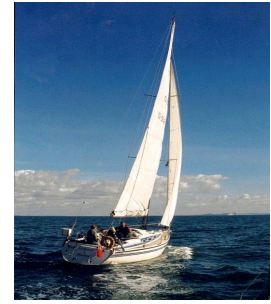




TOGLINE

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



WINTER NEWSLETTER 2010

Regatta: - Organized Sailing Competition pitting your wits against an opponent's luck



Sic Transit Gloria

No, not a paean to a young lady or even an advert for a well-known van, but a heartfelt comment about the imminent departure of our Presiding Master.

As you can read in his speech inside, Keith feels that after 16 years

in various offices within the group, that he should step aside for a younger and fitter person with fresh ideas to drive forward the future of the Group. We can all find flaws in that argument, but must respect his decision and do our best to maintain the example laid down by both Masters since the foundation in 1991 – Norman and Keith. I feel we have been very fortunate in having two Masters who were so considerate about ensuring the good of the Group and which attribute has driven all their decisions. Neither have sought to enhance their own importance, but quietly and methodically worked for the common good. Long may it continue. After Keith had delivered his bombshell, Neil Macfarlane delivered a warm message of thanks which was heartily applauded by everyone present. We can do no more than thank Keith sincerely for his leadership of the Group and wish his successor, yet to be determined, all the luck in the world. Whoever is appointed, as before, Council, will do their level best to ensure that the support is forthcoming. Watch this space! **At this time** of the year it usually becomes a problem filling the columns of TOGLINE Winter Edition and such has been the case here. Perhaps the Skippers or crews are a little reticent about recounting their experiences for our delectation? I know it requires a certain amount of enthusiasm to put fingers to keyboard, but I also know there is a lot of talent “out there”, as has been proved in the past. Please, will you share some of it with us? I have said so often that the success of TOGLINE depends on you, the members, so don't be shy. Let's be havin' yer!

Enough of this carping! This year promises to be a pretty good one with quite a lot happening if you turn to the back two pages. Nine potential expeditions, with some already booked to capacity. Can't be bad. John Bryant,

Expeditions Master will do his level best to acquire more boats if the demand is there for any trips that are overbooked. It isn't easy to get the quality to which we have become accustomed, but John is a real trier as he has proved over the last year. Many thanks John, for all your efforts on our behalf. It has been much appreciated.

The late entry of Dave Bond's wish to sail “round the Island” (*Wight of course!*), is a welcome addition to our events and can be a bit of a challenge, as all who read about Cowes week can testify! There is also the proposed Balearics trip, with some Mediterranean sunshine and weather for good measure. Bookings at the dinner have gone down a bomb with 10 names already on that trip! Get weaving, guys – there's a lot to go at. Arthur Wood has sent in a story about a sailing trip to the Greek Isles a few years ago, which I will put in the Spring edition to whet your appetites for the Med. Sun, sea, swimming, sangria, secluded coves – what a cornucopia to look forward to!

As a closing paragraph to this Editorial, I would like to thank everyone who has contributed to the success of the Group over the year, to all those members of Council who have worked so hard to ensure the health of the Group and provide our entertainment. But most importantly, we cannot ignore the support given by you, the members, to ensure that all the efforts of Council do not go unrewarded. To hear of a successful expedition, and favourable comment, is reward enough for all their efforts. Please don't hesitate to tell them so!

Until 30th April deadline, with, hopefully, a more “newsy” TOGLINE - thank you in advance for your tolerance and support and as ever -

Happy Sailing!

Ian Calderwood
19, St. John's Close
Ryhall
Stamford
Lincs. PE9 4HS

Tel: (01780) 763748. e-mail: berician@aol.com



As you will know, from Ian's introduction to a non-existent Taffrail Tattle in the last issue, life took on a more boring line when I got mixed up with the Hospital for Hands, at Le Mans back in October.

After being sliced about, having a multitude of stitches stapled into my left hand and being tortured by the Consultant (who, I might add, had spent years in a similar institution in New York torturing the Yanks), I was released after 24 hours into the tender care of my wife and middle daughter, Christine, who had "come over to be company with her mother during this stressful time". The fact that the French long distance fuel drivers went on strike did add a further piquancy to the situation as Le Mans is some 72 kilometres from where we live and it would seem that this could have caused some minor inconvenience to my collection. "Nihil desperandum": I did get home alright, and eventually managed to drive to the Vale of Belvoir, via RAF Cranwell to pick up the Newton Wreath for Remembrance Sunday.

Ann and I met up with Keith and heard about the Scillies Sailex, which appeared to be fairly successful and what is more was a great deal of fun even for those who didn't make the islands. It is always a gamble to get to the Scillies because vessels are of necessity booked weeks, if not months, in advance and you are always, timewise, a hostage to weather conditions. However once you arrive it is really worthwhile and over the years we have had a great deal of fun there.

We shall be off to Malta, for a month, come the end of January. The winter break in Cyprus last year was so successful, we felt that visiting another Mediterranean island, of which we knew a little from our RAF days, could be equally pleasant. We'll do the rounds of the Yacht clubs and see what has changed and tell you all about the current situation. I have never sailed there, but there are two or three members who have in fairly recent years.

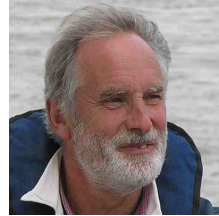
Well, for the moment, that's the social chit – chat. There were a couple of articles that I was writing for the autumn edition which I fear have become dated, but I have been keeping up to date and I trust my contributions this month pass muster! Regretfully we shall not be able to attend the Annual Dinner (see above) but I'm sure that it will go well and Ann and I send our best wishes for a successful event.

e-Borders – it's not dead yet!

One of the triumphs of Red Diesel Gordon's regime was the creation of "The UK Border Agency", a magnificent cocktail of quangos and government departments that, as other services were being financially curtailed, was able to expand and be granted (or promised) more and more funding. The ominous and real prospect of the re-introduction of something similar to the HM Customs yellow form C1328 (in triplicate) was fast looming up for 2012 or 2014 at the latest. Well, I will not waste my time repeating the content of a series of fairly long articles in the TOGLINES of 2008 and early 2009, so, if the subject is new to you as you have recently joined, I would recommend that you attempt to borrow TOGLINES of that period or ask our Editor (Ian Calderwood) if he has spare copies. *(they can be downloaded/read from our website – see at end – Ed)* This is not some game, but a very serious matter. According to the RYA, in a small paragraph in its latest members' magazine, the UK Border Agency (UKBA) faces a 20% cut in its budget for next year and is likely to be reducing its staff by 5200 in four years! I did speak with one of my RYA contacts who could only

confirm what had been reported in the magazine. It would appear that the UKBA is, however, still dead set on the re-introduction of port checks (though how the EU is going to react to the inevitable harassment of its members' crews visiting British ports is an unknown). Each and every one of you should take an interest in this matter and should give any support required to measures that attempt to scupper it. **Be warned!**

PUSHPIT PRATTLE by Keith Stedman Presiding Master



2010 SEASON ANNUAL DINNER

(As I mentioned in the "Editorial", for those who couldn't make the Annual Dinner, the following is the speech our Presiding Master presented. I hope you enjoy it as much as we did. – Ed)

Good evening ladies and gentlemen.

Welcome and thank you all for supporting Trent Offshore Group's annual dinner in this our 20th anniversary year. I know many of you have travelled a fair distance to be with us this evening and it is good to see you all here.

I trust that you have all enjoyed your dinner this evening and would like, on your behalf, to say thank you to Greatham for once again doing us proud.

Now, I have just said that 2011 is the 20th anniversary year of Trent Offshore Group's founding. Since those first days many faces have passed through our ranks and many skippers come and gone. However throughout that period the Club has, I believe, continued to deliver on its stated aim:

"TO PROVIDE OFFSHORE SAILING EXPERIENCE TO MEMBERS OF THE TRENT OFFSHORE GROUP (TOG) AND TO TRAIN MEMBERS TO RELEVANT ROYAL YACHTING ASSOCIATION (RYA) STANDARDS"

There have been the good years andyears where things have not been so good..... but the fact that the club is still here and still delivering, I think, says a lot.

So what was 2010 season like? Was it a good year for TOG? How do you measure if a year is a success or not? Well, early in the year before the season really got under way, we had some concerns about the numbers of people taking part in trips..... and also the cost of Chartering. Looking back a little further to 2008 annual dinner, I made a comment then that, if TOG was to continue to meet it's aims beyond the next decade, we desperately needed to attract and retain some new, enthusiastic and most of all young (well - relatively young), skippers.

So how did we do?

Well, last year we laid on 7 separate sailing events throughout the year, used 14 different boats and had a grand total of 84 people on the water. We have also ended the season with 15 qualified skippers on TOG books all of which hold their tickets for Yachtmaster Coastal and with a good proportion also holding their Yachtmaster Offshore tickets.

I think TOG had a good year.

We also extended the experience of two of our skippers to the waters around the Isles of Scilly and talking of the Isles of Scilly and thinking of the Cornish Trip – those of you that were there will remember how difficult it was to find a decent pub that did food in Newlyn. Newlyn is mostly a fishing port and not yet fully geared up for the sailing fraternity - you should see the showers on the quay!!

As an aside I thought the following summed up my experience there - in the pub I hasten to add, not in the shower!!

***"I once went in a pub** down in Cornwall on a cliff top at the coast,
A lonely isolated place which was said to have a ghost.
No other patron graced the bar the atmosphere sombre and chill,
no friendly voice broke the silence, the very room seemed airless and still.
No fire blazing in the hearth to dispel the damp and decay
and the light from the blackened oil lamp scarce kept the darkness at bay!
What I saw in that pub down in Cornwall is forever etched on my brain
What I saw that night with my very own eyes could drive a man insane.
An apparition appeared before me, I was filled with revulsion and dread,
Its vile body misted and lifeless and worst of all - it had no head.
I don't believe in the paranormal, the existence of ghosts I scorn,
I reached out a hand and touched it - to my horror it was clammy and warm.
T'was 4 months ago to this very night, yet still I wake sweating with fear
And pray to God I never see again another pint of that flat southern beer!!"*

However, the achievements of 2010 did not happen by chance. As you will know any club relies on the hard work and time freely given by members to organise and run the various activities and social events. TOG is no exception. It is not just the time involved directly in the sailing trips, but also in the myriad of things that go on behind the scenes to enable the club to function properly. The Annual Dinner tonight gives me the opportunity, on behalf of all the members, to publicly thank all Members of Council and TOG skippers for giving up their time so freely and for all the commitment, hard work, help and support given during the year. A sincere thank you.

So what of the season to come? I do not intend to go into the detail about the various proposed trips as John Bryant our Expeditions Master will himself be saying a few words on that subject. Suffice for me to say that I believe next year as in previous years TOG trips will continue to offer great opportunities for sailing at the best competitive prices we can negotiate for the standard of boat that we wish to sail.

Well, that's about it - except I mentioned TOG's 20th anniversary year and that got me thinking about things in general..... getting older, getting stale and the need for change.

This is no better demonstrated than by the story of poor old Mick: - It goes something like this

***"Paddy is passing by Mick's hay shed** one day when through a gap in the door he sees Mick doing a slow and sensual striptease in front of an old red Massey Ferguson.
Buttocks clenched he performs a slow pirouette and gently slides off first the right welly, followed by the left.
He then hunches his shoulders forward and in a classic striptease move lets his braces fall down from his shoulders to dangle by his hips over his corduroy trousers.
Grabbing both sides of his checked shirt he rips it apart to reveal his tea stained vest underneath and with a final flourish he hurls his flat cap on to a pile of hay.
"What on earth are you doing Mick" says Paddy
"Jeez Paddy, ye frightened the living bejassus out of me" says an obviously embarrassed Mick, "but me and the Missus been*

having some trouble in the bedroom department, and the Therapist suggested I do something sexy to a tractor....."

I realised earlier this week when I was out walking with two friends Richard and Martin, that age was catching up on us. Walking along an exposed footpath Martin said: "It's windy isn't it". "No" replied Richard, "It's Thursday". "So am I" I said, "let's go get a beer."

But - there is a serious side to this. I have been on the TOG Council since October 1995, firstly as Administrator, secondly as Treasurer, then as combined Administrator and Treasurer and then as Training Master. On the retirement of Norman I took over as Commodore in September 2004. So 16 years on Council and 6 years as Commodore, I think that it may be time to move on. I have given the matter a lot of thought and have come to the conclusion that the organisation needs to move forwards. It needs someone with drive, vision and vitality to carry it on. We need a change. As such ladies and gentlemen I think that this may well be the last occasion that I will be giving this speech at the annual dinner.

Perhaps a change will be good for both TOG and myself personally. Perhaps it is time to channel what remaining vitality and drive I have left into some new challenges. Time does not stand still, but I realise that one still has to be careful about what new challenges one pursues.....
for instance.....

***"The Grim Reaper** came to see me he appeared at my side of the bed.*

A scythe draped over one shoulder and a black hood covered his head.

"I have come to collect you" he told me "you have ten minutes to live."

Then he took out his ledger, took out a quill and with a penknife sharpened the nib.

*"Now just you hang on" I told him "you are making a mistake,"
"I've never been so fit and healthy not a twinge of pain, not an ache."*

The Reaper showed me his ledger, "Here it is down in black and white."

"Your name, full address and description, and age - there's no doubt about it - I'm right."

"There's no doubt about it you're wrong" I said, holding back my mounting terror.

"Don't believe what you read in your ledger it's just another computer error."

The Reaper smiled and began to fade - prepare to depart this life.

Then the door burst open and in walked her husband and caught me in bed with his wife!"

Well that really is it except - I will end, as in other years, with wishing you all a great sailing season for 2011 and all the years to come.

May there always be water under your boat,
May she always be seaworthy, ever afloat,
May the bilge pump be certain to work night and day,
May the compass and chart always show the safe way,
May you find gentle harbour as every day ends,
May you lower your anchor amidst peace and good friends.

(Poems courtesy of Mr Gordon Hutchinson.)

REPORTS

ANNUAL DINNER AND DANCE

Over 60 members and friends had a very enjoyable evening at the Greatham Valley Annual Awards Dinner and Dance. A relaxing meal with a lot of social chatter was enjoyed, enlivened by a terrific slide show put together and presented by our Training Master, Mark Davis.

The Presiding Master then gave a most enjoyable (but with a sting in the tail) speech (see above), followed by a reply from Neil Macfarlane, our Administrator, thanking Keith for all the hard work he has put into the Group over the years and wishing him well as he goes about handing over the reigns.

A raffle on the evening raised the magnificent sum of £200 for that wonderful Institution, the RNLI.

Keith then presented the Annual Awards as follows:
THE NEWCOMER OF THE YEAR.



1st Award this evening – **the Ellis Trophy** – is awarded for the best newcomer. A difficult decision as there have been many newcomers sailing with TOG last year. However one person did stand out, always keen to learn and more than willing to get jobs done on

board and with a cheerful disposition may I ask **Andy McWilliams** to please step forward

THE MILLENIUM TROPHY: the Millennium Trophy –

awarded in recognition of literary contributions to TOGline. This year we have selected not one but two people to receive the award; fortunately, they are a couple.

Writing usually under the catchline of “What Really Happened” this years award goes to **Emma and Phil Greetham**.



THE COMMODORE’S CUP is awarded for overall support to



the group. This person has been a keen member of TOG for several years and has recently become a member of Council. Since taking up his position on Council John has literally thrown himself into the job and has revolutionised the

position of Expeditions Master. Not just content to negotiate with charterers and book boats for the Group – John has sought to revolutionise the way members book onto trips and to automate many of our existing procedures. For sheer enthusiasm this year the Commodores Cup is awarded to **John Bryant**.

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



This year awarded to someone, not for making progress, but for his commitment to navigation. For his ability to stay below in difficult, choppy conditions and for his exactness and meticulousness in navigation and

chart keeping and for arriving at the Scillies “spot on”. This award was nominated by his skipper who was impressed with Ian’s navigational skills **Ian Calderwood**.

FULFILLING THE DREAM ROSE+GORDON AND CATAMARAN ‘RAVAN’



(As I mentioned in the previous issues, Rose and Gordon are kindly

providing me with details of their trip and I intend to continue with it over the next couple of issues. – Ed)

Friday 2nd July.

Left Belle Ile 7.20 am on the 29th June

Prior to leaving, We studied the pilots trying to decide where to go to next – there were only a few places along the French coast that we fancied visiting. The weather forecast on the Navtex showed settled weather for the next four days but with near gales forecast for south Biscay by the weekend. We decided to head straight across Biscay and make for Ribadeo in north west Spain. (Gulp!)

Journey was fine, good weather except for fog on last morning, winds light. Saw pod of dolphins while on night watch (I like night watch – put on music tapes and sing and dance in cockpit) The light bulb indicating that the fan belt was working blew so had to replace that. On the second day we realised by the smell and by the way the toilet pump handle would rise all by itself that the holding tank hadn't emptied when we opened the seacock and was now full to the top.

We spent a few smelly hours dismantling pipework etc until blockage was cleared (has since been suggested that we should block vent and pump toilet to create pressure inside which would force blockage out – I have visions of hoses coming off tanks instead!)

Kept seeing logs in the water. We later found out that severe floods in eastern Spain had caused landslides in forest areas, resulting in a lot of cut wood and debris being swept away into sea. Even now the odd log floats into the harbour.

Arrived Ribadeo (North-west Spain) 15.30 on 1st July (56 hours 10 minutes – 287 nautical miles approx.).

Have booked into marina for 4 nights – a real luxury for us. Strong winds forecast for weekend. If weather still bad will anchor further upstream – can't afford to stay here for too long. Just after we arrived another boat came in – younger couple from Porthmadog yacht club who started their journey last year! Spent a great evening on their boat along with another British couple.

It's good to meet other British boat owners – gives us a chance to exchange experiences, ask advice and exchange books.

Monday 5th July.

We left Ribadeo and motor-sailed to Viveiro. The Atlantic swells were pretty large, but she rode them O.K. Weather deteriorated – rain and wind. The chartplotter started playing up again (flickering screen and darkening). Thankfully, it was O.K. coming across Biscay, but it went whilst entering Viveiro. We used to manage perfectly well without one, but now miss it terribly. We find it extremely useful at night, in mist and fog etc. when visibility is restricted.

Having moored in the marina, we spotted a van with “Lowrance” advertised upon it. Since our Plotter is made by Lowrance, with the help of a dictionary, we spoke to the van owner who was working on another boat. To cut a long story short, we have ordered a replacement – a newer version – as ours is three years old and obsolete! It should arrive tomorrow and we hope the instructions come in English.....! In a supermarket, I found 1 litre cartons of wine for E0.55 – less than 50p! It's quite acceptable although we seldom drink. That, however might change. It's cheaper than water! We do miss English cheese!

On arrival at Viveiro, we were finally given a form to fill in – passport nos., boat registration etc. At Ribadeo, no-one asked to see anything! Customs visited our friend's boat, but not ours! We were told the marina at Viveiro had been declared bankrupt and no charge was made for pontoons as there were no amenities available. Gordon is still nervous at anchor and doesn't sleep well, so it seemed like a good, cheap idea to go to Viveiro. The marina had just been taken under new management and we WERE charged. The amenities were appalling. The showers, in the basement of the building a fair walk away, were communal (no problem), but the door, which opened directly onto a corridor, wouldn't shut properly (minor problem!) One toilet with no paper and only two sinks. The rubbish bins were full to overflowing and no English was spoken at all! The weather forecast on the notice-board was for JUNE 6th! Internet connection is not due for two weeks so were unable to update.

However... there are some very nice buildings in Viveiro. Narrow streets, plenty of shops, cafes and restaurants. Great if you have a lot of money to spend! We found a very nice internet café with free wi-fi, lovely coffee and lots of free “nibbles” which were handed round!

Good news and bad news. A small tax rebate would help towards a new chartplotter. The bad news – the new plotter is incompatible with our sim map cards! Two new cards would cost between E400-500, so didn't buy it.

Thursday July 8th.

Huge thunderstorms in the early morning. Motored to Cedeira. Met big waves and more wind than expected made for quite a scary journey. The chartplotter worked for less than an hour before the screen went dark again. There are no visitor moorings here so will have to anchor. Although the wind averages 16 knots, the four other boats anchored here seemed O.K. Having anchored, checked the tide heights to make sure we had enough rode on the chain. Whilst making coffee, I noticed the adjacent boat sliding past the window.....anchor dragging! I quietly informed Gordon, who started the engines whilst I hauled in the chain. A huge ball of seaweed hung off

the anchor, so heavy I was unable to lift it on board. Tied off the chain and used the boathook to remove the weed. The anchor held at our second attempt. Gordon set the anchor alarm on the GPS.

21:00. Sky was clouding over and the wind started to pick up, with thunder heard to the south. Not a good time to build confidence when at anchor!

21:15. Heavy rain.

01:30. Anchor alarm goes off! Fortunately we hadn't dragged. The limits set were too tight and the swing of the boat stepped outside them!

Friday 9th.

Awoke to a beautiful morning but watching the sea-mist arrive. Surrounded us and just as well we weren't going today. A couple from “lazy Pelican” whom we met in Ribadeo came to say hello. They had gone out in the morning using their chartplotter for the mist but had given up – the visibility was just too poor. We went around the town, but the tourist information was undergoing refurbishment so couldn't get maps, guides etc.

Saturday 10th.

Awoke surrounded by mist again, could barely make out the boat next to us. The sun quickly cleared the mist and by 10:30, most boats had left. Our intention is to go shopping, get some camping gas and some engine oil as we will have to do an oil change sometime soon. Next stop – La Corunna – hopefully will get chartplotter there...!

OCTOBER SAILEX Wed 6 Oct to Sunday 10 Oct 2010

Coldplay (Bav 37)	Hope (Bav 37)	Hardi Enough (Bav 38)
Paul Burghart (S)	Dave Bond (S)	Clive Crankshaw (S)
Pete Standley	John Parry	Keith Stedman (C'dore
Stewart Cook	John Byrne	Graham Wassall
Adrian Johnson	Steve Fraser	Mark Pritchards
Diane Johnson	John Spencer	Steve Wilcock
Neil Macfarlane	Ken Marshall	Peter Chivall

Wednesday 6/10

Crews assembled in late morning at Haslar Marina, Gosport, boarded their yachts, and, following the handover from Solent Yacht Charter, stowed their kit and provisions. (Keith, Stewart and Neil had arrived on Tuesday and spent the day pontoon bashing under the expert eye of “Biddy” known to many TOG members for his previous role in maintaining the RCoS yachts *Petatus* and *Skywave*.)

With an eye on the tide and the wind from the south-west the three yachts set off in the early afternoon bound for the



traditional first night stop of Yarmouth. Once out Portsmouth Harbour and taking the war memorial transit the yachts hoisted sail in a brisk F4/5 and set off down the Solent. A good sail

ensued and by late afternoon the yachts were off Cowes. However facing a long beat down the West Solent and with the tide turning skippers conferred and decided on Cowes for the night, and so the three yachts entered an almost deserted north basin in Cowes Yacht Haven. Crews either dined on board or ashore, but all at some time met up for a pint or two in the Anchor or Union Flag. One yacht experienced an unusually heavy local swell in the marina thought to be generated by local revellers.

10 NM

Thursday 7/10

After checking the forecast the yachts set off early bound for Weymouth with a favourable tide down the West Solent, and out into Poole Bay via the Needles Channel. Our passage with a



fresh south-easterly was also assisted by a high swell from the south east. Coastguard broadcasts warned of active gunnery practice on the Lulworth ranges so the yachts kept well offshore (far out in the case of *Coldplay* and *Hardi Enough*) in this area, listened to the ordnance, and noted the brisk activity of the patrol boats closer inshore. Between five and six pm the yachts

entered Weymouth Harbour and rafted up alongside other boats on the town quay. The town and pubs were not busy so crews followed their own preferences for food and refreshment.

46 NM

Friday 8/10

With an early start bound for Poole, the ranges still active, and the wind still in the south-east the yachts headed well out to sea beyond the DZ (danger zone) buoys. *Hope* had a visit from a fast patrol boat to remind us of the gunnery practice and offer advice on our course, which naturally was followed. Having nearly mounted our stern the boat then bustled in great haste and much spray to pursue other craft. *Hope* tacked in towards Anvil Point, was bounced by the overfalls, then past Swanage Bay and the Old Harry sea stacks (more bouncing) to the Swashway. Sails were dropped near Poole Harbour entrance, and the channel followed under engine to Poole Quay Yacht Haven. Joined by the other yachts most crew dined later in the Fisherman's Arms which consistently serves good fish and beer.

29 NM

Saturday 9/10

After a leisurely breakfast, the yachts left Poole, headed out of the harbour, down the Swashway, and then across Poole Bay, bound for Lymington. *Hope* and *Coldplay* kept closer inshore, across

Christchurch Bay, and then entered the Solent by the North Channel. *Hardi Enough* went further out to sea and took the Needles Channel. Checks via



VHF and mobile phone revealed Lymington to be full with few spare berths. So after some good sailing in the Solent and practice at picking up mooring buoys off Yarmouth (clearly needed in some instances) the yachts headed into the ever hospitable Yarmouth and were guided to the outer pontoons by

the berthing master. Crews later met for a good meal in the Bugle inn.

25 NM

Sunday 10/10

A bright, sunny day with a south-westerly breeze F4/5 gave some excellent sailing back to Gosport. *Hope* took the inshore passage past the Martello tower into Portsmouth Harbour then entered Haslar Marina. *Coldplay* and *Hardi Enough* soon arrived, the yachts were washed down, farewells made and crews departed for home after another enjoyable trip, with the yachts provided by a new (to TOG) charter company to a good standard.

19 NM

Total distance 129 NM (charted distance)

MARK DAVIS – TRAINING OFFICER

(07711 170451)



(mark@ashoresailing.co.uk)

Radio (Short Range Certificate – GMDSS etc.)

First Aid

Radar

Sea Survival

RYA/MCA SHOREBASED COURSES

Day Skipper and Yachtmaster Coastal

Intensive and Evening Classes

For further details go to www.trent-offshore-group.co.uk

Or contact Mark Davis 07711 170451

mark@ashoresailing.co.uk

Classrooms need to be booked therefore a prompt response would be appreciated to ensure these courses can go ahead.

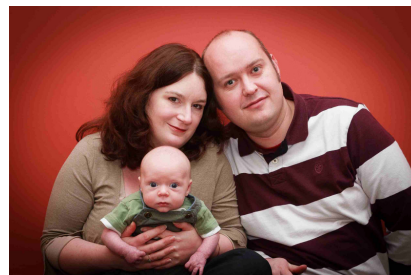
Please visit our Website

www.trent-offshore-group.co.uk

Well worth a visit!! Photos, Sailing Programme, contacts etc.

TAILPIECE

(This little gem came from Mike Windsor and Jayne Arold, who jointly won the Newcomer of the Year in 2009. More rewarding than winning "Newcomer"..... Ed)



We saw Mark last week and it reminded me I have been meaning to send the attached for the newsletter. With all the sad news recently, it seemed nice to be able to provide some good news! Robert George Windsor was born by caesarean section on Saturday 16th October weighing 7lbs 6oz. We're currently trying to work out when his first TOG trip will be - but we'll possibly teach him to swim first.....



Sailing Programme 2011

NON Members of TOG are welcome to join any of the following sailing programmes and will be invited to join the group as a temporary member for the year at an additional cost of £20

TRIP BOOKING

All the following 2011 TOG Sailex trips can be booked on line by following this link. Please note some of these events are likely to be fully booked so you may wish to contact the Expeditions Master to confirm an available place before completing the online booking and sending the booking deposit to the Treasurer.

<https://spreadsheets.google.com/viewform?formkey=dGE5UTZUVzNCV1h6RVI2YUJPNlI6bnc6MQ>

<u>Booking Trip No.</u>	<u>Trip Title/Description/ Skippers</u>	<u>Dates</u>	<u>TOG Member Costs</u>	<u>Availability</u>
01/11	RYA PRACTICAL TRAINING <i>Day Skipper, Coastal Skipper, Yachtmaster Coastal, Yachtmaster Offshore, training and assessment. (See separate sail training and assessment email flyer from Mark Davis – Training Master)</i> Booking Contact : Mark Davis, Training Master mark@ashoresailing.co.uk or 07711 170451	Sunday 27 th March to Sunday 3 rd April	£360	FULLY BOOKED
02/11	EASTER ON THE SOUTH COAST <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 these that you are seeking then it is still the opportunity to get an early season sail with friends and make some new ones during the trip. Booking held for three 2009/10 Beneteau 37's from Fairview Sailing.</i> Skippers : TBA Charter Co. : Fairview Sailing Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Thursday 21 st April at 13:00 hours to Wednesday 27 th April at 17:00 hours	£260	OPEN
03/11	YACHT MANOEUVRING COURSE <i>We are planning to offer a one day practical boat handling course to TOG members, open to all levels that want to broaden their practical experience and knowledge of manoeuvring within marinas. We are planning to run this course Wednesday 20th April (in the week of the EASTER SAILEX). Participants would be able to combine this course and the Sailex. Sailing a 2009/10 Beneteau 37</i> Skipped Charter Charter Co. : Fairview Sailing Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Wednesday 20 th April + Overnight on board Tuesday 19 th April if required; otherwise arrive in time for a 09:00 hours start.	£100	OPEN maximum 4 places 3 available
04/11	Bristol Pilot Cutter MORWENNA – South Cornish coast and The Scillies <i>Have a go at sailing a traditional Bristol Pilot Cutter, built by craftsmen using traditional boatbuilding skills working with sustainable and renewable resources. Having been built in 2009 with English oak frames, larch planking and a Douglas Fir mast and boom she displaces 22 tonnes. This Sailex will begin and end at Falmouth and indicative costs include berthing, all onboard food, all marina charges, and wet weather gear. This sailex will take place on the south Cornish coast and will make the crossing to the Scillies should weather conditions permit.</i> Skipped Charter Charter Co. : The Traditional Sailing Company Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Tuesday 31 st May to Saturday 4 th June 5 days + Overnight on board Monday 30 th May if required	£340 All Inclusive	OPEN – maximum 8 places 7 available

09/11	ROUND THE ISLAND <i>A late entry to the sailing programme (hence the out of sequence numbering) This event has been proposed by Dave Bond and he intends to circumnavigate the Isle of Wight, in a single passage, either on the Thursday or Friday (subject to the weather) and complete the trip with a relaxed “pootle” around the Solent.</i> Skippers :- Dave Bond Charter Co. : Fairview Sailing Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Wednesday 15 th June to Sunday 19 th June	£245	OPEN
05/11	Bristol Pilot Cutter MORWENNA – Falmouth to Southampton <i>Have another go at sailing a traditional Bristol Pilot Cutter(see above) This Sailex is a one way trip from Falmouth to Shamrock Quay, Southampton and includes all travel from and to Southampton, marina charges, food on board and wet weather gear.</i> Skipped Charter Charter Co. : The Traditional Sailing Company Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Sunday 5 th June to Thursday 9 th June 4+ days	£320 All Inclusive Including coach from Soton to Falmouth on Sunday 5 th June	FULLY BOOKED
06/11	WESTERN ISLES <i>Exhilarating sailing amidst some of the most beautiful scenery in the world by day and a myriad of sheltered anchorages or bristling harbours at night, make this a unique cruising area. We are planning to charter from Oban or Craobh Haven. Some charter companies were fully booked before Christmas so this charter will be dependent on sufficient numbers making a firm commitment early 2011. If you are keen to sail the Western Isles make contact early.</i> Skippers : TBA Charter Co. : TBA Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Saturday 2 nd July to Saturday 9 th July	£320	OPEN
07/11	The BALEARIC ISLANDS <i>A yacht charter around the Balearic islands including Majorca, Ibiza and Minorca. Options are to charter large 40’ yachts for 7 or smaller 32’ – 36’ yachts for 4. We hope to arrange a package to include airport transfers. Flights from East Midlands with bmibaby.com currently priced at approx £130 inc tax and 22Kg luggage.</i> Skippers : TBA Charter Co. : TBA Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Sunday 18 th September OR Sunday 25 th September For 7 days	£350	OPEN
08/11	END OF SEASON SAILEX <i>The traditional October “End of Season Sailex”. We had fair weather last year – nothing promised for 2011 but we guarantee that you will get wet both inside and out. A Last Chance to get afloat and enjoy a few days in good company before we all meet up for the Annual Dinner. Booking held for two 2009/10 Beneteau 37’s from Fairview Sailing.</i> Skippers : TBA Charter Co. : Fairview Sailing Booking Contact : John Bryant, Expeditions Master Jke.bryant@gmail.com Tel: 0116 2376197 Mobile: 07971 281213	Wednesday 6 th Oct. To Sunday 10 th Oct.	£220	OPEN

John Bryant 145 Swithland Lane, Rothley, Leicestershire, LE7 7SH

Expeditions Master

Trent Offshore Group

Home:- 0116 2376197 Mob:- 07971 281213 e-mail: Jke.bryant@gmail.com