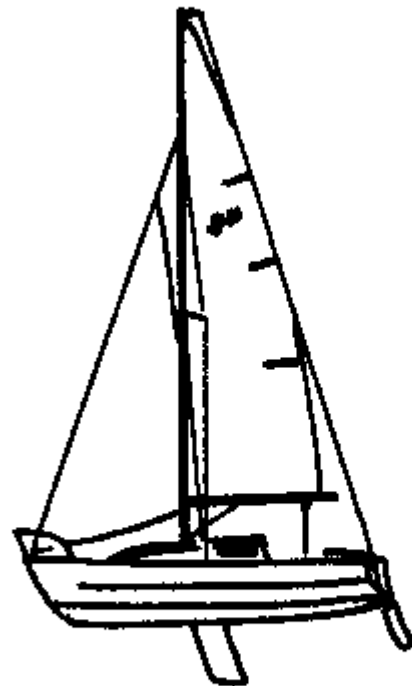


NEWSLETTER

NO. 12 FEBRUARY 1985

1. RESUME OF AGM.
2. 1985 OUTLINE PROGRAMME.
3. SECRETARY'S SCUTTLEBUTT.
4. TECHNICAL TOPICS.
5. CRUISING CHATTER.
6. SUBSCRIPTIONS.

Secretary: Paddy Carr
The Moorings
Long Load
Langport
Som: TA109JZ
045-824-303



NETTELISVEN



RESUME OF THE AGM

1.1 The Annual General Meeting was held during the forenoon of 12 January, in the West Brompton Lounge at the London Boat Show. Forty six members attended, and, with the addition of seventeen postal and proxy votes which the Secretary had received, the total number of SWIFTS represented was 46. The Secretary opened the meeting by welcoming those present and thanking the membership for their interest and support.

AGENDAITEM 1. FINANCE

The Treasurer presented his statement of accounts and observed that the membership numbers remained high with some twenty casualties only. The major item of expenditure was to Newsletter production and mailing, however, the balance creditor remained very healthy. In reply to a question he said that it was coincidence that subscriptions from SWIFTCRAFT were identical for 83 and 84. The accounts were accepted and the proposal to maintain subscription rates at £8 was carried unanimously (ITEM 2). The Treasurer asked members to consider paying subscriptions by Bank Standing Order. Ron Pruce indicated his willingness to continue as Treasurer, this was gratefully received and a warm vote of thanks given.

ITEM 2.

STATEMENT OF ACCOUNTS

At Bank December 1983	£765.00
Add Income over Expend.	£345.00
	<u> </u>
At Bank December 1984	£1110.16
	<u> </u>
(Cur. A/c	£135.81)
(Dep. A/c	£974.35)

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1983	<u>Income</u>		1983	<u>Expenditure</u>	
£244.00	Subscriptions	£528.00	£189.68	Newsletter	£477.78
	Lakes Laugh In	248.50	11.23	Questionnaire	25.72
3.00	Sales	36.09		Sundries A.G.M.	34.94
	Interest	25.55	38.09	Sec. Expenses	18.56
			4.55	Treasurer's Exp.	7.56
472.00	Subs (Swiftcraft)	472.00		Trophies	42.83
			487.42	Trophies in Stock	53.23
				Bank Charges	11.50
				Lakes Laugh In	292.66
				Income over Exp.	345.16
		<u> </u>			<u> </u>
		£1309.94			£1309.94
		<u> </u>			<u> </u>

ITEM 3. SECRETARY'S REPORT

The Secretary briefly outlined the responses that he had had from his Questionnaire and through the Regional Links; not wishing to pre-empt further business of the AGM it seemed that members favoured a regional approach with area rallies, and a 'private' SWIFT national event with less emphasis on out and out racing. He went on to cover the 84 season stressing the good and not so good aspects.

ITEM 4 & 5. SA CONSTITUTION AND ORGANISATION BY REGIONS.

The Secretary introduced these items by saying that the Association was now of such a size that he thought it should be managed by a committee rather than by individuals using their initiative. An initial proposal to set up a committee of

four was not taken to a vote, but amended to make Regional Representatives form the committee. After further discussion the proposal that 'The SA be managed by a Committee of four, drawn from the Regional Representatives and electing their own chairman, supported by Honorary Treasurer and Secretary' was carried unanimously. There was much discussion on how to set up the regions, particularly whether by residence or sailing area. The Secretary said that most fell into sailing areas quite neatly, however, it was pointed out that for social out of season events and initial contact a residence distribution was necessary. He stressed that regions were not water tight compartments and that the aim was primarily to get SWIFTS and crews together, ashore and afloat. The meeting agreed that the Secretary should progress this matter initially using the "volunteer" Regional Links that he has already established.

ITEM 6. ELECTION OF OFFICERS

As indicated above, the Committee for 1985 will be drawn from Regional Representatives which the Secretary will action. Paddy Carr and Ron Pruce will continue as Secretary and Treasurer in support to this Committee. A volunteer to act as Newsletter Editor was sought; there were no takers from those present.

ITEM 7. EVENTS

A lively and wide ranging discussion followed the Secretary's introduction to this item. In summary the meeting substantiated the feed back already received that for the NATIONALS we should hold our own event, in the form of an extended Rally within which 'passage' and 'round the buoys' racing would count for the trophy. There was good support for this to be held in the Solent this year, but location should be shifted annually. The proposal to hold a SWIFT NATIONAL RALLY in the Solent commencing July 20, the event to include passage racing, a social, and 'fun' events, was carried. The dates allow those keen to, to go on to the UKMA Nationals to be sailed from Hayling Island July 27 and 28.

Regional Rallies were also proposed, with Opening Meets to be held May 4, 5 and 6 on East Coast, Solent, Plymouth, Lakes (NW), with Scotland West Coast subject to Regional views (may be later in the season).

Concerning socials, the majority view was that a National Social was still too ambitious but Regions should be able to organise something. A lunch coincident with the Southampton Boat Show was suggested, also a 'towards end of season' meet for September 13 - 15 again linked to that Boat Show.

The location for the AGM provoked much comment, and those present were equally divided between, continue with Earls Court, and try another Boat Show. A request to hold the Meeting later during the day was made so that not so much prime show visit time was lost. This item was not pressed to a conclusion and will be passed to the Committee for a decision.

ITEM 8. SILVESTER AND CHARNLEY TROPHIES

John Charnley took the chair to announce the winners for 1984. Taking modification of the year, he said that there were many good ideas presented, however, the clear winner was Tony Adams for his keel winding gear bearing. He added that SWIFTCRAFT were undertaking a material study of the idea with the view to incorporating it into the design, and anticipated offering retrofit kits.

The SILVESTER Shield, awarded for the best Cruising Log submitted, attracted three gusting four entries. "Jenna to Jersey", "Aquavite's" Danish Dash, "Teacuis" to the Scillies and "Cir Mhor's" A Swift and a Good Companion. That judged as best was the cruise of Teacuis and the Shield was presented to Paddy and Sue Carr (to matters of fix).

ITEM 9. AOR

(a) The Secretary summarised the outline 85 programme, this is listed in this Newsletter at 2.1

(b) The Secretary said that there was promise of support for a company sally-forth to Brittany, the consensus dates being late June for ten days or so. There are difficulties in trying to arrange group ferry bookings, however, he had written to Brittany Ferries seeking further discount on their 'Caravanners Special'. Bruce Seligmann who made the trip last year advised that it was best to shop carefully for which ferry since the shorter crossings were likely to be cheaper and the extra driving distance on the other side was insignificant. (Please refer to latest sitrep in this Newsletter 2.2)

(c) John Charnley informed the meeting of Robert Powditch's planned circumnavigation in a SWIFT 18 via Cape Horn. The boat is much modified, fixed keel, reduced masthead rig with cabin orientated about a single bunk. He said that these plans were not yet released in order to keep pressure off the project, but he thought a departure in June 85 was probable, and suggested SWIFTS might like to rally in Falmouth and provide an appropriate send off.

(d) In reply to a question as to whether past copies of Newsletters were available, the answer was affirmative but there may be a small charge levied; apply to Secretary. The Secretary also said he intended to include a review of technical ideas submitted to date in a future newsletter. Eric Smith informed the meeting that he was offered a considerable cost reduction for Rearing Buddies (see NL11) in batches of ten, anyone wishing to avail themselves of this snip contact Eric Smith (SO 160) Tel: 0272-574703.

VALEDICTION

The Secretary proposed a very warm vote of thanks to Bruce Seligmann for his stirring work as Newsletter Editor and for his support and encouragement to the Association during his stay in UK. Bruce and Pam return to Australia in February and will be missed - Bon Voyage.

1985 OUTLINE PROGRAMME

2.1 DETAIL

<u>DATE</u>		<u>EVENT</u>	<u>LOCATION</u>	<u>CONTACT</u>
3-6	May	Opening Rallies	E Coast NW (Lakes) Solent Plymouth Scotland	R. Landon C. Clayton I. Peck D. Baker t.b.c. also date
25-27	May	Newmark Avia Regatta (SWIFT invitation)	Rutland Water	G. Biggs
15-26	June	Brittany in Company	River Vilaine & Quiberon Bay	P. Carr
20-25, 26	July	SWIFT NATIONAL RALLY	Solent	P. Carr I. Peck t.b.a.
27-28	July	UKMA Nationals	Hayling Island	---
13-15	Sept	Soton Boat Show Rally	Solent	t.b.a.

Note: N Wales, Broads, Scotland West Coast, all have good prospects to enable SWIFTS to meet. If you are planning anything let the SA know.

2.2 BRITTANY 85.

Feel like cruising Brittany; french cooking, winds, sun, and challenging pilotage? I am very close to booking 'Teacuis on trailer' to cross the Channel around June 14, drive down to the River Vilaine and cruise that area for ten days. The River Vilaine above the barrage was described by Bruce Seligmann in NR 9 and is charming; to seaward are the islands of HOUAT, HOEDIC, and BELLE ISLE, with Quiberon Bay and the Morbihan to the north. It is a French holiday area, and many marinas cater for the volume of yachts whilst peace and quiet can still be found in the rivers; June would be before the start of the French holiday period.

I have contacted Brittany Ferries and confirmed that SWIFT'S could be carried under 'Caravanners Special' terms, i.e. £115 is minimum tariff return fare plus £34 for each adult; their letter is reproduced below. I would be very happy to give moral support to anyone keen to try this venture, but do believe individual travel arrangements are the answer and that we should meet up in Brittany. Do get in touch with me if you are interested.

BRITTANY FERRIES LETTER:-

Dear Mr Carr

Thank you for your recent letter and we are pleased you are considering our service to Brittany as part of your plans to visit France in June.

Whilst we would be pleased to extend our caravanners' special return fare to your trailer-sailer combinations, and also to be flexible should one or two exceed our 10m. limit, we would not be able to extend a further discount on our normal rates.

As an alternative, may we suggest that clever use of sailing times and in particular our morning departures from Portsmouth and all departures from Plymouth with the exception of our Friday night service, should represent something of a bargain; as our 'D' tariff still applies in early July, many of our returns from France are at 'C' tariff and of course any combination of our routes could be used.

Perhaps when your plans have progressed further you would like to get in touch with us again and we would be pleased to make whatever reservations you may require.

Yours sincerely

M. Hammett

Operations Manager.

SECRETARY'S SCUTTLEBUT

3.1 Sharing the load

I hope you will agree that enough has been said concerning organisation in this copy. I am publishing the list of Regional Representatives; this is a first shot and will no doubt be blended as need and experience dictates. There are though two posts which I would wish to relinquish, those of Technical Secretary and the recently acquired one of Newsletter Editor. The former entails running the data bank and producing copy for Technical Topics, whilst the latter is compilation of material and presenting this in legible format to the production unit. Are there two souls who would step up please?

REGIONAL REPRESENTATIVES

Scotland	Jim Stevens	SO 48	0620-2580
	Brandon Becker	SO 146	
NW/Lakes	Chris Clayton	SO 33	0772-715757
NE	Martin Cole	SO 91	0302-831846
Midlands NE	Peter Latham	SO 14	0602-283759
Midlands NW	Ian Harrison	SO 41	0773-49537
East Anglia N	Joe Quercia	SO 21	0263-513422
East Anglia S	Dick Landon	SO 36	0234-771615
West of London	David Cutler	SO 60	02406-2136
SE	Alec Logan	SO 61	073-782-2271
London	Volunteer please:		
Solent W	Ron Bruce	SO 43	0703-767434 0425-61742
Solent E	Ivor Peck	SO 96	096-273-2485
Mid SW	Paddy Carr	SO 31	045-824-303
West Country	Dave Baker	SO 92	0752-700943

3.2 Newsletters

Newsletters are clearly well received and form the backbone of the Association's service to the membership. It is intended to publish four per year, in February, May, August and November with copy required the mid month previous. Material is always needed and any letters, experiences, suggestions, cruise articles, will be welcomed. May I call for a brief treatise on setting up rigging as a starter.

3.3 Register of Owners

A list of alterations and additions is attached. We are doing well in filling in the spaces and the information on name and sailing area is most useful to the regions. If your details are not yet shown, please let me know them; also should you meet a SWIFT who has no knowledge of the SA, they may be one of our casualties who was not given details when they bought their boat.

3.4 Tailpiece

It remains for me to thank you for the support to, and interest being shown in, the SA. Happy sailing for 1985.

Paddy Carr

TECHNICAL TOPICS4.1 Outboard Power

In response to the question in NL 11, Ken Moolenaar offers the following:-

"Two of us sailing out of Hudeford use 8HP Yamahas to counter the 'run' - the entrance to Christchurch Harbour. In the event of 6HP would probably suffice but I have fitted a 9" x 5" propeller to the 8HP which has proved a good compromise.

To allow the engine to swing up and lock halfway, principally for 'trolling' in very shallow water, the cut out for the engine well has been enlarged - it also enables the engine to be left on when drying out.

I can't say that this offers a solution to the criteria set by Tony Adams (NL 11) but it might be of interest to someone."

K.M.

Fd. Comments:

- (a) Power, this must be tailored to your need, but remember that costs of the higher HP motors rise markedly, will need separate rather than integral fuel tanks, and one is near maximum hull speed with 5HP.
- (b) Enlarging the motor cut out. A simple task but beware the pitfalls, you will be exposing the inter skin space which was packed with filler on build. When I tackled mine I made plywood packers to fill the void, set them in resin and in from the cut out by $\frac{1}{4}$ inch; I then filled the channel formed with a resin filler, the objectives being not to strain the joint and induce leakage here. The 84 specification boats already have an enlarged motor cut out.

4.2 Tables and Stowage

For another slant on these here is the Tony Adams solution:

"With this design the working surface is retained, but folds away, and increased storage space (for cooking utensils etc) is also provided.

When we placed the order for Gormender, SWIFTCRAFT moulded in a tube (plastic sink waste) to allow us to store our water container in the quarter locker and slide the water pick up pipe through the moulded in tube to the sink pump. This of course allows extra storage space below the sink.

Following my policy of avoiding loose parts I have also constructed a cabin table which when not in use folds down each side of the centre plate case. It also has the advantage over the SWIFT design of allowing entry/exit of the cabin when the table is in use. At present my artistic abilities are not quite up to drawing this design, however I will, in the near future, do my best and send you a sketch.

These modifications, combined with plywood shelves over the quarter berths (teak faced and edged of course) have combined to free the area below the cockpit sole. We have found that four plastic washing up bowls slide into this area and are just the thing for food storage being very handy for the cook to reach when preparing meals"

See sketch opposite ...

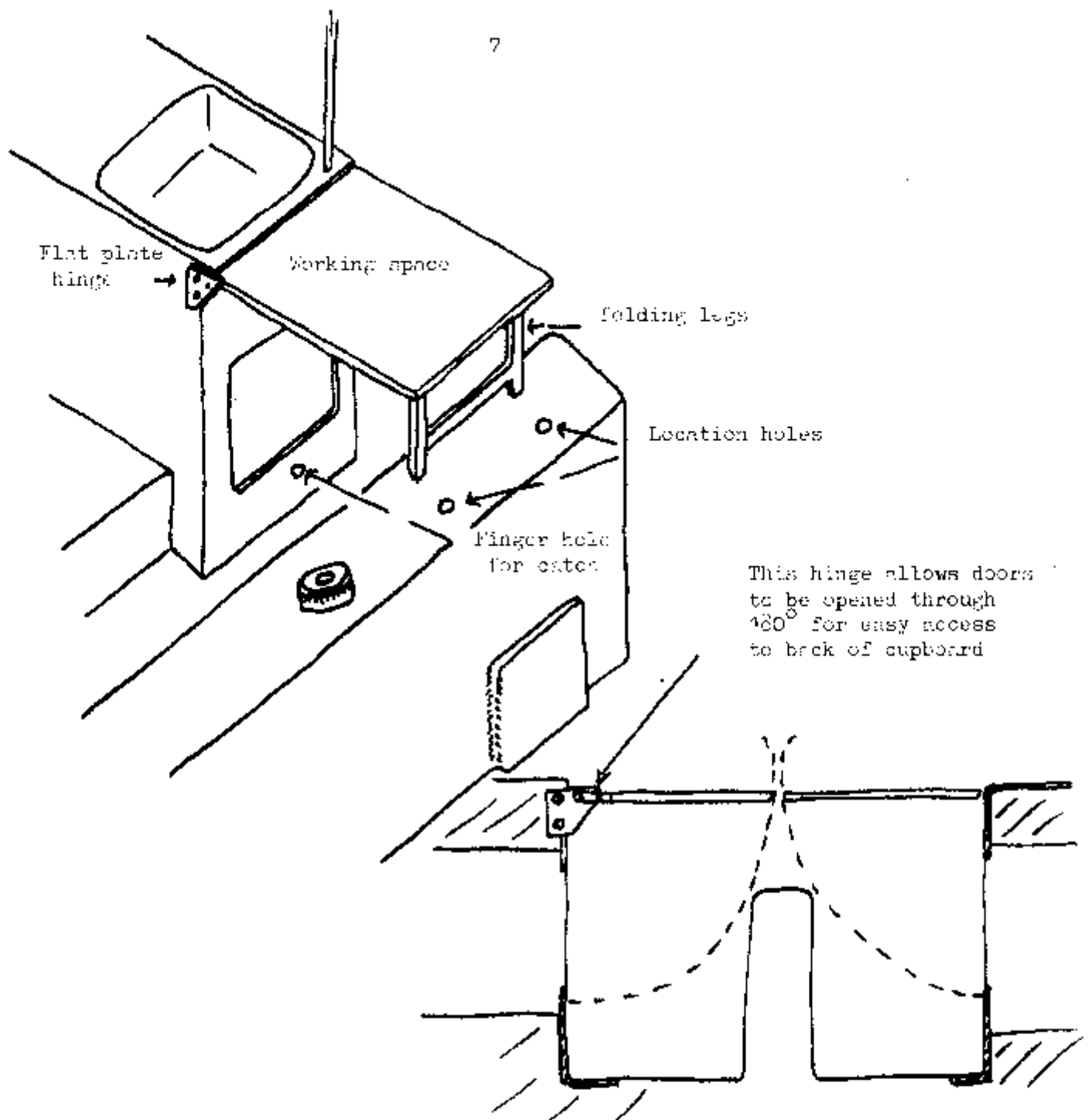
4.3 One Man and His Boat

December to February, with the January we have just experienced, was not conducive to sailing. I was hopeful until mid November but then I laid Teacuis up in the back yard. Thorough wash down, removed equipment, undressed the mast (particularly the stainless rigging to give interaction a rest), unshipped guardrails and covered hull with a tarpaulin set over a long curved ridge batten to let the rain (and melted snow) run away. The trailer was serviced, by inspecting all moving parts, decorroding and greasing up, then the whole rig blocked up to relieve the suspension and tyres of weight. Routine checks on state are made whilst reading the Sunday papers on the 'upstairs one', the views in Somerset are great.

5. CRUISING CHATTER

5.1 Launching in Kent

Paul Rees (SO 30) has offered advice on launching sites and parking in his area to anyone venturing down that way.



1. A similar storage area is cut out below the cooker. Plywood floors have been glassed in each cupboard and foam fill underneath.
2. The raw foam surfaces exposed have been treated with resin to stop crumbling and painted with white emulsion paint.
3. Sufficient material is left around the aperture to ensure that most loads are still supported.
4. When cutting out foam constant air extraction (vacuum cleaner) and face mask are necessary.

5.2 West Country

Paul and Mariel Sinha (SO 133) will be sailing out of Falmouth for the week commencing 29th July, and would happily join forces with other SWIFTERS.

5.3 Cooks to the Galley

Crispy Crackles from JAC.

2 oz butter

2 tbs golden syrup

2 oz drink. choc.

2 oz cornflakes

Method: Melt butter and syrup
add all other ingredients, mix
well, put in tin or bowl to set.
Cut in slices and use as sweet or
cake.

5.4 Cruise Logs

Two of the 1984 entries for the Silvester Shield have been published previously. Here is the Log of Teacuis:-

LOG OF TEACUIS - PORTHLEVEN TO SCILLY ISLANDS AND RETURN

Inspired by cruising articles describing the charm of the islands, the urge to make a reasonable length passage by SWIFT 18, and after day visits by courtesy of the ferry Scillonian, we decided to sail Teacuis to the Scilly Isles in 1984.

Tides are crucial to the passage and to combine with maximum daylight, the prediction for mid May suited best, so a week's holiday was taken commencing May 12th.

+++++

Sat. 12th May

We left home Friday night (11th) after a good steak at the Wyndham with son Mike, and had a painless drive to the layby near Launceston. Comfortable but very cold kip aboard (frost on loc seat) and on the road again by 7am - hardly any traffic - into layby at back of Penryn for breakfast and shopping in Falmouth, then onto Porthleven. Road widening at Rame will be marvellous once finished, the bluebells, campion, and ransom along the hedgerows of the narrow roads were abundant, the Cornish names familiar and attractive with lovely early morning misty views along the valleys.

At Porthleven we spoke to a fisherman and dockmaster to discover car and trailer stowage (Keith Benny, caravan field opposite football club), then parked to do our various jobs and wait for the tide. Saw Claudia's artist friend. Launched very easily and lay alongside north wall to rig and stow.

Underway with a nice reaching breeze which seemed to increase so we reefed twice as we passed Prins Sands and Prussia Cove. Anchored just outside St. Michael's Mount Harbour, comfortable and impressive lying under such a dominant castle. As we approached we saw one of the STA schooners set jibs and topsail. Heard forecast, sipped and prepared for early start. Wore more clothes to bed - golly it's cold!

Sat 12 HMD 0937 2157 HW Porthleven 1528
Forecast - NE 5/7 loc 8 Plymouth
4/5 loc 6 in E Sole

9

Forenoon at Porthleven, rigging and improvements carried out.

1415	Good launch off steep ramp. Alongside N Wall inner hbr.
1555	Motored out.
1610	Set Main & Genoa to N3/4
1630	Freshened, one reef then second. Good sail, close fetch to St Michael's Mount.
1800	Anchored off Marazion, blowing 5 but sheltered and more comfortable as tide dropped level. Weep from keel pivot bolt.

Sun. 13 May

Mike's Birthday. 0350 - alarm - Gosh it's cold and dark. St Michael's Mount looks fantastic towering over us. Stowed, made coffee, filled flasks and were underway at 0435. As dawn came the large cheese moon sank behind the lights of Penzance and St Michael's Mount became a distant witches castle. A lovely sail along the coast to the Runnel Stone identifying the bays - a coffee but no fuel for food. It was exciting to set course for the Scillies especially as Teacuis seemed to be enjoying it so much. Saw a few black guillemots, shearwater and had the company of four porpoise playing across our bows for half an hour. Leaving Wolf Rock astern we soon sighted and closed St Mary's - over such a barren unwelcoming landscape but we were glad to anchor in Porth Cressa - even tho' we ranged about. 7 hrs St Michael's Mount to Porth Cressa - speedy Teacuis - 37 miles. Tho' freezing cold, sitting on my sunny bunk looking out onto blue green water gives one an idea of what it should be like.

Brunch, then a rest and decisions. Ashore to ring Mike and Mercury Gardens, all well. We looked into Hugh Town harbour and then walked round Garrison Hill looking into the old powder house, passed Star Castle, an Elizabethan fort now a hotel, built in the shape of an 8 point star, and on round the walls. Lots of flowers - pansy, broom, campion, violets, thrift, gorse, bluebells. Stopped to rest and sketch, looking out to Bishop Rock and St Agnes. Back to beach for icecream, fill our water butt and aboard for tea.

Decided to sail across to Gugh for the night. Weighing anchor discovered warp of kedge round keel - tense moment! Eventually had nice run down to Gugh, passing interesting rock shapes - seal on Penderennis and dog on Gugh, to anchor inshore of two diving boats. Drinks with visiting gull on stern enjoying left over sandwiches. Slept in double berth, more comfortable and certainly warmer. Went around about 2130 as we lay warm in our bunk - a little unnerving as Teacuis bumped and surged. However, it was successful but we decided it is better to ground for a longer period higher on the tide so she settles properly.

Sun 13 HMD 1024 2243

Passage plans: Runnel Stone at HMD -3
sail Marazion 0420

0435 Underway M & G

0625 Forecast - NE 4/5

0650 At Runnel Stone Ey. S/C 265°M.

Wolf Rock light sighted.

0825 One reef, then second and 3 rolls G.

Going well more comfortable.

0810 Wolf Rock abeam 1 mile to port.

0840 Raised Scillies - St Martin's daymark very conspicuous.

1100 Rounded Penderennis Hd entered St Mary

Sound.

1130 Very gusty beat into Forth Cressa.

Anchored.

Very happy with performance. Constant steering required and she screwed up to windward until sail area reduced. Moral - reduce sail, performance will not alter. Using tides to full 37 miles in 7 hrs.

1800

Dep. F. Cressa M & G (2 reefs 3 rolls) for Gugh, east about.

1840

anchored E corner head of cove between St Agnes and Gugh.

Mon. 14th May

Lazy breakfast and clear up. Discovered to our cost the camera needs a new battery. Put Teacuis aground successfully and walked round St. Agnes passing daffodil and new potato fields, all small with sheltering hedges or walls. Also house cows, cricket pitch, the factor having just inspected the wicket, tennis court, pubs, P.O. shop, and tea signs all polished and ready for the boatloads of tourists. The wind had moderated so we had a lovely sunny walk with beautiful views but oh! so exposed. We looked into the church to discover the lifeboat was disbanding in 1920 but we saw remains of the launch slip nearby. Walking on round the bay there were lots of turkstones fossicking in the weed and rock accompanied by oyster catchers.

Back on Teacuis, cleaned topsides, coffee, up ashore to paint and P. to continue jobs on board. A really lovely anchorage, especially in good weather even tho' the trippers arrive by the boatload. There is a pub, Turks Head, across the bar that does lunches and looked good tho' we didn't try.

After lunch on board decided to sail through Smiths Sound to Hugh Town, get camera batteries and water, and sail on to St. Martins. Just off Annet (bird sanctuary) saw three puffins looking like clowns. A lovely sail to Hugh Town - quick rush ashore for me while F. gilled around - success - on our way again. The Scillonian steamed out, passed us with a swirl, disappeared and we had a lovely sail to look at New Quay, St. Martins and then round to Porth Pitch. Saw razor bills and a guillemot. Nice secluded anchorage, deep, with small sandy beach - tea - weather forecast and we decided to return to New Quay and sit on the beach. Grounded at 18/15, stern down a bit but quite acceptable for 10 hours. Walked across the island to the Daymark where we could see the best sandy beach in St. Martin's Bay. Soil very sandy and poor, very little grass except on areas cultivated, mostly bracken, heather, gorse and thrift. Marvellous views of outlying islands, and treacherous rocky shore lines. Walked back through the middle to Higher Town passing well cared for small holdings growing bulbs, cow pasture, goats, and green-houses, all sheltered by tall thick hedges. A woman we chatted to said hedges were New Zealand pittisporum and eucalyptus. Watched island fish practising in the bay and later saw it in its shed - all clean and painted ready for the season. Back to Teacuis - all well - as tide recedes many hidden rocks and ledges appear. Lovely evening showing stars around the moon so perhaps not so good tomorrow.

Mon. 14 HW Sc C435 1701

am Put Teacuis on beach. LW - 1 1/2
winds N and sunny

1450

Dep Cove M(1E) & G Beat thru Smith Sound to Hugh Town St. Mary's.

1615

SCC to shop and water, PHC jilled in harbour.

1625

Away, beat up to Crow Bar then close reach to Higher Town Bay, St. Martins and on to Porth Pitch.

1745

Anchored, tea.

1815

Under G to Higher Town Bay.

1845

Motor beached in centre of bay, sand. Good dry cut, laid anchor to seaward for float off.

Tues. 15th May

Overcast with very little wind. Paddy motored across to Old Grimsby Sound while I finished my book in my bunk, and anchored just off the Island Hotel. Ashore about 1100 to walk. Called into John Hamilton's gallery - he was there in person painting war scenes, a commission of 60 paintings for an American museum, a lot of his work is in HMS Belfast. He was really very nice (very tall) and though I thought his oils a bit flat perhaps it is necessary for the technical detail. Walked on to New Grimsby to buy milk and then onto the Abbey Gardens. Enjoyable walk through the gardens, discovered a chap painting gold leaf on the Valkyria figure heads and also the new heliport. All a bit of a tourist trap but we had a good walk back the east side passing cultivated fields to the 16th century block house. Missed lunch and drinks at the Island Hotel so back on board. Replayed tape of the 1355 weather forecast and made decision to sail for Cornwall tomorrow.

After lunch we set off for a "jolly" sail to end up in Porth Cressa. Had a lovely run through flocks of cormorants to Crow bar then beat south of Tresco through The Chinks, south of Bryher and west of Samson. Quite a good wind and we were able to see how well the storm jib set with two reefs in the main which increased our confidence for tomorrow. Bryher looks a nice place to walk and we will one day tho' all the books say anchorages unsafe, need local knowledge. Passing west of Samson you can see ruins of houses and outlines of fields all rather bare and exposed.

Anchored in Porth Cressa ahead of four and later five larger yachts. Blowing quite hard and cold so decided it was nicer to stay on board. A little sleep before the midnight forecast.

Tues 15 HW Sc 0520 1746

0337 Teacuis rising - predicted at 0335

0645 Calm misty morning.

Underway, motor to Old Grimsby Harbour.

Anchored 100m E of Quay.

0730 Wind puffing up NNE 2/3
Some showers

Ashore to Tresco. Teacuis just grounded thereby breaking the rule of no beaching on Tresco.

1600

Wind freshened to 5, onshore so anchorage a little uncomfortable. Underway, M(PR) & motor assist. Set storm jib.

Sailed south about Tresco, beat thru

Chinks to south of Bryher then reached to westward of Samson then to Garrison Hill and into Porth Cressa.

Tried 3rd reef and a heave to.

1815

Anchored at head of bay. Wind again locally strong N 4/5

Comment: Storm jib looks good, well balanced with third reef in main.

Halyard needs to be lowered to avoid being rolled up with Genoa. Tack span shorter and proper tackle to be provided. Heave to OK but lots of leeway.

Watching weather to return Cornwall before wind goes further E. Prospects for Wed. look reasonable.

Wed. 16th May

Up and away by 0210 with five layers of clothes on feeling like a 'wickie-in-man'. Chap on one boat wished us 'good sail'. It was very sailing in the dark, easy to be disorientated and feel progress was bad in a humpy irregular sea. We were glad to have the Seven Stones Light, Wolf Rock and then the Longships light all helping us. Nearing Lends End we saw gannets wheeling above the sea and later had a small school of porpoise teaching their young to 'play our bow', - lovely to watch.

Thank goodness to find Mousehole so accommodating. We were freezing cold, tired, but very pleased to have done the crossing in 8 hrs. Much needed sleep was disturbed first by the harbour master for dues, £2.50 and then the customs to ask where from. Weather was overcast, cold and drizzly all day.

Frang Lawrie arranging to meet this evening. Sleep, washes, moving with the tide and a short tourist walk ashore for me filled the day. A most attractive village surviving on fishing and tourism, the latter appearing to be done in the best possible taste. Chattered to a very nice potter and bought a jug, looked into Nigel Hallards gallery and another. Super place to sit and drink on the quay but oh! so cold. On board again and moved to lie on the sandy bench, then ashore to meet Lawrie at 1945. A drink in The Ship while we watched Teacuis settle safely and then we drove into Penzance to have a very good meal at the Turks Head - cheap, enormous quantity and tasty. The lobster Pot where we had planned to eat was not good, pricey, unfriendly and certainly they would not let us drink in their bar unless we were going to eat. Lawrie dropped us back at Mousehole and we were quickly into bed Teacuis having settled comfortably on the sand.

Wed 16 HWD 1239 HW Mousehole 1829
0200 Underway M(3R) & SJ to N 44
0230 Cleared Peninnis, lumpy sea, NNE 3/4
0630 Wolf Rk ahead 3 mls to S. Longships visible. One reef shaken out.
0800 Runnel Stone ahead 1/2 ml to P. Set Gen instead of SJ. Boat towards Mousehole.
1010 Entered Mousehole, beached south side, hard sand and gravel on falling tide. Merry but pleased.
1510 Rellotted. Tea and moved higher up beach for night.

Thurs. 17 May

Wet and cold. Afloat by 0600 and then listened to the forecast. Low over Plymouth. Motored out of Mousehole and across to Marazion to lie on the sand in St. Michael's Mount Harbour hoping to visit the Abbey but as luck would have it 'not open Thurs.' However, super loo's and a walk round the National Trust shop where the curator gave us a 'N.T. properties open in '84'. After coffee we walked across the causeway to Marazion. Not a very exciting village and rather poor tourist paraphernalia. Had a schooner of sherry in one of the pubs and then took Cornish pasties back on board for lunch. Watched Castle Landing craft in use.

Weather improved a little and we had a super sail towards the Lizard to Porthleven, so nice we nearly went onto the Helford but sense and tides prevailed and we grounded in Porthleven for the night ready to haul out.

Fri. 18th May

Bevely morning and not so cold. Paddy collected car and trailer, £5 for the week and we hauled out and had breakfast on the slip. The Harbour Master came for his dues - use of slip twice and one over night £5. Stowed Teacuis for the road, bought souvenir and fish then set off for home. We broke the journey with a walk round Labyrinth N.T. Property near Rodmin - very well run and interesting place. Then on home to arrive at 1930.

A really enjoyable week of extreme activity and delighted with the success of Teacuis' performance.

Thurs 17 HW M'hole 064'

Miserable forecast, frontal showers low cloud. Wind NW3

0745 Dep M'hole, motor sailing with 3 to light NNW

0830 Alongside St. Michael's Mount Harbour west wall.

Beached at harbour head. Feils.

1650 Dep St. Michael's Mount M(2R) & G

Weather better. Nice sail to Porthleven to NW 3. Cold but tempted to go on for Lizard and Helford. Weather prospects obeyed.

1835 Entered Porthleven, alongside wall then to harbour for beaching. Crowded with moored craft.

Fri 18 HW P'leven 0729

0800 Successful recovery. Breakfast on trailer.

CRUISE SUMMARY: 140 1/2 miles in 26 hr 55m with 2 hr 45m under motor

ALTERATIONS AND ADDITIONS to Owners Register - Issue December 184

<u>SO</u>	<u>Name</u>	<u>Area</u>	<u>Owners</u>	<u>Address</u>	<u>Tel No.</u>
01		Pembroke			06726-
08		Ensworth			02434-77560
10			J Grazebrook		
27		Whithy			
29	Duiker				0937-72602
30		Faversham			
36		E Coast, Orwell, Stour		'Harefield' 42 Church End Kenhold, Bedford	
42					0272-793678
44		Solent			
53	Waverley II	SW	Delete non-member star		
55	Uhuru	Doha	M V Monkhouse	PO Box 162, Doha, Qatar	
			Delete non-member star		
58	Jack Doreen	Gosport			
59				12 Lyndhurst Road, Benton, Newcastle upon Tyne NE129NT	
62	Amaranto	Rutland Water	Delete non-member star		
67	Rosie M		Delete non-member star		
68	Red Rose		Delete non-member star		
74	Artimis II				
75	Smarty				
86	Esmeralda		Kelvin Boughay	16a Westcliff, Pennard, Swansea, West Glam.	
			Delete non-member star		
119	Zig-Zag	Solent			
121	Heart of Gold	E Coast rivers	Peter & Maureen Henry	Alton Lodge, Lower Holbrook Ipswich	0473-328532
122		Solent			
133	Speedwell	N Broads			0732-453363
135		Cowes			
142	Salomae	Porthmadog			
145	Salamandra	Porthmadog			0625-828629
149	Kelpie	Clyde			041-638-0483
154	Wee III				0604-405311 (W) -74009 (H)
157	Piton II				
160	El Nasr				
162	Caddyshack	Solent			
163	Havoc	Solent			
164			R J Myersecough		
167		Itchenor			
170		Pembs			
172					0983-406545 (W)
*79	Schnell	Windemere			

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	131 - 150	£6	"
	151 - 159	£4	"
	160 - 179	£2	"

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 Ron Preece, 60 Winchester Road, Chandlers Ford, SO52GN.

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Address

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 Quoting reference SO

Account to be debited

Account Number

.....

.....

SIGNATURE(S)

DATE

