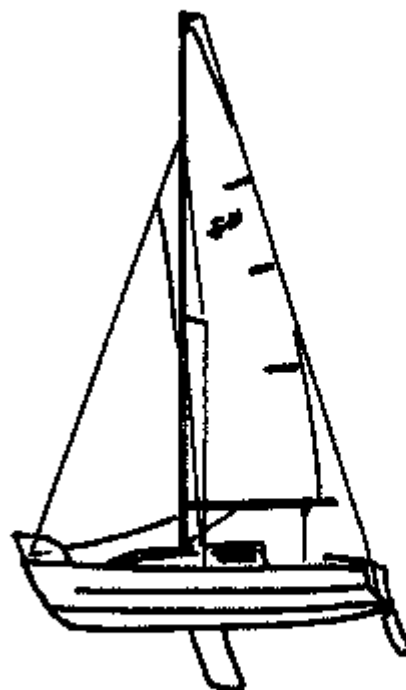




NEWSLETTER

NUMBER 16 FEBRUARY 1986

1. RESUME OF AGM
2. EVENTS FOR '86
3. SECRETARY'S SCUTTLEBUT
4. CRUISING CHATTER
5. DOWN BELOW AND TOPSIDE
6. TECHNICAL TOPICS
7. REGIONAL ROUNDUP
8. FROM THE POST BAG



00

00

P

RESUME OF AGM

3.1 The Annual General Meeting was held during the afternoon of 5 January in the West Brompton Lounge at the London Boat Show. Twentynine members attended, and with twelve postal returns held by the Secretary (by this date), 51 Swifts were represented. The Secretary welcomed those present and explained that, whilst a Committee had been formed, all business had been conducted in writing or by telephone and there was no Chairman; he therefore apologised for taking the chair himself. He went on to outline the situation regarding SWIFTCRAFT saying that John and Caroline Charnley had sold their interest in the company to the Mullierd family in June last year; SWIFTCRAFT had traded through the summer and then unexpectedly been put into voluntary liquidation in October. Honnor Marine had bought the moulds of the S 18 and Explorer with the right to build and market them under the SWIFTCRAFT name, also the sailing boats under development. He introduced and welcomed Chris Rogers, of Honnor Marine. The Charnleys sent apologies for not being present, they wished the Association well and hoped to keep in touch with the many friends they had made through the Swift 18.

AGENDA

ITEM 1 - SECRETARY'S REPORT

The 1985 Events were briefly recounted. In summary minimal support for the Lakes in May, Rutland for the Newark Area a little better but clearly not a popular weekend; Solent Week had gone well with good support; the East Coast rally regrettably cancelled for reasons outside SA control, and the plan to rally in the West Country had again drawn no response.

ITEM 2 - TREASURER'S REPORT

STATEMENT OF ACCOUNTS

At Bank December 1984	£1110.16	(Current A/c	£ 187.52)
Add Income over Expend.	139.64	(Deposit A/c	1062.28)

At Bank December 1985	£1249.80
-----------------------	----------

+++++

1984	<u>INCOME</u>	1985	1984	<u>EXPENDITURE</u>	1985
£528.00	Subscriptions	£749.00	£472.78	Newsletters	£432.52
36.09	Sales	78.28	25.72	Questionnaire	nil
25.35	Interest	59.35	34.94	Sundries	97.87
*432.00	Subs. (Swiftcraft)	nil	18.56	Sec's. Expenditure	26.11
			2.56	Treasurer's Expenses	13.10
			42.83	Trophies	41.26
			53.83	Trophies in stock	18.57
			11.50	Bank charges	7.70
				(March/Apr. Meet	31.01
			44.16	(E. Coast Meet	0.80
				(Solent Week	22.63
			*305.16	Income over Expenditure	139.64
		<u>£887.21</u>			<u>£887.21</u>
		-----			=====

* The amount of £472.00 was in the accounts of 1984 as due from Swiftcraft for that year, but only £432.00 was received by me in January 1985.

Therefore the Income over Expenditure was reduced by a similar £40.

Ron Bruce in presenting these commented that a healthy situation existed despite the variabilities of SWIFTCRAFT resulting in no back subscriptions for 1985. He pointed out that Newsletter expenditure for '85 covered all four issues, whereas the figure for '84 was for three only. In response to questions he said that the royalties from Ocean World were shown under 'sales', and that membership numbers were down slightly to some 40% of owners. He believed that Hornor Marine intended to pay the first subscription for people buying new boats. (Post meeting note with Secretary's apologies - this should have been confirmed by me at the time). Cliff Williams proposed acceptance of the Accounts, seconded by Colin Foster and carried unanimously.

ITEM 3 - SUBSCRIPTION RATE '86

Some discussion as to whether this should be reduced followed, however the meeting agreed that the present figure was reasonable, and that it would be unwise to reduce it. Subscription of £9 was proposed by Ron Bruce, seconded by Peter Goldsmith and carried unanimously.

ITEM 4 - APPOINTMENT OF VOLUNTEARY OFFICERS

The following had offered their services in continuation and were appointed. Ron Bruce - treasurer; Peter Goldsmith - technical secretary; Graham Riggs - racing secretary and UKMA link.

The Secretary said that in the absence of anyone volunteering, he would continue and since editing the Newsletter was closely allied to that office, he would cover that as well. Pidge Bucknall offered to assist with the Newsletter. There was no volunteer for Secretary, so Paddy Carr was re-appointed, and Pidge Bucknall joins the Newsletter "Editorial Board".

ITEM 5 - ELECTION OF COMMITTEE / REGIONAL REPRESENTATIVES

In introducing this item, the Secretary put forward the view that the regional organisation was too expensive given the experience so far, and that named representatives should be limited to covering those areas where support and activity warranted it; the meeting did not disagree.

He then thanked all who had served in this capacity, many of whom had sold, or were selling, their Swifts, and others who, due to other commitments felt unable to effectively act for the SA. He especially mentioned Dick London, David Cutler, Ivor Peck and Joe Quercio.

From volunteers, both in continuation and as new faces, the elected representatives are:-

Christ Clayton	Lakes & NW	SO55	Kiwi Pencil	Solent	SO162
Peter Latham	Midlands	74	Jim Stevens	Scotland	48
Paul Smith	East Coast	103	Paddy Carr	Mid SW	34

ITEM 6 - EVENTS FOR '86

The Secretary outlined events already in the calendar or being worked up. There was clear support for rallies in the Lakes, Solent and East Coast as indicated by those present and by GBM response forms sent in. He questioned the justification of holding a NATIONAL RALLY since not many wished to travel far, and concentrating on well supported area events seemed a better prospect. Those present generally supported this view, and it was suggested that the West Country and N Wales should be able to attract a meeting of Swifts. The use of the term 'rally' was questioned in that it could discourage people by inferring a competitive event, and terms such as 'lunch in' might help retake support needed.

Michael Dixey (UKMA) informed of his Association's plans to run an event at Dartmouth in June as an alternative to the Solent, also he gave notice of the French Micro Gap to be sailed 5 days, August 16 - 24.

Peter Latham asked whether anyone was planning to cruise abroad in company. Nigel Rennie said he hoped to sail to the Channel Islands in August. It was agreed to use the Newsletter to inform members of cruise intentions where 'in company' opportunities might arise.

Details of events for '86 are listed in section 2 and, in accord with the AGM, a National Rally is billed.

ITEM 7 - 1985 AWARDS

SILVESTER SHEILD - The judging of logs had not been completed so announcement of the winner would be published in the NL.

CHARLEY LANKARD - Awarded to Ron Bruce for his table modification, and for dining in style in his cockpit during the Solent Week.

ANY OTHER BUSINESS

Jack Counsell, speaking for Chris Clayton, asked whether the London Boat Show was the best time and place for the AGM. Those present, having been able to attend this meeting, were perhaps not the best qualified to discuss the question. It was suggested that the membership be asked to write in and make their views known; an AGM with a social at a central venue is a possibility.

The meeting was closed by the Secretary thanking all for attending, and Ron Bruce recording a vote of thanks to Paddy and Sue Carr for their work in support of the Association.

2. EVENTS FOR '86

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>
16 March	"Fitting Out Supper" at the Warsash Sailing Club.	Telephone Ivor Peck NOW 096-273-2485
3-5 May	SOLENT SPLASH - a gentle start	Nigel Rennie Optronics Ltd 5 Innis DG Tidworth, Hants.
24-26/30 May	LAKES LAUGH AGAIN - a long weekend extending for those able to. Launch at Millwater YC, & make use of their extensive facilities - £6.90 for weekends £16.10 for week. JYC bill this as 'family week' with activities each day.	Chris Clayton 0772-715757 (h) -792222 (w)
6/7/8 June	RUTLAND REVEAL - fun sailing weekend with Club Dinner (£5.50) & BBQ. Launch & mooring (alongside) fee £7. No outboards.	Graham Riggs 097-287-878
21 June	SOLENT SUMMER SOLISTICE - BBQ at Newtown	Nigel Rennie
19-26 July	SOLENT SHEPHERD - a week loosely in company. Club Dinner at Royal Solent YC.	Peter Goldsmith 0276-66042 Paddy Carr 045-824-505

5/6/7 September

LET LOOSE AT LEVINGTON - East coast
meet starting River Grwell, there is
already support to extend into the
following week.

Paul Smith
0394-273567

The above gives the dates, and brief outline, of the events so far planned. Those wishing to participate please get in touch with the named contact, the sooner the better. Evelyn, please note the titles; the think tank of three discarded words such as Rumble, Roustabout, Sippers, Slip up, Love, Lust and Like it. Perhaps we should run a competition for next season?

3. SECRETARY'S SCUTTLEBUT

3.1 Subscriptions: These are now due, at £8 for the year. Prompt payment please to the Treasurer, cheques payable to SWLPS ASSOCIATION; Ron would prefer you to use a bank standing order though - see inside back cover. I must warn that a stronger line will be taken this year with overdue subs, one reminder only before being taken off the mailing list. Since the newer boats (1985 orders) have not had their first year's subscription paid automatically I must request you all to pay the full rate, thank you.

3.2 Handicap (again and again)

Graham Biggs, at the AGM, sought feedback on members' experiences using PY handicaps. Contrary to my quotes last year, one should look for 125 (without spinnaker) - this sounds more reasonable and therefore acceptable to Clubs.

3.3 Newsletters: Following last year's plan, these will be published in February, May, August, and November. Contributions and letters will be gratefully received on any topic, experiences, questions. Send them to Dicie Sucknall, Peter Goldsmith or me; to meet a specific Newsletter by the beginning of the publishing month.

3.4 Venue For AGM: Your views are sought as to where we should hold the AGM. So far we have used the Paris Court Boat Show as an attraction, and attendances have been quite good. For the 'north of Walford' area now is your chance to bid - an AGM linked with a social has been suggested but I can see \$ signs flashing; anyway do write to me on this topic.

3.5 Register: The January 86 reprint of the Register is enclosed. Thanks to Peter Goldsmith, the data is now on computerfile, and I quote his letter concerning the Data Protection Act:

"Those of you who have copies of our previous owners list may have noticed that the new edition has a different format. The reason for this is that the list has been transferred to a microcomputer. The advantages for the Association are twofold: firstly when Swifts change hands it is very simple to revise and reissue the list; secondly the same programme produces the address labels thus reducing one rather tedious task for our secretary and his family!

However (why is there always - however!), this work has coincided with the publication of the Data Protection Act. This act comes into force on 1st May 1986 and is intended to protect us all from the power of the computer. It is primarily intended to cover the business community and not organisations such as ours, but it is only fair that we should bring the matter to your attention. The only information we hold is that which you see on the list which does not seem to be in any way controversial, but if you do have any queries please let us know. PJS."

Please notify me, the Secretary, of any errors and omissions.

Some time later we anchored in the bay at Patterdale. It was windy and raining so we retired to our respective cabins. About an hour later Chris shouted that we were dragging anchor. In reply to Jack's "Are we?" he said "Well you've just passed me". Chisling - engine - return to station - drop anchor. Although Jack said it had gripped, I wasn't happy and persuaded him to tie up to the jetty at Glenridding. Naturally, we met the others later for a drink - all wet and bedriddled.

(I decided I needed a second anchor, so I purchased an 18 lb Bruce, 10 metres of 5/16 chain and 20 metres of warp. The Donorin is relegated to a kedge.)

Our next visit was my course in an Alescore. We took the Swift and Tony, who runs the school, arranged a special refresher course for Jack in our own boat. The weather was atrocious and one day Tony would not risk the open boats, but Jack went out with his private tutor, John. Apparently they experienced a F 7 and on his return, John excitedly proclaimed "We've been playing!" I had to demand an explanation from Jack.

I previously forgot to mention our constant passenger "Siber", a large Alsatian, and on this occasion he stayed on the cabin floor paws over ears.

At the end of the week Tony suggested that I should do "an overboard drill" in our own boat, so Jack took me out to recover a buoy with a weight string below it. On engine I gave a fruitless exhibition, but alas, under sail, it was not so easy. On the third run, I ran down the buoy and the line became entangled on the keel. Not wishing to foul the propeller we turned into the wind, but to no avail. Jack then pushed the boom out and we tacked off - I didn't know sailing boats had a reverse. Jack, jokingly, pleaded that if he falls overboard, please use the engine.

A few weeks later we were back on Ullewater and we included some spinnaker drill and a couple of night trips - a bit scary but quite successful. Jack's confidence in me was growing to the extent that, when picking up a mooring in Sharrow Bay, he declared the wind was just right to go in under sail. With boats to the left and boats to the right, the skipper's injunction was to pick up the buoy first time, and don't miss it! The success did my confidence the world of good.

After a good week, things just had to go wrong. Going into Howtown in a bit of a blow, the engine pecked up again, (it has since received attention) so we decided to sail back to Glenridding. We put one reef in the mainsail and reduced the genoa area. Whilst Jack was busy with this I took the helm. Trying to round a headland I tacked out of the bay and used a white house as an aiming mark on the reverse tack. After three attempts I was still pointing at the house so no wonder my comment was "This pig sick of that white house!" Jack's chuckle didn't improve my mood, and neither did the fact that he took the helm and rounded the headland - his head. By now it was slowing harder so we put in a second reef and had an excellent, jarring tack. Tony met us on the jetty and restored my well being by his comment "Sailing through that, I'm proud of you." That evening in "The Travellers Rest", things returned to normal, and over supper, Jack explained the circular winds in Howtown Bay. I could relate further anecdotes but suffice it to say that in 1985 I overcame my fear of sailing - that is until our friends began discussing going to sea - but that is another story.

Don & Counsell (and Jack).

4.2 ULLEWATER SHIELD - For Cruise to

The results of the 1985 competition will be announced in a letter from Colin Silvester the designer of the SWIFT 18 who kindly chairs the panel of judges.

4.3 Another of the entries - 'VOYAGE OF THE MISTRAL' is published below.

Thursday 18th July

North Berwick - Crail

Left the harbour mooring at 1600 hrs. Wind west F5, good visibility and with one reef and a shortened foresail the "Swift" romped across the Forth. Arrived in Crail at 1840 - log reading 11.33, an average speed of 4.3 knots.

Overnight in Crail harbour but a disturbed night due to noisy fishing boats also, as we had moored "Mistral" alongside the slip, at high water (about 0330) the stern was continuously being pushed over the end of the slip thanks to the continuing westerly wind. An additional stern line soon cured the problem but a lesson had been learned.

Friday 19th July

Crail - St Andrews

At 1520 we left Crail after spending a bright, sunny morning waiting for the tide and doing various shipboard chores. Wind 240°T - WSW F4 gusting to F 5. The leading marks to Crail harbour bearing 295°T gave an opportunity to check the compass error and then a good run to the North Carr buoy - abeam at 1415. Rounding the buoy onto a new course of 290°T meant reefing and punching into a choppy sea. A long, hard beat to St Andrews with the wind F5 plus against the tide forced us to shorten sail further and eventually we had to stay close inshore in order to get a bit of shelter from the land - only then did the Swift start to make any real headway - short tacking, dodging crab pots and St Andrews harbour beckoning us. A rather weary arrival at 1910, log reading 27.9 miles. Moored in the outer harbour alongside the wall, in company with the "Viking" a Westerly which had spent the previous week in North Berwick.

Saturday 20th July

St Andrews

A rest day in St Andrews. Phoned Bob Mitchell, a sailing colleague from St Andrews University.

Stored ship and spent the afternoon fishing at anchor in the bay. Andrew caught 5 fair sized dabs which we had for dinner. Still a fresh west wind F4 gusting to F5.

Decided to make for Tayport across the sands and through the pools if the weather allowed.

Sunday 21st July

St Andrews - Tayport

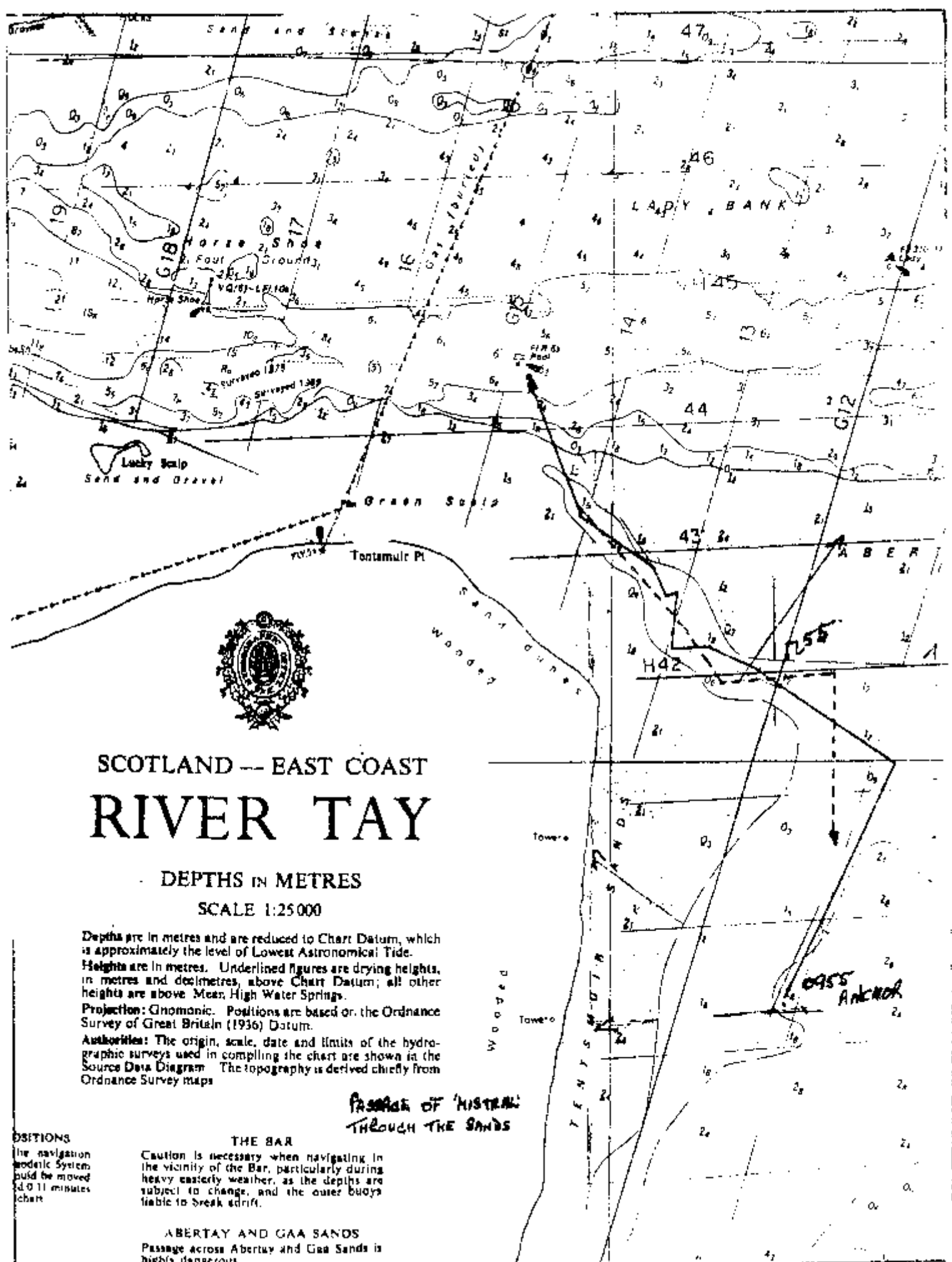
0830 left St Andrews harbour. Wind west F3 and gusting in squalls. Good visibility and some sunshine.

Headed due N on a good reach with all sail set. Approached the S end of the sands at 0955 and anchored to await the flood tide. Obtained good positional fixes from Buddon Ness High Lt., the towers at the edge of the Tentmuir forest and the St Andrews silo.

A large number of seals were around us and 4 large separate seal colonies could be seen on the sand banks. Closer counting revealed 50-60 seals per colony, a considerable number of pups and, interestingly a number of isolated pup seals quite content to sun themselves away from the main herd.

At 1200 with the tide now flooding and Andrew keeping a good look out from the bow we weighed anchor and, with the keel almost up we motored slowly over the first sand bar and into the first pool. The general compass course was 320°C but with low sandbanks all around it was not really possible to keep to this. Less than halfway across the first pool we grounded, lifting the keel completely up we carried on for another 20 yards or so and again grounded. We anchored and waited for 10 minutes. No apparent channel out of this pool but as we neared the northern end a channel appeared to port, keeping in mid-channel this led us nearer to the edge of the Tentmuir Forest.

After two more brief intervals waiting for sufficient water we were in the larger middle pools and about half way across - the northern end of this pool again appeared to offer no way out but a channel led us approximately 200°C for a short distance and then swung sharply around to 350°, we grounded briefly



SCOTLAND -- EAST COAST

RIVER TAY

DEPTHS IN METRES
SCALE 1:25 000

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.
 Heights are in metres. Underlined figures are drying heights, in metres and decimetres, above Chart Datum; all other heights are above Mean High Water Springs.
 Projection: Gnomonic. Positions are based on the Ordnance Survey of Great Britain (1936) Datum.
 Authorities: The origin, scale, date and limits of the hydrographic surveys used in compiling the chart are shown in the Source Data Diagram. The topography is derived chiefly from Ordnance Survey maps.

PASSAGE OF 'HISTRAL' THROUGH THE SANDS

POSITIONS
 The navigation model System could be moved 3.0 11 minutes chart

THE BAR
 Caution is necessary when navigating in the vicinity of the Bar, particularly during heavy easterly weather, as the depths are subject to change, and the outer buoys liable to break adrift.

ABERTAY AND GAA SANDS
 Passage across Abertay and Gaa Sands is highly dangerous.

on the corner but then we were around and heading directly for the last pool and the buoy.

Erskine Childers famous yarn familiar to most yachtsmen came to mind on a number of occasions but finally we made the 'pool buoy' in the Tay estuary.

We now had a F⁴ westerly to beat against but at least the sun was shining.

Arrival in Tayport at 1508. Log reading 52.8. Moored in Tayport harbour ahead of "Isabelle Fortuna", a timber built fishing vessel built in 1890 and "Radiation" timber built "great liner" fishing vessel being renovated for Anstruther Fisheries Museum.

Monday 22nd July

Tayport

A day of disasters. Little wind. Heavy rain and thunder. Cooking gas ran out whilst frying the bacon for breakfast. No gas available due to Dundee local holiday. No money available from Bank for same reason. Fortunately the local harbourside shop was open and accepted a cheque for food. Sat and awaited the rain to go away and the tide to come.

Left mooring at 1415 and met the next disaster in the harbour mouth when, during the keel lowering operation the "Swift" reared up suddenly as though hitting some underwater obstruction. A quick return into the harbour and a tie up alongside a fishing boat to examine the problem.

The keel had dropped and the keel winding gear would no longer bring the keel up. Inspection was impossible until the water was away from the boat. After some thought and discussion with the mate we decided to dry out on the slip.

A quick phone call to Bob to alert him of the possible need of some workshop facility and we then motored onto the slip and coaxed the swinging keel to re-enter the keel box. As the tide receded the keel came all the way into the box. Removal of the inspection cover revealed sheared pins on the horseshoe bracket between the keel and the leadscrew thus effectively halting any attempt to wind up the keel.

Mutterings of mutiny, cannibalism and other dire happenings forced us to a quick meal from the chip shop (it was 20:00 and we had not eaten since breakfast).

With assistance from Bob Mitchell and the St Andrew's University's workshop the pieces were assembled to make a repair and at 00:00 on Tuesday morning we collapsed into our bunks thankful that disaster day was finally over.

Tuesday 23rd July

Tayport - Newburgh

A wet, miserable morning. Left mooring at 14.45. Wind west F⁴ and gusting. Poor visibility - sharp lookout kept. With reefed main and shortened foresail we beat up the Tay with the flood tide. Approaching Newburgh the engine was started and sails stowed.

Wet, cold and tired we decided to pick up a mooring at Newburgh. George Sayle, Commodore of Newburgh S.C. invited us into the clubhouse for hot cups of tea and a warm by the kitchen cooker.

Arriving back on board the "Swift" we found water slopping around the cabin floor. The keel inspection cover was leaking. We decided to dry out on a nearby gravel slip and refix the inspection cover. We ran up the slip at high water, had a hot meal and went to work on the cover. Completed the operation at 2300 hours and then spent a pretty sleepless night worrying about getting off the gravel as the neap tides would mean a little less water.

Wednesday 24th July

Newburgh - Perth

At 0715 we slid down the slip with the help of a gentle shove on the bow. So much for a sleepless night. Visibility still not good. Very little wind, no rain and the mist slowly clearing.

Mortoring against the ebb we made slow progress up river. Past "Sleepless Inch" we had to slow for a salmon fishing boat with a large net one end of which was on the shore being slowly winched in and we could see the occasional fish being taken from the net. We motored under the bridge and, with the keel up we entered "Willow Channel" at the back of Moncrieff Island. At 0955 we anchored in mid-river and because we had little room to swing we put out a

stern line to a convenient tree.

A peaceful anchorage, no traffic, no swell, the sun attempting to appear and the only sound was the occasional train on the Perth-Dundee rail line out of sight around the river bend.

Log reading 56.2. The rest of the day was allocated to drying out wet gear, obtaining stores, water, fuel and gas.

Thursday 25th July

Perth - St Andrews

0830 we left "Willow Channel" Perth at the beginning of the ebb tide. Weather fine, sunny and wind E force 1-2. Motored down river as far as Newburgh. Scenery very attractive and a pleasurable morning to be out on the river. At Newburgh we hoisted sail and short tacked further down. But the rapidly ebbing tide fooled us and off Balmerino we went aground briefly. Taking the keel up resulted in winding the leadscrew completely off the nut. At 1320 we anchored off Balmerino to replace the leadscrew. This was accomplished with the assistance of bent pieces of wire and at 1405 we were under way again.

After tacking through the bridges and across the Tayport harbour entrance we decided to motor up to the pool buoy. The wind was decreasing and we were now losing the ebb tide.

Returning south through the pools we kept very close to the edge of the Lentsuir forest until the sandbanks forced us out to the east.

Had to anchor and refuel the motor at one stage but no real problems until, at the southern end we were not at all certain that a well defined channel existed. We were pushed out even further to the east until a promising gap appeared. The water was still shallow but we eventually negotiated a way through although I believe we came out of the pools in a different direction than we entered them.

The wind was slightly N of E force 1-2, visibility was decreasing and with the cruising chute we made approximately 2 knots across the bay to St Andrews.

Arrived at St Andrews 1930, log reading 81.1 and Bob was waiting on the harbour wall to greet us.

Friday 26th July

St Andrews

Wind easterly F4 gusting F5. Thick mist and heavy rain. Moved into the inner harbour to get some protection from the swell.

Very heavy rain and visibility throughout the day. Later discovered that Edinburgh had suffered severe electrical storms and flooding in the City centre.

A miserable day brightened by lunch and afternoon T.V. watching at the Mitchell's.

Saturday 27th July

St Andrews - North Berwick

The day started with easterly winds F4, rain and mist but the forecast was a promising wind shift to N and then W with improving visibility.

This eventually occurred and at 1300 we left the harbour in occasional rain and a F2 west wind. The wind steadily increased on the run down to Fifeness and we eventually had to reef. A large catamaran in close company with us also reefed down.

Rounding Fifeness the W wind was force 4 and gusting badly in the rain squalls.

We were now facing the last of the ebb tide out of the Forth and as the speed had dropped appreciably we motored into a choppy sea until Crail leading marks were abeam and then into Crail for shelter. Anchored at 1730 low water and had a hot meal.

The sea had flattened and at 1810 we left the anchorage, wind WF4, good visibility and the tide flooding. A good beat took us inside the Bass Rock and with the wind moderating we beat back to North Berwick harbour. Arrived at 2200 and back to our own mooring.

Log reading 113.3 nautical miles and our voyage was over. An enjoyable experience despite the poor weather.

After 30 days without a shave my wife's remarks when I entered the house were "Either that beard goes or I do!" We were home.

H. J. & A. J. Stevens

4.4 CRUISING ABOARD - At the end of the LGM cruising plans were talked about and the people below mentioned going abroad. There could be opportunities to join up, also others showing interest could tip the balance and encourage firm plans to be made. If you are interested make contact with:

Alan Murphy	(217) - S Brittany	August
Colin Foster	(75) - La Rochelle	end of June
Peter Latham	(74) - La Rochelle	end of June
Peter Bucknall	(132) - Denmark	July
Peter Goldsmith	(163) - Brittany	August
Paddy Carr	(31) - Kiel to Denmark	end of June
Nigel Sennie	(162) - Channel Islands	sailling from Solent 2 - 16 August

4.5 BRITANNY IN COMPANY Part 2

Saturday 22nd: The four Swifts departed Le Palais, taking advantage of the improved weather to make passage to the Morbihan and Vilaine respectively. Duet and Moonshadow were soon hull down, and we chased Buccaneer to the Passage du Beniquet, to pass close inshore to the north of Houat, an invigorating broad reach in the lumpy conditions making good progress and covering the seven miles in an hour and a quarter. No difficulty in picking up the stone towers indicating the passage, with their distinctive 1-1-1 point work and top marks. Once through we luffed to 030 for Le Croesty just to the east of the Morbihan entrance, the aim being to wait for the favourable tide there. Some hardy french yachts were close reaching towards the islands, plenty of crew, too much sail, and set for 'le weekend'. Entered Croesty at 1215, a very modern marina complex, dug out in the bay to the south of Port Navalo with probably a thousand berths. Took advantage of the showers (cold only) and had a warm up lunch then back into full kit, motoring out at 1500, into a 45 on the nose. The Yachtie earning a pat on the head for half an hour's hard work to cover the 1/2 mile to the entrance buoys; here we were able to set the main, full reefed, and some genoa and reach for the entrance to the Morbihan. The tide was on the turn and we were soon rushing in through the narrows, the wind a good 30, gusting 7 so we were headed in the best direction for peace of mind. Keeping to port for the Auray river a close fetch to Grand Harnic was enlivened by the genoa roller drum backing off and the Gurlin tide taking a turn making it impossible to reduce the sail area. Teacups showed her normal safe (Swift) trick of screwing up into wind once knocked flat, however after two or three Buccaneer was beginning to wonder what we were playing at. In the shelter of Harnic the furling gear was put right and, with a genoa more suited to the wind strength, we continued up river in control. The Auray is a beautiful river, similar to the Fal, with oyster beds, mussel covered rocks,

24 Brest 0821 2043
flood comm. M'bihan 1530

0830 departed Port Busin
0900 s/e 065 for N. Houat
M(2) & G wind W4 with rough
lumpy sea

1015 thru Pass du Beniquet
s/e 030 for Croesty

1215 entered.
1220 alongside visitors
berth.

1500 departed
1530 set M(3) & G to W 36
s/e 045 to enter Morbihan
& River Auray

1630 Harnic narrows, sorted
genoa

attractive villages and houses amongst heavily wooded stretches. Passing through Ile Kocher pool, a favourite anchorage for visiting yachts, and on up we moored alongside a local Etap 22 in the St Goustan basin just below the town at 1745. Called on Hannah Pen, a centre cockpit ketch flying 200 burgee and invited them to drinks onboard which, with Buccaneers, made nine of us. Swift 18 cocktail party routine worked, four in the cabin remainder about the cockpit; the only things circulating being food and drink! Late ashore to eat another sumptuous meal - mixed seafood including cuttle fish, oignon tarte, filet, scallop briochettes and duck being variously chosen and put down with the house recommended red wine served chilled.

Sunday 23rd: Wet, gales forecast for Finisterre, Biscay, Solo, Lundy making us thankful to be snug here and content to work part of ship in the forenoon and shut eye in the afternoon. After tea explored Auray and St Goustan for two hours in the rain, both nice, the former the market town and affluent as such with its interesting old quarter; St Goustan has been cleverly restored, a touch of the tourist trap but pleasantly done; window shopped in two art galleries and were given an explanation of printing from copper etchings by one artist. Supped on board, curry chicken (Saltstary), a good "sailing" turned meal.

Monday 24th: No gales forecast, but showers becoming prolonged. Moved to lie alongside a slip close to the bridge, and went up to the market in Auray, typically french and fun, selling everything from fish to leather belts; in the covered section the Breton equivalent of WI ladies were selling their own eggs, butter, cheeses, as few as six eggs, $\frac{1}{2}$ kilo beurre. SCC managed to start a sketch of the bridge and d'ed well until the skipper's obvious preparations for sea disturbed her concentration. 1230 departed with the first of the ebb, gentle blow down river under genoa, passing shell duck and ducklings, two nice chateaux, a heronry, and one seal who popped his head up to see what we were about. There were at least four artistic yachts in Kocher pool, spoke to 'April Love' BNSA on her way to Spein, lucky people, then it was past Hunic and feeling the full weight of wind, W F5; we bore away rounding Ile Renaud to stem the tide into the lee of Ile Longue and despite sailing at a good five knots only crept over the tide - our second introduction to the Northian currents in any of the narrows. Picked up a mooring to the SE of Bompue, too windy and cool for a swim; Buccaneer alongside, lunched and lared. Decided to make for Ile aux Moines - Rochaud marina - for the night, Buccaneer sailing direct and we to explore south coast. The Northian, an inland sea receiving the waters of three rivers though fed mostly by the tide, has an area of some 50 square miles. The islands are said to be equal in number to the days of the year but there are not more than 60 and this figure includes isolated rocks.

1700 past Reno

17-5 moored St Goustan basin

Days run: 27.0

Wind & rain - remained in

St Goustan

1840 moved to alongside

St Goustan

1230 departed under genoa

1330 thru Kocher pool

1400 between Renaud and

Grand Veillon, N of Bodeneo to Ile Longue

1420 picked up mooring

1730 departed M(2) & B to W 30, sailed shore, looking in a various bays then B round Ile Aux Moines

With a spring rise and fall of 4.5m, navigation is both fun and interesting, and the area very amenable to shoal draft cruising. With two reefs in we had a lovely sail looking into all bays and anchorages on the south shore passing endless opportunity spots, finally up the east side of Ile Aux Moines, rounding the northerly point and motoring hard just skipping the bottom to cheat the tide, now flooding; at a good four plus knots. 1940 secured in the Rechaud Marina, sheltered and although full it was quiet at this time of the year. Tonight it was to the Chez Charlemagne (or another splendid fish menu - crab soup, sole, salmon, lotte in creole sauce with bottles of muscadet or rose included. Mine host was nicely thank you and took delight in sowing up PRC in particular, by speaking breton, setting up missile our waitress and pouring out generous glasses of calvados. Madame (owner and chef) responded to our obvious enjoyment of her cooking, and with the others (we never did discover the relationships) ensured that the evening went with a real swing - final score Charlemagne 3 Swifts 2 we having failed to locate the which wait whiskeys we had been tasting - the last bottled for the house (he said and so did the label). Rolled along the lane home followed by three youngsters, two men and a girl, who had already used Buccaneer for money, and food. Not pleasant types and after watching them try the few cars parked by the pontoons and eventually bed down in the ferry shelter, PRC set some trip lines on deck and in the cockpit, and we turned in much more sober than we had been an hour earlier.

Tuesday 24th: Overcast but warm, the unpleasant tides are still hanging around. Fascinating morning from 0700 onwards watching the vedette (ferry) activity, a passenger one taking people to work running every twenty minutes, and one with a flat barge alongside bringing in all the services, refuse lorry, fuel tanker, vans of every description, all of which had to back off the barge and reverse up the slipway. Building materials, rows of log pedestals, Madame with her fruit, vegetables, and scales; two men in white aprons went over and returned with meat and characteries which they loaded into a horse box trailer and towed away. After the essentials, it was people, boatload after boatload of school children for a day of the sixes. The group of at least 20 under fives, were marshalled off their boat, made to sit in rows holding hands and then escorted inland by the helpers carrying bagettes, drinks and crisps. At midday we sailed north to anchor in a lovely sandy bay off Ile du Dament, clearly a private island with a chateau and three cottages, some woodland management being undertaken, one postage with vegetables growing and evidence of oyster culturing, the others holiday homes. A pleasant evening sail south of Ile Aux Moines watching Buccaneer stand still in the tide until they shook out reefs - the Korbihan current again - and on up east of Ile D'Arz to anchor close to the slip at Le Bourg. Fired so supped on board and turned in.

Wednesday 25th: The two skippers ashore early to buy baguettes, a fine morning with the hint of wind to come. We were to make Vannes today and the tides dictated a

Rounded Ple de Drech, motor boat to Rechaud Marina.
1940 secured.

Days run: 16.0

Sunny, wind W 74 +

1315 departed M(2) & G
boat to SW
1420 anchored in lee
of Ile Juvent (Ar
Brock)
1730 departed M&G to
W 131 sailed east-
wards skirting Ile
Aux Moines, then to
Ile D'Arz
1900 anchored off
Le Bourg slip -
in one ft mud.
Days run: 7.5

midday start to catch the lock gate open, of note HV Vannes is two hours later than HV Navalo at the entrance to the Gulf, so had time to explore D'Arz. Lovely collections of old cottages amongst the well farmed land; the island seemed self sufficient unlike Ile Aux Moines which relies heavily upon tourists, and there were plenty of cattle, poultry and sheep about, with cereals being grown. Took the flood about noon going east then north to Ile de Boedic, using the Swift's ability to cut corners consequently much 'keel up', 'keel down' as we grounded often whilst heaving up to the Conleau Narrows. Ile de Boedic was pretty with a chateau, walled garden, and lone chapel guarding its western approach. Passing Conleau we entered the final channel to Vannes coloring up the canal towards the city, through the dock gate, which is open for about three hours each tide, and into the marina berthing area just outside the city walls. Apart from the short hop to recover, the sailing part of the cruise was thus over, in sunshine and with sails all round. Making Vannes today gave us a day in hand since both had ferries to catch on Friday. The men took a bus to Quillac and taxi on to Foleux to collect cars and trailers, seeing Moonshadow hitched and ready to roll for St Malo and hearing that Duct had already departed. It was good to hear that they had recovered safely after a plucky sail from Belle Isle, nine hours to Foleux non-stop.

The rig returned to Vannes to find a cycle race round the 'centre ville' and all recognizable routes to the marina subject to diversions, all well in the end though. Ashore to mingle with the crowds watching the race, such excitement, then to find a restaurant, a reasonable menu but indifferently served.

Thursday 27th: A warm sunny day; we spent the forenoon washing down and steaming all gear, preparing for recovery and exploring and shopping in Vannes. We were obliged to move out of the dock to recover using slipsays opposite the vedette terminal. SOC motored out, the skipper noting no reception, no problems except we had chosen a curved slip and so B towed trailer with Tercuis clear looking astern, the front end of the car gently found the wall - cheery for crust bumpers!

Buccineer chose the straight run. The de-rig was as usual, a touch tedious for being the signal that the cruise was over. Another diversion in town, this with a parade and bands marching, meant a two hour pause parked on the quay. Then out to the Aquarius car park, where Peter Jenkinson had arranged a final dinner (which included overnight parking) in the Dolphin Restaurant. A fitting meal to cry au revoir - grilled olives, asparagus, scallops, filet res d'veau, huge sweets which were head waiters choice (he was trying to clear the trolley) cheese and wines. Both crews fell into their berths well fed and that it was the last night.

Friday 28th: Buccineer away at 0700 for St Malo and Tercuis at 0800 for Roscoff. Our route was to Auray then north to Carleix and Kerleix for the Ecomarene. A late breakfast alongside the river near Kerleix where we saw an otter playing in the pools. Apart from a slow puncture, discovered at Maréix, the trail was no

1205 departed H&G to W F 5 south about D'Arz, past Port Blanc inside Boedic, to Conleau Narrows

1335 entered Vannes Basin

14-5 secured to pontoon berth.

Days run: 0.0

1400 departed Basin

14-15 recovered to trailer.

Days run: 0.5

problem and we comfortably made the 15:30 ferry. This was full with tired and irritable holiday makers returning home, however, our own very happy french experience cushioned us a little from this rude awakening to the realities of life.

Days trail 220 miles including Plymouth to home.

Paddy and Sue Clark proceeds 50:51.

A SAIL FROM BIVALIER

The wind was strong,
The tide was too,
So we took two trucks
In the mains '3,
Then we sailed into the
turbulent sea,
And had to reef down three,
Our little boat was scooting
Up the waves,
And meeting the crest
with a slap bang and we
were through,
And in the end Newtown we made,
Although it wasn't new.

We sailed away,
Over the rocks,
We sailed away,
Over the horizon,
Back to Bivalier,
Ye sailed away,
QUICK-to watch the Yachtet.

Keeping track we did anchor,
Whilst the wind and rain howled,
To the Yachtmen's Bar for supper,
Though we did not get alone,
Bid farewell to the Fiddle's,
And back to Talsuis for our rest.

By Jenny Carr 11 August '85.

+ + + + +

5. DOWN BELOW AND UPSIDE

5.1 A MISCELLANY

Carpeting shops are a good source of geometry for the galley and cabin. A recent visit produced several ideas and some were gleaned from other Swift owners during the year. It would be interesting to hear of further ideas and, whereas Peter Goldsmith is concerned with the technical side, I would be glad to keep members up to date with the things that make life easier below.

The black solar water heater bags that proved so invaluable on the trip to France last year will be around in March at a cost of about \$10, as will the small square washing-up bowls which fit inside the standard Swift bowl and are easier to handle and more economical on water. We found a mirror which clips round the internal stanchion poles and also double metal hooks which similarly clamp; these might bear more weight if a piece of masking tape were wrapped

round the pole first. Superhooks at 55p each are sturdy-looking large plastic hooks with a self-adhesive right-angled fixing. The Fimo toaster, obtainable from Captain Watts at around £6.50 makes excellent toast and takes up very little room. In the field of cooking pots, the most practical solution seems to be the multi-purpose sets that nest into one another and, though there are many cheaper variations on the same theme to be found, the Haroon camping set at around £24 is probably the best investment, being non-stick, heavier and better made.

Optimus make a steamer in which food can be layered most effectively - it claims to have all the advantages of a pressure cooker without the problems - however as it is rather small it would only just do for two. The cost is around £15. Another good buy, the Garbina snap-on waste bag holder, takes up minimal space, but as yet we are undecided where to locate it as a strong fixing point is necessary.

Our gas bottle always seems to leak and we looked at the Geslow safety gauge with leak detector that shows when the gas is about to run out. We picked up a box of waterproof matches for brewing up in inclement weather, and hedged our bets with security cords to keep sunglasses within reach and a Moskil mosquito coil for those long balmy summer evenings ahead.

We would be most grateful for any ideas you may have and also for any information on clothing that you have found to be useful and practical.

DIDIE ROCKWALL 'BLACKJACK'

5.2 COOKS TO THE GALLEY

I often wonder why sailing and fish are coupled, we seldom catch anything. Here is an easy dish to cook after you have "bought" the sea food ashore.

Seafood Provencal

1oz butter	2oz dry white wine
1 lge onion - chopped	10oz can tomato soup
1 clove garlic - crushed	2 skinned tomatoes - quartered
14oz cod/haddock	pepper and salt
2oz shelled prawns	
2 scallops - optional	

Melt butter, add onion and garlic, cooked gently until soft.

Add cod, prawns, scallops wine and seasoning, cover and cook gently until fish is opaque and flakes easily.

Flake fish and cut scallops into four pieces.

Add soup, discard tomato seeds, cut flesh into strips and add.

Blend carefully, without breaking up fish.

Reheat slowly, serve with rice or pasta and salad.

SGC.

6. TECHNICAL TOPICS

6.1 My review of the technical suggestions submitted so far has progressed to indexing them for putting on computer file. Since it may be helpful, I am listing them in this NI with reference to the originator and the edition in which the idea or comment was published. Next I shall rewrite them under the category headings and hard copy will be available on request. I'd be happy to answer any specific questions in the interim; please include a SAE for the response if you write in.

6.2 Index of Technical suggestions

<u>NL</u>	<u>ORIGINATOR</u>	<u>CATEGORY</u>	<u>DESCRIPTION</u>
2	Elwyn Williams (16)	nav electrics deck	compass mounting nav lights, charging handle on anchor locker
4	Keith Stubbs (25)	nav/electrics cabin	echosounder, VHF/RT, compass, log bar, spice rack, lights
	Paul Rees (30)	rig trailer	mast support crutch when raising bamboo marker poles
5	Paddy Carr (31)	rig mixed bag	'A' frame-mast raising 'observed at Stalham'
	Bob Goddard (19)	electrics	nav lights, battery
	John Charnley (Swiftcraft)	deck	jackstays
	Denys Harley (04)	deck rig trailer	gas bottle stow/vent position mast raising recovery
	Dick Landon (36)	rig deck cabin	mast raising with spinnaker pole heavy weather treatise cockpit toe rails, rudder mods, boom tent, danbuoy, ladder, scrubber, mainsail tie system *table, pipe cot $\frac{1}{2}$ berth * 1983 SOD AWARD
6	Bob Goddard (19)	rig	storm jib third reef in main (applicable to early sails which had two shallow reefs only)
	Peter Latham (14)	cabin	perapex cabin dividers
	D Rodwell (78)	deck	packers to stiffen stanchions navigation box/chart table
	Joe Quercia (21)	engine	outboard tilt stop feet relieved to allow cocking

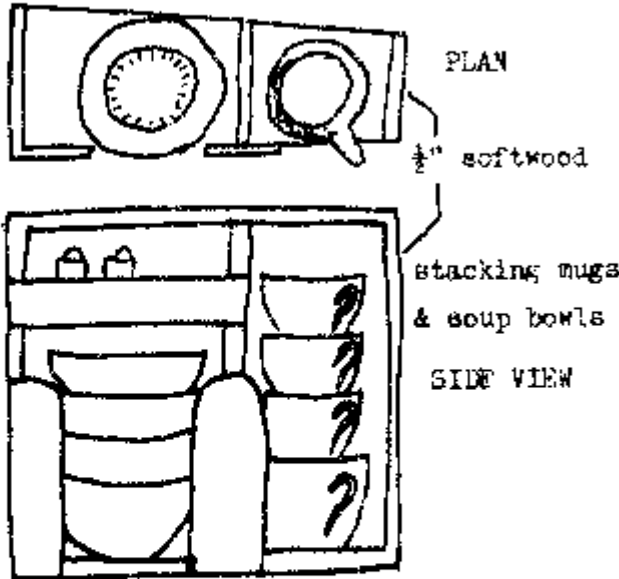
<u>NL</u>	<u>ORIGINATOR</u>	<u>CATEGORY</u>	<u>DESCRIPTION</u>
6	Paddy Carr (31)	deck cabin	cockpit toe rails wash-boards security system (as FBO 200 p46), keel box cover pucker.
	Dick Landon (36)	deck cabin nav/electrical	stern locker locking device galley stow log, sounder installation
8	Editor	various	production changes to SWIFT '83 for '84
	John Chernley (Swiftcraft)	trailer	maintenance needs
	Dick Landon (36)	deck	rudder gudgeon wear
	Martin Cole (91)	Misc	home completion experiences
9	Paddy Carr (31)	deck cabin	main-sheet traveller system table - inside & out keel winch handle stow
10	Ivor Peck (96)	rig cabin electrical deck (safety) trailer deck	mast erection system many stowage ideas & domestic comforts, table charging, lights (nav & cabin) full range of safety equipment described with stow/position bearings & servicing rudder stops on transom & uphaul tackle
	Dick Landon (36)	electrical	charging system, battery & lights
	Paddy Carr (31)	rig cabin	spinnaker gear, main topping lift, main halyard cheek sheave on tabernacle stowages on bulkheads & bin below cockpit step
11	Tony Adams (107)	deck/cabin	keel winding gear bearing* * 1984 MOB AWARD
	Bruce Seligmann (12)	trailers	general treatise
	Paddy Carr (31)	trailer	'bearing buddies'
12	Ken Moolenaar (84)	engine	power needs & tilting
	Paddy Carr (31)	hull/engine	entering outboard cut out (not needed in later boats)
	Tony Adams (107)	cabin	table & stowages

<u>NL</u>	<u>ORIGINATOR</u>	<u>CATEGORY</u>	<u>DESCRIPTION</u>
13	Ivor Peck (96)	electrical cabin rig trailer deck	VHF installation cooker gas tap safety cruiser chute gear, main topping lift brake pull off, which has mechanical advantage to moving trailer rudder blade pivot
	Chris Clayton (33)	misc	keel access treatise
	David Sutcliffe (161)	rig	hassle free mast raising (the 'A' step system now marketed by David)
14	Tony Smart (75)	cabin	hinged washboards
	Anon	trailer	corrosion of wheels
	Chris Clayton) Paddy Carr) Dick Landon)	electrical	methods to deaden mast cable noises
	Jack Counsell (37)	trailer	chock to prevent keel fouling final roller when launching
15	Roy Bamford (189)	trailer	mudguard attachments
	Ron Bruce (43)	cabin/cockpit	table * 1985 MCB AWARD
16	Tony Smart (75)	cabin	fwd berth foot room
	Doug Angus (126)	cabin deck	stowages compass, tool box

6.5 CONTRIBUTIONS

Published in this issue are details from Doug and Alison Angus of their galley stows, £5 compass, and cockpit tool box, and Tony Smart's improvement to the forward berth, for footspace, which I viewed last July; the wily secretary bird has already embodied this and jogged my memory by providing the detail - you can tell who sleeps forward without the younger members of the family onboard! Thanks Doug, Alison, and Tony.

GALLEY STORAGE



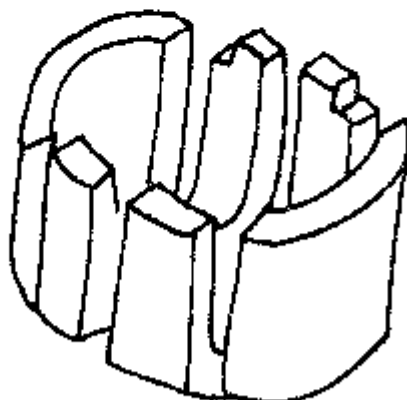
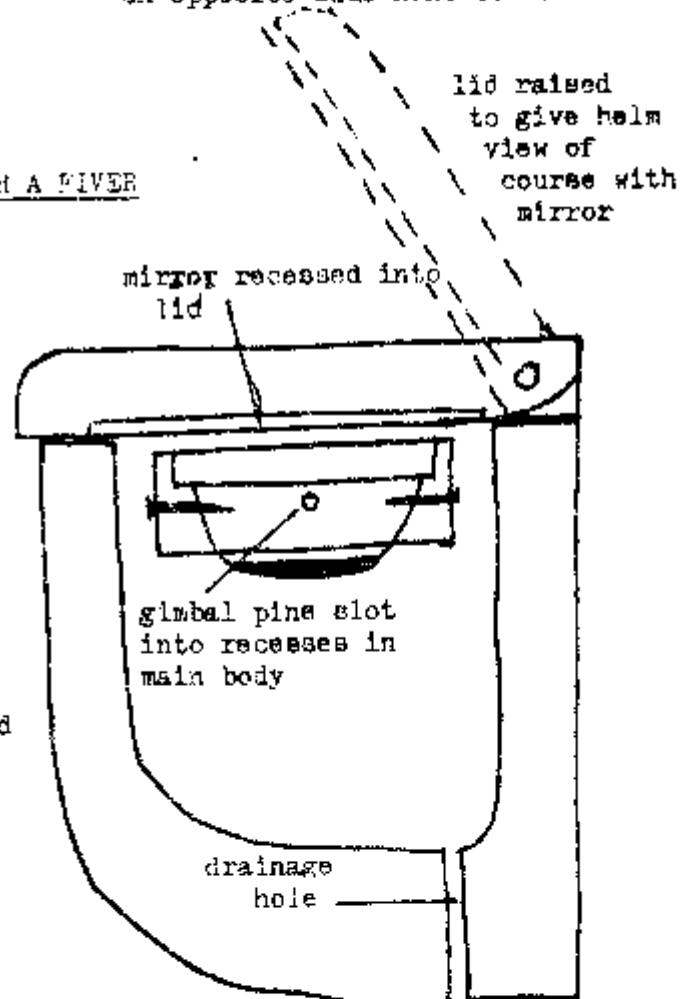
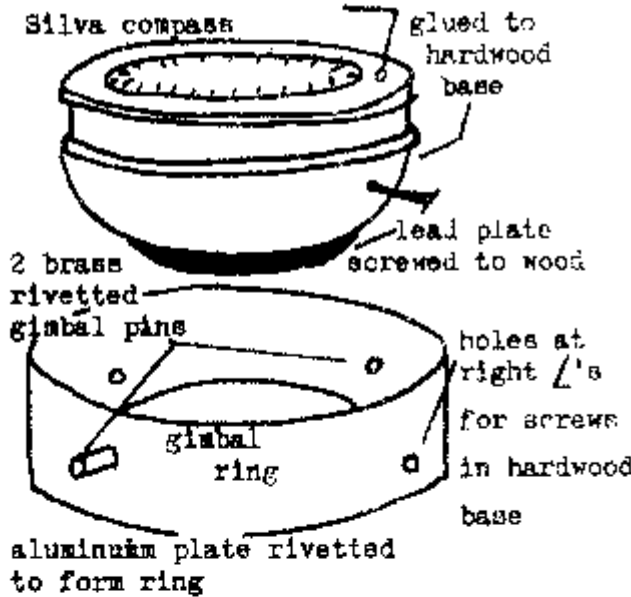
Crockery storage fitted behind sink. Made of $\frac{1}{2}$ " softwood covered on the outside with matching vinyl (offcuts from home completion boat). Make unit a tight fit between underside of deck & shelf. Glue top to deck & two self tapping screws to shelf. Paint interior with boat paint.

Mahogany faced ply reducers to hold dishes in. Access at top

Similar type storage for condiments on opposite side next to cooker.

A STEERING COMPASS FOR A RIVER

Main housing from a liquid filled

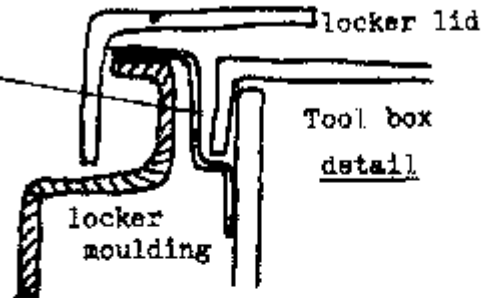
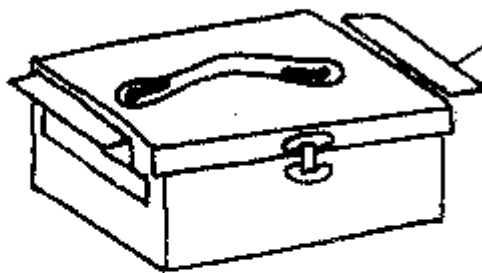


main body cut out of hardwood glued & clamped together

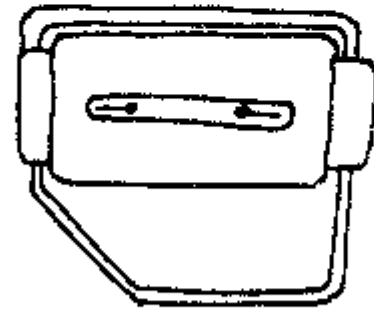
Allow ample clearance for compass & gimbal ring to swing freely Silva compass has rotating ring & course can be set to allow needle to settle within 'boxed' arrow. Course is held by keeping needle in boxed arrow.

TOOL BOX FOR TOP OF LOCKER

Galvanised sheet bent around lid to act as rest on top of locker lip

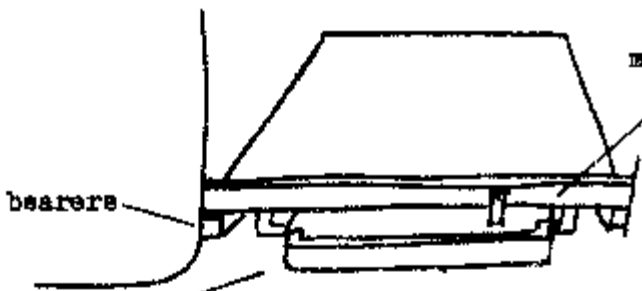


Box made in wood with overlap lid to make watertight.
 Soft leather handle lies flush when stowed.
 Box painted with polyurethan paint to match boat colour.
 A simple tool box which is easy to get to and makes use of otherwise unused space.

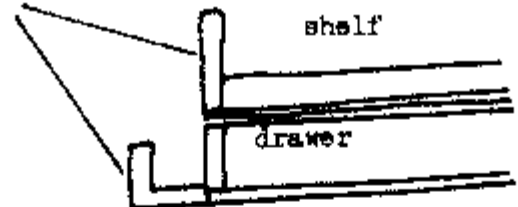


Plan view

QUARTER BERTH SHELF



Drawer under with open shelf in front acting as handle & pencil tray



pencil shelf & drawer handle

TROTTER SPACE - SMARTY (75)



Half plan view

Foot room is achieved by stopping shelf front further aft, use piece cut off to exactly span cooker/sink moulding. More shelf area created as shown since bunk width here (shoulders) can tolerate reduction.

7. REGIONAL ROUND UP

7.1 Solent (and South) Happily there has been sufficient support to go ahead with the 'Fitting out' Supper on March 16 at WSC. With a firm booking made to the Club, the deadline for confirmation of total numbers can be extended - see notice under Events '86 in section 2 and ring Ivor Peck a.s.a.p.

7.2 Mid SW Last December, and the previous one too, a few owners got together at the 'Old Ship' Bathampton for a drink and chat. This time we wished Eric and Sheena Smith (160) bon voyage to Beijing, China, where Eric is to fly the flag for Rolfe Royce - a long weekend needed to sail from Cadzues!

8. FROM THE POST BAG

Dear Paddy,

As promised I am writing to let you know the name and address of the new owner of 'Folio', Swift No. 173, now that the formalities of the sale have been completed.

I was really very sorry to part with 'Folio', she was a superb little boat and I had a first-rate singlehanded trailer sailing cruise in her last summer, culminating in some very, very windy sails based in Weymouth. I am prone to under-estimate wind speeds (so my crews tell me) and I reckon we were romping along to windward in about 35 knots of breeze under double-reefed main and jib rolled up to storm jib size. She felt totally happy and the only other boat out (racing had been cancelled) was a friend's Hi-Tension 36 under reefed main only. He was impressed!

My best wishes to you, and all the Swift owners, for the '86 season. Let us hope that we are treated to some better weather this coming season!

Kind regards,

Mike Floyd.

Dear Members,

I have had my first opportunity to read any issues of the Swift 18 Association Newsletter and in reading the logs submitted in the September & December issues I was impressed by the obvious enjoyment you all share in owning a Swift 18. The Association, as John Charnley points out in his letter published in the December issue, is something special to each and every one of you and the keenness displayed in the Newsletter should ensure a healthy future for it.

Now to the Judging of the logs. I have had very little time to study them but the overwhelming point is the very adventurous nature of the trips for what is still a small boat and the great pleasure derived.

The logs were a close run thing and difficult to judge. 'Progress' was unfortunate in having very bad weather which curtailed the trip somewhat and coupled with the unfortunate ending will ensure that it was a cruise not easily forgotten.

'Caddyshack' although bedevilled by gales, as we all have been in this last season, pressed on in some heavy conditions and had their share of heart stopping moments but the last run to Peiperro rounded off the cruise in a more pleasant fashion.

'Shillay's' first season's cruise in the North West of Scotland filled me with envy. Although cold at that time of the year as we all remember, they made two

memorable cruises in their first season with the new Swift 18.

'Teacuis' together with Moonshadow, Duet & Puccanser embarked on an ambitious and rewarding cruise in one of the more charming areas in France. This trip was full of descriptive interest and made pleasurable reading. The log was well set out with a chart and distances run well recorded.

'Mistral' certainly appeared to follow in the footsteps of 'Dulcibella' and proved possibly the worth of centreboard boats in areas such as these. She suffered some misfortunes which were not the sort one would expect.

Again the log was well prepared and very nicely printed. Do I detect some printers expertise here. Nevertheless very well set out.

As I said at the outset a close run thing. All the trips were full of interest and above all carried out with complete attention to seamanship and safety.

All of the logs were well set out but my choice, on balance, must go to 'Teacuis' for the ambitious nature of the cruise and for the excellent way in which the log was kept, set out and presented.

It is a pity there must be a winner as such for you all presented very good records of your experiences. Congratulations to all of you but 'Teacuis' sneaks ahead very slightly.

May I wish all members of the Association a happy and prosperous new year and good sailing in the 1986 season.

Colin Silvester.