



TOGLINE

The Quarterly Journal of the Trent Offshore Group

WINTER NEWSLETTER 2006

PILOTAGE: The art of getting lost in sight of land

That's it! The New Year is with us again. 2006 is history. A terrific Annual Dinner is behind us, the awards are all distributed and the new season 'eaves itself over the 'orizon, as my old Drill Instructor used to say when we were learning to shoot! Within these pages, there is a lovely report from our Presiding Master, on both the dinner and the annual awards. You will also find an initiative by our Administrator and well-known skipper - Professor (*yes, really –Ed.!*) Neil Macfarlane, about the goings-on in Council. Many thanks Neil for the starter and to the Council members who agreed it to be a good idea. We hope our readers agree! Once again, can I make a request to continue supplying any additional reports, comments, plaudits, or brickbats from you, the members for insertion in *TOGLINE*? We **do** so want to encourage interest in **our** club? Please, keep it up!

I was reading recently about self-steering gear such as Tiller-Pilots, Wind-Vanes et al and quietly agreeing with the discussion on how useful they are on long crossings – even for the coastal sailor. Certainly, the thought of standing for the 12 to 14 hours of a channel crossing, at an exposed wheel position on a grey day doesn't exactly set the heart beating faster with excitement. More like engaging "George" and huddling in the cockpit, one eye cocked occasionally for lobster pots, fishermen, loose containers and other boats, small or large. Don't forget the TSS either. It is very easy to switch off to a certain extent – and that does create problems of its own. If the weather "gets up" a bit, and brings a quartering sea, we have found it better at times to disengage "George" and steer a more accurate course by hand – which seems to be self-defeating! Or an attempt to break the monotony and fool oneself that one is making a better job of it? Occasionally - just occasionally – one can get it right. On a personal note, I found a tremendous satisfaction in October, when, at one point, we had the sails trimmed just so, the boat balanced and I felt no pressure on the wheel. And yes – it **was** right!!

"Skywave" ploughed serenely along the Solent, hands off and no autopilot for a good ten minutes before any correction was necessary. To any old hands, this must seem a bit of a bore but, to a relative newcomer, it gave tremendous satisfaction to know that it can be done! Of course, the experts among us will doubtless say – anyone worth their salt should be able to sail without a rudder. In that case - I get back into my basket!

I would like to close this page by saying a big thank you to someone who has given a lot of time and thought to the Trent Offshore Group. It is never easy to organise a social event, to find something that is different and arouses interest. Linda Jones has done a wonderful job over the time she has been "social secretary" – and her swansong was the Annual Dinner. Go out on a high, Linda! She has recently received a promotion and has become one very busy lady! I think I speak for all members when I say – Thank you so much, from all of us Linda, for all your hard work and every good wish for the future.

Welcome aboard, John Byrne.....new Social Secretary AND Bos'un..... we had a great time when you joined us in 2004, your first time at sea on the October Sailex. What an introduction! We are very pleased we didn't put you off.....!!



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HAT and MHWS

It was during my October visit that I found there was some concern, amongst those interested in the ‘black art’ of navigation, over the alteration by the Admiralty Hydrographic Office to the method of calculation of height under cables and bridges spanning estuaries and other tidal waters. As I understood it all charts that had been revised and published in 2006, or after, would have clearance heights expressed as above the Highest Astronomical Tide (HAT) and not, as previously, above Mean High Water Springs (MHWS). However I telephoned the Hydrographic Office and was told that the first charts to be so amended had been published in 2003. Obviously the pace of alteration has quickened and this year has seen a significant increase. This is certainly a step forward and will take away the need for calculation in ‘normal conditions’ because HAT is the highest tide that is caused by the gravitational pull of the Sun and Moon.

However still exercise some care when the clearance at HAT is marginal. Pressure has an effect on tides and it has been calculated that given the mean barometric pressure in the UK to be 1016mb then an increase of 30-35mb is likely to REDUCE tidal height by 0.3m: conversely a drop in pressure of the same magnitude is likely to INCREASE tidal height by 0.3m. So if you are reckoning on 2 feet of clearance under an electric cable don’t even think about it if the pressure is falling rapidly! Additionally heights of lighthouses and sea marks (such as the Nab Tower) will also be HAT so remember this if calculating ‘distance off’ by using a sextant – not that this happens in earnest very much nowadays.

It is quite surprising that more has not been made about these alterations by the yachting press. My information originally came from one of the Royal Institute of Navigation’s publications some two years ago, but maybe I missed it in Sailing Today. I was assured by the Hydrographic Office that all amended charts will have this fact recorded in purple print at the top of the sheet adjacent to the title. I was told that as there are over 4,000 standard charts plus a variety of small chart folios the process will take some time!

Charts sent to a recognised chart correction agent this winter will have the requisite amendments made and suitably annotated but do beware if you are sailing in areas with many of these obstructions and check that the chart has been amended. Similarly do be careful with the Royal Signals yachts: gone are the days when all three services sent their folios in at the end of the season and received amended folios at the beginning of the next. The Hydrographic Office is now an MOD agency and even charges the Royal Navy for charts issued to the Fleet.

ENSIGNS

Following on from my piece about ensigns in East Loch Tarbert harbour, we had a bit of fun during the October Sailex over the question of Ensign Etiquette. It is difficult and more often than not impossible, to hoist or haul down ensigns on modern yachts: there is just too much ‘clobber’ attached to or abutting the taffrail and access to the ensign halliard is often nigh impossible. This means that for ‘hoist’ one puts the unfurled ensign, on its staff, into the holder which secures it: to ‘haul down’ one unties the security line and lifts the whole shebang out of its holder to stow it below. Where the ensign staff holder is difficult to access it is permissible to furl the ensign on its staff and secure it (with elastic bands, twine, or whatever providing it looks neat) but don’t forget, when you leave the vessel and hand it back, to disconnect the whole thing and secure the staff and ensign below. The same applies to boat owners when they leave the vessel and go home; technically the yacht is ‘not in commission’ and therefore the ensign is removed.

Timing is always difficult socially. The Admiralty Manual of Seamanship states very clearly that vessels in home waters should hoist at 0800 in Summer and at 0900 in Winter (nowadays this is considered to be the beginning and the end of BST and not the respective equinoxes). Ensigns have always been lowered at sunset or 2100, whichever is the earlier. However skippers have to show commonsense about it. If everyone is clearing off for the evening at say 1800 then drop it before going ashore. Just try and avoid leaving it out all night (unless you have furled it).

NEW EMERGENCY BUOY

Elsewhere in this TOGLINE you will find a report from the Pilot on the new emergency buoy which the International Association of Lighthouse Authorities (IALA) has authorised. This buoy is an emergency marker to indicate very recent wrecks and other temporary maritime obstructions and should prevent the chaos that prevailed when the MV TRICOLEUR sank off the Fairy Bank in the southern North Sea, after a collision, a couple of years ago. John Hasselgren, the editor of the RIN’s “Fairway”, sums it up well in the latest edition of that journal. “I seem to remember that despite the wreck being patrolled by an orange guardship and a French warship, as well as being ringed with a series of cardinal buoys, one master passed through the ring, saying that he saw the buoys, didn’t know what they meant and so ignored them. Two other ships actually hit the wreck....if you see one (of these new buoys) then keep clear. I bet that any mariner who can ignore a ring of six cardinal buoys can also ignore a flashing blue light. Perhaps a shot across the bows from the warship would have had more effect.”

Some of our readers may remember the raising of the ‘Mary Rose’ in the Solent. Things got so bad there with vessels ignoring the warning cardinals that a Dutch tug was engaged for some three months as a permanent guardship. We wish the new system well!



A BIT OF A FLARE UP.....

I read with interest recently the report of a British sailing Yacht being boarded during August by four armed French customs officers whilst he was in Calais. Apparently the poor chap was part of a rally with his local Yacht Club. The gentleman concerned managed to find all his appropriate documents but had mislaid his Small Ships Registry certificate. As a result he was escorted to the nearest cash point to get the money to pay the £100 fine. Unfortunately (or fortunately depending on your viewpoint) he managed to locate the SSR certificate later but I believe was not successful in getting the fine returned. Apparently he was also threatened with a further fine of £70 for having out of date flares. The article also intimated that many of his fellow sailors on the rally were also sailing without the required documents but were lucky in that their vessels were not boarded by the customs officers.

Subsequent articles have reported that the Royal Yachting Association have been told by the French Federation of Sail that their custom's officers do not have the authority to police the safety equipment on UK yachts.

So a bit of a flare up and hopefully, not something which will be experienced by any of us. But there is another issue here. Surely as part of proper passage planning it is the yacht skipper's responsibility to ensure that (a) the vessel is seaworthy in all respects and (b) that he is aware of the regulations and requirements of the country he is intending to visit.

Whilst many of us may carry some recently out of date flares, separately stored, to augment the main supply, to rely on out of date flares in an emergency situation is, I think, pushing it a bit too far.

Also, whilst preparing to nip over the channel, it is essential to find out the documentation and requirements of your proposed destination. Such documents include passports for all the crew, health cover (E111 or new card), a form listing all the crew, the SSR registration document, VHF radio licence, insurance policy, proof that the VAT on the boat has been paid (Bill of Sale), VHF operators licence, International Certificate of Competence (CEVNI endorsed if you intend to go on inland waterways.) ETC. The above list is illustrative of the range and type of documents necessary and is neither inclusive nor exclusive. It is given as illustrative only. If in doubt as to what you need ask. Try the RYA website first www.rya.org.uk

So don't get caught out. Be a Scout and "Be Prepared."

Oh yes and don't forget the courtesy flag!!

.....OR PUTTING A DAMPER ON THINGS

Following the previous article where out of date flares were the subject of police concern a further incident has been reported where a couple from the UK were stopped by German police as they were leaving Heligoland. Apparently the police stopped them as they were flying the Red Ensign on a boat that was registered in Hamburg. The couple had just purchased the boat.

Having checked all the documentation all was found to be in order, however, the police then noticed that the unfortunate couple had on board a Halon fire extinguisher. Apparently these were banned in Europe for environmental reasons in December 2003, although they are still available for purchase outside the EU.

The upshot was that the couple were asked to turn back to Heligoland and asked to produce E400 as a fine.

How long will it take for someone to come up with double yellow lines on a marina!!

REPORTS

The TOG Story (cont.) by Norman Allen

Part VI – Calm before the Storm 1990

The sailing programme for the year started as usual with the Easter Trainex. As it was a late Easter we were set for a Channel crossing in RAFSA's Sea Eagle, sailing with a full complement of eight. Unfortunately the cross Channel passage was abandoned on the second day some 12 miles short of Cherbourg because of a broken impeller in the engine cooling system, discovered when the wind backed S and dropped away to a faltering F2/3. To go on and expect service in France over Easter was a non-starter. We turned about and slowly sailed north. In the expedition report's conclusion I wrote "...the entire crew was well satisfied with the week. Not only was the total mileage very respectable for the time of year (205 M) but the single 37 hour stint of 147M would take some beating and the 21 hours of night sailing would look most impressive when used to meet future RYA certification requirements." We had also experienced anchoring off Bembridge Ledge under sail at nightfall in a failing wind, and a departure under sail with the morning offshore breeze that took us right up to Portsmouth Harbour where, by permission of the QHM, we tacked into the harbour, using the engine only for the last cable or so to come alongside the JSATSC Fieldhouse Quay. The Volvo engineer arrived at Hornet early the next morning (Easter Sunday!) and by 10:30 we were fit to depart. The drawback was that the weather had deteriorated, with a F7 blowing, and the forecast was for worse until early Monday morning. We decide not to push our luck and delayed our departure until Monday. We visited Cowes, Buckler's Hard (overnight), Fishbourne (and the RVCY for lunch) returning to Gosport ready for a 09:00 handover on

Wednesday. My thanks went to Brian and Windmill for some sterling afterguard service and to our undergraduate and VI form crew who never complained but made the Mate's life a misery by their constant, but good humoured pranks!

In May we had the largest afterguard sailex so far when 14 of us took three yachts, RNSA's Westerly 29 "*Kestrel of Lynher*", Lester Brookes' Sadler 32 "*Amritsa*" and David Smith's practice's Westerly 34 "*Forethought*", from Saltash and Plymouth to Treguier, Lezardrieux, St Helier, St Peter Port, Salcombe, Newton Ferrers, thence back to Plymouth. A splendid time was had by all and we covered 328M and clocked 8.5 night hours.

The Scottish Sailex of July 1990 was marginally the biggest yet in crew strength, but average vessel size had much increased with the addition of a First 43 and with the 36's increased to four: nine yachts in all accommodating, in some comfort, 65 participants (17 adult or undergraduate afterguard, 11 pupil afterguard, 37 crew of which two were adults). New adult recruits were Colin Smith (see last issue's Taffrail Tattle) and Arthur Wood, introduced by Mike Hall, who had been chairman of Nottinghamshire's Ocean Youth Club Committee until administrative "streamlining" had wrapped up county associations and who held an OYC Watch Leader's Certificate. Arthur later became a member of Tog Council, when he was appointed Training Master, and currently serves as Deputy Presiding Master.

With the increase in the number of larger yachts it had been decided by the Skippers' Council that some form of dispersal should be permitted. Accordingly it was agreed that we would sail in three squadrons under the respective command of the three flag officers with me acting as overall co-ordinator. However in the Sailex report I bewailed the fact that "there were not as many squadron detachments as I had hoped: there seemed a marked reluctance on the part of the majority of skippers to separate from the main body. It appeared that most of the afterguard looked forward to their evenings of socialising and yarn spinning with their peers." The report continued "that the weather was a wonderful change from our normal Scottish week in that until the Thursday we had had five days of sunshine."

On the Tuesday, three yachts followed me to Ailsa Craig, the islet in the extreme south of the firth. Owned by the Marquis of Ailsa it is run by the RSPB, and granite is still excavated for curling stones though the finishing is not now done by resident families but on a Glaswegian industrial estate. At first we were denied permission to land but fortunately I was able to claim the acquaintance of Bobby Tulloch, from my Shetland days. The magic of the name of the legendary RSPB bird warden of Yell worked wonders and all four yachts were allowed to land their crews and had a guided tour into the bargain.

We also visited Lochranza where in the early hours of the middle watch a German yacht dragged anchor and rode across the anchor chain of Plumber Mike's Storm Cloud, causing her to drag as well. As the two yachts waltzed around the loch, in the dark, Brian Hill in Silent Partner, not to be outdone, dragged anchor as well and joined in the caper: nearly an hour elapsed before peace and quiet returned to the anchorage. Onward then to Port Crannaich, Carradale Bay and an

overnight in Campbeltown (where we were able to use the new yacht pontoon for the first time). A leg to Girvan followed (always a popular stop) and thence to Lamlash where early (0630) on the Wednesday morning seven of our nine yachts joined in the welcome to the RMS QE 2 when she picked up a pilot off Holy Island to progress up the Clyde to Greenock as part of the Cunard Line's 150th Anniversary Celebrations.

Racing followed to Tarbert and then the following day to Ardrishaig where "the fleet received a fair battering in this race with a wind gusting F6 on a lee shore and the times achieved are a credit to all the skippers and crews". The week ended with a visit to Tighnabruaich with the last night being spent in Rothesay to return to Inverkip on Saturday. All in all this had been a terrific week and we had covered 169M (Monterey's mileage).

The final event of 1990 was the Annual Dinner, which was the largest yet, with over 70 members and guests attending at the Coeur de Lion at Elston. The prizes were presented by the Hon Commodore (the Headmaster) and it was an occasion enjoyed by all. Little did any of the happy diners realise that the following year would see the disruption, the formation of the Trent Offshore Group and the beginnings of the eventual extinction of the Flotilla. Sic transit gloria mundi!

REPORTS FROM COUNCIL MEMBERS

PRESIDING MASTER :

KEITH STEDMAN



ANNUAL DINER AND DANCE

Well, the Annual Dinner and Dance has come and gone for another year. This was the second year that we had visited the Greetham Valley Hotel, Golf and Conference Centre and I think that I can honestly say that if anything the facilities, food and service probably exceeded (if that is possible) that of the first year. Several couples had booked overnight accommodation and were not disappointed in the excellent rooms and hearty sized breakfasts the following day (or those that could face them!)

Just over seventy members and guests attended and from the comments made to me during the evening all thought that it was a "good do." The facilities offer a pleasant modern dining area with an adjacent bar and dance floor. After the inevitable speech from you know who (which included a poem found elsewhere in this edition) the evening progressed onto the dance floor with several "young" couples of all ages taking the opportunity of practising their Strictly Come Dancing

routines. Those wanting to swap sailing stories and be a little less energetic retired to the bar area to recollect stories of sailing seasons past and to think about places they may wish to visit in seasons yet to come!

As is usual at the dinner the annual awards presentations were made, with the following members being recognised:-

NAVIGATOR'S TANKARD

Presented to Mark Davis. Mark was the recipient of this award some years ago as the then pupil making most progress and showing promise in the shore-based courses. This time the award was in recognition of Mark's genuine enthusiasm for sailing, instructing and teaching navigation to his students. Also for his navigation around and work in setting up the Group's website.

COMMODORE'S CUP

Presented to Dave Clark. Dave an ex merchant seaman and professional navigator has been with Trent Offshore Group for a good number of years and has consistently supported the club at both socials and on sailing trips. Dave has always been willing to pass on his navigation skills to his fellow crew and also has had an unerring knack at the end of a hard days sailing of finding a good hostelry!!

ELLIS TROPHY

Always a difficult one this! It is awarded to the most outstanding newcomer. This year's trophy was awarded to Karl Luger. Karl has sailed with us now on at least two occasions and has impressed the skipper by doing what has been asked of him straight away. On subsequent occasions the skipper hasn't had to ask with Karl knowing the routine and getting on with the job.

Karl is also a very handy person to have on board being a trained mechanic.

MILLENNIUM TROPHY

This trophy is awarded in recognition of an individual's contributions to TOGLINE. This gentleman is often present in the clubs magazine with his "Asides"- the latest offering being "Mission Impossible" in the Autumn 2006 Edition. Unfortunately, Bob Wright could not be with us at the dinner but, never fear Bob, your name will be added to the trophy and the bill sent to you in due course. (ONLY JOKING!!)

Congratulations to you all.

The evening was tinged with a little sadness as Linda Jones our Social Secretary for many years has stood down from Council. It has been through Linda's endeavours that the social occasions and annual dinners have been the success that they have. The Group presented Linda with a bouquet of flowers in appreciation for all that she had done for TOG. Well done Linda.

Linda's place on Council is to be taken by John Bryne who will join us in the combined role of Social Secretary and

Bosun. That should be enough to keep him busy in his spare minutes!! Many thanks' John for taking on the role(s).

Altogether a successful evening and we have already provisionally booked for next year. SATURDAY, 19TH JANUARY 2007. SO MAKE A DATE IN YOUR DIARY NOW!!

DEPUTY PRESIDING MASTER

ARTHUR WOOD



AGROUND? (again)

A member of TOG asked me "Have you ever run aground?"

"Oh, yes."

"What happened?"

"Which occasion?"

Running aground can be anything from a non-event to a major disaster, but on a modern pleasure vessel out in safe conditions it should not be more than an inconvenient embarrassment. Here are some examples.

August 1979 we were sailing our 19ft trailer-sailer "Woodpecker" in Milford Haven. The chart showed a flat sandy bottom with a least depth of 2M. We were sailing behind a larger yacht when we stopped dead. Our son was catapulted from cockpit to cabin. Using the OB to manoeuvre, it was clear that one bilge keel was stuck and the other one free. Later local yachtsmen all agreed that there were no obstructions to hit on what is a sandy beach at low water. "Woodpecker" was undamaged but was leaking at the keel bolts. A F9 was forecast for next day so we hauled out and slept aboard on the trailer.

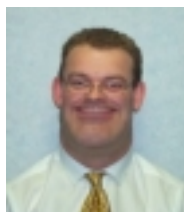
April 1983 I was sailing "Crochet" an engineless 22ft. Sonata belonging to the R.Y.A. as part of my coastal skipper assessment. Tacking up the Beaulieu River a slight misjudgement on my part caused us to quietly glide to a halt. With no engine and a following tide I was unsure of the best thing to do. My only crewman was ordered over the side in his underpants to push us into deep water.

March 1986. Sailing as 2nd mate on "Spirit of Boadicea", a 72ft sail training ketch, we were heading up the Orwell, tacking against the last of the ebb. The wind was light and we were making long tacks coming close to each shore until we silently stopped. Jim, the vessel's full time skipper responded with swift, professional efficiency. "O.K., folks, put the kettle on the tide will turn in half an hour."

November 1990, “Francis Drake” a 72ft sail training ketch. It was the end of season seminar at Plas Menai, the Welsh National Sailing Centre, attended by over 100 sailing enthusiasts who were enjoying a multitude of activities in a wide range of craft. Aboard “Francis Drake” we were practising “Man Overboard” recovery using a dummy the size and weight of a man. By employing the crash-stop technique and holding the boat in the final hove-to position, we could keep her heeled to such an angle that her normal 5ft freeboard was reduced to a few inches. It was then possible to put a helicopter strap around the “man” and winch “him” aboard with the mizzen staysail halyard. We did this a lot of times. Eventually the skipper said “Just time for one more, then we’ll sail back to the centre for lunch.” All went well until we released the sails to allow the boat to come upright. The sails flapped but “Francis Drake” had parked herself on a sandbank and had no intention of coming upright for hours.

September 1998 “Windsong” Moody 36. TOG Irish Sea Sailex started from Conway. By Wednesday we were in Aberystwyth’s small marina. Martin was to take over a acting skipper for the next day’s 45NM passage to Porth Dinllaen. This would just leave the Menai Straits 22NM for Friday and an easy 12 Nm sail on Saturday back to Conway. All quite straightforward, provided we made good use of the tides on the Bardsey Sound and the Swellies. Martin calculated that we should leave Aberystwyth at 14:45 - which we did. We ran aground as we approached the marina exit. Using full power astern, we got back to the pontoon. I checked Martin’s calculations which were absolutely correct and showed a least depth of 1 metre below our keel at low water - and that was not until 16:00 hours. This meant that we would have to wait 5 hours until a rising tide gave us enough water to sail. Leaving late meant that we had 3 knots against us in Bardsey Sound instead of with us. This made it impossible to make to 20-minute tide slot in the Swellies so we had to go around the outside of Anglesey putting about 30 extra miles on the passage. The reason? The tide that day was at about 2 metres below prediction due to an easterly wind.

PAUL RATCLIFFE - MEMBERSHIP (01778 341475)



Membership Renewals and Applications

By the time this Togline hits your doormat, membership subscriptions by standing order should be safely in the TOG bank account. Payments made by cheque will be deposited within the next four weeks. If you haven’t renewed yet, you need to do this by 28th February to avoid paying the re-joining fee.

Friends (those just on the mailing list) wishing to join as members this year should do so immediately. This is particularly important if you have been receiving free mailings

for two years. After this time, your continued inclusion is reviewed prior to probable removal from the list. Compared with other clubs, the member subscription rates are minimal. They help towards enabling the group to make the seasons advance charter bookings and pay security deposits prior to receiving full payment. The last Club I compared, demanded that you owned a Yacht (or substantial part share thereof) as well as paying over £200 a year subscription. So come on!! Keep the treasurer sweet, otherwise he may come up with some other cunning scheme to keep us afloat (pun intended).

Personal Details Update

If we have any of your details wrong please return the contact and qualifications form as soon as possible. If you have a new email address this is particularly important as many last minute offers and updates are now being sent by this method prior to or, in some instances, instead of other means. Many anti-spam filters reject mail from unknown senders so please ensure that my address used for group mailings paul.ratcliffe@virgin.net and paulmr3@o2.co.uk for personal/individual mailings are allowed through by your filters.

Website Forms

Additional copies of all membership-related forms are available as downloads from the TOG website homepage.

-SOCIAL EVENTS



JOHN BYRNE

Welcome, John.

Still getting his feet under the table! Watch this space next edition! (Ed)

-NAVIGATION



CLIVE CRANKSHAW (01664 454403)

-ADMINISTRATION – COUNCIL MATTERS



NEW WRECK-MARKING BUOY.

If you've already come across the new blue and yellow wreck-marking buoy, you might have been forgiven for thinking you'd been at sea too long and were seeing things. In fact, what you were seeing was the new method Trinity House are introducing (as recommended by IALA) for the initial emergency' marking of new wrecks considered to be a danger to Navigation.

It is envisaged that this new style buoy will be on station for 24 to 48 hours **after** a dangerous wreck occurs until the appropriate cardinal and lateral buoys, in accordance with the IALA Buoyage system, have been established.

This change to the procedure for marking a new wreck is a result of collisions with new wrecks such as the wreck of the *Tricolor* which sank in the Dover Straits in 2002.

The new buoy has the following features:

1. A pillar or spar buoy, with size dependant on location.
2. Coloured in equal numbers and dimensions of blue and yellow vertical stripes (minimum of four and a maximum of eight stripes).
3. Fitted with an alternating blue and yellow flashing light with a nominal range of four nautical miles (the range may be altered depending on local conditions). The blue and yellow 1second flashes are alternated with an interval of 0.5 seconds.
 $B\ 1.0s + 0.5s + Y1.0s + 0.5s = 3.0s$
- 4 If multiple buoys are deployed the lights will be synchronised.
- 5 The buoy may use racon Morse, Code 'D' and/or an AIS transponder.
6. If fitted with a top mark it will be a standing/upright yellow cross.

With acknowledgement to RYA news.



NEIL MACFARLANE (01159 663028)

TOG Council Report.

Council met on 8 December at the King's Hotel, Grantham, with the Presiding Master, Keith Stedman, in the chair. The 2006 sailing season was judged a success with most trips requiring two yachts and four on the Solent in October. Thus a good number of members and prospective members had taken the opportunity to sail, but nevertheless it was agreed that an attractive programme was needed for 2007 to encourage yet more. Thus a range of prospective trips on the Solent, off north and south Wales, Brittany and the Channel Islands, and the Cornish coast were planned for announcement at the annual dinner and thereafter in *TOGLINE* and on the website.

Linda Jones outlined plans for the dinner and it was noted with regret that she had decided to stand down as Social Secretary. Linda has done a splendid job over the last few years and Council warmly thanked her. She will be replaced by John Byrne who is obviously multi-talented as he has agreed to become Bosun as well. Richard Oakes reported the healthy finances of the club with some £12000 in hand (– particularly important for making security deposits on yacht charters). Amendments to signatories to the bank account were agreed.

TOGLINE editor, Ian, sought copy for the next edition. Paul Ratcliffe reported that membership was currently over 130 and that subscriptions were coming in steadily. Mark Davies proposed that the club should be more proactive in organising training events as asking members what they wanted had not generated much response. Members reaffirmed the club's policy to encourage members to gain RYA qualifications and become active as TOG skippers by payment of their RYA exam fees. Also an audit of members' qualifications should be done to assist in identifying training needs and supporting courses though club funds.

After discussion of some other minor matters Council members adjourned to the bar.

-TREASURER



RICHARD OAKES (01636 640414)

BO'SUN'S STORES



JOHN BYRNE

Watch this space

TRAINING



COLIN BROCKETT/MARK DAVIS
(01205 722886) / (01949 860815)

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

I try to offer sailing experience over a range of weekends on the Wash/East Coast, to TOG members and friends on my yacht “Nosey”.

The east coast is a good sailing area to help one understand tides and the importance of arriving or leaving at the correct state of tide, as most harbours are drying. The Wash, with its sandbanks and channels make navigation a **very** interesting challenge! These weekend trips are particularly interesting and useful to students who have taken, or are taking, RYA shore based courses and wish to put their theory into practice. Get to grips with offshore sailing, together with instruction and testing for the International Certificate of Competence (ICC).

On any trip, the work is changed round and crew members are brought on in general seamanship navigation, boat and sail handling

One of the things I find it hard to understand with some of the TOG Members is that when talking to them, they say they are keen to sail but cannot get a week off, or even afford to go on one a week charter, but that weekends would suit them. I am not touting for business but, having had the proposed “Nosey” programme put in Tog Line the past few years, I am amazed at the virtual total lack of interest in the opportunities presented. All of Tog, or associated trips, are designed for the membership. If what we try to arrange is not what you want, then please - tell us what is. It is difficult for the council to suggest and arrange trips and charters, only to have to cancel them due to lack of support. Come on members, help us to help you.

WEBSITE

PLEASE VISIT OUR WEBSITE! There is a wealth of information on it!

You can see TOGLINE in full colour!

www.trent-offshore-group.co.uk:

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

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

FUTURE SAILING EVENTS

DAVID BRETTL (016233 882924)

01/07 Solent/English Channel 5th - 11th April.
Easter Sailex

A chance to put those theoreticals from the winter classes into practice or, to brush up your sailing skills before the main season starts.

Contact: - Mark Davis – 07711170451

mark.r.davis@btinternet.com

02/07 Milford Haven 18th May – 1st June.

Contact:- Richard Vincent 01572 76848

richard@orchard56.freemove.co.uk

03/07 CONWAY SAILEX 9th to 16th June.

Evening - Cemaes Bay.



One weeks cruising taking advantage of the long daylight sailing hours to explore the spectacular North Wales and Anglesey or Isle of Mann and North West coastline. The area offers un-crowded sailing with many interesting quiet anchorages/marinas/harbours. Catering mainly on board to minimise costs.

Sample Itinerary (ideal weather/wind conditions and crew permitting!)

Saturday: Pick up Yacht Conway Marina late. 1630HRS, Yacht familiarisation, Crew Briefing, Pilotage of Conway River. Explore ashore. Early Night.

Sunday: Early Rise. Sail Conway Bay to Amlwch or Cemaes bay a quiet anchorage North Anglesey. Walk Ashore. (35 nm)

Monday: Lie in/relaxed full English followed by Day Sail past South Stack light to Treardur Bay, Rhoscolyn or Holyhead if conditions not favourable (25nm)

Tuesday: Full Day Sail to anchorage Porth Dinllaen, mid way down the Lley Peninsula. (40nm)

Wednesday: Coast Hugging passage to Caernarfon, Victoria Marina.

Dinner ashore (40nm)

Thursday: Passage through the Menai Straits to Beaumaris, Bangor or Moelfre (25 nm)

Menai Straits



Friday: Sail in Conway Bay returning Conway before 14:00HRS. Afternoon at leisure ashore and initial preparations for handover. Last night dinner ashore. (20nm)

Total 185nm

Saturday: Disembark and hand over before 10:30HRS.

Alternative Itinerary: Long Passage to the Isle of Man on Sunday or Monday, returning Mainland Tuesday/Wednesday (Barrow or Glasson Dock) and then hopping back down the Northwest Coast (Fleetwood, Liverpool, Conway).

Contact: Paul Ratcliffe 01778 341475 .

paul.ratcliffe@virgin.net

04/07 CHANNEL ISLANDS 14th – 21st July.

Sailing out of St. Malo. Channel Islands and North Coast of Brittany make a pleasant change from our own south coast – just to be different! Probable travel overnight to St. Malo and kick it off with a cruise!

Contact: - Neil Macfarlane 01159 663028

neil.macfarlane@ntu.ac.uk

05/07 ???????? August

Suggestions from members welcome.

Contact: - Mark Davis – 07711170451

mark.r.davis@btinternet.com

06/07 FALMOUTH/CORNWALL 1st – 8th Sept.

Contact:- Richard Oakes 01636 640414

gofindit@talktalk.net

07/07 OCTOBER SAILEX 3rd – 7th October.

.For those of you who wonder what the special attraction is for this trip, the only way you will find out is to put your name down and **give it a go!** (and read Dan Edson's report in the Autumn Newsletter – Ed.)

Contact: - Mark Davis – 07711170451

mark.r.davis@btinternet.com

PLEASE NOTE that we do need to have early commitment, with deposits, for all our trips, just the same as any other holiday organiser.

See Booking Form and questionnaire on our website

A Seafaring Nation

Cast off for'ard, cast off aft,
Splice the mainbrace and avast behind,
The wind in your sails, salt spray in your face,
Fills the lungs and clears the mind.

For centuries Britons have gone to sea,
They have voyaged far and wide.
They have conquered every ocean,
Using just the wind and tide.

Drake, Raleigh, Nelson and Cook,
Are all well-known seafaring men,
For their exploits and courage on the seas,
History has remembered them.

But to some who cast off from these shores,
Beware the malady that's endemic,
Much feared by all who sail the seas,
Known as **Herbert, Hubert** and **Eric**.

Heeee-erbert is when you get started,
Hooo-bert means you are in full cry,
And when you get down to Errrrrrric,
Then - you've pumped the bilges dry.

With grateful thanks to Gordon Hutchinson.

An attractive blonde from Dublin arrived at the casino and bet twenty-thousand dollars on a single roll of the dice.

She said, "I hope you don't mind, but I feel much luckier when I'm completely nude". With that, she stripped from the neck down, rolled the dice and yelled, Come on, baby, Mama needs new clothes!"

As the dice came to a stop, she jumped up and down and squealed..."YES....YES ...I WON, I WON!"

She hugged each of the dealers and then picked up her winnings and her clothes and quickly departed. The dealers stared at each other dumbfounded.

Finally, one of them asked, "What did she roll?" The other answered.

"I don't know - I thought you were watching."

MORAL OF THE STORY.....

Not all Irish are stupid and not all blondes are dumb, but all men, are men.

With thanks to Bob Wright.....

Montana cowboy was overseeing his herd in a remote mountainous pasture when suddenly a brand-new BMW advanced out of a dust cloud towards him.

The driver, a young man in a Brioni suit, Gucci shoes, Ray Ban sunglasses and YSL tie, leans out the window and asks the cowboy, "If I tell you exactly how many cows and calves you have in your herd, will you give me a calf?"

The cowboy looks at the man, obviously a yuppie, then looks at his peacefully grazing herd and calmly answers,

"Sure, Why not?"

The yuppie parks his car, whips out his Dell notebook

computer, connects it to his Cingular RAZR V3 cell phone, and surfs to a NASA page on the Internet, where he calls up a GPS satellite navigation system to get an exact fix on his location which he then feeds to another NASA satellite that scans the area in an ultra-high-resolution photo. The young man then opens the digital photo in Adobe Photoshop and exports it to an image processing facility in Hamburg , Germany .

Within seconds, he receives an email on his Palm Pilot that the image has been processed and the data stored.

He then accesses a MS-SQL database through an ODBC connected Excel spreadsheet with email on his Blackberry and, after a few minutes, receives a response. Finally, he prints out a full-colour, 150-page report on his hi-tech, miniaturized HP LaserJet printer, turns to the cowboy and says,

"**You have exactly** 1,586 cows and calves."

"**That's right**. Well, I guess you can take one of my calves," says the cowboy. He watches the young man select one of the animals and looks on amused as the young man stuffs it into the trunk of his car.

Then the cowboy says to the young man, "Hey, if I can tell you exactly what your business is, will you give me back my calf?"

The young man thinks about it for a second and then says, "Okay, why not?"

You're a Congressman for the U.S. Government", says the cowboy. "Wow! That's correct," says the yuppie, "but how did you guess that?"

"**No guessing** required." answered the cowboy.

"**You showed** up here even though nobody called you; you want to get paid for an answer I already knew, to a question I never asked. You tried to show me how much smarter than me you are; and you don't know a thing about cows...this is a herd of sheep.

Now ,give me back my dog!

.....and again

We are all familiar with the problems of mis-punctuation (Joseph, Mary and the Babe, lying in a manger), but how about this typo error, taken verbatim from an advertisement in a safety publication :

*The Company's **Bridgewatch** system provides an in-cab audio-visual warning to a driver when he or she is approaching a bridge that is too low for him to pass under. The technology works by GPS and a database of low bridges, together with the height of the vehicle. The driver is given audible warning to stop before a collision occurs and insufficient time to find an alternative route*

Not even Spellcheck would query "insufficient", but we suspect that the Company concerned will have something to say about it !

With thanks to Geoff Halliday-Pegg.

TAILPIECE



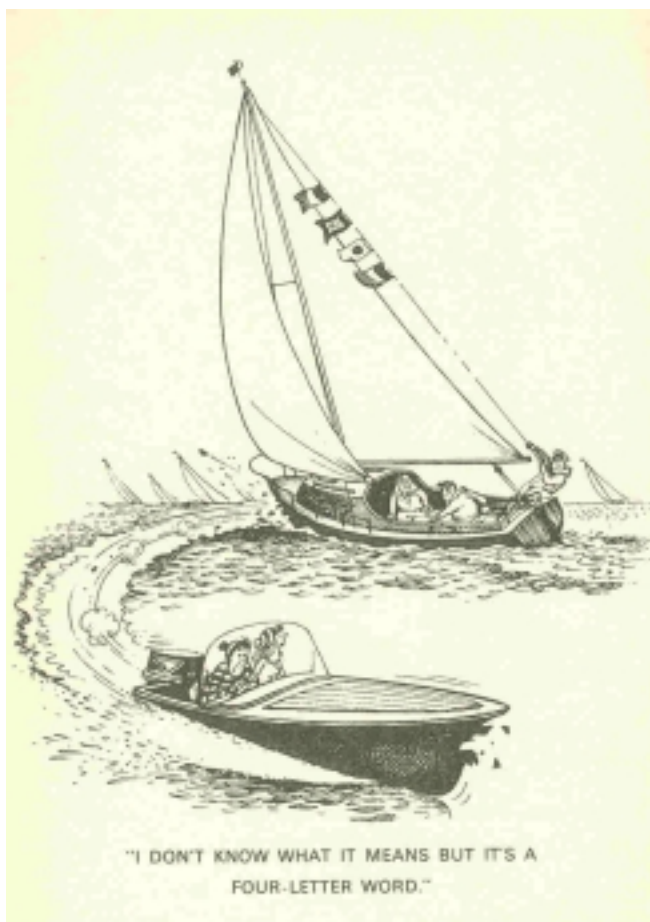
With thanks to Thelwell

What Price Red Diesel now?



B.

With thanks to Nick Newman and P.B.O.



.....and again



The replacement "Petatsus", Royal Corps of Signals.....?

Minoan boat, Chania, Western Crete