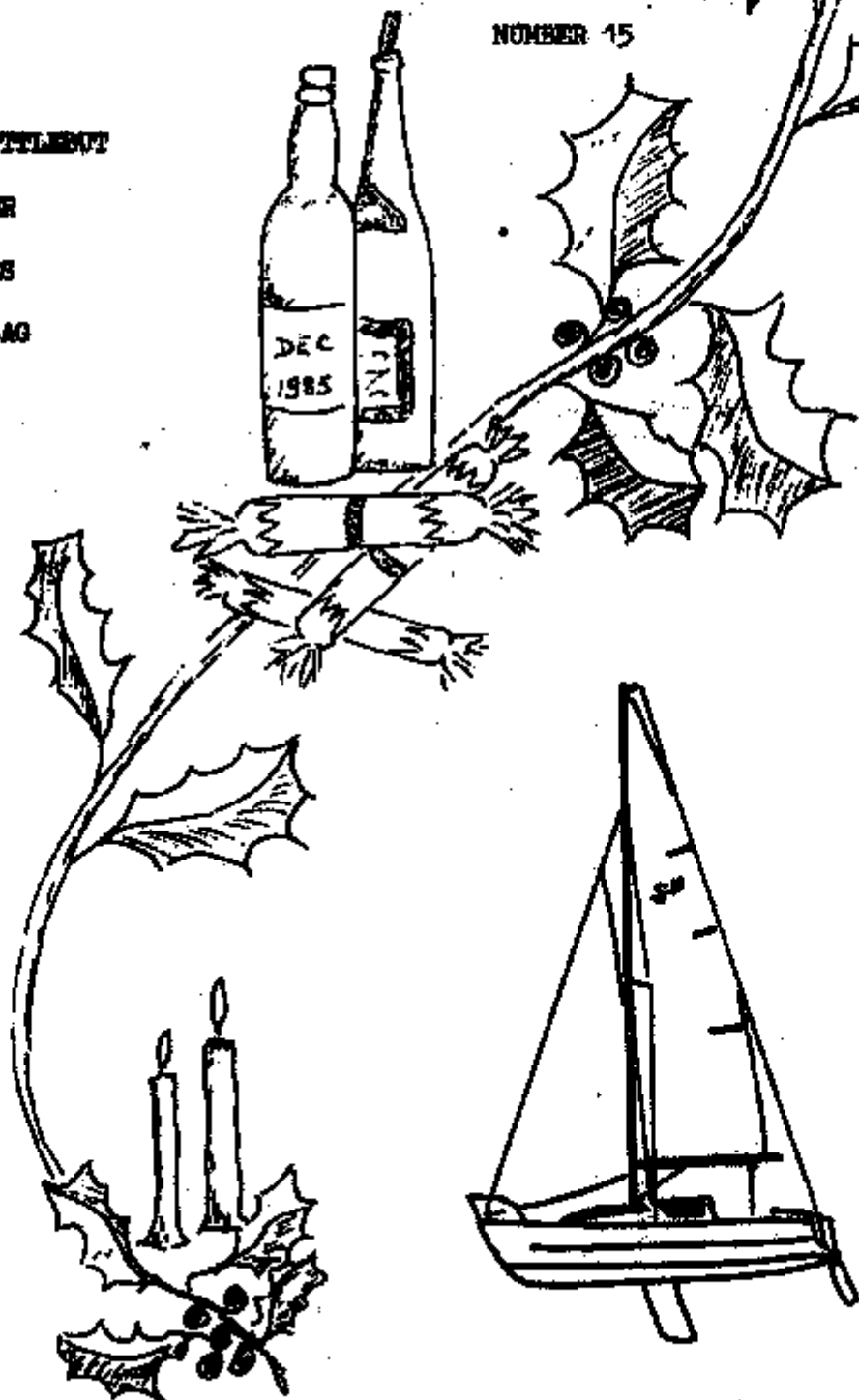


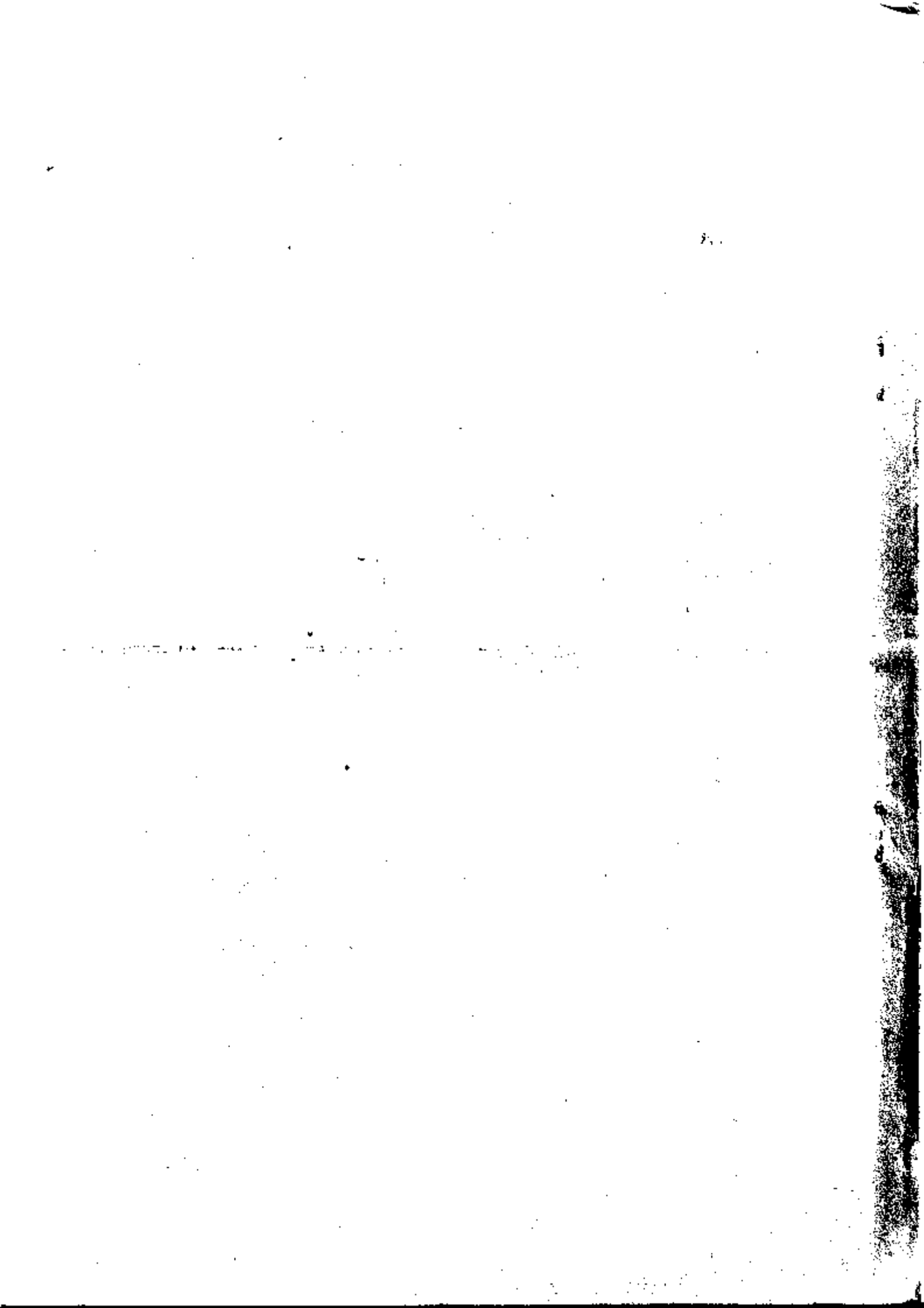
G18

NEWSLETTER

NUMBER 15

1. SECRETARY'S SCUTTLEBUT
2. CRUISING CHATTER
3. TECHNICAL TOPICS
4. FROM THE POST BAG





SECRETARY'S SCUTTLEBUT

1.1 SWIFTCRAFT You will be anxious to know what has occurred within the Company since some details of liquidation and the selling off of moulds have been revealed. Two letters follow which are self-explanatory, and happily for us bode well for the future.

SALE OF SWIFTCRAFT

In the spring of this year Caroline and I decided that the strains and pressures of running Swiftcraft were more than we were happy to accept. The introduction of new boats at a rate of one a year, to say nothing of starting a family and pursuing our other interests, was beginning to take its toll! We also wanted to spend more time just enjoying sailing - particularly with the many friends we had made through the Swift Association.

Several people expressed interest in the Company and in June we concluded the sale of the Company to the Mullard family, from Abingdon, who, we anticipated would continue its expansion. Sadly this proved not to be the case, and, for reasons that at the moment only they understand, despite the fact that it was fully solvent, they put the Company into voluntary liquidation on 16th October. This was a great blow to us, and to the many suppliers to the Company. We felt it was a terrible waste of the four years hard work that we put into building up the Company and, of course, meant a scattering of the good team of craftsmen that we had built up in Southampton. Although the Mullards intended to buy back the Swift 18 and the Explorer moulds from the liquidator, they were outbid.

I am delighted to say that Honnor Marine at Totnes (famous for the Drascombe range) have acquired both the Swift 18 and the Explorer and intend to market both boats actively. I know from early discussions that they are very keen to encourage and support the Swift Association and I am hopeful that they may well go on to produce the larger Swift that we had planned and for which so many of you were kind enough to provide input.

By the time you read this, the office at Shamrock Quay will be back in operation, and I am delighted to say that Keith Fallos, who many of you will know right from the early days, has joined the Honnor Marine team, to pass on the benefit of all his knowledge and experience.

Caroline and I both hope to maintain our close links with the Association. I believe the Swift Association is very special. It has brought together a wide range of people with the dedicated aim of sharing their sailing pleasures and experiences, and from this, many new friendships have been formed. Like all Associations, it will grow and prosper only if everybody continues to support it. In many ways, who actually builds the boats is not important in itself. The Association now has its own momentum and we give it all our very Best Wishes for the future and hope that we may be able to stay involved and in touch with you all.

JOHN CHARNLEY.

I am indebted to your Secretary for this opportunity to introduce Honnor Marine to you. As you may have heard, on the liquidation of JCA Leisure Group Ltd., the Liquidator placed the various assets of that company on the market and Honnor Marine successfully bid for the moulds of the Swift 18 and the Explorer together with the rights to build and market these two boats under the Swiftcraft name.

Honor Marine, which is a company in the Dartington Hall Corporation, started boatbuilding in 1959 and, except for a brief excursion in larger cruising trimarans in the 1960's, has been solely in small sailboats. We started with racing dinghies (notably the 505 and 420), then the Drascombe range and, more recently,

the Rob Roy 23. The Swift and Explorer will be built at our Works at Staverton in Devon alongside the seven boats in the Drascombe range and Rob Roy.

We are retaining the Swiftcraft sales office at Shamrock Quay, Southampton and shall market our full range from there as well as from Staverton. We are currently discussing with our network of Drascombe dealers in this country and abroad and believe that many of them will want to add the Swiftcraft boats to their ranges.

We intend, of course, to offer the same service of spares and repairs which I understand you have enjoyed and which we offer already to our Drascombe Owners. I would, however, ask your indulgence over the next few months on this aspect while we get ourselves organised.

We shall be exhibiting at the London Boat Show (Stand M10, on the right hand aisle just inside the Warwick Road entrance) and hope to have Keith Fallas's new design, The Discoverer, there as well as the Swift 18, Explorer and a range of Drascombes.

Please come and meet us there. We are not a big company - the names to remember are Chris Rogers, in charge of sales, David Orchard in charge of production and Keith Fallas at Shamrock Quay. Telephone numbers are - at Staverton (0803) 862228, and at Shamrock Quay (0703) 332566.

Luke Churchouse,
Managing Director,
Honor Marine (U.K.) Ltd.,
Bridge Mills,
Staverton,
Totnes,
Devon. TQ9 6AQ.

1.2 A.G.M. The agenda with reply slip for the AGM on 5th January is enclosed. I appreciate not many are able to attend in person, however, please make your views known to me if you will not be present. Regarding the National Rally, it was agreed last year that we should alter the venue to let a wider cross-section of the membership attend. This has its problems in both finding a location with sufficient capacity giving options regardless of weather, and with SA people in the area to organise it: However, the topic will be discussed again, so your opinions are sought.

1.3 VOLUNTARY OFFICERS Agenda item 4.

The current Treasurer, Technical Secretary, and Race/UKMA officer are all happy to continue in post. The secretary would prefer to be relieved, and a Newsletter Editor is sought.

1.4 COMMITTEE and REGIONAL REPRESENTATIVES Agenda item 5.

We may be trying to find too many, but a number of those presently serving are either selling their Swifts or find they are unable to give of their time, so some changes are going to be necessary. In particular:

Plymouth
East coast (not Broads)
Solent
Scotland
Poole - which has been suggested rather than divide Solent E and W.

The Committee of four will be formed from our Regional Representatives.

1.5 SOCIALS Rather surprisingly the 'Laying Up Supper' at Warsash was not supported in anything like sufficient strength and Ivor Peck was forced to cancel it. We have a tentative booking for a 'Fitting Out Supper', at the Warsash S C on Sunday 16th March 1986, and Ivor is willing to sponsor and organise it BUT HE MUST HAVE YOUR COMMITMENT. Will those keen to hold this social please get in contact with Ivor (Tel: 096-275-2485) - deadline mid January - no support equals no confirmation of the tentative booking.

1.6 REPEATS

1. Logs and Mods - a few logs have been received, but I know there are many more epics to come for the enjoyment of our readers.

- MODS, very short of submissions.

2. PY Number - if you have raced using a PY handicap, do let Graham Biggs or myself know how you fared and what number was accepted.

1.7 REGISTER A plea to those who sell: please let me know and pass in the new owners address. I regret that we have lost, hopefully only temporarily, some potential members. More so, the new owners may be unaware of the SA and the opportunities that stem from membership.

1.8 SEASONAL GREETING Hope you like the cover! Sue joins me in wishing you all a happy Christmas, and to good sailing and prosperity in 1986.

Paddy Carr

CRUISING CHAPTER

2.1 LET THAT BE A LESSON!

An extract from the log of 'Progress' S189. Sept. 1st-7th 1985.

Sat. 1st Off the rein for a whole week, younger brother Phil and I bring Progress ashore at Poole and de-rig. Using the A35 we set off at 12 noon trailing to Mylor near Falmouth. An old salt at Cobb's Quay had asked - "why use an 'A' route when you can use the 'C' route" - get it? We could almost have taken him seriously, the trail to Mylor was almost as slow as the 'C' route would have been. Lesson - Don't use the A35 to Exeter even on a late summer Saturday, it's choked with traffic. Arrive Mylor 6.30.p.m., tired and hungry. Friend Tony D., wife and cousin on 'mother' ship for the week, a Westerley Konsort will provide our evening meals. Having eaten, we returned to Progress and tried to stow food, clothing, life aids etc., but there were still cardboard boxes and holdalls on the Vee berth at lights out. Lesson 2 had been learnt - next winter must see careful fitting out of locker and stowage space if anything beyond weekend sailing is to be contemplated.

Sun. 2nd Rig and launch by 9.30. Wind SW, F5/6 forecast to moderate. Mylor is sheltered with wind from this quarter permitting a lazy hour(s) in pleasant sun. By 1530 wind had moderated to 3/4, leave pontoon and in company with the Konsort reach S down Carrick Roads to Falmouth Castle point. In lighter airs Progress more than retained station on the Konsort. Return to Mylor uneventful.

Mon. 3rd Original sail plan of cruising to Fowey scrapped following poor net. Alternate plan adopted to sail to St. Mawes. Tony to follow with Konsort and rendezvous at moorings, then dinghy ashore for pub lunch. We set sail 0900, overcast, wind SW, F2/3, no rain forecast this far south. Beat towards Falmouth.

Off harbour winds funnels to F4, sea becoming lumpy on final beat across to St. Mawes. 10.50 Is that Tony over there? Have the ladies condescended to come out in these worsening conditions? We pick up a mooring and wait, as a heavy downpour commences. It was Tony and he arrives at St. Mawes under power at 1100 but is not able to locate vacant mooring. With heavy rain persisting and wind now F5, decision made to abandon lunch ashore and return to Mylor. 1130. Wind and heavy swell now pushing straight into St. Mawes channel as we head out under power. Our speed and motor rpm seem slow as we commence creep past an anchored 45 footer. As wind is tacking us towards this craft I'm not happy so turn sharply to starboard passing stern of craft. Motor immediately speeds up and maintains rpm when we again turn into the wind. Our speed through the water increased. I can only assume that our abrupt change of course caused wood to dislodge from the propeller. (Similar loss of power earlier occurred near Poole, this time due to waterlogged fabric becoming tangled around the prop.) Once clear of the rocks off St. Mawes we steer north and run towards Mylor under reefed genoa. Konsort report later indicated we were hull down to them in wave troughs. We found Progress responded to the following sea kindly and felt extremely buoyant. Arrive Mylor 1305, heavy drizzle persisting. Erect cockpit tent to permit partial drying of clothes. Doze and read afternoon away following good helpings of hot soup and toast - so much for our pub lunch!

Tues. 3rd, Wed. 4th Portbound, gales around all coasts.

Thurs. 5th Strong winds persisting, NW. F5/6 forecast to moderate to F4. Breakfast 0800. Today we're bound up river to Maggoty Bank leaving Konsort to follow. Leave Mylor 0900, one reef in main and half genoa furled. Head close hauled towards Feock. Very white water off Restroguet Creek created by wind funnel off land... exciting and fast sailing. Konsort joins us under power, with crew still breakfasting (lazy lot) as we approach King Harry ferry. Anchor off Maggoty Bank at 1105. Lunch early and explore the area in Konsorts dinghy. Raise anchor 1505 and head downstream. Wind NW. F4/5 as we unfurl genoa near Feock and run towards Falmouth. Speed log touched 7.5 knots on two occasions as we again held station with the Konsort, also under genoa. Arrive Falmouth visitors pontoon at 1640. Approaching pontoon under power the rudder downhaul parts near the lower stop knot. No panic but could have been nasty in earlier rough water. Lesson 3. Check the downhaul frequently.

Fri. 6th At last, breakfast in the cockpit in sun at 0730...never mind the wasps. Forecast warm with winds E. F2/3 becoming variable. Destination Helford as we set sail in a gentle breeze at 0830. Trip is uneventful until 2 miles off the Helford estuary. Phil doubles up with abdominal pain. Urgently requires a proper sit down loo suspecting an intestinal blockage, but the nearest is on the Konsort half a mile ahead. Turn to full motor power...go boat go, but still too slow for Phil, he's in agony. Konsort anchors off Durgan 1320 hrs and we come alongside. Sit down loo on board but after 20 minutes this has brought no relief for Phil. Take him ashore by tender and ring Penryn surgery by kind hospitality of a local villager. Phil is hardly aware of what is going on around him as upon a doctor's advice he is taxied to the surgery 6 miles away and thence to hospital at Truro. Phil passes a kidney stone into his bladder at approx 1800 hrs and is then comfortable. With no crew, no wind but a lot of mental concern, motoring the boat back to Mylor proved quite a memorable ending to our week afloat. Our final lesson? Even on a coastal hop, the moral must be:- If it will come out, have it taken out before you sail. Talk about Tales of the Unexpected. Thanks for listening.

Roy Bamford.

2.2 CADDYSHACK'S CORNWALL CRUISE
Crew: Nigel, Paul & Janet Rennie.

Friday 26th July: Caddyshack and crew met up in the Inn at St Issay, after Paul and Janet drove down from Manchester and Nigel trailed along from the Swift Solent

Rally. The local caravan park proved ideal for the night but raised a few eyebrows from some of the more conventional holidaymakers.

Saturday 27th: The morning saw us organising the stowage then shopping in Padstow. Just after high water we coaxed Caddyshack down the slipway alongside Padstow Sailing Club, rigging was awkward due to a telephone cable and the slipway was very steep and narrow, Janet, not liking audiences quietly disappeared until it was over. After tying up alongside in the inner harbour Paul and Nigel parked the trailer and cars.

Whilst drying out a leak developed from the centre board, luckily it was cured by reseating the bearing with silicon sealant.

Sunday 28th: It was 0500 hrs when we slipped out of port to anchor in the deeper water of the Camel River for breakfast. Just before 0700 hrs in a SSW 4 we left our comfortable anchorage with both reefs set to get our first taste of the Atlantic. Sea conditions were comfortable in the lee of Trevoze Head then came the long tacks in heavier swell heading southward to Newquay, one extra long offshore trip kept us clear of an onshore rain storm. Paul and Janet suffered a little until they gained their 'sea legs' but were both fully fit by the time we reached port.

We motored into Newquay Harbour at lunchtime to be greeted by a conscientious harbour master who guided us in against the west wall; he'd been keeping a watchful eye on us all morning. The local rowing clubs were having a regatta which provided some good entertainment, followed by a beach fair in the evening.

Monday 29th: After an uncomfortable night with a moderate swell, heavy rain and Nigel frequently arising to adjust warps, the weather forecast was listened to with interest. A NW 6 with rain caused Nigel to declare Caddyshack 'stormbound' and we all turned over in our bunks to catch up on sleep.

Tuesday 30th: Early morning and after a quieter night Caddyshack slips out of Newquay on the obb, accompanied by a flotilla of fishing boats making the most of a break in the weather. The W 4 meant a long trip offshore before heading down the coast, then with improving conditions we motor sailed through 'The Sound' into St Ives Bay rather than tacking out again to go around 'The Stones'. Once inside St Ives Bay the sea turned to a mill pond with a much gentler W 2 taking us along, the only disturbance being the buzz of speed boats. During mid-afternoon Caddyshack slipped into St Ives Harbour and picked up a buoy amongst a few other yachts, in time to take tea to the accompaniment of a brass band on the quayside.

Wednesday 31st: The weather was holding and Penzance is on, in the early hours we dodge our way past the fishing boats outside the harbour. Tacking past Pendeen the mist started to close in so Nigel took an extra fix and started relying on what he learnt in last winters night classes, the radar reflector took its first official trip up the mast and with decreasing wind we motorsailed to maintain speed. A few hours later the mist cleared, Cape Cornwall was astern, Longships was safely on our port bow and we had a rather pleased navigator on board. Rounding Longships was a long tedious affair as the tide had turned against us and with a shortage of wind our good old Mariner had to help out. Passing the Runnelstone brought us onto a gentle run with the tide at our stern, the sun forced us to abandon our oilies through the hatches and Janet took a stretch out on the foredeck. Paul tried a spot of fishing but seemed more apt at teaching the spinner to water ski, whilst Nigel was having problems staying awake, it all seemed too easy all of a sudden. The run into Penzance was pleasantly brisk and more by luck than judgement we arrived just as the wet dock was opening, after mooring alongside the main priority was a long hot shower.

Thursday 1st: It was nice to have a dry day in port to let ourselves and the boat get sorted out, with a trip into town to stock up the lockers. Janet even had the curtains she had made fitted.

Friday 2nd: With a forecast of W 8 and rain we were not sailing anywhere. It was a lousy day but there was no point in drowning in the cabin's condensation, so we all donned our oilies and headed for St Michael's Mount (by bus). The weather

improved considerably as the day progressed and we felt overdressed by the time we returned.

Saturday 3rd: After having to hassle the harbour staff for the best part of an hour to open the gate, we were under way by 8 am and made good use of the W 4 to push us down Mounts Bay. By midday we were rounding Lizard Point but in a heavy isolated shower, an unusual but not unnerving sensation with a rain flattened sea. A ketch called 'Atlantic Islander' altered course to motor alongside us to ensure our safety, but after a few cheery greetings she went on her way. In the clearer weather that followed Nigel's safety harness was put on test when the boat gybed and knocked him over on the fore deck, luckily he stayed dry. As we turned into Helford River the freshening wind made it a tough heat, but it wasn't long before we picked up a buoy in the sheltered creek below the sailing club, with just a short row to the pub after eating.

Sunday 4th: The undesirable weather forecast was on the radio again. With a SW 8 and rain forecast we abandoned Caddyshack in favour of the sailing club (which was very good) and a walk in the rain to Frenchman's Creek. Helford is a really beautiful area and we regretted not having the conditions to enjoy it to the full.

Monday 5th: With the weather greatly improved, although still blowing, we took the ferry across to spend a charming day wandering in the gardens at Glendurgan. Getting back for the float off we prepared for an evening run up to Falmouth. Fighting the flood out of Helford wasn't too arduous then we had an exhilarating sail across Falmouth Bay. Once inside Pendennis Point our work was cut out beating our way toward the marina, then with failing light the engine did its part to help us to the awaiting berth master.

Tuesday 6th: It was nice being alongside in the marina for the day giving us another chance to dry out and re-organise with a trip into town to find some interesting food to test the two chefs.

Wednesday 7th: When Caddyshack slipped her berth on this miserable morning she was one of only a few boats moving on the Fal. With visibility poor we gave St Anthony's a wide berth and headed ENE to clear Dodman Point, only seeing occasional glimpses of land in between the odd rain shower. About a mile south of the point the sky cleared making pilotage around the coastline much easier. Before reaching Mevagissey a french yacht 'Goan' overtook us and on entry immediately dropped anchor. We momentarily tied alongside her then moved to the lee of a large Westerley after H.M. instructions, however, the french yacht proved to remain an obstruction for the remainder of her stay.

Thursday 8th: Today was yet another day when the harbour master advised us to stay put, we didn't argue and joined the tourists ashore.

Friday 9th: It was a warm morning with Caddyshack wearing full sail and the crew in shorts, Polperro was the destination and with a SW 4 at our stern we made good time. On approach the swell was a little unnerving so we played safe and beat back into Fowey. Once inside the sheltered harbour, we had a leisurely sail up to Wisemans Reach until the lack of water made us return to the town. An anxious moment was when Paul and Janet had just been picked up from a shopping trip, the engine failed causing us to have to drift upstream until we could secure to a buoy. A fouled spark plug was quickly diagnosed so it wasn't long before we were secured to the visitors platform in Point Pill.

Saturday 10th: Paul and Nigel ran the marathon of public transport to Padstow for the cars and trailer, whilst Janet had a more leisurely browse around Fowey. That evening the forecast was listened to with intrigue as the Fastnet Race had just started, better them out there than us.

Sunday 11th: Recovery day! With a W 7 blowing down on us we were pinned to our mooring platform, two yachts at anchor close by started dragging and had to motor up stream. A little later a work boat snapped two warps but luckily was held by its remaining one, so all we could do was double up on all warps, hold tight and watch the clouds race past.

The wind decreased slightly by the early afternoon so we had to make a break for the slipway. With the aid of our neighbours we made a clean getaway and once in the lee of the town it seemed a completely different day. The Coffa Mill slipway was excellent, probably the best we've used with Caddyshack, hence a very easy retrieval. Exeter Service Area was the location of the cruise de-brief before we headed our separate ways.

Nigel Kennie SO 162

2.3 BRITTANY IN COMPANY

During June 1985, MOONSHADOW, DUET, BUCCANEER and TEACUIS cruised in company, having launched at FOLEUX on the river Vilaine. This account is taken from the log of TEACUIS.

Saturday 15th June: Drove to Plymouth to catch the 1430 Brittany Ferries sailing for Roscoff, and after the feverish activity to be ready and loaded could hardly believe the holiday was really to happen. First encounter with french traffic was on the car deck when a juggernaut parked within millimetres of our masthead light, and as his brakes hissed so he . . . downed his vin with a friendly smile. Fifteen minutes after the ship arrived we were driving on the right and wondering where to go, the douane having checked boats none with that in the SSR. Some 20 km south of Morlaix we pulled off onto the moors, and were turned in by 1330.

Days trail 120 miles.

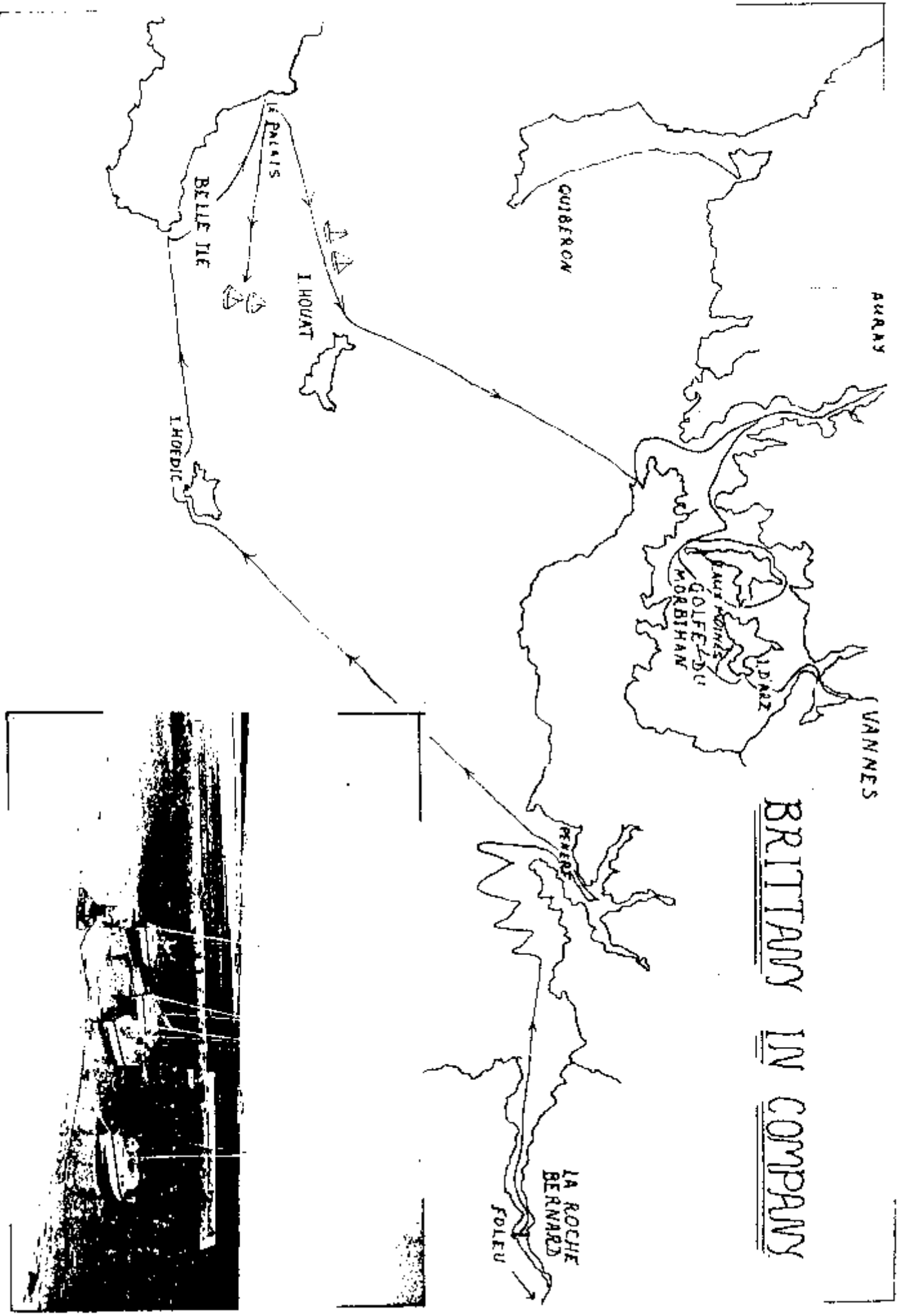
Sunday 16th: A cool but sunny morning saw us on the road by 0900 driving through pretty rural countryside interspersed with woods and forests, heading generally south. Our route was Carhaix, Pontivy, Vannes where we reconnoitred the harbour as an alternate recovery spot, then to Foleux arriving at 1430 to a warm welcome from the Moonshadows and Duets. Plenty of talk, rigging and glasses of wine as we prepared to launch. Foleux was all that Bruce Seligman described following his visit in Aquivite the previous year; quiet, convenient, a pretty place on this unspoilt river with creperie (Andre and Francoise Lebau). The fourth Swift, Buccaneer arrived at 2100, more talk and supervised rigging.

1630 launched, moored to bank inside pontoons

Days trail 120 miles

Monday 17th: For Teacuis a leisurely forenoon with a quick provisions run to Beganne (5 km) which included baguettes (X 4) for breakfast and fitting those minor improvements which had been schemed, not so minor in the event involving battery, echo sounder, binocs box, cabin mirror. About noon all departed for La Roche Bernard. A gentle drift down river, wind variable but happy to laze in the sun and peaceful atmosphere. Banks wooded with oak, fir, elder, sweet chestnut, small fields of hay, cattle grazing, occasional holiday caravan with cut grass vista to the river, dinghies and fishing piers. Two chateaux well hidden; saw a buzzard and herons but no water fowl which was surprising as some of the banks were marshy with reed islands. Picked up a mooring for

1230 u/w, gentle beat down river, wind F2.



BRITANNY IN COMPANY



lunch of vin ordinaire, baguette, pate, cheese and fruit - this was to become our standard diet - and swim in the warm but murky water. There were very few yachts about, the odd 'vedette' with trippers but we were early in the season. Beat on down river under the road bridge and entered le vicieux port La Roche Bernard to lie to pontoon berths. Marina facilities were very reasonable, good ablution block and welcoming Capitain du Port. Walked up the hill and explored the attractive town, with its shops, restaurants, window boxes, tubs and pots full of colourful flowers outside houses and in the squares. The old quarter was fun, narrow streets and houses being restored, a touch touristy with pottery, glass blowing and weaving to tempt the pocket. Ate well and traditionally in Auberge d'Bretonne, a fish menu of home smoked lotte (monkfish), crepe stuffed with spinach, mackerel and spices, strawberry glaze with sauce, cæmberst and port salut, all put down with muscadet. On board and turned in by 2330, tired, tanned and well fed.

1330 picked up mooring for lunch and swim

1430 u/w

1800 secured

Days run 4.5

Tuesday 18th: Favourable forecast so decided to go 'to sea'. Motored down river to the barrage at Arzal intending to lock out at noon, despite this being an accepted (on the hour) time the lock keeper wasn't prepared to operate for four of us and one small french yacht. Lunched in the lock, and were put through at 1300, wind funnelling up the river and with tide flooding strongly motored down until past Trehiguier, then beat on passing oyster beds, with the oysters being lifted and put into the cleansing pens. An enjoyable sail past Billiers and well to seaward of the rocks off Peneff - the fleet assembling by le Borenis to enter Peneff river at near high water with the dangers well covered. Lay to a mooring off Cadenic, the westerly making the anchorage off Peneff uncomfortable, and dined on board - Buccaneer alongside.

Weather cloudy, with showers close by, wind W F2
HW Belle Ile 1745
1105 u/w, motored to Arzal Barrage
1200 secured in lock entrance.
1300 locked through
1320 motored down river
1410 off Trehiguier, set M & S to beat on out
1800 off Borenis and entered Peneff river
1900 picked up mooring off Cadenic
Buccaneer alongside
Days run 20

Wednesday 19th: Up and ready for sea by 0830; difficulty in understanding the french land forecast and unable to pick up the coastal one. Prospects looking good, wind in the NW, F2-3, and a fine day. Sailed for Hoedic, close reach down river then bearing away on course. Sea calm, winds kind so good progress. By 1200 were close to the east side of Hoedic, wind increasing 5-6 and NNW made north harbour an unattractive proposition - reefed and sailed in the lee taking the inner passage through the rocks to the old harbour (south). Being low water this had dried out so anchored in the shallows just outside, very sunny but cold wind now steady FC. As soon as possible all moved into the harbour and lay nose to the beach and after a warm up on the sand we explored the island. Hoedic is a little over a mile long and $\frac{1}{2}$ mile wide with a population of 150 eking out a living. No trees except gorse, white poplar, tamarisk and brier fighting to survive; a profusion of wild flowers striped convulvulus, mallow, sea stocks, euphorbia, and especially clumps of sweet smelling pinks.

Weather cloudy, wind WNW F2-3

HW Hoedic 1820
0915 u/w, M&G sailing out of Peneff river
1005 departed Penvin Ey s/c 240'm for Hoedic
1230 2 miles E Hoedic reefed, found inside pass (Bonen) well marked once identified
1340 handed sail, motored direct for S Hbr.
1400 anchored outside
1530 moved inside
2120 took ground

A napoleonic fort dominates to the south, this was being converted into flats, and the village of terraced cottages, mostly holiday homes, had two essential provision stores, a hotel and restaurant. Returned to eat supper as we took to the ground, no problems, still blowing hard; then coffee and nightcaps in company.

Thursday 20th: A prompt start to leave before we were on the sand again, the skipper taking a cold swim in order to rescue the dinghy oars which had somehow been tipped overboard and sunk. A cloudy day with sunny intervals and very gentle W F2 at best. A beat along the south side of Hoedic and out towards Belle Ile. Not long before it was flatters and we motored to Pte de Kerdenis to wait for wind, Moonshadow and Buccaneer continuing to Le Palais. Lunch and an invigorating swim in clear blue water; although mussels could be seen on the shore line it was judged to be too cold to swim to collect them. Another gentle sail in variable winds along the coast to Le Palais, where we picked up a buoy in the outer harbour, Liptons tea and fruit cake whilst waiting for the tide and the opening of the wet dock's single gate. Le Palais is attractive with the citadel dominating the harbour from the north, and the tall angular houses lining the south, only problem being the constant flow of vedettes creating much wash. 1830 moved into the wet dock, mooring on the south wall opposite the 'commercial wharf' with Duet alongside. Watched a small cargo vessel come in and turn with his bow on a tyre just ahead of us and his stern barely clearing the other side - he'd been there before! The crew then offloaded the timber, gas bottles, and materials with their own derrick and a fork lift truck working hard for an hour and a half. From Tesco's a quick run ashore to buy in standard provisions (pate, vir, cheese), and select a restaurant to eat in. It was a 'clear lower deck' to L'Odyssay for a marvellous meal, dishes chosen ranging from fruits d'mer, entrecote, cote d'boeuf, turbot and followed with the equivalent of knicker bocker glories. A fun evening in jolly company, to mark the taking of Belle Ile by the SWIFT flotilla and reported in despatches to our Commander in Chief (by postcard).

Friday 21st: Heavy rain during the night and forecast to continue. F up to deal with arrivals and departures, then with dock gate closed again we are here for the day. Spoke with Kerariza (Nicholson 52) who had crossed from Hoedic last night saying it blew 6-7, so we were glad to be in. Morning spent writing post cards and listening to the rain on the cockpit tent; cleared enough to go shopping for presents before lunch. Le Palaise is a jolly, very french seaside and yachting resort, with street markets and all types of shop. The permanent marina is well beyond the wet dock and only accessible at 0700 daily through an opening road bridge; there is a campsite on the hill above the wet dock. Next move was to look for bicycles, the half day rate started at 1400 so we took a tandem and then wobbled out to explore the island heading north for Sauzon. Riding the machine was an experience but SCC soon mastered the art of following the skipper and frequently

Days run 17

Weather fair, wind W 1-2
HW Belle Ile 1640/1900
1550 motored out, south about
1915 set M&G to light air
after a number of tacks to W of Hoedic, flatters
1115 motored for Belle Ile
1205 anchored off Pte de Kerdenis
1400 departed, M&G to ESE becoming W land breeze
1600 picked up visitors buoy Avant Port, stern warp to wall, Duet alongside

1830 moved into wet dock

Day run 14

Harbour day. Weather foul, heavy rain, wind WNW F6+

putting her feet up on the crossbar, the first hill out of Le Palais was fun as we were chased up by an exuberant driver of a JCB, grinning from ear to ear - vive le sport. Sauxon was a charming drying out harbour and village, just right for a Swift, and reminiscent of our own west country retreats. Pedalling through prosperous agricultural scenery, conifer wind breaks, cattle and boy making, and on to the atlantic coast to look into Stor-vraz a fiord like cut, dramatic today but a calm weather possibility. Then to the Grotte de l'Apothicaire, a tourist attraction, which is a cut through the rocks under a natural bridge - again dramatic today with the seas pounding in. Interestingly, that where as in England one would have been prevented from walking down, here adults, children, dogs were everywhere. The return to le Palais was downwind so SCC legitimately put her feet up. A quick change, listening to the forecast which promised a break tomorrow but deteriorating again on Sunday, then to 'Keranza' for some stiff gine, her owner being a family friend. Ashore to eat in a creperie remembered for the lovely salads. Decision time was approaching for the next stage. Moonshadow and Duet favoured returning to the Vilaine since their return ferry's were days earlier than ours and the weather pattern wasn't encouraging. We wanted to go into the Morbihan and were happy to recover at Vannes if necessary, the Buccaneers also had time to spare and opted to come north with us.

Saturday 22nd: The lull seemed to be present, and though the french forecast posted in the Bureau d'Port warned of the deterioration there was time to make our separate destinations. Motored out at 0630, fully kitted in oilies, life jackets and harness, and into a W F4-5 but with a lumpy sea which had hung on from yesterday's waves. We followed Buccaneers steering for the Passage du Beringuet, to pass north of Houat and made rollicking progress. Duet and Moonshadow steered further south to pass between Houat and Hoedic and were soon hull down in the troughs and so the Swift flotilla split tracks. Good company and great fun. To be continued.

Weather fair with showers
wind WNW F4-5 becoming NW
6-8 later
HW Brest 0821/2043 - flood
sets in Morbihan 1530
0840 motored out
0900 set M(2rel)&G & a/c
065'm for Pass de Beniguet
lumpy sea, sun shining

Paddy and Sue Car SO 31

2.4 COOKS TO THE GALLEY

Since it's winter any time spent on the water one requires warmers and what can be better than those based on wine. Here is just one gull, not to be confused with gull, but a spiced and sweetened wine which in King Arthur's day was heated with a red hot poker (ashes were supposed to reduce the acidity) but we take any old enamel or coated saucepan and add:-

2 lumps sugar	3 clove	1 pec cinnamon	
		1 pec orange peel	these can be bought in a
1 bot red wine (cabret)		1 pec lemon peel	combined satchet.

Heat gently but do not boil - may be strained - we don't - too eager!!

If too many people and only one bottle we swell the quantity with a little cider.

A kidney dish to follow:-

Prepare 4/6 lamb kidneys, in a little butter fry 1 lbs onion until soft, blend in 1 tsp flour, cook gently, add 1 cup of stock and red wine combined, 1 tsp prepared mustard, 1 clove garlic crushed, seasoning and simmer, having added sautéed kidney, for 20 minutes. Serve on a bed of fine rice.

A change after all that turkey at Christmas. Happy evening.

500.

TECHNICAL TOPICS

3.1 'The Boat' may be bedded and safe from winter's blast but the mind of the helm is far from a state of hibernation. His brain explodes with plans for the next season, ranging from innovations for the boat to which new constlines to explore.

Already I have heard of engines being overhauled, of axles and brakes made new: Blackjack is now sitting on blocks. Peter Bucknell has removed the bulkhead in order to trim for 'hip room' and to drill for the new echo sounder.

Roy Bamford is bursting with ideas for a more comfortable and manageable boat. Some of these are included in the current issue. He does ask, though, about a cleat in the centre of the transom for towing a dinghy or fixing a kedge anchor. Also what about a ring in the anchor locker to secure the anchor warp, so freeing the deck cleats?

For Envoy I would like toe rails to prevent the shorter legged version of crew from sliding into the cockpit when heaving in anything over force 3. The compass was not designed for us to wedge our knee behind in order to stay in position. Peter has lots of ideas which he will reveal to me sooner or later. At the moment I am preoccupied with Christmas shopping; what to give the helm - warm clothing, I should think, as I'm sure we will be back on the water some time in March.

Now that the long winter evenings allow time for less active pursuits, why not compile a list of the improvements made (with plans if possible) and send them to Peter or Paddy? Or better still bring them to the AGM at the Boat Show in January.

Pooled ideas can only help us to enjoy more comfortable and safer sailing.

Evelyn for Peter Goldsmith 80 163

(By Ed. - Anchor locker - I have a brass tang inside, under one of the bow eyebolt nuts, with a hole to take the end of the anchor warp - but this is for safety stop purposes.)

Stern cleats - I would be wary of introducing any more clutter in the cockpit. A bridle for towing would achieve the aim, similarly the kedge warp could be bowsed to the opposite quarter (bridle principle.)

3.2 PROGRESS - SO 189

You may like to be made aware of two events which occurred during our first season's sailing with 'Progress', both affecting safety.

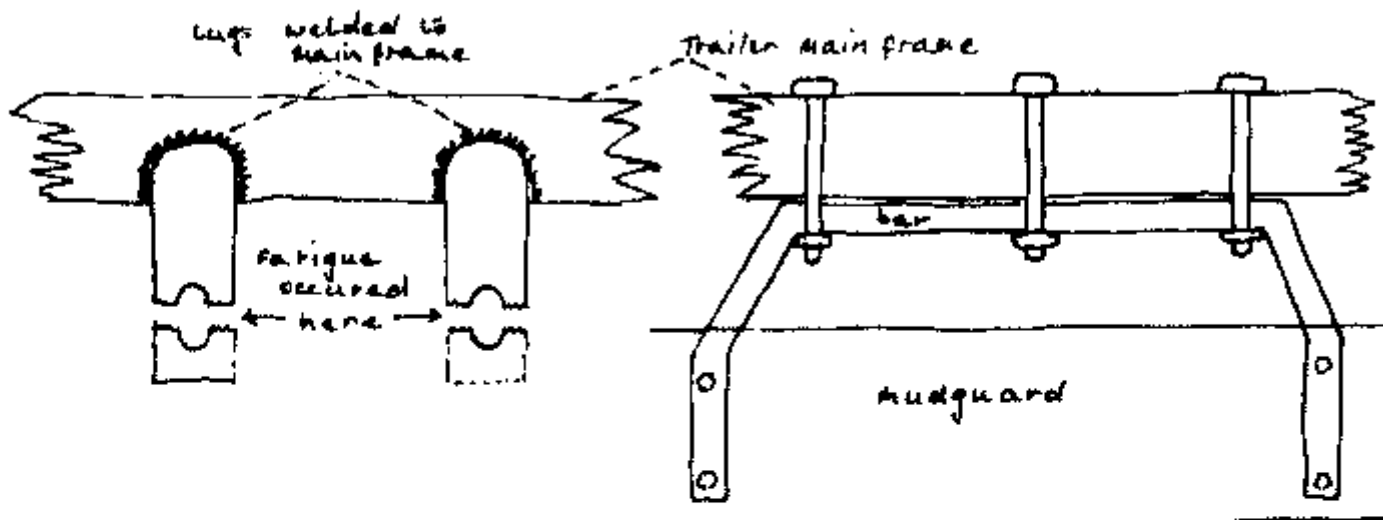
- (a) The rudder downhaul cord was severed by the rubbing action of the rudder stock against the cord stopper knot. Fortunately the break happened whilst pottering in harbour, after a week of fairly rough weather sailing. Rounding off the stock edges in the area of the knot would certainly help and perhaps reducing rudder slop would also reduce potential chafing.

(by Ed. I have not solved the downhaul problem yet. Roy mentions slop; avoid this by keeping the pinch bolt really tight to the extent that it is hard work to move the blade. The uphaul may be rigged through a block on the blade to give a 2 to 1 advantage.)

- (b) In towing 'Progress' home from Poole for overwintering, we 'lost' the nearside trailer mudguard. Later investigation showed that metal fatigue had taken place across the holes of the lugs retaining the mudguard to the trailer frame. As luck would have it, the falling mudguard neither caused an accident behind us, nor did it bounce up off the wheel into the hull.

S.B.S. Trailers Ltd., who have been most helpful, advise as follows. That the bar to which the mudguards are secured is through bolted to the trailer frame thereby reducing the risk of metal fracture. The accompanying sketches attempt to illustrate the problem and the cure.

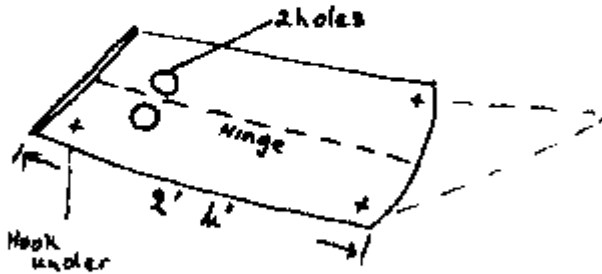
Roy Bamford.



Recommended position of mudguard bar. Located under existing lugs and through bolted.

3.3 RON'S TABLE To convert Table for use in cockpit:

1. Cut existing table to 2'4" length, shape end to fit transom.

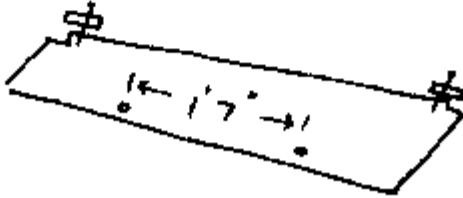


Cut 2 holes for glasses or mugs.

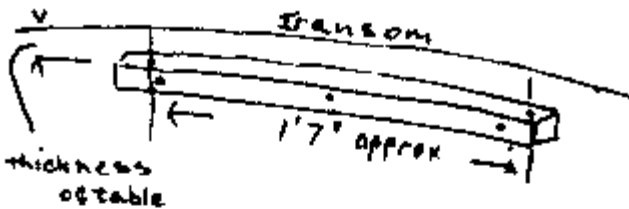
2 - No. 8 screws should be screwed into underside of table, and heads cut off to leave 2 pins for locating in worktop and transom timber. (stagger pins so that table folds as before).

Fit Hook of Hook & Eye

2. Cut worktop to fit around mast supports and fit Turn-clips to make fast. Drill and countersink 2 holes to locate table pins (approx. 1'7" apart).

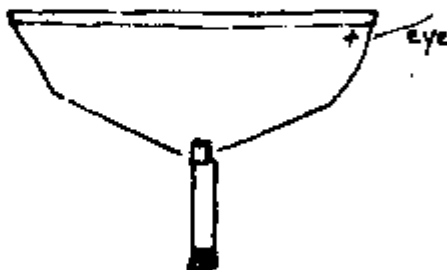


3. Shape 1 piece of 2" x 1" hardwood 1'10" long to fit inside transom.



Drill 3 holes for fixing with c/sunk screws, and 2 holes also countersunk for locating table pins.

4. Add to table support bracket the Eye of a Hook & Eye, so that support stays square to table when in use.



Cut one Aluminium leg 16" long from $\frac{1}{2}$ " tube, add rubber foot to one end, and make tight fit to existing fitting on support.

The Table at 2'4" length, allows at least 1'0" to get in and out of cabin.

FROM THE POSTBAG

4.1 ".....It was good to speak to you last night even if the subject was to announce our departure as Swift owners. We've had a lot of fun especially in consort with other Swifts on various meets.

Many thanks to you for your efficient and professional organisation of SA for the past couple of years.

We shall watch out for Teacuis in the future and do let us know if you make a change. It would be good to meet and share a dram on the water sometime.

For the record Quadrille is being purchased by Geoff Broomfield.

David Cutler SO 60 "

4.2 ".....The name of my boat is ROSIE TAN. I named her after an elderly chinese lady I met in Hong Kong 36 years ago. She is very small and can actually stand up inside Rosie Tan. When we told her we were naming the boat after her she came across from Hong Kong a few months ago to officially launch her! She said she had never been asked to launch a boat before and as she is 83- she thought she had better jump at the chance without delay.

There are now three Swifts lying within a few hundred yards of each other at Upnor on the Medway.

Gordon Barr SO 156 "

OWNERS REGISTER

Alterations and additions - AL 4 to issue of December 84.

SO	Name	Area	Owners	Address	Tel No
12			C S Ingle	The Old Tiles, Globe Lane Little Easton, St Dunmow, Essex.	
60			Geoff Broomfield	56 Cotswold Way, Tilehurst, Reading, Berks RG3 6SJ	Reading 24445
65 92	Delete detail shown.		New owner tba. Mike Brown	62 St Nicholas Close Little Chaifont Amersham Bucks HP7 9NF	02404 -3820
114 118	Delete - yacht stolen and made insurance write off.		T G Line	4 Blenheim Ave Highfields, Southampton, SO2 1DU	
134	Insert non-member*.				
156	ROSIE TAN	Medway			
178	SHJILAY	W coast Scotland	Robert & Flora Kincaid		
182			D H Wadworth	Ancien Lodge, South Wooton, Kings Lynn, Norfolk.	
193			G Biggs	Rutland Boat Centre.	
197	EVERGREEN	Medway E coast	Tod & Jane Bates	College Green, The Precinct, Rochester ME1 1SR	Medway 41480
205	Delete detail shown.		Owner tba.		
215	NETTIE II	Solent	Charles & Celis Randell	70 Santos Road, London SW18	01-874- 5207

