



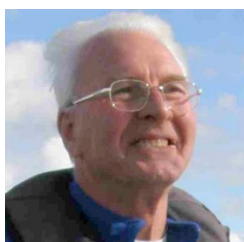
# TOGLINE

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

WINTER NEWSLETTER 2018/19



**Gybe:- The hollow laugh whenever an event occurs at sea causing alarm and despondency..**



**Here we go again** into the new season after a very interesting and memorable 2018.

Interesting - and often exciting - trips, with emergencies, alarms and unplanned diversions, inevitable during the weather we have had over the year. To

cancel a Sailex is unknown. Stormbound, on a couple of occasions, but cancelled? Never! Man proposes and nature disposes. How trite but true! The End-of-Season booze cruise down the pan, up the swanee, leaving considerable despondency in its wake. But – there is always a bright star somewhere as we move into the new season. Bookings have been incredible as the information has been circulated and even waiting lists have started appearing again. It shows we may be doing something right, even if we can't get the social side up to the same standard.

**As you know**, we had to cancel the Annual Dinner and Awards evening due to a singular lack of interest. We are aware that numbers have been gradually dropping year by year and we are at a loss to know why. Are we too expensive, too set in our ways, too complacent, or has the Social ethos just drifted away? Perhaps you, the important membership, could enlighten us? We would be very grateful for any sort of feedback, so we can decide whether to continue arranging social functions and if so, what formats you would enjoy and participate in? You will see the flyer for the Real Ale Train trip on the back page, which has always been a good evening out, with companionship and humour. John has already circulated same and this is just a gentle reminder.

**I have had** to pad this Togline out with some (hopefully) amusing items. The loss of the End of Season sailex and the Annual awards has left me somewhat bereft. I am very grateful to Neville Buckle, Clive Crankshaw, Graham Wassal and Arthur Wood for their contributions. It is good sometimes to look back and reflect on how things must have been in the days before Satellite Navigation and pin-point

positioning.....

**There has been considerable interest** this year in the determining the accurate Longitude of one's position via the development of the Chronometer. Isaac Newton (he of Woolsthorpe fame) was one of the 24 members of the Board of Longitude formed in 1714, determining whether the accuracy of any timepiece submitted was worthy of a considerable award. In the event, John Harrison finally won the award in 1761. Isaac died in 1727 so never came to appreciate the accuracy of the timepieces which were in use for so many years. I vividly recall being on the bridge of a cargo ship as a young passenger in the early 50's, at the taking of the noon sights. As the hooter went at noon (local time), the First Mate started counting the seconds as he raced from the bridge to the Chartroom before checking on the chronometer and recording its time. They knew the chronometer would vary at a set rate from the initial correct GMT, which factor, together with other tables and the angle of the sun (Latitude) enabled the position to be accurately plotted. Fascinating. Sorry if I bore you, but we assume so much nowadays through the ease with which we determine where we are on the water. We forget how it used to be.....

**After the weather we have had** recently, it is a relief to see the frost and snow disappearing, the sun returning – however - along with the projected winds.... We can at least look forward to the new season with hope that the weather gods will shine upon us and give us the fair winds we hope for. Sailing is a wonderful experience and it is good to see so many taking part. May I wish you all the best for the New Year, a Happy Brexit (!!) and a year to remember with satisfaction and no regrets! Happy sailing and I'll see you around.....

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## Presiding Master's Musings Autumn 2018

by Andy McWilliam

As winter ploughs on and the days lengthen, few by few we ponder warmer days and the sheer delight of being on 'the briny' once more. 2019 will usher in some changes to the

activity of TOG, especially on the social scene.

**For a few years** the 'Annual Dinner Dance and Awards' has seen fewer numbers attend, and the social secretary, supported by **John Bryant**, engaged in light touch press-ganging promotion activity. Many members were active elsewhere, often 'on the Piste', others visiting around the globe and I guess some just did not fancy it – could even have been due to soporific addresses from the PM. The long and the short of it is that this year the ADDandD has been cancelled due to lack of sufficient interest. Your TOG council are now busy rewriting the social program.

### Now some good news:

The **Great Central 'Real Ale Way'** event is running out of Loughborough on 11<sup>th</sup> May, and interest and bookings are strong. You'll be able to see the beautiful, Leicestershire countryside whilst you sup. Still a few seats available, methinks.

**A Social Cruise evening** on the River Trent is under investigation, in the hands of Social Secretary **Paul Burghart**. Please stay tuned, and do try to support Paul by getting on board.

**The Sailing Program** is well subscribed, with The Solent (Easter), Pembroke (May), The Clyde (June), Plymouth (August) and Lanzarote (Nov), full or practically full. Full credit and more besides to **John Bryant** who as ever delivers an exemplary professional job on our behalf. Much as I would like to, I can't commit to the Easter Sailex until 29<sup>th</sup> March – if a berth is still available - when we shall learn if the UK is a democratic sovereign nation, or not.

**Dave Bond** as Training Master has kept the active TOG skippers legal, by arranging the mandatory **First Aid** all day course for 31st March. Thank you **Dave** and thank you **Skippers**.

**We should all** be extremely grateful to **Diane Rowbotham** – TOG Treasurer, for much effort in keeping our accounts correct and our funds safe. Some useless bankers have provoked us to move accounts and that involves hours of work; work that Diane does for free, as indeed do all TOG officers. Thank you **Diane**.

Also worthy of note are TOG Officers:- **Ian Calderwood** (TOG Line News), **Keith Stedman** (Membership and Data Protection), **Stewart Cook**, (TOG Administration) and **Arthur Wood** and **Neil Macfarlane** for valuable and timely input based on a wealth of experience. Thank you all. **TOG membership** remains strong and the group has a promising future.

Please continue to contact TOG Council with ideas and contributions to enhance what we stand for. Looking forward to seeing many of you in 2019.

**Happy sailings. Happy doings whatever you're doing!**

## REPORTS



### Not a Fast Track Yachtmaster.....

By Neville Buckle

**Just before Christmas**, Ian Calderwood asked me if I could write an article for the magazine on my preparation for my

Yachtmaster Offshore exam. Well, it's been a long process.

**A friend of mine talked me** in to doing a navigation course at the local school which I found very interesting. During the evening course, the lecturer who was a member of The Sherwood Cruising Association, based at Sutton Sailing Club commented they were looking for crew for their Easter Sailex. My friend and I decided it would be a great adventure, the problem being approval from my wife which I didn't get, but went anyway.

**On the 10<sup>th</sup> April 1982** we boarded the Westerly 37ft Ketch *Midgiwee* from Lymington Yacht Haven. The 5 of us had a fantastic week with fair weather, from Lymington to Poole/Cherbourg/St Peter Port/Alderney/Poole and back to Lymington. The skipper had us doing 3-point fixes and plotting on the chart and showing us how to use a radio direction device to plot our position. There were no electronic means of navigation in those days.

I was hooked on sailing but, due to work, family and financial issues, could only sail one week a year, always with the same club, always at Easter and in the same sailing area. This carried on until 1988 when the Club folded. During this time, I had carried on with my studies gaining Yachtmaster Offshore theory certificate in 1984 and my Radio VHF licence.

**A group of us who had sailed together** decided we could charter for ourselves. So we decided on sailing a different area, chartering a 30ft Fisher from Fort Augustus on the Caledonian Canal. With my friend Mick as Skipper and myself as Mate, we went out of the canal and on to Tobermory on Mull /Loch Sunart and Oban. We had chosen a Fisher because, having sailed the Channel at Easter, a large cabin protecting us from the elements would be welcome. This worked, but it sailed like a pig.

From 1989 until 1998 we chartered once a year, taking it in turns to Skipper from Falmouth to the Scillies; the Channel Isles; Plymouth, Dartmouth and Fowey; Conway to Howth and Holyhead and Hull to

Bridlington. During this time we both did a Coastal skipper course in the Humber.

By this time, the crew had gone their different ways so I didn't sail again until 2001, chartering a Sigma 33ft from Gosport for 4 days in the Solent.

**My circumstances had changed** and having a job working away, my free time was at home.

**Not working so much in the winter**, my wife and I took holidays in Tenerife. Whilst there, I thought it would be a good place to sail. In January 2009, I enrolled on a RYA Club Sail school course to get back into sailing. It was very enjoyable, sailing in shorts and T-shirt and I learnt a fair bit, together with a Russian young man and two lady educational professors, one Scottish, the other Australian.

The following year, in February I returned to the same school, this time with a Dane, two English guys and a young lady Skipper on a Milebuilder week, sailing to La Gomera then on to Puerto Mogan and St Sebastian on Gran Canaria.

**In 2011, I decided to sail in Lanzarote**, this time with Endeavour Sailing School. It was supposed to be a milebuilder, but there was an unusual storm from the west, so we had to stop in the lee of the land on the east side of the island. We did go to Fuerteventura, where the short passage between the two islands was very interesting, with the largest swell I have ever encountered. We did a man-overboard exercise in this on sail alone. If we had done this under grey skies in a colder climate it would have been unnerving but, in the sunshine, it felt fine.

My circumstances changed again, having finished employment and becoming a widower, I discovered TOG and did my first sailex in 2014.

**Enjoying the company**, I have done several sailexes gaining experience from the TOG team, decided to study again and to take an up-to-date VHF certificate.

**I decided that I would have a go** at getting my Yachtmaster Offshore and checked the requirements with the RYA. I needed the following:-  
2500 sea miles.

5 x passages over 60 miles of which 2 must be at night and one as Skipper.

Over half this in Tidal waters.

**Having more time in the winter**, I decided to have a week's prep and exam with Endeavour at Puerto Calero in Lanzarote. I received their application forms and read the small print. The sea miles have to have been done in the last 10 years. I had sailed over 5000 miles, but only 2400 in the last 10 years. They said it would not matter as some miles would be added in the prep week. The syllabus said you needed to know about radar and plotting waypoints, of which I knew very little. I decided to proceed however, thinking it would be a holiday in the sun and good experience.

**The instructor met us on Sunday** evening and was first class. He told us of the syllabus and what was expected. There were two others on the course, a semi-retired Doctor who had taken the exam the previous year in Scotland and failed. He was having a second attempt, and also a very bright young man who

seemed to know everything, particularly about radar and setting waypoints. I knew it was on the syllabus, but thought I could learn it in a few days.

We spent a lot of time on reversing exercises and boat handling together with man-overboard exercises and sailing onto a buoy under sail. We also had to do these exercises at night. On the Thursday night, we were taken to the classroom and given a passage plan to prepare. I found it very stressful, being very tired after the previous night sail and all the exercises learning about radar and waypoints. The passage plans are based on sailing from the UK to the Channel Isles which I have done many times, but took until gone midnight to complete.

**The Examiner was supposed to come** at Friday lunchtime, but his plane was delayed so he finally arrived at 6 p.m. He asked for his fee, looked at our log books, asked a few questions and looked at our passage plans. So far, so good.

The following morning after breakfast, we did reversing, boat handling and springing off, but had to return to the mooring as one of the nav lights was not working.

At 1 p.m. we left Puerto Calero bound for an anchorage on Isle de las Lobos. The weather had been good all week, but today it was raining and a force 5. The Doctor was Skipper for this stage and altered his passage to take us to Corralejo because of an on-shore wind, where he anchored under sail. It was then evening and the young man's turn. The examiner asked him to sail to Rubicon, but the wind had dropped. The examiner then gave him an imaginary island to sail to. I went down to make dinner and washed up during this sail and anchored just off Marina Rubicon at 11 p.m. Now feeling very tired and groggy after being below, he asked me to take the boat back to Puerto Calero on a broad reach with motor assistance due to lack of wind. I had 2 attempts at man overboard, took too long to decide to put on a preventer, and not noticing he had switched off the radio halfway through the passage.

**The Doctor passed**, the young man and myself failed.

**After licking my wounds** I decided I would have another go. I studied all year and again decided on Lanzarote, this time in December 2017. The advantage being a sail in the sun.

**This time, I chose** to do a week's prep and take the exam with Atlantic Sailing in Arrecife.

The routine was as before, but the passage plan was given at the start of the week giving more time to complete, but with all the tasks to do and night sailing, there was no free time.

The examiner arrived on time on Thursday afternoon and after the payment and question time we did the reversing and springing-off exercises in the marina. We returned to the mooring and had dinner. The examiner then said I would be the first to be examined and asked me to plan a route to Marina Rubicon.

**We slipped moorings in the dark** and made our way out of the marina into the outer harbour. A large cruiser had decided to leave at the same time, so we



had to gill about waiting for it to clear the harbour. We set sail in a force 5 that had been forecast earlier, but the wind was dropping coming from the north. We had to put in several gybes until we got to the South Cardinal, deciding not to put on a preventer as it was a short run between gybes. On reaching the South Cardinal, I set the waypoint on a course of 240T and rigged a preventer. All going well, until man overboard. No problem - we had trained on this. **As there were 3 of us on the exam**, we were informed that if there was a man overboard, then one of our three would have to go below and play no part in the rescue. We had not trained for this. I was on the helm with one crew and at the call of "man overboard", I went through all the procedure. Danbuoy, radio, heave-to and engine on. It was a dark night with no moon so I called for the searchlight and boat-hook. It was difficult using the boat- hook while holding the light, so opted for the light and going around in circles which seemed forever, located the man and got him back on board. We then carried on our course when the examiner told us to alter course for Puerto Calero... which we did after setting another waypoint. On arriving, he said I had not stopped the boat before mooring so had another go which was successful.

**The examiner then said** at 2.00 a.m. that we could rest and prepare to leave at 8.00 a.m. He then had the next candidate turn the boat with shore lines then sail out on sail alone. On arrival south of Lanzarote, we all had to do anchoring. The 3<sup>rd</sup> candidate then took over and sailed us back to Arrecife.

Once we were safely moored, the examiner debriefed us individually, also checking the passage plan which was from Salcombe to St Peter Port, and asking more questions on IRPCS. After making a few criticisms, he told me I had passed!! I was never asked any questions on Radar which I had taken a year to study. The other 2 passed also. It was then Gin and Tonics for all.

This must be one of the longest routes to acquiring Yachtmaster, It's not so easy when you are older and was found it more tiring, but the course improved my

skills and gave me more

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND RESTRICTED CERTIFICATE OF COMPETENCE IN RADIO TELEPHONY VHF ONLY	
This is to certify that the holder of this Certificate has passed the examination in Radio Telephony required under the provision of Section 7 (1) of the Wireless Telegraphy Act 1949 and the Radio Regulations. The holder has made a declaration that he/she will preserve the secrecy of correspondence.	
THE HOLDER OF THIS CERTIFICATE IS:-	CERTIFICATE NUMBER
NAME AND ADDRESS (at time of issue) Mr N Buckle 27 Baxby Avenue Sutton in Ashfield Notts NG17 5JZ	Y 08784
	SIGNATURE OF EXAMINER
	<i>[Signature]</i>
DESCRIPTION OF HOLDER	
DATE OF BIRTH	25-03-45
PLACE OF BIRTH Town	Muncargate
Country	England
HEIGHT ft in or 1.08 m	
COLOUR OF: Eyes	Brown
Hair	Brown
Complexion	Fair
ANY DISTINGUISHING MARKS	None
	Holder's Signature <i>[Signature]</i>

confidence.

**Richard and Fadwa** at Atlantic sailing were first class and I would recommend them for any course you may wish to take.

I was a young man when I started sailing and here is a copy of part of my VHF certificate taken in 1984.....*tempus fugit*.



**Three TOGS go on an alternative end of season sail 14<sup>TH</sup> to the 21<sup>st</sup> October 2018**

*By Clive Crankshaw*

**Graham Wassall skipper, Clive Crankshaw Mate and**

**Ian Davies deck hand/ Rodger, arrive at London Gatwick airport 06.00 hrs on the Sunday 14<sup>th</sup> October**



*Corfu Harbour*

for the flight to our warm end of season sail. We depart a cold, wet Britain 08.05 hrs for our 3hrs 20 min flight to Greece. As the aircraft doors are opened at our destination, the warm air filters through. As we approach the door, we are greeted with brilliant sunshine and 25 degrees of warm Greek air. We



*Emerald bay*



board the transfer bus and shortly arrive at our start port of Sivota lefkas. Our yacht for the week is *Callisto*, a Beneteau Oceanis 361, moored stern-to and ready to go.



### **Monday 15<sup>th</sup> 10.30 hrs.**

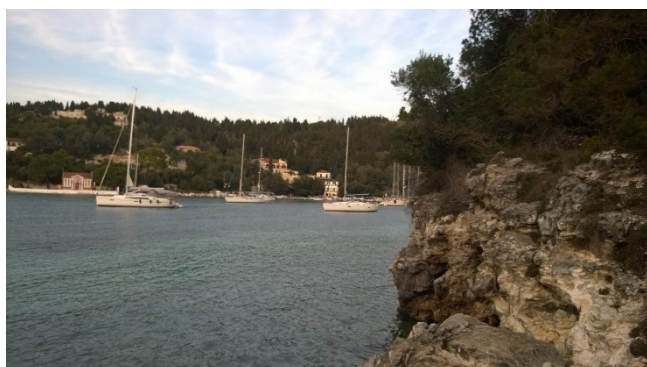
The sun is shining and 22degree of warmth as we depart Sivota Lefkas for Goat Bay, a short sail away.



Lunch at anchor and a swim after in the warm, clear water. Followed by a brisk sail to Nidri Lefkas for our overnight stay. **19km**

**Tuesday 16<sup>th</sup>** was an early 06.30 for a 07.45 start to pass through the Lefkas canal and

arrive at the opening road bridge by 10.00 hrs. If we missed this one, it would be an hour before the bridge would open again. Safely through and on time, we head out to open water. With lots of yachts all *Lakka Paxos*



coming through the bridge at the same time, it was a race to get the sails up and get away as soon as possible. Needless to say, the Tog boys were on the case - main up, foresail out and course set for Parga. The wind was kind and the sailing fantastic. Brilliant sunshine and 25degrees. Almost one tack for the 25 km. We needed only two short tacks to take *Callisto* safely onto the mooring for the night. We moored by running the yacht aground on the beach, dropping the anchor and carrying it up the short beach. The stern anchor was taken out by dinghy and dropped 40 mtrs away. Graham made me helm the yacht to this mooring, as he did not want to be associated with



running aground!! However, whilst the bow was firmly on the beach, the keel was not even touching the sea bed.... **40 km**

### **Day 3 Wednesday 17<sup>th</sup>.**

Depart Parga, heading for Emerald Bay-Anti Paxos for lunch at anchor. The name of the bay was correct. Beautiful clear water, with a light blue seabed. More swimming and fun on the paddle board, then up anchor and head off clockwise around Paxos to Lakka Paxos for the night at anchor in a stunning bay. **21km.**

### **Thursday 18<sup>th</sup>.**

Depart Paxos and a short sail brought us for lunch in a quiet bay on mainland Greece. A further short sail took us to our overnight stay at Sivota Mourtos. **12km**



*Nidri Lefkas.*

### **Friday 19<sup>th</sup>.**

Departure was somewhat leisurely around 10.30 hrs after breakfast involving the largest croissant I had ever seen purchased from the local bakery. We set off once again in lovely sunshine, to Ormisko Valtou - a shallow bay on the mainland for lunch. Strong winds then gave us a good sail on to Corfu town for the night. Our mooring was in the small marina run by the Corfu Yacht Club. A good night out was had by all. **24km**

### **Saturday 20<sup>th</sup>.**

Once again, fabulous sunshine, but not a breath of wind. The flags were all laying against the flag poles, so we decided to venture back into Corfu town to have breakfast and a walkabout until 12.00 hrs to see if there would be any wind later in the day. The result was not good. Motoring was the only option. The good thing was, it was only 6km to Gouvia our



final destination port. A good week was had by all and a total of **122km** covered.



**The way things were...**  
by Arthur Wood.

**January 1998 ARETHUSA.**  
Before TOG existed Brenda and I used to sail as afterguard on sail training vessels. In January 1998 TOG had no winter trips organized so we sailed on

ARETHUSA, a 72 foot ketch which was doing adult friends cruises in the Canary Isles as a fund raising activity.

**One morning while working** on the foredeck I got very wet and then went and sat in the cockpit to dry in the hot morning sunshine. This convinced me that we should get TOG to try this sort of sailing so I searched and found a private yacht owner who chartered his vessel to qualified customers.

**January 1999 ZEUS.**

In order to charter ZEUS I had to have my Yachtmaster certificate endorsed by the Canaries officials so I now have CERTIFICADO DE COMPETENCIA PATRON DEE YATE DE ALTURA .

ZEUS is a ketch with a bowsprit, figurehead, ratlines and a crow's nest.

We flew out on January 25th and took over ZEUS at Puerto de Mogan in the south of Gran Canaria. We visited Gomera and Tenerife. During our second week the good weather changed and we were stormbound for 2 days. On the third day the weather returned to normal but the forecast was still F8. By mid-afternoon there was no sign of bad weather so we set off for Puerto de Mogan and enjoyed the best night sail I have ever had. The sky was full of stars and a full moon. We arrived at our destination just as the IRISH BAR was opening so we had a full Irish breakfast with Guinness.

**February 2000 ZEUS**

TOG chartered ZEUS for 6 consecutive weeks. Norman Allen skippered the first 2 weeks then I took over. ZEUS was then based at Las Palmas. When we arrived there, we learned that Norman had failed to get the boat back to Las Palmas and it was stormbound at Puerto de Las Nieves on the other side of the island. We had to get there by taxi. Norman had left me a letter saying that in addition to the storm, he and his crew had all been sick with "some bug that is touring the island". This bug was due to a storm coming up from the Sahara full of dust and disease..... The local newspaper showed a satellite photo of this storm which continued for 3 more days. The bug that had infected Norman's crew remained active and we all had a period of sickness. We did manage to get the boat back to Las Palmas for the next TOG crew but only sailed 138 miles in 14 days. *(The thought of a 72 footer makes one's eyes water...Ed)*

**All Aboard... The Great Central Railway Real Ale Train**

**Sat Oct 14th**  
**Tickets £16**  
(Includes 2 return trips starting at 6pm)  
**Pie & Pickle Available**  
(Pre-booking only)

featuring real ales from

(this is an 'on train' event)

Great Central Railway Plc,  
Great Central Road,  
Loughborough,  
Leicestershire,  
LE11 1RW  
T: +44(0)1509 632323  
W: www.gcrailway.co.uk

**GREAT CENTRAL RAILWAY**  
Book Online At  
~www.gcrailway.co.uk~

**Flyer...ignore the date...!! The 11th May 2019 it is. Price £18..**

**Real Ale Trains - May 11th and October 12th 2019**

**Real Ale on the Move!**

**Enjoy ale on the rails as a steam loco does two return trips along the line on Saturday 11th May and 12th October 2019.**

We will be serving cask beers from Nottingham Brewery, along with beers from other breweries to be confirmed. The train will be departing at 18:30 from Loughborough Central.

To book, please select a date below:

**Book now for 11th May 2019**

**Something to soak it up..**

We will be serving pie and pickle to accompany your ale. You must pre-order your pie when booking your



ticket. There's butcher's pork pie, game pie or Mediterranean veggie quiche - all at £4.00 each.

## How much?

**Train fares are only £18\* per person** - don't forget, it's two round trips....and £18 is our normal runabout fare in 2019.

## Booking Information...

Due to limited seats on this train, tickets are advance, internet booking only. There are no concessionary fares. The train departs Loughborough Central at 18.30 and makes two trips to Leicester North, before returning to Loughborough Central at approx. 21.45. You are welcome to remain on the train at Loughborough until at least 22.00 buying/drinking your beer (subject to supplies not running out!) and leaving the station by 22.30. (so you can either head to the pub or head home). Other alcoholic beverages, soft drinks and bar snacks are available to purchase on board during your journey. Less able-bodied passengers, due to the configuration of the coaches, can only be accommodated if they are not confined to a wheelchair.

*Passengers are conveyed by the Company's trains in accordance with the Company's "Conditions of Carriage" (as shown on this website). All train services, locomotives, exhibits and other attractions appear subject to availability and are subject to change without prior notice.*



## Asides....



Relatable Post #1931

I have come to the conclusion that dryer lint is the cremated remains of all of my missing socks.

THE  
LOLBRARY.com/post/32416/



## TOG 2018 Sailing Programme

Trent Offshore Group  
TOG Members and Friends



### Easter Sailex

- Wed, Apr 17, 2019 4:00 PM to Mon, Apr 22, 2019 5:00 PM
- Google Calendar ICS. Sailex Reference **EAS19**. Lead Skipper Dave Bond.  
Three Beneteau Oceanis 37's have been chartered for the Easter Sailex. The Sailex will commence formally on Thursday 18th April. However, we have arranged for the crews to overnight on board on the evening on Wednesday 17th April to allow for an early handover and departure on the following morning.  
Plans for this event are at an early stage and will be updated by Dave Bond in good time although the options include south coast to Weymouth or possibly a visit to Alderney - in all cases the forecast will have the last word. We are now twelve booked so just three berths are available for this event.  
Costs for this event have been based on 5 members per yacht and are £310 per berth.

### Pembrokeshire

Fri, May 17, 2019 5:00 PM to Fri, May 24, 2019 10:00 AM.  
Google Calendar ICS. Sailex Reference **PEM19**. Lead Skipper - Alan Mortimore.  
This year we have chartered one yacht - OTTER - from Pembrokeshire Cruising based in Neyland on Milford Haven, Pembrokeshire, giving us a range of weather-dependent passage options. These include sailing the southern Irish coast or another attempt to visit the Isles of Scilly or the Bristol Channel and Pembrokeshire coast. Expect some night hours *en passage*, with the possibility of experiencing helming with stars to steer by and the Milky Way showing her beauty. Being May, we should have some marvellous sightings of wildlife such as puffins, dolphins, porpoises and more.  
Costs for this charter will be £310 per berth to include an outboard for the dinghy. Costs based on 5 members per yacht. This Sailex is now FULLY BOOKED. Members wishing to join this event in 2019 can apply for a standby place and will be contacted should a place become available.

### Scotland

- Sat, Jun 22, 2019, 5:00 PM, to Sat, Jun 29, 2019. 10:00 AM.
- Google Calendar ICS. Sailex Reference **SCO19**. Lead Skipper Andy McWilliam.  
For 2019, Council recommended that we return to the Clyde for the Scottish Sailex. Two yachts have been booked from Flamingo Yacht Charters at Largs for this event. Both yachts are Beneteau Oceanis 45's one commissioned in 2018 and the other to be commissioned in 2019 (hopefully!). The Beneteau Oceanis 45's we have chartered - Flamingo and Skylark - are described as 10 berth yachts with 4 double cabins and a double berth in the saloon. Berth costs are based on 6 people and may be reduced should we take one couple on each yacht. As such, please budget for a maximum cost of £570 per berth. The yachts are complete with a dinghy and outboard.

### Plymouth - Cornwall

- Fri, Aug 30, 2019, 4:00 PM to Fri, Sep 6, 2019, 11:00 AM.
- Google Calendar ICS. Sailex Reference **PLY19**. Lead Skipper Alan Mortimore.  
The Cornish Sailex will set out from Plymouth Hoe. From here, places such as Dartmouth, Salcombe and Brixham are to the East, and Fowey, Falmouth, Helford and Newlyn to the West to name just a few of the places we might visit. The coast itself is pitted with interesting nooks and crannies for stopovers. Add to this such famous lighthouses as Eddystone, Wolf Rock and Longships and we should have fun sailing this coastline.  
We have chartered a Delphia 40 and a Hanse 385 for this event. Costs for this charter have been calculated to include the following extras - an outboard for the dinghy, and gas for the yacht - will be £345 per berth, based on 5 members per yacht. Parking is available at the marina. This Sailex is now FULLY BOOKED. Members wishing to join this event in 2019 can apply for a standby place and will be contacted should a place become available.

### End of Season

- Thu, Oct 3, 2019, 4:00 PM to Sun, Oct 6, 2019, 5:00 PM.
- Google Calendar ICS. Sailex Reference **EOS19**. Lead Skipper Dave Bond.  
Our traditional End of Season event (for UK waters) will follow recent practice and comprise a long weekend with various navigation and sailing challenges organised by the Lead Skipper - Dave Bond. We plan this event to start and finish at Port Hamble. This year the challenge could even include a round-the-island sail.  
It has been agreed that crew may overnight on the yachts at Hamble marina on Thursday 3rd October to permit an early start on Friday 4<sup>th</sup>, with the sailex ending on Sunday 6th October at 17:00 hours..  
Two Oceanis 37's have been chartered and a third is an option should we receive the same level of interest that we had in 2018. Costs for this sailex will be £195 per berth. We currently have eight berths available.

**All these events are detailed on our web site - see the sailing page reference**

<http://www.trent-offshore-group.co.uk/sailing-programme/>

Bookings can be made by following the link at the top of the sailing page. Further information from any TOG Council Member or myself.