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NEWSLETTER NO.8 JANUARY 1984

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1. EDITOR'S EXTEMPORATIONS

1.1 BOB GODDARD

Dear Bruce,

Thanks Bruce, for stepping into the breach as Editor. I'm sure you will find the enthusiasm of all us Swifties just as infectious as I have over the past two years. I'd like to thank members for contributing so much to the vitality of the Association, and for making my job such great fun. Keep it up!

I am writing this letter on my last day as a Swift owner. Tomorrow Ron Burrows from Salisbury comes to take Aquapus away. Hard though it is to part with her, I know she's going to a good home and Ron and his family will get just as much pleasure from sailing her as I have done.

But don't think you've seen the last of me! I'm still a Swift Association member and hope I can sign on as deckhand if someone finds themself short of crew, especially for Association events. Any offers gratefully accepted (0202-721786). I look forward to our 1984 events, meeting up with old friends and making many new ones.

Bob Goddard

Poole,
Dorset.

For those of you unable to attend the AGM, Bob Goddard has handed over the task of Secretary and Newsletter Editor to Paddy Carr and the undersigned respectively. We will both find his an extremely hard act to follow and I am sure the following extract from a letter from Dick Landon speaks for all Association members in thanking Bob for the job he has done in making the Swift Association the success it is.

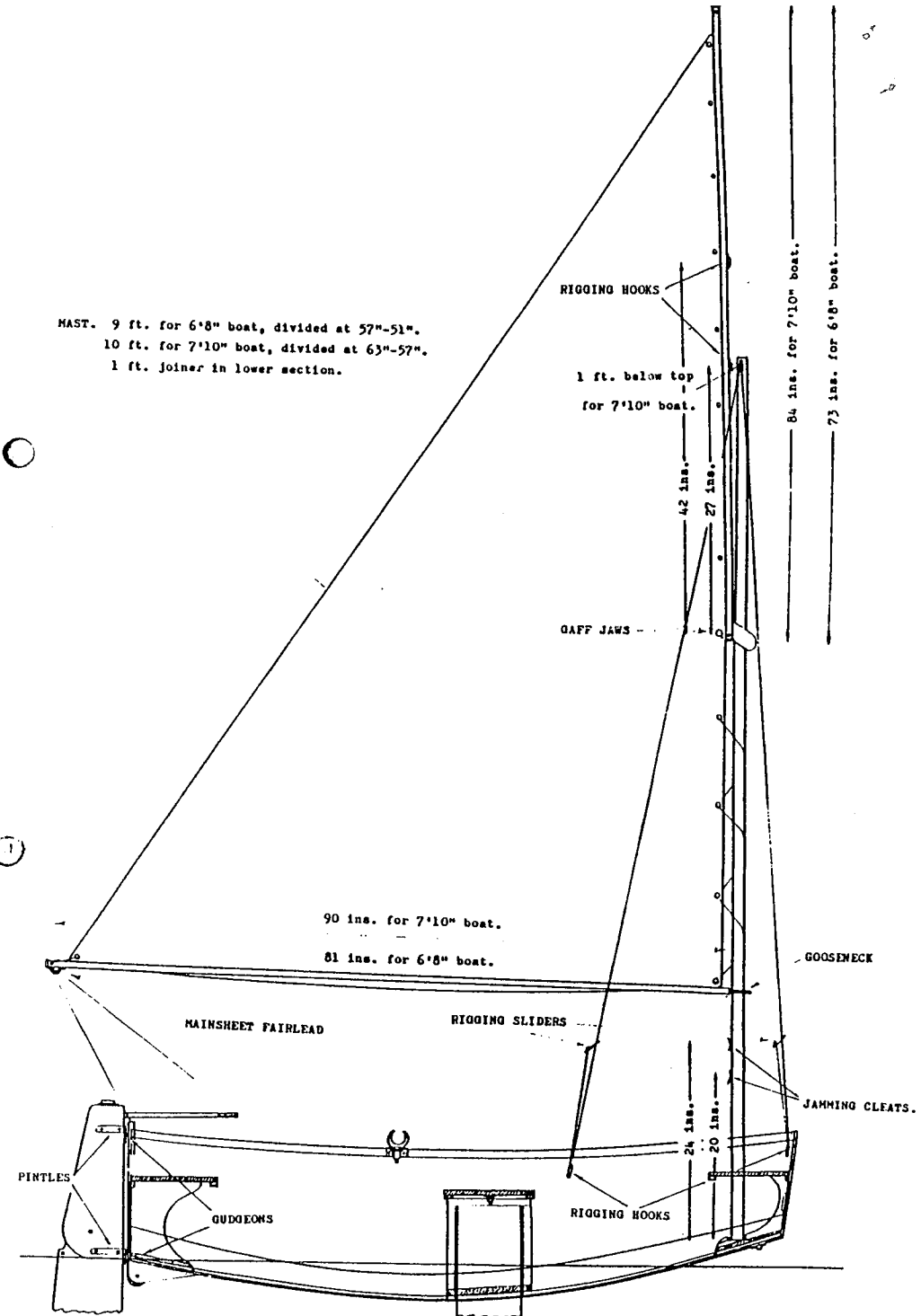
Dear Bob,

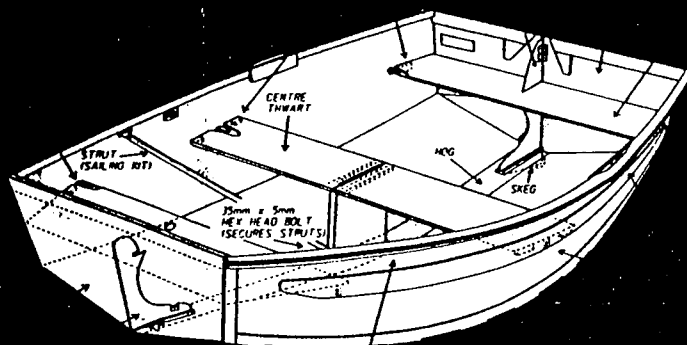
I am sorry to hear you are standing down: you have done an excellent job pulling us all together and I hope you will retain your interest in the class, contributing your experience and expertise in future Newsletters and meetings.

Dick Landon S036

1.2 NEWSLETTER

With 130 or so Swift Association members and contributions pushing the length of the newsletter out to 20 to 30 pages, production costs have now become quite significant. The new format helps to contain these and hopefully provides a more convenient newsletter, albeit for the loss of a coloured front page and some strain on members eyes! As Paddy explains in his Secretary's Scuttlebutt, all correspondence, excepting items specific to the newsletter itself and the "Cruising Notes" should be directed to him in future.





The length of this newsletter indicates the healthy interest of members in the Association and some contributions have had to be left for future editions. However please keep the material coming in as well as any suggestions for improving the content and format of YOUR news—letter.

Bruce Seligmann

2. SECRETARY'S SCUTTLEBUTT

2.1 RESPONSIBILITIES

Your Association now sports both an Hon. Sec. and an Hon. Newsletter Editor so a note on responsibilities as we see them would be appreciated. The Secretary acts as the focal point for all Association correspondence including the Register of Owners whereas the Editor compiles and produces the Newsletter from copy and material provided to him. I am still keeping the Technical Data Bank too, so unless obviously specific to another committee member, please write to me in the first instance.

2.2 REGIONS

You will read in the Minutes of the AGM that we are endeavouring to widen the Committee structure by establishing regions with representatives. Appreciating that the regions will have widely dispersed sailing centres within them, as a first try they are SCOTLAND; NORTH with WALES (Borders to Wash/Bristol); SOUTH and WEST; and SOUTH EAST (more properly EAST and taken as E of Beachy Head to Oxford). Dick Landon has kindly offered to represent EAST, and volunteers are sought for the others.

2.3 1984 PROGRAMME

Plans are being prepared for RALLY EVENTS to be held over the Easter weekend (April 20-23), one from PLYMOUTH, and one from a Scottish venue. An early indication of numbers interested in participating would assist the organisers, so please return the pro-forma to me if this applied to you.

SWIFT NATIONALS

The dates for this meeting have been set as June 23 and 24, to be sailed on RUTLAND WATER. The race programme will commence early Saturday and finish lunchtime Sunday so plan to arrive and launch Friday. An evening social is planned for Saturday. Outboards are not permitted on this water, a compulsory weight saving.

UKMA EVENTS

The invitation to participate in the UKMA Spring Meeting from the NSC at COWES over 26-28 May provides an excellent opportunity for race minded people. The facilities and race organisation will be good and even if as few as four SWIFTS went along they would enjoy themselves at one end of the pack. How about it? David Peachey would like to hear from those contemplating going to this event.

The MICRO Nationals are to be sailed from Hayling Island on 11 and 12 August.

FURTHER SWIFT EVENTS

There is scope, and demand I am sure, for at least two or three other meets. I see Regional events as being the chance to cruise in company and be introduced to new sailing areas. The role of the organiser is to pave the way for launching and parking for cars/-trailers bearing in mind that ten or more trailer sailers impact upon normal club or public facilities; select the area, outline passages and anchorages/mooring, and extend a friendly paw to smooth the way for visiting SWIFTS. An East Coast rally will be organised, and Windermere and Poole Harbour/Solent areas must be favourites. Anyone willing to step up and run the latter two and propose dates?

2.4 OWNERS REGISTER

Issue 2 is published with this Newsletter. I shall be amending the lists with new owner detail and changes by way of future Newsletters, so please inform me of any errors and omissions; we seem to be very short of Yacht names! The register lists all known owners; a few are not members of the Association, but we have copied this Newsletter to all in the hope of pricking the few remaining consciences.

2.5 SUBSCRIPTIONS

On behalf of the Treasurer, may I remind members that some 1984 subscriptions are outstanding. The scales were published in Newsletter 7. When making payment please mention your boat SO Number (sorry but it is 1984 isn't it).

2.6 TAILPIECE

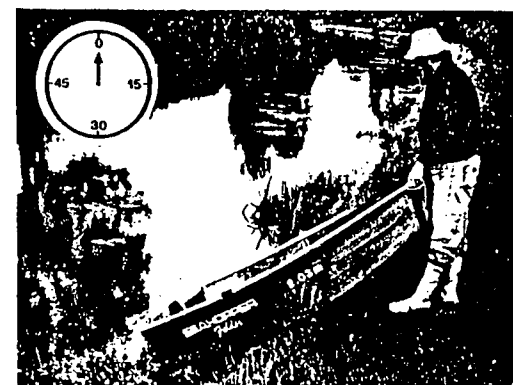
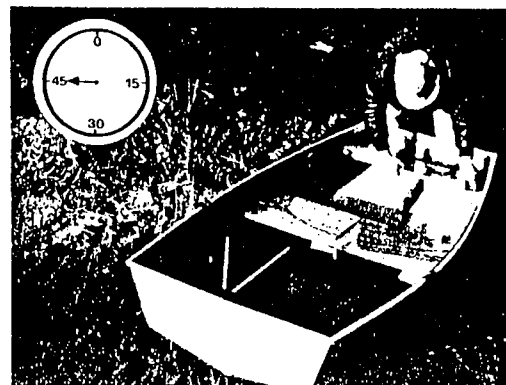
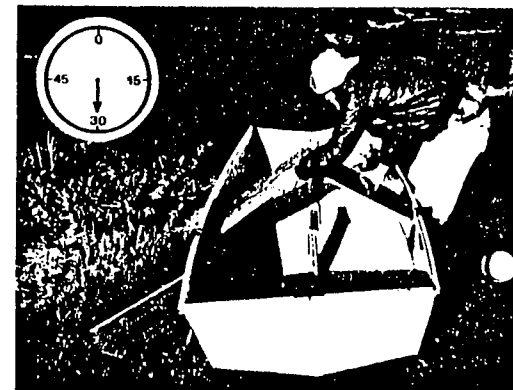
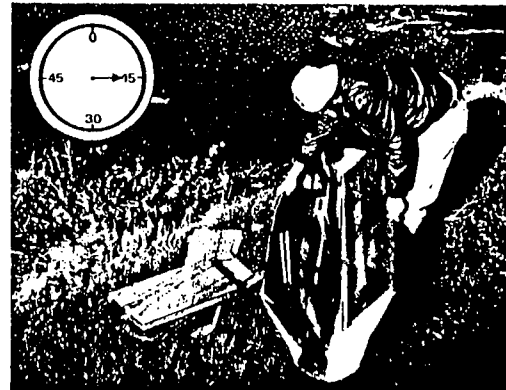
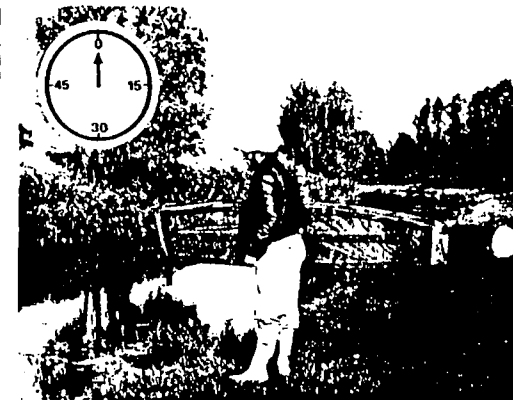
A healthy Association provides for its members by using its membership, do let us know what you wish of us.

The prospects for sailing in '84 may seem far away with the weather we are experiencing just now, but I look forward to seeing and meeting SWIFTS afloats.

Paddy Carr

SEAHOPPER

From flat to floating in one minute!





Some questions people ask . . .

HOW STRONG IS THE HINGE MATERIAL? Very strong. It is a nylon reinforced material similar to that used for lorry covers which have to stand up to a far greater strain.

WILL THE MATERIAL CRACK WITH CONTINUOUS FOLDING? The material is never bent through a sharp angle but only through a curve so that it is never creased. Boats have been opened and closed over a thousand times at shows with no signs of wear.

WILL THE MATERIAL SUFFER FROM ABRASION? Except at the transoms which have little strain or wear, the hinges are almost completely protected from accidental damage.

HOW STRONG ARE THE PLYWOOD PANELS? Weight for weight, plywood is stronger than steel and we only use the best quality. Added to which, as the boat is opened, the panels are curved giving them much greater rigidity.

IS THE BOAT FLOPPY? As the boat is opened, the hinges lock in a unique patented system which almost gives the boat the rigidity of a conventional craft. However, it retains a certain amount of flexibility so that if the boat should strike a solid object it tends to 'give' rather than break.

HOW DO THEY HANDLE? To quote 'BOAT' magazine: "Afloat the Seahopper really came into her own. She looks a proper dinghy and performs like one too. Light and easy to row she was directionally stable and made good progress up and down wind. One feature we liked was the fitted skeg with a launching wheel which made handling ashore very easy."

HOW MANY PEOPLE WILL THEY CARRY SAFELY? Although they will carry more in calm conditions, two adults in the 6' 8" and three in the 7' 10" or the equivalent weight in children is sensible.

WHAT SIZE OUTBOARD DO YOU ADVISE? A 1½hp is quite adequate and will push you along at 4-5 knots. We have used them regularly with a 4hp which is more exciting.

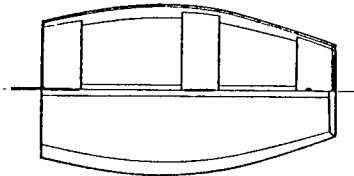
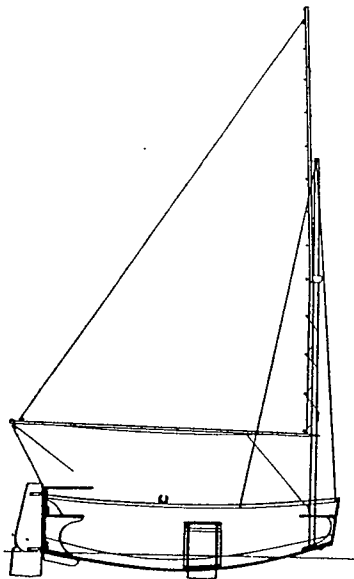
WILL THEY REALLY SAIL? Yes. They are really great fun to sail and will do everything that a conventional boat will do including plane. They point well for boats of their size as they have proper dagger boards and deep lifting rudders. They can be reefed for rough conditions or for beginners and buoyancy bags can be fitted for extra safety.

HOW DIFFICULT ARE THE KITS TO COMPLETE? Kit 1, is completely finished apart from painting and varnishing. This could well be the choice for someone short of time or not too handy with tools. Kit 2, comes to you with the hull already made and primed. The remaining parts are cut to shape and marked. The necessary carpentry is simple, requiring only basic tools. Any boat can be converted for sailing with either the sailing kit or the sailing gear complete. Advice is always available at any time if you do find problems.

BOAT magazine recently did a series of tests on the Seahopper and compared it with the 'Stowaway' and the 'Foldingly'. Their summary was as follows:

"The SEAHOPPER was our choice as a versatile fun boat for holidays which could also do service as a tender. Handling under oars and power were comparable with the best pram dinghies length for length and she should prove a good sail

Technical Data



Length	..... 2.03m (6' 8")	2.40m (7' 10")
Beam	..... 1.27m (4' 2")	1.27m (4' 2")
Length (folded)	..... 2.18m (7' 1")	2.55m (8' 4")
Width (folded)	..... 0.54m (1' 9")	0.51m (1' 8")
Depth (folded)	..... 0.11m (4¼")	0.11m (4¼")
Sail area	..... 2.79sq.m (30sq.ft)	3.72sq.m (40sq.ft)
Weight (approx.)	..... 27.2kg. (60lbs)	34.0kg. (75lbs)

NEW Our policy is one of continual research and improvement and we now include in our standard specification:

- ★ Special 5 ply 5mm marine plywood.
- ★ Improved stability and strength.
- ★ Improved centre thwart fixing.
- ★ Recessed seat catches.
- ★ Flush rowlock fittings and galvanized rowlocks.
- ★ Bolt through towing eye.

Also available: Sloop rig for improved performance.

Carrying bag
Spray hood
Buoyancy bags.

L. T. BOATS

Marlborough House,
1, Middle Street,
Taunton,
Somerset. TA1 1SH
Tel: (0823) 82596

3. 1984 SWIFT AGM MINUTES/1983 FINANCIAL STATEMENT

Swift Association A.G.M., Held at the London Boat Show

Sunday, 8th January, 1984 at 11.30 a.m.

Attended by 31 people, representing 19 Swift 18's.

1. Financial report from Ron Pruce

Overall, the Swift Association has a very good financial position, with year-end funds of £765.00, £652.00 of this being on deposit. The Association rallies seem to have been costed very well, the Norfolk Broads rally having made a small profit of £13.80 and the Cowes rally a small loss of £4.10. The Association also has trophies in hand to the cost of £38.09.

The motion that the subscription fee should be held at £8 for this year was carried.

Ron Pruce gave a reminder that 1984 subscriptions are now due and that it would be a help if members used standing order forms.

2. Election of new Association Secretary

Paddy Carr was unanimously elected as Secretary for 1984. A Vote of Thanks was given to Bob Goddard for all the hard work he has put in over the formative year plus of the Association.

3. Newsletter Editor

Bruce Seligmann, as the meeting drew to a close, kindly volunteered to be Newsletter Editor for this year. Bruce pointed out that it was unlikely that he could hold the post next year.

4. Election of other national/regional officers

With the growing number of Swift members and the resulting problems this causes with our national rallies, it was agreed that we should have geographical regions. After much discussion it was resolved that the areas should be the North, Scotland, the South-East and the South-West. The north/south dividing line to run from the Wash to the Bristol Channel, and the south-east/south-west dividing line to run through the Southampton area. It was emphasised that these geographical regions in no way prevent a member living or sailing in one region from joining in the events of another region. The divisions are purely to make organisation easier and more effective.

The Secretary would be contacting Jim Stevens, as he has said that he would be prepared to help organise a Scottish rally. Before the AGM Brian Jukes offered to help organise events in the eastern area. It was felt that Keith Stubbs would help organise events in the north, and the Tunstalls also offered to help in events organised in the Lake District. Dick Landon kindly offered to be Regional Officer for the South-East.

Secretary's post-meeting note

The division between SE and SW (South and West) put forward at the AGM, splits a major concentration of Swifts, to overcome this we shall use Beachy Head to Oxford.

5. Establishment of Association Constitution

It was agreed that a Committee comprising of a Treasurer, Secretary, Racing Officer, Newsletter Editor and Regional Officers would well represent the Association. David Peachey offered to submit a draft constitution, so that the Association was covered against public liability.

6. Association Racing Rules

David Peachey put forward that the racing rules should be those prescribed by the RYA or the particular club that was organising the race. Safety regulations should be those laid down by the UKMA. David Peachey stressed that it was important to use the authority of the host club, but that they should be well briefed to ensure that they provided the type of race that the Association wanted.

7. 1984 Association Events

There was general discussion as to whether events should be held on bank holidays or whether these should be avoided. It was proposed that one meeting should be specifically to race for the Swift Association Trophy and the rest should be organised as regional events, with the accent on cruising in company and passage racing.

(a) Gareth Huxtable had already offered to organise an event at Plymouth and it was decided that this should be over the Easter weekend. Plymouth offers very good launching facilities, which are secure and not tide dependent and there are a variety of options for sailing, depending on conditions.

(b) It was hoped that Jim Stevens would be able to organise a Scottish rally for the Easter weekend.

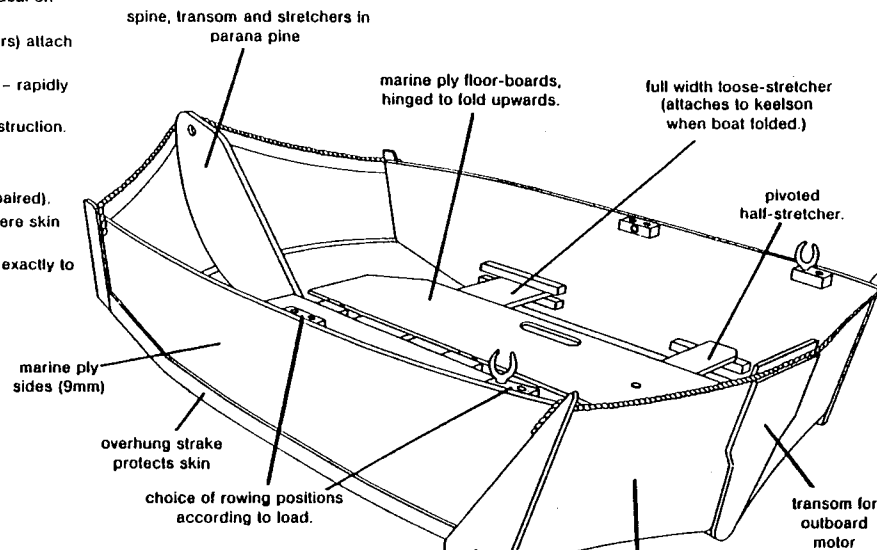
(c) The Committee would ask Keith Bolton to put out a feeler for an event on Windermere. Because of the popularity of Windermere this would have to be held outside a Bank Holiday, the middle of May or the end of September being favoured.

(d) An 11:1 vote was in favour of holding this year's National event at Rutland Water in Leicestershire. Graham Biggs, with the help of Ian and Chris Harrison would be happy to organise this event. Although the 19th/20th May was available it was agreed that a meeting in June would be preferable. This event would be geared towards racing and David Peachey proposed that it should be based on a series of short races, rather than a few long ones. Dick Landon proposed a three day event, subsequently agreed for weekend June 23/24.

Traditional Sturdiness Reinforced by Modern Materials and Techniques

CONVENIENT – LIGHT – SPACE SAVING

- Easy to carry and ideal on roof-rack.
- All parts (except oars) attach positively to boat.
- Rapidly assembled – rapidly folded.
- Strong springy construction.
- Tough flexible skin resists abrasion. (Any cuts easily repaired).
- Strakes protect, where skin meets plywood
- Elegant oars made exactly to suit these boats.



Loose-stretcher is removed and attached to keelson with velcro. Sides fold in, as illustrated. Hinged floorboards meet in vertical position to provide a fixing for the sides of the boat, plus a hand hold for carrying.

	"FOLDA"	"FALKLAND"
Length	6' (183 cm.)	7' (213 cm.)
Beam	37" (94 cm.)	45" (114 cm.)
When folded	7" (18 cm.)	7" (18 cm.)
Weight	35 lb. (16 kg.)	47 lb. (21 kg.)
Assembled in	30 sec.	45 sec.
Price	£160	£190

Note:- only "Folda" is illustrated. "Falkland" has two full width loose-stretchers, fore and aft, with pivoted half-stretchers amidships.

"... the fastest "deflatables" in the business ..."
"... a skilful adaptation of the yachtman's folding dinghy by Prout ..."

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P.10

I don't suppose any boat is ever 100% complete and as usual the last newsletter has proved its worth in ideas and suggestions. Certainly it looks like being a busy winter ahead!

Yours sincerely,

Martin Cole (S091)

7.3 EXCHANGE AND MART

There must be some perks for being Newsletter Editor.....

FOR SALE Second hand Snipe Swift 18 Trailer - owners wish to upgrade to latest SBS version - see item 5 of Manufacturer's Changes - Technical Titbits 5.3

£400 ONO

Apply Newsletter Editor

7.4 FOLDING BOATS

Caroline Charnley has sent in details of "Prout" Folding dinghies which she picked up at the Boat Show. At the previous Boat Show I picked up information on a similar product, the SEAHOPPER by L.T. Boats and finished up with a bit more than just the details. As this was before I had the opportunity of getting involved in the acquisition of a Swift I got the 6'8" version with sailing gear option. A brief comparison of the 6'8" Seahopper with the 7' Falkland indicates the Seahopper to be somewhat beamier (52" v 45") heavier (60lbs v 47lbs), longer to assemble (60 sec v 45 sec - manufacturers claims) more sophisticated (3 stretchers v 2, provision for sailing, wheeled skeg) folds smaller (depth when folded 4½" v 7"), and is a bit more expensive (£305 finished, £198 kit v £190) although I did get 10% off for ordering at the boat show. Sailing gear was £139 finished £118 kit pre-discount.

From personal experience with the Seahopper I can testify to its very high standard of finish, its folding capability (3 of us plus gear for 2 weeks plus 2 folding bicycles plus Seahopper including all spars and sailing gear went to France all inside a Renault Fuego. However I cannot claim to have broken the 60 sec. assembly. Please contact me if you wish further details or to see a demo. It does sail.

(e) Michel Dixey, Secretary of the UKMA, gave an open invitation to Swift members to all the UKMA 1984 sailing events, which include a Spring meeting 26th - 28th May at the National Sailing Centre at Cowes, and the Micro Nationals on 11th/12th August at the Hayling Island Sailing club. There is also a French micro event at Granville in the first week of September.

(f) It was proposed that perhaps the Association should liaise with the ferry companies, either for this year or next, in order to offer members a cheap fare for taking their Swift to Europe. It was suggested that we should arrange to have a rally at, say, La Rochelle next year.

(g) The point was raised that planning for events should happen much earlier than it does.

8. Swift EXPLORER owners affiliation

It was felt that whilst Explorer numbers remained relatively small the members should be offered hospitality within the Swift 18 Association. However, as there is already a problem with rallies being so well supported it was felt that Explorer members should at the same time be given encouragement to set up their own section of the Swift Association.

9. First 18 owners affiliation

First 18 owners have expressed great interest in joining up with the Swift Association, principally for events. However, it was unanimously agreed that the Association should remain autonomous, although we may well extend a friendly hand to First 18 owners.

10. Cruising Notes

The meeting agreed to take up Bruce Seligmann's offer to co-ordinate the production of a set of Cruising Notes for the Swift Association, including such items as a guide to launching ramps, guidance on ferry fares and taking Swifts overseas.

11. Any other business

Once again, there was a Vote of Thanks to Bob Goddard for doing so much to make the Swift Association such a success in its first full year.

The meeting closed at one o'clock.

1983 FINANCIAL STATEMENT

SWIFT ASSOCIATION

Statement of Accounts

At Bank December 1982 £277 - 58p
Add Income over Expenditure 487 - 42

At Bank December 1983 £765 - 00
Current Account £113 - 00
Deposit Account 652 - 00
765 - 00

Income		Expenditure	
Subscriptions	£244 - 00	Newsletter	£189 - 68
Norfolk Broads W/End	£250 - 00	Sundries (Account Book	
Cowes Weekend	£492 - 00	etc.)	11 - 23
Sales	3 - 00	Norfolk Broads W/End	236 - 20
Refund Bank Charges	2 - 27	Cowes W/End	496 - 10
Subs. (J.C.A. Marine)	£472 - 00	Bank Charges	4 - 55
		Trophies in stock	38 - 09
		Income over Expenditure	487 - 42
	<u>£1463 - 27p</u>		<u>£1463 27p</u>

Summary of Weekends

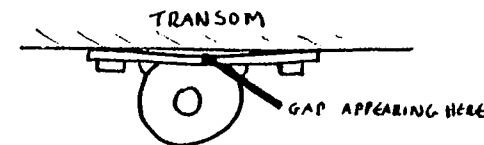
Norfolk Broads		Cowes	
Income	£250 - 00	Income	£492 - 00
Expenditure	£236 - 20	Expenditure	£496 - 10
	<u>£ 13 - 80p</u>		<u>£ 4 - 10p</u>

4. RACING RIGOURS

4.1 HANDICAP

For those of you who wish to race your Swifts on a handicap basis we have analysed the times taken from the U.K. Micro racing at Cowes last year. Without getting too technical they are based on the Gem's Provisional P.Y. Number of 114 and give us Trial Number of 135. That is the figure you should try to convince the Race Officer to allocate to you. The races at Cowes had a heavy tidal influence in them and we always seemed to be finishing against an increasing tidal stream and the figure may be generous. Against mixed dinghy classes I have sailed to figures between 125 and 133 and the figure allowed to me in North Wales has been reduced to 128, officially called a Club Number. Our recommended Trial Number is 135 based on what I have said earlier and you should find your Swift competitive. I would certainly like to hear from those of you who do race in handicap races with the reactions of

The gudgeons themselves, although well bolted to the transom appear to be under-strength as mine are beginning to distort across the fixing flange after only 3 sails:-



Has anyone else experienced this? I am considering having some stronger ones made up if I can get hold of some stainless steel block (or marine alloy). (See Technical Section - Ed).

If you have any reason to unbolt the top gudgeon a ratchet spanner will save a lot of exasperation due to the very limited access space and awkward access through the cockpit hatches.

I still have the cabin interior to fit out properly including fitting the headlining - not JCAs which appears a mite exorbitant but something else which I'll reveal when I can judge its success!

Other fittings generally speaking were no problem to fit but here are some things which needed a think about:-

- a) Backstay 'U' bolts require a socket on a long extension to reach nuts.
- b) Fairleads in the toerails use Whitworth not metric screws - may be awkward to find if your local chandlers stock only metric sizes of SS screws.
- c) Pulpit legs wobble slightly due to being partly mounted on the non slip pattern and partly not - packing under required? or file down the pattern underneath?
- d) Drain hole in anchor well not being enough - keeps getting blocked with mud off chain, leaves etc. I shall make a bigger one near the bottom on one side and fit a fairing over as seen on Firsts etc.
- e) Gas bottle storage. Having read an early newsletter describing leaks from this, I fitted mine as near the lid as possible, fixing it with 6 through-bolts (not 4 self-tappers as suggested by JCA) and plenty of sealant around the flange. I could then cut a decent size drain hole and not worry about ingress of water. To date the cockpit locker has stayed bone-dry and gas-free.
- f) The job of painting a cove line proved impossible to do before the Solent regatta so I used car coach - stripes instead. I'm not sure whether I like them or not, but it is certainly quick and can be done in the wet using certain makes of stripe.

7.2 SIGHTS ON ORION

Although only a relatively small percentage of SWIFTS are home completion boats, Martin Cole highlights a few problems and solutions in the following account of what was involved when he set his sights on completing ORION at home:-

Home Completion of 'Orion' - S091

I've learned from John Charnley that only a small proportion of owners chose a home completion boat - maybe 10% - but having seen Swifts at the Solent Regatta I think most people could make a very reasonable job of completing their boats. Of course, there are good reasons on either side why you should or should not choose to do it yourself, but I certainly don't regret my choice, not least because of the penny or two you save....

JCA - sorry - Swiftcraft's estimate of 80 hours work to complete the deluxe version I'd say is fairly reasonable for most people - erring on the optimistic side perhaps - who would be prepared to take their time and do a good job. Anyway it took me 9 days, putting in around 7-8 hours a day, with assistance now and again with the 2 main jobs. This didn't include installing the headlining which I didn't purchase. Also I chose to have the keel installed at the factory for a small extra sum. To do this job yourself - well, lifting $\frac{1}{2}$ ton plus of Swift into thin air to fix the keel (itself weighing a pound or two) from underneath might be a doddle if you have a long hydraulic lift or same handy - but when I looked in my tool-box....

Definitely the hardest part was fitting the two toe-nails which have a considerable curve in the after sections and which have quite a stiff cross-section. Apart from which each side involves drilling and placing 36 machine screws, the whole thing being bedded down on gallons of sealant. I've suggested to JCA that if the factory could pre-bend the nails it would make the task a whole lot easier - but I don't know how practicable this would be.

All fittings that take strain I've used penny washers underneath - cleats, winders, gudgeons etc.

The rudder assembly has recently come in for a lot of criticism, and I think the design must be questionable, but until a better one is designed I'll just try to remedy its weaknesses with modifications along the lines already described in the newsletter.

I use a separate bungy cord downhaul now after the maiden sail when the rudder developed an aversion to getting wet whenever the speed picked up. The downhaul hooks onto a cleat underneath the tiller.

I always use the hole drilled in the rudder pin to keep the rudder secure, having had several similar experiences with emigrating rudders on my GP dinghy. I use a stainless cotter (split) pin and fasten it to the rudder stock with a short piece of lanyard -



any Race Officer to the results you achieve on 135, and whether they allocate you a lower Club Number to stop you winning so often!

David Peachy S009

4.2 1983 NATIONAL CHAMPIONSHIPS



The fleet in the NSC dock.



CONCOURS COWES '83 - Peter and Jean Latham (SO14) - MOONSHADOW



SOLENT '83 NATIONAL CHAMPIONSHIP
 1st EQUAL - Bob Goddard (SO19) - AQUAPUS
 Paddy Carr (SO31) - TEACUIS

realised she must have broken her mooring rope and drifted across the river and was now getting beached.

We anchored just off and my husband went over in the dinghy, armed with ropes and pullies and winches but all to no avail. We were endangering ourselves with our efforts and decided as the tide was dropping rapidly, that the best we could do would be to try and notify the owners and the mooring authorities. We recrossed the river to a launching slip, anchored and set off for the shore and houses in our dinghy. We saw several local people on the shoreline and in their gardens but noone seemed to know anything about either the Swift and its owners or indeed who was in charge of the moorings. We were listened to with great sympathy by one gentleman but said he didn't know and couldn't help us. We happened to have JCA Marine's phone number on us and we asked if we could use the phone. "Terribly sorry. Would if I could you know... but there it is now..." He directed us the (long) way around to the phone box some two miles or so away. We puffed up the steep hill to the village, thinking that at least the dog was enjoying the adventure and that the boat might be saved by our Swift action. Some time later and various misdirections en route we found the phone. We got a message through to Caroline at JCA marine and well pleased with ourselves, we decided to treat ourselves to a pub lunch. "Terribly sorry.... would if I could you know.... but there it is now.... ten minutes too late..."

We did find out that the Milford Haven Conservancy Board were in charge of moorings. The Conservancy boat had passed us several times on the River and we discussed using our brand new Radio phone and putting our brand new proficiency certificates to the test when we got back on board our Swift. We discovered a short cut to the launching slip and enjoyed a pleasant down hill stroll across the fields.

As our dinghy neared our boat, what should come round the corner but the Conservancy boat. We rowed like jiggery for our boat, frantically searching for keys to get into the cabin. My husband dived into the cabin grabbing for the radio on the way whilst the dog and I jumped up and down on deck waving and hallooing like a couple of dervishes. The Conservancy boat crew politely waved back. I could hear urgent messages being transmitted below. No answer. Oh God! What did the hand book say about no reply? Wait 3 minutes? They must be able to hear, they're along side for goodness sake! Increased waving and shouting on deck. Dog nearly disappears over side.

Eventually the Conservancy boat thinks it advisable to check out this madly rocking little boat. We finally get our message through and show them the Helena Kate and the mooring site. A cursory look and it seems that when it is realised that it is Helena's rope that has broken and not the actual mooring the Conservancy boat seems less concerned and with a cheery wave, motors sedately on up river.

Baffled and concerned we are at a loss to know what to do next and sadly we concluded there was little we could do as we had to return to West Angle and home. We phoned up Caroline again but she seemed unable to tell us if the boat had been saved. We often wonder about the fate of the Helena Kate. If anyone knows, we'd love to know.

Yours faithfully,

Eleyne Williams
 SWIFT CURLEW (SO24)

6.5 GOING FOREIGN

The question of trailing abroad got a couple of mentions at the AGM this year - a possible rally at La Rochelle next year and negotiating a special deal with an appropriate ferry company - perhaps stimulated by the excerpt in the Thames TV production on the 1984 Boat Show which featured John and Caroline Charnley off to La Rochelle (I have a VHS video of it if anyone is interested).

In order to help establish what interest there might exist in the Association for "Going Foreign" and if we have any basis for negotiating with the ferry companies, I have attempted to produce a summary of the bewildering range of options/packages that are available for trailing a Swift over to the Continent. I say attempt because even the staff of Brittany Ferries appear to be bemused by their own fare structure and initially refused to accept that a boat on a trailer was no different from a caravan in qualifying for off-peak discounts. This summary is enclosed with their newsletter together with a proforma which attempts to establish members' interest in going foreign. I would also make a plea for any members who have trailed their Swifts to the Continent to let me have details of crossing, cost, documentation, problems etc. with a view to the eventual production of a set of notes covering the important points for each country.

7. MISCELLANEOUS MUSINGS

7.1 WHATEVER HAPPENED TO HELENA KATE?

Dear Swift Association,

Whatever happened to the HELENA KATE? We wonder if you can help us solve this question. This summer we were sailing off West Angle, Pembroke and decided to go up the River Cleddau and stop over at Laurennny before returning to West Angle and from thence, home. We had a wonderful sail up to Laurennny where we received a Welsh welcome and decided to explore further.

We reached the wonderfully peaceful spot of Black Tar when hunger and a desparate dog decided us to drop anchor and go ashore. With the anchor safely dropped and looking around for a likely piece of shoreline for the dog, we spotted a Swift moored a short distance away. We decided to row our dinghy past her and see if there was anyone aboard.

As we neared the Swift we saw her name, Helena Kate, but it was obvious that there was no one on board and it didn't look as if she'd been sailed for some time. We were going to leave a note "Sailed SWIFTLY by" or some such but decided against it. We proceeded, to the relief of our increasingly anxious dog, to the shore.

After a sleepness night caused by the continuous banging of loose halyards.....they have an excellent cure for such anti-social behaviour around our way which involves cutting the offending halyards.....we set out nice and early to see how far we could get up the river towards Haverford West. This involved going past the Black Tar moorings once more. We were amazed to see that the Helena Kate seemed to have been moved since the previous evening. Then I saw her on the beach on the opposite side of the river. This seemed too much of a coincidence and again we approached with friendly intentions. As we got closer, it became apparent that all was not well. Eventually we

5. TECHNICAL TITBITS

5.1 1983 SWIFT MODIFICATION OF THE YEAR

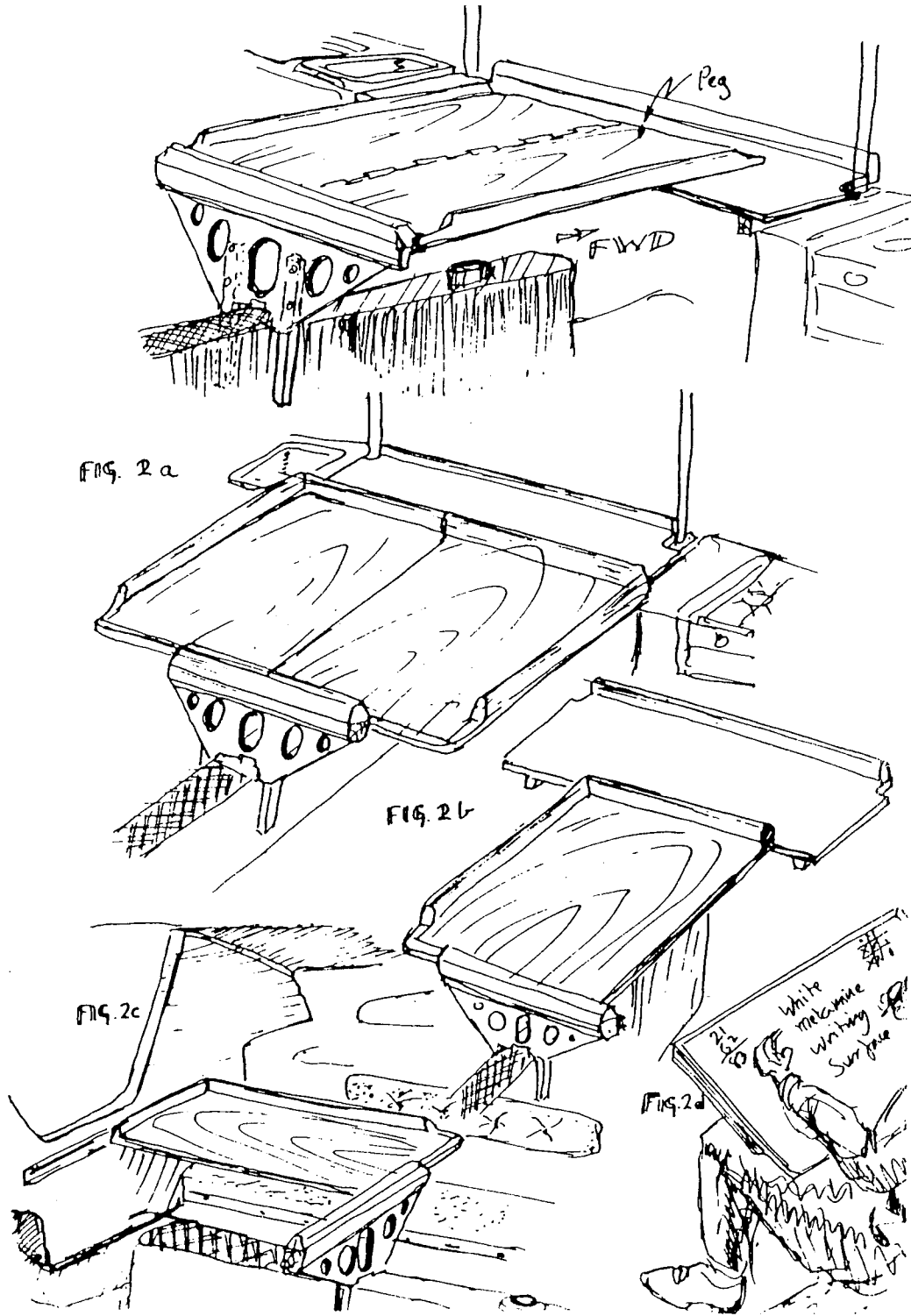
There have been many modifications made to SWIFTS, some well publicised, some still to be discovered. One SWIFT has, though, established a convincing lead in terms of quantity, quality and benefit to others. In awarding the trophy to Dick Landon and CUMCUMBER SUNBEAM it has proved most difficult to single out one from so many good ideas that he has put forward. Taking originality into account his light weight saloon table, which is multi-purpose and retains the flexibility to give most of the original area, is chosen. Thank you, Dick, for keeping us all on our toes and providing us with so much material.

Details were published in Newsletter 5 but are repeated below and over:-

The new table is wider and shorter (same area), made in two lightweight halves (a sandwich of 3mm ply/11mm aluminium honeycomb/1mm melamine, Araldite bonded), and very strong (it can be stood on):

See over for drawings.

- a. this the arrangement for dining
- b. one side or the other can be reversed, to use as a chart table, etc.
- c. one or both sides can be used either way round in the std. location aft. when one half is used, easy access is possible
- d. you can doodle on the white melamine reverse side.



chandlery to be similarly priced to the U.K. Wine and spirits are very expensive, however.

The chief disadvantage of Sweden is the considerable expense of getting there. Tor Line/DFDS charges for our Horizon plus Swift would be nearly £650 return. Incidentally, DFDS to Denmark is quite considerably cheaper and the Danish islands are also most attractive, though more pastoral, still that is another story.

Yours sincerely

Paul Rees

6.3 SOME SWIFTY SEADOG STATISTICS

Our logged totals for this year are 518nm. in 177 hours, 50 days aboard overnight and 64 days sailing; 40 engine hours. Total distance since launched, 688nm.

Dick Landon S036

6.4 LAUNCHING RAMPS

At the AGM it was agreed that I should co-ordinate the compilation of a "Swift Association Launching Ramps Guide". The Link House publication "Getting Afloat" which incorporated "Where to launch your boat" has been discontinued mainly because publishers could not earn an adequate return on the cost of keeping it up to date. Fortunately Caroline Charnley has provided me with a copy of the most recent edition "Getting Afloat 82" which will help in getting ours off the ground (or should it be into the water?). Enclosed with this newsletter is a proforma which I hope covers most of the information we need to describe launching and parking facilities adequately.

As a first stage I would ask members to complete these for ramps for which they can provide the necessary information. More copies of the proforma are available from me for those without access to copying facilities.

As a second stage I wonder if there are members who would be willing to do a survey of the facilities in their area - home or sailing - based on updating the "Getting Afloat 82" data. If so, please let me know, including the area you would be prepared to have a go at, and I will send you the appropriate pages of "Getting Afloat 82" together with a suitably optimistic number of proforma.

I would sound a note of warning for members tempted to be over ambitious. "Getting Afloat 82" covers some 1500 facilities in 100 pages.

However if we can establish a matrix of a few good facilities in each area, including I hope some foreign ones, I am sure it will help us to take advantage of the extra dimension allowed by trailable yachts. Over to you.

this yourself (and it is not difficult) then we recommend that you get your local garage to do it. A good trailer grease such as Century Oil's 'Aqua-Lube' is recommended.

I have also often seen wheel studs that are rusty and corroded because they have not been cleaned and greased. Similarly, other nuts and studs on the trailer. Wheels themselves have been allowed to rust without any apparent maintenance.

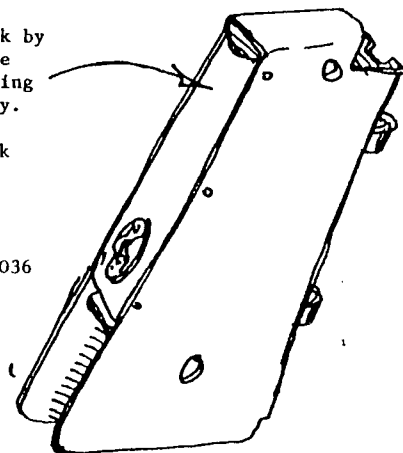
It is important to understand that the loads on trailer wheels and studs, etc. are considerably higher than they are on your car and that maintenance is not desirable but essential if you are to enjoy carefree trailer-sailing.

John Charnley
SWIFTCRAFT 20/1/84

5.5 SPREADER AND RUDDERS

I found the spreader brackets cracked at their front edges when checking the mast, and the rudder gudgeons so worn the rudder rattled terribly. I have now bushed all 4 with S.S. tube, reamed out to a tight fit. No rattles and wear now.

I have also strengthened the stock by closing the open section and remade the rudder blade head to prevent it splitting open and to fit under the hull properly. It also now incorporates a down stop moulded in, so the blade does not clonk the hull.



Dick Landon S036

5.6 ONE MAN AND HIS BOAT

Little progress to report I regret. A period spent off the water (and boat) after the COWES weekend followed by demands for my time made by employers. A quiet weekend in the Solent mists around Bonfire night only served to fill the notebook with yet more ideas. I am, though close to a demountable mainsheet traveller system. The rail mounted to a batten will span the cockpit, locate in clocks at each end and on the well sides, and be held down to the V bolt with a bottle screw. The idea being to remove the rail and batten for those lazy lounging cockpit periods to come next summer.

Paddy Carr

Left Rothesay bound for Helensburgh 08.30 hours in a stiff N.N. Easter, not conducive to our heading so engine started to make good time.

Passed Toward Pt. East Cardinal 09.10 hours. Rounded Toward Pt. and course set 036° (M) heading Barons Pt. (Kilcreggan).

Passed red chequered beacon port beam 09.40 hours - fuel tank refilled. 10.45 hours wind now on our starboard bow - sails hoisted and engine stopped.

Now close hauled and moving nicely.

Ran out of wind at Kilcreggan, engine started and motored directly into Helensburgh Harbour 15.00 hours.

Once tied up in Helensburgh Harbour, I got a taxi to take me to Rhu Marina to pay our dues and collect the car and trailer. Boat back on trailer 16.00 hours. The end of a magnificent holiday.

Total cost of mooring fees throughout holiday:-

Rhu Marina - two nights	£9.00
Rothesay harbour £1.75 p. week minimum	£1.75

£10.75
=====

Zlatka and I intend to have a repeat performance in 1984. Oh! if only the weather would repeat itself too.

6.1 SCANDINAVIAN SUMMER

Paul Rees (S033) has submitted the following article on cruising in Sweden, which although not undertaken on a Swift has been written with Swifties in mind. It may whet the appetite:-

In July we had the opportunity of sailing a Swedish 1/4 tonner in its home water of the east coast archipelago. The boat was built as a prototype for the championships some eight years ago, and subsequently purchased by a Swedish friend. As a former racing boat its accommodation was poorly laid out for cruising and its interior fittings were not to a particularly high standard. However, she sailed well despite a grossly stretched mainsail. The large number of winches made life easy but the racing headfoil suffered from excessive friction which hindered sail changes and the droopy boom was dangerous on a cruising boat. The diesel engine under the forward bunk also intruded into the accommodation and made motoring a noisy business. However, these points did not detract from the sailing.

The Swedish season is short - from 1st June to the end of August and the weather is usually good, often hot with light winds. The archipelago consists of thousands of small islands varying from rocks to islands, large enough for a farm or two. Thus there is always shelter and a place 'away from it all'. The main routes are clearly marked using the 'lateral system' and with good charts, good eyesight and a basic knowledge of pilotage there is little danger.

With the Swedish liking of comfortable outdoor life, there are few marinas and just the odd small harbour. However, secluded anchorages abound. The disadvantage is that fuel and water and chandlery are not always easy to obtain.

The Swedish way is generally to motor into an anchorage, drop a stern anchor and secure the bowline to a tree or rock. It is an advantage to carry plenty of long mooring lines and a rock piton and hammer. Apart from isolated rocks, the water was normally deep enough for our 5' draught right up to the island. Thus a dinghy was not needed to go ashore. It could be an advantage to have one though, as it enables one to get away from the crowd in a busy anchorage.

A pilot book is an advantage, though I have been unable to find an English language one, and good charts essential if one wants to find the quieter anchorages and get off the main channels.

A word of warning here. Sweden has areas around its coast which are not to be used by foreigners. These prohibited areas are clearly marked on the charts and can usually be avoided. I did learn of one foreign boat which was escorted away from such an area despite bad weather.

Another hazard is the very small areas of magnetic anomaly. These too are clearly marked.

Sweden I have always found very friendly and most speak at least a few words of English. We sailed under the Swedish flag, but from my Danish experience a few years ago, I am sure the Red Ensign would be made most welcome. Despite the language I soon found that I was beginning to understand the weather forecasts.

Perhaps the biggest disadvantage of the Baltic is that the water is cool by Mediterranean standards. However, it is clean and is nearly fresh water. Fish are abundant as are wind fowl and we even saw an Osprey.

Anglers should be careful, as most islands and the water immediately around them are private property. The owners do not object to yachtsmen landing, though I think around the Stockholm area it would not be welcomed in some places.

Having mentioned Stockholm, I will comment that it is possible to visit the city by boat. Though the archipelago there is naturally more crowded. It is also possible to cross Sweden by the Gota canal.

Launching places for Swifts do not abound, but we did discover several places and learned of other slips in the larger towns. Moorings in deep water are common and relatively inexpensive (how about £40 for a pontoon deep water berth for a season) once clear of the cities. A great advantage of this area is the small tidal rise which leads to weed free slipways and few currents to assist or hinder sailing.

The Swedes do like their long narrow 'Archipelago Cruisers' which slice to windward in the flat seas. Going through narrows it can be quite nerve wracking to be cross tacking with 40 foot plus yachts on both sides and others screaming towards you under spinnakers. However, as long as you know your boat and your rights and stick to them there is no problem. Generally we found the motor cruiser owners very considerate.

Finally, you may have heard that Sweden is expensive. This generally is no longer the case. We found food, fuel and many items of

5.2 GUDGEON PLATES

Martin Cole (S091) in his letter on home completion, noted problems with bowing of the gudgeon plates and Rob Tunstall (S074) told me at the AGM that his had failed at the weld. The load of any rudder hard-overs will be taken on these fittings and a succession could lead to failure. Rob has manufactured gudgeons in SS which put the pintle bearing some 1/2" further aft and the rudder stock hard-over now comes up on the hull. SWIFTCRAFT informally prefer fitting shaped chocks to the transom to place a stop against the stock. Do we have a 'fleet' problem here? Write in and I will keep SWIFTCRAFT informed.

5.3 MANUFACTURER'S CHANGES TO THE SWIFT 18

The following list has been provided by SWIFTCRAFT and gives the major changes to the boat over the production period to date. There have been other less significant alterations attributable to a change of component supplier e.g. the tube diameter of pulpit pushpit.

1. Bow roller - now a capping around the bow completely - bolted to deck and hull and incorporating pin to retain anchor warp.
2. Centreboard winding mechanism - a stainless steel boss has been welded on to the base of the screw shaft, so making it impossible to wind off the bottom. The shaft is removed, if necessary, by taking out the two pins that secure the star casting.
3. Rudder blade first made in aluminium, now an aluminium cross form and GRP mould, foam-filled.
4. Rudder gudgeons - now have a delrin tube in the middle. An additional gudgeon has been fitted 1" below the top gudgeon.
5. Since November '83 - trailer has leaf-spring suspension, 13" tyres and spare wheel bracket.
6. 1984 - New keel profile so that it intrudes 2" less in to the cabin and has 1" extra draft. 130 lbs of lead has been put in to the skeg.

5.4 TRAILER MAINTENANCE

Dear Editor,

At various times of the year I come across owners' trailers. Sometimes I am appalled by the apparent lack of maintenance.

I think it is timely before the new season starts to say a few things about trailer maintenance.

What many people forget is that the sea, which is all very nice to sail on and swim in, is, in fact, a highly corrosive chemical - particularly when it comes in to contact with metal of almost every sort. It is therefore essential that trailers are washed off with fresh water as frequently as possible and that trailer bearings are fully cleaned and greased at the beginning and end of each season and at least every sixty days during the season. If you do not want to do

leave a mooring, yet here, in the space of 10 mins. we were unlucky twice.

It was the only place too, that once on shore, we were murdered by millions of blood thirsty midges. On our return trip from the supping ale contest at the local hotel, if you stood still for one moment, which we had to do on picking up the tender to launch same, any exposed area of skin was immediately covered in a black mass - they were even going into our eyes and every time you took a breath they filled your nose. I've never had anything like it before.

I remembered afterwards, that old salt in the Colintrave Hotel we were talking to the week before, asked the question - "have you met our TIGER MIDGES yet", when I said no, he had that devilish grin on his face. I now know why. Friends slept on shore in the comfort of a hotel.

Tignagruaich to Rothesay 14th July

Weather dull - wind variable force 2-4.

As neither ourselves nor our friends having been to Loch Riddon, we decided to backtrack a little and head North East out of West Kyle and into Loch Riddon. Not too impressed, but found two nice anchorages in case of bad weather. Shellfield on the West side and Ard a' Chapuill on the East.

Left Loch Riddon sailed through Burnt Isles and again picked up mooring buoy. Went ashore for lunch in the Colintrave Hotel.

Back on board, slipped mooring, headed down East Kyle where we picked up a force 4. With the wind coming from our Port Quarter it was the first time I was able to try out our chute. Boy did we motor down that East Kyle! We sailed right into Rothesay Bay going like a bat out of hell.

The weather was worsening and listening to chanel 16 VHF it was going to be bad. I decided to put into Rothesay harbour before all the Irish contingent I'd been listening to on the radio, arrived.

Called up the harbour master on VHF, and on entering he took our lines and made us fast. The fee - surprise, surprise, £1.75 and if you did not leave you could stay the week for that. Then if you wished to stop longer than one week, your second week cost £2.00. Here he said, "but I usually tell 'em to nip out and come back in, then it'll only cost 'em £1.75". Gosh I thought, it's not worth the trouble slipping your lines for 0.25p.

The weather did worsen, blowing a force 6 and was not to let up the day after, so we stayed on a further day wandering the streets and sampling different ales in different bars. Rothesay is like a little Brighton or Blackpool.

During the course of the day we waved farewell to our friends who took their car across to Wemyss Bay on the ferry from Rothesay to start their long journey home to Blackburn, Lancs.

Saturday 16th July, Rothesay to Helensburgh

Weather overcast - wind force 3.

6. CRUISING CHATTER

6.1 1983 CRUISING LOG - COMPETITION

Three logs were submitted for this competition and the panel judged the log of TATRANKA II, by Keith and Zlatka Stubbs, to be winner. Many congratulations; when one reads the account the term GOURMET TO GARELOCH comes to mind, didn't Zlatka do well!

The log of TATRANKA II is published below and the others will be held for future editions.

South West coast of Scotland

Clyde Area

or

GOURMET TO GARELOCH

2nd July to 16th July 1983.

Skippers:- Keith & Zlatka Stubbs. SO25 "TATRANKA II".

Due to the nearness of land for much of the trip, it was only necessary to take regular fixes from objects on shore in case heavy mists overtook us at any time. These were left out of the ships log, only recorded on chart. When sailing in mist, courses were plotted on chart and ships log accordingly.

Planning this trip began back in September 1982, when I joined a school for navigation. Endless nights plotting imaginary courses and fixes, head buzzing with ships navigation lights configurations.

Well, suffice it to say, all was not in vain. Later in the year a short course in the use, do's and don'ts, of V.H.F. made this part of the planning complete.

June 30th, last chance to run through our check lists and hope you've got it all right. I remember thinking, lying in bed at night, whether I really ought to have put the double bed on the list also. We seemed to have included everything else.

'D'day and we're off. Friday 1st July.

The journey to Gourock was uneventful. I say, Gourock, because some weeks earlier I had been in touch with the Royal Yacht Club Gourock for their assistance in launching. On our arrival, they didn't want to know us. We even had to buy our own drinks at the bar.

I hope some day they might want the assistance of the "Blackpool & Fleetwood Yacht Club".

Due to this turn of events we had to postpone the launch until the next day, and find another launch site.

That night, in worsening weather, wind increasing and heavy rain, we pulled off the main road and onto a public car park at the water's edge and turned in for the night. Sleeping on-board.

I don't know how it is but, on these occasions I tend to sleep with one ear open while Zlatka sleeps the sleep of the dead.

Just as well, for at 03.00 hours the yacht gave a shudder, of a type different from the norm even in these windy conditions. Half asleep, I shot up banging my head in the cabin roof, (this incidentally, woke the dead, Zlatka - with the words), "whats the matter", I quipped, "there's someone on the yacht", "it's the wind", she said, "no it's not", I said, throwing the fore hatch open and sticking my head out. There he was, in the early light of dawn, trying to force open the back car window. I let out one heck of a cry, (unprintable), this only rooted him to the spot. The second cry had him racing off and wailing as though he'd heard a ghost or something.

A tour of inspection in the morning found all well. He'd been using a wooden wedge he'd found somewhere.

So shipmates, always keep an ear cocked.

In the morning Saturday 2nd July, we ran back up the coast, crossed the Erskine bridge, through Dunbarton and on to Helensburgh, (where the previous evening on a visit to the Pilot Office, we'd been given info that there was a super public slip of which none the like existed for miles around).

Believe me, Helensburgh slip is perfect. Hidden behind a small "L" shaped pierhead it is quite sheltered.

It needed to be, because the wind had now risen to force 7 and gusting.

After a quick discussion on arrival, we decided to launch. Pointing stern into wind helped considerably with stepping the mast. Duly rigged, we launched and once the stern was sufficiently in the water, (yacht still attached to trailer) I started the engine to warm it up. Once satisfied all was well, Zlatka cast securing lines off and I drew away from the trailer - no turning back now. Zlatka was left to secure the trailer and drive to Rhu Marina, where earlier, I'd arranged to leave the car and trailer for two weeks under 24 hour surveillance. Necessary after our earlier experience. At a cost of £10.00 per week it's worth it just to have peace of mind.

This was it. Once out of the protection of the harbour all hell was let loose. No turning back, I pressed on with wind astern. Tatranka II rode up a wall of water dropping off the edge only to be met with another which ploughed over the deck. The engine moaning under the strain and not giving me enough way so giving me a hard time with the tiller. Each time the yacht rolled over the crest of these waves, the wind tried to broach her and the engine not having enough power made it VERY difficult to manage and to bring her back on course. Under these conditions the Yamaha 4HP engine is not sufficient. A 7.5HP would be more adequate.

During this time Zlatka was monitoring my progress up the coast and was terrified for me. "The yacht", she said, "one moment it was there and the next it was gone, out of sight". After I'd listened to her, she even had me worried too.

However, "Tatranka II" and I did make Rhu Marina and once berthed, Zlatka and I began to offload equipment from the car. Once all safely stowed Zlatka prepared dinner and at 18.45 we dined on grilled pork

At one point on our journey, we had a peculiar phenomena of which, at the time, no answer. I noticed a bow wave some 20mts off our bow, stretching way out to our port and starboard. This bow wave was with us for something like half an hour.

It was solved some nights later when, chatting to other yachtsmen over a pint of beer, all was revealed. It seems, our nuclear submarines play hide and seek under yachts of all sizes whilst on manoeuvres. Talk about a pea on a drum. Still, if they can hide under an 18 footer, they deserve to be in the record books.

Entered Rothesay Bay at 15.00 hours and could not find a vacant mooring buoy. We cruised round to the old swimming pool and anchored some 20mts from the pool steps. I found anchoring here difficult. The sea bed at one point ran down at an angle of 45°.

We had arranged to pick up some passengers at Rothesay who were to spend two days cruising with us.

We received a telephone link call to say they had arrived and went ashore to collect them.

Brought them on board and all had dinner - Ham salad - Cake, washed down with a bottle of beaujolais.

Returned to shore and all spent a super night out in a local bar complete with Scottish Piper and other good entertainers.

Left them on shore (staying at a Hotel on the sea front, not far from where we were anchored).

Wednesday 13th July, Rothesay to Tignabruaich Kyles of Bute

Sunny - Wind force 2-3.

Collected our two friends from shore and decided to take them through the Kyles of Bute.

Left Rothesay 10.00 hours on a good breeze, rounded Ardbeg Pt. and Ardmaleish Pt. into East Kyle. Moored off Burnt Isles and headed to the Colintrave Hotel for lunch in the tender. Spent a good hour there and headed back to the yacht. Slipped our mooring and did a tour of Caladh Harbour then back to the tiny island Eilean Dubh and the re-tracing our sail earlier in the week, pressed on towards West Kyle, stopping at Tignabruaich where we picked up a mooring buoy.

Zlatka made dinner - Steak and kidney, new potatoes, tossed salad - cheese and biscuits - fresh fruit, washed down with a bottle of wine.

We had no sooner finished when, Jack remarked that a large pleasure boat seemed to be heading for us. He was right, we were on his mooring. They were very nice about it, said they would go round again whilst we took off.

I promptly complied and took off to find another. This I did, only to be thrown off this too. They were nice too, offering to let us tie up alongside. Name of this yacht, "BRITISH STEEL".

Well, I declined their kind offer, and found another. It's interesting to note, that throughout the entire holiday we were never once asked to

"TAKE THE TILLER". Well I took the tiller, slowed the engine and ran alongside this huge basking shark and spent the next few minutes persuading Zlatka to get the camera and try and take a good photo. It ploughed on just under the surface with dorsal fin and tail showing well above the water line with 15 feet in between them. It must have been every bit of 25 feet long. Well, Zlatka played about with the camera for so long (even sharks have their limits to saying "cheese") eventually it slowly submerged, never to surface again.

After this episode, we passed Brodick Bay at 16.14 hours, dropping our anchor opposite the town of Lamlash at 17.30 hours, with Holy Island on our port quarter. Anchor bearings taken from two churches.

Dinner on board - Beef Casserole followed by fresh cherries.

Before going ashore, I made sure the anchor was firmly dug in by reversing the engine. We then left in the tender to visit the night life.

Sunday 10th July, Lamlash Bay to Millport on Great Cumbrae Island

Beautiful sunny day - wind force 0-3 with heavy mist.

Left Lamlash at 12.30 hours, very irate. Nothing opens on a Sunday, with the exception of all the bars, eating houses and the paper shop. Anyone needing petrol, forget it. In the end, a kindly taxi driver taking some passengers to the ferry at Brodick, said there would be possibilities at Brodick. This was after I had spent two hours propping up a wall opposite a local garage at Lamlash and trying to tap up the local fire brigade beforehand. Well, the taxi driver came up trumps, and would take nothing for his troubles, said he was going anyway, and thrust my tip of thanks, back in my pants pocket.

Heading out of the North end of bay rounding Clouchlands Pt. bearing 355° (M) to come in line with RDF beacons after Sannox Rock then heading 067° (M) to Millport Bay Great Cumbrae.

Arrived Millport 18.00 hours, picked up a spare mooring buoy.

Had a good wash and into some decent clothes.

Went ashore where we had a good old bag of fish and chips. Later we went to a hotel disco and spent the evening trying to get the fish and chips down to our shoes.

Millport is a famous yachting centre and again we were only one of many yachts anchored in the bay.

We stayed a further day here, because it was so nice. Lolling on the sands and cooling off in the sea when we got too hot.

Tuesday 12th July, Sunny, no wind. Millport to Rothesay

Headed out of Millport harbour, rounded Sheanawally Pt. setting course 300° (M) for Kilchatten, Bay. Thought we'd have a look on our way to Rothesay. However, I can report, its nothing to look at. So, we turned round, and headed out setting course 360° (M) to bring us to Rothesay.

We saw a seal whilst on our way, but no way would it let us near it. I tried many times to get close.

chops, tossed fresh salad and mashed potatoes. Followed by toasted crumpets, cheese and biscuits.

Later in the evening we sampled the local ales in, what else but, the local.

Sunday 3rd July Rhu Marina

09.00 hours, contacted H.M. Coastguard for 12 hour local weather report. Not too good so decided to sail round Gareloch and get the feel of things returning to Rhu Marina for the night. This we did, the wind now only force 4-5, returning at 17.30 hours.

Dinner @ 19.00 - Grilled steak, boiled potatoes and tossed salad - washed down with a bottle of red wine - followed with cheese and crackers.

Not complete without a visit to the local with some friends we'd met. 24.00 returned to Tatranka II for further drinks with friends, (chucked out of the local we were). Friends left 01.00.

Monday 4th July, Rhu Marina to Holy Loch

Wind force 3 and weather improving.

Left Rhu Marina 11.00 hours on a reach and later turned into a beat which took us towards Greenock and then across the Clyde to Portkil Pt. On the other tack back to Cardwell Bay. From here we had a hard beat right into Holy Loch, 14.30. Picked up mooring buoy in front of Richardsons Boat Yard, went ashore to pay our respects to the Richardsons and so some shopping.

Returned to yacht, tackled up the fishing rod and caught our dinner for the next day.

17.30 dinner on-board, grilled lamb chops, new potatoes and fresh salad. Hit the sack early for a change.

Tuesday 5th July, Sandbank - Holy Loch to Colintrave - East Loch Kyle

Wind force 2-3 mist and low clouds.

Slipped our mooring at Sandbank in mist and low clouds, no wind. Leaving entrance to Loch picked up breeze, further into channel wind increased to a force 3 westerly giving us a beat to the entrance of Rothesay Bay, average speed 4knt's. On reaching Kames Bay, wind dropped to zero. Motored up through Kyles of Bute to Colintrave East Kyle where we picked up a mooring buoy (Faoilinn), decided to stay the night.

Dinner 18.00 - Coalfish (caught day before), new potatoes, cauliflower and fresh corn on the cob.

Went ashore and spent the evening in the Hotel Colintrave chatting to a bearded old salt about the type of vessels that plied these waters 50 years ago. Should have had a tape recorder and an interpreter.

Wednesday 6th July, Colintrave to Eilean Dubh

Wind zero. Very sunny, with no cloud.

Had a good lie-in, 11.00 slipped mooring and motored up East Kyle through Burnt Islands, across Loch Riddon and found a beautiful bay nestling behind a tiny island which could easily be missed. The island is called Eilean Dubh and the bay Caladh Harbour.

We were told not to miss this tiny island by a friend who sails this area quite often. Well, all he said of it was true. I should think two weeks earlier would have been better. The entire hills as far as the eye can see and the island, is an endless carpet of Rhododendron. Alas, when we were there, all were practically spent.

We entered the bay from the north, picking out the two markers which guide you in. These markers are not too visible and care should be taken on the approach until found.

There were no mooring buoys vacant so we anchored at a safe distance from some six other yachts. What a place. It was so nice, we decided to stay for the remainder of the day and that night.

Dinner on board - Gammon Risotto, tossed salad. Fresh peaches and grapefruit.

Made friends with a family on another yacht. Swapped yarns and drinks on one another's boat.

Thursday 7th July Eilean Dubh - East Loch Tarbert

Sunny, Very Hot No Cloud, No Wind.

Left Eilean D in nice sunshine but very little wind. Passed down West Kyle rounding Ardlamont Point entering Lower Loch Fyne sailing directly across the Loch for East Loch Tarbert.

Picked out markers to entrance and swung into main channel. Two minutes later, one of Her Majesties explorer vessels rounded the entrance and was forced to put her brakes on, or run us down. What a nice feeling it is, to be at the helm of an 18 footer leading one of Her Majesties vessels into harbour.

What a harbour. Not to be missed if you get in this area. A typical fishing harbour and still plying their trade. Vessels arriving with their catches right up until 21.00 hours, with the usual smell of fresh fish and stale fish smells coming from piled up nets drifting in the night air.

We managed to pick up a mooring buoy once in the harbour. The buoy was every bit of 3 feet in dia. and the warp 3" in dia. I thought, "we'll get thrown off this later in the evening, and probably by one of H.M.'s survey vessels too". But no, all was well.

Dinner on board - Sigansky Goulash followed by fresh pears.

Went ashore 20.00 to visit local where we had a plateful of fresh Oysters on ice, brown bread and butter and washed down with their best bitter ales. Left early hours.

Friday 8th July, East Loch Tarbert to Ardrishaig - Ardrishaig to E.L. Tarbert

Sunny, very hot, no cloud, wind force 2.

Just about to slip our mooring when, what's this? two men in a boat, "good morning", one said. "Just like to ask you some questions, we're the customs", the other said. Like, "have you come from Ireland, are you going to Ireland, well where are you going", etc. etc. Well it would have been better to ask that question first I thought. After taking the yacht's name they bade us a pleasant journey and farewell.

We sailed out of East Loch Tarbert thinking, had we been gun running or something, they'd have been a bit late.

Headed north to Ardrishaig. About half way there, we were again it seemed, about to be run down by one of H.M.S. own gun boats. Through the binoculars, I could see the Captain and first officer on the bridge all in their whites and the Captain looking through his binoculars at us. They swung round our stern and slowed to our crawl. First Officer ran from the bridge and emerged on deck at the bows. After checking our identification against a list he was holding, he saluted us, waved to the bridge and took off to our stern at great speed.

Arrived Ardrishaig, picked up a mooring buoy, untied the tender and went ashore. Spent three hours there picking up supplies and inspecting the Crinan Canal. This canal is the short cut to the North West Coast of Scotland, knocking many days of a sea going passage.

Arrived back at East Loch Tarbert, picked up a mooring buoy again. Dinner on board - Grilled pork steak, new potatoes and tossed salad. Went ashore 20.00 hours - just testing the ales again, that's all.

Saturday 9th July, East Loch Tarbert to Loch Ranza and Lamlash the Isle of Arran

Beautiful sunny day with heavy mist at times. Wind force 0-3.

09.15 hours, left East Loch Tarbert beautiful weather, but no wind. Headed S.W. to Skipness Pt. Visibility bad. Managed to pick out radio mast on reaching Skipness Pt. steered 183° (M) Log 27.4m time 10.40 hours headed Loch Ranza Isle of Arran.

Sailed into Loch Ranza under canvas after picking up a force 3 two miles out. Went ashore after picking up mooring buoy in the bay. This area treacherous with fishermans pots. We nearly got caught in them both in the yacht and the tender on going ashore.

Only a short stop. Returned to yacht and sailed out of Loch Ranza 12.30 hours heading round north tip of Arran and S.E. for Lamlash.

Passed northerly DIR. F. beacon 14.49 hours, log 31.7, passed 3rd DIR. F. beacon Sannox Bay 15.13 hours. These beacons, three in all, are what all sea going vessels, undergoing trials, have to pass to check against a measured mile. Each beacon being one mile apart.

After chasing, what we thought at the time was a pilot whale, a basking shark, who's tail broke the surface on our starboard beam - no I must pause here to reflect - imagine. An oily sea with no other sound only the yacht engine - the sun beating down and not a breath of air. Zlatka on the tiller and yours truly dangling my bare feet in the sea sat on the bow when, all of a sudden, this huge tail breaks the surface on our starboard beam. I shouted, "look at that", pointing and turning towards Zlatka. Her face was a picture, and in the next instant, shouts of, "TAKE THE TILLER TAKE THE TILLER", "It's alright", I said -