



TOGLINE

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



SUMMER NEWSLETTER 2022

Calm:- Sea condition characterized by the simultaneous disappearance of the wind and last cold beverage.



Greetings and salutations one and all. What a tremendous summer we have had.! Blazing sunshine day in and day out, plants gasping for water and us doing the best we can to keep out of the heat. Anyone remember 1976? That was a good one too.

– but the appointment of a Minister for Drought executed the rain dance and it threw it down two days later. Perhaps we should have appointed one earlier...? Thank goodness it has cooled down somewhat to a more acceptable 21 degrees. Our fingers are crossed at the time of writing, that the weather behaves itself for the Pembroke Sailex. It don't look too good....

What a challenge Emma Greetham undertook. Read all about it inside. We have all seen pictures and marvelled at the derring-do of the Atlantic Rowers, but Emma went “over the top” in Scotland in the same conditions and Trent Offshore Group are proud to sponsor her for the RNLI. Well done Emma. I take off my hat to you.

How on earth did you manage not to get loads of blisters on hands as well as on bums? Or did you? Perhaps an indelicate question, but congratulations anyway.

About 3 weeks ago we went down to Sutton Hoo to revisit the Saxon boat discovered there. It is well worth a visit. In the museum the craftsmanship of the metalworkers is mind-boggling. How minute the details in gold on the jewellery and the swords. There is a metal “sculpture” of the keel and ribs of the boat to scale. Very impressive. Whilst we were there, one of the guides in the museum mentioned that a full-size replica of the boat was being constructed in Woodbridge. Our ears pricked up and we decided to stay another night and investigate. We found it in a purpose-built shed on the waterfront near the Tidal Mill and anyone can go in to see the work absolutely free. It is a good two-year project and a very knowledgeable volunteer is on hand to explain the detail and the construction method. They have completed a half-size model and a full-size centre section to work out the best

procedures. Hand-made rivets, primitive axes, green oak, breast drills and wooden clamps which must be seen to be believed. No power tools – just hard work and dedication. The noise level is considerable, with the adzes and axes chopping great baulks of timber making planks by hand.....Incredible! A real must-see if you are down that way.

We are coming to the end of the sailing season once again. The Equinoctal Storms may soon be upon us and it will be time to put away the oilies and batten down the hatches. We hope you have had an enjoyable time with us and those of you on the End of Season trip in October enjoy it as much. Personally, I really enjoyed the wonderful Scottish scenery and sailing, even though it was slightly curtailed. Blasting heat down south and howling gales up North. Heigh ho for the English climate!

Your council is still in the progress of preparing the programme for next year. It is always a challenge and the tendency is to stick to tried and tested routines. If anyone out there feels they would like to make a suggestion as to alternatives, please do let us know. We try our best to pick interesting expeditions, but we don't have a monopoly of them. Remember that feedback goes both ways and we are not mind readers! Sailing is becoming a very popular pastime and boats can be very quickly snapped up. We try to get in first and have been fortunate in the past. We hope to be able to continue for the future.

So, until November 30th, here endeth the summer TOGline (and what a summer!) I hope you enjoy reading the newsletter and the antics we get up to recorded within its pages. Our grateful thanks yet again to the skippers and John Bryant who make it all possible...Here's to the BVI next year to kick it off Happy Sailing.

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Roxy – “Over the Top” expedition with Rannoch Adventures
by Emma Greetham

When we were in Antigua earlier this year on the TOG BVI sailex, we were fortunate to see some of the TWAC

(Talisker Whisky Atlantic Challenge) boats arriving at the finish line, at the Copper & Lumber hotel in English Harbour. Seeing the two-female boat, Charlotte & Jessica bringing in *Wild Waves* arriving in a record time for female doubles of 45 days and 7 hours, sparked an amazing new interest for me – hence this new sea rowing adventure with the aim to build towards a possible Ocean crossing in 2023/24 ☺

Rannoch are the world’s leading ocean and offshore rowing adventure company and are closely associated with designing and manufacturing ocean rowing boats for the



TWAC. They also have *Roxy*, their flagship 12m boat which can take up to 12 people anywhere in the world; earlier this year she crossed the Atlantic and arrived in Antigua having completed the same route from La Gomera to the Caribbean, as *Wild Waves*. Our 6 day Scottish “Over the Top” row, would take us out of Ullapool, through the Summer Isles, past the beaches of Oldshoremore, around Cape Wrath and “over the top”. We would then head past Durness, past Strathy Point Lighthouse and on to Scrabster, Thurso and John O’Groats. Southbound then, through the Pentland Firth towards the entrance to the majestic Caledonian Canal, where we finally departed *Roxy* at Inverness.

Departing Ullapool – Mon 27th June

We set off at 0830hrs on Monday 27th June taking full advantage of the weather window to row solidly day and night in 3 hour stints. There were 12 crew on board, and we were split into 4 watches; the plan being despite 8 rowing positions, there would be 6 rowing at any one time (unless we were not making sufficient progress in the right direction).

At the start of your 3 hour watch, you would take your seat on the starboard side, row for an hour and a half, then another 3-crew watch would take your seats and you switch to the port side and row another 1.5 hours

Three hours rowing complete, then 3 hours resting before you do it all again!

Eat, Sleep, Row, repeat!

The scenery here in the North of Scotland is stunning, we made good progress during the daytime, out past the Summer Isles and then headed north, then north-east and once we were each on our third shifts, it was dusk.

Although we were only a few days past the longest day and so far north, it didn’t really get that dark. Rowing at night was magical and we saw very few other boats. We passed Cape Wrath in the early hours of Tuesday and it was apparent the wind speeds were increasing. We chose to take refuge in Durness. Around 0830hrs, on Tuesday morning, we anchored in the bay and then took shelter off Sango Sands. To give an indication of the poor weather conditions, 3 rowing boats were rescued off the Welsh & Irish coasts, in their attempt to circumnavigate Britain.

72 nm rowed – 24 hours rowing.

A wet and windy day ensued but was spent on shore in the yurt provided by land support, catching up on some rest and enjoying a take-away meal in the evening. *Roxy* had anchored in the bay in 5m of water, but moved later in the evening to get protection from the headland. Early on Wednesday morning, @ 0600 hrs, we met on the beach and arranged dinghy transfers to get back on board.

After a few dinghy transfers 2/3 at a time and once we were all back on board, we set off again. Departing around 0730 Weds morning, once the conditions had improved, obviously using the tide to our advantage now the winds had dropped considerably. Our destination would be Scrabster. It took us 18 hours to get there, but the journey



around Rabbit islands, three uninhabited small islands off the north coast of Sutherland, (Tongue Bay) was stunning. Although we didn’t see any rabbits, supposed to be their only residents, we did see plenty of other wildlife. This is a diver’s paradise. The rest of the northern Scottish coastline is beautiful and just as impressive and provided a “more than adequate” distraction to the exhausting three hour rowing stints.

Arrived Scrabster 0130hrs Thurs morning –adding a further 18 hours non-stop rowing –

Log 113 nm rowed in total.



Land support had set up the yurt in a nearby farmer’s field, so we were able to get a few hours rest before we were due to leave early afternoon. We had

arrived overnight and berthed on the pontoon next to the

Thurso RNLI Lifeboat, “*The Taylors*”, a Severn-class lifeboat, and since I was raising money for the RNLI on this trip, around lunchtime, just before departure I asked if we could get a quick photo on board the boat.

As always, happy to help and intrigued by our rowing adventure, Andy – their chief engineer- gave us a quick tour around the boat and allowed us to take lots of photos. We were then happy to oblige and give him a quick look around *Roxy*; we were amused to hear that *The Taylors* is capable of an impressive 250 mile range at 26kts, so our planned voyage to Helmsdale would take them just over 2 hours, whereas we were planning a 24 hour row!!

We departed Scrabster at 1400h.

As I mentioned, our destination was planned as Helmsdale – so we would be going back over the top, then into the Pentland Firth. This is the strait that separates the Orkney Islands from Caithness, in the north of Scotland and its tidal current is considered the fastest in the British Isles. Andy had warned us that the tidal flows can reach 10-12kts as well as overfalls, but the weather conditions had settled now so we were confident of a reasonably comfortable passage.

In the event, the seas did change from calm to frequent white horses, and a sea mist was evident in the distance. Viewing from a distance and on approach, this didn’t lift but checking our AIS, with no other vessels in the area, we rowed on!

As we approached the corner, we had wind over tide and a good chop and then entered a wall of sea mist, then the craziest thing... just the sound of birds... hundreds of them – presumably on the rocks at the bottom of the cliffs, but we couldn’t see them, only hear them.



As we rowed through the evening, the tidal stream was gentle and moderate and we were able to average 5.2kts for a couple of hours – so were making great progress!

Early morning we decided that in order to gain on the lost time earlier in the week due to poor weather, we would row on to Balintore, instead of Helmsdale – hence the diversion on the route map. This would hopefully mean we would make Inverness on Saturday afternoon for a crew change at the end of the first leg.

So, we pressed on and arrived at Balintore on a rising tide, just after low water and moored up against the harbour wall. We had rowed non-stop for 30 hours when we arrived – and completed a distance of 85nm in that time.

Total distance rowed now 198 nm – 72 hours rowing Saturday morning – depart Balintore 0800 heading to Inverness. We had all weathers today, from true blue skies and sunshine to grey clouds and heavy rain. But nothing would dampen our spirits and when we were off shift, we played music to the crew as we rowed into the Moray Firth

– which was flat calm and were then treated to a 30 min+ display of numerous pods of dolphins. Amazing!

We entered the first lock at the start of the Caledonian Canal at 1400h along with 2 other boats heading south.

Final day covered 29nm in 6 hours– total distance 227 nm – total time rowed 78 hours!

We battled heavy weather and persistent rain, converging

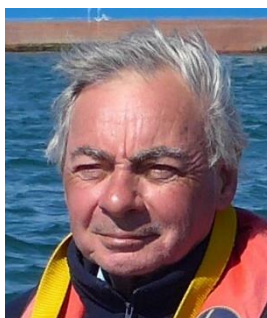
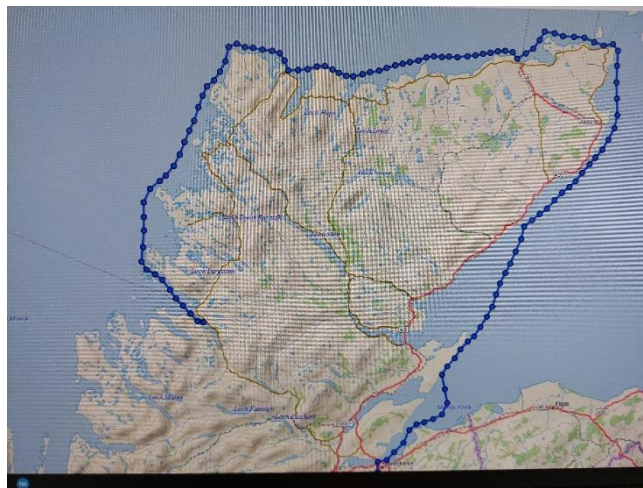


seas in the Pentland Firth and strong headwinds. But we also had blue skies and flat waters. We saw dolphins, a minke whale, puffins and seals and a whole host of seabirds (including Janet the gannet!) **I guess, rowing**

around the northern Scottish coastline, I expected some tough moments, but there were plenty more smiles and laughter. I would do it all again. So watch this space for my next ocean adventure ☺

Finally, many thanks to TOG Council for their support and generous sponsorship on this trip.

It was very much appreciated. xx



Scotland Sailex (Part the 1st)

June 25th to July 2nd 2022

By Neville Buckle

Yacht Frances Elan 444

Skipper Neville Buckle

Mate Bryan Russell

Andy Lacey

Pat Thomas

Saul Tendler

Ruth Edwards

Friday/Saturday

It was the first time that I had sailed from Ardfern. Looking on the map, I found it was quite remote. About 28 miles south of Oban. We tried to get a supermarket drop but they were booked up well in advance, so we decided to get a Click and Collect from Oban Tesco. So, Andy and myself decided to travel up on Friday, stopping the night at the Tarbet Hotel on Loch Lomond and meeting up with Neil and Keith from the Yacht “*Ruby Too*”. On Saturday, we left Tarbet for Oban to pick up our Click and Collect then on to Ardfern. The small village has a small shop a Pub and Lucys Café where we had lunch. On arrival at the Marina, we were met by Tony Bennett from Argyll Yachts who told us *Frances* was ready for us to board. After all the crew had arrived and settled in, we had an excellent lasagne which had been prepared by Andy’s wife in advance.

Sunday

Strong Winds and Heavy rain all day went to the pub.

Monday

A better forecast, showers, wind F6/7. We left Ardfern at 9.30 to sail down Loch Craignish to the notorious Dorus Mor, a deep channel between Craignish Point and Garba Reisa where there are tidal rips and whirlpools, although near slack water, the overfalls could be seen. Once safely through, we headed towards Scarba, passing the entrance to the dreaded Gulf of Corryvecken. (the original plans were to go through the gulf out to sea and the west side of Mull, but we decided it wiser to stay in the lee of Scarba, Lunga and Mull). We headed north through the Sound of Luing towards the Fladda lighthouse then through the Firth of Lorn between Mull and the mainland. On into the sound of Mull having had a fantastic sail. On passing Duart Castle, the wind dropped, we tried to sail, but had to put on the engine for the last 2 miles to our destination Lochaline where we had a berth booked in the marina. We found a berth in the marina, then moored up with a strong breeze trying to blow us off. Once secure and all the adjustments made. Another yacht was coming in to berth on the next but one finger berth. Knowing the difficulties, we had, the crew offered assistance to the other yacht taking the lines for them. Unfortunately, Bryan, on catching their bow rope, stepped back and fell into the Loch. He was quickly rescued and was fine with no injuries. The problem was undoing his safety harness with the air bags inflated... We were moored on the hammerhead pontoon which was quite wide, but the finger pontoon from which he had fallen was narrow and not so rigid.



Fladda Lighthouse

Tuesday

Having spent a pleasant night on board enjoying our meal, the forecast was for heavy rain until mid-day then rain for the rest of the day. We discussed options with the other crew with different points of view. To stay at Lochaline or go up Loch Sunart to Salen? It was decided to go up the sound of Mull to Tobermory. On leaving Lochaline, put out the Jib only, cut the engine, then sailed up the sound on broad reach doing 9 knots in rain and low cloud. A very interesting sail. We then entered Tobermory dropped the sail and motored in to the harbour following the small buoyed channel. Slowing to look for our berth, the wind then blew the stern to starboard, unfortunately just touching the anchor bracket of a moored fishing boat



sustaining slight damage to the hull with no damage to the fishing boat. The harbour master was waiting to take our lines to moor alongside the pontoon C3. It did stop raining for a while, giving us a chance to have a walk round town and call in the pub where we had a good meal while it rained outside.

Threatening clouds over Tobermory

Wednesday

Slipped moorings at 8.50. Once in the sound of Mull, raised the main and Jib, motor-sailed as far as Point Ardmore, then engine off setting a course towards the Treshnish Isles. The original plan was to tack to go between Treshnish and Ulva, but Pat, our navigator, on seeing a threatening storm towards Ulva carried on, passing Treshnish on the western side. We then tacked to go between the Treshnish Isles.

When we were close to Staffa, we took down the jib and motor-sailed to get a look at Fingal’s cave. Then we set both sails then tacked down towards Loch Na Lathaich. On



Sunset at Bunessan

passing the lighthouse, we dropped the sails and motored into the bay at Bunessan dropping the anchor at 18.15. With the sun shining, a very pleasant anchorage, time for a GandT a very pleasant day with no rain.

Thursday

9.30 raised the anchor, set the sails then headed towards the Sound of Iona, Bryan guided us through the Sound which needs precise navigation, getting an excellent view of the cathedral. Once through the sound, on reaching the south cardinal, altered course for the north cardinal. When clear of the hazards, followed the southern coast of Mull. The wind died, tried to sail but, with the Sun shining and no wind, put on the motor until we were in the outer approaches of the Firth of Lorn. Then sailed in a Force 2 towards Easdale then setting a course for our anchorage at Puilladobhrain. On arrival, found all the best spots had been taken but found a spot on the outer anchorage. If we could have got in at the inner anchorage, we may have got the dinghy out to go ashore, take the footpath and have a look at the "Bridge over the Atlantic". We consoled ourselves with a GandT.....



The Cathedral on Iona

Friday

9.30 a.m. raised the anchor, then motored out of Puilladobhrain. Set both sails then had a wonderful sail, tacking southwards through narrows at the Fladda lighthouse then into the Sound of Luing towards Graignish Point and the dreaded Dorus Mor. Once through there and in calmer waters, the wind dropped. We motor-sailed to Crinan, passing by the Canal's western entrance, then dropping the anchor and having lunch and making our way to Ardfern.

This was an exciting Sailex. It was a bad start, losing a day due to bad weather, but we had some interesting sailing with the weather improving through the week. We had 2 x incidents i.e., Bryan falling in Loch Aline and the boat sustaining damage in Tobermory. N-One was injured and good lessons learnt. It is well known that most accidents happen on entering and leaving a harbour and we should all remember to be vigilant at all times.

I would like to thank Stewart Cook for organising this sailex.

Neville



**Scottish Sailex (Part the Second)
by Ian Calderwood**

Ruby Too

Jeanneau 44I

Skipper Stewart Cook

Mate Keith Stedman

Crew Neil Macfarlane
Kit Chow
Mary Bancroft
Ian Calderwood

"Reckon nobody's going anywhere today", was the morning statement of Skipper Stewart on *Ruby Too* after a consultation with Neville on *Frances*. The wind was howling, the halyards rattling, grey skies loomed overhead and even uneasy movement in the waters of the marina. Whitecaps hissed by outside in Loch Craignish as if issuing a dare. Welcome to Ardfern Yacht Centre, Bonnie Scotland on the second day of our Odyssey.

Step back a day.....



From various directions, we all assembled in the afternoon of Saturday 25th July at different times depending on horrendous traffic jams on the way to Ardfern. I was first for *Ruby Too* having spent Friday night at Hamilton and was able to board at 3 p.m. Gradually the other crew members, Kit Chow, a first-timer with TOG, Keith Stedman and Neil Macfarlane, Stewart Cook and Mary Bancroft assembled and sleeping arrangements sorted. Loading and stowage of victuals occupied a fair bit of time (and much discussion) before we sat down to a chicken and bacon pie for dinner. (G&T's first of course, followed by wine). A pleasant stroll to Ardfern itself and a return to the boat for drinkies and a good night's sleep.

Sunday 26th....

See above! But again, making the best of it, we strolled up into Ardfern again and had a very nice lunch at the little café (Lucy's) opposite the pub and hotel. We explored farther and discovered the island and anchorage that we had to go round on leaving the marina. Some marvellous vistas down the loch in spite of the wind. Back to the boat, drinkies and dinner again. A social evening followed with the crew of *Frances* joining us after. One of the enjoyable aspects of cruising in company.

Monday 27th.

At last! Destination Lochaline on the north shore of the Sound of Mull. Still a fair breeze going, but out of the marina at 09:50. *Frances* left ahead of us. North of the island then south down Loch Craignish. Wind S.E, engine off after 20 minutes and then some fabulous tacking exercises going down the loch. By 11:00 we had cleared the Loch, turned north/northwest and heading towards Oban. The Sound of Luing with its currents and flukey winds beckoned but, with the wind now over our quarter and a second reef on the main, we made good time with speed

showing 7 + knots. Exciting going through Luig, deciding which channel to take to gain the advantage of the currents. By 13:30 we were through and making for the Sound of Mull. Leaving Kerrera to starboard, we swirled into the Sound of Mull under the glowering Duart Castle as the land closed in on both sides. Finally, at 16:30 we entered Lochaline and made our way carefully to the pontoon at the



small marina.

Lochaline is interesting as there is a massive silica sand quarry there which meant several large earth-movers occasionally rumbled past on the shore. Fortunately, they don't work at night! Once again, drinkies, dinner and an evening yarning before bed again. During the night the wind rose again. Sleeping in the bow, the main halyard set up a sympathetic vibration, drumming against the mast which rose from the keel just outside the cabin door. We soon learnt to lash it to the shrouds and away from the mast! As a follow-up, we also discovered that the spinnaker halyard behaved similarly. Talk about a lash-



up...!

Distance 35.8 miles

Tuesday 28th.

Heavy rain and Force 5 + wind. Much discussion between skippers as to the course of action. Initially, Loch Sunart was proposed, but eventually Tobermory was to be our next destination. It would be a relatively short trip, so a post-lunch start was decided on. 12:55 - Oilies on, fired up the iron sail and crept carefully out of Lochaline, eagle-eyes on the depth.

Once in the Sound, up with the jib and circumspectly decided against the main, leaving well alone. An exciting ride up the Sound followed with the wind astern and clipping 10 knots. All too soon Tobermory hove into view and again, by masterful helming, we crept carefully through the maze of small craft, trying to follow the channel. At final landfall, 15:55, the kind harbour personnel at Tobermory assisted with our mooring lines and all was secure. Oilies off, a bit of exploring and meeting up with Stewart and Mary in the snug in the Mishnish (there's a name to conjure with) hotel. Making our way back to the boat, we enjoyed another nice meal (G&T + wine - as ever) and enjoyed the company of the crew of *Frances* during the evening. Happy to drop into bed again...

Distance 13.5 miles.

Wednesday 29th.

Lighter winds, overcast, but conditions better for a good day ahead. The decision was made to go over the top of Mull, round the western corner and then South to the South West corner and the inlet of Bunessan. A longish trip, but a promise of some enjoyable and attractive sailing. 09:13, bye-bye to Tobermory and half an hour later, after assistance by engine, under sail when out of the Sound. Alas, 40 minutes later, under limp sails, we had to use the engine again. 6 minutes later, along comes the wind, sails filled and engine off once more. We sailed serenely westward, having a lovely brunch prepared by Neil, with just a slight threat of rain in the offing. Round the corner and southerly to slip between the Treshnish Isles and Mull. *Frances* decided to leave the Isles to port as we watched them fade into the distance and disappear. Staffa and Fingal's Cave appeared to port, with some heavy breaking seas around the headland. Strange that, because the sea



state wasn't too bad. Perhaps the gods were angry....? We enjoyed some good tacks whilst passing the Isles and heading for Bunessan now on the nose. As if like magic, *Frances* popped onto view off the starboard bow, round the end of the islands. We do not race in the Trent Offshore Group, but each is determined not to be last....! *Frances* got in first and we followed shortly afterwards, carefully picking our way to avoid the shallows which extended quite a distance from the starboard shore. Settled at anchor by 18:00, after a lovely day sailing, relax, G & T. Recap on the day remarking on the dolphins and puffins spotted on the way, followed by a lovely evening as the sun sank in the west. Bed once again and a peaceful night.

Distance: - 40.2 miles.

Thursday 30th.

Today the decision was made to make for Easdale on the island of Seil just off the mainland and East (round the corner) of our present position. This meant travelling down the narrow, shallow, rock-festooned Sound of Iona. (We could have gone round Iona, but what the hell...). We knew the depths and the tides and we had good charts.) 09:08 – anchor up, engine on until we cleared the Loch and then sail up at 09:30, heading west to the Sound. 10:14 we entered the Sound..... It is quite a place, with buoys everywhere and the magnificent Abbey on the island. Threading the needle, we were finally through by 10:30, turning east and running along the southern coast of Mull. Alas, the wind gradually slackened and after being down to 2 knots, on with the engine at 14:20. At least we had managed a fair bit of sailing. A most unusual sight occurred in the afternoon, when a sudden boiling up, like an underwater eruption appeared off to starboard. It appeared



regularly and we finally decided it must be an obstruction on the sea bed causing the current to rear upwards. Fascinating!

We received a call from *Frances*, saying they felt it was too shallow to go for Easdale and the decision was made to make for Puilladobhrain (there's a name to conjure with after a few G&Ts), to the North towards Oban. We finally eased our way into the inlet and after considerable backing and filling, finally anchored at 18:20. Much discussion ensued as to whether we had sufficient water beneath on a alling tide. No problem....!

Another nice dinner, a smashing "Kapitan's Curry" prepared by Kit, (G&Ts first, of course), followed by a beautiful evening and sunset in the peace of the inlet. Bed and a good night followed. No change there then....

Distance 45 miles.

Friday 1st July.

Destination today – Ardfern. On the homeward leg..... With a SSW wind force 3 gusting force 4, heading south was always going to be fun. Sure enough it was. We set off at 09:51, just about due west heading towards Mull for about 4 miles. Then put in a tack to east of South. Another 5 miles on this tack and then we swung south, hard on the wind, for the journey back through Sound of Luing. With the tide and the wind we fought back through the Sound for 6 miles and cleared Ardlui Point, the end, at 12:46. Exciting! Alas, at 13:45 the wind died so we had to revert to engine to get through the gap between the islands into Loch Craignish and head towards Crinan hoping to meet with *Frances*. We were down to 1.5 knots coming through that gap with the engine going strongly, with a throttle

setting which would push us along normally at 5 – 6 knots. Again, swirling eddies and ominously smooth waters.... Eventually we were through, heading to Crinan, but time



worked against us so we reluctantly turned north up Loch Craignish.

For the last time, under engine with no wind, we cruised up the Loch, enjoying the last sights of the magnificent highland scenery from a unique viewpoint. Round the island at the top and through the narrow gap into the marina to fuel up (22 litres consumed!) and finally settle into our berth at 15:00. Finished with engines....

An enjoyable farewell dinner at the Galley of Lorne Inn in the evening and a final get-together on board afterwards.

Distance 28 miles.

Total 162.5 miles.

Saturday 2nd July.

Final tidy-up, load the cars and dispersal to the four winds. A great week once again, with our thanks as ever to Stewart and Neville for all their work and encouragement and to the crews for the pleasure of their company. A warm welcome to Kit. We hope you enjoyed the experience. We are the Trent Offshore Group - and do join us again. Happy Sailing....



CHEERS!!

TOG 2022

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



End of Season Sailex

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

Sailex Reference EOS22 Lead Skipper Dave Bond

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

BRITISH VIRGIN ISLANDS - 2023

Google Calendar ICS Thursday, Jan 26th, 2023 5:00pm to Thursday Feb 9th, 2022 10:00 AM.

Sailex Reference BVI23 Lead Skipper Adrian Johnson

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

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

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

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

“Should we tell the rest of the crew the boat’s sinking.....?”

