



TOGLINE



The Quarterly Journal of the Trent Offshore Group

WINTER NEWSLETTER 2008

Foul Weather Gear. Weatherproof clothing, usually only needed in Spring, Summer Autumn and Winter.



Once again we have to say it... Happy New Year everybody and here's to another sailing season opening wide its doors, dusting off its oilies and quickening the blood with eager anticipation of the joys to

come! (*If you believe that, you'll believe anything!*) But - we do hope you have had a good Christmas and a whistle-wetting, first-footing New Year. I must say we have had a real variety of assorted weather since then. A coldest January for years; wet, miserable, frost, snow, doom, gloom, a plague of locusts et al... and more snow forecast for the coming week! (*Looking from the window February 1st, 12:00 Zulu, it's just starting to snow!!*) But - hey - does it matter? Some of us are taking our Yachtmaster theory courses at evening classes - (*well done to instructors Mark and Peter!*) - others perusing the holiday brochures for the West Indies sunshine and sailing, or a bit closer to home, with others maybe preparing their boats for the new season. It won't be long now!

Coming to the new season, there is a good selection of possible expeditions mooted this year which you will find in the Appendix. Council try to accommodate as many tastes as possible, but it would help us if we could get some feedback as to where and how we can improve matters. We have a lot of members, judging by the number of copies of TOGLINE we send out (over 120); this implies many members are "sleeping", perhaps just enjoy the association with sailing, have done the courses or enjoy reading the newsletter. It would be nice to think so. Some new and some old (in membership!) members keep popping up on the sailexes and it is so good to see everyone. We

hope this means we are probably doing something right... but there are so many more out there who perhaps feel we are doing something wrong! You, the members, are the only people who can tell us if these assumptions are correct. Would someone like to enlighten us, please?

Following on from that, I could we have suggestions as to perhaps, how we can spice up TOGLINE (*No - we will not do page 3!*). How about a "Letters" page, for instance, or even a "Questions" column? We have enough experts out there to answer many of them, I'm sure! Kick Off anyone?

We had an excellent Dinner/Dance/Awards evening on the 24th. January. Many thanks and congratulations to Jo Wood, our social Secretary and to Greetham Valley, for their fine efforts. Read what Jo thinks and what goodies she has lined up for us in her submission to TOGLINE. **Until 30th April**, "deadline" for Spring 2009 Edition please...thank you once again for your contributions and do keep them coming. I have said it before and will keep on saying, how much I enjoy receiving anything you may care to send. It is always with eager anticipation I log on to the internet! What has Father Christmas brought me today? Oh yes!

Finally, we trust the "downturn" hasn't hit too hard, that you are still afloat, and that you will still be able to enjoy your sailing.....

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THE OCTOBER SAILEX

Well I must confess that my decision to scrub participation in the October Sailex this year because of our Baltic Cruise (which I wrote about in the last TOGLINE) turned out to be a wise one!

We started this end of season jaunt, originally covering but three days, in 1996 by request of some of my RYA course students, chartering Royal Signals Yacht Club yachts at very low end of season rates. For the first three years crew volunteers to sail as late as this were a bit sparse but, as time went on, the numbers increased and by 1999 we had enough to man two yachts when Keith Stedman joined me to skipper the second yacht. At this time we mainly sailed in the Solent and off East Wight to Bembridge, although a spate of very clement weather in the four years 2000-2003 gave us openings to extend our passages to Poole and Weymouth and in 2004 we easily made Brighton. However when the weather turns really bad like this year, the thoughts of the Council are going to be "Is it really worth it?" Well I sincerely hope that the optimists win because, to have two years in succession when the weather is pretty foul is the exception rather than the rule and our current record should ensure at least a "fair" 2009!

JET – SKIER FINED

Those who have sailed with me know that a particular grouse of mine is jet skiing (both the towed water ski variety and the powered sit on variety that somewhat resembles a marine motor bike). On a sunny summer's day the entrance to Poole Harbour, for instance, can be a bit of a nightmare with jet-skiers as well as small but very fast motor boats careering about making a deal of wash regardless of the harbour speed limit. There was a story that went about RAFSA and TOG, I am proud to say that it was true, where having been assaulted by an elderly jet skier who lost control and crashed into the side of RAFSA's BLACK ARROW just as we were mooring up to the piles opposite the RAF Yacht Club at the Hamble, I rushed forward and shouted down to the unfortunate individual "I hope you've b---y well hurt yourself". To my joy he had: though we were forced to fish him out of the water on humanitarian grounds, losing half of his broken ski into the bargain.

Well there it was on page 7 of the RYA Magazine under the heading "Reckless Jet – Skier fined". This driver drove his jet-machine through the Eastern and Western Docks of Southampton at "high speed". He was stopped by the marine police, cautioned but allowed to proceed. Notwithstanding his caution he broke the speed limit again by travelling at 48 knots and was apprehended after a chase by a police launch. At the subsequent court hearing in Southampton he was fined a total of £2429 (including a contribution of £15 to the Victims' Support Fund). Many of you will have seen these maritime motor bikes in the hands of irresponsible "drivers" and wondered how they get away with their stupidity. One of the worst examples that I have yet seen was one of these harassing the Ryde to Portsmouth catamaran. The rider was following in the churned up water immediately aft of the vessel for "fun", a practice that had prompted The Queen's Harbourmaster (QHM) at Portsmouth to issue a "Notice to Mariners" forbidding this practice as highly dangerous many years previously and repeated at least three times in each season. The skipper of the ferry sounded his horn

in short blasts in an attempt to shake him off. This appalling exhibition of seamanship lasted a good five minutes despite the ferry skipper's actions and it was only when the skipper decided to sound his horn continuously that the skier decided that perhaps he was not wanted and finally sheered off before a QHM or Police launch arrived

Perhaps the comments of the Southampton Harbour Master are worth repeating here. "Any mariner who does not comply with the law is posing an unacceptable risk to all users of the port – both commercial and leisure – and I sincerely hope that this penalty will serve as a warning to others".

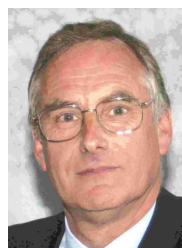
YACHTMASTER COASTAL TO RETURN AT LAST

The RYA has a free six-monthly publication that few of you will have seen. It's called "RYA Wavelength" and its purpose is "keeping instructors and coaches in touch" which is the reason why I receive it. It covers such a wide field and there are but small parts in a publication of some 28 pages that are relevant to individual readers, which is why it is published but twice a year and has such a restricted circulation. All of its content is very "in house" and informs readers about proposals for changes to a large number of syllabuses and forward thinking in each of this multitudinous number of waterborne disciplines that the RYA covers: for example the Antipodean spread of RYA qualifications was first mooted in "Wavelength" three years before it happened).

However the winter 2008 issue has some very interesting news. Following feedback at recent conferences and consideration by the Yachtmaster Qualification Panel, the name of the RYA Coastal Skipper Certificate of Competence will be changed to the RYA Yachtmaster Coastal Certificate of Competence.....there will be little change to the standards required for assessment.....and the change will take effect from January 1 2010.

Well, well! It has taken a long time. As many of you are aware we members of the "old guard" (those who held qualifications recognised by the old Board of Trade prior to the introduction of the RYA Certification Scheme and forcibly incorporated under pain of losing our tickets) have been banging on about this for years. It is unfair that there should be a difference in designation between those qualified in coastal waters and those qualified deep sea. Offshore and Ocean should be Skippers or Coastal should be Yachtmaster because all three are directly responsible in law for the safety and wellbeing of their crews and vessels and can just as easily lose life or property up to ten miles off the coast as you can halfway across the North Sea. However, more about this long overdue development next time as I have already written three short pieces for this issue and the deadline fast approaches

PUSHPIT PRATTLE by Keith Stedman



UNDERWAY and MAKING WAY.

No, this is not the answer to a question on lights in Coastal Skipper or Yachtmaster question paper. It is the sailing programme for 2009.

This was launched at the Trent Offshore Group Annual Dinner and Awards evening held at Greetham on Saturday 24th January. I know many of you were otherwise engaged by way of celebrating the 250th anniversary of the birth of the Scottish Bard, Rabbie Burns. We

are hoping to avoid the same weekend next year and our Annual Dinner should slip back one week to Saturday 30th January 2010. Please make a note in your dairies now.

The reference to “under way and making way” is to the sailing programme for 2009. Details of which are also included with this Togline. Also don’t forget all the sailing events are (or will be soon), posted on our website (www.trent-offshore-group.co.uk). As you will see we have tried to offer a variety of events ranging from the usual “week long trips” to weekend sailing for those of you not able to commit for the longer period. We also have a couple of trips offering something a little different – traditional wooden working boat sailing or a tall ship taster possibly combined with an overnight stay at the RNLI Training College in Poole. So we are “underway”but what about the “making way”? Well, as is usual each year, the events were launched at the dinner and there have already been a number of people expressing an interest in them:-

Easter - two boats full and a third one on hold with Fairview Sailing.

South Coast / Cross Channel – five names down and looking good.

Traditional Bawley Sailing – only six places left for the first charter.

Tall Ships Taster – seven names down and only a few left.

End of Season – four names down and looks like being as popular as ever

Sailing Long Weekend – two names down – details to follow a little later.

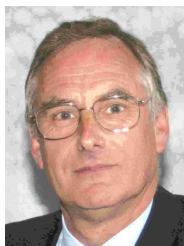
The motto here is “tide, time (and bus drivers) wait for no man”. So if you interested in sailing with us this year, don’t delay, get your name down as interested or better still to guarantee a berth fill in a booking form and send it together with your deposit. In the unlikely event of a trip not going ahead any deposit will be repaid to you in full. Booking forms can be downloaded from the website.

A great Annual Dinner, my thanks to Jo Wood for the excellent organisation and running of the evening, to TOG Council and partners for the time spent in arranging and delivering trips and to all of you for your support

In closing, **I wish you all the best for the 2009 sailing season, and looking forward to catching up with you on board**

REPORTS

.ANNUAL AWARDS 2008



At a very enjoyable Annual Dinner and Dance - (*See the report in the Social Section by Jo Wood*) - held at Greetham Valley on January 24th, the Presiding Master presented the following awards to the members:-



STUART COOK.

COMMODORES CUP - awarded for overall support to the group over the years. This person has been a long-standing member of TOG and in fact, has been a member of Council for several years. He has, in his time, been a professional sailor and has spent a lifetime in and around boats. This year, unfortunately due to failing health, he has had to sell his boat Nosey Parker, but I know many people here this evening will have learnt an awful lot from sailing with

COLIN BROCKETT.

He is unable this evening to be with us, so may I ask our Deputy Training Master to receive the cup on his behalf please.



ADRIAN AND DIANE JOHNSON

MILLENIUM TROPHY - awarded in recognition of contributions to TOGline. I shared a boat with this person on his first sail with TOG to the Channel Islands. I was impressed by his gentle good humour, sailing ability and willingness to turn a hand to anything. Despite managing to drench the cockpit sole



on that occasion with blood, as a result of slipping up the companion way steps, he was not deterred and sailed again with us in Scotland this year. After both trips, he has submitted alternative write- ups to TOGline.

PETER TYTLER. Unfortunately Peter is also not able to be with us this evening so I would ask the TOGline editor to receive the trophy on Peter’s behalf.

NAVIGATOR’S TANKARD – awarded for the person making the most progress. This year it is awarded to someone nominated for his long-term commitment and ability and for his helpfulness in helping other crew members on the trips.

ELLIS TROPHY – awarded for the best newcomer. A difficult decision, as there have been so many newcomers sailing with TOG in recent years. *However a break with tradition in that this evening we are awarding the trophy to a couple.* First sailed with us in 2007 and have since, made many joint appearances. Always keen to learn and with cheerful dispositions

RED DIESEL – THE STORY SO FAR.
by Norman Allen



As many of you do not receive the RYA Magazine I thought that it would be useful to make comment upon a single page article in the winter edition on the riveting subject of “The New Diesel Rules.” As readers of this column will recall I have written a couple of short pieces bemoaning the fact that the UK, Denmark and the Netherlands had been

subject to intense pressure to scrap red diesel for pleasure craft and to come into line with the rest of the EU and charge their current automobile rate of duty plus VAT on all maritime pleasure craft diesel. In other words owners or charterers of pleasure craft would be subject to the same rate of duty plus VAT as car drivers. As I wrote in a previous article this is singularly unfair as there is no “standard duty rate” across the EU and automobile diesel attracts a much smaller duty rate in France (as an example) than it does in Britain. Vessels re-fuelling in Britain will now face being charged the highest duty rates in the EU plus the current rate of 5% VAT.

However there is a slight relaxation for those who buy in bulk for propulsion, heating and cooking. According to the rules, and I now quote an extract from them, it would appear that there is no legal basis “by which HM Revenue and Customs (HMRC) can impose a single apportionment to be applied universally” and “analysis by both the industry and HMRC suggests that a split of 60% for propulsion and 40% for domestic use probably reflects most people’s use and it is therefore likely that many users will declare such an apportionment. This will make it easier for suppliers of Registered Dealers in Controlled Oils to work out additional duty and VAT.”

What a wonderful Alice in Wonderland World we live in. I don’t suppose that next time you try to purchase say 30 litres of diesel for your own or chartered sailing vessel on a wet, windy and exposed fuel pontoon in some small harbour in the West Country that your attempts to haggle and to split the duty on your bill 60/40 will prove a practical proposition. On the other hand filling up with 700 litres of fuel at Camper and Nicholson in Gosport should provide a basis for negotiation. Interesting isn’t it. “But” my more reflective readers will cry “I haven’t got the capacity to stow 700 litres, neither do I possess an oil fired galley and oil fired central heating, so I can’t claim any rebate on my 30 litres of diesel. Hang on though surely the larger vessel is not going to burn much central heating fuel in the Summer months and is an oil fired galley really going to consume 40% of 700 litres.”

Well it appears that someone in authority has thought about this. The short extract concludes “However, where a purchaser knows that their propulsion use may be more or less than the above apportionment or a craft clearly has no domestic use, then they must declare their actual intended usage.” I apologise for the grammatical errors perpetrated by the unknown official but the message holds good. If you are a large vessel either sail and power or just a power vessel then to him that hath shall be given but if you are a reasonably sized sailing yacht with a small auxiliary diesel engine then you will be clobbered.



THE TALE OF BUYING A WIDEBEAM.....

by Debbie Gee

Once upon a time, long, long ago (well I am getting on a bit now! ☺) I lived in the dusty city of London. As I drove past the

Thames, stuck in queues of crawling traffic, I used to glance at the houseboats moored against its tranquil, picturesque banks and dream of living on such a boat. I was in my early 20’s and being sensible, practicality took over and I decided to invest in bricks and mortar and put my fanciful dream behind me.

Over the years I continued to be drawn to the idea of living on the water, even though I was now living in The Midlands and could not have planted myself further from the sea if I had tried.

I satisfied myself with walks along the River Soar near where I was now living in my traditional, 3 bed-semi.

One day a friend invited me to spend a weekend on her narrowboat moored in the centre of London. It was a fantastic experience, and it reignited those old memories 20 years before. I felt so at home in that environment, I decided to look into buying a boat for myself. I knew that, because of personal circumstances, I would have to downsize in the near future and sell my house. I also knew, being a poor civil servant, (but with a gold plated pension according to The Mail newspaper....yeah right!!!), that if I purchased more bricks and mortar, the best I could afford would be a little terraced house in a not too salubrious part of town. Not an attractive thought and hardly much of a contest opposed to living on the water in my own boat.

I decided to do some serious research. I scanned the web for boat sale sites. I visited

Sawley Marina to have a look at both old and new narrowboats for sale there. Then one day I saw a widebeam boat for sale and decided to have a look. The moment I stepped on board I was home! This was it!

A widebeam is double the width of a narrowboat so does not feel like a floating tunnel. Apologies to anyone who owns a narrowboat, but I was going to be living on this 24/7 with a teenage son, so I decided the extra space was essential. He has more clothes than me!!! My other dilemma was, if I bought a boat, where would I moor it? As a single woman, I was keen to live within the security of a marina. Sawley Marina perhaps? But there was a very long waiting list and my research had taught me that before purchasing a boat it is essential to find yourself a mooring. I really wanted to be closer to work in Loughborough and really liked the idea of living on the beautiful River Soar. One evening I was chatting with a couple of friends who lived on a narrowboat themselves. They mentioned a new Marina was being built at Barrow-upon-Soar, the exact location I was looking for. I couldn’t believe my luck so contacted them straight away. Even better, they were at the early stages of constructing the Marina and if I put down a small deposit I would be assured of a berth once the Marina was finished. It was a low risk gamble. I jumped in and paid my deposit. My dream was on its way to becoming reality.

I now started to research widebeams for sale with a vengeance. My poor teenage son couldn’t get a look in on the



computer..... makes a change. I eventually came across a broker who was advertising new-build widebeams for

less than the price of most second hand ones. I was very lucky to have found a fledgling company touting for business with very competitive prices, so I made an appointment to visit them at their headquarters in Cheshire. For those of you who know me

and TOG's Assistant Training Master, Mr Davis, this was our first date. Mark, most chivalrously, drove me to Cheshire and offered me his support and boat/business knowledge whilst negotiations and plans were drawn up with the boat builder. It was all very exciting. Here I was designing my own boat. A deposit was paid with an agreed schedule of payments, at each stage of the build, which consisted of steel shell, foam insulation and lining, then the fit out to my specification. The final instalment would be paid once I had sold my house.

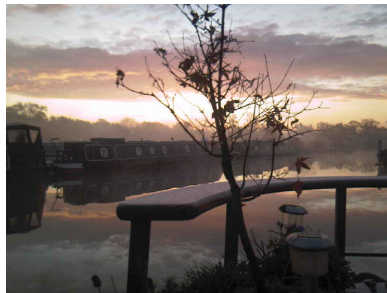
I waited a few weeks and the plans arrived, along with a build schedule and date of completion. My house went up for sale. Realisation started to dawn that I was really making my long forgotten dream finally happen.

My boat, apart from the steel shell, was to be constructed in Czechoslovakia. Part of the deal with the boat builder was a complimentary trip over there to overview the build at a time of my choice. I decided to visit when the boat was well into the fit out, so I could see the fixtures and fittings. Much more interesting than viewing a steel shell and foam insulation. I was allowed to bring a companion..... guess who came with me!? ☺. Mark and I were picked up from Prague airport by our host and proceeded to endure a 2 hour journey hanging onto our car seats for dear life as he sped down the Czech motorway at 100 plus miles an hour. Even Mark was showing signs of terror in his eyes. Would we arrive in one piece at the boat yard or were we destined to meet a sticky end on a Czech motorway? Luckily we arrived at our hotel safely and after a relaxing Jacuzzi bath (yes, there was one in our hotel room), to soak away the long days travelling, we were raring to go the following day. Composure regained. Mark & I witnessed my boat's first ever launch into the water, on a very large, concrete open-air swimming pool (complete with algae lining) in the middle of the Czech countryside. Mark & I were then given a guided tour of inside. I could now see my design for real. My dream boat was now becoming a reality. I decided to name her "Free Spirit", which summed up how I felt when I first boarded her.



Once Free Spirit's fit out was completed, she was placed on the back of a lorry to begin her journey from The Czech Republic back to the UK. She arrived and was launched in the water at Redhill Marina last November. Unfortunately, there were many months delay, due to personal circumstances again, before myself and Mark could sail her to her new home at Pillings Lock Marina. But one fine day at the end of March in 2008, (well actually it was freezing cold and raining buckets), with the assistance of kind friends John and Aaron, she arrived at her final destination. My plans had been two years in the making but we were finally home.

We have now experienced living on board through spring, summer, autumn and winter with all that the four seasons could throw at us, including the recent cold snap when the marina



waters froze over. Every day is a different view; from beautiful sunrises mirrored on the water; being woken by dancing sunlight on the bedroom wall. Storm clouds reflecting back on the ripples. Dramatic sunsets, sinking behind the surrounding trees.

Looking from our window to see ducks, geese, swans, herons and kingfishers passing by. Woebetide if you are seen by the ducks, who make a beeline for the boat to be fed. The swans eat out of your hand, but I have had to teach them some manners. There are fish in plenty in the marina too, they usually finish off what bread the ducks leave behind. Oh, the joy of going on holiday for a weekend without having to pack. We literally do take the kitchen sink with us. Was it worth it? A resounding YES!

AN IDYLL ON MON

by Andrew Yates



Occasionally you come across something so good, you make the effort to share it with others and after a magic 5 days perched on Mon side of the Menai Straights at Moel-y-don I thought I should share the delights of The Old Cutter Inn.

Well, it used to be, the Old Cutter Inn that is. Built in 1717 it has now been transformed into a fabulous self catering cottage. It comes complete with a wonderful log burner stove, great central heating, two lovely bedrooms and a fabulous big bathroom.



It is the setting that makes it so great, literally on the water. 5 feet from the front door, an old stone wall is all that separates you from the Menai Straights. Across the mud flats to the channel proper

you can watch fabulous birdlife including curlews, a kingfisher (on a small freshwater pond), and even a white egret as well as ducks, geese and the usual suspects.

Moel-y-don was once the principal crossing onto the Island from Y Felinheli. Edward 1st tried it and lost 300 men at Moel-y-don in 1282. The locals are a lot more friendly now and with a wicked sense of humour. I was looking at the bare bones of an



old boat sticking out of the mud, wondering about it as you do. An old chap came up along the road and I asked him if he knew anything about it. Quick as a flash he said "why, are you thinking about doing it up!" In

some small corner of my mind I probably was!

It turns out that the boat was the Seven Sisters and used to carry slate for roofing and gravestones, until the 1950's.

The week (29th December to 4th Jan 09) was at freezing all week, with ice crusted across the mud. The days were glorious for walking, with no wind; and what walks, along Newborough Beach to the lovely Llanddwyn Island or round the old town of Beaumaris.

The owners are Tom and Nicki. Tom is a proper blue water sailorman. Although he was not around during the week he is involved in promoting boat sharing on the Menai.

Having stopped in dozens of places on Anglesey, this is on a par with the best available. If you want a quiet retreat, with a slip on to the water at the end of the road, this is for you, the fishing after dark is great too, if you can tear yourself away from the log burner and a nice drop of plonk.

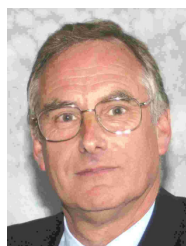
Tom's number, if you want it, is 07941320631, or www.angleseycottage.net



PRESIDING MASTER

KEITH STEDMAN

(I felt that inserting Keith's speech at the Annual Dinner into this edition, would be a nice way of letting all those unable to attend "hear" it. I hope you agree. HE may not! – Ed.)



Good evening and welcome ladies and gentleman, honoured guests. Can I firstly on behalf of Trent Offshore Group welcome, our regional RYA Chairman, Howard Nelson and his wife Michelle. **Thank you to you all** for supporting Trent Offshore Group on this our fourth annual dinner and awards evening at Greetham. I know many of you have travelled considerable distances to be with us this evening and it is good to see you all once again. Thank you for your support.

I trust that you have all enjoyed your dinner this evening. Not, I'm afraid that it was any good for the waistline. However, some brisk exercise tomorrow should sort it out. Have you seen the latest Government advertisements encouraging us to change our life style? Exercise is good for you we are told. Walking regularly can add minutes to your life. This enables you at 85 years old to spend an additional 5 months in a nursing home at £3,000 per month!!

However, there is an up side to this - my mother in law started walking 5 miles a day when she was 60 – she's now 82 and we haven't a clue where she is!!

I am under strict instructions from TOG Council to keep it short this year so as to allow maximum time for socialising and of course dancing. I intended to do just that. However, that old habits die hard, is demonstrated by the tale of the retired American admiral who persuaded his orderly with whom he had been for some 25 years, to retire from the navy and continue to work for him in a private capacity. The admiral told the orderly

that, even though he would now work for him personally, his duties would be exactly the same as they were in the navy.

On the first morning of the admiral's retirement, the orderly came into the admiral's room and woke him. Then the orderly walked around the bed, slapped the admiral's sleeping wife on the behind saying - "Okay, honey, it's back onshore for you!!"

Firstly, as usual, this annual event gives me the opportunity to thank on behalf of us, all those members of Council and the skippers who give freely of their time during the year, to organise and run the various sailing trips. It is not just the time and expense directly involved in the actual sailing trips, but also the myriad of things like attending TOG Council meetings, exploring possible sailing options for the future, revising safety procedures, chasing up membership, laying on training courses, writing minutes, editing TOGline, etc, etc. Sincere thanks to you all.

Looking at the year just passed, I do not intend to go through all the trips individually, but suffice to say that during the sailing season, Trent Offshore Group once again had over sixty people out on the water. Judging from the reports in TOGline, the trips appear to have been enjoyed by all. In reviewing 2008, I should especially like to thank Mark and Neil whom, because of my circumstances this past year, have shouldered the burden of the majority of skippering during 2008. Thank you for the help and support during last year.

So what of the season to come? I do not want to go through the details of each trip. Suffice to say that, the usual week long trips - Easter, Milford Haven, possible cross channel in July and of course the October end of season trip are goers. We are also offering the opportunity for members who cannot commit to a full week's sailing, to participate in shorter sailing events such as the Around The Island race in May and a long weekend sail the details of which are yet to be arranged. However, we will keep you updated on that by way of email and of course Togline. For those of you who want to try something a little different, there is the opportunity to experience sailing a traditional Bawley and perhaps even dredge for mussels under sail. There is also the opportunity to spend a days sailing on board a tall ship possibly combined with a stay at the RNLI Lifeboat College in Poole. Please don't forget that details of trips and Booking forms are available on TOG's website. Please help us to plan ahead

As usual, these TOG trips will continue to offer great opportunities for sailing at extremely competitive prices. Now, just before closing, I would like to show our appreciation to our new Social Secretary for making all the arrangements for this evening. Jo has thrown herself in at the deep end as it were and I am sure you will all agree that she has made a great job of it. *Jo was presented with a bouquet.*

Last year I finished with a piece of nautical poetry. I have, however managed to find a second and more up to date verse, which goes:

May your saildrive be saved after hitting that rock,
May your bow be rebuilt after ramming that dock,
May you retrieve that new dan buoy that fell in t'water
May your laptop when wet, still never falter,
May your deodorant mask the diesel smell 'neath your berth,
May you someday owe less than the damn boat is worth!!

Whilst I certainly wish a happy and safe 2009 season to each and every one of you, I feel it is only appropriate given that tomorrow is the 25th January, and is also the 250th anniversary of the birth of the famous Scottish bard, Robert Burns that I should finish with his words this evening,

“On stormy seas and far away;
Waur nightly dreams and thoughts by day,
Are aye with him that’s far away.”

We’re doomed Captain Mainwaring, we’re doomed!!!!

DEPUTY PRESIDING MASTER

ARTHUR WOOD



ENGINE FAILURES....(cont..)!

One October weekend, chartered four yachts from a firm at Ipswich Docks. I was the first skipper to arrive on the Friday evening. The charter company technician who wanted to go home, decided to hand all four boats over to me. We went aboard each in turn started the engine and were told to leave them ticking over for an hour or so to charge the batteries. Tidal constraints meant we locked out about midnight. On a windless night, we motored down the Orwell until, just after Woolverstone, the cockpit filled with smoke. We stopped the engine immediately. The only wind was the apparent wind, generated by our drift in a 2-3 Knot tidal stream. Even so, hoisting sails enabled us to steer out of the fairway to an anchorage past the “Butt and Oyster”. The boat had been handed over with the cooling water intake turned off!

Aboard the ketch “Zeus”, a yacht we have often sailed in the Canary islands, we were motoring into a strong headwind to pass a rocky headland and seaport “Puerto Cemento”. Inevitably, the engine stopped at a critical point. Unfurling the jib, we turned away from the coast and sailed back to an anchorage. A ‘phone call to the owner enabled us to diagnose and fix an air leak in the fuel system.

Whilst doing my day skipper training course, we were moored in Braye harbour on Alderney. As we needed fuel, at high tide we motored into the inner harbour to obtain it. About 30 metres from the fuel berth, both engine and boat stopped simultaneously. We had acquired a new mooring round our propeller! Attempts to free us involving a borrowed wet suit and a bread knife being unsuccessful, we tied all the warps together and I rowed ashore with one end. By fixing the warp(s) to the harbour wall and with some judicious winching, we got her alongside. We then had to wait for her to dry out as the tide ebbed. In those days, the Channel Isles were the only place in Britain where the pubs were allowed to open all day. Consequently, an enjoyable wait was followed by a tutorial on re-splicing mooring cables. Another enjoyable time followed whilst we awaited the rising tide!

PAUL RATCLIFFE – MEMBERSHIP (01778 341475)



-SOCIAL EVENTS



JO WOOD.

A great evening of fun, laughter, happiness and dancing was enjoyed by over 60 members and friends at the Greetham Valley Hotel and TOG Annual Dinner and Awards Night, referred to earlier in “Pushpit Prattle” and “Reports”. The awards were



presented by our Presiding Master, Keith Stedman, who gave an amusing speech (*See REPORTS* – Ed.) followed

by a thoughtful reply by Howard Wilson, the new Chairman of the RYA West Midlands area. Howard confessed he had not realised how active and alive was the Trent Offshore Group – but he does now!

The goodly total of £200 was raised for the RNLI, by a combination of a raffle and “Heads or Tails”. Intriguing, but

you will have to turn up next year if you were not there this year, to see exactly what are or what is, “Heads and “Tails”!

My thanks to Greetham Valley for their support and co-operation and we hope to see you in the same place on January 30th, 2010.



-NAVIGATION

CLIVE CRANKSHAW (01664 454403)



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-ADMINISTRATION – COUNCIL MATTERS



NEIL MACFARLANE (01159 663028)

TOG Council Report

Council met on Friday 5 December at the King’s Hotel, Grantham with eight

members present and Keith Stedman in the chair. We were very pleased to welcome back Colin Brockett after his convalescence. **The main business** of the meeting was to decide the sailing and social programmes for 2009. For sailing the Easter trip would go ahead using Fairview Sailing who were steadily replacing their Bavarias with Beneteaus (*should that be Beneteaux?? – ed*). There had been insufficient interest to pursue the Canaries trip. John Bryant had researched the Black Sea/Bulgaria for which Council was grateful but it was felt the costs of the charter in Euros and travel were likely to be prohibitive at present. For the main summer trip the South Coast/Channel was chosen. Better weather than in some recent Easter/October Sailexes might be anticipated, and travel costs for most members were reasonable. Also there was the prospect of a channel crossing and qualifying passages for RYA tickets. The October Sailex was set for early in the month. Other ventures to investigate included day sailing on an east coast Thames barge and tall ships, *ad hoc* long weekends, and a south Wales trip with Richard Vincent.

Council noted that there had been an informal inquiry by sailing enthusiasts based at MoD/RAF Wyton about the possibility of their sailing with TOG. Neil Macfarlane would pursue this.

Jo Wood reported that arrangements were well underway for the annual dinner on 24 January. A range of social events were also being planned for the new season.

The autumn TOGline had maintained the high standard and Ian sought contributions for the spring issue by the end of January.

On training it was agreed to encourage some experienced members to complete their coastal skipper tickets and Council would fund the exam fees. There was a Yachtmaster Instructor based on the Orwell who might assist with candidates' preparation. Also Mark Davis agreed to organise another first aid course.

WEBSITE

PLEASE VISIT OUR WEBSITE!

www.trent-offshore-group.co.uk

There is a wealth of information on it!

It has been upgraded considerably and now has a "buy and sell" section to help you dispose of those unwanted bits and bobs!

You will also find all the Application Forms as required by the Group

TAILPIECE(S)

Understanding Engineers

Two engineering students were walking across a university campus when one said, 'Where did you get such a great bike?' The second engineer replied, 'Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, 'Take what you want.' The second engineer nodded approvingly and said, 'Good choice; the clothes probably wouldn't have fitted you anyway.'

To the optimist, the glass is half full.

To the pessimist, the glass is half empty.

To the engineer, the glass is twice as big as it needs to be.

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons and civil engineers build targets.

The graduate with a science degree asks, 'Why does it work?'

The graduate with an engineering degree asks, 'How does it work?'

The graduate with an accounting degree asks, 'How much will it cost?'

The graduate with an arts degree asks, 'Do you want fries with that?'

Three engineering students were gathered together discussing the possible designers of the human body.

One said, 'It was a mechanical engineer Just look at all the joints.' Another said, 'No, it was an electrical engineer. The nervous system has many thousands of electrical connections.' The last one said, 'No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?'

Normal people believe that if it ain't broke, don't fix it.

Engineers believe that if it ain't broke, it doesn't have enough features yet.

TREASURER

RICHARD OAKES

(01636 640414)



TRAINING



COLIN BROCKETT

(01205 722886) / (01949 860815)



MARK DAVIS

TRAINING

Diesel Engine

Radio (Short Range Certificate – GMDSS etc.)

First Aid

Radar

Sea Survival



Social calendar 2008-2009

Below is a list of proposed social events for 2008 – 2009. I am hoping to organise a lively and varied calendar of events for all members and friends of TOG. So that I can gauge interest for each event, could you please complete the enclosed form indicating whether any of the events would be of interest to you.



RIVER TRENT PUB TRIP

April \ May 2009

Take a walk along the River Trent to Trent Lock.

Watch the narrowboats negotiate the lock, sit in the sunshine, then enjoy a pub supper at The Steamboat Inn

Cost to be advised



TALL SHIPS DAY SAIL

June 2009

A rare opportunity to spend a day aboard a truly wonderful ship –

Stavros S Niarchos

Climb the rigging, check out the navigation room and even take the helm!

**£100.00 (approx.) per person
(includes meals)**





Social Calendar 2008-2009

Please complete the form below to indicate whether any of the proposed social events will be of interest to you.

NAME:

ADDRESS:

TEL NOS:

EMAIL:

Please indicate below the events that you would be interested in attending.

Event:

I would be interested in attending

Social Evening / Pub Quiz

YES ☐

NO ☐

Annual Dinner / Dance

YES ☐

NO ☐

River Trent Pub Trip

YES ☐

NO ☐

Tall Ships Day Sail

YES ☐

NO ☐

If there are any other trips, outings, social events that you would like to have arranged, please let me have your suggestions.

Please return your form to:-

Jo Wood, 2 Ingthorpe Cottage, Ingthorpe, Peterborough PE9 4AZ or

Email me at:-

jo.wood@buckles-law.co.uk or

Ring me on:-

077 297 65002

Booking /Trip Number	Trip Title/Description/Skippers	Dates	Indicative Cost
01/09	EASTER ON THE SOUTH COAST - APRIL 9TH to 15th <i>The opportunity to put those classroom theories into practice or to brush up on the sailing skills before the season starts in earnest. If it is neither of those that you are seeking then it is still the opportunity to get an early season sail with friends and to make some new ones during the trip. Likely Skippers – Mark Davis, Neil Macfarlane, Keith Stedman.</i>	Thurs. April 9 th - Weds. 15 th	£245.00
02/09	ROY CASTLE CANCER RESEARCH RACE – Isle of Wight. <i>The opportunity to experience the thrill of offshore racing and to take part in an around the Island race, all in aid of a good cause. A fully skippered or bare boat charter from Fairview Sailing.</i>	Fri. May 15 th – Sun. May 17 th	£217.00 Bare Boat or £250.00 Skippered
03/09	MILFORD HAVEN: <i>Starting at Milford Haven dependant upon the weather this trip could include a visit to either the South Coast of Ireland or The Isles of Scilly. Likely Skipper Richard Vincent.</i>	A week in May T.B.A.	£250.00
04/09	SOUTH COAST/CROSS CHANNEL <i>The proposal is to sail across the channel (weather permitting) and is an ideal chance for those looking to complete qualifying passages for Coastal Skipper and Yacht Master Qualifications. Likely Skippers – Neil Macfarlane.</i>	Sat. July 4 th - Sat. 11 th .July	£300.00
05/09	TRADITIONAL BAWLEY SAILING. <i>Have a go at sailing a traditional wooden working boat along the challenging East Coast. A maximum number on any one day of eight participants but if we want to have a go at oyster dredging under sail then because of room constraints the number of crew is reduced to six. If more than the permitted number is interested then we can always run two trips.</i>	T.B.A. to suit all participants	£53 or £70 depending on 8 or 6 going
06/09	TALL SHIPS EXPERIENCE <i>A chance to experience the thrill of Tall Ship Sailing and to follow in the footsteps of Horatio Hornblower, without the commitment to three years before the mast or even a whole week. A days “taster” and if you want more we may be able to arrange something next season. You will have a chance to climb the rigging, take the helm and pull on some ropes. Option to go down to Poole Saturday evening and stay overnight at the RNLI Lifeboat College in Poole. Cost for B & B £62.50 single or £69.50 double. Organiser : Jo Wood.</i>	Sunday 14 th June	£92.00
07/09	END OF SEASON SAILEX <i>The October “End of Season” trip. We cannot control the weather but we will guarantee that you get wet both inside and out!! Likely Skippers Mark Davis, Neil Macfarlane and Keith Stedman.</i>	Weds. 30 th Sept - Sun .4 th . Oct.	£212.00
08/09	SAILING LONG WEEKEND <i>A relaxed, informal weekend sailing from Plymouth on a 41’ Dufour. Weather permitting and fair winds the programme could include Salcombe/Dartmouth/Torquay. Berths available for this trip, either two couples or three single persons. A chance to do a bit of sailing if you cannot commit to a whole week. Likely skipper – Clive Crankshaw.</i>	Thurs. 30 th July - Sun. 2 nd August	£170.00

* Please note that the berth costs are shown as a guide only, as the eventual cost will depend on the charter price of the boat and the number of berths taken.

- Please note that a temporary Membership fee of £20.00 will be charged in addition to the costs shown above to all non-TOG members.

Weekend Sailing Opportunity 30th July to 2nd August 2009



Depart Plymouth 30th July 20 Returning 2nd August 2009

Intended Itinerary, weather permitting
Salcombe, Dartmouth, Torquay.

Sailing on a Dufour 41' – spaces limited to three individuals not wishing to share berths or, two couples sharing berths.

Cost: per berth **£170.00** plus moorings, fuel, food etc.

Contact: Clive Crankshaw to discuss on 01664 454403 or

email Ccrankshaw@aol.com

If interested don't delay, ring or email now! Strictly limited places

