



**TOGLINE**

## SUMMER NEWSLETTER 2005

**Sail-ing . n. The fine art of getting wet and becoming ill while going slowly nowhere at great expense.**

**Greetings once again to all our readers and welcome to this summer issue.**

**Talking of Summer**, do you reckon it's starting to pick up at last? Let's hope that the weather gurus know what they are talking about for August to October! Was there something about a repeat of 1976 (those of us who can remember that far back)? Was it Charles II who said, "the English Summer consists of three fine days and a thunderstorm"? Five of us had a week's sailing from Dartmouth at the end of May. Peter and his crew were there at the same time, although not the same place. We had everything thrown at us. F6-7 winds, 3-4 metre waves and cold winds to cap it all. Weather like that at the end of May? Give me a break! That being said, I hope *someone* will come back and say – "so what"? With the amount of sailing that members of TOG have undertaken over the years, many of you must have reminiscences of the time the wind blew, the mainsail tore, the jib split, the motor stopped, the mast bent like a bow, becalmed in the troughs..... this **is** England we're talking about! C'mon, share the experiences with us, please! By the way, many thanks indeed to the contributors for this edition. We do hope you enjoy them.

**At the Council Meeting** in June, I was delighted to discover that TOGLINE is now available on our website as a PDF file. Many thanks Mark, for arranging that. We may widen the circle of our acquaintances even more. To any new members we say, "welcome". A big "thank you" is due to Richard Vincent for his TOGFLASH, to keep us more immediately informed of breaking news – which is difficult to do in TOGLINE.

**I see** the BBC did us proud again; 30 minutes of Trafalgar 2005 – and that's it. Why do the interviews all seem so snide, apologetic and critical? Can't they just enjoy the spectacle and bask in the historical significance of the event? We could all be speaking French now, if the fleet hadn't done so well! There was our Queen on the day, ignoring the shelter provided on *Endurance* and waving just like a teenager as she reviewed the Fleets; we are so fortunate to have such a monarch. The Solent **can** be inclement at times as many of us know! Did anybody see the re-enactment of Trafalgar or the fireworks, as a bonus? It would be interesting to have a spectator's view of the day.....?

**I want** to fix deadline dates for submissions to TOGLINE and hope they will provide a target for anyone wishing to contribute. I am aiming for **31<sup>st</sup> October** for Autumn Edition, **31<sup>st</sup> January** for the Winter, **30<sup>th</sup> April** for Spring and **31<sup>st</sup> July** for Summer. Any reports, letters, jokes, cartoons, beratings, complaints, asides, etc., etc., etc., we will do our best to publish. Tell me if I am doing it right! Remember, this is YOUR forum. Dare I ask for a photograph with your submissions? Should we meet at a social, it is easier to put a face to a name and – I think - much more friendly.

**May your halyards never tangle and your gybes be merely jests!**

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**PUSHPIT PRATTLE** – by Keith Stedman. –  
Presiding Master



**A LIFETIME'S ACHIEVEMENT RECOGNISED**

At the Trent Offshore Group Council Meeting on the 15<sup>th</sup> April 2005, we decided that in recognition of our Past Presiding Master's contribution to sailing over the years, Norman's name be put forward for consideration for a Royal Yachting Association (RYA) Lifetime Achievements Award. I submitted Norman's name to the RYA Awards Committee for consideration, together with a resume of his significant contribution to offshore sailing.

It is with much pleasure that I can now report to the TOG membership that the RYA Honours and Awards Panel at their meeting on the 15<sup>th</sup> June, conferred a **RYA Community Award (Lifetime Commitment)** on Sqdn. Ldr. **Norman Allen**. Norman will be invited to a special luncheon and presentation ceremony in London on the 13<sup>th</sup> October.

Congratulations Norman, well deserved.

**TAFFRAIL TATTLE** – by Norman Allen  
The Story of TOG



There was I indulging in a couple of beers and quiet banter in the elegant surroundings of the Royal Torbay YC with Ian Calderwood during the May SWAILEX when he suddenly changed the conversation and became all editorial. "How about writing a few lines about the earlier times of TOG" he ventured. As it was his round I couldn't refuse, could I! So I am therefore committed to writing a light-hearted tale about the Flotilla and TOG in its earlier years. Anyone with fond memories of those days is earnestly asked to contact me by 'phone on 0044-243263057 or by mail to La Grange, 5 Rue du Vieux Moulin, 53470 La Bazouge des Alleux, France. I hope that the first of these articles covering our first five years or so will appear in the next issue.

**Tall Ships**

Arthur's tales of Tall Ships in the Spring TOGLINE rang a bell and sent me flipping through the pages of old expedition reports. In May '77 two of my

crew were so badly delayed by BR, that "DAMBUSTER", our yacht for the week, was left idling alongside its Hornet pontoon all afternoon and early evening. By mid-afternoon, the Mate and I had become thoroughly bored but, across the harbour alongside the Old Railway Jetty of Portsmouth Dockyard, we could see two very large square-rigged ships. I asked at the JSSC office for information and was told that they were the USSR Naval Training Ship "KRUSENSTERN" and the Polish Naval Training Ship "GDANSK" making courtesy calls. The Mate suggested that we try our luck and see if we could get aboard them. Off we ambled to the Dockyard's Unicorn Gate via the harbour ferry and, having produced our RAF ID cards, were allowed in. Fortunately, as it turned out, the "GDANSK" was the dockside vessel. We approached the cadet sentry at the gangplank, produced our ID cards again and I slowly said "Officer-please". In very passable English, the cadet said he would 'call up the petty officer'. The PO in turn informed the Officer of the Watch, who proved to be a friendly young sub-lieutenant whose English was very good. He invited us aboard, introduced us to the Officer the Day (and another English speaker) and with his permission showed us around the upper deck.

The Officer of the Day then took us below to look at the main deck and we ended up in the Wardroom mess for a drink. Emboldened, I asked "Any chance of seeing over the "KRUSENSTERN?" "Oh, no" the lieutenant replied, "- SHE is Russian". Maybe the chinks were already showing in the Iron Curtain!

**Phil Riley**

I am told that Phil has retired from his post as Public Relations Officer and from Council. I am sure that I speak for all of you when I wish him well and 'good sailing' in the future. Phil is a long time member, having been introduced into TOG through Mike Hall's R Y A classes at Southwell. In addition to PR, Phil has been our official contact with Nottinghamshire County Sailing Club, with which we are affiliated. In this role he has been invaluable, not least in the amount of time spent visiting the club to provide their members with an opportunity to sail with us at TOG rates. Unfortunately, as with most of our social events, the membership has not given him fair backing. We are privileged guests at the. Annual Open Day, but NCSC require a list of our attendees 48 hours before; the worst fiasco was when 18 of our members turned up but only six had told Phil they were coming! During our time together on Council, Phil and I have had our 'ups and downs' - as one would expect when dealing with publicity - but, like me, he has never let a row develop into a feud. Good luck, Phil and I hope we sail together again soon.

**THE MARITIME AUTOMATIC IDENTIFICATION SYSTEM (AIS)** By Norman Allen

I had envisaged a break of at least six months before my promised update but so much has happened

that the timescale has been foreshortened.

(I apologise for all the references and associated names but this has to be done to conform to copyright. It is to our advantage to be able to quote and not vaguely surmise.)

The most important change concerns AIS capability in small craft (that's us). The original recommendation of the International Telecommunications Union (ITU) was to produce two AIS classes A and B. Class A would provide all the facilities specified by the International Maritime Organisation (IMO) for mandatory carriage on vessels over 300 gross tonnage and all passenger vessels subject to the Saving of Life at Sea (SOLAS) Convention. Class B would be reserved for small craft using a cost reduced version of Class A and would be non-mandatory.

Now follows chaos and confusion! The Class A system adopted is of Swedish design and subject to patent rights, which have not been resolved. This has resulted in the scrapping of the original Class B specification: "the patent fee burden effectively eliminated any possible cost savings for a Class B device" (Kim Fisher, Secretary ITU Committee 80, in the Royal Institute of Navigation (RIN) Small Craft Group (SCG) Newsletter Spring 2005). However, the ITU has agreed a proposal to specify a Class B system with a transmitter power of one watt (giving a range of around 3M) with a built in GPS, which will not be subject to patent rights. This proposal would provide small craft users with a limited but practical AIS. To overcome a crowded Solent situation with hundreds of yachts 'on air' there will be an inbuilt facility for 'competent authorities' to switch off Class B devices in a particular area.

There has been some tidying up of Class A. Alan Murray, Director of Nasa Marine Ltd, which produces the Class A AIS sets in the UK, has reported on this in another article in the RIN SCG 2005 Spring Newsletter. Firstly, all sets produced by Nasa Marine have been standardised to simulate a conventional radar display where a vessel's position is automatically plotted on the screen relative to the user (some of the alternatives were quite baffling it would seem). Secondly, a "target" vessel's name now appears instantly along with its identification number and the long delays, which marred the system, have been eliminated. (This makes calling up on Ch 13 an easy option for non-threatening situations).

NUMAST (the Merchant Navy Officers' Union) has had its suspicions confirmed as far as I can see. My previous article outlined the concerns of the maritime professionals, with a quote from NUMAST's General Secretary, "the system that is now being fixed is not one of choice: for the regulator monitoring from the shore - YES, - for the mariner, NO". A paper published in the 'Journal of Navigation' and delivered at the RIN's Nov '04 Conference entitled 'AIS and Long Range Identification and Tracking', reviewed the partial

implementation over the 12 months from November 2003. (AIS became fully mandatory for Class A users from December 2004). The contributor was William F Cairns of the Maritime Domain Awareness Staff, US Coast Guard. In his paper he states that the current system "was designed as a safety tool for collision avoidance..... it is now being investigated as a tool for maritime security". A fair extension you may say but countered by the NUMAST assertion that AIS information transmitted by ships in areas at risk from piracy or terrorism increase their vulnerability.

However, enough of this 'big ship' stuff. The yachtsman (either sail or power) is likely to find possible AIS capability very much reduced and subject to severe and arbitrary curtailment. I believe that the ability to call up a ship by name from information on your AIS screen is a long way off. Of course there is money in it for inventors and manufacturers, but all we have are proposals: in addition whilst the current specification curtails power to one watt and a concomitant maximum of 3M a satisfactory small craft Class B safety aid is still, unfortunately, some years off.

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## REPORTS

### Sailing to Wells by Sarah Cardew.

We still have a boat despite the best efforts of myself and the owner of a very big and powerful trawler - with a spiky stern and made of **very** hard looking metal! It was trawling over Burnham Flats in the Wash at the same time as us en route from Wisbech to Wells-next-the-Sea. It is very big, the Wash, and on that afternoon at the beginning of April, it was really very empty. The sun shone but it had blown up a bit and with a SE wind of force 5 going against an ebbing neap tide, things were choppy over the Flats. The skipper had gone below to take a fix leaving the trainee on deck to keep watch. She was listening to Radio 4 broadcasting details of Pope John Paul's condition and pontificate. She did glance around - but we do have a blind spot, don't we? Next she knows, there are shouts from behind. She looks around and there is this trawler no more than 20 metres from us on our starboard side. Expletives followed, skipper emerged and trainee has the presence of mind to knock the engine into 'fast' and escape. 'A miss is as good as a mile' reflected the Skipper. The moral is to keep a good 360-degree look out at all times!

This was a start of season shake-down sail for our 26 foot wooden Van der Stadt 'Victorianna', and a training sail for myself. Sailing out of Wisbech is a commitment, as you have to book the swing bridge at Sutton Bridge, 24 hours in advance. It can open at HW +/- 3hrs. We booked it for 11 am on Saturday morning and again for 3 am on Monday. Wells or Kings Lynn? We radioed the Harbour Master at Lynn and he implied that really there might be better places to go for a

recreational weekend. So we made for Wells. Sunset was at 20.32 and by then we had anchored off the Wells' fairway buoy in Holkham Bay to wait for some water. We made contact with the Harbour master so he knew we were waiting. Eventually, at about 11.30 pm we made our way to the Fairway buoy where the Harbour Master motored out to take us up to the pontoons in town. We could have done it ourselves but it was good to have some help. We still grounded a couple of times! After mooring up we tied the mast to the pontoon. The mooring dries out and a fin keeled boat like ours needs the extra support. Facilities here are limited to non-existent at the moment, but work is under way to provide loos and showers for sailors.

**Sunday** morning was beautiful and day-trippers were walking down to the beach by 8.30. Breakfast in a café on the front, coffee for visitors and then by 1 pm, the sand banks were well covered and we were off. 'Sail towards the fairway buoy but don't hit it' says the Skipper. So I did. And luckily I didn't, you know, hit it. Not by much but, 'A miss etc'. Warm sun, gentle breeze and slight seas saw us back over Burnham flats on engine. A lovely big seal put it's head out of the water for us and then dived out of sight. Up came the breeze, so up went the sails with a reef in the main for a romantic evening sail to the visitors' buoys in Wisbech channel. By this time it was dark again. I shone the torch on the three buoys just south of the cardinal marking a wreck and they lit up, reflecting the light from the torch perfectly. Low tide was 20:30, so we ate supper and slept until 23:30. We radioed the swing bridge and they were happy to open a bit earlier at 1 am. All was calm, still and starry and we had to follow the lights on the buoys. It was like a board game - but real life and serious. We were on a rising tide, so had we touched, we would only need to wait. Then we were in the mouth of the river, past Sir Peter Scott's old house, up to Sutton Bridge Wharf and through the Swing Bridge, after a friendly conversation with the operator. We found our mooring at 01:50 and put the boat to bed.

**This was a big expedition for me.** 92 nautical miles - equivalent to about four channel crossings. The experience has given me real confidence that I can, at the very least, become a useful crew. I have learnt some lessons and discovered what I can do. I'm not bad at manoeuvring, but I can't tie a bowline. By the end of the trip I was making a real contribution and discovering that night sailing is fantastic if it's calm. The dark is not all that dark! The season has started early, let's hope it's a good one.

#### **East Coast Sailex April 29- 6 May 2005**

**by Jennie Garrett**

Crew "Just Fleur" - ( Kelp 31)

Richard Vincent ( Skipper) 29 April - 6 May

Jennie Garrett 29 April - 6 May

Emma Cawte 29 April -2 May

Dan Edson 29 April -2 May

Ray Hurley 29 April=2 May

Steve Morrison 29 April=2 May

Nick Ostler 2 May= 6 May

**We all** arrived at Woolverstone marina around 12 noon. The skipper went through the formalities of taking over the yacht from Blue Baker followed by lunch in the marina restaurant. After storing our gear and provisions on "Just Fleur", followed by a comprehensive safety briefing, we set off for Harwich letting everyone have a feel of going out to sea and handling the boat. At least three of the crew had only done dinghy sailing with no sea time. We motored down to Harwich and at Landguard Cardinal, set the sails and pleasure-sailed around, giving everyone a chance to helm and try out manoeuvres etc. Wind force 2-3.

**We motored** back to Woolverstone and had our first meal on board. We planned to go to Burnham-on-Crouch the next day, so a passage plan was formed. Tides and weather forecasts were checked; the decision was made to depart at 07:30 to take advantage of the ebb tide to Harwich, followed by the flood to carry us south to Burnham.

**We left** the marina at 07:45, motoring down to Landguard Cardinal. Unfortunately, the wind direction arrow was, as usual, pointing in the direction we were going! So we motor sailed until past Wallet number 4, where we changed course and sailed for a while with the wind SSE, F3. We restarted the engine to motor across Swin Spitway, and with the arrow once again pointing our way, we motor sailed to Burnham on Crouch, arriving at 15 40. The Crouch was very busy with a lot of dinghy racing and with larger yachts all making for the marina. We were allocated a berth and moored up.

**After** using the harbour facilities and relaxing in the sun on deck, we took a walk into town, had an excellent pub meal and retired to bed.

**Sunday morning**, Ray had a message that his mother was unwell so he took the decision to return home by train. We were sorry to see him go, but he left us a bottle of excellent French white wine and a large, plastic bottle of an interesting Tesco red wine!! The decision was made to make a passage to Pyefleet Creek in the Blackwater opposite Brightlingsea and anchor overnight. We left Burnham marine at 10:30 under engine, doing some crew manoeuvres and boat handling. We motor-sailed down river and with a favourable wind of F3, switched off engine and hoisted the sails. We were watched by a large colony of seals basking on a sand bank, who were obviously used to the spectacle of a large number of boats coming by on a Sunday morning outing to ogle them!! We tested the depth gauge near a sand bank, found it to be erring on the negative, sailed through the Spitway and hove-to for our sandwiches. We then motor-sailed past Eagle and into the Blackwater, under the excellent navigation of Dan, to anchor in Pyefleet creek at 18:55.

**Monday 08:45.** Up-anchor, underway on engine

and with some excellent navigation from Emma, made our way back to Eagle and stopped engine. With a favourable wind from Southeast, F2, we goose-winged up to Landguard, using the spinnaker pole to hold the Genoa out, much to the crews' enjoyment. A great sail! Still under sail into the Orwell, just using the engine for refuelling and berthing. Emma, Ray and Steve made their reluctant departures after which Nick joined us. After a meal in the clubhouse, we planned our passage to Ramsgate for Tuesday.

**Tuesday 09:30:** Left Woolverstone, wind SSE, F3 motor-sailing most of the day until we reached Fisherman's Gap; here the wind changed enabling us to sail through the Gap in SW, F3 wind. A long, cold, motor-sail to Ramsgate, arriving off the harbour at 19.00 hrs, only to have to stooge around for an hour to let a ferry out and a dredger in! Permission given to enter at 20.00 hrs where we took the first available berth, as a dredger was taking up most of inner harbour making berthing NOT simple.

**Wednesday:** Stayed in Ramsgate, as very windy and a lot of precipitation later. We had an excellent lunch in the Royal Temple Yacht club - never seen so many accompaniments to a ploughman's.... Tuna sandwiches good too!

**Thursday:** Left Ramsgate on engine at 09.24 hrs with wind W, F3. motor-sailing all the way as a problem arose with the main halyard. We were a bit disconcerted that the North Edinburgh Channel was not buoyed as indicated on the chart! Passed Sunk Tower in the window of time we had planned, over the Spitway into the Blackwater and onto Pyefleet Creek where we picked up a buoy at 17.15hrs. Wind W, F4. Some ingenious rope throwing by Nick, followed by a welcome hot meal, solved the problem with the halyard.

**Friday 09:24:** Left mooring buoy at Pyefleet, wind W4/5; set the sails with 3 reefs in the main, no headsail. Passed Brightlingsea 09.45 set headsail and stopped engine. Sailed to off Walton with 3-reef mainsail and two-thirds headsail. Engine started at Landguard and motored back to Woolverstone, arriving at 14.00 hrs. A very informative and enjoyable week, great crews, good weather etc.

Many thanks to the skipper!

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## **EARLY SUMMER CRUISE 23<sup>rd</sup> May – 3<sup>rd</sup> June 2005 by Peter Fletton**

**This event** was thrown into even more confusion than usual by the breakdown of the chartered yacht, and a scramble to find a replacement. The plans, altered on the Saturday afternoon before a Monday start, gave us an Oceanis 381 from Brixham, and by Sunday afternoon, a new Bavaria 36 for the second half from Poole. Many thanks to Moonfleet Sailing for re-arranging their schedules, and for sorting finances with our last minute saviours – Plain Sailing of Brixham.

Thanks also to TOG treasurer, Richard, for rapid issuing of extra funds that kept us, literally, afloat.

**Strong winds, rough seas, fog and sickness plagued the first week.** We can report that the facilities at Brixham marina are first rate, and that Tor Bay is a usefully protected area when more open spaces are best avoided.

**After** a longer and slower drive than expected we could only fit in a short trip around the bay that evening – time enough to find that the foresail roller reefing was jammed, the plotter and autohelm inoperative. The first was fixed by helpful staff next morning, but the proposed start for Alderney was postponed with gales blowing and seas rough – even motoring round the bay was a trial, showing just how difficult m.o.b. recovery can be.

**Wednesday** and the winds were now f4/5 and the seas had moderated. An early start for Alderney, even though the visibility was not too good – forecast better. We were soon doing over 7 knots with two reefs and going like a train, even if a bit lumpy. This caught out even some of our more hardened sailors, so after 3 hours, and with visibility closing towards 'fog', we turned tail for home. Back in Tor Bay, the wind dropped, visibility improved, and the sun tried to shine hazily through the murk. Best to get ashore, have a hot shower, and quietly recover – Nick thought better of even a quiet sail across to Torquay that evening.

**Thursday's** visibility was poor next day, so we sailed no further than Dartmouth, where we lunched at the town quay, before drifting upriver to a quiet Dittisham, with lots of empty buoys to pick up – bow and stern – and space for m.o.b. practice – to entertain the few spectators. Rowing ashore through that current was more than exercise!

**Friday** took us round the corner to Salcombe, but mist and fog kept us there, eerily sweeping over the entrance and rolling up the harbour, blotting out nearby holiday makers on the beaches, and dropping the temperature from shorts to sweaters in seconds. The forecast was for stronger winds and the Harbour launch came round to advise doubling the mooring warps – with reason, luckily just after the last 'taxi' drop of the evening, and we spent an uncomfortable night, and all of the next day.

**Andrew** had to leave us next morning from Salcombe – certain that he would be back in Oakham before we reached Brixham – correct! We were one of the first to venture out once the tide turned that evening just before dark, and it was a bumpy ride even with wind and tide together until we rounded Start Point, when the wind began to die. Our arrival off Brixham was heralded by a magnificent display of fireworks, and we slipped into our berth in the early hours. Not a lot of miles covered, but a range of weather and useful lessons in adjusting plans to suit conditions as they vary and develop.

**Pack,** clean and tidy, and dash off for Poole and the second crew.

'Ultra' was 7 weeks old (did not leak, like the new Moody in 1997), clean and comfortable, and had a school course aboard until 1700, so that we did not get away until the 2130 bridge opening, and we had our first experiences of this new boat in darkness across Poole Harbour and to an anchorage in Swanage Bay. The weather was fine, with a reasonable forecast, so we headed across to Braye on Alderney, pirouetting occasionally to avoid shipping. The crew, being young, fit and eager went ashore and across the island to look at the Alderney Race, and France, before returning to a second pre-prepared meal that the girls had brought with them – excellent!

**Tuesday** morning, just a little late, we set off through the Alderney Race, and so down the Big Russell past Sark to Jersey and St Helier marina just before the gate closed, as calculated! Not at all crowded, so the crew were able to practice tight turns between the pontoons and springing on/off. Facilities good, and an excellent meal ashore – even if the walk tried the old man somewhat!

**The tides**, and forecast were suitable for a late afternoon departure to pass outside Guernsey, and so to Weymouth, a leg of 109 miles. For this the crew divided into three watches – 2 hours on, 4 hours off, which worked well for a first experience for all, save Reggie. Conditions were rather rough as we rounded Hanois light, and visibility, which had been poor at times, now cleared to brilliant starlight. This did not last, and the murk returned with the changing tide. Arrived in Weymouth in the early afternoon to the usual excuses against rafting alongside – even for two hours! So we were pleased to leave, practicing sail manoeuvres and m.o.b. as we sailed across Weymouth Bay. A brief motored tour of Lulworth Cove, and on through two sets of 'overfalls' to anchor at Studland. Next morning the sun shone and a gentle breeze enabled sail handling to be perfected, before the clouds and mist rolled in, and the 1230 Poole bridge opening neared. Even so we were waiting for 30 minutes and needed care to get back into Cobbs Quay with the falling tide – in fact sticking in the mud outside the fuel berth.

**The weather** had been kind all week, but now changed, and as we cleaned the boat and sought a berth, the heavens opened – and continued through most of a very slow drive home. The boat had suited us well, was comfortable and predictable to handle. The Garmin plotter was excellent and we soon had a good system combining paper and electronic navigation. By contrast, this second part of the 'cruise' had been action packed, with 270 miles in the five days. The crew had worked well together, and the skipper had had a holiday!

## MAY 2005 SWAILEX 20<sup>th</sup> –27<sup>th</sup> May by Norman Allen

Yacht "MARGARITA" Dufour 36 (2004).

Norman Allen    Skipper.  
Bob Wright     Mate.  
Ian Calderwood Pilot.  
Adrian Bellamy  
Paul Burghart

**Saturday 21 May:-** Joined vessel at Dartmouth. Had already decided to stay in port (except for a shakedown local sail) because tide was foul for a S passage. Wasn't only the tide that was foul! Wind was SWxS, F7/8, waves 3-4m and possibility of fog inshore. Dined in R Dart YC.

**Sunday 22 May** Weather still unhealthy. Set forth for Salcombe at 07:30 - winds had abated SW F6/7, wave and fog forecast the same. Jib and motor to Start Point but motor around corner. Had doubts about crossing Salcombe Bar in this sea. Consulted H. M. at Salcombe who was most amiable but felt he was unable to give advice in these conditions! Enough said - on to Plymouth by 11:10. Beam reach from Bolt Head at times exceeding 9 knots og. No room in Queen Anne's Battery Marina - (a rally was stormbound) - so up the Cattewater to Plymouth Yacht Haven at Turnchapel. Alongside 1340. Almost won £105 in pub quiz that evening - team came second.

**Monday 23 May.** Positively Spring like. Forecast SWxS F5/7 and swell abating to 3m but fog patches more evident. Slipped for Fowey at 0840, visibility in harbour poor/moderate; this continued until Penlee Point when visibility good. Bit of aquatic chaos for five minutes as we took the overfalls at the Point a bit close. Hoisted main and jib and sailed well. Arrived Fowey 1415. Purser did deal with harbour ferry so moved upstream in complete shelter at 1630. Quick visit to R Fowey YC and a gourmet's delight in a local fish restaurant. Not many people about!

**Tuesday 24 May.** Because conditions weren't improving, and the fog danger (it was in fact very low cloud) still being with us, decided to forget Falmouth and head back to Plymouth at 0700. Broad reach all the way back to well inside Plymouth Breakwater. Made light of the F6/7 and continuing 3m waves. Steady 8 knots (sometimes well over 9) og was achieved. Arrived Plymouth Sound by 0940. Queen Anne's Battery Marina was still full of stormbound rally so back to the Cattewater. (What were these lurkers doing?) No sooner alongside than a tall ship semi-emergency meant we had to move. Eventually settled at 1140. Visit to Old Plymouth after lunch. Splendid Italian meal in new restaurant not far from Barbican.

**Wednesday 25 May.** Cast off 0910 for Newton Ferrers. Once clear of the breakwater a pleasant enough sail but not easy to determine where we were going as visibility moderate to poor. Sea state now 2/3m but F5 was forecast to increase to F6. Decided not

to enter the Yealm in case fog worsened. Made for Salcombe. Mainly beam reach until entering Salcombe Harbour. Visibility still retarded but lead marks eventually found. Sea state smooth in harbour. Allocated pontoon berth in The Bag. Visited Salcombe YC (where TOG burgee is displayed) and dined well at a restaurant recommended by Paul's brother.

**Thursday 26 May.** Super breakfast ashore with yacht on H.M.'s pontoon. Left 0905 for Brixham. Sailed well, achieving 7 knots og but wind began to die away. Motored on to Brixham and moored on Town Quay (free) at 1405. Skipper had warned crew that they would not be overly impressed by Brixham - they weren't! Aficionados of Brixham should note that the mock Golden Hind is now all wood: the MDF superstructure has been replaced! Cast off 1510 for Torquay, motoring across bay arriving at 1545. Uneventful afternoon culminated in visit to R Torbay YC and Bob buying a chair that he lugged around. Excellent dinner at another Indian Restaurant - (recommended by a traffic PC). Somewhat dumbfounded, however, upon walking back to harbour to find a fire engine, two police cars and a RSPCA inspector rescuing a pigeon from the roof of a department store.

**Friday 27 May.** No wind but thick fog. Cast off at 0815 and headed to harbour entrance which was barely visible. Fortunately it began to lift within the hour and visibility rose from poor to good. Alongside MARGARITA's berth at 1035 having re-fuelled at the Haven Fuel barge.

**General Comment.** One thing about lousy weather is that everywhere is deserted and all the officials and entrepreneurs make a fuss of you.

**Total mileage 184.4M in 6 days Saturday to Friday**

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## Voyage of "Fait Accompli"

28 ft. Trapper 500 by Arthur Wood.

**Peter Titmus**, a long-time member, needed to move his boat from Whitehaven in Cumbria to his new hometown of Dunoon in Scotland. Brenda and I were delighted to be asked to assist with the delivery.

**We drove** to Whitehaven - not a good idea on Bank Holiday Friday! The alternative was B.R. at £110 each - one way! The F9 on Saturday didn't concern us, as there was much work still to do on the boat. Sunday and Monday brought blue skies, but we were delayed whilst waiting for the VHF to be repaired. This enabled us to enjoy Whitehaven's facilities. It is an old and very historic port and the authorities have taken good advantage of this.

**Tuesday**, we set sail across the Solway Firth with light winds, sunshine, views of Lakeland Fells, the Isle of Man and the Galloway hills, to Kirkcudbright, a very pretty and traditional Scottish town. It is about five miles up a tidal estuary, accessible only at HW.

**The tides** on Wednesday demanded a 07:00 start. The forecast of S/SW, F5/6 for 2 days was unwelcome, but we decided to go. Once out of the estuary we soon found the Irish Sea living up to its reputation. Heavy rain soon put us out of sight of land. At about 10:30 we saw the cliffs of Burrow Head to port; then about 13:30 we found the southerly tip of Mull of Galloway. We turned north to run for Portpatrick. None of us had visited this tricky little harbour before. The pilot book told us to aim for a transit of 2 Green triangles on a heading of 50 degrees. Green slate roofs and garage ends there were in abundance - but no transit. Brenda suddenly pointed to two prominent ORANGE triangles in just the right place. We thankfully moored against a 20-foot wall after 50 miles and 8 hours.

**The Thursday** forecast was f 5/6 with 42 miles to go. We sailed under foresail only. The sea was still lively, but no rain and moderate visibility. We passed dramatic Ailsa Craig with its thousands of seabirds and anchored in Lochranza about 17:00. 42 miles in 7 hours.

**Better weather** and lighter winds on Friday enabled us to moor finally in Holy Loch marina by 16:30.

4 good days with a total distance of 177m.

## REPORTS FROM COUNCIL MEMBERS

### PRESIDING MASTER : KEITH STEDMAN



### A LINE ON LIFEJACKETS

**For those** of you who missed, for one reason or another, the social at Southwell Football Club on Saturday the 7<sup>th</sup> May, 2005 - you missed a first class presentation by Mike Spink of the Royal National Lifeboat Institute (RNLI). Mike came all the way from Brancaster in Norfolk to talk about boat safety, with specific reference to the storage, use and safety of lifejackets. Mike certainly knew his stuff and was easily able to keep the twenty or so members present interested for the 45 to 60 minute presentation.

**A practical** demonstration of life-raft deployment and inflation - on dry land of course - gave those present a better understanding of the procedures for an emergency and recommendations for inclusion in the essential "grab-bag".

**With regard** to lifejackets, Mike emphasised that servicing is essential. Whatever type you use, it will

need some basic maintenance to keep it in good working order.

The RNLI suggest the following:-

- Check the CO2 cylinder for corrosion (where possible) and tightness, as they do become loose.
- Inflate the lifejacket every six months and leave inflated for 24 hours to ensure that pressure holds. A hand pump is recommended for inflation **NOT** oral, as moisture can build up inside the jacket.
- Check straps, velcro enclosures and folds for wear and tear.
- Check reflective tape firmly attached.
- Check webbing, stitching, buckles, zips and D rings to ensure securely fastened.
- If the lifejacket has a light, does the battery still operate or does it require changing?
- When not in use, store lifejackets in a dry, well-aired area.
- Out of season lifejackets should be opened up, partially inflated (to remove folds) and stored on a (non metal) coat hanger.

For **free** sea safety advice and information either:-

- call the RNLI on 0800 328 0600
- email: [seasafety@rnli.org.uk](mailto:seasafety@rnli.org.uk)
- or visit the website [www.lifeboats.org.uk](http://www.lifeboats.org.uk)

#### **Post Script**

From those attending the event, six people to whom I have spoken, on checking their lifejackets, the following results were found:-

In one lifejacket the CO2 bottle was loose and required tightening.

One lifejacket was worn and did not remain inflated .....and

One lifejacket had been left outside to air and having been rained upon, decided it would activate and inflate!!

***DON'T PUT IT OFF – CHECK YOURS TODAY.  
DON'T WAIT UNTIL IT IS TOO LATE!!***

#### **DEPUTY PRESIDING MASTER: ARTHUR WOOD**



In June, Brenda and I had two weeks in France looking after our three grandchildren. Whilst there, we managed to make a quick visit to Norman and Ann Allen.

I am pleased to report they are now well established at La Bazouge des Alleux, seem content with their new surroundings and are enjoying the challenge of setting up a new home. The house, large

by our standards, is almost complete and their survey of the local bars and restaurants is well underway.

We were made very welcome, had a nice lunch and were only sorry we had to leave in time to meet the school bus.

**La Bazouge** des Alleux, a delightful village, is easy to find; the boundary signs for the village are at least a cable from the entry and exit. As you can well imagine, there is also a large bar within staggering distance of the house!!

Many thanks, Norman and Ann!

#### **-MEMBERSHIP**

**PAUL RATCLIFFE** (01778 341475)

#### **-SOCIAL EVENTS**

**LINDA JONES** (01572 787501)



***Linda Jones, Laurel Cottage, 21 Sycamore Lane,  
Wymondham, Melton Mowbray, Leics. LE14 2AZ***

#### **Rutland Sunset Surprise!**

The latest TOG Social was held at Rutland Sailing Club on a warm Saturday evening; the setting was still fabulous, even for those of us who virtually live there. The evening was sociable and how rewarding to see a good number of members sitting out on the balcony soaking up the atmosphere. The water was glassily smooth, just a few ripples from the ducks and geese, setting the scene for the sunset. The food was good and plentiful. I thought afterwards - we **MUST** have more socials by water! Photos will be on the website soon.

If you have a favourite waterside venue, please let me know.

#### **Friday 3<sup>rd</sup> September :- Quiz night.**

Form a team and come along to have a bit of fun, at the **Reindeer Inn, Southwell, Notts.**, Test your sailing and general knowledge in the company of your friends and other members. All welcome. The more the merrier! See you around 7:00 p.m. for 7:30. Suggest £1 for the questions, to be donated to the RNLI.

#### **The Annual Dinner -time for change.**

"It's about time too!" I hear you say and I couldn't agree more. Yes, the Annual Dinner has been booked for **Saturday 21st January 2006**, at Greatham Valley Golf Club. I've had nothing but good reports about the food and it's reasonably priced. The Rutland Suite is a



well-proportioned, airy room, formally seating up to 100 people and is well suited to our needs. Dancing? Yes! We can have a disco and watch our Commodore do the funky chicken or drunken sailor! Whatever you (TOG members) want, remember it is your evening and we do want to encourage partners to come along as well. It needn't be all sea boots and tall stories! Please let me have some feed back ASAP - a vote for dancing or not? [Linda.jones@benoy.com](mailto:Linda.jones@benoy.com).

We are sure you will love the location in Rutland, just off the A1. The Golf Club has accommodation at a rate of £60 per room not including breakfast. It's an opportunity to make a possible weekend of it with your friends & partner. It may be January, but what is better than a crisp winter morning (head permitting!), for a round of golf, a walk, or a cycle around Rutland Water, followed by a cozy pub lunch with more time to chatter about our sailing?

Check out [www.greethamvalleyhotel.co.uk](http://www.greethamvalleyhotel.co.uk).

*Any suggestions for events and locations welcome.*

We are looking for a venue, public house with large backroom, village hall or club in the Grantham – Melton Mowbray area - anyone knows of a place for hire?

**PLEASE PUT THE DATE IN YOU DIARIES, OR BETTER STILL, BOOK STRAIGHT AWAY!**

[Linda.Jones@benoy.co.uk](mailto:Linda.Jones@benoy.co.uk)

#### **-FUTURE SAILING EVENTS**

**DAVID BRETTE** (016233 882924)

All of the following events are subject to sufficient numbers booking places and paying deposits. They all provide valuable experience offshore, whilst the planned routes may vary dependent on weather, crew strength and expectation.

All events may afford training opportunities if requested.

The sailing programme for 2005 will concentrate on a smaller number of events that have proved popular in previous years. We would like to have a larger 'flotilla' Together, and to make the event more 'social'.

We recognize that this abbreviated list of options may not fit into everyone's plans for next year. It is possible that the events calendar can include your suggestions, especially if several people book together, but boats will not be booked without early and strong support

#### **September:**

**Week in Milford Haven - Richard Vincent**

**October– 5<sup>th</sup> – 9<sup>th</sup> October: Traditional Long Weekend in Solent**

John Falck has offered long passages from Woolverstone to and from Western France, in July and August (talk to Brian Walker). There are also possible contacts being developed to sail aboard a larger vessel in the Med.

Additional suggestions that have been considered:

**August:** Inland Holland – Colin Brockett is likely to be there with his boat, and may coincide with his return trip, which may need extra crew

**August:** Fowey Regatta – Nigel Pask

**September:** Weekends on a traditional working boat – Orwell/Blackwater

**September:** Pre-Evening Class Sailex – 10<sup>th</sup> – 19<sup>th</sup>

**September:** 2 weekends + midweek from Woolverstone/Solent– Peter?

**October:** Half-term weekend for beginners probably from evening classes – Woolverstone/Solent –

Mark/Peter?

**WEEKEND SAILING** – several members sailing their own boats often require crew, and shorter weekend charters may be organised as the season progresses. Register your interest; and if there is enough interest, an event can be laid on.

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

**This year it is strictly –  
NO DEPOSIT – NO BERTH!**

#### **-NAVIGATION**



**CLIVE CRANKSHAW** (01664 454403)

#### **-ADMINISTRATION – COUNCIL MATTERS**

**NEIL MACFARLANE** (01159 663028)

#### **-PUBLICITY – TOGFLASH**

**RICHARD VINCENT** (01476 860739)

## **-TREASURER**

**RICHARD OAKES** (01636 640414)

## **-RACING**

**NIGEL PASK** (01780 720435)

## **TRAINING**

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

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

Colin has offered sailing experience over a range of weekends on the Wash/East Coast, to TOG members and friends.

### **YACHT "NOSEY ".**

Owner; - **Colin J. Brockett RYA/Dpt Yachtmaster, ICC Examiner**  
Little Paddock, Millfield Lane West, Frampton, Boston, Lines. PE20 1BW.  
**Tele:- 01205 722886. Mobile: - 07904 349829.**  
Email.colin@brockett5.fsnet.co.uk

"NOSEY" Is a PARKER 325 (33ft) lift-keel yacht, well equipped with safety and navigation aids.  
Accommodation for six in three cabins - four berths being available on any trip.

### **Possible planned sailing trips for 2005.**

(Not counting any others decided on at short notice due to weather and time available.)

All weekend sailings to repair on board on the Friday evening, returning Sunday night as usual. Some weekends will be three-day trips, starting on the Thursday night.

Weekend dates, are not written on tablets of stone. If some prefer to sail midweek, then please, let me know and I will arrange such trips. Please contact me. I do not ring round for crew, as I feel it puts people under pressure - and is time-consuming for me.

Ports of call may be changed.

If you are interested in any of these proposed trips or part of or all of the annual holiday, please contact me on above telephone number.

May I remind anyone, that smoking anywhere or at any time on board is banned.

Costs to be as last year: - Victuals, fuel, etc. to be shared, plus £10 per day towards boat.

**August 26th to 30th:** Bridlington return?

**September 2nd to 4th:** Norfolk.

**September 16th to 18th:** Wash area.

**October 1st to 3rd:** Wash area

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

It is also interesting for those people who, for one reason or another, cannot make as many trips with TOG (Trent Offshore Group) as they would like. If special trips are required, please ask. On any trip, the work is changed round and crew members are brought on in general seamanship, safety, navigation, boat and sail handling, watch leading, skippering etc.

## **WEBSITE**

You **MUST** see our website  
[www.trent-offshore-group.co.uk](http://www.trent-offshore-group.co.uk)

## **-BOSUN'S STORES**

**MARK DAVIS** (01949 860815)

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## **ASIDES**

### **SAILING TRIP FROM POOLE MoonFleet Sailing**

#### **Yacht Ultra. by Janette and Jenny**

Have you heard of a skipper called Peter?  
Who liked his warps so much neater.  
When the sails were not flapping  
And David wasn't napping  
He insisted on white wine by the litre.

The first mate's name was Rob,  
Trimming the sails was his job.  
He was sooooo... chipper  
Making him feel like a skipper,  
But the crew felt he should just shut his gob!

Jeannette was our competent crew  
But, she didn't know what to do.  
After a couple of days  
She amended her ways.  
When Reg showed her a thing or two.

Jenny was always at the chart table.  
To plot our position at which she was SO able.  
Above or below,  
She was ever on the go  
And her passage plans read like a fable.

On the desperate passage to Braye,  
Which seemed to take most of the day,  
David felt a bit iffy  
Jersey seemed a bit sticky  
But in the end - he just nodded away!!

Our token Welshman, Rick  
Who had come to learn a trick.  
Was helming one day  
When his hat blew away  
And from Jenny another he did nick

Poor Reg, who had been there a week,  
And who's help did we eagerly seek  
To hide Fray Bentos pies  
From Peter's curious eyes  
Being deprived of which, the crew didn't weep!!

Our passage plans we did create  
From which we did not deviate.  
We sailed the high seas,  
Got our Competent Crew and ICCs  
Now Peter is our welcome shipmate!!

*Janette and Jenny*

### **TOG sailors involved in dramatic rescue.**

by Bob Wright



**Dateline :-Plymouth. Tuesday 24th May 2005**

**The** sail-training vessel "Integer" was on a routine exercise off the coast of Devon when one of their main anchors became fouled. The weather was variable, visibility good but the sea state was rough. Despite their desperate efforts to free it they were unsuccessful and were consequently unable to return to port. At 0845 they put out an emergency call to Brixham coastguard, which resulted in the launch of the Plymouth offshore lifeboat.

**With the** lifeboat in attendance more efforts were made to retrieve the errant anchor but even the

combined endeavours of both vessels were to no avail and a decision was made by the skipper of "Integer" to abandon the anchor. It was consequently detached from the vessel and a buoy left to mark its location, should salvage be deemed an option at a later date.

**The "Integer"** and its exhausted crew, accompanied by the lifeboat, made their way back to Portsmouth.

**It was then** that the gallant crew of Margarita showed the true spirit of seamanship, which has made the name of TOG a byword among the nautical classes. At the request of the cable-cutter totting harbour master they immediately, unselfishly and with no thought for personal danger, leapt aboard their vessel and moved it to the other side of the pontoon, thus allowing both training ship "Integer" and Plymouth RNLI boat to moor quickly alongside. Skipper Norman, previously known as "Mon Capitaine" but now, more appropriately as "Mon Brave" was, as always, in overall command. "The Times" was stowed safely and suffered neither creasing nor dampness. Our intrepid Pilot, Ian the Indefatigable, took up his trusty new digital and without thought for personal safety, proceeded to record the event pictorially while the valiant crew of Paul and Adrian adopted well practised emergency positions on the pontoon, should any of the vessels need fending or mooring. In the meantime Bob the Bosun proved once again that he had "a touch like a midwife", able to confidently drop large objects in small spaces.

**I am happy** to report that suitable recognition for this unprecedented act of selflessness and seamanship was not acknowledged by either "Integer" or the Plymouth lifeboat. TOG members can thus rest assured that they need not spend hours perusing the pages of either RNLI nor STA publications to read of their fellow members gallantry and that the true spirit of TOG anonymous heroics was thus preserved.

### **And Finally.....**

**Please** let me know of any criticisms, or even suggestions you may have to improve TOGLINE. It has been going for several years, been edited by some clever people and I want to keep it going, if possible.

### **But we need YOUR help.**

**If you've** enjoyed the contributions, then please, say so. There are 150 members out there and I hope we include something to interest you all.

**Your** contributions are the icing on the cake. Let's continue to hear from you. You have my address and e-mail. Don't hesitate to use them!

Until the Autumn – **do enjoy yourselves!**