MOB.

Although it was rumoured that a wetsuit was available, a fender and bucket tied together substituted for the real Greg. It was also more obliging and didn't answer back.....



So Grego 2 was thrown overboard 4 times: Dave giving a demo of how we should rescue him and the rest of us did our best to retrieve him in a similar fashion. Well, at least we got him on board each time, but maybe he would have had a bit of bashing if done in real life. For authenticity, we were told to continually talk to Grego 2 reassuring him that we would soon be with him. Any nearby boats within earshot might have wondered why we were all talking to a fender in the water. After anchoring in the busy Newtown creek and enjoying a leisurely lunch, we set off for Newhaven for more boat-handling exercises. Here we practised picking up buoys, but of course, there were lots of innuendoes about this before actually getting on with the procedure.

We all had a go at executing 360 degree turns in a tight space, again helping build up our confidence if we happened to be helming whilst (*trying Ed.*) berthing in a marina.....

Throughout the day, we'd also fitted in some chart work, plotting our position and determining our course to steer via cardinal marks or marker buoys.

After a decent sail, we then made for the Royal Lymington Yacht Club which was our base for the evening.

After mooring up, and a few gin and tonics, Arthur had a chat with Ruth and I on the theory part of the ICC requirements. This involved questions about lights, markers, weather forecasts and the collision regulations etc. Despite being rather rusty on my part, Arthur was satisfied with our responses and ticked the appropriate box on the ICC forms. I was now feeling more relaxed whilst we enjoyed our dinner on board. The red wine seemed to evaporate quite quickly in the evening heat.

18th June : The wind was non-existent as we slipped out of Lymington, so we motored out *en route* to the Beaulieu River. However, the wind picked up by about 11.00 so we had a good sail for about an hour, which in turn meant that we entered Beaulieu after low water.

It was time for our final practical exercise: going alongside a pontoon, landing and subsequently slipping off. It's amazing how long it takes a 37ft (12 tonne) boat to lose its momentum,



so my arrival was a bit faster than planned. Sorry again to Ruth if this was instrumental in you landing on the pontoon in an unorthodox way!

We had some light airs in the Solent, so fitted in some more sailing before arriving back at the Hamble marina at 15.20 having covered 66 Nm in the weekend.

So a great weekend and with lots of time to practice with others with the same objective. It certainly helped me gain some confidence in boat handling. Of course, there's still a lot to learn. As an added bonus, Ruth and I have passed the ICC tests.

Thanks again to Dave and Arthur for the excellent tuition, and for everyone's support during the practice sessions. I can certainly recommend this weekend if it's repeated. If you do take this up, I'd suggest spending more time than I did on learning the lights, markers and collision regulations - preferably before having a drink or 2.....

The other half of the duo on the Solent...

by Ian Calderwood.

Vis a Vis - also Benetteau 37.

Skipper:-Paul Burghart - tada...

Rest of us -

Jeremy James

Diane Rowbotham

Darren Lowe

Ian Calderwood.



Friday a.m.

After a night on the tiles at The Victory on Thursday evening we were ready to go. Darren and I were first at Hamble in the afternoon of Thursday. Fairview offered the choice of boats and we settled on *Vis a Vis* (*we liked the name*). Darren and I introduced each other and were able to do a relaxed familiarisation and inventory check before the others arrived. Paul, Diane and Jeremy turned up during the evening and settled on the cabins each was to have. Skipper, of course, has priority! Diane in the fore-cabin, Paul and Darren the quarter-cabins, Jeremy and I in the saloon. Food packed and all shipshape, we retired to the Victory – see above. ‘Nuff said.....

A good night’s sleep, a hearty breakfast, a formal handover by Fairview and we were off. No rush. Down the Hamble, Southampton Water and left into the main Solent Channel. Motoring, unfortunately, as the wind had gone on strike. The sun shone, the birds sang, sun cream on and all was well.

Then – hallelujah, wind of sorts at last. Off with engine, up with the sails and perfect peace. The east-going tide helped us along under the zephyrs. Gradually the wind built up, the speed increased and we decided to make for the forts off Portsmouth. The intention was to swan around, taking tricks at the wheel, tacking, gybing and generally building up experience. Paul is an excellent instructor and made us work hard – after all, that’s what he’s there for! All took turns at position-fixing and navigation. Lunch on the fly. Paul decided to clear the forts and work up the seaward side of the old submarine barrier to the east of Portsmouth. There is a fairly narrow gap about half-way up and we decided to try for it, turning west and back towards Cowes. Man proposes and nature disposes. We approached it at relatively slack water, but – as according to sod’s law - every time we sailed up to the gap, eddies took over and we just about stopped. After a few tries, Paul said “S-d this”, took the helm, started the engine and drove through it. Job done. So masterful!

A great sail back to Cowes and eventually, a comfortable berth joined by *Tres Jolie*, the other half. The evening has been covered (see above) whilst Diane and I returned to the boat and just chatted generally. I have to say, when the motley lot returned, they were very good and (fairly) quiet. Unusual.....

Saturday a.m.

Calamity – gas inoperative despite our best efforts and checks! Coffee and breakfast ashore, a call to Fairview and instructions to bring it back. Oh joy, oh rapture. Chugging back to Hamble, mooring up and the engineers descending. Four hours later, the faulty solenoid valve was found to be the culprit and replaced. Lunch ashore meanwhile, then off again, with a fair wind and the target of Lyminster for the night. Turn right this time at the end of Southampton Water and away we go. The wind had arisen by this time, so plenty of tacking, gybing, spinning around buoys and seeing who could drive her fastest. Paul won, of course! Just over six knots. After a great sail, we made for Lyminster. I was on the helm and we had made arrangements to moor at the Berthon Marina nearest the bright lights. We worked our way up to it, went in but couldn’t make sense of the pontoon numbers we had been given. We then realised, somehow, the telephone numbers were crossed and we were booked into the *Lyminster Yacht Haven*, of course, already passed... Whilst pondering the problem, a plummy voice suddenly said “I say, I am unsure of

your intentions”. Looking astern, a gin palace loomed behind. Resisting the temptation to reply “So am I.”, I explained I was going to reverse into the channel with the intention of getting back out of the marina. Having reversed in, we hung about whilst he sorted himself out without a thank you. Back out we went muttering under our breaths.



Mooring successful, we wound down with a G and T (or two). A grand dinner prepared by Jeremy then followed *al fresco*. The odd bottle of wine disappeared rapidly and we basked happily in the cockpit in the dying rays of the evening sun. A visit to the Yacht Club was mooted, so off we went, joining with most of *Tres Jolie*’s company. A somewhat liquid diet followed until we were thrown out at 11 pip emma. Conversation continued back on the boat, when a traditional visit from *Tres Jolie* ensued. It was well after twelve when we called it a night....

Sunday a.m.

A leisurely breakfast under another cloudless sky and good sort out as we waved ta-ta to *Tres Jolie*, on their way to Beaulieu and possible lunch mooring. We took our time preparing to leave (no wind) and eventually made our way into the Solent. We motored into the middle, switched off the engine and waited. Eventually, around 11:30 the wind bestirred itself and we were underway once more, heading to join them at Beaulieu. Progress however, was not as fast as we had hoped. The wind was gaining in strength, raising the enjoyment factor. Enjoyment continued and after a discussion, we agreed to give the Beaulieu a miss and carry on sailing. Our intention, to end up at Hamble marina for a late lunch and handover. A wise choice, as the wind gradually died in the early afternoon and we had to motor the last mile or so to the mouth of the Hamble. You know the expression, motoring against the tide? That was the Hamble... Boats of all shapes and sizes, cruisers, yachts, ribs dinghies – you name it. Piccadilly Circus has nothing on it! Fleeing like lemmings towards us on their way to freedom.

Final mooring at Fairview’s pontoon, a bite to eat and the discovery that Fairview now have cleaners to do the final tidying-up! Luxury indeed. *Vis a Vis* was to go back out under new crew that same afternoon. Talk about hot-bunking! A final loading of the cars, farewells and the inevitable dispersal.

Another great expedition with lovely people. New friends and never a cross word. Our grateful thanks to Paul for his leadership and tolerance and ensuring we were safely out and back again. To Dave and his crew on *Tres Jolie* for good runs ashore and the fellowship engendered by Trent Offshore Group in its 26th year. Long may it prosper?



Spanish Jaunt - Palma Majorca

- **Sat, Sep 9, 2017 4:00pm to Sat, Sep 16, 2017 10:00am.**
- **MAJ17.**

The Spanish Jaunt - Lead Skippers Dave Bond and Paul Burghart.

After a couple of very successful years in Croatia, this years “Warm Weather Trip” will be a Spanish Affair. Many of us have been around the Island (of Wight!) but the aim of this trip is to circumnavigate the Beautiful Spanish Island of Majorca.

The Boats will be from Palma Marina, which is next to the airport, so transfer times will be just a few minutes! We intend to charter a couple of 2016 Beneteau Oceanis 41.1's (a bit like the one shown below). Also, currently there are a couple of new 2017 Hanse 415's available. Boats in Majorca do tend to book up rather quickly so members are urged to make their bookings asap to enable us to reserve the boats and also to avoid disappointment.

Likely cost for the boats will be in the region of **£625 - £660** per person assuming 5 crew per boat, this price includes outboards, towels and linen and boat cleaning upon departure.

Flights will be booked separately and at the moment seem to be **£240-260** return.

Fully booked.

End of Season Sailex - Bring a friend.

- Thu, Oct 5, 2017 4:00pm Sun, Oct 8, 2017 5:00pm
- **EOS17** Details to be confirmed **Lead Skipper Dave Bond**
Member cost £185 per berth

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

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

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



Sunrise en route to Orkneys....

Look out for 2018 Sailing programme soon.....