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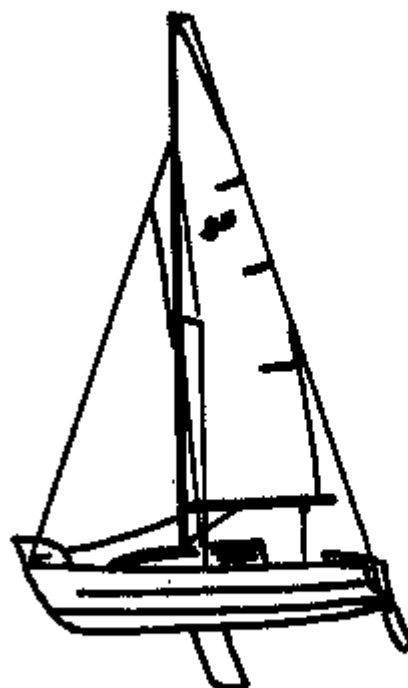
NEWSLETTER

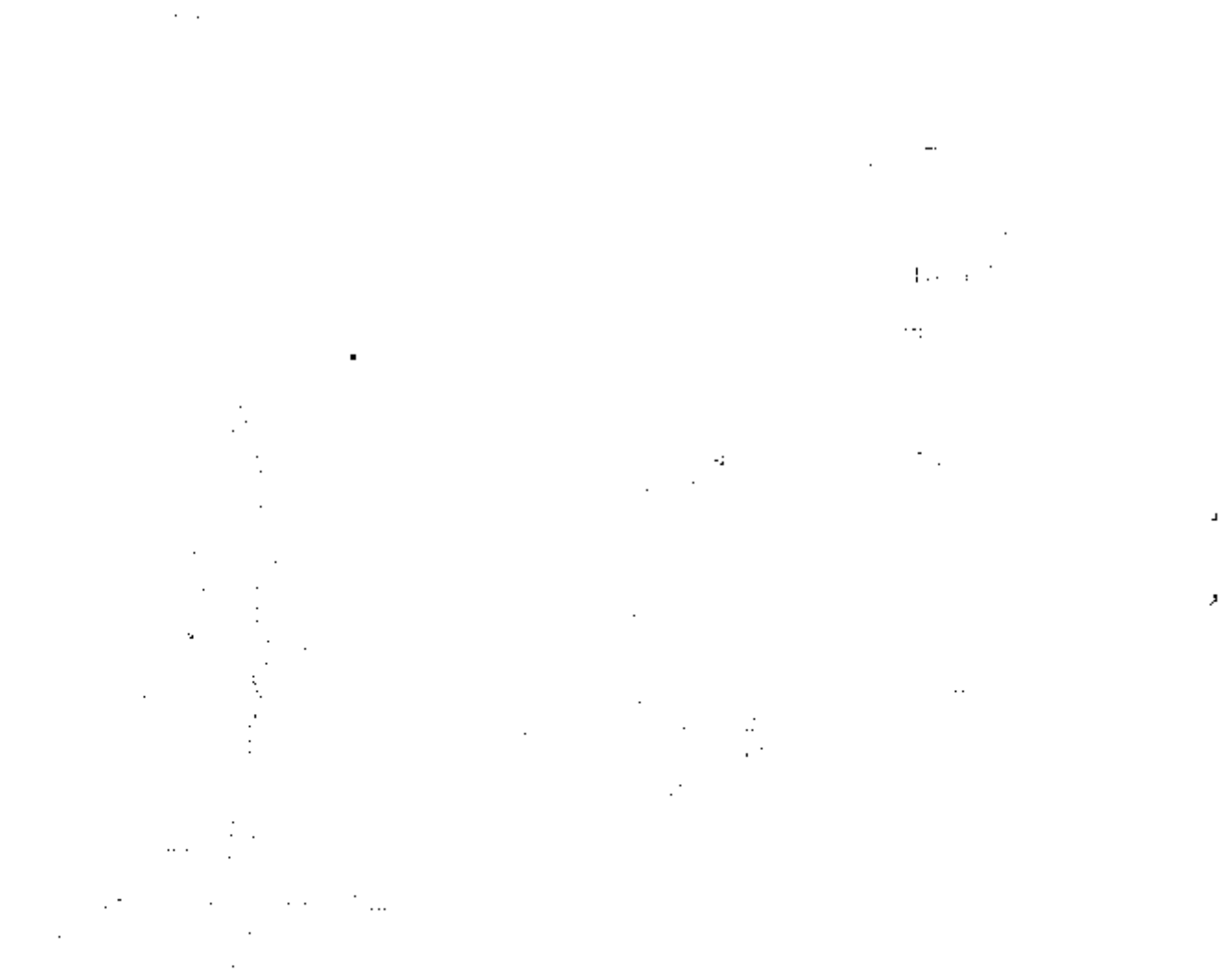
NO. 14. SEPTEMBER 1985

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SECRETARY'S SCUTTLEBUT

1.1 Taking delight in suffering appalling weather, talking of it enthusiastically, and for ever apologising, are behaviour patterns common amongst the inhabitants of this island. I am not going to be out of step, so lousy weather and sorry. This Newsletter is unforgivably late in reaching you (who said if you had an Editor breathing down your neck you'd be on time) and my first shot at putting it together was aboard Teacuis watching the Fastnet start, incidentally we were introducing friends to bigger boat sailing at the same time, so that's the weather covered too.

STOLEN SWIFT

1.2 The yachting press have for some while been recording the rise in thefts of equipment, outboards and other saleable items from boats. Most distressingly Charles Randell has had 'Nettie' stolen, on her trailer, from the pound at Bucklers Hard. Undoubtedly a carefully planned and executed operation, with a buyer in mind, and quite possibly she has gone abroad. There has been no trace of her; the sails were not on board so if you should see a Swift with an ill-fitting wardrobe make a point of probing. It is a sad reflection on society and begs the question just how secure can we make our boats. Chains and padlocks act as a deterrent, as do trailer wheel clamps; I saw an advertisement recently for steel plates which substitute for the wheels; the application was winter storage but fitting one would immobilise the trailer in any park at least against the less determined criminal.

ANNUAL GENERAL MEETING

1.3 This will be again held at Earls Court during the London Boat Show, and an afternoon booking of the Brompton lounge on Sunday, 5th January, has been made. Agenda, voting slips, proxy forms etc., will be sent out in December. If you have ideas to put forward or wish to raise issues please let me have them soonest. The Committee will need to be elected/selected so nominations/volunteers please, / also other voluntary officers need to be found - Newsletter Editor!

LAYING UP SUPPER

1.4 Ivor Peck is organising a South Coast one at the Warsash Sailing Club, October 27, and a booking slip and the detail may be found at the end of this NL. How about other areas organising a social as the season draws to a close?

HANDICAP - BY NUMBER

1.5 A number of you have enquired what Portsmouth Number to use for handicap racing. It would be helpful to receive feed back of your experiences. The ball park figure is 135, but this sounds high and clubs may not be happy to accept it.

REGISTER OF OWNERS

1.6 Peter Goldsmith is kindly putting the detail on computer file and a re-issue of the Register is planned in January. I am still short of boat names in particular so please check your entry and pass updates and corrections to me. I have also lost contact with some boats, any knowledge of the following would be welcome: SO's 05, 99. AL 3 to the register is included with this NL as a loose sheet.

SUBSCRIPTIONS

1.7 A large number are outstanding and a reminder slip is included with this NL for those the Treasurer and I believe to be in arrears. Subscriptions are due 1st February and those who were still benefiting from their first free year at that time should have paid a proportion.

LOGS AND MODS

1.8 A reminder that awards are made for the best log and best mod each year. Send your entries in now please so that the winners can be announced during the AGM: log extracts to me, ideas and modifications to Peter Goldsmith. The material is also needed for inclusion in Newsletters.

ROUND THE WORLD

1.9 We must draw a veil over this project, for a while at least. Happidog was road moved to Falmouth in June and there the sponsor and Bob Powditch parted company.

SECRETARY PERSON

1.10 The SA is looking for a new secretary. After two years in post, and one previous to them as Technical Editor, I feel a fresh approach would be good; this is quite apart from my current difficulty in making sufficient time available to do the job properly given my present work situation and the amount of travelling involved. It really is a fun desk, putting one in touch with nice people who are interested in SWIFTS and the type of sailing that we all enjoy. The AGM would be an opportune time to hand over, so please, please, will someone step forward. Incidentally I strangely believe that Secretary and NL Editor should not be combined. The SA funds are healthy and all management expenses are reimbursed.

EVENTS REPORTNEWARK AVIA REGATTA - RUTLAND May 25 - 27

2.1 Better weather this year but very limited SWIFT entries for the actual Regatta. On the bright side six Swifts were off on Saturday for a cruiser round the water 'race', a course of so many marks almost demanding a computer to advise skippers - Calastria took line honours. That evening a pleasant dinner, in company with the Yeoman Kinsmen Association, was held in a nearby hotel.

For the Newark itself, sailed on Sunday and Monday, the three races attracted five, three, and three, SWIFTS respectively. Teacuis took the class award, Calastria was second (from her two races) and Gulliver third. Also present during the weekend were Moonshadow, Slubell, Wee III, and Spindrift.

Clearly the NA with its mixed class racing and being held over the late spring holiday is not attractive to SWIFT people. Next Year we plan to hold a rally at Rutland concentrating on a water borne treasure hunt/barbecue to allow for a more social event - the tentative dates being June 7 and 8, 1986.

SOLENT WEEK July 20 - 26

2.2 This started with a bump for many given the wind strengths of the first weekend, and earlier for JENNA who had made passage from Broadwell on the East Coast to join in. Saturday evening saw seven SWIFTS moored on the piles off the Folly Inn. Sunday's forecast was not too hopeful and the majority sailed direct to Beaulieu; Teacuis sailed the advertised route to Wotton in hopes of finding more contenders, also to find Crehan Riggs suffering severe leaks from his (Swift's) forward bulkhead which meant that he and crew were forced to drop out and go to Swiftcraft for repairs.

Monday's gales enforced a rest day, luckily spent in the relative peace of Buckler's Hard. Tuesday was more like it, KORRY departed at first light for Christchurch, the remainder to the river entrance for 'Crews Benefit', a passage race to Ashlett Creek. Blackjack joined up at this juncture. The start was from anchor, mainsails set: communications were shown to be wanting in that a crucial course alteration (deletion of the first mark) did not reach all combatants, and the starting horn caught one skipper communing with nature over his transom - where was the Nelsonian touch? A very light S. Westerly gave practice in collision avoidance under tidal streams and local knowledge of the turning mark's position (MEDN) gave Mr Starter the line honour off Hamble Point. It was then line astern to motor up Ashlett Creek and just catch the pub. The afternoon free sail to Newtown was a pleasant boat with tide, and here SATEEN was found. A communal BBQ was held on the Hamptead shore (or rather an island) that evening during which, and mostly after, Swifts variously took the ground some more conventionally than others.

Wednesday was to be Race Day, and dawned misty with no wind, with a forecast of light SW to W increasing to 3 by the afternoon. The fleet motored out, except MAJARI who had urgent business in Yarmouth and was still aground on her private shingle bank, to make rendezvous with John Chernley in the SWIFT 800 Committee boat in Thorness bay. A short pause at anchor awaiting them, allowed time for the mist to burn off and the gentlest of breeze to come up. John with Graham Biggs and Sons as crew, set a near 'sausage' course which involved a long slow boat to 'Saltwood' as the windward mark over a very strong flood. The first rounding of this mark proved crucial and virtually dictated the placings thereafter: finishing order was Teacuis, Haven, Duet and Blackjack. Lack of time and the need to reach Yarmouth for the booked dinner meant just the one race, so at about 1500 all sailed for Yarmouth. The Royal Solent Y.C. did us proud and a very pleasant and social dinner was enjoyed.

Thursday, the miss were to make Bembridge but, believe it or not, the wind now Easterly 4 and forecast to rise. The Concours D'Elegance was judged with Duet as winner and Jenna highly commended, and then those obliged to sail East that day took the flood. As conditions became heavier most ducked into Cowes after mixing it with the Maxie - one pair of wellies being washed to windward being no match for the fourteen pairs counted aboard one of the colonials. Five Swifts found themselves in company in the East Cowes Marina and in the sunshine cleaned ship and prepared to taste wine that evening.

Friday was again wet and windy but the direction more reasonable and all departed for home.

Those participating in the Rally were:

Moonshadow	-	Peter & Jean Latham
Duet	-	Colin & Shirley Foster
Caddyshack	-	Nigel Rennie & Mathew
Korry	-	Ken Maclelland & Brian
Smarty	-	Tony & Anne Smart
Little Wing	-	Jim & Betty Perrett
Haven	-	Peter & Evelyn Goldsmith, Amy & Roger
Majari	-	Ron & Betty Price
Sateen	-	Gill & Astrid Williams
Blackjack	-	Peter & Didi Rucknell
Jenna	-	Peter & Sue Cable plus two.
Teacuis	-	Freddy & Sue Carr and Jenny.

UK MICRO CHAMPIONSHIP July 27 & 28

2.3 Hayling Island SC was the venue for this and an entry of six micros braved the elements: three GMS, a Morrison, a First 18 and a SWIFT. Most unfortunately circumstances had prevented two other SWIFTS from coming. The weather was appalling, near gale from S and SW both days with heavy showers on Saturday and continuous rain on Sunday. The only race sailed was on Saturday within the harbour limits after an abortive sail out over the bar first thing and (thankfully) a 'follow me home' from the Committee Boat. The FIRST and SWIFT had a close match, exchanging positions until the FIRST got away as the wind eased. MEMO to SWIFT 'Get more competitive and reduce boat weight for this sort of event'.

PHC

CRUISING CHATTERBRITTANY

3.1 Moonshadow, Duet, Succubus, and Teacup, all trailed to Brittany in June and cruised in company. Launching into the River Villeins and making HOEDIC, BELLE ISLE, and two to the MORBIHAN, the operation was very successful. The weather was passable, certainly better than that which the UK was experiencing, and, being south of Ushant, decidedly milder. No problems were experienced with Ferry or transiting, SSR's were asked for otherwise we were left much to our own devices by the authorities. Folcoz was a most relaxing start point, easy launch and no worries over car and trailer parking - we were early in the season though.

Crews are busily exchanging photographs and writing up their logs, so hopefully full accounts will be appearing in future Newsletter.

PHC

SHILLY'S FIRST SEASON

3.2 Trailng a Swift 18 from Southampton to Port William on the north west coast of Scotland was a lot easier than we expected, and, thanks to the glorious sunny and mild months of February and March, fitting her out was a pleasure. In fact we were able to enjoy coffee breaks ON DECK IN THE SUNSHINE, something we have rarely been able to enjoy afloat due to the extraordinary lack of sunshine this summer.

By the end of March, she was more or less complete gave or take a little bit of gelcoat here or there and we were eager to launch her. We decided on Shilly as a name after one of the Hebridean islands, which we both find particularly attractive. Friends and family were around that weekend and so we made a fuss and launched her with a bottle of bubbly which we drank and some seawater which we threw at her.

Trips to Port William were the order of the day, but due to lack of wind, we were able to do little more than test the engine. The next day was surely ranging from flat calm to F 5-6, so we soon became familiar with taking in and shaking out reefs. We also enjoyed the ease with which we could reef the genoa with our new headsail roller furling unit.

Since then Shilly has sailed in many waters round the west coast of Scotland which really is a wonderful place for cruising.

SMALL ISLES We planned to combine sailing with showing our French visitor (also a keen sailor) the beauties of Scotland.

April 27th Due to too much wind at Glensig, we launched at Lochilort (not recommended unless you have a powerful car to cope with steep slipways). Hail squalls. Anchored Chapel Bay to sort out rigging and have lunch. Close to Lugga Bay.

April 28th Snow down to sea level all day. Fresh cold SE breeze. Snow, sleet, wind F 4-5 persistent. Sailed to Arisaig. Pleased with performance of boat, but hands and feet very cold.

April 29th In poor visibility and light rain sailed out to Small Isles round N coast of Eigg and round S of Rhum. The idea was to show our French visitor the impressive cliffs of Rhum, but the mist was down to sea level. By late afternoon it was drier and brighter and Canna looked welcoming in the evening sunlight. We had the excellent anchorage to ourselves, then all of a sudden three small yachts sailed in followed by Taikoo, (the GYC boat) and two fishing boats.

April 30th An interesting and enjoyable walk on Canna where there are a few houses and almost as many churches. We inspected the beaches (with summer in mind) and admired the little lambs.

Sailed back towards Lochalsh via Loch Scarsort on Rhum. Passed Winston Churchill at anchor off Rhum. W 4-5 locally 6. Hail squalls but fantastic and speedy run back to Chapel Bay, Lochalsh.

May 1st Recovered boat at high water 0600. Returned to the beauties of our front room and in particular the log fire.

ROUND SKYE This time we were joined by my brother for a few days.

May 20th Launched 1440 Kyle of Lochalsh. Very good slipway. Tied up alongside for night.

May 21st Warm sunny day. Light and variable winds. Sailed/motored north to the Crowlin Islands which have an interesting and well protected cut for an anchorage. Explored the island including an old settlement. By the afternoon there was a freshening NW breeze and we sailed through Caol Mor to Loch Sligeach.

May 22nd NNE 4. Dull becoming wet. Sailed up to Portree which was rather dead and unappealing - the tide was out, it was raining and it was early closing. Sailed back to Kyleakin a great little anchorage for small boats.

May 23rd Dull. Very light E breeze. Motored through Kyle Rhea to Mallaig where we dropped Paul to catch a train home. Mallaig is not a particularly good place to spend the night due to all the fishing boats which come and go with little regard for small Swifts. So we used the light following breeze to take us to Morar. The entrance requires careful manoeuvring to avoid rocks initially and then sandbanks. Interesting navigating our way in, following the course of the river Morar.

May 24th Forecast SW 6-8. We decided to go and see, and ended up motoring across to Point of Sleat. Pouring rain. Anchored and had a quick walk and explore. Still no wind, still lots of rain. Motored to Soay where there is a wonderful natural harbour with a bar at the entrance. The harbour is only accessible at high water. We were later than we had planned on being and the tide was well on its way out. We lifted up the centreplate but the heavy kelp kept fouling the propeller on the engine so we had to throw the inflatable over the side and tow the boat over the bar into a perfect anchorage. No one saw us and the locals were amazed that we had arrived at low water. It was a beautiful evening and Soay was looking very pretty in the evening sunshine under the shadow of the massive Cuillin Hills of Skye.

May 25th Still forecasting 6-8 but very little wind in sight. Decided to cross the Minch with contingency plans to stop at Canna should the weather brew up. Still no wind, but the bright sunny morning was becoming more overcast. We were short of fuel and wanted to use every breath of wind we could, progress was slow. We drifted in the Minch waiting for wind. Eventually at about 20.00 hrs we got a steady easterly breeze which freshened to a F 3-4 and we were at Loch Boisdale within three hours. By this time the wind had strengthened to F 5 and we were glad to have reached the anchorage before it was totally dark.

May 26th Spent morning on board as it was blowing G 6-7 and there was quite a chop in the anchorage. In the afternoon we went for a walk on this wild, windy

but never the less attractive Hebridean Island.

May 27th Forecast NW 5 and we awoke to wind and rain. We motored round to Loch Boisdale pier to restock on fuel, food and water. By this time the weather had cleared up - blue skies and sunshine and we had a beautiful sail down to Castlebay on Barra. Barra, they say, is the most beautiful island in the world, and what we saw of it certainly lived up to those expectations. Castlebay was looking particularly picturesque that evening and we felt that the bad weather had all been worthwhile.

May 28th Miraculously the wind had turned to the south and we had a beautiful F 4-5 to take us north to Lochmaddy. The sun shone all day and we stayed fairly close inshore to enable us to look at the cliffs, inlets and bays. We stopped off at Inisay Dubh, S list to try out as an anchorage. A good spot. Lochmaddy is fairly dull and uninteresting as a place, but we found a good anchorage just past a wreck to the south of the main pier.

May 29th Left Lochmaddy bound for Skye in a S-SW breeze with occasional heavy squalls. Made very good time to the Aserik Isles where we anchored for a short time. We then headed for Rubha Hunish and then the north end of Skye where saw masses of puffins. We continued past the north end to Rona to Loch Torridon. The wind died at sundown and we motored for last couple of hours to Shieldaig Bay, Loch Torridon.

May 30th Hot, windless, sunny dry. Motored to head of Loch Torridon and climbed the mountain Beinnach. Fantastic views to the north, the Summer Isles, the Outer Hebrides, and Skye to the west; Ben Nevis to the south east. Torridon is a very pretty little village.

May 31st A light breeze took us out of Loch Torridon and round to the south west corner of Rona where we found yet another perfect anchorage and another interesting island to explore.

June 1st Motored most of the way to Fortree where the tide was in, people were about and the sun was out. A far more attractive place this time. Then an afternoon sail through Chol Mor to Kyle where we recovered the boat easily.

We also recently enjoyed 5 days cruising in the Clyde area. Our first season has certainly been a very enjoyable and rewarding one.

Piars Kinchid.

A SWIFT TO THE MED.

3.3 I had never thought of taking my Swift, El Maar to Spain. I had planned a quiet, relaxing introductory week's sailing in the Kyles of Bute in May. My research had revealed a promising marina at Kip and I envisaged a beautiful week's sight-seeing around the islands. However, on the domestic front, all was not well.

Sheena does not like sailing. The thought of being cooped up, damp and cold in my beloved El Maar did not please her at all. She had other ideas.

We had long considered buying a flat in Spain. Years of research and piles of brochures were testimony to our endeavours. The net of commitment had been skillfully avoided. The golden opportunity now presented itself.

"The Costa Brava has wonderful sailing weather, fabulous creeks and bays - altogether more appealing and in those circumstances I might even enjoy sailing". Against such a persuasive argument I had no defence.

Planning was easy. The AA sent all their standard brochures and I elected to finish work on Friday and sail on the first available ferry on Saturday, 18th May. Cheap rates applied and the total for the two of us £27.50 - one way! We had agreed to leave the boat on the Med. for our second holiday in August whether we bought a flat or not.

On Friday, after work, we drove down to Calshott where El Nasr was parked, to hitch up and position for Saturday's crossing. We parked the boat at the hotel in Portsmouth then drove round to check out the port for our departure. It transpired that a sailing was scheduled for 11.00pm that night. We watched the cars and caravans move towards the dock and wondered if we might join them. A helpful Townsend Thoresen marshall suggested there might be space so why didn't we try. We returned to the hotel, checked out, hitched up and joined the queue of ferry passengers. In no time at all we were reversing our precious load into one of the last spaces.

Helped by the odd whisky the night passed well. Next morning, below decks all was well and with great delight we set off from Le Havre at 8.00am., eight hours ahead of schedule.

The route we chose was the motorway through Paris, south down the Route de Sol to the Mediterranean then still on Motorway, right for Spain. Nothing complicated, except careful navigation round the inner circular in Paris. This was achieved without too much trauma. The rest was straightforward and well signposted.

Petrol consumption was higher than expected but my indicated average of 65 m.p.h. allowed the miles to click by with growing satisfaction. At 8 p.m. we were passing through the Spanish customs without any hold up.

Our sights were now set on L'Escala. We had hung up from England and booked a berth in the Marina there. An hour after crossing the border we entered the town and felt our way to the Marina. All was quiet in the marina, but the gate was opened by the night watchman. We parked the boat in the ample car park. It really was a case of look after yourself and all will be sorted out if and when the office of the marina opens. After making the boat ready for our night aboard we set off in search of food. We hadn't far to go, the Club Nautic was ablaze with light at the end of the Marina. Within minutes of sitting down a bottle of local wine and a dish of fish was served - delicious and very welcome.

Next morning we stirred at 8 a.m. - not a soul in sight, nor was there for some long time. We were at a delightful marina which was $\frac{1}{2}$ full. The marina shower and toilet block was excellent. After breakfast we prepared the boat for launching. Frequent enquiries to passers-by revealed that the marina manager might appear at noon. Indeed, he did, but the communication problem left us no further ahead.

Eventually I deduced that there was no slip but they would be delighted to cradle El Nasr in and out of the marina. The total fee for this operation and five nights berthing was £25.

At 1.30pm I drove round the dock with the boat to the designated area. A substantial tractor with an H shaped lifting device parked along side and with very little effort two straps were placed under the boat. Ten minutes later she had been lifted off the trailer, swung round over the dockside, gently lowered to the water and was afloat. A very smooth operation.

We now motored to our berth. At this point everything went wrong! I could not select reverse (or so I thought) and as we drifted out of control fending off with our feet, happily and mercifully a vacant berth appeared so we manhandled ourselves to a safe haven.

Problems - a broken propeller shear pin. It took the local Yacht agent, who just happened to be at the marina, to tell me. £5 lighter, we settled down to enjoy our first day afloat in Spain.

The flat/walk exercise dominated the first three days but we managed at least one short sail a day and sometimes two, in the delightful Bay of Rosas. The weather was good, though not what one would expect in Med. Waters and although there did not appear to be much sun we began to show signs of a tan. Shoona did enjoy the sailing - in fact I thought I detected even enthusiasm at one point.

By Thursday we had found a flat in Cadagosa. Cadagosa is a small village at the end of a very beautiful creek a mile long - 500 yards wide. Quite idyllic. El Nasr will be moored to a buoy secured to two enormous anchors. The total cost

for this operation will be £100. After that our mooring is free forever! A delightful prospect.

During the winter our boat will be at the Club Nautic Centre, Rosas. Wintering outside on a hard standing is €56, undercover in a large hanger £176. N.B. The mast may be left up in both cases. The centre will also look after all customs formalities.

Cadaques is a nine mile sail from the Nautic Centre.

For the technically minded, I fitted a spare wheel, suitably padlocked to the trailer, and carried a spare set of wheel bearings. Before the trip I greased up the bearing buddies and left them in situ wrapped in masking tape to aid retention.

I was surprised how easy the whole exercise had been. Do come and join us.

Eric Smith

COOKS TO THE GALLEY

3.4 This is a very good recipe for sailing as it is sweeter than normal:-

Boiled Sea Cake

1 cup suitans)	
1 " currants)	Simmer all ingredients and leave to cool.
1 " sugar)	
1 " hot water)	
2 oz margarine)	
1 tsp. baking powder)	
)	

Add

2 beaten eggs
2 cups S.R. flour

Bake: 375°F for 1 hour.

A tip:- If you have problems with mould on your eggs the remedy is to rub a little lard on the shells before you pack them: they will keep for ages.

S.C.C.

TECHNICAL TOPICS

4-4 This is by way of an introduction to your new Technical Secretary. As you will have read in the last newsletter, I have volunteered to take over this task and I look forward to receiving details of all those brilliant ideas that you have incorporated into your Swifts.

I have only received one response so far (thanks Ivor) but I am sure that once you have got over your initial shyness the ideas will come flooding in. Our Swift is SO165 and appropriately named Hovee by our 8 year old son Roger. Most weekends, together with our 7 year old daughter Amy, we can be found in one of the harbours of the Solent. We have carried out a number of mods (improvements?) to Hovee, in particular the addition of electrics, and I shall be describing these in some detail later.

Let me give you some idea of the way I would like to tackle the job. A considerable number of ideas have been published right back to the first newsletter, so for the sake of completeness and more particularly for those who may not have seen all the past copies, I intend to republish them. These and all future ideas from both owners and Swiftcraft will be published under various chapter headings such as Rig, Safety, Engine, Electrics etc. It should also include those ideas that don't work properly as others may have a solution and it may prevent someone making the same mistake as you! If we get it right it will mean that you will be able to update your own Technical Topics Manual at the publication of each newsletter. It had been my intention to complete the back issue for this letter,

but alas it was not to be. It will definitely appear with the next issue.

The Swift rally in the Solent in July was the first time we had spent a reasonable amount of time with other Swifts and a very pleasant experience it was too (the Spring get together at Yermouth being all too short). I am sure I speak for all who took part when I say that a vote of thanks should go to Paddy and Sue Carr for their grand efforts in organising such an enjoyable week. A few brief observations from the week:

SO 14 Peter and Jean Lathan's very comfortable looking cockpit cushions.

SO 43 Ron Bruce dining alone at his folding table mounted very neatly between the transom and the cockpit sole.

SO 75 Tony Smart's clever idea to hinge the washboards, soon to be modified further to provide a cockpit table.

SO 113 Cliff and Astrid Williams lee curtain in the same material as the seats (why not incorporate this into the cushion design Swiftcraft?)

SO 132 Peter Sucknell's seemingly endless flow of presents from his wife Didi to make their life onboard more comfortable, (how about garden kneelers as cockpit cushions?)

The week ended with an impromptu get at East Cowes marina as six Swifts ducked into Cowes rather than flag all the way down to Bembridge in an easterly. Paddy and Sue kindly invited all onboard Tequila for a drink in the warm evening. In case you are wondering why this should receive mention under Technical Topics, well it is to report that a Swift will safely accommodate 10 (yes ten!) adults although Paddy tells me that this is not a record and you will certainly get your feet wet in the cockpit. All in all, a fitting end to a fine regatta.

Our week was completed by a flying visit to Blakeney in Norfolk where my Mother's house had been struck by lightning and all electronic equipment had been destroyed. The moral here is to ensure all aeriels in particular are disconnected from apparatus, this being more important than disconnection from the mains supply. This is even more vital onboard where the mast can act as a very efficient lightning conductor.

To finish on a brighter note it was very pleasing to see, moored in the little harbour of Blakeney, SO 21 belonging to Joe and Maria Quercia of Crower. With the ensuing drama we did not have the opportunity to make contact. Next visit will be different. We look forward to meeting you both. Please let me have your ideas, good or not so good, in any form you can manage and I will edit if you wish, just send the ideas. I look forward to lots and lots of letters!

4.2

Dear Ed,

My skipper's not a bad sort of gaffer but he won't write to you so I'll have to. I'm one of those poor trailer wheel tyre tube combinations and we've had a spot of bother.

As I said Skip's OK, he gives us a good freshwater shower after each swim, keeps the old tube pumped up and makes sure the bearings are nice and greasy, but he's a bit impatient and drives much too fast. I don't think he knows how heavy that delightful girl is and how much flex she gives us - SWIFT and pretty I say though mostly we only see her hot - and you ought to see how much gear his and his mate take along! Anyway back to our bother, the tube perished near to where you puts the air in - t'was KEROWSEUR that caused it, as the wheely doc said - luckily then in the car saw me problem before I lost too much and I had a rest in the boot to home.

Skip took us all to pieces later on and cleaned and painted the metal bits, and now we've grease daubed on the joints where that seawater might get in. Me appon t'other side had a score too; he had a rumbell, going too fast we said lots us hot and bothered. You should have heard the gaffer breathing when he wrote out that mancy bit of paper for a new'n.

If I was you I'd ask for a full strip and service next winter, we'd been pumped up over two years and that kerwshun been spreading inside me guts all along.

Yours ever, deflated.

SELF STEERING

4.3 I would like to know from any Swift owners who have experience with self steering gear on their boats as an aid to singlehanded sailing. I am more interested in types of self steering that are solely wind powered and not the 12 volt DC type. Of particular interest to me is the QME horizontal axis vane steering direct onto the tiller. Does anybody have such an arrangement?

Robert Kincaid (Shilley 178)

QUIET THE NIGHT

4.4 Chris Clayton has suggested using draft sealing foam strip spiral bound round the electric cable to deaden the slopping in the mast. Helts recommended to me to pour in ureadite, I compromised by introducing it at all possible entry points, i.e. shroud and sheave slots. Dick Landon EVOSTIK'D his cable as he fed it into the mast, and I rather stuck myself. Whatever the method some form of cable retention or deadening is needed to keep the peace.

PHC.

KEEL ROLLER SLEDGE

4.5 Jack Counsell (SO 37) writes:
'At Easter I had a little difficulty with launching, the keel drops about 6" and rests against the last roller is 6" more water required. I have fitted an oak sledge between the last and next forward roller, the keel slides along this'.

LETTERS

5.1 Dear Members,

There is a great hole in our hearts - and one in the drive! 'Cucumber Sunbeam' has gone - long live 'Cucumber Sunbeam'.

Dr Douglas McArthur, who is an experienced small boat sailor, has taken over ownership and we would like to introduce him to you. He can be found at 1 College Crescent, Hellingfield, Cambridge, and will be trailer-sailing in the same East Coast area as ourselves - Cucumber knows those waters!

'Cucumber Sunbeam' came about because she was the best boat to extend our sailing experience and she did that and more - she made us many friends. Saying our farewells, we feel sad but grateful and extend our thanks to John and Caroline who made it all possible.

Good sailing to you all,

Dick and Joyce Landon (ex - 'Cucumber Sunbeam'
9015-Y)

5.2 Dear Paddy,

After sailing "Spindrift", Swift CO3 for the last two seasons, regrettably the time has come to part company. The many hours of super sailing and the lots of friends encountered along the way, who will remember the 'pale blue' Swift, remain now as memories.

Was it, I hear you say, the day when we were heaving around Hurst Point confronted by steep seven foot waves; the power of a full blown thunderstorm surrounding us at sea, making us feel so insignificant, or perhaps the excitement of 2 hours

OWNERS REGISTER

ALTERATIONS AND ADDITIONS - AL / to Issue December 1984

<u>SO</u>	<u>Name</u>	<u>Area</u>	<u>Owner</u>	<u>Address</u>	<u>Tel. No.</u>
003			Simon Stevens	Bomstead Farm, Kealcotes, Spilsby, Lincs. DN22 4AL.	07905 584
36			Douglas McArthur	1 College Crescent Eching Field, Cambridge.	
50	Delete non member *		Mr Wadel	11 Churchfield Road, Salisbury, Wilt.	
84			Change address to:	25 Burtish Close, Stourport-on-Severn, Worce DY13 3YX	02993- 77496
120			Change address to:	31 Glen Doll Road, Leiston, Glasgow G28 3QS	041-880- 7391
129			Weston Charlesworth	15 Thornbank Close, Lowton, Warrington. WA3 2JL.	
159	Acoline	Dell Quay	John & Janet Kay		
160		Gadsques			
164			Happidog Petfoods	Preston.	
167	Paiz Helen		Bert & June Spry	.	
168	Miranda	Poole	Andrew & Christine MacFarlane		
176	Maingoose	Shetland	Andrew Cooper		
181	Catherine M	East Coast USA	Anthony Paul		
205	197 (corrected to P. Carr 9/10/85)		Mr Butes	College Green, The Precinct, Rochester ME1 1SR.	
206			A J Godfrey	26 Pretoria Road, Cambridge CB4 1HE	312625
207			SWIFTCRAFT		
208			A T Leeson	Northchurch House, Queen St., Sheffield S1 2EW	
209			Ken Sherring	c/o Gulfair PO Box 5246 Bahrain.	
210			John Banks	11 Treogan Ave., East Cosham PO6 2TU	0705- 373965
211			D F Faulkner	21 Garden Grove, Houghton-le-Spring, Dyne & Wear DH5 6HL	
212			R.A.C. Alston	Cherrytree Lodge Strang Rd., Union Mills, T.C.W.	
213			Tom & Lyndal Bale	3 De Gaunt Drive, Cranwell, Gleeford, Lincs.	
214			Mr & Mrs Westley	3 Brandon Close, Lunbridge Wells, Kent.	
215			t.b.s.		
216			Dr E & Williams	105 Navor Court Rd., Kuneston, Marks CV11 5HR	
217	Tiger Lily	Salent/Poole	Alan & Hester Murphy	3 Calibres Road, Hillingbury, Eastleigh, SO5 1D7	04215- 3008 (H)



sailing in winds gusting to 40 knots that was finally too much for me, but no, Spindrift sailed on as proudly as ever.

So it wasn't Spindrift's fault that we've parted company, but plain boring financial constraints. As for me, I'm now boatless, but certainly not giving up sailing. Having taken my Yachtmasters theory exam last winter, I'm busy trying to clock up the 2,500 miles necessary practical experience. So I'm crewing on other yachts whenever the opportunity arises, which leads me to offer my services as a crew for any other Swift who might need help for a regatta or other sailing. I can be contacted at work on FULMER 2777 ext 4116 or at home on BURNHAM (Bucks) 3705.

As for Spindrift, she's gone to Lincolnshire with Mr S. Stevens who I hope will enjoy her just as much. By the way, I've passed on S.A. details so I dare say he'll be in touch.

So best wishes to all friends and good sailing to all,

Phil Slade

SOLENT LAYING-UP SUPPER

The supper/social evening will take place at Warsash Sailing Club on Sunday 27th October 1985 from 7 to 10pm and will take the same form as the successful evening held in March 85. Please support this event if you can.

Supper will be served at 8pm and the cost for the evening to cover supper, room hire and admin will be £6. A cash bar will be available.

If you are able to come, please return the slip below by 18 OCTOBER 85

To: Ivor Peck, Laugharne, 22, Salisbury Rd., ALRESFORD, Hants. SO24 9HG.
Tel: 096 273 2485

1. I/We wish to attend the Solent Laying Up Supper on 27 October 85. Names (Surname and Forename):-

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.....

2. Payment of £..... enclosed. (Cheques payable to I.W. Peck)

3. I/We usually sail from

4. Please send/do not send me a sketch map to show the routes to the Club and Car Parking.

5. SO Name of SWIFT

