

NEWSLETTER

NO. 13. MAY 1985

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



1. $\frac{1}{2} \times \frac{1}{3} = \frac{1}{6}$

2. $\frac{1}{4} \times \frac{1}{5} = \frac{1}{20}$

3. $\frac{1}{6} \times \frac{1}{7} = \frac{1}{42}$

4. $\frac{1}{8} \times \frac{1}{9} = \frac{1}{72}$

5. $\frac{1}{10} \times \frac{1}{11} = \frac{1}{110}$

6. $\frac{1}{12} \times \frac{1}{13} = \frac{1}{156}$

7. $\frac{1}{14} \times \frac{1}{15} = \frac{1}{210}$

8. $\frac{1}{16} \times \frac{1}{17} = \frac{1}{272}$

9. $\frac{1}{18} \times \frac{1}{19} = \frac{1}{342}$

10. $\frac{1}{20} \times \frac{1}{21} = \frac{1}{420}$

11. $\frac{1}{22} \times \frac{1}{23} = \frac{1}{506}$

12. $\frac{1}{24} \times \frac{1}{25} = \frac{1}{600}$

13. $\frac{1}{26} \times \frac{1}{27} = \frac{1}{702}$

14. $\frac{1}{28} \times \frac{1}{29} = \frac{1}{812}$

15. $\frac{1}{30} \times \frac{1}{31} = \frac{1}{930}$

16. $\frac{1}{32} \times \frac{1}{33} = \frac{1}{1056}$

17. $\frac{1}{34} \times \frac{1}{35} = \frac{1}{1190}$

18. $\frac{1}{36} \times \frac{1}{37} = \frac{1}{1332}$

19. $\frac{1}{38} \times \frac{1}{39} = \frac{1}{1482}$

20. $\frac{1}{40} \times \frac{1}{41} = \frac{1}{1640}$

21. $\frac{1}{42} \times \frac{1}{43} = \frac{1}{1806}$

22. $\frac{1}{44} \times \frac{1}{45} = \frac{1}{1980}$

23. $\frac{1}{46} \times \frac{1}{47} = \frac{1}{2162}$

24. $\frac{1}{48} \times \frac{1}{49} = \frac{1}{2352}$

25. $\frac{1}{50} \times \frac{1}{51} = \frac{1}{2550}$

26. $\frac{1}{52} \times \frac{1}{53} = \frac{1}{2756}$

27. $\frac{1}{54} \times \frac{1}{55} = \frac{1}{2970}$

28. $\frac{1}{56} \times \frac{1}{57} = \frac{1}{3192}$

29. $\frac{1}{58} \times \frac{1}{59} = \frac{1}{3422}$

30. $\frac{1}{60} \times \frac{1}{61} = \frac{1}{3660}$

31. $\frac{1}{62} \times \frac{1}{63} = \frac{1}{3906}$

32. $\frac{1}{64} \times \frac{1}{65} = \frac{1}{4160}$

33. $\frac{1}{66} \times \frac{1}{67} = \frac{1}{4422}$

34. $\frac{1}{68} \times \frac{1}{69} = \frac{1}{4692}$

35. $\frac{1}{70} \times \frac{1}{71} = \frac{1}{4970}$

36. $\frac{1}{72} \times \frac{1}{73} = \frac{1}{5256}$

37. $\frac{1}{74} \times \frac{1}{75} = \frac{1}{5550}$

38. $\frac{1}{76} \times \frac{1}{77} = \frac{1}{5852}$

39. $\frac{1}{78} \times \frac{1}{79} = \frac{1}{6162}$

40. $\frac{1}{80} \times \frac{1}{81} = \frac{1}{6480}$

41. $\frac{1}{82} \times \frac{1}{83} = \frac{1}{6818}$

42. $\frac{1}{84} \times \frac{1}{85} = \frac{1}{7140}$

43. $\frac{1}{86} \times \frac{1}{87} = \frac{1}{7478}$

44. $\frac{1}{88} \times \frac{1}{89} = \frac{1}{7824}$

SECRETARY'S SCUTTLEBUT

1.1 1985 COMMITTEE - The following Regional links have accepted nomination for the Committee:- Peter Latham, Ivor Peck, Chris Clayton, and David Cutler; the Chairman to be decided upon at the first meeting.

1.2 REGIONAL LINKS - The list of members acting as 'regional link' is published below; there are some minor changes to that listed in NL 12. Also we do not have a representative from London, however with most of you sailing elsewhere I expect this is acceptable, time will tell.

REGIONAL REPRESENTATIVES

Scotland	Jim Stevens	SO 48	0620-2580
NW/Lakes	Chris Clayton	SO 33	0772-715757
NE	Martin Cole	SO 91	0302-831846
Midlands	Peter Latham	SO 14	1602-283759
East Anglia	Joe Quercia	SO 21	0263-513422
	Dick Landon	SO 36	0234-771615
West of London	David Cutler	SO 60	0206-2136
SE	Alec Logon	SO 61	073-782-2271
Solent W	Ron Preece	SO 43	04215-61742
Solent E	Ivor Peck	SO 96	096-2732485 0752-700943
Mid SW	Paddy Carr	SO 31	045-824-303
West Country	Dave Baker	SO 92	0752-700943

1.3 TECHNICAL SECRETARY - Peter Goldsmith (SO 163) has kindly accepted this position; he is also reviewing previously suggested modifications in order to compile a comprehensive list for publication. Write or contact Peter for technical matters at 32 HAWKSWOOD AVENUE, FRIMLEY, CAMBERLEY, SURREY. TEL: CAMBERLEY 66042.

1.4 NEWSLETTER EDITOR - A further urgent plea for a volunteer please.

1.5 UKMA - The UK Micro Association offers affiliated membership to SA members for a subscription of £4. The UKMA sponsors a national championship (this year to be sailed from Hayling Island July 27 & 28 and promotes interest in Micros at large. The SA representative on the UKMA is Graham Biggs (SO 118).

EVENTS

2.1 RUTLAND MAY 25, 26, 27. - The Newmark-Avia Regatta is being held on Sunday and Monday 26/27 May; to have a SWIFT 18 class start we need 10 entries and it is possible to enter right up to the event. Perhaps of more interest, RSC are holding a cruiser long distance race on Saturday afternoon, and we plan a SA supper that evening. So even if the Newmark-Avia doesn't appeal why not come to the Saturday/Sunday. Contact Graham Biggs (Tel: 057-287-878) and see fact sheet at the end of this NL.

2.2 SWIFT MEGA RALLY - Solent July 20 to 26.

An idea of numbers is needed, since the Solent will be busy at that time of the season, and to achieve both sufficient mooring space and a venue for an evening social will require a plan, and SA commitment. Please use the reply slip to indicate your interest and to be placed on the mailing list for detail.

The outline is as already stated, ie passages in company, seamanship and fun events, and 'round the buoys' racing (probably using a committee boat, maybe a SWIFT 800).

2.3 UKMA NATIONALS - Hayling Island July 27/28.

Micros to assemble at HISC Friday pm to sail two races Saturday, and a longer distance one on Sunday. Entry fee is £25 which covers entry, moorings for two nights, UKMA drinks party and use of the HISC facilities. This event follows immediately after the SWIFT RALLY and (as I have often said) four or five SWIFTS could have a lot of fun as a class within a class.

2.4 BRITTANY IN JUNE - Three SWIFTS are trailing to the River Vilaine about June 15.

REGIONAL REPORT

3.1 SOLENT - A most successful social evening was held on 17 March at the Warsash Sailing Club. Some thirty six people representing 18 SWIFTS met over drinks and supper, exchanged views and thoughts about completing and fitting out their boats. Ivor Peck, who masterminded this one, has booked for 'Laying-up supper' on Sunday 27 October '85, and '1986 Fitting-out' Sunday 16 March - good news.

3.2 OPENING RALLIES - A mixed bag here; was it too soon? It was certainly too cold:

(a) LAKES - PATRANKA II (25), UFESI (57) and ZEEKIST (35) rallied on Ullswater and variously set about Howe Town, Pooley Bridge and Glenridding. The weather was reasonable except for the Sunday night of wind and rain with consequent anchor dragging. A good meet, and to be noted the Ullswater Sailing Club offer temporary membership for £70 which gives launch, parking, full use of the club facilities which are extensive including catering.

(b) SOLENT - Yarmouth (Isle of Wight) weekend 4th May, 1985. Despite a Saturday forecast of rain and cold, eight Swifts braved the Solent on the morning of 4th May. We were rewarded with bright sunshine and a useful south west force 3 allowing an enjoyable beat and fine weather up to Yarmouth. Most of the fleet arrived by 3.00pm from Calshot and Warsash plus Portsmouth and Lymington. Quadrille arrived an hour or so later (having assisted another trailer sailer in difficulties) to be greeted by the cheerful Harbourmaster with the information that "there's not enough water now to join 'The Others'". However he gave helpful guidance round the back of the harbour and the fleet was found moored professionally alongside each other and collectively and individually tied to the inner piles. Quadrille struck the mud 10 metres from the fleet - "Disaster!!" A great burst of throttle brought release plus consternation from 'Black Jack' 'Brahms and List', 'Second Solo' and 'Havoc' (what splendid names Swifts have). Reverse gear was found and a gentle stop with no damage.

Friendly chatter, a walk around the town, a good dine and drink ashore and a quiet night afloat. The morning brought rain plus a coastguard forecast of afternoon South Westerly force 7 turning cyclonic. The tide was favourable - so those who had to return on Sunday departed around 9.30am on a rising tide with squally rain. The Southerly force 2 rose

all the way down the Solent to around force 5 giving a superb broad reach and run back to the Hamble.

An informal and cheerful gathering of Swifts (one of whom likes it so much he is leaving the boat in Yarmouth for the summer). Yarmouth is an atmospheric and interesting port of call to those looking for atmosphere but often full - even on Saturday the harbour was closed by 5.30 pm.

D.C.

- (c) EAST COAST - Most unfortunately this rally was not held, largely due to difficulties with the Suffolk Yacht Harbour being unable to accept any visitors. Dick Landon had four contenders and I know is in touch with them, and others in the area, to try a little later on.
- (d) PLYMOUTH - Some reluctance here and with a starting line of two, they agreed not to be committed.

ROUND THE WORLD

4.1 Robert Powditch has a sponsor for his project Circumnavigation by SWIFT, and his boat is nearing completion. Planned departure from Falmouth is June 22/23 and I'm sure Bob would appreciate a send-off; West country based SWIFTS, and those keen to trail there, please note and listen out for publicity this will shortly generate, and for confirmation of EHD.

TECHNICAL TOPICS

5.1 FURTHER FITTING OUT OF CATRIONA - IVOR PECK 8096

I had hoped that the fitting out done in the Winter 83/84 and described in NL No. 10 would fulfil all my needs, but experience gained in a highly successful 1984 sailing season has resulted in further improvements being made in the Winter 84/85 (with acknowledgements to ideas from other Swift owners).

Domestic Improvements

Those described in NL No. 10 have all proved very satisfactory. So far I have never needed to use the gas lamp which I fitted.

Electrical Installation

For my type of sailing (2 days maximum per trip) I have not found the need to install on-board charging for the 70Ah battery.

Safety

- (1) Sea Ranger 5600 VHF Radar telephone now fitted and uses the masthead V-Tronic aerial. Probably a luxury but as an electronics engineer and ex Radio Ham, I could not resist having one. For the 'domestic' radio - a 3 band stereo cassette car radio - I have fitted a removable whip aerial on the front end of the push pit clear of the area swept by the boom.
- (2) Though the gas supply is, of course, normally turned off at the bottle, I had the experience during a meal of knocking a cooker gas tap slightly on with my elbow. The removable cover described at Fig 1 protects the gas taps from being accidentally turned on and is also a better 'head rest' for the occupant of the starboard quarter berth.
- (3) Standing topping lift fitted - fixed at masthead; a Holt Allen HA6 sheave box installed on the starboard end of the boom (to replace the existing D strap) guides the topping lift into the boom whence it emerges through a slot to a jamming cleat.

- (4) Third slab roofing point fitted to match the existing two. (My main sail has the two existing roofing points more closely spaced than the current build standard).

NOTE - The boom now carries 5 jamming cleats - 3 reefing lines, topping lift and mainsail aft-haul.

Stowage/Comfort

- (1) Cockpit Box fitted - see advert in PRO April 85 Page 153.
- (2) About 2" trimmed off the top edge of the gas bottle box to facilitate access to the locker for other stores.
- (3) Thrust bearing fitted to centre plate winding gear as described by Tony Adams in NL No. 11. My bearing cost £10.38 + VAT at Blue Diamond Bearings, Eastleigh.

Miscellaneous

- (1) I have invested in a chute and snuffer and got the lowest price from Crusader Sails of Poole. The halyard uses the sheave block provided on the mast above the forestay fitting and a cleat also provided on the mast. The tack sheet passes inside the pulpit to the anchor fair lead and then aft through two bullseye fair leads on the cabin to a cleat at the cockpit. (In a layout similar to the Genoa reefing line). The clew sheet passes through a lead block shackled to the toe rail at the appropriate stern quarter and then to additional cleats fitted port and starboard.
- (2) I have never been completely happy as regards the rigidity of the mounting of the rudder to the stock. I am trying out a modification (see Fig 2). The nylon spacers for the rudder pivot are now both bonded and screwed to the rudder. A s/s sleeve is bonded through the full run of rudder and spacers. "Slop" seems to have been eliminated.
- (3) Engine cut-out enlarged to permit the Yasaka 4 to tilt to the first notch.
- (4) Sail Savers fitted to spreaders. Main Type SA3 fit neatly with the addition of a slot to accommodate the spreader.

Trailer

At the end of last season I serviced the bearings and found all well. However as an additional precaution I have now fitted 'Peering Ruddies' as described by Paddy Carr in NL No. 11. My local chandler (Winchester Yacht Centre) retails them.

I found it necessary during the winter to strip down, thoroughly clean and regrease the whole braking linkage from the handbrake/over-run mechanism, to the hubs. I have also fitted a spring to 'pull off' the brake linkage (see Fig 3) - last season I found a tendency for the brakes to stick on after parking.

I have also evolved a scheme to use the trailer winch to provide mechanical advantage when moving the trailer by hand either forwards or backwards in difficult situations (see Fig 3). I propose also to carry a ground spike, club hammer and an extension for the winch cable.

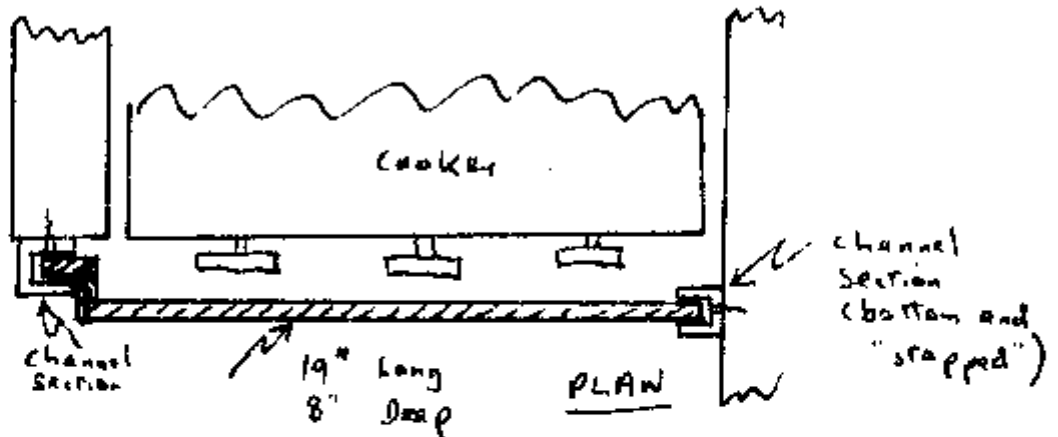


FIG 1 - Gas Taps Cover

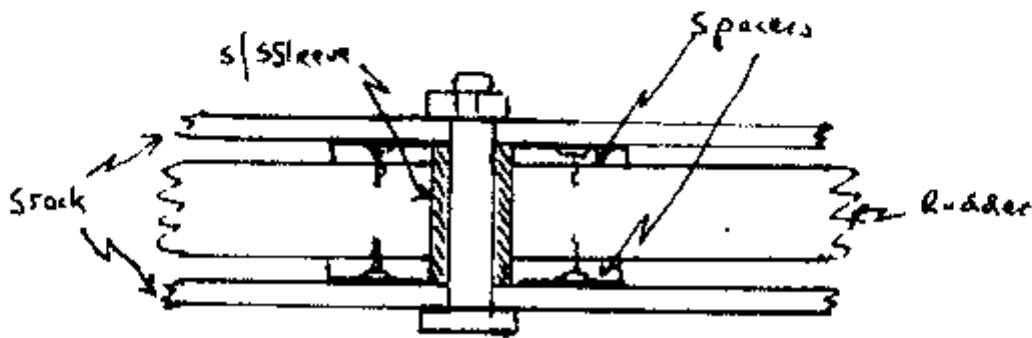


FIG 2 - Rudder Modification

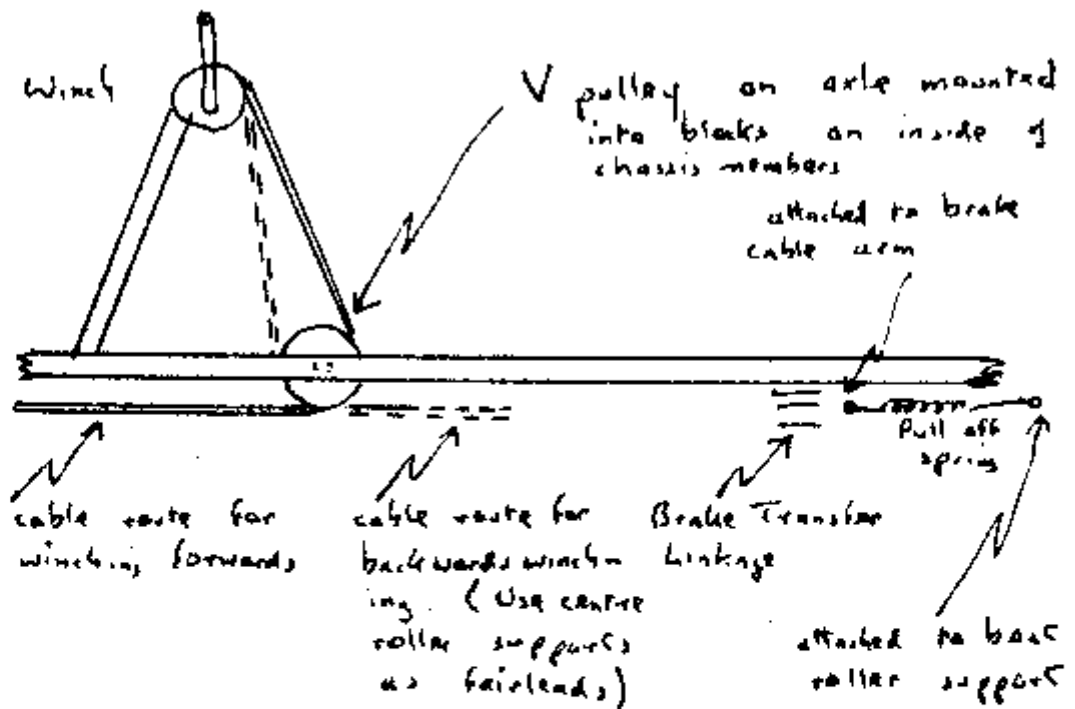


FIG 3 - Trailer Modifications

5.2 FROM THE CROWS NEST

After the rigours of Christmas, the Boat Show, A.G.M., and a month of tele, Dallas, Falcon's Crest and Dynasty... February and its time I made a start on the boat, so into the garage to overhaul the outboard. "While I am at it," I said to the Soap Watcher, "How about fitting a Lighting Coil, I can make a charging unit, which will keep the battery topped up and we can then have a light in the Cabin". "Will you put a socket in for my Hair Dryer!" A long pause while I digested this, then I explained that it was a 12 volt system like a car, not 240 volt like a house. "Oh!" she said. "You can have a light in the cabin". "O.K." she replied "But I still think you need a socket." This is when you turn to the wall and bang your head against it, at least when you stop so does some of the pain. Anyway the funding was forthcoming and the project commenced, the usual swearing at the flywheel did not loosen the grip it had on the shaft nor did the helpful suggestions from SW. So the old adage of brute force and ignorance worked. Next make the charging unit and outboard stand. The bits for the charging unit from Radio Spares, and the circuit based on the type used in Motor Bikes with current and voltage regulation and an amp meter to check the charging rate. While making the unit frequent tests on the outboard, which by now, was on the stand, with a plastic Dustbin full of water for it to run in, that was, I might add, after breaking the ice first. Next on the list was to check and oil the keel lifting mechanism. I got the box off and low and behold an inspection cover... this job was going to be easy. I spoke too soon, I found at one side of the unit a hinge pin had sheared, better go and tell SW and plead for more funds. "Got a problem" I said. "Hope it won't take long to fix because we are going on the Norfolk Broads in a few weeks and you haven't put my socket in yet" she said. I thought there we go again, I explained what was wrong and she understood first time, more expense she retorted. I will ring Swifts in the morning, when I did a Gentleman informed me that the best way of fixing it was to crane the boat off the trailer, take the keel out and send the lifting mechanism to them for repair. Thanks I said, and hung up quickly. I rang two local Boat Yards, for estimates, for craning the boat off the trailer and the repair, and was quoted between £30 & £50. Next came the head scratching, or, thinking time, to see if it was possible some other way. With some measuring I thought, if I could lift the boat some 10 inches I could get at the three bolts holding the lifting gear to the keel. Armed with a small hydraulic car jack and some stout timber we made a start. Take the weight of the front end of the keel and remove the pivot bolt inside also the two pins holding the handle drive to the screw, with the keel resting on the rollers, drop the front of the trailer as far as it will go on the dolly wheel, chock the trailer wheels and block up the skag close up to the rear roller, now raise the front of the trailer by the dolly wheel checking all the time. Next jack the front of the boat just in front of the keel and block it up. While this is taking place keep pushing the docking arms in to stop the boat leaning sideways, it does not take much to hold it upright I managed to get the SW to lean on it till it was high enough then push the docking arm in and then put the securing strap on, the keel now rests on the rollers, held vertical by the portion left in the slot. The three bolts which hold the keel lift can now be got at and in the boat the lifting gear can be retrieved through the inspection cover. The whole job took about 1½ hours, the offending item repaired locally for just over a fiver, they also renewed the other three pins at the same time, putting the thing back together was straight forward. Once the boat is back on the trailer, clean off the sealant from the main keel bolt and armed with a tube of silicon rubber stick it all back together and hope it will not leak. Now it was back to the light in the cabin and the bleep - bleep - socket. By this time I had said "If you can find a bleep - bleep - hair dryer that will run on 12 volts I will fit the socket". I should have kept my mouth shut because a few days later the Soap Watcher took great delight in a lot of gloating saying she had bought one, and guess what it draws 13 amps. - Has anybody got a large genry.

Chris Clayton

5.3 HASSLE-FREE MAST GEAR

At last the long awaited mast raising system is into production and should be available by the end of May. Rather more time than expected was needed to sort out some of the design details and I would like to thank John Charnley for his advice, encouragement and patience in the past few weeks.

The three main parts of the system are a simple 'A' frame to provide the leverage to the forestry, an assembly to stop sideways swing of the mast and a stern support which allows one person to locate the foot of the mast in the tabernacle without pushing the crew overboard.

The whole procedure from travelling position to boom-on stage can be carried out afloat or ashore by one person with very little effort and should take only 6 or 7 minutes.

Details will be available within the next two weeks and there will be demonstrations at Rutland Water on 25th - 27th May 1985.

Those interested in taking the only remaining hassle out of trailer sailing should contact me at: Barnes Hill, Milton Abbas, Blandford, Dorset DT11 0RB.
Tel: (0258) 880601.

David Sutcliffe

Celastrina (Swift 161)

(By Ed: I too have been waiting for this, particularly the lateral support system, and look forward to viewing it.)

5.4 ONE MAN AND HIS BOAT - You will have read earlier in the NL that this 'nom de plume' is retiring. I had hoped to leave with a bang rather than a whimper, however, the 'spring', such as it is, has not helped me fit out and I have little to report on.

A SWIFT can only accommodate so much and I now wait with interest to see how better minds are improving theirs, and whether I should change some of mine. I was frustrated last weekend when afloat having taken my boxed echo sounder and PP9 battery to find that an extremely long bladed thin screwdriver was needed to get the back off, so all hopes of siting the transducer by trial and error were dashed.

Bearing Buddies (savers) - I mentioned in NL 11 some doubt on the fit of the adaptor to the hub, well mine are loose and I should have araldited them in because one can still remove the 'buddy' from its adaptor to access the bearing nut. Being loose I road trail with the plastic hub-caps fitted, and fit and charge the bearing buddies prior to launch. One was lost at Calshot! I believe borrowed, but who can say.

I have just heard:- Bearing Buddies are available at a reasonable price, £13.50 from:- David Sutcliffe, Abbas Sports, Milton Abbas, Blandford.

Euddy Carr

CRUISING CHAPTER

6.1 TO JERSEY IN JENNA - Editor's introduction.

Here are extracts from the log of "JENNA" covering Peter Cables passage to Jersey and return in August '84. Peter does not give a lot of detail but he sailed a long way in some very tricky water in respect to tidal streams and inhospitable shore lines. In his own words he had problems with fatigue, cold and the

enforced duration of some of the legs. I'm sure he will not object to me stressing that passages like those described, when the weather is a little adverse, are not plain sailing and one must be prepared for the unexpected.

Thursday 9th August - Calshot to Yarmouth. Sail 11 NM. 3 HRS.

This was the start of my summer holidays. I had 17 days including the bank holiday. My family had gone by car ferry, my wife taking the larger car, and I took her 1300 to Southampton which proved to be my first mistake as backing the trailer down the slipway at Calshot it pulled me and car into the water just stopping with my back wheels in the sea.

1500-1800 Made my first single handed launch and I was off with butterflies in my stomach. It was a normal sort of sail down to Yarmouth I.O.W. Here I stayed in the harbour and had an early night as I had come straight from work.

Friday 10th August - Yarmouth I.O.W. to Ouarville France 60 N miles. 17 HRS

0600-2300 At first it was a force 4 wind, but throughout the journey the wind dropped off and even with the cruising chute my speed dropped off till I was forced to motor in mid channel for about $\frac{1}{3}$ of the trip. My course was 190° and had planned to take 12 to 13 Hrs or 2 tides. I didn't want to do any more navigation being solo, so the extra time took me 4 NM off course west and landed me in the Alderney Races in the dark. The tide was now going out between France and Alderney and I was moving at 6-8 knots and I was heading straight for a Light house and rocks, so I put over my anchor which held and I stayed a very rough night in a choppy sea. I must say so far it hadn't been a bit like they teach you at night school with lights from light houses showing for 10/30 miles away.

Saturday 11th August - Alderney Races to Jersey. 35 NM

1000-2100 At 0500 Hrs the current was against me, I'd had about 3 Hrs sleep and was glad for some fresh air and out some of my packed rolls and juice. By 10.00 was on my way again. I had to keep close to the French coast because of the mist which lasted all day. I now had to go west for Jersey and as I could not see it, this was a bit worrying. I couldn't miss France Mainland but I might miss Jersey 15 NM away. But first I was to pass some very small islands more like big rocks with a few fishing huts which local sailors used. They must be proud to be British as they had an enormous Union Jack set up which looked out of place against the tiny huts. (Ed: Les Ecretiou) This was halfway and still 8 NM to go and Jersey still not visible. But by 20.00 Hrs I could just make it out. I wanted to go to St. Catherin's bay as it had a deep water mooring. By the time I arrived I was frozen in spite of having all the clothes I took on and socks on my hands. I still had to moor and pump up the inflatable, contact my wife 3 miles away at Grouville bay. Another 2 Hrs passed till I was picked up and I felt like death warmed up.

The Return

Saturday 25th August - Jersey to Port De Dielette France 20 NM

1000-1700 I had stayed on that morning to see my family off on the ferry. I had a large breakfast as I knew I would lose my appetite afloat. On doing so I had missed $\frac{1}{2}$ a good tide. As I left St. Catherin's bay there was a light wind and for the first time no mist. I steered N/East back to Omenville but with tide soon against me only made Port De Dielette.

Sunday August 26th - Port De Dielette to Swanage 85 N. Miles

0600 to 27th August Mon 0800 26 Hrs.

I had chosen a bad mooring which dried out in the night so I bumped

down to rest and then off again. I also had to move moorings in the late evening so I had only a few hours sleep. Worse still a thick mist hid the sea and the wind was very light. I somehow had left my French Francs behind and I had seven gallons of fuel left and I hoped it would be enough and that my luck would change. I motored out of the harbour and did not sail the whole way back. Night fell and I hadn't got as far on as I had hoped. I only had torches for Navigation lights and these did not last long because I kept using them for passing ships and reading the compass every 5 mins. I locked on to a star and went for that.

I had hoped to reach the Needles I.O.W. but I kept dropping off to sleep and I missed it by some 13 N. miles. As dawn came up a high cliff loomed up and my first thoughts were that it was the I.O.W. but on asking three sailors in a passing boat still in the morning mist, much to their astonishment and disbelief, told me I was at Swanage and $1\frac{1}{2}$ gallons of fuel left.

1200-1700 Swanage to Yarmouth I.O.W. 18 N. miles 5 Hrs.

I went into Swanage & moored on a fisherman's mooring. He took me ashore and gave me a cup of tea. I bought a few more gallons of fuel and he took me back to my boat. Via a coastal trip past Hurst Point in now brilliant sun light to Yarmouth I put out my brand new Q flag for the customs. That night was the best sleep on the boat so far, as I can't sleep on it most times.

28th August Yarmouth - Calshot 10 N.miles 3Hrs.

0800-1100 Nice run back, glad to be sailing again and in home waters. I am worried whether my wife's car can make the slipway again. But 1300 did the job and all was well. I met another small boat sailor on the hard, he said had I had a good run and where had I been, I told him Jersey.

Peter W. Cable

6.2 COOKS TO THE GALLEY - Mussels are growing in many areas around our coast, are fun to pick, easy to prepare and cook for a virtually free and delicious meal.

Collect a bucketful and leave them covered with sea water, which you change two or three times over a period so the mussels can clean themselves and spit out all the sand etc. If a bucket is cumbersome a mesh bag (carrot market bag) hung over the stern into the sea will keep the mussels clean and happy for ages.

To cook:- Put 2" water in your largest pan, boil, add mussels, cook and remove as shells open.

Mussel Soup:

1 pt. prepared mussels
1 onion chopped
1oz butter
1 tabsp. flour
1 $\frac{1}{2}$ pt. stock/milk
chopped parsley
seasoning

Melt butter, cook onion gently,
add flour, cook to a roux, add milk/stock,
seasoning and slowly bring to the boil.
Add mussels and parsley and reheat gently.

Smoked Mussels: This is easy and satisfying to do on your BBQ. Build a generous fire of fine twigs so it will burn quickly and fiercely. Light and as it flares put on handfuls of mussels. Rake out and eat, with brown bread and butter, as soon as the shells open.

S.C.C.

7.1

Dear Paddy,

As we have now completed the sale of our Swift 48 'Mr Christian' to Mr Harry Yeador of 20a Clifton Dr., Lytham, Lancs, it is with regret that we tender our resignation from the Swift Association.

We have had a lot of fun with you all and we wish the Association all the best for the future. If we can be of any assistance in any way now or in the future please do not hesitate to contact us.

Yours sincerely,

Ian & Chris Harrison

7.2

Dear Paddy,

We have re-established ourselves very happily in Western Australia and a couple of days ago I retrieved my boat from storage and now have it parked in my front garden in order to carry out the recommissioning work. She seems unaffected by her 2½ year lay-up.

Will drop you a longer line when I get some more time but in the meantime I hope all goes well with the Association and that your National Regatta is a success.

Our regards to Sue, John and Caroline and any of the other friends that you bump into.

With my very best wishes.

Bruce.

By Ed: Bruce on his way home cruised in the West Indies and his PC suggested holding the Association Nationals at St John. Virgin Islands.

ALTERATIONS AND ADDITIONS - Al.2 to Issue December '84.

<u>SO</u>	<u>Name</u>	<u>Area</u>	<u>Owners</u>	<u>Address</u>	<u>Tel No.</u>
16	K9202Y	-	-	'Fippins' 25 Drysdale Clo Wickhamford, Evesham. Worce.	0386- 851471
31					Delete (W) ✓ tel. no.
57	Upesi	Lakes	Jack, Dori Counsel	14 Somerset Rd., Rishton Nr Blackburn.	0254- ✓ 885668
39	Cherry Pie	Brightlingsca/ S. Coast	M J Oldfield	1 Pound Close, Bramley Nr. Basingstoke	0256- ✓ 881924
41		Windermere	Harry & Sybil Yeadon	20a Clifton Drive, Lytham FY8 5RQ	757105 ✓
43			R Preece		04215- ✓ 61742
47	Delete non-member star				✓
54	Delete non-member star				✓
72			Steven Hansen-Just	18 Cotlands Park Lengniddry, E Lothian.	52748 ✓
97		Cyprus		Officers Mess RAF Akrotiri RFPO 57.	✓
117	Zest	R. Colne	Ken Lywood	Segvoia, East Rd., East Merton, Essex.	0206- ✓ 382281
129	Vital Spark	S. Coast			Delete (W) ✓ tel. no.
139	Barbican			67 Upwood Rd., Lec, London SE12 8AE	01-852- ✓ 4994
151	*Kainy	Plymouth			-2229 ✓
159			John Kay	22 Church Rd., Tarring, Worthing, W. Sussex	0903- ✓ 31670
161	Celestrina				✓
173	Folio				✓
177	Good Life	Christchurch	Sori White Bob Pike		✓
180			H Delissen	Prof van der Veldestraat 27 6524 PX NIJMEGEN Holland.	✓
181			Antony M Paul	c/o Arco Chemical 1500 Market St., Suite 2100 Philadelphia USA	✓
182			Graham Riggs	Rutland Post Centre 11 Main St., Seaton, Oakham, Leics.	✓
183	*		H J Ellis	20 Frogmore Rd., Frogmore, G252 Gamberley, Surrey.	878677 ✓
184			O Kerwin	c/o 185 King John Wood, Bournemouth, Dorset.	✓
185			Barbara Williams	Williams Euro Marine Postfach 7051 d-4760 West Germany.	✓
186	Idelvice		Don Wilkins	68 Blunden Rd., Cove Farnborough, Hants.	512103 ✓
187			R J Pace	34 The Paddocks, Normandy, GUILDFORD, Surrey.	0483- ✓ 810193

<u>SO</u>	<u>Name</u>	<u>Area</u>	<u>Owners</u>	<u>Address</u>	<u>TeL. No.</u>
188			David Evans	Greystones, Allington Lane West End, Soton.	0703- 494277
189	Progress	Poole	Roy Bamford	16 Speen Lane Newbury, Berks RG13 1RW	0635- 44888
190			Richard Gardner	c/o Gulfair PO Box 5246 Bahrain.	
191			Peter Mylchreest	Bar Creek Yacht Station Malpas, Druro, Cornwall.	0872- 73919
192			t.b.a.		
193			Swiftcraft		
194)					
195)			t.b.a.	Yachtpartners Holland.	
196 *			Y. P. Kondopoulas	P.O. Box 10189 Thessalonika 5-110 Greece.	
197			C J Ellis	Zebedee Cottage, Huish, Marlborough, Wilts.	
198			Edward Knight	Callista Dromineer Nenagh Co Tipperary, Eire.	
199			Richard S Powell	Southfold Knoll Road Godalming Surrey.	
200			C J Hayilar	Fellview, Beckermot Cumbria.	094- 684274
201			F G Jones	Pastel-Dyr Perrancombe Perranporth Cornwall.	
202			t.b.a.		
203			Desmond J Rovin	Barnmouth Ho Letchmoor Way Gerrards Cross Bucks SL9 8LW	
204			Allan Boyle	8 Cuckiew Road Redland Bristol BS6 6ND	0272-742099(H) -294001(W)
205			t.b.a.		
206			John Banks	11 Tregonan Ave., F Cosham Hants PO6 2TU	0705- 373965

From SO Number and Name
.....
.....

1. I am hopeful of attending the July Solent SWIFT NATIONAL RALLY.
2. I would be joining up on Saturday 20, Sunday 21(state when)
3. I will be departing on (state when)
4. I will have no. adults, no. children under 12 on board.
5. I will be trailing and launching from
6. I hope to participate in the UKMA event HISC on 27/28.

Please return to Paddy Carr
The Moorings
Long Load
Langport
Somerset TA10 9JZ

by 10 JUNE 1985.

NEWMARK-AVIA

Open Regatta

at the

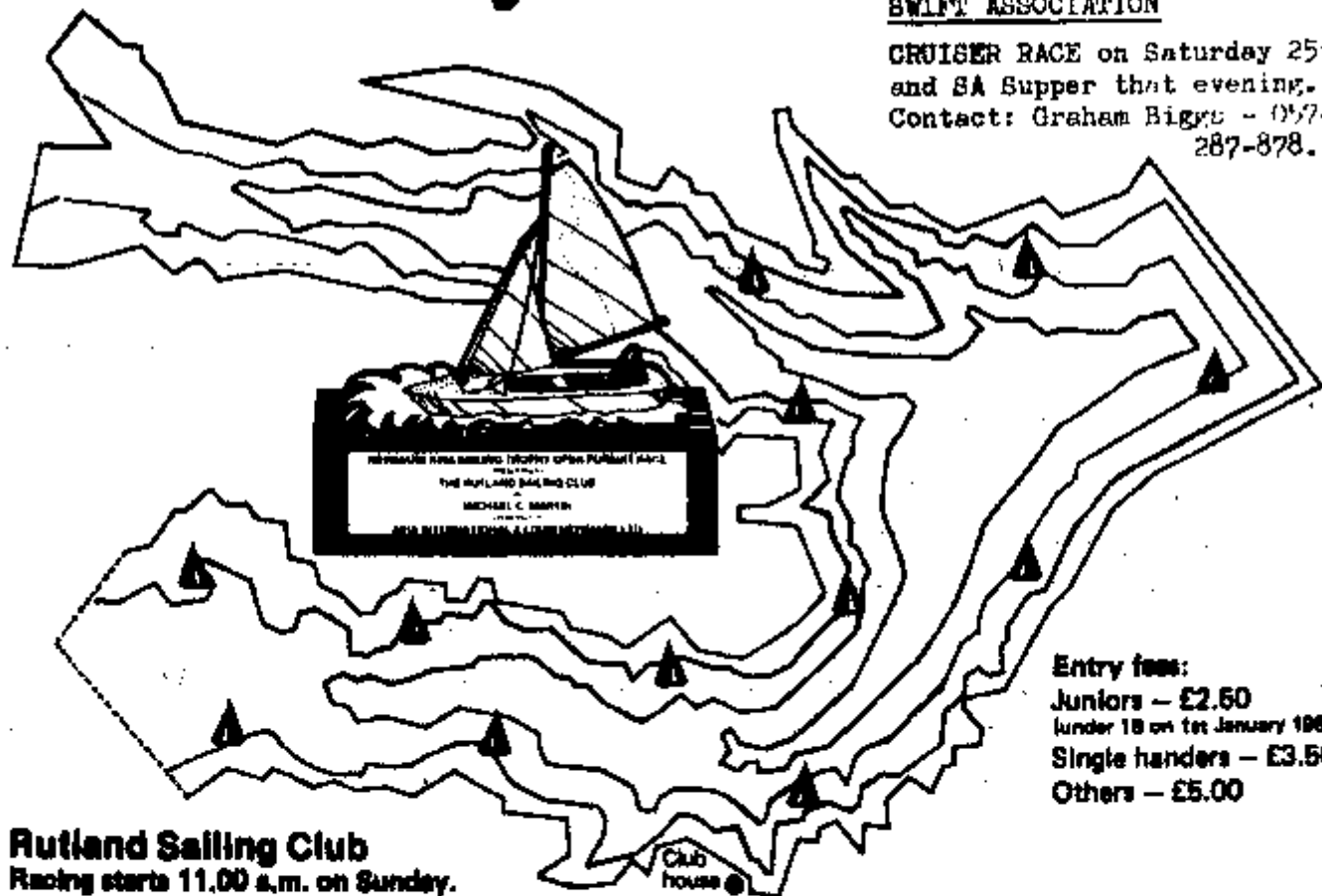
Over £1000's worth of prizes on offer

Rutland Sailing Club

26-27 May 1985

SWIFT ASSOCIATION

CRUISER RACE on Saturday 25th
and SA Supper that evening.
Contact: Graham Biggs - 057-
287-878.



Entry fees:
Juniors - £2.50
(under 18 on 1st January 1985)
Single handers - £3.50
Others - £5.00



Rutland Sailing Club

Racing starts 11.00 a.m. on Sunday.

Class and Handicap racing will be provided over three courses:-

Group One: Catamarans; 505's/Fireballs; Flying Fifteens; Fast Handicap; Yeoman/Kinsman.

Group Two: Lasers; Enterprises; Slow Handicap. Group Three: Sailboards (lightweight); Sailboards (heavyweight); PY126+ and Juniors of any group; Optimists. Other classes may be given class starts if merited on numbers. Two separate Grand Pursuit Races will be sailed on Monday afternoon, one for the NEWMARK-AVIA TROPHY (pictured above) open to all, the other for the SWATCH TROPHY restricted to Group Three participants.

The first 350 competitors signing on will be presented with a NEWMARK-AVIA WATCHES necktowel.

Overnight accommodation available at Clubhouse for 38 competitors.

Entry forms with further information are available at your home club or by request from The Secretary, Rutland Sailing Club, Gibbet Lane, Edith Weston, Oakham, Rutland, LE15 8HJ. Tel: Stamford (0780) 720292.