

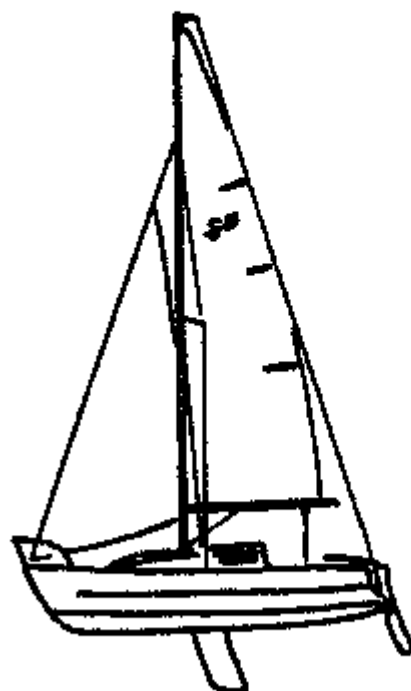
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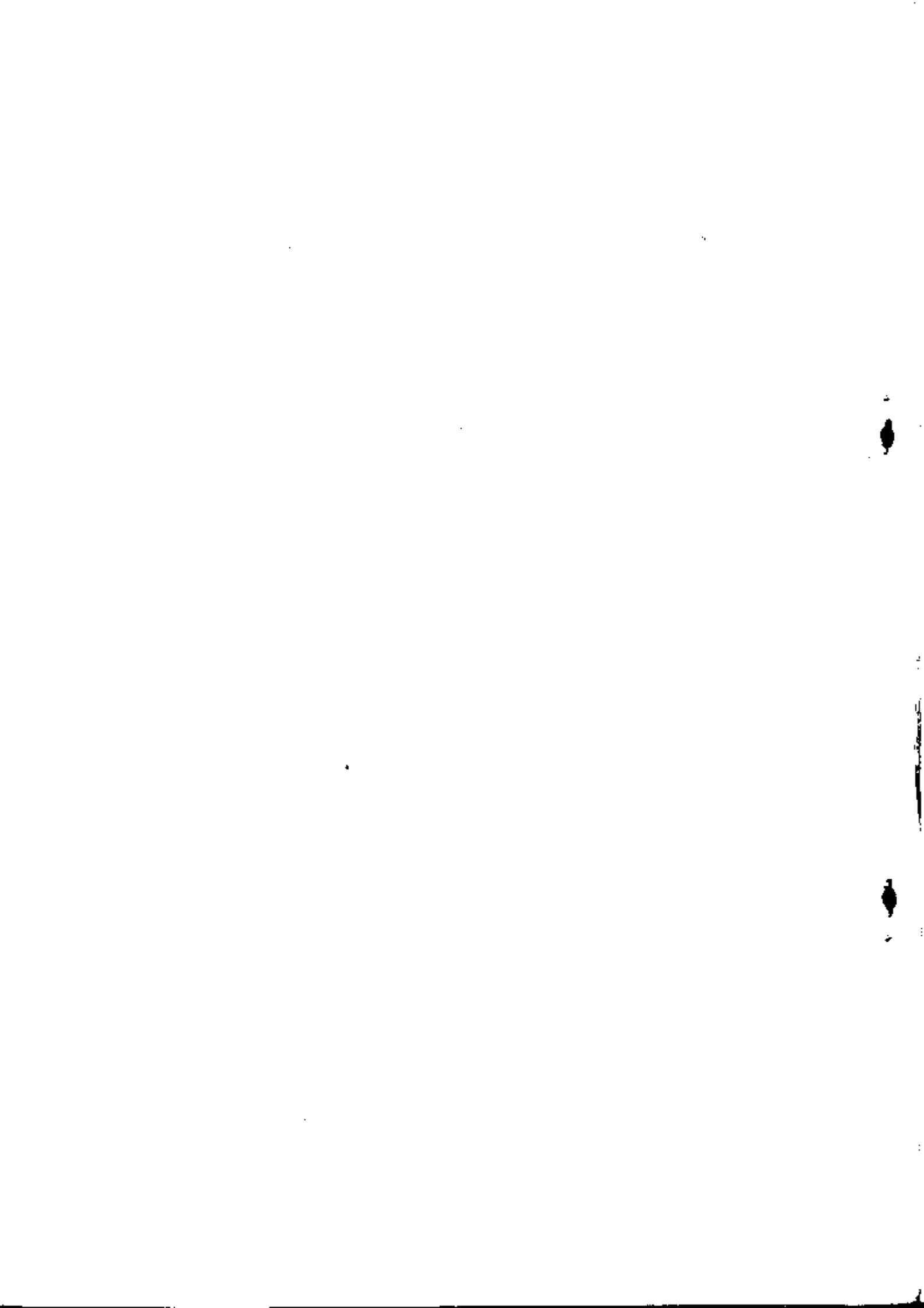
NEWSLETTER

No. 18

AUGUST 1986

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1. SECRETARY'S SCUTTLEBUT

For once I am not going to ride my various hobby horses. The season is going well, reasonable sailing weather apart from some notable exceptions, and there are many more pleasant days afloat still to be looked forward to. You will read of the events held so far, good fun and company providing challenges for many; Chris we must plan to hold a Lakes event with better weather, two in a row is bad news (and Luck!)

The Association strength is some 65 per cent of owners, and, as the Register shows, I have lost contact with about 10 boats, and am not confident about the detail shown for another 10. This mostly because of sales by non members (or non corresponding members). If you come across Swifts do check they know of the SA and please pass me any details which will help fill gaps in the Register.

We are looking for two new honorary officers. Peter Goldsmith hopes to move up a size (boat) so a Technical Secretary is required. Yours truly is looking for a relief, so step forward with the talent please.

I have not heard from anyone about a change of venue for the AGM, we shall have to meet if only to agree what to do with the increasing bank balance! Seriously unless strong and early views are expressed I shall plan on the London Boat Show. Let's also think about the 1987 events, what form, where when.

Good cruising with dry feet,

Paddy Carr

2. EVENTS

2.1. LET LOOSE AT LEVINGTON (Suffolk Yacht Harbour) 5-7 September. Paul Smith needs to know by 29 August those wishing to participate so that numbers can be passed to the Haven Port YC for supper on Saturday September 6th. An idea of your ETA at Levington and recovery date would also be appreciated. The weekend sailing programme will be decided 'on the beach' once the weather forecast is known; and there is the prospect of longer passages for those able to extend their visit; let Paul know. Chart for the area is Imrey Y 16, and bring your inflatable tender. Contact Paul Smith - 0394 273567

2.2. SOLENT LAYING UP SUPPER - October 26th. Ivor Peck needs to be certain of support for a 'Laying up supper' at Warsash, planned for Sunday October 26th before making arrangements with the WSC and the caterers. Form would follow previous suppers, which have been much enjoyed by those attending, at a cost of approximately £7 per head (drinks excluded). That is, meet in the club bar from 7 pm, cash bar, then to supper aiming to leave WSC by 10 pm. Please commit yourself and return the enclosed proforma by 22nd September at the latest.

3. REGIONAL RALLY REPORTS

3.1. LAKES LAUGH-AGAIN NOW RENAMED CUMBERIAN CHAOS

Julie Hiscock the new owner of 119 Guille, telephoned to ask if the long weekend was still on, as she wanted to try the boat out on a nice quiet lake. The next call was from Jack Counsell, 37 Upesi (those who attended the AGM will remember Jack's comment "we don't speak posh as you, but you will be made welcome"). Back to the start of the chaos, Jack said "Dora has broken her wrist and we will not be able to make it", so I arranged to meet them at Howtown for Sunday lunch. Peter and Jean Latham, 14 Moonshadow, were next to call to say they would be coming and I also managed to get hold of Mr & Mrs Dale, 141 Dawn, and arranged to meet them for Sunday Lunch.

Peter and Jean Latham arrived at Ullswater Y.C. Thursday and launched Friday, we arrived Saturday and launched straight away. Fred the Boatswain at Ullswater

Y.C. told us that Peter and Jean had gone down the Lake to Glenridding, but there was no sign of Julie and Arthur. We had lunch in the Yacht Club and had a brisk sail to Glenridding and arrived by tea time. Peter had found a good sheltered mooring right against the bank, bow line to a tree and kedge anchors on each quarter. Jean made a welcomed cup of tea, and as we finished getting the boom tents up the rain came down, in fact it rained cats and dogs, stair rods, you name it, it did it and didn't stop all night, by morning the Lake had risen a foot. However the rain had cleared but the wind was still good and strong, the two Swifts left the mooring at 10.30 to sail to Howtown, squally and rough in places. We arrived at Howtown just before noon, still no sign of Julie and Arthur, anchored but with a strong wind blowing and anchor dragging we had to put safety lines ashore. Jack and Dora and Mr & Mrs Dale were waiting for us, we had a light lunch and a good chat and left Howtown about 15.30. Peter decided to motor back down to Glenridding and we put a reef in and sailed. We had been beating down the Lake for about half an hour when we spotted the rainbow sails of another Swift coming through the narrows behind us, we tacked and ran down to see, surprise, surprise, it was Julie and Arthur, we told them where we were mooring and said we would see them there. One part of the Lake was very confused with lots of wind shifts, one particular one lasted a couple of minutes, with the wind at the bottom of the mast 180° different than the top. These big changes in wind directions are one of the problems of sailing on lakes and inlets with steep mountains and valleys which funnel the wind in all directions, but it does make it interesting. On reaching Glenridding we got the three boats together in our good sheltered mooring, and Julie and Arthur told us their bit of chaos, they had expected to arrive late Friday night or early Saturday morning, but in fact arrived Sunday morning after having split a tyre on the motorway which cost £90 to replace, tough luck on the shoestring sailor, and then the boat shifted on the trailer, and then they found that the garage who had changed the tyre had put the wheel on back to front, which had come loose but luckily not come off. We had dinner and Peter and Jean invited us all on board for a noggin, another rainy night. Monday we all went into Glenridding for a walk and provisions, and after lunch Julie and Arthur asked us to check their boat to see if it was rigged right, after tweaking this and that, four of us Julie, Arthur, Peter and myself took the boat out for a couple of hours, the evening was good with gentle breeze and the sun going down behind the mountains it looked so picturesque, we should have known this was the lull before the storm. Tuesday morning arrived and so did the gales, we should have realised what we were in for when the ferry wasn't running. However the three of us set off for Ullswater Y.C. Just after the narrow section at Howtown the water was completely confused, Peter and I got our Swifts on to the jetty with much difficulty and a lot of help from the locals but Julie and Arthur were having problems with the jib twisting round the forestay, two lads from the Y.C. launched the rescue boat and towed them in. Eventually all three Swifts were safely tied up on the jetty and off we went to the club for a brew and to recover from our exhaustion, as we gazed out of the Club house window at the now mini-hurricane we saw the three Swifts lift up, their tow rails level with the jetty and masts almost horizontal, and then a dinghy flew past 12 ft in the air. The wind also vandalized the Dinghy Park, another yacht had its sails torn to ribbons, trailer tents on the camp site next door, were picked up and turned upside down, we weren't the only people in trouble, six lorries at Scotch Corner on the A6 were overturned and blocking the road together with a tree which had uprooted and the Police also closed the road over Shap to the South of us. Would the storm ever settle, it went on and on, would we have to stay another night, (certainly not on the boat). The evening brought only a slight lapse, could we bring the Swifts off, we will help you said some of the avid local sailors to our relief. Julie and Arthur's Swift was the first volunteer as they had the furthest to travel, with the rescue boat on standby, helpers on the jetty, Peter in the water with trailer and out she came - this is team work, which one is next - it was Peter's and she came out just as easy. The storm was now getting up again, would we manage ours as well we thought aloud, certainly said the team of volunteers, we are not being beaten by Hurricane Chaos, and yes, she did come out as easy as the other two. The recoveries took all of 20 minutes and the spectators we had now accumulated couldn't believe how smooth

it all went, so this is where I end the Captains Log 24th-27th May, 1986, Cumbrian Chaos.

Chris Clayton.
Zeemist SO 33

3.2. RUTLAND REVEL 6-8 JUNE 1986

Once again Rutland Water greeted us with the usual wind and rough weather.

MOONSHADOW, BLUE BELL, PEPPERMINT CREAM, SOCRATES, and GULLIVER arrived on Friday afternoon and early evening, RUTLANDER was already afloat. This year we launched from the Cruiser Slipways and moored alongside the pontoons. The wind slackened and we had a peaceful night.

On Saturday morning we were joined by WEE III, ANTIX, and Rod and Debbie Clark in their yet unnamed boat (having only owned her for three weeks). All enjoyed a pleasant sail until 1200 hrs. when we met in the Club House Bar for drinks and a general discussion on the weekend's programme.

Lunch was eaten aboard and we started the round the lake sail at 1400hrs, returning to our moorings in time to meet in the Club House before dinner. It was interesting to see two boats being sailed single handed and making a very good job of mooring despite the absence of engines.

Twenty five members sat down to an excellent meal; after a few glasses of wine or jars of beer, there was a lot of reminiscing and passing round photographs, which we hope will encourage one or two boats to join us at other meetings. The party broke up at about 2330 hrs.

Sunday morning most free sailed on the lake. GULLIVER and MOONSHADOW, although intending to sail found that they had a number of visitors looking for ideas. GULLIVER'S Cockpit Table laid out as a Bar attracted so much interest that several people brought refreshments and by lunch time there was quite a buffet laid out. This is why quite a few people missed out of the lunch time drink in the Club House.

Sunday afternoons the slipways are very busy so those with long journeys were retrieved early and the other boats joined the queue later in the afternoon when the Swift spirit was very much in evidence, everyone helping.

We must thank Graham Biggs for arranging this meeting and hope we will be able to have a weekend at Rutland Water next year.

Peter Latham
Moonshadow SO 14.

3.3. SUMMER SOLSTICE Nine Swifts attended the Summer Solstice barbecue on Newtown River. An easterly blow made the original location an uncomfortable lee shore, so after a quick reconnoitre a more sheltered spot was found half a mile further upstream. 'Havoc' took the lead by beaching on the mud followed by the majority of the flotilla, although not all with as much precision.

By 1830 hrs all the members were ashore for the BBQ and socialising, everything went very successfully with some of the boats needing attention on their re-floating for a few moments.

The weather held fair until 2200 hrs when the wind veered south east, increased considerably and brought a thunderstorm in with it. This scattered many of the yachts in the river as they jostled for securer anchorages and it was not just the few Swifts that dragged, some of the larger yachts fared worse. The heavy conditions persisted for a couple of hours before giving us all some peace.

Next morning we discovered 'Moonshadow' alongside a larger boat and 'Guilia' slightly downstream from her original position, but otherwise all intact.

Boats taking part were: Caddyshack, Silver Lining, Tiger Lily, Indecretion, Guilia, Moondust, Havoc, Moonshadow, and Swan Lake.

Nigel Rennie
Caddyshack SO 162

3.4. SOLENT SHUFFLE 13 Swifts, mostly together, have just completed the "shuffle". A full report will appear in the next Newsletter.

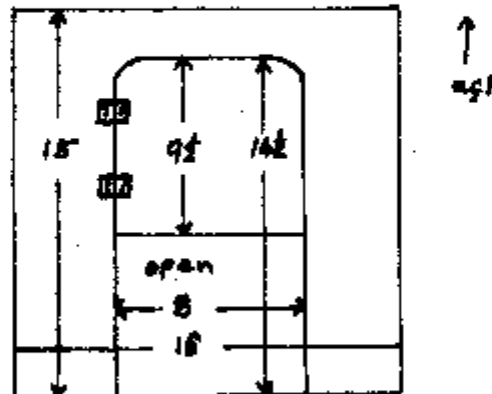
4. TECHNICAL TOPICS

4.1. Before anything else I must say how pleased I was to receive all your letters after my plea in the last Newsletter. Particular thanks are due to Jim Crick, Alan Murphy, and Ivor Peck, for their contributions which are included in this issue.

4.2. Trailer servicing continues to be a concern of many owners. I do not use bearing buddies but would make the following comments about the care of the trailer;

- *If possible wash down trailer after each submersion.
- *Regularly Strip and regrease bearings.
- *Carry spare seals, bearings and a WHEEL.
- *Check tyre pressures and wheelnuts before every journey.
- *Do not leave trailer with handbrake on. Use chocks instead.

4.3. Another regular item is that of lifting the engine when grounding. In Havoc (SO 162) the Yamaha 4 can just lift onto its catch but earlier boats seem to have a smaller hinged hatch (Does anyone know when the change was made?) Havoc's dimensions are:

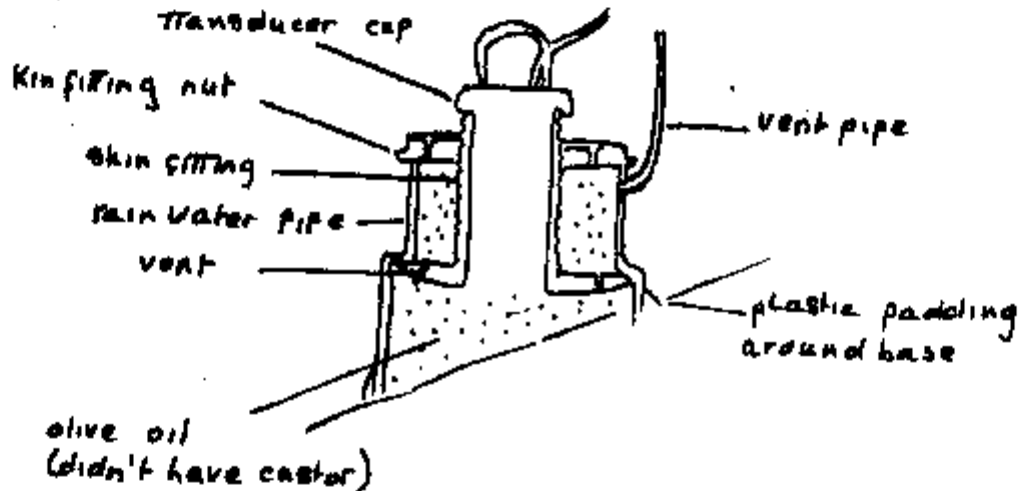


ENGINE SPACE
measurements in inches

Right, that's enough of that, now for the learned articles from Messrs. Crick, Murphy, and Peck.

4.4. INSTRUMENT INSTALLATION

.....I appreciate that you have already covered the topic but let me tell you how I fitted a Plastimo Combine echo sounder and log and (for another £65 for the masthead kit) a wind speed indicator. The beauty of this instrument is that the entire thing, apart from transducers, fits into the bulkhead to one side of the companionway. One LCD display covers all functions, with pushbutton selection, except distance run which is a conventional cumulative mechanical counter. The unit barely protrudes through the inner lining and is about 4" x 4" x 1/2" on the bulkhead. It has limitations - 12 volt supply - no depth alarm - no range changes - no indication of function in use - but these are far outweighed by its compactness and permanence. Like you I mounted the sounder transducer under the sink although I brought it nearer the centre line as I was concerned about how much of the hull came out when heeling. Plastimo don't make an in hull kit but a rainwater downpipe connector (cost 65p) slightly modified exactly takes the through hull fitting. Because the transducer is of course a watertight fit inside the fitting I provided some venting so that when I insert it the whole lot doesn't blow off the hull! I will attempt to draw it -



The tricky bit came with the through hull paddle wheel for the log which I originally planned also to site under the sink. Plastimo recommend at least 20 cm separation to prevent interference between transducers, and my trials indicated that I needed all of that. After much deliberation I took the jigsaw to the pedestal under the cooker and removed a disc about 6" diameter to allow an RWC watertight hatch to be fitted (about £2.85). After jigsawing it was necessary to make a conical cut with a padsaw to remove the grp disc and attached foam. I then excavated a tunnel downwards to the outer skin and drilled a pilot hole for location before taking a holesaw and round file to the outside of the boat. (A pair of long handled salad servers worked best to remove the foam followed by the Dust-buster). The skinfitting, which is identical to the sounder's, was fitted with much waterproof caulking as there was no way I could get to the skinfitting nut other than with my fingertips. Of course the anti-fouling was cleaned back to give a clean surface for the sealant. The paddle wheel is designed to be retracted into its tube when taking the ground or rotated to reverse it in the tube to clear weed or grit and it can, of course, be withdrawn altogether although I don't think I would attempt this afloat. There is not much room around the fitting and, having done this on another boat, I can confirm that some ingress of water is inevitable. All in all I am very pleased with the installation although I have yet to tidy the holes in the shelf outboard of the sink and cooker where the wiring, which is tunnelled through the foam, emerges to disappear again behind the lining.

Jim Crick
Silver Lining 30 65

4.5. SINGLE HANDED MAST STEPPING USING A WHISKER POLE

My technique for stepping the mast single handed uses a single guyed whisker pole. The advantage is that the main item (the pole) can also be used for sailing and is normally stowed on board. The set of guys, blocks and snap shackles is easily stowed in a small bag. A bulky A-frame is not required.

The technique relies on having two sets of guys, one for the pole and one for the mast, which mutually constrain each other to pivot about a point in line with the tabernacle bolt and which are tensioned by shock cord. (see Figure).

A second mast ring (Holt Allen part no HA4352) is fixed to the mast just below the tabernacle bolt. This takes the end of the whisker pole, the other end taking the clevis pin on the roller reefing. The pole guys are snap shackled to the second toerail hole behind the stanchion and are passed through a block carried three quarters of the way up the pole. The pair of blocks are tied round the pole and attached to the top end whilst the guys are tensioned to the bottom of the pole by shock cord.

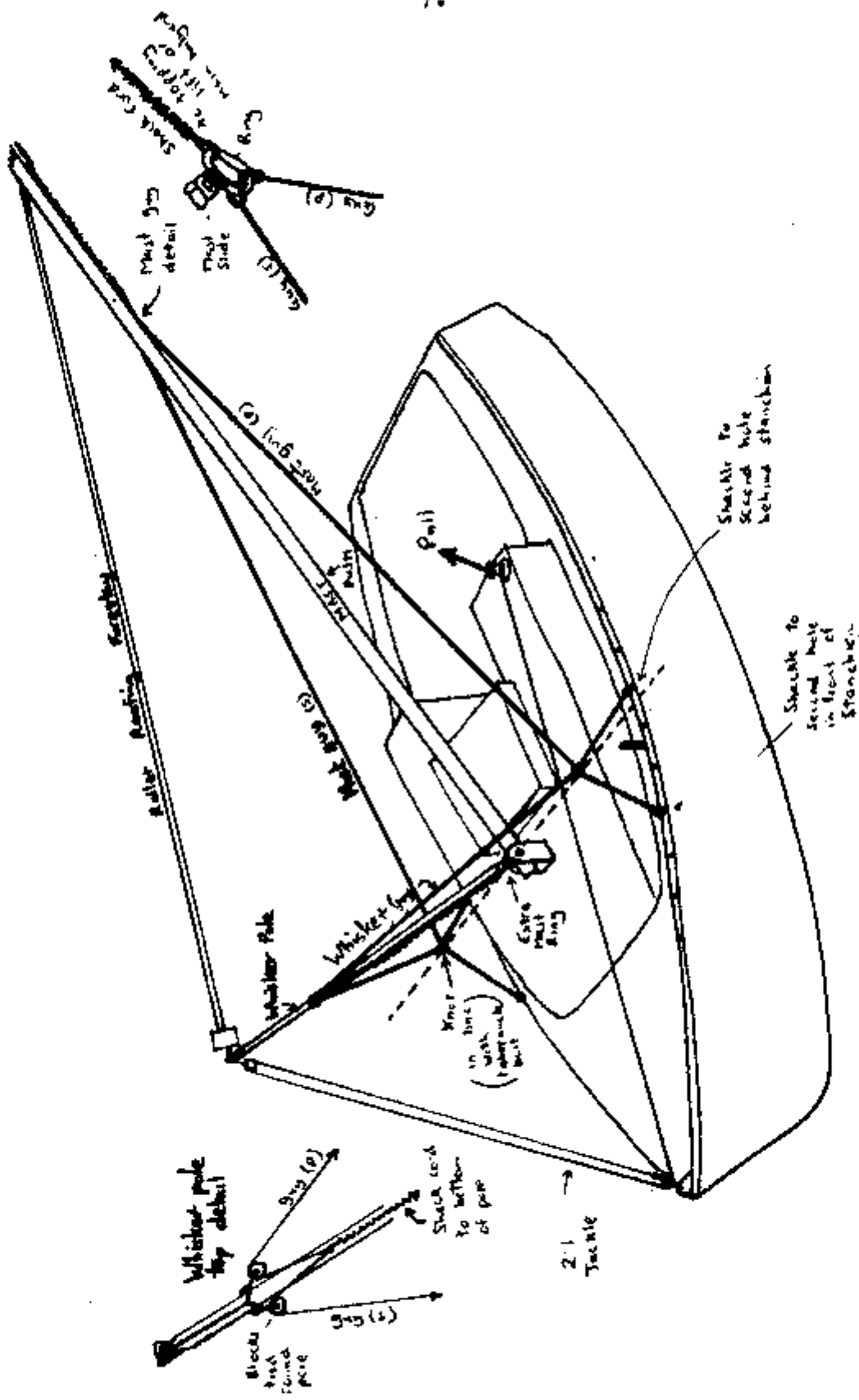
A pair of mast guys are snap shackled to the second toerail hole in front of the stanchion and attached to a ring bonded to a spare mast slide. The mast slide is attached to a bundle of shock cord which is then tensioned by the topping lift (you could also use the main halyard).

In order to keep tension on the guys whilst the mast is being raised/ lowered it is desirable to inhibit (as much as possible) any change in length of the guys on each side of the boat. This is done by knotting together the two guys on each side in such a way that the knot is exactly in line with the tabernacle bolt. I enclose these knots in red and green plastic beads for easy identification. On 'Tiger Lily' it just so happens that the distance from the knot to the toerail shackles is equal (20") for both mast and pole guys and therefore they do not need further identification.

I use a 2:1 tackle between roller reefing pin and the bow roller pin, the tail leading back to a sheet winch so that I can stand in the cockpit, raise the mast a few feet with my shoulder and then use the tackle.

The technique is somewhat complex in terms of the number of pieces of rope, shackles etc., and does require careful (!) preparation to ensure correct layout, but it has the advantage that it makes use of an existing item of boat equipment.

Alan Murphy
Tiger Lily SO 217

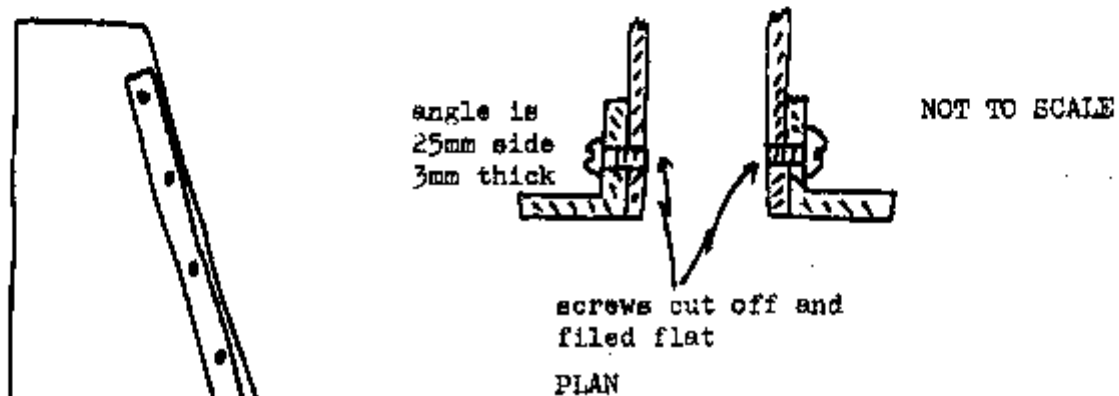


4.6. YET MORE MODIFICATIONS TO CATRIONA

My previous endeavours were described in Newsletters 10 and 13 so there was not too much to do in the winter 85/86. However three mods are worth commenting on as they proved successful or useful this (1986) season.

Stiffening of the rudder stock

The mod to the rudder pivot described in NL 13 did not in fact eliminate lateral slop between the stock and the blade. A further contributory cause was the opening out (ie splaying) of the two cheeks of the stock resulting in a gap between the stock and the nylon bearer pads on the blade. This has now been much reduced by stiffening the aft and lower edges of the stock with stout aluminium angle secured along those edges. The angle is secured to the stock by drilling clearance holes for s/s self tapping screws through the lengths of angle and screwing into tapping holes drilled in the stock. The protrusions of the screws through the stock into the blade space were cut off and filed flat. A good paint with "sand" colour International Yacht paint finished the job.

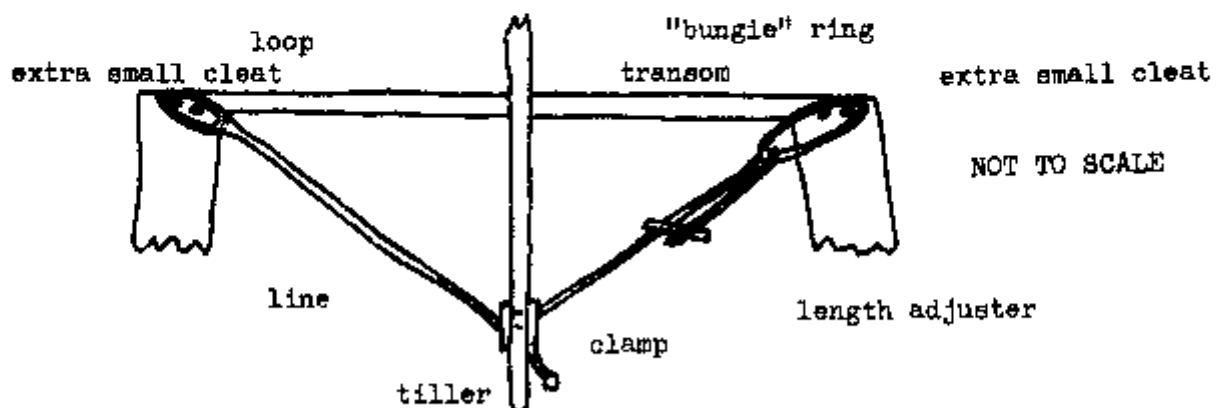


SIDE ELEVATION

each side of the stock is stiffened by ONE length of angle carefully bent on one face to match the shape of the stock (after cutting a more than 90° "notch" in the other face at the appropriate point). Cheeks were forced back to parallel with a G Cramp BEFORE drilling and securing the stiffeners.

A steady for the tiller

I bought a ready made kit marketed under the name "Quartermaster". The most useful component of this kit is the special quick release clamp which fits on to the underside of the tiller.



The device is great success not only to permit leaving the tiller for short periods but also as a surprisingly effective self steerer provided the boat is correctly trimmed - my best so far is 20 minutes "hands off".

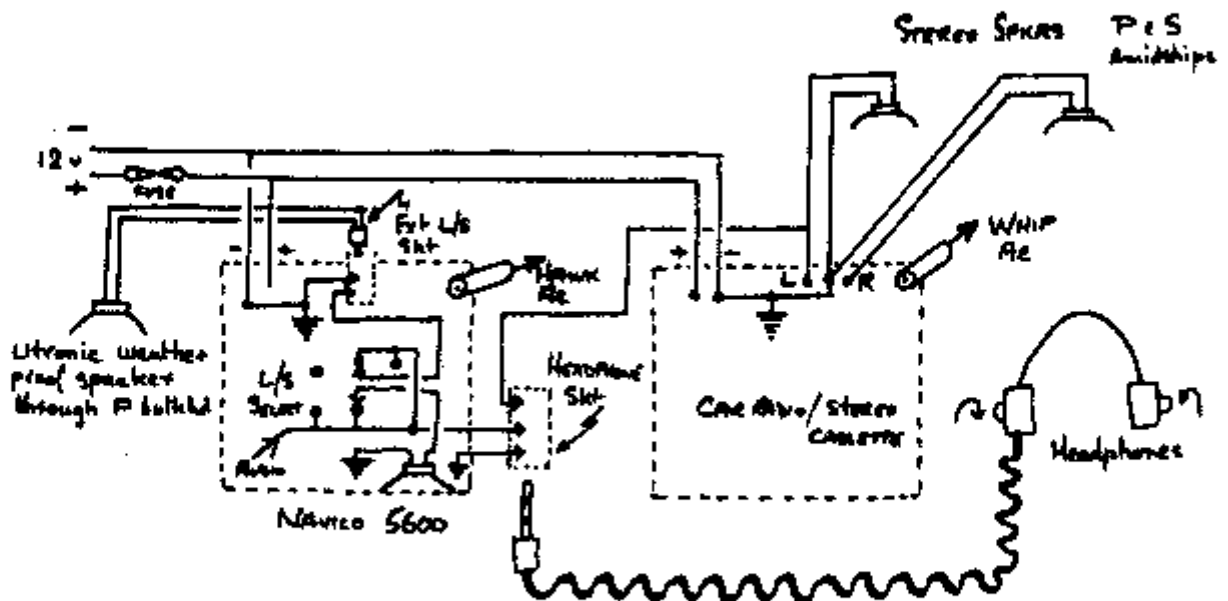
4.6. cont...

"Audio" facilities

I carry on board a 3 band (L,M & VHF) car radio/stereo cassette and a Navico 5600 VHF radio telephone. As described in earlier articles, the aerials are a Vtronix Hawk at the masthead and a whip aerial clamped to the pushpit clear of the swing of the boom. My problems were to ensure audibility in the cockpit and to overcome the noise of the engine when under power.

The 5600 has a socket at the back for plugging in an external loudspeaker. However, when the external speaker is plugged in, the internal speaker is muted - not an ideal arrangement as the back of the radio is not easy to get at as the radio is mounted underslung from the deck over the port quarter berth. I overcame this problem by fitting a 2 pole 3 way slide switch (L/S SELECT) to the top (removeable) panel of the radio near the front where it is easy to access. This permits selection of EXTERNAL L/S, INTERNAL L/S, or BOTH L/Ss.

To overcome engine noise, I have now added the option of plugging in a pair of SONY stereo headphones (Type DR-S4) which I had the good fortune to pick up at a car boot sale for £3. These headphones cover the ears to keep out external noise and, very conveniently, have built in volume controls on each earpiece. The 3 pole socket (bought from a good audio shop) which the headphones are plugged in to is mounted rigidly on to the top surface of the 5600 (adjacent to the L/S SELECT switch) so that the plug is inserted horizontally. It is wired so that one earpiece connects to the 5600 and the other to the car radio/cassette. It is thus possible to listen to the radio or cassette and to monitor CH 16/67 simultaneously but with the option to mute the unwanted earpiece by using the built in volume controls. The lead on the headphones is long enough to permit use in the cockpit and it does not kink or snarl.



In carrying out such a modification it is **ESSENTIAL** to keep true commonality of earthing throughout the power supply and audio arrangements.
Ivor Peck Catriona SO 96.

4.7. Finally to return to my favourite subject, electrics. The system of charging has been covered more than once, and particularly well by Dick Landon and Ivor Peck in NL 10. However I would just like to re-emphasize the need for a switch panel with individual fuses for each piece of equipment plus a master switch to ensure all equipment is isolated from the battery when the boat is not in use.

On Havoc this was achieved by fitting a hardwood plank, 36" x 4" x 5/8" under the port window and fixed by removing the two end bolts of the foresail sheet track and replacing them with longer bolts. This plank provides a secure mounting for the switch panel, VHF radio telephone and a car radio and speaker and yet still allows the shelf to be used for books and other small items.

Our thanks to those who have contributed such detailed articles. I would only like to make one small point on the subject of Ivor's headphones. Some may question the wisdom of sailing particularly in congested waters isolated from the outside world by a pair of well insulated phones - that is only a personal view.

Tailpiece - While not completed, it is however very likely that Havoc will be sold quite soon. If this should come to pass then my thanks to all those who have shown their kindness and my apologies to those who have not heard from me. I will be keeping in touch with the association and may attend a meet or two - if invited.

Good sailing,

Peter Goldsmith SO 163

5. CRUISING CHATTER

5.1. A SOLENT CRUISE (All times are BST)

Though I have had much enjoyable sailing in CATRIONA (SO 96), it has all been single day sailing until this cruise. I was therefore very pleased when in April '86 a long term sailing friend "Trader" Horne, for whom I had often crewed in his Westerley 22, accepted my invitation to crew for me for 3 days 18-20th June '86. As the mixed weather continued through the Spring and early Summer, I prayed that we would get 3 good days - in the event weather, winds and tides could hardly have been better.

Wed 18th June (HW Portsmouth 0815 & 2053)

- 0600 Marine Line Forecast : Wind W to NW 2/3 becoming SW 2/3 & SE overnight. Weather fair, Visibility good but with overnight mist in harbour. Wind outlook for Thursday SE to E 3/4.
- 0900 Arrived Warsash SC pound, loaded ship and made all preparations for launching.
- 1100 Picked up Trader at Southampton Airport station.
- 1150 Launched from Warsash public hard. Trailer back to pound. Car to public car park - the larger park where the public lavatories are NOT the smaller one on the waterfront opposite the Rising Sun.
- 1225 Left Warsash SC jetty under power with the wind on the nose SSW 3/4. Hoisted sail near Hamble Point buoy. Broad reach along the coast. Course 140° M.
- 1350 Passed Stokes Bay buoys.
- 1415 Gilkicker Point close abeam. Hoisted chute. Wind SW 2. Course 115° M.

- 1450 Passed through gap in barrier linking mainland to Horse Sand Fort.
- 1520 Hayling Bay. Wind freshed to 4. Took down chute and sailed under main only as we were not in a hurry and wanted a better view of the scenery.
- 1600 Rounded Chichester Bar beacon.
- 1615 Passed Hayling Island SC. As I had not sailed in Chichester Harbour before, I called Harbour Radio on CH 14 to obtain advice on berthing and drying out alongside at Dell Quay (I don't carry a dinghy). They were most helpful and recommended the North wall or the end of the Quay.
- 1800 Tied up alongside on the end of Dell Quay after a picturesque sail up the Chichester Channel. 23.5 nm covered in 5 hrs 35 mins. Drinks and supper at the Crown and Anchor close to the quay.
- 2100 Local advice raised doubts as to the state of the bottom at the end of the quay and the north wall has no ladders. Motored to a point on the SE side of the channel near DC2 buoy upstream of Copperas buoy where we anchored for the night - an excellent decision in retrospect. A very quiet night in a lovely spot during which we dried out. The only sound was from the quartz electric clock.

Thurs. 19th June (HW Portsmouth 0919 & 2151)

- Dawn Quite beautiful with the sun rising through the mist above Dell Quay and Chichester Cathedral spire beyond.
- 1630 Catriona afloat.
- 0730 Left anchorage under full sail after a large breakfast. Wind E 3/4. Wind freshed as we neared the harbour entrance so we put one reef in the main near NE Sandhead buoy.
- 0933 Rounded Chichester Bar beacon. Course 260°M sailing goose winged.
- 1025 Rounded Horse Sand Fort. 5.1 nm from bar beacon in 52 mins!
- 1135 Passed Ryde Middle buoy. Hoisted chute.
- 1203 Passed between Egypt Point and Gurnard Buoy.
- 1253 Passed Hamstead Ledge buoy.
- 1330 Berthed at Yarmouth between piles near the Yar bridge after the usual friendly reception from the Harbourmaster. (22.2 nm from Chichester Bar in 4 hrs).

To shore by the ferry service (20p per person). Filled water cans at the standpipe on the South Quay. Visited Yarmouth Castle where English Heritage have an interesting historical presentation of the coastal castles of England. Afternoon tea in the town. Back to CATRIONA.

In the evening the ferryman picked us up with others for a trip on the tide up the Yar to the embankment at Freshwater. A short walk took us to the Red Lion in Church Place (newly done up tastefully by Whitbreads) where we spent a happy 1½ hours. Much wildlife to see on the salt marshes. Considerable amusement was caused by a cormorant which had gorged so many young mullet that it's take off from the water was comparable (for those old enough to remember) with the take off of a Sunderland flying boat carrying a full operational load.

Puffin Fisheries (over the Yar bridge) was strongly recommended to us as a source of sea food though we were unable to patronise them. The owner, a keen ocean cruising man, was previously marketing manager of International Yacht Paints, I understand.

Weather forecast for Friday E 6 so decide on an early start for Warsash to catch the latter part of the East flowing tide.

Friday, 20th June (HW Portsmouth 1020)

- 0500 Out of bunks with reluctance as a noisy crew alongside disturbed us until 0200. Very tempted to make a deliberately noisy departure but resist the temptation.
- 0600 Left berth under power and motored into the wind (ENE 4/5) to Hamstead Ledge.
- 0640 Wind now 5/6. Hoisted sails (reefed) and beat up the Solent. Just failed to make Calshot Point with the tide so used motor assistance to get round the point.
- 1055 Berthed alongside the quay at the head of Ashlett Creek. Tidied ship ready for a quick recovery. Patronised the Jolly Sailor - good food and drink but taped "pop" a bit excessive.
- 1215 Left Ashlett under power.
- 1300 Berthed at Warsash SO jetty.
- 1330 Recovered using the public hard where the tide had just dropped below the "knee" by the scrubbing down apron. This knee is about 3.1m above chart datum. Above the knee the slope of the hard is so gentle as to make launching hard work and recovery a bit tedious as long recovery warps are needed and the water level does not leave much room for manoeuvring the car.
- 1420 Left for home after a concentrated but very enjoyable 3 days. Sunshine and good sailing winds throughout. Total distance covered (measured from the chart) 67.6 nm.

Perhaps a better title for this article would have been "Pub crawling by sea".

By Ed: Thanks for this wet dry-run of a Solent Shuffle.

5.2. LOGS A brief reminder that 'logs and yarns' for this section of the NL are very welcome. Also that the Silvester Shield is presented annually for the most interesting account sent in.

6. DOWN BELOW AND TOPSIDE

6.1. Your regular contributor is busily engaged writing up her Danish cruise, and since the Newsletter production crew are taking an early August summer holiday, copy deadline is a touch earlier than usual. However here are two 'quickies' from her substitute:

Under cockpit stowage - lightweight and cheap (Tesco but made in Denmark) plastic rectangular baskets fit neatly and make access to this cool storage area simple, fit them with retrieve lines. Thank you Ron, I have them too.

Brew in safety - when boiling a kettle on the right hand burner, and starboard tack, beware the flame licking up amongst items stowed on the adjacent shelf. We have cooked two elastics and coffee in a jar. The fix is to either use

the left hand burner at sea, or, and probably a good safety feature anyway, fit an aluminium vertical shield to the right end of the cooker itself to keep any flame off the shelf.

PHC

7. FROM THE POST BAG

7.1. "...Having a permanent marina berth at Poole Yacht Club, we decided to purchase a Westerly Centaur to give us greater comfort when living aboard.

I wish the Swift Association continued success in the future.....

Peter White SO 136"

7.2. "...It was with some remorse that I watched Korry disappear out of Christchurch Bay on bank holiday Monday helped along towards the Needles with a brisk westerly up the back end!

Having said that we are moving up in size so that in itself is something to look forward to!

Many thanks for the help and friendliness shown over the past three years and all the very best to 'Swifties' wherever they may be - we will keep a look out for them."

Ken Moolenaar SO 84"

7.3. For Sale and Wanted We have not previously included any such entries thinking that the limited circulation, and time delay, of Newsletters made this of doubtful value. However here are two contact items;

Mr F. Revill, Chief Officer, RFA Sir Lancelot, BFPO Ships, London, is looking for a second-hand Swift at the end of this season, preferably located south coast.

Bob Arnold, SO 46, is selling his Aquatrailer, £350 ono, address and telephone number as register.



REGISTER Iss Feb 86

AL 2 dated 28 July 86

SO	NAME	SAILING AREA	OWNERS	ADDRESS	TEL
46	Pure Genius	R Swale	Bob & Anne Arnold	6 The Square, Selling Faversham, Kent ME 13 9QZ	022 785 809
72			Steven Hansen-Just	17 Cotlands Ave Longniddry East Lothian EH 32 0QZ	4952011
84		S Coast	Mark St Giles	24 Albany Park Rd Kingston Surrey	
91	Orion		Martin Cole	Summerfields 138 Doncaster Rd Tickhill Doncaster DN 11 9JE	
119	Guillia		Julie Hiscock, Arthur Baker	Spring Cottage Box Stroud Glos GL 6 9HD	045 383 2025
136			M E Davey	11 Ashworth St Daventry	
140	Kewey Too				
148	Togu				
153	Isis		Rod & Debbie Clark	Westmoor House Longmead Lode Cambs	0223 8142231
155			M D Ingham	29 Raymond Dr Bradford BO 5 8HS	
167			Nick Davies	50 Velder Ave Milton Portsmouth PO 4 8RT	
188	Moondust				
191			A Hipnett	6 Tremorvah Barton Truro Cornwall	
202			tba		
206	Antix	Rutland Water			0223 312625
300	Rutlander	Rutland Water	Graham Biggs	11 Main St Seaton Oakham Rutland Leics LE 15 9HU	057 287878

ASSOCIATION OFFICERS FOR 1986

1. REGIONAL REPRESENTATIVES - COMMITTEE MEMBERS WITH (C)

Peter Latham (C)	10 Redwood Ave., Wollaton Nottingham NG8 25G	0602-283759	Midlands
Chris Clayton (C)	17 Singleton Way, Fulwood Preston PR2 4PX	0772-715757	Lakes & NW
Nigel Rennie (C)	Optronics. LAD. 5 Innis DG Tidworth, Hants		Solent
Paul Smith (C)	22 Kendal Green, Felixstowe, Suffolk. IP11 93F	0394-273567	E Coast
Jim Stevens	5 Green Apron Pk. N Berwick E Lothian	0620-2580	Scotland
Paddy Carr	see below		Mid SW

2. HONORARY OFFICERS

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Ron Pruce	60 Winchester Rd., Chandlers Ford, SO5 2GN	04215-61742	Treasurer
Graham Biggs	11 Main St., Seaton, Oakham, Rutland, Leics. LE15 9HU	057287-878	Racing Sec. UKMA link
Paddy Carr	The Moorings, Long Load Langport, Som. TA10 9JZ	045824-303	Secretary Newsletter Editor.