



# TOGLINE

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



## SUMMER NEWSLETTER 2021

**Yardarm...Horizontal spar, mounted such that when viewed from the cockpit, the sun is always over it.**



**Greetings once again** to you all and – dare I say it? Happy Sailing – at last!

**What a pleasure it is** putting this edition together. At last, two reports that have actually happened very recently. The same trip in both cases, but two

boats deserve a report from each. In spite of all the trials, tribulations and hoops that the skippers and John have had to jump through, a sailex actually happened! We have two more to look forward to, Plymouth in September and the End of Season in October. Just relax and enjoy it...

**One thing about sailing in Scotland**, even in such a relatively small area as the Firth of Clyde, is the marvellous scenery. Seen from the water, the mountains and the woods take on a different aspect and seem more friendly. The hum of any traffic is so distant, it doesn't really register. Approaching moorings or marinas gives a little frisson of excitement, wondering what we may find there. Ferry traffic is considerable – and they definitely have right-of-way! Reminds one of Norway!

**I must comment on the Olympics** and specifically, our wonderful sailors. What a haul of medals and how much excitement and hopefully interest they may have generated in the public mind. I can imagine all those youngsters being swept up in the idea of slinging a dinghy around and getting a medal at the end of it – if they are good enough. Mind you, there will be stiff competition from the skateboarders – they appear absolutely bananas, but the devil-may-care attitude is a good reflection on some of the youngsters nowadays. We worry they may be over-protected, but there are always the exceptions that prove the rule – thank goodness. Remember climbing trees? Doing braking slides on our bikes? Ah – the pleasures of youth!

**I have been wondering** lately about trips abroad and the advisability of booking one. There are so many things to consider nowadays as a result of this pandemic, one needs the dedication of a saint to fight one's way through the red tape. Will we ever get back

to normal, I wonder. We have had a week in North Cornwall, but going abroad? Oh no! Can't be doing with all that palaver. Old England is fine for the time being. It really is a lovely country, in spite of the politicians worst efforts to run it down. Before long, with the forecast climate change, will we be sailing electric boats? Imagine the chaos as we try to recharge in the marinas. It's bad enough trying to refuel with diesel when only one fuel berth is available. Electricity points – more powerful than shore-power at the moment, would need to be installed and imagine how that would put up the mooring fees. Am I being too pessimistic I wonder?

**I well remember** on one occasion, many years ago, when I first started with the Trent Offshore Group, my second trip was the the end-of-season sailex as it has become known. We sailed from Portsmouth (H.M.S. Hornet), using the Royal Signals yachts. Two 34 – footers. *Skywave* and *Pegasus*. We sailed to Weymouth and then back to the Isle of Wight and the now familiar Solent. It was tremendous fun and I'm sure the 2021 trip, reinstated in October, will be just as much fun. Quite a bit of drinking time! Your skippers will make sure of that! Good luck and good weather to you all. Not forgetting Plymouth first!

**As a pure aside**, I discovered the etymology of the word "yacht", from the depths of the magazine, *Practical Boat Owner*. Apparently, it comes from the Dutch "jacht", which describes the use of the boat in question. A "jacht" is any boat used for pleasure, pure and simple. Does that make a dinghy a yacht? Discuss.

**I hope you enjoy this issue** and I look forward to receiving a Plymouth report and also from the EOS. Skippers – please take note!

**Until the Autumn issue**, October 31<sup>st</sup>, my thanks.....

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## Presiding Master's Musings

### POSITION CURRENTLY VACANT....

#### Trent Offshore Group 26<sup>th</sup> June – July 3<sup>rd</sup> 2021

Clyde Estuary, Scotland  
by Stewart Cook



Well it seems like a long time since TOG last visited Scotland. In fact it has been 2 years. Covid as you are well aware has had a negative effect on TOG's sailing

activities over the past 18 months. As a group we were all looking forward to June 2021, standing on a deck and feeling the wind on our faces.

**During the final planning stages** for Scotland 2021 we were in regular contact with Flamingo Yachts based in Largs. Following their Covid guidelines and of course keeping a weather eye on the rules/guidelines of the Scottish Government. Restaurants that we visited were pleased to see us. They were careful in the management of our size of group. They required the usual wearing of masks and the booking of more than one table.

Anyway, on to the trip. TOG had hired 2 Beneteau Oceanis 45's from Flamingo yachts:

#### *Skylark*

Stewart Cook  
Mary Bancroft  
Neil Mcfarlane  
John Bryant  
Janice Harridge

#### *Flamingo*

Neville Buckle  
Gareth Broome  
Fiona Oliver  
Ian Calderwood  
Saul Tendler

**The group, of whom many had travelled north** the previous day, met at Largs Marina around lunch time. The skippers met with Flamingo to start the Covid secure manual handover process. They are moving onto a digital handover platform, a copy of which had been sent to each skipper in advance. In future, handover will require skippers to have smartphone or more suitably, a "tablet". The handover involved only the suitably masked skippers and one staff member on board the yacht until they were signed out to our care. After boat preparation i.e. bringing personal belongings and food onboard, the crew enjoyed a well-deserved cuppa. The skipper then undertook a safety brief and a tour of the yacht layout and operating systems. **By 17:30 on a beautiful summer's evening, Skylark left**



her pontoon heading for the Isle of Arran. *Flamingo* had left some 15 minutes earlier. Once outside the marina and

beyond the safe water marker, both sails were raised and a course set to pass both Great and Little Cumbrae on our starboard side and on to Lamlash Bay.

**The wind was in a fickle mood** requiring at times engine use, allowing us to maintain a steady pace. The sails were dropped to the north of Holy Isle at the entrance to Lamlash



Bay, where a mooring buoy was picked up by 20:30hrs. Dinner on board was a traditional Scotch Steak Pie. The dinner was the first of many excellent culinary delights presented during the week by the 1<sup>st</sup> class chefs on board.

#### **Lamlash - Campbeltown**

Sunday morning, with the sun shining, both yachts had left their moorings by 09:30. With the sails raised, the yachts tacked across the bay to leave by the south channel and



Fullerton Rock. With a decreasing wind, the engine was required to punch the way past the bottom of Holy Isle. The yachts now settled on separate courses towards Campbeltown, *Flamingo* keeping closer to the Arran shore



whilst *Skylark* headed further south away from the land,

each yacht searching for wind. Sometime later, as the wind picked up, *Skylark* was joined by *Flamingo* to make best use of the wind as we headed in a westerly direction towards the Mull of Kintyre. Each yacht again continued on separate courses. *Skylark* tacked its way along the south coast of Arran. Once clear of Arran, now headed north into the Kilbrannan Sound. *Flamingo* continued heading south westerly. The wind again became fluky, therefore steady progress was made alternating between sailing and motor-sailing. The sun was shining, sun lotion applied, all was good. Sails were dropped on reaching Island Davaar. Following the marked channel through Campbeltown Loch



settling down to refreshments on deck to view another beautiful sunset. With the local knowledge gained regarding restaurants, Stewart located a Hotel at Colintraive, booking tables for both crews for the following evening.

#### Tarbert – Colintraive

After the skippers had a conference it was decided to head further north from Tarbert to Ardrishaig and view the Crinan Canal entrance. Both yachts had left Tarbert by 09:45 with *Flamingo* leaving a few minutes prior to *Skylark*. With the sails raised at the entrance to the East Loch Tarbert, *Skylark* headed north, tacking across Loch Fyne towards Ardrishaig. Again the wind fell away. Although we were sitting still, *Flamingo* around 1 mile



*Skylark* rafted up alongside *Flamingo* at Campbeltown Marina. After another delicious home cooked meal, Stewart went on-board *Flamingo* to give the crew some local culture and the delights of, amongst other tunes, Campbeltown Loch, I wish You Were Whisky and a hearty sing-along to “Donald, Where’s yer troosers”. (Andy Stewart) Just as *Flamingo* were threatening to eject the provider of local historical music, his bacon was saved by the arrival of Neil and a bottle of Jura followed by the remainder of the crew. A good night was then had by all!!

#### Campbeltown – Tarbet

With a forecast of wind N/NW, F2/4. Sun shining, at 09:30 both yachts left the marina. The sails were raised to leave Campbeltown Loch and head north, tacking across the Kilbrannan Sound. Like yesterday, the wind was good and then dropped off, requiring assistance of the engine. (sun shining). With the temporary removal of the visitor buoys in Lochranza, we decided to sail on by the Loch and take lunch on the move. Under a shining sun, it was bliss. As the afternoon progressed, we continued to tack our way up Lower Loch Fyne heading for East Loch Tarbert. Once into the entrance to the loch, the engine was started and the sails



away was sailing well. After 15 minutes with no sign of the wind returning and with the distance required to cover this day, *Skylark*'s engine was started, jib furling to motor-sail back down the loch. Later the wind returned to give us the opportunity to sail again into the entrance to the West Kyle, where again it dropped off. As the dinghy will be required



dropped prior to entering Tarbert Marina, picking a pontoon, stern moored next to *Flamingo*. Being a Monday evening, the restaurants were mainly closed. Those that were open were fully booked. After dinner on board *Skylark*, the crew went for a stroll around town prior to



to go ashore at Colintraive, we took the opportunity to retrieve it from its resting place in the forward hold. Talk about a quart into a pint pot. With use of a spinnaker halyard and a winch plus muscle power, the dinghy was finally retrieved and inflated. As the task was completed, the wind returned with a good blow to give us our best sail of the week, along the West Kyle and the top of Bute. Finally,

with the jib furled to motor sail into the East Kyle via the Burnt Isles to pick up a mooring near the Colintraive ferry. *Flamingo* arrived sometime later, just in time for dinner. With dinghies inflated, the crews were transferred ashore to eat in the Colintraive Hotel. Post-dinner drinks taken on-board watching the sun set – bliss.



### Colintraive – Holy Loch

Left mooring at 09:30 heading down the East Kyle into a quiet misty morning. The situation changed and with a clearing sky the wind picked up sufficiently to allow the raising of the sails and engine off. With a following wind *Skylark* gybed down the Kyle entering Loch Striven towards the NATO pier prior to a course change to enter Rothesay Bay. We now had our first sight of the steam paddle ship *Waverley* on its regular sail out of Glasgow and round the Kyles of Bute. We would see her a number of times over the next 3 days. Closing on Rothesay Pier, the sails were dropped, under engine we moved in on the pier which led to a number of the crew reminiscing on the wonderful toilets on the pier head. Memories fulfilled, we headed for the River Clyde where the wind picked up to assist in a good sail north past Dunoon taking care to avoid the Gantocks Rocks. Motor-sailed into the Holy Loch where 2 berths had been arranged for the night. Dinner on board and another beautiful sky and sunset.



### Holy Loch – Lochgoilhead.

Waking to another warm sunny morning, where is the factor 50, we were off by 10:00hrs. Initially with a steady gentle wind, we tacked our way out of the Holy Loch. But, as previous mornings the wind dropped forcing us to motor-sail up Loch Long, past the Naval establishment at Coulport with its exclusion zones, into Upper Loch Long. Whilst *Flamingo* decided to travel on, *Skylark* on reaching Finnart Oil Terminal retraced her track to enter Loch Goil, picking up a mooring at Carrick Castle for a leisurely lunch. During lunch the wind picked up, *Skylark* leaving the mooring under sail headed back toward the entrance to the loch.

Taking advantage of the wind, crew members rotated time at the helm (good fun) before finally heading towards the head of the Loch. Picking up a visitor mooring, the crew rested with G&T as company.



### Loch Goilhead – Largs

With 30 miles to cover and with the winds history of dying off late morning, both yachts left their moorings by 08:30. Motor-sailed down Loch Goil into Loch Long. Passing Coulport to head for the Holy Loch to refuel. Discussed access to fuel dock with the marina. Although we were on a falling tide, it was considered there was no issue with access. Closing in on fuel pontoon, *Skylark* reversed out as the water depth gauge was less than expected. We assumed the yachts depth gauge was set with a greater safety margin than advised. Better to be safe than sorry. Returning to the Clyde now with a steady breeze and not for the first time during the week, dolphins decided to pay us a visit and travel alongside us for a few minutes. With the sun shining *Skylark* continued south passing Kip Marina and Largs, where *Flamingo* was spotted in the bay at anchor for lunch. The final sailing task within Largs marina was to refuel the yacht and safely return to its berth. The yacht was cleaned down as per Flamingos Yacht's Covid guidelines in preparation for handback on Saturday morning. With tables booked at Scotts Restaurant within the marina complex both crews dined to a pleasant meal, of course, socially distanced. Post-dinner refreshments were back on board with a glorious sunset as the parting gift to a good week's sail.

**The yachts were both in good condition** and cleaned prior to handover as per Flamingo Yachts Covid guidelines. *Skylark* had one problem early on in the week with one of the heads. There was an issue with drawing in water to flush the heads. This was reported to Flamingo. They suspected that an inline filter on the sea water input side to the heads was partially blocked.

**I would like to thank John Bryant** for his work on the development of the trip, especially keeping on top of



COVID rules. I also thank Neville for skippering of the yacht *Flamingo* and to both crews without whom the trip would not have been successful and fun. As to myself, I thank Mary for insuring I packed factor 50.



**Firth of Clyde 2021 - the other side of the pair....**  
by Ian Calderwood.

**There we were**, quietly at anchor in Rothesay Bay, comfortably ensconced in the cockpit, just settling down for lunch, when suddenly, through the windscreen and over the coach roof- “Good grief – there’s the *Waverley!*”



**Indeed it was the old girl**, obviously making for the pier. She looked as if she had just stepped out of “The African Queen”, her paddle-wheels churning the water with that evocative “whup, whup whup ” sound track. Sleek and low, a picture of retro beauty as she backed and filled to come alongside the pier. Cameras clicked furiously as we all tried to “Grab a picture, Herman...”! A nostalgic moment on our summer sailing trip in July 2021. The Firth of Clyde.....

**Will we, won’t we?** Is it on or off? The questions were asked during the course of the year as conflicting information came at us from the Government and so-called experts. Closer and closer came the date and at last, taking the bull by the horns so to speak, we went for it. **Saturday, June 26<sup>th</sup> 2021**, ten hopefuls rolled up at Largs Marina to take over two magnificent Beneteau 45 footers. Sister yachts, *Flamingo* and *Skylark*. Neville Buckle, our skipper, Gareth Broome and Fiona Oliver, newcomer Saul Tendler and myself had *Flamingo*. Stewart Cook (lead skipper), Neil Macfarlane (small “F”), Mary Bancroft, John Bryant and newcomer Janice Harridge completed the crews muster. WE had the grill....and all of us the luxury of having individual cabins. Only the second time I have had a cabin to myself. I usually doss down in the saloon....!! **After our skippers had completed** the change-over, then followed the technical job of stowing all the food. It’s amazing the number of nooks and crannies one can find on a yacht. A fridge and a freezer are a tremendous advantage, both with which we were equipped. Eventually order appeared from the chaos, cabins sorted out, life jackets allocated, crew briefed by the skipper – 16:55 and we were away. A relative term, as once out of the marina and turned

south, sailing more in hope than reality due to lack of wind, we practised setting the sails.

**It is difficult to describe** the tangles that turn up initially with the reefing lines and halyard of the mainsail at the first hoist.... Come 17:20, however, we were all sails set and alas, motoring. We continued thus until we moored to a buoy at Lamrash on the Isle of Arran. *Skylark* joined us,



having left Largs a bit later. A delightful meal of bacon and egg pie prepared in advance by Fiona, accompanied by a glass of fine wine, set the tone for a relaxed evening. The odd G & T, beer or sip of whisky helped too. **18 n.m.**

**Sunday 27<sup>th</sup> June.**

Breakfast, a gorgeous day, a nice breeze, 09:10 and away we went, turning west after rounding Arran heading for Campbeltown on the Mull of Kintyre. Well - that was the plan. Just clear of Holy Isle, the pleasant wind dropped to a near calm. We ghosted along, soaking up the sun, then noticed a yacht farther out which seemed to be heeling well. On with the engine and we made a bee-line farther south. Hallelujah. Wind, glorious wind! 11:00, engine off, sails trimmed and away we went, followed by *Skylark* in short order. Lunch on the hoof, just making the most of the pleasure of feeling the response of the yacht to the steady wind pressure on the sails – bliss! So the afternoon passed, until we made our way into the inlet of Campbeltown, mooring in the tiny marina just above the harbour. Fortunately, enough depth at low water. We were able to shower, much to our relief and again enjoyed a lovely dinner on board. Chili con carne prepared by Saul. Very nice too! Relaxing after dinner, we received a visitation from Stewart to regale us with his collection of Scottish songs.... Gradually the others joined us and we ended up with a really enjoyable “ole talk” with the crew of *Skylark*. A fitting end to a great day’s sail. **34 n.m.**

**Monday 28<sup>th</sup> June.**

Once again a very pleasant morning. Cheerful breakfast, then a plan to make for Tarbert, with lunch possibly at Lochranza on the West side of Arran. Crept out of marina at 09:00, a good wind in the inlet, so up with the sails and a good scoot towards the exit of the inlet. Repeat of yesterday – once outside, the wind dropped and we idled around, then at 10:31, switched on the motor, having covered 5 miles in one and a half hours.... We chugged northward for another half-hour, then found the wind again. Northerly, but had some fun tacking between the mainland and Arran. Velocity made good fell away, of course, so we decided to keep enjoying the sail and have lunch on the hoof again, giving Lochranza a miss. A good sailing session until 15:00, then wind fell away. Again. On with the engine and made our way into Tarbert, threading the needle on entry – somewhat tricky entrance, mooring up at 16:30. Here passeth the incident of the fend-off... I had

just finished positioning the fend-off, when the line suddenly went light. Somehow, the fend-off had wriggled free of the eye to which it was seemingly attached. When one is in the throes of sorting out where to moor on which pontoon, the last thing you need is a manoeuvre to collect a wayward fender. Fortunately, in the marina, were several other boats and the fender gently drifted towards a cruiser on which were a very nice couple. They kindly collected it as it nestled alongside. We thanked them for that little service and Fiona collected it after we had moored. I still don't know how it happened....

With restaurants fully booked, we ate on board (drinkies first), with dinner cooked by me. Chopped ham in tomato passata, with pasta. The crew were very kind....!

**30.1 n.m.**

**Tuesday 29<sup>th</sup> June.**

09:15, threaded the needle back out of Tarbert and turned North, deciding to make for the Crinan Canal entrance, just for tourists' sake. Motored steadily until 11:30 and the entrance to the canal. Photographs taken of same, and then back South and blessed wind again until 13:30. Lunch on the move again, motoring until 15:30, during which the dinghy was unearthed and inflated, then turning north again off Ardlamont point and heading up the Kyles of Bute, western side and wind again. A great sail (tacking) up to the top of the Kyle near Tighnabraich, turning to starboard round the north of Bute, dropping the sails to thread another needle through the South Channel of Burnt Isles. Once through, headed for Colintrave where we were to dine and the hotel moorings. *Skylark* of course, had acquired the last mooring buoy, so we had the fun of anchoring again, which we succeeded by 18:00. Having dressed in our finery, we clambered into the dinghy and made for the nearest landing point which happened to be the slipway for the Rubodach to Colintrave ferry. We staggered up the slipway and thankfully dumped the dinghy on the grass. Big mistake. When the ferry arrived, a BIG burly Scottish crew member gave us a real telling off, so far as we could make out saying it was dangerous and to move the \*\*\*\*\* dinghy. We obliged, by carting it along to the end of the car park where we discovered another slipway. That'll do when we return.... Retiring to the hotel, we had a very pleasant meal, unfortunately with two tables with the limitation (Covid, of course), of no more than 6 at a table. Return to the yachts was relatively uneventful and the outboards behaved impeccably. **34 n.m.**

**Wednesday 30<sup>th</sup> June...**

Today, we make for Holy Loch was the decision. It was overcast for a change and inevitably as in most mornings, no wind. At 09:10, we up-anchored and motored down the eastern Kyle towards Rothesay, admiring the posh houses and little church as we slid by. Once clear of the Kyle, we headed for Rothesay for coffee and lunch. We made Rothesay and after casting about a bit, finally dropped anchor at 11:20 to the North of the main jetty, hopefully out of the way of ferries coming and going. We relaxed and were chatting idly when suddenly, I spotted the *Waverley* making for Rothesay. Hence my comment in the opening paragraph of this report. Enough said. When you see her, she speaks for herself. Up-anchoring at 12:36, we headed east to Toward Point and after rounding it, turned north towards the mouth of the Clyde and Lower Loch Long. We enjoyed some more good sailing for the next 3 hours as the wind did its usual trick and rose up in the afternoon. After a final tack past Dunoon, we lowered the sails before turning into Holy Loch opposite the mouth of the Clyde.



We motored the length of the loch easing into the breakwater at the marina at 16:45.

**Holy Loch was famous** as the American base for their nuclear subs until March 1992 when, with the easing of tensions in the Cold War, the yanks finally quit. There are still remnants of the buildings on the shore and one can imagine the impact on the economy when they left. Tonight, a great honour – we were invited to drinkies aboard *Skylark* before dinner. A very pleasant evening in their cockpit – without the Scottish music this time!! Back aboard *Flamingo*, Neville rustled up a delicious stew which went down very well, assisted of course, by a nice glass of wine... **23 n.m.**

**Thursday, 1<sup>st</sup> July...**

Relaxing this morning. We didn't leave Holy Loch until 10:10! Then we had a little trouble with the main, but once sorted, we chugged down to the mouth Holy Loch, where we turned north once again to continue our epic explorations into the heart of the highlands. No wind, or what there was came from astern so, after drifting a bit, we decided to motor onwards. Hugging the western shore, we passed happy families playing on the beach at Ardentenny and the caravan site there. Hugging the western shore also kept us clear of the looming menace of Coulpport Harbour – and the huge building housing the Royal Naval Armaments



Depot. Apart from anything else, a police patrol boat is on permanent duty and they waste no time in warning you if you inadvertently get too close....as Arthur discovered in 2013! We passed on beyond the entrance to Loch Goil, at the head of which we intended to spend the night. We decided to carry on up Loch Long, just to see what was there. To starboard, the busy A814 and the oil terminal at Finnart, with a huge tanker busily unloading. In marked contrast to port, the peace and quiet of the unsullied Argyll National Park. Magic!

On we went until at 14:30, we anchored for lunch just below Ardgartan, the outdoor centre near the head of the

loch Here, tragedy struck..... during lunch the skipper lost his favourite hat to a freak gust...

**Lunch complete**, at 15:30, we turned back south straight



into the teeth of a glorious breeze. What a sail! Tacking madly for the next two hours, we made the entrance to Loch Goil and had a motor-assisted broad reach, past Carrick Castle and on to the head of the loch. Mooring to a buoy at Lochgoilhead was an episode as follows. During the course of the trip we lost the boathook. Neville, ever resourceful, purloined an oar from the dinghy, removed the



blade and taped the broom to the oar. We now had a passable boathook and glory be – it worked! We picked up the buoy float without too much hassle, but with heart in mouth! We consoled ourselves with the thought that

the broom would float if the worst came to the worst. Great hilarity from *Skylark*.....

**Dinner, prepared by Gareth and Fiona** was a remarkable and very tasty mixture of tuna, tomatoes, cheese and a salad. It's called using up the odds and ends! Thank you both. Another relaxing evening in the cockpit, balmy weather, not a breath of wind, watching the setting sun over the surrounding hills. Part of the wonder of sailing in these "northern" latitudes. **35 n.m.**

**Friday 2<sup>nd</sup> July – the last day.....**

We had no choice but to make for Largs, home base eventually. We departed Lochgoilhead at 08:15, motoring as usual for the length of the loch and made for Holy Loch again to refuel as was the plan. *Skylark* was ahead of us and first into the marina at Holy Loch. We were preparing to follow them in when we realised that their mast was moving backwards out of the marina! What was happening we wondered? A brief conversation with Stewart. Low water and insufficient depth at the fuel pontoon apparently.

Oh dear, plan B into effect. Retrace our track to the entrance of Holy Loch when – hallelujah - blessed wind again! Another brilliant 3 hours sailing, making for Largs bay and lunch. We anchored about a cable from the beach, heaving with happy holidaymakers and were entertained by the screams of children enjoying the rides and a troupe of travelling singers on the promenade. One hardy soul even swam out to converse with us. A happy time and a fitting end to our week. 15:20, we up-anchored and made our way to the marina, about a mile beyond Largs itself. *Skylark* had passed us whilst we were finishing lunch and they entered the marina first. Contact was made as they seemed stopped well short of the fuel pontoon. A gin palace was refuelling and only room for one... We decided to stay outside motoring back and forth in an oval pattern. We had to ask Neville to go round the other way as he was making us dizzy! Eventually *Skywave*'s mast was moving so in we slipped. More waiting, as another yacht, already inside, was next in line. Eventually, all was clear and fuel was duly obtained. Back to our berth, a final mooring on the pontoon and ring down "Finished with engine". Clear up, wash down the deck, top up the water, divvy up the remaining supplies and load non-essentials into the cars ready for the morrow. Dining in the marina restaurant for a last, farewell gathering. As darkness fell, we made our way back to the yachts and a rehash of the week in the cockpit before bed. **24 n.m.**

**Saturday 3<sup>rd</sup> July...adios amigos.**

A quick breakfast followed by a final tidy-up and clean through and it was time for farewells. Neville insisted that we leave when we were ready as he would be doing the handover as skipper. Goodbyes made to Saul, Gareth and Fiona for the pleasure of their company. Grateful thanks and goodbye to Neville for putting up with us and doing such a good job as skipper. Finally to those on *Skylark* – Stewart, Mary, Neil, John and Janice. Sailing in company, meeting each night and yet each boat doing their own thing during the day. The magic of the Firth of Clyde and the lochs around has to be experienced to be appreciated. The lochs, the hills, the places we visited, all have an aura of their own. Seeing it all from the water, like an extended cruise, gives it a whole new meaning. Thank you TOG for making it possible and to John for his organisation. Stewart and Neville for skippering and everyone for making the trip so enjoyable. Another triumph for Trent Offshore Group Total distance sailed **198n.m.** Highest speed **9.5 knots.** Average for the whole trip **3.3 knots.**

Until we meet again.....**Cheers.**



## TOG 2021



**2021 Sailing Programme**  
Trent Offshore Group  
TOG Members and Friends



### Plymouth - Cornwall

- **Wed, Sep 15, 2021 4:30 PM Wed, Sep 22, 2021 10:00 AM**
- **Google Calendar ICS Sailex Reference PLY21 Lead Skipper Neville Buckle**

With increased demand we have chartered three yachts for this sailex, a Bavaria 44, a Delphia 40 and a Hanse 385. Costs for this charter have been calculated to include the following extras - an outboard for the dinghy, and gas for the yacht, will be £360 per berth based on 5 members per yacht. Parking is available at the marina... Demand for berths, as expected, has been very high and even though we have added a third yacht **this Sailex is fully booked.**

### Mono Hull to Cat Training

- **Fri, Oct 1, 2021 5:30 PM Sun, Oct 3rd, 2021 3:30 PM**
- **Google Calendar ICS. Sailex Reference SKP20.**

**This SAILEX is released for TOG Skippers to prepare for the BVI Caribbean Sailex in 2022.**

We have chartered a Nautitech 40 for this training weekend, a four double cabin catamaran boarding on the Friday evening and leaving Sunday afternoon..

We will show you how stern-to mooring works (used in the Med) using your anchor and lazy lines, we will show you how to anchor a cat best to avoid swinging and understand your swing radius, by the end of the weekend, you will be raring to go full of confidence. We are fully booked on this training weekend. **This Sailex is fully booked.**

### End of Season Sailex

- **Monday 4<sup>th</sup> October 09:00 hours to Friday 8<sup>th</sup> October 11:00 hours**
- **Sailex Reference EOS21**

We have chartered two Oceanis 37's for this end of (UK) season event. The lead skipper will once again be Dave Bond. We have requested that we be allowed to board the yachts on the Sunday evening. **This Sailex is now fully booked..**

### BRITISH VIRGIN ISLANDS - 2022

- **Google Calendar ICS Tue, Jan 25th, 2022 9:30 AM Fri Feb 11, 2022 10:30 AM.**
- **Sailex Reference BVI21 Lead Skipper Adrian Johnson**

Our early 2022 sailex will be to this idyllic destination and for the very first time we are planning to charter one catamaran, an ideal yacht for this destination. All yachts under consideration will have 4 double cabins with full air conditioning and en-suite heads plus two single cabins.

[https://client.sednasytem.com/boat/boatdisp.asp?lg=0andid\\_boat=38699andb\\_newfic=](https://client.sednasytem.com/boat/boatdisp.asp?lg=0andid_boat=38699andb_newfic=)

- The yacht, a 2020 Astrea 42, has been secured at a cost of £1,470 per person for the two-week sailex This cost includes the yacht, dinghy, outboard, starter packs by the charter company, end cleaning, bedding, National Parks and BVI Cruising Tax.
- We currently have interest in taking a second yacht and require a minimum of four members to express interest in joining this sailex to confirm bookings. Please contact John Bryant to register interest.
- Travel outbound will be to Antigua where we will spend two nights in a hotel before finally flying to Tortola BVI to board the yachts. The return flight will depart Tortola on Friday, transit via Antigua, and arrive London on the Saturday morning.

It has recently become known that a single berth may become available on the CAT chartered. If you are interested in exploring this option, please make contact with John Bryant to discuss this opportunity.

In addition, we have interest in taking a second yacht, this could be another CAT or a monohull. Interested members please contact John Bryant to discuss options.

### Turkey - Gocek

- **Sat, May 7, 2022 4:00 PM Sat, May 14, 2022 9:00 AM**
- **Google Calendar ICS Sailex Reference TUR20 Lead Skipper Paul Burghart..**

This 2020 event was postponed due to the pandemic however we have rescheduled this Sailex to 2022 (see above). We have chartered two Bavaria 46 yachts for this Sailex and negotiated berth fees to include the "charter package" a mandatory extra paid at the base to include Transitlog, final cleaning and bedding etc. The yachts are all 4 cabin, 2 heads, and include autopilot, bow thruster, cockpit chart plotter, inverter, dinghy and outboard. Charter costs include a mandatory charter Package (Transitlog, final cleaning, bedding, towels, etc), and insurance will be £640.00 per member. **This Sailex is now fully booked.**

### TOG Sailex Programme 2022.

As can be seen from the above we are now fully booked on events for 2021. It will shortly be time to start preparing a programme for 2022 (hopefully in better times). We are very keen to get your ideas and suggestions for the TOG 2022 sailing programme. Please forward your suggestion to any member of TOG council.