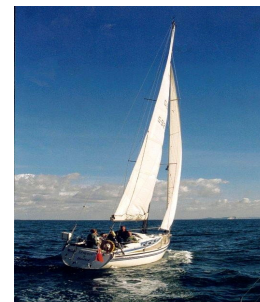




TOGLINE

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



WINTER NEWSLETTER 2011

Current:-Tidal flow carrying a boat away from it's desired destination or towards any hazard.



I suppose it had to happen. I see the record for the round-the-world non-stop by a sailing boat has been smashed again. *Banque Populaire*, a trimaran (BIG!!) has gone round in 45 days, 13 hours and 42 minutes, beating the previous record by more than two

days. I recall reading in the Telegraph that she hit speeds of 48 knots at times. That is fast!! Talk about making your eyes water....! I can't help comparing it with the "round-the-island" transit by Dave Bond earlier in the year of 9 hours 53 mins. (give or take a few seconds....! I know a trimaran is a different kettle of fish and recall a book of many years ago "American Guerilla in the Philippines" by Ira Wolfert, when, during an attempted escape from the Japanese, they travelled in an outrigger canoe. He commented that the only time he had travelled faster over water was in a PT boat! The wealth of difference in the sort of cruising we do beggars belief. We cheer when we hit 9 or 10 knots with a favourable wind and tide in our trusty Beneteaux – but we are a bit closer to the water and enjoy the experience so much more. Happy days!

Forgive the ramblings of an ancient mariner and let me welcome you once again to the winter edition of our house magazine. The year came to an end with the annual dinner and dance on 28th January when the awards were made, one of which Dave was a recipient. The well-earned Navigators Cup. Congratulations to the other winners of whom you can read more within the other pages. Quite an exciting year too. We had a session in a replica of a Bristol Pilot Cutter, "Morwenna" among other memorable trips. Our Deputy Presiding Master Arthur Wood, highlighted the differences between old boats with their manual handling of halyards and sheets and the modern cruisers with winch-assisted control, in another interesting report. Perhaps we are spoilt, but I know which is the easier to handle!

In a similar vein, there was an extremely interesting

story on TV of the clipper "Cutty Sark" and the efforts taken to rebuild her after the disastrous fire during renovations. With all her vast area of sails, pushing 600 tons and more through the water, on a good day she could hit 17 knots. The vast strides made over the intervening years show how racing can improve the breed and that motor racing isn't the only recipient of that experience.

Enough of this reminiscing! As a new year starts and with the prospect of some more interesting and exciting sailxes heave into view (see back page and the website), I am hopeful of more interesting reports and thoughts from you, our members. If you wish to share your thoughts, experiences and even criticisms, please feel free to do so. I will do my best to ensure that they **are** shared through the pages of this, our Newsletter. It can only prosper if the text is forthcoming. Council go to great lengths and burn much midnight oil in their attempts to provide the sort of experiences and adventures that we hope you enjoy. On a personal note, I give grateful thanks as ever, to those who have provided the tales during the year and please – do keep them coming. This is **your** publication – I just put the pieces together and hope that it provides sufficient enjoyment and that it meets with your approval.

It was good to see so many happy faces at the dinner and we hope that the venue and the rooms (for those who stayed on) were up to scratch. The weather may be inclement at the moment, but the warm days **will** come. Once again we can spread our sails and relish the freedom that the wind, the sea, the sky and the plaintive call of the gulls provide. (*Poetical isn't it!*)

Happy Sailing!!

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PRESIDING MASTER'S MUSINGS

by Neil Macfarlane



ANNUAL DINNER 2012 .

Good evening ladies and gentleman

- and welcome to the annual dinner of the Trent Offshore Group in its 21st year. I know that some of you have

travelled some distance to join us this evening. I'm sure that you have enjoyed your meal and will join with me in thanking Greetham Valley Hotel and their staff. Also, we must thank Andy McWilliam, our brand new social secretary, for doing the bulk of the liaison between TOG council, our guests, and the hotel in organising the dinner.

Last year, Keith Stedman stood down as Presiding Master after six years in the role, having previously acted as Administrator/ Treasurer and Training Master – sometimes combining these roles. In his final couple of years as Presiding Master, Keith again assumed the role of Treasurer, this time to sort out some dodgy records and get the accounts on a straight course again – we are extremely grateful to him and sorry that he cannot be with us tonight. This is either due to his natural reticence or, perhaps, an inability to get his diary in order and avoid booking his holidays to clash with the social event of the year! In his valedictory speech, Keith urged TOG to find someone with “drive, vision and vitality” to carry on his role. Well - we still hope to identify this paragon of virtue among our membership, but in the meantime I have agreed to become Presiding Master!

I have already mentioned Andy as a new member of Council planning various social events, but I should note that he recently qualified as a Coastal Yachtmaster and will be acting as skipper on forthcoming TOG trips. Added to that, is his ability to provide dental care on our trips, and even to recruit new members from his dental chair. Tonight he has brought his band to entertain and encourage us on to the dance floor shortly. His recruitment of his brother Robert, a medic, to our number has doubled out Scottish membership and also ensured that any risk of scurvy on our trips will be avoided by copious infusions of fruit juice!

Stewart Cook has joined council as Administrator and is showing me up through his slick circulation of minutes of meetings, while members can still remember what was decided. Stewart and I got sucked into TOG at the same time through attending RYA classes at Brackenhurst College run by the late, great Mike Hall – renowned for his teaching of navigation lights with blue and yellow chalk. Stewart is also one of our newer skippers.

Finally, Graham Wassall has joined council as treasurer and is continuing Keith's work to ensure we remain on a sound financial footing as well as updating our way of making cash transactions. Graham also acts as a TOG skipper.

Mark Davis continues as our Training Master; provides first-aid and VHF courses to TOG members through his own brand sailing school, Ashore Sailing and, via his shore-based RYA courses, brings new members into TOG. Mark is also busy organising a new Ocean Yachtmaster theory course, which should be of interest to several of you. He has also organised tonight's slide show of images from our 2011 events.

Our club exists: “to provide offshore sailing experience to members and to train them to relevant RYA standards”. For 2011 our Training Master, John Bryant, with the essential support of key TOG skippers, organised six events, which were fully supported by members. The following report has been written by John who cannot be with us this evening, as he is

having a cataract operation and to whom we send our best wishes.

We began the season with a yacht manoeuvrability (pontoon bashing) course on the River Hamble. Two trips were taken on the Bristol Pilot cutter *Morwenna*, a boat of classic design with no winches or similar aids, which provided exhilarating and sometimes exhausting sailing, as well as interesting insights into the psychology of skippering and some interesting aromas. A successful “Round the Island” sail took place with Dave Bond as skipper. Our traditional Easter and October sailexes received good support. An excellent trip to the Western Isles benefited from the local knowledge of Peter Tytler, our other Scottish member, who took us to some spectacular anchorages.

In all 53 members took an active part in our 2011 sailing events so I think TOG is adequately fulfilling one of its key aims, as well as providing some excellent value and memorable sailing thanks to the negotiating skills of John Bryant.

Six sailing events are planned for 2012.

The season starts with the popular Easter Sailex – lead skipper Mark Davis. Start date is April 5th with an option to add an extra day. Advance bookings are good (at nine); at least two boats will be chartered.

In May, Dave Bond will be the lead skipper for a cross channel trip to the Channel Islands and France. This starts Sunday 20th May - returning Sunday 27th May. Advance bookings are good (at eight) and we expect to charter two boats. This is a good opportunity for those who wish to make qualifying passages for RYA certificates of competence.

Skye and the Outer Hebrides follows with Stewart Cook leading the sailex that will start on Saturday 7th July. Two large modern yachts have been chartered and just one berth remains. With sufficient interest it may be possible to charter a third yacht.

The South West of Ireland sailex, leaving from Baltimore, County Cork, will start on 25th August and finish on 1st September. Two large, modern yachts have been chartered and all berths allocated. Paul Ratcliffe, our membership secretary, is the sponsoring skipper for this event.

The Ionian Sea to the west of Greece is our fifth sailex. Start date is Saturday 16th September and finish on 23rd September. Andrew McWilliam will skipper one new Bavaria 36 chartered for five members – all berths allocated. There is also a request for one more place at present – If there is sufficient demand and skipper support we may be able to offer a second yacht.

Finally, the ‘end of season’ sailex will take place on the south coast in early October. As usual we shall charter from Fairview Sailing and plan to have at least two boats. It's still early days for bookings for this event.

We are also planning a weekend (day sail) on a Thames Sailing Barge on the East Coast. Sailing either Saturday or Sunday 4th or 5th August. If you would be interested in this trip please add your name to the list available. Details will be circulated to all members when firmed up.

Advance bookings for this season now stand at forty-five with the Scotland and Ireland events proving to be popular. We have planned to have a total of sixty-six berths available for members this year.

We hope that we have been able to offer something that appeals to everyone wanting to sail with TOG this year. If you would like to see a different charter in future programmes, or other locations, dates, duration, please mention this to any member of council.

The continual success of the Trent Offshore Group, will depend on the hard work of Council members – not all of whom I have mentioned by name this evening - the role of our volunteer skippers – several of whom double as council members, and

especially, the support of you the members, your spouses and partners. Finally, I would urge you to support our social programme which is undergoing a new lease of life.

REPORTS

ANNUAL DINNER AND DANCE

Over 60 members and friends (about the same as last year) had a very enjoyable evening at the Greatham Valley Annual Awards



Dinner and Dance on Saturday, 28th January 2012. A tasty carvery was partaken of, together with a side order of a lot of social chatter, enlivened also by an entertaining slide show put together and

presented by our Training Master, Mark Davis. He had asked for photographic contributions from members and he really worked hard to put something meaningful together. It made an interesting talking point during the meal...!

The Presiding Master then gave a most enjoyable speech (see above.

Dancing and music

followed, provided by

“The Potholes”, the group in which our new Social Secretary, Andy McWilliam plays guitar and helps with the backing. A raffle on the evening raised the magnificent sum of £175 for that wonderful Institution, the RNLI.



The Presiding Master 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. This is always difficult, more so this year, from the numbers who have sailed with the Group for the first time. However one person did stand out, always keen to learn and more than willing to turn her hand to any job on board and with a cheerful disposition

Rebecca O’nions. (*Sorry Rebecca – no pic! – Ed.*)

Unfortunately, Rebecca was unable to attend, owing to a prior commitment.

THE MILLENIUM TROPHY: the Millennium Trophy – awarded in recognition of literary contributions to TOGline. The Editor always has a problem with this, since all the submissions are of such high quality! In conjunction with Council, we agreed that a noteworthy submission of the Easter sailex was deserving of the award. **Graham Wassall,**

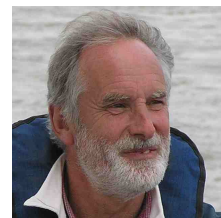


THE COMMODORE’S CUP is

awarded for overall support to the group. This person has been a stalwart member of TOG for several years. He has been specifically Training Master, treasurer, Presiding Master until last year and is now Council member without portfolio – but loadsa experience...! Step forward –

Keith Stedman.

Unfortunately, Keith was also unable to attend.....!



NAVIGATOR’S TANKARD –

awarded for the person making the most progress. This year awarded to someone, not for making progress, but for being such a determined and active skipper, with his “Round the Island” and other exploits. Please step forward:-

Dave Bond.

(*Dave did attend, but I b—d the pic...! Ed*)

Congratulations all!

END-of-SEASON OCTOBER SAILEX- 5th to 9th October

An alternative view by John Parry



‘Crème de la Crème’ Crew

Dave Bond Skipper
John Parry (John P) Mate
Harriet Lyons, Ken Marshall, Martin Fahy, John Spencer (John S)

Wednesday: 5th October 2011

For the Sailex, 3 No Beneteau 37’s had been booked from Fairview Sailing in Hamble and on initial inspection it was clear that Fairview took a pride in their fleet, taking time out to convey the finer points of the Beneteau handling and equipment. Dave was particularly pleased to see that appropriate charts were available in view of his 2010 Sailex experience.

The usual equipment audit was then undertaken and led by Dave supported by John S, (our elected bursar) making the necessary records. Dave’s safety briefing and equipment location familiarisation soon followed this necessary task. An exercise that was particularly important for our newcomers to sailing, Harriet and Martin let alone the rest of the crew.

After loading crew kit, food stores and safety briefings completed, Crème de la Crème left Hamble Marina at 1430 en route for an overnight stop at Yarmouth Isle of White. This decision followed an earlier skipper discussion on the proposed objectives of heading for Weymouth for the Thursday evening.

However, after leaving the marina we soon discovered that the boat’s log was not functioning properly and stopped at the fuelling pontoon. This was to get the Fairview Sailing staff to check it over. Having cleared the detritus from the below waterline instrument, we set off for Southampton Water to note that the log had again failed. A 180 Deg return to the fuel pontoon for a further staff inspection then confirmed that we would be without a log for the trip and finally got away at 1445. Thus giving John P an additional edge to his assigned navigation role.

On entering Southampton Water, later than intended, the sails were soon set with two reefs in the knowledge of expected Westerly 4/5 winds, engine off and having outlined a passage

John P took the helm over from Dave to clear the Reaches. The sail to Castle Point was straight forward until a change of course for the Western Approach Channel soon had the crew experiencing a change in sea state that was getting quite choppy. Although the tide was in our favour, the prevailing wind now gusting F6/7, was being pushed over and now making the passage quite lively. The next hour was quite a test for the crew



and particularly for our inexperienced members. Their first passage was certainly beginning to look like 'a trial of fire' and not like the stories of pleasant balmy sailing in the sun.

An additional issue was the meeting and proximity of several Coastal freighters and very large Container Vessels on our route requiring several changes in course and exacerbating passage progress. With sea state now rough, wind W/NW, gusting F6/7s and making poor progress at 1600 we reduced sail and motored on with a new destination of West Cowes Marina and informed Femme Fatale and Mange Tout. This enabled a more comfortable ride for our inexperienced crewmembers, eventually arriving at WC Yacht Haven at 1715 after a somewhat 'bumpy' passage but exhilarating to say the least.

Thursday: 6th October 2011

After a crew discussion the night before during a pleasant meal and drink in a welcoming hostelry it was agreed to make a passage for Portsmouth. But departure late morning to maximise the tide, HW Portsmouth 07.43 and use the prevailing wind conditions of forecast W F5/6. As a consequence, Cowes was hit by the 'Crème de la Crème' shoppers resulting in several pairs of new deck shoes, wet weather gear and boots being loaded before departure at 13.30 from WCYH.

Once at Prince Consort Shoal in bright sunshine with clear skies, sails were set again still with two reefs and a course set for the Forts via north of the Rydes.

During the passage Ken took the helm initially and then Dave gave Harriet and Martin an introduction to the basic helming



skill requirements of sailing to a set compass course. By 1415

we were passing NE Ryde at 8kts over ground and by 1500, having used the 'Goose Wing' sail configuration, had inspected No Mans Land Fort and then on course for Horse Sand Fort.



For this leg, the wind now on our Port Beam was increasing in strength and although Crème de la Crème was nicely heeled over and making good speed, a two-mast Tall Ship was spotted slightly gaining on us. However, to enable it to catch us prior to entering the Portsmouth Channel entrance, we dropped the sails to let it pass by to our starboard. The Tall Ship crew included many sea cadets onboard, clearly enjoying their voyage and waving to us enthusiastically as they sped past us. In full sun, heeled-over and cutting through the waves, she showed beautifully just how majestic these ships look.

Now on motor and following behind, we watched how they soon corrected the heeled-over attitude to vertical by reducing sail area using mechanical powered adjustment. Not quite the done thing one may ponder, but at least it kept the young sailors out of the upper rigging and safe on deck.

We were soon heading for Portsmouth again, now with Dave at the helm and 'hat on tight' whilst approaching Boyne /Split Sand Fort when we recorded a gust of 42kts. Having arrived outside Haslar Marina at 1630 we had time to show the crew some of the modern Royal Navy War Ships, certainly not as attractive as their predecessors, looking positively evil. Then realising one was casting off with a tug on stand-by was our cue to move on, finally mooring in Haslar at 17.15.

Our on-board Chef John S prepared a superb evening feast for the crew preceded by drinks to celebrate a good days sailing and followed by a nightcap in the near-by moored Lightship Bar. An establishment that we had earlier discovered and noted included shower facilities that were exceptionally good and highly recommended.

Friday: 7th October 2011

With a forecast of WNW F4-5 gusting to F6 and in consideration of the best location to see the World Rugby Competition, Cowes was the clear destination winner. However, following a skipper ship-to-ship conversation it was also agreed that the TOG fleet would meet up at Buckler's Hard Yacht Harbour on the Beaulieu river for luncheon.

Having drawn up an outline passage course, Crème de la Crème left Haslar at 10.30 with John P on helm en route for north of Spit Sand Fort. Using the back transit Portsmouth War Memorial/Spire/Block of Flats the North Sturbridge Cardinal was soon reached with a change of course towards Ryde Middle.

The passage to the Beaulieu River entrance was undertaken using many tacks to make way against the WNW prevailing wind giving our crew some good sailing experience particularly Harriet and Martin after Ken and John S had taken us up the inner passage South of Ryde Middle towards the Western Approach Channel.

On arrival at East Leap at 13.30 sails were dropped for our passage up the River Beaulieu at the required 6kts arriving at Bucklers Hard Marina at 1430. By this time, Femme Fatale and Mange Tout had also appeared as arranged. John S had already prepared an excellent picnic lunch for the crew, which was leisurely consumed in glorious warm sunshine after another good morning sail.



The return trip down river proved to be a rare quiet passage also being much appreciated from the numerous sighting of a wide variety of wading birds. Thus because of the conditions and as promised the previous evening, John P gave a rendition of the song 'Sea Fever' which he finished coincidentally as a 100 No flock of Canada Geese flew passed Crème de la Crème – obviously they had heard him before!!

Once out of the river entrance, Martin and Harriet extended their sailing experience, by sharing the helm across the Solent. A task they much enjoyed, particularly whilst keeping the crew on their toes with numerous calls of 'lee-ho' en-route to West Cowes where we finally moored up at 18.00.

By tradition an evening meal on a Friday has to include Fish and the crew were not disappointed, when Skipper Dave introduced us to one his favourite Fish and Chip restaurants. The portions were so generous that at the following visited pub venue, to watch England play football, it certainly gained in the number of pints consumed.

Saturday: 8th October 2011

The morning on board started very early at 06.30am with Martin (for Ireland) and John P (for Wales) watching the highly rated Wales-Ireland game on the boat's TV to a satisfactory conclusion as far as John P was concerned. However the crew and other English supporters, in good humour and anticipation of an English win, enjoyed their bacon rolls and drinks in a nearby pub from 08.00am. They then settled down to the 'big match' against France. But, least said the better on that outcome!!

Meanwhile, back to the sailing, which restarted at 13.00 with John P having plotted a course for Yarmouth took Crème de la Crème out of WCYH. The sails were set with 1no reef for the forecast NNW F4-5 on a track for West Lepe. Being the weekend, the crew were soon experiencing the practical aspects of 'the right of way rules', whilst John P guided a route through several fleets of racing dinghies and yachts requiring vigilance, quick decisions and overall good teamwork by the crew.

John S had already prepared bacon rolls for lunch en route and having left the racing community behind, settled down to a more restful passage and enjoyable picnic. It also allowed Martin and Harriet to take the helm in turn with Dave giving them more experience of sailing on various points of sail and eventually arriving at the Harbour entrance at 15.30. This gave us a good mooring with the facility of walking from the marina to shore. However, on return from an initial crew visit to the

town, Crème de la crème was hemmed in with two boats moored on port side and a large 50 footer to our stern.

Our adjacent crews were duly informed of our early Sunday departure at 08.00 and acknowledged our intent. The plan being, to meet up with Mange Tout at Folly Inn on River Medina for Sunday Lunch. Although, Dave and John P were initially concerned with the proposal since an assessment of the tide at the location would only have a few feet below the keel of Crème de la Crème it was agreed that the destination would require a careful approach. The crew then spent a pleasant evening over a reasonable meal in a local pub having missed out on dinner at 'On the Rocks' which was fully pre-booked.

Sunday: 9th October 2011

As intended the crew of Crème de la Crème were ready to leave Yarmouth at 08.00, as were fortunately also our near neighbours. Dave had clearly made a good assessment of the moorings and after a careful briefing to the crew, the departure of our port side neighbours gave Dave the opportunity to extricate Crème de la Crème successfully from a tight berth.

Leaving Yarmouth at 0809 gave us two hours of favourable tide and with a clear sky, F4-5 winds forecast, we anticipated a good sail ahead of us. The agreed destination was to anchor in Osborne Bay for morning coffee. Martin and Harriet enjoyed more helm experience in perfect sailing conditions with fine weather.

Unfortunately en-route and in preparation for dropping the anchor John P and Ken discovered that the previous users had left the chain in quite a tangle. However, with much patience, they managed to unravel it prior to destination arrival, set the chain back in the windlass as it should have been and release the Danforth Anchor from the bow roller pin. Mission accomplished at 10.30.

The coffee was much appreciated by the crew and particularly Ken's surprise gift of Danish pastries.

The trip to Folly Inn was straightforward and with a morning of clear skies and calmer conditions proved to our sailing newcomers Martin and Harriet that it wasn't always as challenging as their first day. On arrival at Folly Inn Crème de la Crème on mooring did indicate much less than a meter below keel but still upright.

As intended lunch was much enjoyed by the crews of Crème de



la Crème and Femme Fatal, Skipper Adrian Johnson who also had the happy onerous task of taking care of TOG's Presiding Master, Neil Macfarlane. Mange Tout having set off early was already in Hamble. Over lunch Ian thanked all the Skippers for their support on an enjoyable and rewarding sail.

Back at Folly Inn mooring although there were still blue skies, the wind was just sufficient to make departure somewhat of a challenge. Skipper Dave was clearly up for this and with help from our on-shore colleagues cast-off went smoothly without incident. Still on low tide John P took the helm down river,

avoiding delay by the chain ferry and on leaving West Cowes the sails were set without reefing.

A course was set for the Western Approaches Channel and through the Thorn and Calshot Reaches. With the wind westerly F4/5 and over tide, the sea state provided a lively passage with 8+kts over ground being reached. Not quite surfing but near enough for John P to be aware when 'driving' Crème de le Crème through the peaks and troughs.

Prior to changing course at Calshot, sail was reduced and engine started to ensure the final leg was more comfortable. At Hamble Point, Dave took the helm to proceed up the river to join the queue at the refuelling jetty. On completion of this task, Crème de la Crème made final mooring at Hamble Marina 1630 after a total round passage of 90 manual logged miles.

The crew much appreciated Skipper Dave's leadership, had enjoyed the trip and agreed that the sailex had accomplished much in experience for all, particularly for our first time crewmembers Martin and Harriet. Just what TOG is all about.

ARTHUR WOOD - DEPUTY PRESIDING MASTER



PAUL RATCLIFFE – MEMBERSHIP

(01778 341475)



NAVIGATION

CLIVE CRANKSHAW (01664 454403)



SOCIAL

ANDY McWilliam (01509 413978)



May I introduce myself?

I'm Andy McWilliam, 58, joined TOG in 2010, having studied Day skipper Theory under the guidance of our entertaining and capable Training Master, Mark Davis, at

Rawlins College, Quorn. Prior to that, since 2002, I had crewed on numerous occasions in the Solent, The Channel Isles and France, and also in several Mediterranean waters.

Since joining TOG, I have managed to reach Yachtmaster Coastal certificate of Competence.

I have practically no experience of committee work and never been a social secretary - or any other secretary come to that - although I did organise the Fresher's Weeks at Newcastle-upon-Tyne University in 1975 and 1976, and lived to attain my degree. I was taken aback when asked to fill this position, following a report to Council by our Expeditions Master, of a meal and several drinks that I had arranged last November in a Soar Valley pub

I would very much like to repeat this meal and contrary to wide opinion, I **can** organise a drinking session in a brewery!

I will ask you all to bear with me, on my first task, the Annual Dinner Dance. It's coming along nicely with over 50 attending, and more are expected and welcome. It's a similar format to previous years, but this year the music will be provided by The Potholes, an amateur band to whom I make a small (off beat) contribution. After dinner, there will be speeches, awards, and a raffle.

Looking forward in 2012, Council are steering towards:-

A River Soar, dayboat trip from Sibley Mill, in one, or two vessels - likely to be in the second half of July.

A BBQ Saturday at Rutland Water or nearby, in Mid to late August, and:-

Yes, wait for it! a drinks party in a brewery in October / November.

For me, it will be pleasure to be your social secretary and I look forward to your strong support in 2012.

PUB VISIT.



Ten members enjoyed a very interesting and entertaining evening on the 26th November 2011, during a visit to the Belvoir Brewery at Old Dalby, Leicestershire. Although they brew their own beers, are a family firm and are "small beer" compared to the large chains, they have their own licensed bar and restaurant adjacent to the brewery. This was heaving on the night and certainly provided a plentiful buffet for our group.

An explanatory talk about the history and background of brewing, was followed by a tour of the brewery itself, with explanations at each point of interest. After half-an-hour or so, we were taken back to the restaurant where, as part of the "package", we were provided with five jugs (see pic above!) one for each beer, along with a table groaning with the aforementioned buffet. All in all, a very enjoyable evening, at the reasonable cost of £10.75 each. Our thanks go to our pilot, Clive Crankshaw, for arranging the evening and to the Belvoir for making us so welcome. We have no doubt a return visit has been arranged.....!

TREASURER

GRAHAM WASSALL (01159-663028)



JOHN BRYANT - EXPEDITIONS MASTER



MARK DAVIS - TRAINING

(07711 170451)



mark@ashoresailing.co.uk

Radio (Short Range Certificate – GMDSS etc.)

First Aid

Radar

Sea Survival

For more information visit :

<http://www.trent-offshore-group.co.uk/training.html>

Contact Mark ☒ mark@ashoresailing.co.uk ☎ 0771 1170 451

TRAINING

2011 Round up

TOG Training have organised a variety of well attended RYA shorebased theory and practical training and assessment events during 2011, including:

Shorebased Theory

- RYA Day Skipper
- RYA Coastal Skipper/Yachtmaster®
- Marine Radio Short Range Certificate of Competence
- RYA First Aid



Practical

- RYA Day Skipper
- RYA Yachtmaster Coastal Certificate of Competence

We are currently in the process of

programming next years training events which will include all of the above. We also hope to offer:

1) RYA Coastal Skipper Practical

2) Yachtmaster® Ocean Theory

This new course is scheduled to start in January 2012

Details are still to be finalised

Contact [Mark](mailto:mark@ashoresailing.co.uk) 0771 1170 451 to register your interest

Next RYA First Aid Training Course

TBA

Please visit: <http://www.trent-offshore-group.co.uk/courses.html> to keep up to date with forthcoming events or contact our training organiser:

Mark Davis 0771 1170 451

mark@ashoresailing.co.uk

<http://www.trent-offshore-group.co.uk/training.html>

WEBSITE

www.trent-offshore-group.co.uk

The TOG website has a new page:

<http://www.trent-offshore-group.co.uk/Current-News.html>

Visit this page now to see some of the latest pictures and comments sent in by members. If you have any sailing news and pictures you would like uploading then please forward to Mark: You can text to 0771 1170 451 or ☒

mark@ashoresailing.co.uk

ASIDES

Things my mother taught me.....

1. TO APPRECIATE A JOB WELL DONE .

"If you're going to kill each other, do it outside.. I just finished cleaning."

2. RELIGION.

"You better pray that will come out of the carpet."

3. TIME TRAVEL.

"If you don't straighten up, I'm going to knock you into the middle of next week!"

4. LOGIC.

" Because I said so, that's why."

5. MORE LOGIC .

"If you fall out of that swing and break your neck, you're not going to the shops with me."

6. FORESIGHT.

"Make sure you wear clean underwear, in case you're in an accident."

7. IRONY.

"Keep crying, and I'll give you something to cry about."

8. OSMOSIS .

"Shut your mouth and eat your tea."

9. CONTORTIONISM.

"Will you look at that dirt on the back of your neck!"

10. STAMINA .

"You'll sit there until all that spinach is gone."

11. WEATHER.

"This room of yours looks as if a tornado went through it."

12. HYPOCRISY.

"If I told you once, I've told you a million times. Don't exaggerate!"

13. CIRCLE OF LIFE.

"I brought you into this world, and I can take you out of it.."



Sailing Programme 2012

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



APRIL

Booking Ref: EAS/12 **Trip Title:** **EASTER ON THE SOUTH COAST**

Description: The opportunity to put those classroom theories into practice or to brush up on your 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.

Lead Skipper: Mark Davis mark@ashoresailing.co.uk 01949 861050 - 0771 1170 451

Dates: Thursday 5th April at 13:00 hours to Wednesday 11th April at 17:00 hours

Booking Status: 9 onboard, continuing to take bookings

Cost: £270 per berth

MAY

Booking Ref: CIF/12 **Trip Title:** **CHANNEL ISLANDS & FRANCE**

Description: A trip visiting the beautiful Channel Islands. We will aim to sample the hospitality of the Island of Alderney, and visit the "car free" Island of Sark, with a trip to Guernsey for the Duty Free Shoppers amongst you! A visit to a French Port is also a possibility! There will be 2 long passages (great for those building up their logs prior to Yachtmaster Practical) and some fabulous early summer sailing to be had! Lots of interest in this trip, so please book early to avoid disappointment!

Lead Skipper: Dave Bond

Dates: Sunday 20th May to Sunday 27th May inclusive

Booking Status: 8 onboard continuing to take bookings on second boat

Cost: £320 per berth

JULY

Booking Ref: SOH/12 **Trip Title:** **ISLE OF SKYE & OUTER HEBRIDES**

Description:

Lead Skipper: Stewart Cook

Dates: Saturday 7th July to Saturday 14th July inclusive

Booking Status: Two boats booked, only 1 place left

Cost: £375 per berth

AUGUST

Booking/Ref: SI/12 **Trip Title:** **SOUTHERN IRELAND**

Description:

Lead Skipper: Paul Ratcliffe

Dates: Saturday 25th August to Saturday 1st September inclusive

Booking Status: **Fully Booked**

Cost: £275 per berth (plus flights estimated £135)

SEPTEMBER

Booking/Ref: GRE/12 **Trip Title:** **GREECE - IONIAN SEA**

Description: In the Southern Ionian the islands of Lefkas, Cephalonia (Kefalonia) and Zakynthos (Zante), enclose an 'inland sea' with more than twenty smaller islands dotted within this wonderful cruising area including Meganissi, Kastos, Kalamos and Ithaca.

Sailing around these Ionian islands you will discover many safe anchorages in picturesque bays surrounded by olive groves and cypress trees and be able to explore a fantastic choice of pretty ports.

Lead Skipper: Andy McWilliam

Dates: Sunday 16th September to Sunday 23rd September inclusive

Booking Status: 5 onboard. Depending on the final number of persons booking we have two options. First option is upsizing our existing charter boat (Bavaria 32) to a 36, 39 or 45 footer. The other alternative open to TOG at the moment is to charter a second boat, this option is dependent on another qualified Skipper and Mate signing up.

Taking bookings now. **One boat fully booked**

Cost: between £370 and £425 per berth plus flights



OCTOBER

Booking/Ref: EOS/12 **Trip Title:** **SOLENT END OF SEASON SAILEX**

Description: Our traditional "End of Season Sailex". A Last Chance to get afloat and enjoy a few days in good company before we all meet up at the Annual Dinner.

Dates: Wednesday 10th October - Sunday 14th October inclusive

Booking Status: taking bookings now

Cost: £230 per berth