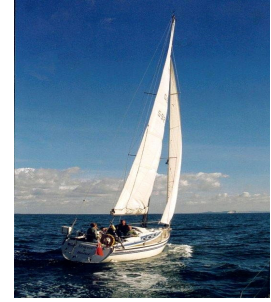




TOGLINE



The Quarterly Journal of the Trent Offshore Group

WINTER NEWSLETTER 2009

Torch: Tubular metal container aboard ship for storing dead batteries before disposal.



A very warm welcome once again to a cold Winter edition of TOGLINE. We do hope you haven't had too much of a hard time – even though pristine snow and sunshine is really wonderful to admire, after a month it becomes just a little wearing. Nevertheless, we have just enjoyed a very entertaining Annual Dinner at

Greetham Valley Golf Club. Numbers were fewer than previous year, (45), but the disco was still going strong at 12:20 when Berice and I left!! On this occasion, our Presiding Master decided to exercise his right as skipper and delegated the summary of our year and the prospects for the coming, to my ministrations. So watch out! ,Who knows when the fickle finger of fate may loom into view. IT COULD BE POINTING AT YOU NEXT!

As in previous years I have entered Keith's speech in TOGLINE for those who were not able to attend, I hope you don't mind my doing the same for this one - with slight modifications of course..

Not to put too fine a point on things it's been a VERY difficult year! We have had tragedy and sadness. Anyone who has read TOGLINE knows to what I allude and our unspoken but heart-felt sympathy goes to Keith and his family. We also had to cancel the summer Sailex – again for personal reasons, BUT – and here are the pluses - we have also had our successes and high points. Let us not lose sight of those!

Our Presiding Master has always made a point of emphasising the necessity of having a broader base of qualified skippers who can help with the task of skippering on our sailexes. This year his plea has been answered. We are delighted to inform everyone that we now have 5 - I say again – 5 – newly-qualified Yachtmasters Coastal (new terminology?) on our membership roll. Our hearty congratulations to Stewart Cook, Paul Burghart, Michael Brooke, Phil Greetham and our membership secretary, Paul Ratcliffe. You will be able to read all about it in a stunning report by Stewart, which appears in this TOGLINE. Our Training Master, Mark Davies organised it for November and a strenuous five days of training, culminating in two days of testing ensued for all of them. You will enjoy the report – I know I did and I'm only the Editor!

We also had an enjoyable Tall-ship experience in June organised by our Social Secretary Jo Wood, who has also

had a devastating year of bad news and the reason she is unable to be with us this evening. I will treasure the photograph of Keith and Richard out on the yards. I'm certain Nelson and Bolitho didn't wear caps like that!

The Easter Sailex with three boats and the October end-of-season with two, were both considered as successful as the weather allowed. October certainly brought one stormbound day in Lymington. By the way, the reports of these expeditions are hungrily grabbed by the Editor of TOGLINE and rapidly transferred to the printed page, hopefully for the enjoyment of our readership.

Our Training Master of many years, Colin Brockett, has resigned his position as Training master, although still invited onto Council as a co-opted member for his invaluable sailing experience. Mark Davies has seamlessly donned the mantle from his experience as Deputy Training Master. The grateful thanks of the Council go to Colin for all his efforts over the years and to Mark, for continuing to hold the reins. Our Treasurer, Richard Oakes has also resigned his position and on behalf of the Council, may I say thank you to Richard for your work in the past.

As far as this year goes, you can see the proposed expeditions in this TOGLINE and also on the website along with all our forms. We are also hoping to move on our Social Events when we harden up on those. Everyone will be duly informed, rest assured! We trust you will be able to support us and even provide feedback or suggestions of your own.

Finally, on behalf of the Council, may I thank you all for your company and support this evening. We may be fewer in numbers than last year. We have had our problems, but.... we seem to have come through at the last minute and are confident that the coming year will be as interesting and successful as previous years. Keep watching this space!

Let's look forward to spring and the start of better weather. Things can only get better, surely! Until we meet again and until the deadline of April 30th please, have a good New Year and keep smiling.

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e-BORDERS UPDATE

Since the onset of Autumn it has seemed to be very quiet on this front until one started to read various New Year maritime publications as they have become available. Things seem to have been done by ministers under the guise of “delegated legislation” that have been missed by the ordinary national press, which has been more concerned with the massive influx of information about parliamentary “fiddles” and dishonourable members’ expense claims (some of which resemble entries into the Booker Prize List for fiction) than about keeping a watchful eye upon the machinations of the quango which goes under the title of The UK Border Agency.

The Yachting Press didn’t have much to say about the problem right through the Autumn of last year (one of the reasons why I failed to entertain you in the last TOGLINE was the complete absence of new information on the subject) so it was with some relief that I can report that our press has re-activated its interest. Not only that but it would appear that **SAILING TODAY** seems to have acknowledged the fact that its readers are very concerned about the subject as well and has joined the rest of our press in its campaign to monitor very carefully what the government is up to.

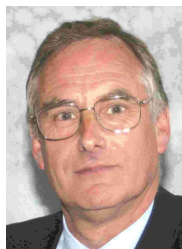
However my joy over the action of **SAILING TODAY** was somewhat tempered when I read in the February issue (it’s always a month ahead of the rest of the Yachting Press) “to their credit, the UK Border Agency is well aware of the programme’s significance and the hostility that it’s likely to provoke. When I met with them recently they told me they were keen to consult, adapt and build consensus.” Well this seems to be contradicted by the fact that very stealthily and with no publicity HM Revenue and Customs Cutters, manned, most of you will recall, by uniformed crew wearing Royal Navy style uniforms of jacket or navy blue sweaters, have now been transferred to this Agency and restyled “HM Cutters”. This would look like some administrative convenience were it not for the fact that each of these cutters is now parent vessel for a number of “ribs” manned by what would seem to be assault crews.

The RYA News reports that a number of members have been stopped in UK coastal waters by very large ribs manned by heavily armed crews wearing black jump suits and black unbadged baseball caps, who have come aboard and demanded proof of identity, and other information about the yacht which the skipper is not obliged to carry. This is no minor matter and goes way beyond the law as it now stands. Bear in mind that the e-Borders’ programme is not currently due to be applied until several years after the General Election when the appropriate legislation will be laid before Parliament. The RYA states “it is impossible to say at this stage what stance a future government might adopt. Again we have briefed the Shadow Minister fully about our concerns.”

Well, there you are. The change of control, the recruitment of staff and the cavalier treatment of the maritime community all seems to have been done by act of ministerial diktat, the fudged term for such action is “under the terms of ministerial devolved powers” – but most certainly not by Act of

Parliament (come to that neither was the change in status of marine red diesel).

PUSHPIT PRATTLE by Keith Stedman



E – BORDERS BOAT SHOW PRESENCE

Whilst visiting the Boat Show this January I was surprised to find a stand not selling anything but instead delivering nothing but goodwill, free information and FREE PENS!! The stand was run by none other than our friends from the United Kingdom

Border Agency.

At the last TOG Council meeting there was considerable discussion as to amending the requirements for a TOG trip to require the participants to bring with them their passports. This requirement was to apply whether or not the trip was to go into foreign waters. So, even sailing expeditions such as the Easter Trip or the End of Season Expedition which traditionally are confined to the Solent or South Coast would, in future, require crew to have with them their passports. This requirement was thought to be necessary to ensure that, (as referred to in Norman’s Taffrail Tattle), if any TOG boat was boarded by “Men in Black” then at least the identification of each and every crew member could be proved.

So on seeing the stand, we (two other TOG Council Members and I) made straight for it to ask what the position was with regard to the carrying of passports whilst sailing only in UK waters. The UKBA employees were very friendly and gave us an assurance that it was not necessary for us to carry passports on such trips and the procedures for boarding vessels by UKBA personnel were being revisited.

However in the latest RYA “In Brief”, an article dated 20th January does not tell us that the practice of boarding vessels will cease, but it does say that the RYA and the UKBA will be holding regular meetings to address any issues that arise from HM Cutter activity. That does not sound as though “stop and search” operations involving yachts sailing only within UK waters is going to stop in the short term, does it!!

AND ANOTHER THING THE FREE PEN DOESN’T B***DY WORK!!!

REPORTS

ANNUAL AWARDS 2008

At a very enjoyable Annual Dinner and Dance at Greatham Valley on January 30th 2010, the Presiding Master presented the following awards to the members:-



NAVIGATOR’S TANKARD – awarded for the person making the most progress.

This year it is awarded to someone who has been somewhat of a shrinking violet, but has always been “around” He has made tremendous strides this year and stands for a group who have done so well and obtained their Yachtmaster

Certificates. Ladies and Gentlemen, I give you

PAUL BURGHART



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

administered, skippered, commodored and generally done all that has been asked of him. Ladies and gentlemen, I give you **NEIL Macfarlane**



ELLIS TROPHY - awarded for the best newcomer/s. A difficult decision, as there have been so many newcomers sailing with TOG in recent years. However, once again we are

awarding the trophy to a couple. First sailed with us in October 2009, and impressed with their togetherness in teamwork, navigation below and helming.

Mike Windsor and Jane Arnold



MILLENNIUM TROPHY - awarded in recognition of contributions to TOGline. He has presented two cracking reports to the Newsletter (*see one below- Ed.*) and I am sure we will have many more. Ladies

and gentlemen, I give you **STEWART COOK.**



YACHTMASTER – COASTAL TRAINING and ASSESSMENT.
8th – 15th November 2009
by Stewart Cook

Participants: **Stewart Cook, Paul Burghart, Michael Brooke, Phil Greetham, Paul Ratcliffe.**

Sunday 08/11/09.

We arrived at Fairview Sailing, Port Hamble during the late afternoon to pick up a Beneteau Oceanis 37, complete with blown air central heating and LCD television. The central heating was most welcome to assist in attempting to keep the yacht dry and condensation free. The afternoon was spent on the handover procedures before the group retired to a local restaurant for dinner and discussion around the week ahead and exam preparation we had each undertaken.

Monday 09/11/09

Phil Onslow, our trainer for the next 5 days came on-board at 08:30 hrs. Introductions all round over a cup of tea. Phil then talked with each member of the group around their sailing experiences and expectations regarding the 5 days pre-assessment training. Phil outlined his plan for the next 5 days indicating that he had a number of exercises on navigation, boat handling techniques that he would be putting us through, including of course, the opportunity to increase our night hours, as the exercises would continue well into the evening.

With the final Fairview paperwork complete, at 11:00 hrs we cast off, leaving the marina to go out into the River Hamble to practice boat handling under power in various close handling manoeuvres, making best use of the wind and the tide to assist in the manoeuvres. At 13:00hrs we moored alongside a pontoon for lunch and debrief on the morning's exercises. At 13:45, we slipped moorings, motoring into the Solent area, to undertake exercises under sail. The exercise involved sailing a triangular course around 3 marked buoys. We had interesting company during this exercise, 2 yachts were using the same buoys to practise their racing techniques and they certainly gave us food for thought over who had the right of way. (Wind 4/5)

By 17:00 hrs with the exercise complete, we set course across the Solent for West Cowes. During the journey we had a timely lesson in keeping a good watch at all times but especially during the hours of darkness and in particular in relation to identify other vessels lights and direction of travel. We entered the River Medina, dropping the sails and proceeding into the north basin at Cowes Yacht Haven to pick up a pontoon for the night. Once the boat was secured, we gathered below deck to discuss the day's activities. We had only settled in for a few minutes when we were kindly offered a selection of sausages and pate from a French crew, just arrived after a channel crossing. To complete the day we retired to The Anchor for dinner and refreshments.

Tuesday 10/11/09

After a breakfast of French/English sausages at 09:30 hrs we cast off, re-entering the Solent, heading east to carry out a number of navigational exercises, without the use of electronics, using course to steer, back bearings, transits, fixes, depth of water etc to reach a position(s) selected by Phil Onslow i.e. under sail navigate to and drop the anchor within the second "o" of Osborne Bay, as identified in writing on the chart. The morning continued in the same vein, working our way across the Solent before entering and dropping the anchor in the channel for Fawley Power Station for a late lunch. (Wind 4/5)

After lunch Phil had the opportunity to practice navigating under simulated fog conditions by following the 2mtr contour line around Calshot Spit to the entrance of the Beaulieu River. Now under darkness we continued towards the west, practicing navigation and identification of buoys etc by their light frequency and colour. The destination for the night was Lymington town key. Once past Jack in the Basket, under engine and main we entered the channel. The final approach to the town key beyond the car ferry terminal was a challenge, mainly in identifying the channel, due to the number and position of moored boats partially blocking the channel, but all credit to Paul B. He stuck to his pilotage task and the way forward eventually became clear. Once securely tied up alongside the quay, a meal was had on board and apart from some fishing boats on the town quay, we were the only yacht. Being this close to the town involved only a short walk that took us to the Kings Head.

Wednesday 11/11/09

08:00hrs slipped moorings and motored down past Lymington, raising sails at Jack in Basket and set sail towards Yarmouth, dropping the sails at the harbour entrance. The morning was spent again in close boat handling manoeuvres including mooring up between the piles within the harbour. We were treated to the sight of the Lymington / Yarmouth ferry practising releasing and retrieving their lifeboat. Lunch was taken on-board courtesy of Stewart/Phil nipping ashore to a local restaurant for 6 portions of chips (luxury). After lunch we set sail towards Cowes, practising on the way, man overboard under sail and engine, simulated fog conditions etc. We continued to sail on past Cowes entrance towards Wootton Creek for more practice in night navigation, entering the creek under darkness using the leading lights as a guide. Eventually we turned around to head back out to sea when the ferry terminal was reached. This exercise was hampered, as the docked ferry unloading at the terminal blocked the red area of the sector light. On exiting the creek, a course was set to take us round the Bramble Bank using transits/back bearings etc. prior to returning to the River Medina for the night. Mooring up at East Cowes Marina and eating ashore at the Lifeboat restaurant next to the marina.

Thursday 12/11/09

After a leisurely breakfast, the morning was spent on boat handling, arriving at and leaving from pontoons. We also practised turning the boat within its own length within the confines of the pontoons and to complete the morning, ferry gliding across the river and in between the pontoons. After lunch we set sail for the Beaulieu River. The weather by now was deteriorating rapidly, with the wind F6/7 and heavy rain being experienced. The Beaulieu entrance was negotiated, where we proceeded to motor sail up the river, picking up a buoy just short of Bucklers Hard. After tea and a debrief session and with the weather conditions further worsening, - F7/8 & heavy rain, we slipped the buoy and motor sailed back down the Beaulieu. Phil and Paul R were doing a sterling job on the bows, using torches to pick up the withes and to safely negotiate the channel between the moored boats. With the strong wind and tide, swift progress was made down the river, leaving by the leading lights on course towards East Lepe, where a course was set for Yarmouth. With the weather continuing to worsen, it was decided to abandon Yarmouth as a destination and change course to return to Cowes. With the direction change, the motion became easier as we turned towards Cowes. We dropped the main sail at the entrance to the River Medina, then motored on into East Cowes, prior to debrief and an evening meal again at the Lifeboat.

Friday 13/11/09

The weather had eased overnight and we awoke to a morning of wind F6, heavy rain followed by squally showers.

At 09:00hrs we slipped the pontoon, leaving Cowes and setting sail towards Newton Creek. The squally showers continued, but once past Salt Mead and now through decreasing visibility, we picked up the leading marks to guide us into Newton Creek. Having entered the creek, we continued with further practice, picking up mooring buoys under engine and sail prior to lunch. The afternoon was spent sailing back towards the River Hamble, continuing to practice MOB and simulating fog conditions. Once inside the Hamble, the boat was refuelled in preparation for the next 2 days practical exam. Finally Phil had the pleasure and we were all pleased it was him, to ferry glide into the berth at Fairview Sailing.

Apart from the pleasure of performing the task, he also had spectators on board another yacht waiting to enter a berth and a number of staff from Fairview came to the harbour wall to watch. All we can say is, well done Phil. After the goodbyes were said to Phil Onslow, thanking him for his input during the week, we settled down to discuss the RYA assessment especially in light of the latest weather forecast – expected gale force 11 and high seas. Fairview Sailing were most helpful, by offering to credit the next 2 days hire provided cancellations was prior to 09:00hrs on the Saturday. In addition, if we were able to go out late on the Saturday and therefore with a resulting late finish on the Sunday night, we could stay on board at no charge, prior to travelling home on the Monday morning. Our mobile phones were buzzing with friends phoning/texting to let us know about the incoming weather. We also spoke to the RYA examiner to gauge his view on postponement. After all the discussions we decided to retire to the Victory for an evening meal and reassess the situation before 09:00hrs on Saturday. After a bumpy night on board, the latest weather forecast was indicating the wind to decrease as the day went on and expected to drop to F7 by 18:00hrs. As the expected wind by the evening would be within the hire criteria set by Fairview, we informed them that we will be going ahead with the practical assessment. Due to the effect of the wind and the tide running up the River Hamble, it was the first time that I have walked downhill on a pontoon to reach land!!

Saturday 14/11/09

The RYA examiner John Gillard came aboard at 08:45. After introductions, John completed the paperwork, checking log books etc. before outlining his plan for the next 2 days. He explained the yachtmaster coastal exam format, consisting of two main elements, theory and practical assessments and the pass rate to be achieved. During this brief, we discovered that the assessment would take us east beyond Portsmouth, which was an area that was not covered by the boats charts. A visit to the local chandler was called for to purchase a chart covering Langstone and Chichester etc. Chart duly purchased, only to discover later that there we had an area between Portsmouth and Langstone not covered by the charts, close by the submarine barrier.

The remainder of the morning was spent on the theory element of the exam. We each went below with John to carry out a number of exercise, covering weather interpretation, chart symbols, course to steer, estimating position, running fixes, lights and sounds to name a few. Whilst this was on-going the rest of the group were in a huddle on deck trying to keep warm and dry behind the canopy.

The practical element of the assessment would require each in turn to take the role of Skipper of the Day. Planning the passage and running the boat, managing the crew safely and efficiently and carrying out various exercises i.e. MOB, simulating fog, picking up and leaving buoys/moorings as required en route. The skipper was expected to be on the helm for leaving and arrival at destination and between times to give briefings and instructions as required.

The afternoon was spent resting and keeping an eye on the weather forecast. As the afternoon progressed with the wind decreasing as forecast, it began to look more likely that 18:00hrs as predicted was the time to leave, as the wind strength now falling towards F7 and decreasing beyond, thereby meeting the hire criteria.

Paul Burghart was selected as the first skipper and he began planning to take us from the Hamble to Haslar Marina,

Portsmouth. At 18:00hrs we slipped our moorings for a night sail to Portsmouth.

Further passages

Haslar Marina – Langstone

Paul Ratcliffe

Langstone – Chichester – (Sparkes Marina entrance)

Stewart Cook

Chichester – Wooton Creek

Michael Brooke

Wooton Creek – Port Hamble

Phil Greetham

Once out into the Solent, the sea was calming down as the wind decreased. After a passage that took us down the North Channel we entered and tied up at Haslar Marina at 22:15hrs. On the journey with clearing skies, we enjoyed the spectacle of shooting stars and fireworks. A late dinner was had on-board, before we all turned in for the night, in the attempt to achieve as much rest as possible for the following day.

Sunday 15/11/09

The following morning at 06:00hrs we were up and on our way to show our skills around close boat handling, picking up moorings, leaving and arriving at pontoons. The remainder of the day was spent with each of the group in turn taking charge as skipper of the day, planning the next passage, presenting it to the examiner, prior to briefing the crew on the passage and safety. We experienced on the Sunday afternoon, probably the best weather of the week. The wind was F5/4 and with the sea calming down giving us an exciting sail, especially on the homeward leg back into the Solent, towards Wooton Creek.

As we were leaving Wooton Creek on the final passage, a flashing light was spotted ahead in the water. Using our MOB skills we picked up a lifebuoy (presumed lost) from another yacht. We were unable to switch off the flashing light and now with the inside of the yacht lit up like a Christmas tree, it was decided to store the lifebuoy in the heads out of the way, prior to leaving it in the safe hands of Port Hamble harbour master. As we entered the Hamble, contact was made with the Harbour Master and Fairview Sailing regarding berthing. At 20:00hrs with the boat safely moored on an outer pontoon at Fairview Sailing, the examiner, John, called us together to deliver his verdict. Sitting there, tired but in anticipation, John announced that we had all successfully passed the practical exam. He would be writing to the RYA, reporting his recommendations. He had one comment to address and that was regarding our log keeping. Due to the conditions, we had not been completing the log in ink, but instead using a pencil. Although he appreciated that whilst we were taking conscious steps not to write on a chart in ink and that the rough weather was making the conditions below deck less than ideal, he explained the need to complete the log in ink. We took on board his comments and implications.

We were all extremely pleased with the examiners' feedback. With a fresh spring in our step, the boat was quickly cleaned and checked over and with final farewells, we departed the Hamble at 20:55 hrs. The good news was of course, making the homeward journey at lot easier.

On reflection, the 5 day training course followed by a 2 day practical assessment is certainly a challenge. The night hours achieved and the experience that gave us is worth its weight in gold. November 2009 certainly showed us it's horrible side, the boat's central heating coming to the fore in an attempt to keep the boat dry, although Michael and Paul R might disagree, due to the condensation levels in the forepeak.

As individuals we each had our high and low moments, but as a group we pulled together and through good humour we kept our spirits up and no doubt the few taken internally helped to ward of the damp.

PS

Do not know how the LCD TV performed, as we did not have sufficient free time over the 7 days to try and watch our favourite programmes!!

(My grateful thanks to Stewart for this report which, I am sure, will interest a great number of our readers. Many congratulations to each and every one of you. – Ed.



BANG – Oh dear I forgot!

by Norman Allen.

Quite a few of you will remember the report in a TOGLINE about 10 years ago which concerned the JSSC RAF 55 LORD TRENCHARD. She was blown

up in Weymouth when the Army Expedition Skipper arose one morning, turned the Calor Gas on to make tea for his crew of Army Cadets, lit the gas stove and blew the vessel up. The poor Skipper lost a leg in the explosion and the RAF lost a yacht. The end of that season some of you were sailing with me from the Hornet and we were able to see the wreck of the superstructure, which had recently been brought round from Poole to the bluff outside the Boatswain's Office. We were all staggered by the damage sustained. Needless to say HMSTY Lord Trenchard was a complete write-off.

Much publicity was given to this unfortunate disaster and it became a priority on all Service yachts to ensure that at the handover/takeover procedure the crew were told that before the galley was used in the morning the bilges were to be pumped vigorously to clear them of any gas that might have leaked during the night (Calor gas being heavier than air). This should have been standing practice for all yacht owners or skippers but it takes a minor disaster to remind the sailing community of its importance. For example when we were moored up in the Crinan yacht basin overnight during the Flotilla 1988 Sailex we heard this explosion at about 0715 and all rushed on deck to see a little head, with its hair standing on end, poke up from the companionway of a small yacht which was exuding a pall of smoke – obviously a gas explosion.

Well it has happened again. Last summer "Sailing Today" reported that two people were hurt in a gas explosion on a 10m catamaran in the Mayflower Marina in Plymouth. Two men suffered flash burns and were treated "on site by ambulance crews" and the fire was put out by volunteers before the fire engines arrived.

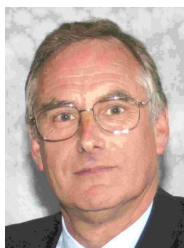
Do watch out. To pump the bilges takes but two or three minutes and will prevent disaster

TOG DINNER 2010

Ann and I regret that we will miss the Dinner this year. We haven't such a bad record as we have been to every Dinner of the Flotilla and TOG since the first one in the late Autumn of 1987 at The Ossington Hotel in Newark. Unfortunately there is an early Easter this year and we find that this causes a problem with a school that still keeps in line with a movable Easter. We are going to Cyprus to get a bit of sunshine before the early Easter, when we have some of the family coming over. Unfortunately this prevents us from getting to the Dinner without some maniacal driving the day before we go.

PRESIDING MASTER

KEITH STEDMAN



THANKS and ANNUAL DINNER

I just wanted to publicly record my thanks to all those members of Council and members of TOG that helped to make the Saturday evening at Greatham such a success.

Thanks to Ian for doing the speech and taking the load off me when I was struggling.

Thanks to Mark for the sailing programmes and the excellent projector show that ran during the evening. It really gave the event a nautical flavour.

Thanks to Neil and Megan for helping to sort out the menu.

Thanks to so many of you who gave so generously for the raffle prizes and the auction. We raised a sum of £235 for the Royal Life Boat Institution. Well done everyone.

Thanks to my kids for accompanying me and...

Last but not least thanks to so many of you for your kindness and good wishes during Jenny's illness and subsequently.

DEPUTY PRESIDING MASTER

ARTHUR WOOD



JANUARY 2010 seems to be resulting in an abundance of reminiscences so here are a few of mine .

One of the few joys of my wartime childhood in the industrial midlands was discovering Arthur Ransom's books in the local library ,

When National Service came along my request to join the navy was refused, but my interest in boats remained.

Shortly after our marriage in 1960, Brenda and I built an 8 ft car-top dinghy and taught ourselves to sail on various lakes and coastal waters in between our mountaineering activities. A few years later with two sons growing up, we extended our fleet with an inflatable dinghy. Then Brenda bought herself a kayak and I built a 15 ft plywood Canadian canoe.

In 1974 a yacht charter company in Scotland advertised in PBO, that they were willing to let dinghy sailors charter from them to sail on the inner waters of the Clyde. So we chartered a Snapdragon 27 for the Easter holiday week. The total cost was £55 00 plus ice-box 50p, car parking 70p, radio receiver £1.25, dinghy and outboard £5 and vat £6.24, making £68-69 . We were fortunate enough to have a week of light winds and sunshine and no mishaps, but some anxious moments due to our lack of nautical Knowledge

In 1975, I enrolled for RYA shore-based course National Coastal grades 1 & 2. Our instructor was Mr. Phillips, who had spent most of WW2 teaching navigation in the Royal Navy. By the end of the course we could make a passage plan to take an aircraft carrier to its berth in Portsmouth harbour but, when asked anything relevant to yachts, he would always reply " I don't know anything about boats with canvas engines",

Sailing was still only a secondary interest when, in 1977, I was able to increase my nautical experience whilst taking part in a mountaineering expedition to Spitzbergen in the Arctic.

In those days, the area was so remote that you had to take

everything you needed. A month's supplies for 12 of us had to be transported 35 miles from the dock at Longyearbyen to where the fjord ended as a 50 metre high glacier and our only alternative to backpacking was the two 12 ft inflatable boats we had taken.

The following year I inherited some money and we decided, after a lot of research, to buy a Manta 19 trailer sailer in kit form which was assembled over the winter. I decided it was time for some proper instruction and enrolled for the new RYA day-skipper shore-based course. By this time things were changing fast and this course was the first of the system with which we are all familiar. The charts we used were the new coloured metric charts and we learned about the IALA Bouyage System 'A' which was being gradually introduced at that time. We also learned to recognize 40 different signal flags, their international meaning and their morse code. Navigation was by DR and tide-speed-distance calculations could be done with a slide rule. The following Easter I went on a 7-day practical course and assessment and obtained my Day Skipper certificate.

Soon after that, we finished building *Woodpecker* and towed her up to Lake Windermere where we were able to get a pontoon mooring with shoreside facilities for £3 per night. Windermere is a wonderful place to learn to sail, as it has such an abundance of craft including steamers, speed boats, fleets of dinghies and racing yachts, a car ferry and anything else that someone chooses to license and launch.

During the August holidays we towed her down to Milford Haven as this seemed to be a nice safe place for a novice family with a new boat. During our fortnight there, we had 4 full gales. The first one ruined the Fastnet Yacht Race and killed 15 yachtsmen so, when the second one was forecast, we anchored *Woodpecker* and found a B&B. During the third one we were in the yacht haven at Lawrenny and when the fourth was forecast we hauled the boat onto her trailer, slept there and went home next day!! '

So by January 1980, my RYA logbook *G15/78*, showed 28 days on board, 470 miles and 4 gales with one F11. During the next decade I logged another 5340 miles of which 3829 were as a mate on Ocean Youth Club sail training vessels and sailed with 17 different professional skippers.

(What a perfect example of the depth of experience possessed by our senior members! – Ed)

PAUL RATCLIFFE – MEMBERSHIP (01778 341475)



JO WOOD

-SOCIAL EVENTS



She will be back.....!

-NAVIGATION

CLIVE CRANKSHAW (01664 454403)



”

-ADMINISTRATION – COUNCIL MATTERS



NEIL MACFARLANE
(01159 663028)

-TREASURER

TRAINING

MARK DAVIS (07711 170451)

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**Radio (Short Range Certificate –
GMDSS etc.)
First Aid
Radar
Sea Survival**

RYA/MCA SHOREBASED COURSES **Day Skipper and Yachtmaster Coastal** **Intensive and Evening Classes**

VHF/DSC – next course 17th April 2010

First Aid – next course March 2010

GPS- Fun Training Session in the Park - April

- WEBSITE

PLEASE VISIT OUR WEBSITE!

www.trent-offshore-group.co.uk

There is a wealth of information on it!

It has been upgraded considerably. You will also find all the Application Forms as required by the Group together with the Sailing Programme if you mislay this copy of TOGLINE!!

ASIDES.....or TAILPIECES!

IDIOTS or WHAT???????

Early this year, some Boeing employees on the airfield decided to steal a life raft from one of the 747s. They were successful in getting it out of the plane and home. Shortly after they took it for a float on the river, they noticed a Westpac Rescue Helicopter coming towards them. It turned out that the chopper was homing in on the emergency locator beacon that activated when the raft was inflated.

They are no longer employed at Boeing.

A man, wanting to rob a Bank of Queensland, walked into the Branch and wrote 'Put all your munny in this bag.' While standing in line, waiting to give his note to the teller, he began to worry that someone had seen him write the note and might call the police before he reached the teller's window. So he left the Bank and crossed the street to the NAB Bank.

After waiting a few minutes in line, he handed his note to the teller.

She read it and, surmising from his spelling errors that he wasn't the brightest light in the harbour, told him that she could not accept his stickup note because it was written on a Bank of Queensland deposit slip and that he would either have to fill out a NAB deposit slip or go back to Bank of Queensland ... Looking somewhat defeated, the man said, 'OK' and left.

He was arrested a few minutes later, as he was waiting in line back at the Bank of Queensland. Happened in Noosa!

The spotlight on the corner buzzes when it's safe to cross the street.

I was crossing with an intellectually challenged co-worker of mine.

She asked if I knew what the buzzer was for. I explained that it signals blind people when the light is red.

Appalled, she responded, 'What on earth are blind people doing driving?!'

MURPHY'S LAWEXTENSION!

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. Change is inevitable, except from a vending machine.
3. Those who live by the sword get shot by those who don't.
4. Nothing is foolproof to a sufficiently talented fool.
5. The 50-50-90 rule: Any time you have a 50-50 chance of getting something right, there's a 90% likelihood you'll get it wrong.
6. If you lined up all the cars in the world end to end, someone would be stupid enough to try to pass them, five or six at a time, on a hill, at night, in the fog.
7. The things that come to those who wait will be the scraggly junk left by those who got there first.
8. The shin bone is a device for finding furniture in a dark room.
9. A fine is a tax for doing wrong. A tax is a fine for doing well.
10. When you go into court, you put yourself in the hands of 12 people who weren't smart enough to get out of jury duty

Booking /Trip Number	Trip Title/Description/Skippers	Dates	Indicative Cost
01/09	RYA PRACTICAL TRAINING Day Skipper, Yachtmaster Coastal, Yachtmaster Offshore/ training and assessment (<i>see report by Stawart Cook inside</i>) Contact: Mark Davies mark@ashoresailing.co.uk or 07711 170451	Sunday 21 st March– Sunday 28 th March	Contact Mark
02/09	EASTER ON THE SOUTH COAST - APRIL 1st to 7th April <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. Contact: Mark Davies mark@ashoresailing.co.uk or 07711 170451</i>	Thurs. April 1st - Weds. 7th	TBA
03/09	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</i> Contact Keith Stedman : kandjstedman@btinternet.com o r01636 813145	Saturday 26 th June – Saturday 3 rd July	TBA
04/09	INNER HEBRIDES/ULSTER. Contact: Neil Macfarlane neil.macfarlane@ntu.co.uk or 01159 663028 Dates TB	TBA	TBA
05/09	FALMOUTH/SCILLIES. Contact Keith Stedman : kandjstedman@btinternet.com or 01636 813145	Saturday 11 th Sept – Saturday 18 th ..	TBA
06/09	SUMMER DAYS and WEEKENDS 2010 <i>Sail a Classic Boat on the River Orwell for as little as £50 per day.</i>	To suit participants	TBA
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!!</i> Contact Keith Stedman : kandjstedman@btinternet.com o r01636 813145	Weds. 6 th October - Sun 10th Oct.	TBA
08/09	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>	To suit participants	TBA

* 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.