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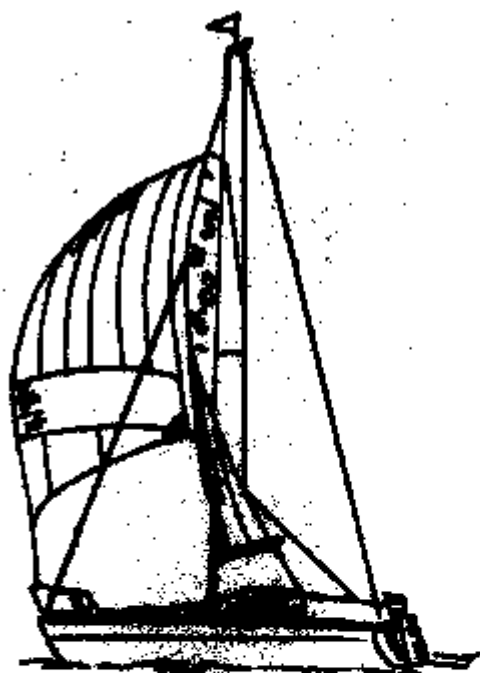


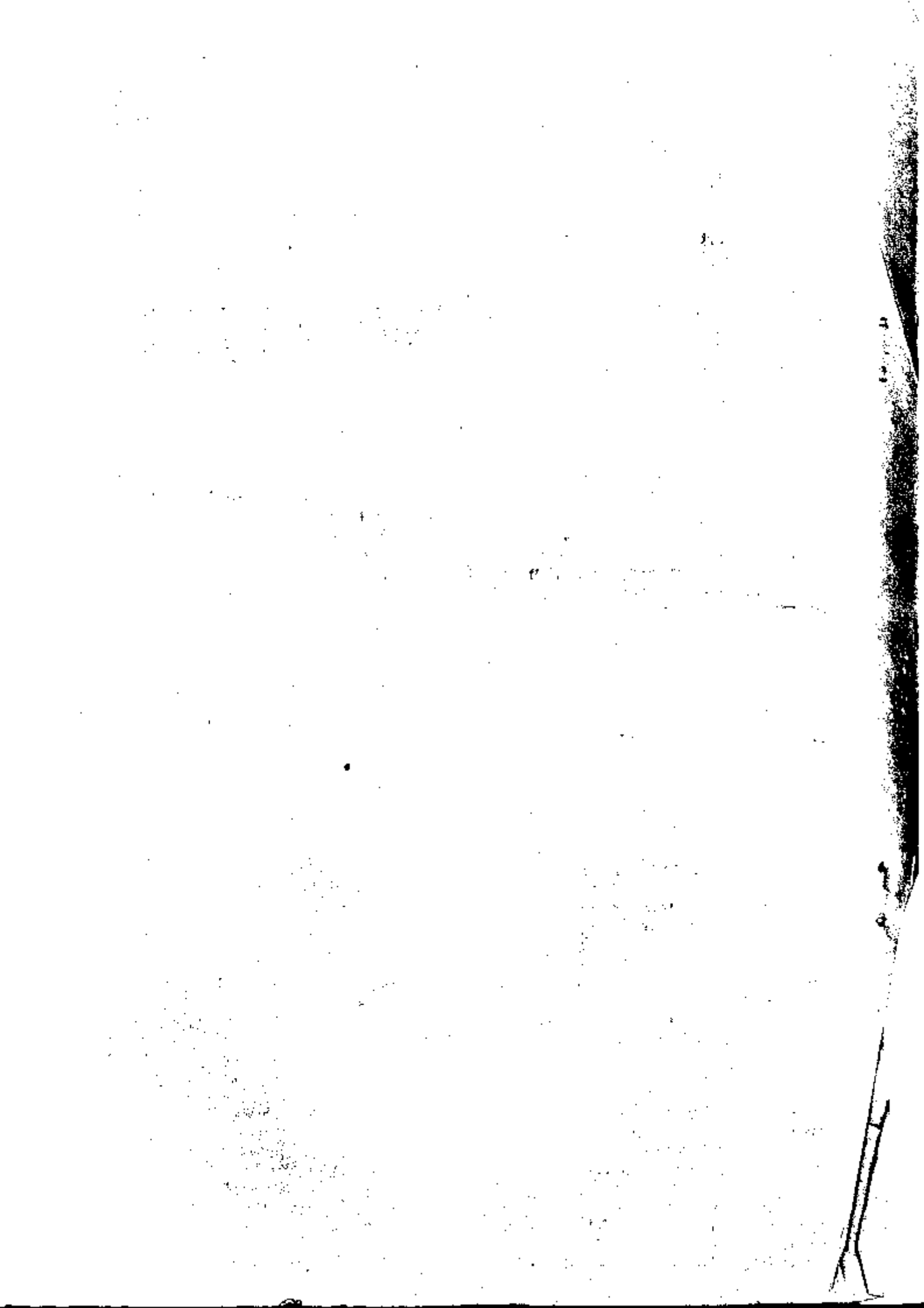
NEWSLETTER

NO. 19

DECEMBER 1986

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1. SECRETARY'S SCUTTLEBUTT

1.1 AGM The Annual General Meeting will be held at the London Boat Show on Sunday, 11th January, starting at 1330. An agenda and reply slip is enclosed, please respond and make your views known so that we may organise affairs to suit the majority.

1.2 TROPHIES The 'Silvester Shield' and 'Honor Tankard' are awarded annually for best log and modification respectively. Logs to me please before December 17th, and your improvements and ideas to Alan Murphy, our new Technical Secretary, by the same date. The 1986 winners will be announced at the AGM.

1.3 OBITUARY Sadly I must report that Ivor Peck died suddenly in late July. Ivor was very supportive of the Association, he had been the Solent representative and our contact with the WSC. I wrote on behalf of the SA, expressing condolences to Peggy and family.

1.4 TEAM '87 Your 'willing hands' for next year will need some new faces. The AGM slip shows those positions requiring volunteers so please help the Association by coming forward. You may recall that I had hoped to step down as Secretary last year; this year there is no IF about it. After four and a half years of happy Swifting Sue and I are selling 'Teacuis' and going for something a little larger, but still (just) trailable. I have strong views on trail to sail and 'Teacuis' has provided us with the opportunities to exploit them fully, however I shall write to the NL Editor on this matter next year. The Association has given us a lot of pleasure, and many opportunities to meet nice sailing people with common interests, with your support co-ordinating activities has been rewarding too. I read with interest that Bob Goddard, our first secretary and my predecessor, far from being put off by his experiences in starting up the SA, is now setting up a Hironnelle OA.

1.5 REGISTER AL 3 is included in this NL.

1.6 GREETINGS Sue and Jenny join me in wishing you seasonal greetings and hopes for good fortune and sailing next year. Lay up that trailer well and hit the road for the '87 Rallies.

Paddy Carr

2. REGIONAL REPORT

2.1 SOLENT SHUFFLE - July 19 - 26 Involving two weekends and the midweek between, this rally attracted thirteen. A series of 'way points' were given in the hopes that those joining up for some of the time would be able to link up, more of this in a moment!

Saturday 19th found ten together in the East Cowes Marina with crews ashore to 'The Victoria Arms' for exchange of views. Sunday the aim was company evolutions on the way to Beaulieu and then into Newtown; the rendezvous off Cowes was not well understood and the weather, W F3-4 against the ebb, soon had the majority going straight for Beaulieu and lunch by Needs Oar Pt. Some dispersal then occurred, being the end of the weekend, and four (or was it six) made Newtown. This select flotilla decided against Poole on Monday, and stayed within the Solent. Majari was also in Newtown but did not sight the others - where were you? - and then sailed the course to Poole on Monday, returning to Lymington on Tuesday. Back up to nine Swifts in Yarmouth on 'The Wedding Day' and supper together in the Royal Solent Yacht Club, unfortunately the caterers were short staffed and the meal was disappointing; convivial company did much to redress this though. Thursday an extremely gentle run up to Cowes and then into the Medina and up to Newport itself. More split tacks here, with most coming back down to the East Cowes Marina for the night and a bottle party on the dockside - meeting up with the Marples in their Seamaster (honorary members after the 1985 Solent Week) and

the charterers of SO67. Friday three sailed for Bembridge, another nice downwind run, and then two beat back to Hamble in heavier weather that evening, and on to Ashlett the next day, finding Blackjack on the way.

Those present - WEE III, TIGER LILY, SATEEN, GUILIA, HAVOC, MAJARI, MOONSHADOW, DUEY, LITTLE WING, SMARTY, CADDYSHACK, BLACKJACK, and TEACUIS.

PHC

2.2 'LET LOOSE AT LEVINGTON' Four Swifts - GULLIVER, MOONSHADOW, TEACUIS and PEPPERMINT CREAM - met at Levington Marina on Friday 5th September for the 1986 East Coast Rally. Gulliver and Moonshadow were on adjacent berths, consequently after the evening meal all crews congregated on these two boats to sample home-made wine (a potent concoction) and chocolate gateaux. Discussions on modifications followed, two splendid examples being shown in Moonshadow's cockpit table and Gulliver's bulkhead (nice one Brian).

Saturday morning saw the fleet reaching in a moderate westerly breeze towards Shotley Spit. The lure of the beer proved too strong for one who, anxious not to miss valuable drinking time, turned around before the mark had been reached and headed for the 'Butt & Oyster' at Pin Mill. The remainder quickly joined him (well you can't let a friend drink alone can you!). After a late meal a beat against an ever-increasing ebb tide in the afternoon took the fleet under the Orwell Bridge to Fox's marina at Ipswich. A pleasant evening meal was enjoyed by all in the 'Ostrich' across the road from the marina. Peter and Maureen Henry (Heart of Gold) joined us for drinks later.

Sunday morning dawned bright again with a moderate westerly wind. 'Teacuis' was first to leave Ipswich for Levington to haul out (question - Why does Paddy's engine sound so much quieter than any other?). Moonshadow, Gulliver and Peppermint Cream departed soon afterwards (with their noisy outboards), Moonshadow and Gulliver aiming for Walton Backwaters, and Peppermint Cream to Levington to haul out. As the fleet passed Wolverstone four pairs of hands were seen waving madly from Heart of God who soon joined in the run downriver.

Fine weather and good company ensured a successful and enjoyable weekend for all who attended.

Paul Smith SO 103 Peppermint Cream

P.S. I would be very pleased to hear from any East Coast Swifty concerning ideas or suggestions for meetings/venues. Contact me on Felixstowe 273567.

2.3 LAYINGUP SUPPER - WARSASH - Nineteen of us met in the Warsash Sailing Club on Sunday October 26th for another enjoyable and social evening. Since all had been present at the 'fitting out' supper there were no 'new' members to greet which was a pity. Given support these 'suppers' will continue to feature in the programme.

PHC

2.4 MIDLAND DINNER Peter Latham is organising a dinner at Rutland SC for 14th March '87, please read his letter in 'From the Postbag'.

3. CRUISING CHATTER

3.1 SHILLAY'S SECOND SEASON

Once more we have had a very interesting and successful season afloat with 'Shillay' cruising on the west coast of Scotland.

Again we managed three substantial cruises. The first, at the end of May, took us from Largs, round the Mull of Kintyre to N Ireland where we got stuck for several days due to extraordinarily strong winds. (Must have been the same ones that 'hit' the Swifts involved in Cumbrian Chaos). After that we headed for Gigha, then Colonsay and so back to Loch Eil. This was a very interesting and varied trip, if a little cold for the time of year.

In July we had a short and very relaxing 'potter' round the Small Isles and Ardnamurchan in very light winds, but pleasantly warm conditions.

Now we have just returned from a wonderful cruise out to Barra and the southern most isles of the Outer Hebrides.

For us, the outer isles have a special attraction (hence the name of our boat) and the more we visit them, the more we feel drawn to explore further. There, wildlife is abundant, seals, dolphins, porpoises, jelly fish, mackerel (yum yum) and all kinds of sea birds nesting on high and rugged cliffs which tower way above Shillay's mast. The scenery is unique and splendid with rocky coves, dazzlingly white sandy bays which gleam in the sunlight, waves crashing on the skerries and terrific sea and sky scapes. The other bonus is that there is always wind and whenever we have been there the sailing has been excellent, so here we are setting off once again, this time to remain in the south and give ourselves a chance to explore that area more thoroughly.

Tuesday 12th Aug At 1030 we left Loch Eil bound for Glen Vig to find that the roads were very busy. We discovered that large tourist coaches and Swifts don't go together on the narrow West Highland roads.

1230 Shillay afloat and ready to go. We spent the rest of the day which was warm, sunny and windless visiting friends nearby waiting for wind.

1930 Motored out of Glenvig Bay - no wind. Speed 3 knots.

2229 South of Castle Island, Eigg - course 289 mag.

Now there was a steady E wind developing so we hoisted sails and carried on on port tack into the starry night keeping our eyes on Ardnamurchan light as it disappeared behind Muck and then at 0106 reappeared for a short while before fading out. Oig Sgeir light was a big comfort as the wind increased and veered to the SE. By now we were working alternate 2hr watches.

Wednesday 13th 0320 Oig Sgeir Light abeam.

0510 Oig Sgeir light disappears in the murk. Wind increasing to F 4 and seas steepening. The dawn was cold, grey and wet and the only signs of life were an occasional fulmar which would circle the boat and glide away again, and a group of dolphins swimming around Shillay's hull and surfacing on either side.

0836 Muldoanich comes into sight. We are only 2 miles off shore. Wind F 5-6 SE, visibility poor.

0950 Anchored in Castle Bay. Due to persistent wind and rain we spent most of that day sleeping, eating and visiting the pub, all of which we were quite happy to do on that particular day.

Thursday 14th Dawned bright and sunny, wind SSE 3.
We hired bikes and explored the Island of Barra thoroughly. During that time we climbed one of the hills and had wonderful views over to Skye and Rhum in one direction and could see St Kilda and the Monarch Isles in the other.

Friday 15th The wind backed to the north, sunny.
We went ashore for postcards, water, petrol and one or two supplies and set off from Castle Bay at 1100. We sailed through most of Watersay Sound against the wind and the tide, but had to motor through the narrowest part. We then navigated our way past the submerged rocks out into the large, rolling Atlantic swell and headed south. Now we were in the 'real' sea with nothing between us and America. We sailed down the west coast of Watersay and Saundray, past impressively high sea cliffs, watching gannets dive, fulmars glide and cormorants perch on skerries. Meanwhile the sun shone all the time and the sea was a sparkling blue. We anchored for lunch in a literally dazzlingly white and beautiful sandy bay on the SE coast of Saundray. There the water was pure and green and the seals could be spotted through the water as they swam about. The shells and stones and small clusters of weed which lay on the bottom could be clearly seen even in 5-6 metres depth. The beach was full of interesting little shells and the island consisted of lots of sand and sand dunes as well as thousands of rabbits which would pop up from right under our feet. Later we sailed on to Muldoanich where rain squalls began to come from the north west, and into a superb anchorage between Hellisay and Gighay. There are narrow, twisty entrances on the SE and W sides of the islands which lead into a large pool separating the two islands - it is a windy spot as the land is low, but well protected from all directions. There we spent a very windy and wet night.

Saturday 16th By 1030 it was bright and sunny again and we went ashore to stalk on the seals - and there were some very big, heavy looking ones - and to explore the uninhabited island of Hellisay. It was a windy, cool day but visibility was good, so we climbed the hill which was covered in soft, short green grass cropped by sheep, and had some more inspiring views from the top. There we found a sheltered nook and sunned ourselves for a while.
In the afternoon we had a short, brisk, but sunny sail to Eriskay harbour. Once again we went ashore to explore the island and absorb the atmosphere as well as the special smell of peat fires burning. There were many more inhabitants on this island than we had expected.
Having listened to forecasts and expecting the wind to die down we decided to cross the sea of the Hebrides whilst there was still a favourable breeze. So we turned in early in order to be fresh for the next day.

Sunday 17th We left Eriskay at 0620, wind NW 4, overcast.
A steady wind took us on a course almost due east to Canna. Two or three cargo ships passed us going south, but otherwise there were no other vessels in sight. By the time we were 4 miles out of Eriskay we could just make out the shape of Canna. 1030 we were 2 miles off Canna and it was also around that time that we spotted quite a few puffins. I am always amused when watching them, especially when they try to take off keenly flapping their wings as their little orange feet trail in the water.

1130 East end of Canna ahead. We then sailed past the north end of Rhum through colonies of shearwaters and, much to our pleasure, overtook a smallish cruising catamaran.

1526 Off the Point of Sleat, wind decreased NW 2 with occasional gusts of 3-4 before becoming light and variable and finally calm.

1740 Off Armadale. Started engine and motored up the Sound of Sleat to anchor at Glenelg at 1956. Log 64 miles.

Monday 18th Flat calm. Not a breath of wind as ever some of the famous Skye midges managed to find their way aboard Shillay, so we weighed anchor and set off south for Glen Vig.

1230 Off entrance to Loch Nevis - light SW breeze.

1330 We decided to call in at Mallaig for water and fish and chips for lunch as our attempts at fishing had not been successful. When we arrived at the harbour

at 1350 the ferry was just leaving for Armadale, so we had to wait. As we were motoring in looking for a suitable place to tie up alongside, what should we see in the far corner of the harbour, but another Swift 18! So we made a bee line for her, (well not quite) and motored up alongside. We were delighted as, due to the remoteness of our area, we had never ever seen another Swift afloat or met another Swift owner. Charles Kent and his wife and three children (5095) were equally delighted and were having a marvellous holiday based at Morar and were using their Swift to 'potter' and to visit the islands off the west coast. So we spent a happy 20 minutes discussing and comparing notes, before splitting up to go our respective ways. We tied up alongside in the harbour and got stung for £2.30 harbour dues - usually unheard of in our part of the country. It must be the height of the yachting season, we thought. Anyway, we enjoyed our fish and chips, collected some fresh water and set off for Glen Vig at 1540, wind now NW 2-3. We sailed south past Arisaig and into the mouth of Loch Ailort. As speed was fairly slow, we decided to have one more go at fishing and caught five mackerel, so it was fish for dinner and fish the next day for breakfast. We arrived at Glen Vig on a falling tide at 1920 and recovered the boat before making a meal and driving home to Loch Eil. That was probably one of the best cruises we have had with Shillay. The sun shone nearly all the time we were underway, the winds were just right regarding direction and strength, we saw lots of wildlife and visited many interesting places. We really do appreciate how lucky we are to have such magnificent cruising waters right on our doorstep.

Now comes the hard work of cleaning, scrubbing, polishing and laying her up for the winter as another good season comes to an end.

Fiona Kincaid SO 178

3.2 CADDYSHACK TO THE CHANNEL ISLANDS

Sat 2nd Aug 86 Calshot to Newtown

- 1000 Nigel, Paul and Janet arrived at Calshot to stow and organise Caddyshack for this year's venture, with a SW 5 blowing the conditions were not ideal but by midday she was afloat.
It was a hard tack, past the Cowes competitors and then along the Solent. We should have made Yarmouth but when the tide turned against us the logical course was to pull in and Newtown was nearest.
- 1700 Being moored in the river gave me a chance to balance Caddyshack better, she was nose heavy with the hired liferaft wedged in front of the loo not helping. It was also the first and last time we've sailed with the spray hood up, it restricted our visibility and access forward, increased windage and did not make us feel any more comfortable in the cockpit. On the other hand it is invaluable in port.
Data - log 15m - engine 25min.

Sun 3rd Aug Newtown to Cherbourg

- It rained all morning but with an improving forecast of moderate northerly winds the crossing was on.
- 1300 After slipping the mooring we motored out into the Solent, sailing through the Needles using the last of the ebb tide, before turning 'left' for Cherbourg. The N 4 put us on a run, not a favourite point of sail as we were rolling around uncomfortably, but we were making good headway and the forecast was correct, it cleared for a pleasant evening.
- 1900 The rolling motion made Jan unwell so she retired to bed, Paul and I taking 1½ hour shifts on the helm with neither of us keen on going below for too long. The Isle of Wight's high profile stayed visible until about 2100 hrs then just as the twilight faded we crossed the shipping lanes, both were busy but well spaced to allow us to dodge in between.
- 2230 Pte de Barfleur was identified and a large glow in the clouds could be presumed to be the Cherbourg area, destination almost in sight.

Mon 4th Aug

- 0330 The wind had steadily decreased throughout the night down to a variable N 1, Cherbourg was in plain sight so the steel sail was out into motion to keep up speed, also waking Jan.
- 0500 With almost no wind and still 6 mls from Cherbourg; the engine stopped, for a $\frac{1}{2}$ hour Paul and Jan played the sails in the faint breeze whilst I tried to locate the fault. As suddenly as the fault occurred she kicked back into life again with good torque, maybe a fuel blockage but I don't definitely know.
- 0730 Eventually we enter Cherbourg harbour, but it takes another 30 minutes before we reach the huge marina, arriving at a time when many yachts are leaving so space was no problem. Customs formalities were straight forward except for their surprise at the boat length, they seem used to foreigners 'non parlez frog' so it wasn't long before we were sorted out, showered and asleep.
Data - log 69m engine 4hrs 15mins night sail 7.5 hrs

Tues 5th Aug Cherbourg to St Peter Port (Guernsey)

- 0600 The morning forecast was not very good, so we delayed our start only to have a fine day wandering around town and doing odd jobs aboard. The Dutchman on an adjacent yacht (26ft) seems amazed at our small Swift sailing across Channel, convinced that we had trailed across via the ferry and launched around the bay. After a visit on board he was assured we meant business. Cherbourg is not very impressive to the cruising yachting as it is mainly a commercial port, its facilities are excellent though.
- 1800 The evening forecast was no better (or worse), the crew were getting restless and the tide would shortly be in our favour. Let's go!
- 2000 With a fully prepared boat and crew we left Cherbourg with a beautiful sunset over the bow. The light south easterly breeze pushed us along the inshore eddie currents, but backed slowly and increasing to a S 4 as we approached Cap de la Hague.

Wed 6th Aug

- 0000 As we rounded Cap de la Hague the main tide turned in our favour, pushing us through Alderney race with at least an extra 4 knots. Sailing on a close reach it was exhilarating stuff! Lights flashed at us from every direction, Alderney abeam to starboard, Casquets further forward, Guernsey's halo slightly to port followed by Sark's lighthouse, a faint glow from Jersey in the sky and the French mainland looking like a christmas tree with Cap de la Hague on top, a navigator's paradise. Once through the Race we settled down to the now familiar night sailing routine, with only a slight course correction to bring us onto Tautenay Towers safe white sector for the Little Russel Channel and a dawn approach.
- 0430 We are abeam of St Sampson with the wind on the bow and the tide against us, so we motored the final few miles to St Peter Port, the islands glowing in the morning sun.
- 0500 On entry to St Peter Port the harbour control dory met us with customs formalities and berthing instructions. I must admit we did not carry out the latter exactly and our voyage ended inside the marina (with only 3ft of water over the bar) rather than outside in the holding area, when he realised where we were he let us stay put so it wasn't long before we were all asleep. By mid afternoon we'd breakfasted and were ashore to explore the port, back to the English language and currency. We'd made the Channel Islands which was a good enough an excuse for a good meal in town.
Data - log 36m (46m by chart) engine 1hr 30min night sailing 8hrs

Thurs 7th Aug

With gales forecast for all the SW approaches it was a good job it was a scheduled lazy day, this gave us a chance to hire a car and tour Guernsey by road. The west coast was impressively forbidding with its shoal waters and scattered rocks, definitely not the place for these rock dodgers to sail.

Fri 8th Aug St Peter Fort to Herm

- 1030 We bid farewell to St Peter Port with a light NW wind and cruised up the Little Russel past Brehon Tower, this is where the tricky bit came in. A turn to starboard brought us past Corbette beacon and down through the narrow Percee Channel, in between Herm and Jethou. Following the island up the east coastline, past Selle Roque brought us to the charming Belvoir Bay.
- 1230 Anchoring in 6m of crystal clear water (anchor easily seen) the tender was inflated for a picnic lunch on the golden beach, later a walk around the island didn't take long as it's one of the smallest.
- 1900 All the daytrippers had now left and the beach was deserted, we were the only yacht in the anchorage, our own little paradise. Before leaving for the pub the centreboard, engine and rudder were raised, with the kedgeree anchor dug in high on the beach on a long warp.
- 2330 Returning to the beach (HW + 1) we simply pulled Caddyshack onto the beach for a dry night ashore.
Data - log 6m engine 35min

Sat 9th Aug Herm to Sark

- 0815 The incoming tide floated us off so we could motor sail across the Great Russel to anchor in Jument Bay (Sark) for breakfast. By midday we felt up to the steep climb onto the island and across to Creux Harbour, there are no cars on Sark but a lively trade in horse taxis and tractor haulage. Back to the beach for afternoon tea then with a swell developing in the anchorage due to the now northerly breeze a more sheltered bay was sought. We motored south through narrow Gouliot Pass between Brechou and Sark, then into Harve Gosselin Bay. It's quite spectacular, a spacious deep anchorage sheltered by high rockfaces, its only downfall being its popularity with very little swinging room.
Data - log 5m engine 2hrs 10mins

Sun 10th Aug Sark to St Helier (Jersey)

- 0530 Up at first light to catch the tide (it's a bit unsociable at times) and clear of the anchorage by 0600. The E 2 was insufficient to keep us on schedule so the 'steel sail' had to help, but we did have a terrific sunrise over Sark as compensation. With a steadily decreasing wind more pressure was on the engine to round Corbierre with the tide, unfortunately being an hour behind we had to contend with a 3 knot tide against, making it a tough slog.
- 1100 Corbierre rounded but the engine was playing up by occasionally cutting out for a few minutes.
- 1200 Rather than continuously flog the engine against the tide to St Helier we anchored in St Brelade Bay (4m west) to await a favourable run in. Paul and Jan rowed ashore which gave me a chance to service the engine in the cockpit. Jan is much happier as she has got to Jersey.
- 1620 With a now favourable tide the anchor was retrieved for the final leg to St Helier, the W 2 and 2 knot tide doing for our progress. The French coast was getting a dowsing from some very dark clouds but we escaped with only a few sun showers to rinse the deck.
- 1800 Tied up in St Helier's holding area, awaiting the marina to open, which should be 1915, giving us time for a brew and customs clearance.
- 1910 CHAOS! Everyone trying to jump the queue for the marina, we were untied by the french boat on the inside so had no option but to move with the rest. What must have been 50 yachts were jostling for space in the crowded inner harbour but the problem was the departing boats hadn't left yet. Eventually the green light was given and we all flooded into the marina, good fenders paid dividends
- 1930 After tying up the next race was on for the showers!
Data - log 27m engine 6hrs 30 min

Mon 11th Aug St Helier

With Caddyshack secure in the marina we spent the day being tourists around St Helier with a walk along the causeway to Elizabeth Castle. Jersey is by far the most commercial island and because of that probably the least appealing. Preparations for the 'Battle of the Flowers' carnival were well under way for Thursday, unfortunately we'd be gone by then.

Tues 12th Aug St Helier

Jan played chauffeur for the day by hiring a Ford Cabrio, unfortunately the weather was misty and cool but the roof still stayed down, most of the popular spots were covered by our circumnavigation of the island.

2000 Because of our early start next morning we motored out of the marina and into the holding area.

Data - engine 20min

Wed 13th Aug St Helier to Alderney

0420 Before dawn on a misty morning we motored out of St Helier, heading westward along the southern coast, that S 1 is despairingly light so the engine has to stay on.

0550 Rounding Corbierre with 2 miles of sea room Caddyshack is put on her northerly course, visibility is only $2\frac{1}{2}$ miles so the land soon fades from sight.

0900 When sailing in the mist or fog it's hard to keep full faith in ones own navigational skills, I'd gone through all the tide tables the previous evening and re-checked them earlier that morning, but as we should have been adjacent to Sark I went below to re-check them yet again. It was unnecessary as Sark's high profile loomed $1\frac{1}{2}$ miles to port, in these conditions approaching Alderney would have been foolhardy so we took refuge on Sark.

1015 Once inside Terrible Bay and at anchor it was a relief to get a few hours sleep. Later we motored north to La Greve de la Villa Bay, just past Point Robert lighthouse. On the island its height placed it above cloud level giving us a sunny afternoon, the only give-away being Pt Roberts fog horn.

Data - log 27.5 engine 6hrs 20min night sail 1.5hrs

Thurs 14th Aug Sark to Alderney

A fresh NW wind overnight created an uncomfortable swell, with two other yachts dragging their ground tackle, being small can be an advantage as we were tucked right in on the inside of the anchorage in better shelter.

1130 With a moderate NW 3 and crystal clear conditions we sailed out of the bay to set course for Alderney which could be plainly seen. The strong currents can be very misleading, giving a tendency to steer for our destination rather than the calculated compass course.

1530 Just entering 'The Swinge' between Alderney and Burhou using the last of a favourable tide, for a notoriously rough area it was a brilliant sail making good headway.

1600 With only $\frac{1}{2}$ mile from Braye Harbour the tide visibly turns against us, one minute we're in calm conditions, the next we watch a wall of turbulent water approaching us. For 5 minutes the sea tossed us about like a cork before settling down in its new direction, the outcome was that the engine went into immediate action to get us into port.

1630 Moored in the safety of Braye Harbour on their heavy duty buoys, with yet another customs form to complete, I now know all our passport numbers and personal details from memory. The Sigma 33 owner next door was amazed at our endeavours in such a 'small' boat, wondering how 3 people, a life-raft, tender and everything else fitted aboard. Due to the distance to the shore the water taxi was invaluable in getting us to the pub and back.

Data - log 20m engine 55min

Fri 15th Aug Alderney to Yarmouth (I.O.W.)

- After rowing ashore for a walk up to the village in the morning drizzle we returned to Caddyshack to prepare for the return channel crossing.
- 1300 With everything stowed correctly we left our mooring under sail with only a few moments under power for safety, once clear of the harbour course was set for the Needles. The W 2-3 gave us good progress with little excitement but with the now sunny conditions we had no complaints.
- 1800 After just crossing the east bound shipping lane the mid channel buoy DC1 was spotted to starboard and the saga of the oars had begun. Ten miles earlier an oar was seen 50 metres to starboard but we couldn't be bothered to change course to retrieve it, in the east bound lane we almost hit another oar so fetched it out. Crossing the west bound lane the third oar was sighted but due to the nearness of shipping it could not be picked up, finally Jan spotted a fourth one far to windward just before nightfall, we were beginning to wonder if we would see a boat drifting as well.
- 1930 With the wind steadily increasing to a W 4 the 1st reef was set, the crowded west bound lane was very tricky, having to calculate gaps at least a mile in advance with ships travelling at over 3 times our speed, it kept us on our toes. Jan (our glamorous galley slave), braved the cabin to produce some wholesome food to keep us going. (She's now looking for a position on the QE2 or similar).
- 2115 The wind had now increased to W 5 making the helm hard work so reef no.2 went in with Caddyshack increasing speed to over 7 knots. Exhilarating stuff, all harnessed in and sitting out on the port coaming.
- 2230 Anvil Point's loom was just recognisable and shortly after was above the horizon, by midnight Needles Light was in sight but it wasn't until 0200 that we entered its channel.

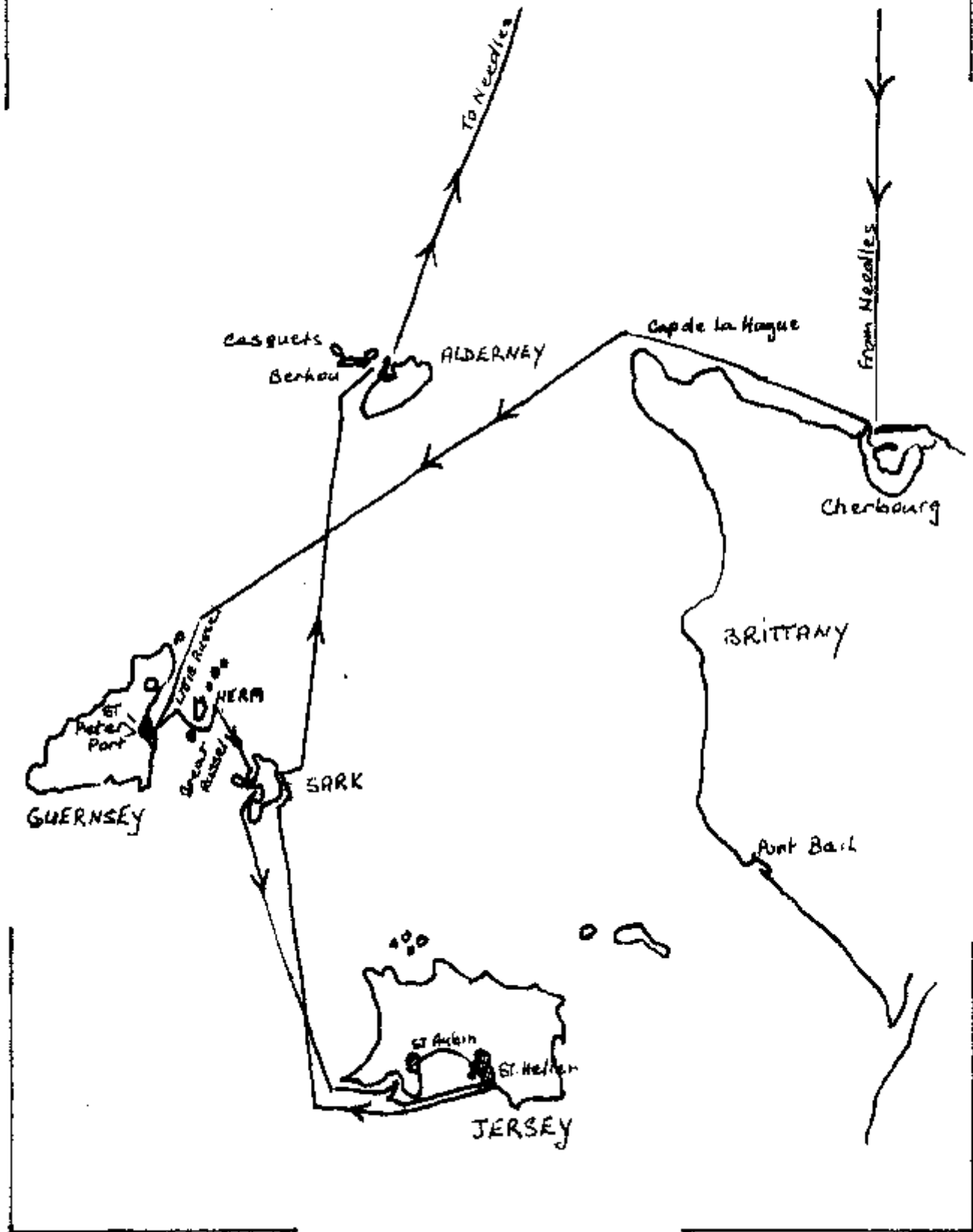
Sat 16th Aug

- 0300 On entry to Yarmouth we grounded for a few moments (I should know better as it's almost my home port). Silently tying alongside the first yacht we were in our bunks within minutes.
- 1000 I felt sorry for the customs officer when he tried to come aboard, we were all asleep (I'd gone back to bed after telephoning in), the cockpit was full of everything (safety harnesses, waterproofs and holdalls etc.) but I soon bulldozed a small space for him. He didn't take long to log our details and was probably glad to get off again, must have thought we were mad. Our final customs clearance was over.
Data - log 68m engine 10min night sail 5.5hrs

Sun 17th Aug Yarmouth to Calshot

- 0800 After the late night celebrating our cruise completion we had to be up to catch the tide up the Solent. The light NE breeze made sailing fruitless so the motor had to push us home.
- 1000 The engine started to struggle badly and on further investigation a large plastic bag was discovered around the propeller, not an easy job as I had to lift the engine out to cut it free. The tide had now set against us making the last few miles very drawn out.
- 1200 Tied up alongside CALSHOT RNLI Jetty to prepare for the recovery.
- 1230 Caddyshack's Channel Island trip is over as she rides up the slipway on her trailer. I wonder where next year?
Data - log 15m engine 4hrs 20min

CADDYSHACK'S COURSE



3.3 TIGER LILY IN BRITTANY 1986

When TIGER LILY'S hull was still cans of resin and before she was even ordered we had dreamed of taking her to Brittany. We bought her on the assumption that she would provide us with holidays abroad. However it was Paddy and Sue's description of the June 1985 Swift expedition which inspired us, provided many useful details and encouraged us to make the dream come true.

TIGER LILY's crew were Alan (skipper), Heather (first mate), Helen (port hand, aged 13) and Elizabeth (starboard hand, aged 13).

A week before leaving TL sustained a bent spreader but this was quickly put right and by 1100 Sunday 3rd August she was fully packed and ready to go. The crew gained some extra sleep before leaving at 1630, in time to catch the 1915 Portsmouth/Cherbourg ferry.

Monday 4th August

At 0100 a French customs official waved us onward without even a glance at the SSR, Crew competence certificate, insurance etc. TL was on the road south, bound for Foleux on the River Vilaine. Dawn was breaking as we came down the hills towards Redon and by 0645 TL was avidly admiring the sun as it cleared the early morning mist from the mirror-like river surface at Foleux. She was so keen to taste the water that she managed to get launched by 0840 before allowing the crew any rest. A few hours later SEA JAY, a cabin cruiser belonging to my brother was spotted coming down river. TL and SEA JAY had previously cruised together in Poole Harbour and the greeting in deepest Brittany was reminiscent of 'TIGER LILY I PRESUME'. Both crews made the acquaintance of Andre and Francoise Lebeau, the very friendly owners of the creperie and Andre showed us where we could leave the car and trailer safely for two weeks. Foleux and the Creperie were so inviting that neither crew wanted to move for the rest of the day. Much development is occurring at Foleux, the Creperie is new since last year (the old building demolished and a brand new one built in April-June), the marina is expanding rapidly and now there are pontoons across the river. During the short time we were there a new road and car park were built on the other side. There is a Chandlery - very useful but we hope that this rapid expansion does not spoil the charm of the place. Trail Distance (Cherbourg-Foleux) = 177 miles, Days Run = 20 Metres.

Tuesday 5th.

A leisurely sail down the river, beating into a light and flukey F 2 wind gave us time to absorb the beauty and serenity of the river. TL was re-supplied at La Roche Bernard, crews showered and then on down to Arzal. The marina looked exposed to the NW wind and we retired to a 'Swallows and Amazons' inlet about 1 mile up river on the north bank - just right for inquisitive children in inflatables. Days Run = 12 nm.

Wednesday 6th.

We had planned on splitting company with SEA JAY but the SW 5-6 winds and the 'houle' (swell) heard on French weather forecast were not favourable for leaving the Vilaine. The 'Meteo Marine' is broadcast at 0655 and 2000 on long wave (164 KHz) - we used the trick of tape recording it and then replaying the tape until we could decipher the details (listen for area 'Quest Bretagne'). Because of the dismal forecast we returned to La Roche Bernard where the 4 children enjoyed the piscine (swimming pool) whilst the adults sampled the delights of the town (see Newsletter No. 15, page 9 for a description). We all voted for a return to Foleux to further explore the creperie menu. Days Run = 9nm.

Thursday 7th.

The weather outlook improved and so SEA JAY departed up-river, bound for more of the French canal system. Soon after TL slipped the pontoon under sail and headed back down river for the open sea. After a stop for lunch at the inlet we tied up on a pontoon at the modern Arzal marina (north bank). There is now much development with four large chandleries displaying their wares. Some time was spent watching the lock operations and assessing the anchorage down river at Vielle Roche. We decided that Port Camoel across the river from Arzal and above the lock looked more comfortable and we motored the short distance. Our road maps of Camoel were not up to date and we spent an hour that evening on a long walk! Eventually we extracted ourselves from the countryside, crossed the barrage and enjoyed wonderful galettes and glaces at the Arzal marina creperie.

Days Run - 11nm.

Friday 8th. Local HW 0826, LW 1442 (Springs)

The 0655 Meteo Marine gave no more mention of 'grande houle' (large swell) and after slipping at Camoel we arrived 10 minutes later at the lock. Locking in was simple - in fact being HW Springs we went UP to the sea. Breakfast was completed at anchor just east of Trehiguier. At 10⁴⁰ we cleared the river entrance and TL was glad to see the distant horizon. The crew had demanded sun and sand for this holiday and both were available on Penestin Beach, just south of the river entrance. Lunch was taken at anchor within swimming distance of the beach - some intrepid crew made an exploration ashore to view the caves and population. Anchor was weighed at 1415 and we looked forward to a beat westwards in a F 3. Man Overboard practice took up 45 minutes but the skipper forgot that by now the tide had started flooding and further westwards progress was getting harder. 'Puke' (the crew's name for the engine) was entrusted with getting us round the corner (off Les Mats before we reverted to beating. The transit for the central pass to Penerf was spotted at 1855 and we made for the entrance. The westerly wind caused us to anchor off Cadenic in circumstance similar to those encountered by last year's expedition.

Days Run = 19 nm.

Saturday 9th. Local HW 0900, LW 1528 (Springs)

Following a favourable Meteo Marine forecast we motored the short distance to Penerf for supplies. Some dubious water was obtained from a hand pump on the quay, so we used 'Aqua Tabs'. Petrol was only available 5 kms out of town but the local Yamaha agent had 2 litres which we bought. Departed Penerf river at 1015 (Pignon Tower) and rounded Penvins buoy at 1040. With a SSE 2-3 we got 'Roger' (the autopilot) out and enjoyed our drift westwards, taking lunch, whilst he took the strain. The first mate's practice three point fix resulted in a perfect point on the chart much to everyone's amazement. Puke helped out when the wind died to zero for a time. The Morbihan was just beginning to flood when we arrived at the entrance and we decided to use the engine to go up to Auray. Just after overtaking a British yacht, 'Poohsticks' we managed to acquire a lump of seaweed round the propeller. Clearing this only took a few minutes but involved a few wild manoeuvres in front of Poohsticks as we unfurled and furled the genoa. The mooring was on buoys fore and aft just down river from the quay at St Goustan, the old quarter of Auray. This is a very pretty and ancient place but we were disappointed not to be able to find the water tap on the quay - instead we filled the water containers at a local garage where we obtained petrol.

Days Run = 25 nm.

Sunday 10th. Local HW 0945, LW 1605

The plan was to leave Auray at 1330 on the ebb, so as to be at the bottom of the river at low water and then use the flood to make Ile Aux Moines. However we arrived off Le Greguan tower about 40 minutes early giving us adverse tidal streams. Puke helped us get round the southern end of Ile Longue but we then

decided to dally awhile by sailing round the north side of Gavrinis. By 1630 the tide had turned giving us a very pleasant run up towards Ile Aux Moines. After dodging a Vedette (passenger ferry) or two we made for the small 30 berth marina. Our luck was in and we picked the only pontoon berth available for the night. The children were soon off to the sandy beach over the hill (about 200 metres).

Days Run = 13 nm.

Monday 11th. Vannes HW 1223

A total absence of wind and the necessity of reaching Vannes before the lock closed brought Puke into his element. However he did manage to tangle with some more seaweed. After a little skirmish round Arradon we moored at Vannes at 1040 - in time to sample the atmosphere of this cathedral town. Time was spent shopping, showering and writing post cards. The first mate celebrated her birthday in style that evening in a little restaurant close to the quay (Les Canotiers)

Days Run = 6 nm.

Tuesday 12th. Vannes HW 1305

Tidal considerations required a departure about 1200 so part of the morning was spent visiting Vannes Aquarium - a little expensive and only moderately interesting (it is down by the Vedette terminal). Lunch was taken anchored off the Ile de Boedic. We had no definite plans for a destination that evening and as the wind was light and variable the photographers were launched into the inflatable whilst TL sailed round and round having her picture taken from all angles. Later on rounding the SE corner of Ile d'Arz the navigator lost the channel but TL soon picked up her centreboard and with a little help from Puke and a squint through the hand bearing compass we avoided an inadvertent drying out. The night anchorage was just off the slip at Le Bourg on the east side of Ile d'Arz, a place visited by last year's expedition.

Days Run = 9 nm.

Wednesday 13th. Local HW 1456

We sailed off the anchorage using sail alone but watched another British yacht try the same thing with nearly disastrous results. Decided to sail the southerly route round Pt de l'Ours, Ile Govilan and Pt de S. Nicolas in order to time our arrival at Jumet (a tidal bottleneck) at slack water. After Jumet the wind had strengthened to SSE F 5 - time to set a reef. We left the Morbihan at 1315 on the first of the ebb but encountered some steep seas (wind over tide) just off the entrance. The trip round to the River De Crac'h was ideal, starting close hauled and ending in a run right up the river to La Trinite. Having moored on the visitors pontoon (first behind the breakwater) we sighted a large grey inflatable containing three men sporting 'Douane Francaise' teeshirts approaching TL's transom. They demanded to see our papers - the SSR was handed over but they wanted to see our 'entry certificate'. Calm was restored after mentioning 'La Remorque' (trailer), 'Cherbourg Car Ferry' and 'River Vilaine'. TL was then duly issued with the appropriate slip of paper. La Trinite, whilst still one of the French yachting meccas, has been spoilt somewhat by the tourist industry, with cheap trinket and post card shops.

Days Run = 16 nm.

Thursday 14th. Local HW 1247

The plan was to anchor for lunch off one of the Carnac beaches and then proceed to Port Haliguen on Quiberon - the problem being that the chart stated that anchoring was restricted near the beach by yellow buoys. At 1305 we dropped the hook amongst a number of other yachts at the east end of the main Carnac beach. A shore party went to investigate and returned having walked the whole beach, sampled the ice cream and declared that every second person was British. We weighed anchor at 1520 and set a close hauled course for Port Haliguen

arriving at the Pontoon D'Accueil (Welcome pontoon).
Days Run = 10 nm.

Friday 15th. (Neaps)

Today was going to be a rest day, soaking up the sun on the beach about 200 metres south of the marina. We awoke to driving mist and retired back to bunks. Shopping, reading and enjoying glasses of wine with the couple on 'Lady Grey of Rame', a Contessa 34, seemed to be our main activities that day. Two burly French Customs officers arrived but our magic slip of paper from La Trinite did the trick - however Lady Grey alongside was given quite a grilling. As it was a local festival day we were treated during the evening to a fireworks display on the quay. Many local boats added to the sparkle by letting off red parachute flares.

Saturday 16th. Local HW 1442

Lady Grey departed at 0930 so as to catch the tide at La Teignouse. After changing money at the PTE (all Bureau de Changes were closed) we slipped 30 minutes later and a NE 3-4 wind gave us a good reach for the Ile de Houat. The wind was clearly a compromise between the French forecast of NW and the British forecast of SE for Biscay. The beach just east of the harbour on Houat looked inviting and, hook down (we could see it in 2.5 metres of water), all crew leapt overboard for a quick dip before lunch. A scouting party scaled the hill (En l'al) and declared that the beach on the far side was even better. Within half an hour we had repositioned TL on the other side, having been 'buzzed' by a fishing boat (fishermen and yachtsmen in France are not the best of friends). The chart shows the beautiful south eastern beach (Treac'h er Gouret) as a prohibited anchoring zone but there were at least a hundred other yachts anchored - all bigger than TL. The sun god having been satisfied by 1700 we weighed anchor and with a following NW 1-2 we drifted slowly over towards the Ile de Hoedic. With the genoa poled out, goosewinging style it soon became apparent that because of the strong transverse current our ground track was at 45 degrees and we were heading off broadside towards Belle Ile. Puke came to the rescue again and we soon anchored in the mouth of L'Argol harbour on the north side of Hoedic. Being Saturday the harbour was too crowded with other vessels for us to find a better spot and at 1900 the NW wind was too light to cause much concern. The pilot book did warn of something called the 'Vent Solaire' but we did not pay any attention to it as we were too keen to explore the quaint island and its mysterious fort. By 2130 the wind had risen to F 4-5, was still increasing and a fair chop was being driven into the harbour mouth. We had no other choice but to stay put and luckily the wind veered slightly towards the NE enabling the eastern breakwater to give us a little protection. It seemed that many local French yachts had been caught unawares also as they had a most uncomfortable night right in the harbour entrance - we only had a moderately uncomfortable night.
Days Run = 15 nm.

Sunday 17th. Local HW 1656

Closer reading of the pilot book in the morning revealed that the Vent Solaire 'blows very freshly, causes a rough sea and continues until 0800'. The Meteo Marine forecast was satisfactory except for the wind direction of NE which was our intended direction. However the longer range forecast looked like worsening so we decided to head back towards the mainland. With two reefs set we left harbour (wind NE 4-5 and rough seas). We soon noticed that TL was not sailing well beating to windward and we shook out a reef. After half an hour we decided that the rough seas were causing excessive strain on the boat and we resorted to the valiant Puke. As a treat Puke was allowed to run himself dry (in order to see how far he could go on one tank). Two and a half hours later he stopped. The wind had disappeared but the sea was still rough. Puke was given a full lunch and entrusted with two more hours of work by which time we were south of Penerf and the crew were shouting 'PUKE OFF'. With all sail raised, a calmer sea and the last of the flood tide we made good progress towards

the River Vilaine. That night we anchored just below the lock, opposite Vielle Roche, just in case we decided to have one last beach day at Penestin.
Days Run - 25 nm.

Monday 18th. Local LW 1148

The morning forecast was not good and we had been right to make for the mainland yesterday. At 1020 near low water we locked in at Arzal. The sluices opened and we were unexpectedly thrown around by the swirl of water. Our stern rope was not effective because of the height of the lock and with everyone desperately holding onto the port side ropes, TL was canted over so that the centreboard nicely caught the water upwelling from below. We had only just previously lowered the centreboard - in hindsight it would have been better to have kept it raised, had a more effective stern rope and then kept TL better balanced. Luckily no damage was sustained. Today was our 'skipper training day', with the crew each taking it in turns to be skipper. Helen took the boat off the anchorage, into and out of the lock, Elizabeth took the boat up the river and onto the pontoon at La Roche Bernard. Provisioning completed, Heather skippered the boat back to our favourite inlet for the night, mooring on posts on the bank.
Days Run = 9 nm.

Tuesday 19th.

We left the inlet at 0950 bound for Foleux with Helen, as trainee skipper for the day and arrived at 1240 in time to sample some more of Andre's galettes. A trip to Redon in the car completed the afternoon. Our evening meal at the creperie was excellent with Andre giving us free aperitifs and a present of a bottle of Muscadet - we promised to recommend his creperie at Foleux to all Swifties.
Days Run = 9 nm.

Wednesday 20th.

Although the slip at Foleux was fine for launching TL, it was a little steep and contained one or two potholes near the bottom. We had therefore decided to recover TL on an ideal slip at Arzal. The skipper was promoted to commodore and delegated to transfer the car and trailer to Arzal, whilst the new skipper, Helen, took TL down river. The commodore dropped the trailer at Arzal and then returned to La Roche Bernard in order to take some overhead photographs as TL passed directly under the suspension bridge. TL was moored safely at Arzal at 1325 (well done Helen and crew). In the afternoon we took the opportunity to view Le Croisic, Le Pouliguen and Pornichet harbours (La Baule) by car.
Days Run = 10 nm.

Thursday 21st.

After an early breakfast we started recovery at 0910 and were ready to roll by 1110. Recovery (and launching) above the lock has the advantage that the trailer is immersed in freshwater and avoids the need to hose off sea water. The journey to Cherbourg took six and a half hours and included a stop to tighten some loose trailer wheel nuts (beware!). After an evening meal in a Pizza house we boarded the car ferry at 0745 and were back home by 0730 the next day.
Trail distance (Arzal-Cherbourg) 190 miles.

The holiday was such a success that we are already planning on taking TL abroad again next year. The Baie de Quiberon and the Morbihan are ideal cruising grounds for SWIFTs and for those contemplating a trip here are some of our statistics:-

18 days (19 nights)
200 nautical miles (straight line distance, excluding tacking).
415 miles trailed (home-home), 150 miles without trailer.

Car ferry (car, TL, 2 adults, 2 children)	-	£231	
Extra Insurance (car, medical etc.)	-	£50	
Admiralty Charts (Nos 2353 and 2358)	-	£13	
Pilot Books (1. North Biscay Pilot, Adlard Coles 2. Brittany and Channel Islands Guide, David Jefferson) - loaned from public library.			
Paperwork - Passports, SSR, RYA Certificate of Competence, Insurance (only ever asked for Passports and SSR)			
Marina fees (8)	-	£52	
Outboard fuel used (5 gallons)	-	£12	
Meals out (10 evening and 2 lunches)	-	£200	approx
Food bought	-	£170	approx
Miscellaneous (Souvenirs, Post cards etc.)	-	£ 80	approx

Meals out were quite expensive and a saving could be made by eating more on board.

We hope that other SWIFES will go to Brittany and have an equally enjoyable holiday.

Alan Murphy (SO 217)

3.4 GULLIVER AND MOONSHADOW - WALTON BACKWATERS

As an extension of the East Coast Rally 'Moonshadow' and Gulliver' decided to explore Walton Backwaters. Following breakfast taken in the cockpit soaked in glorious sunshine the respective crews pawed over charts, tide tables and pilot books. The alternative of Mistletoe Quay had been ruled out on the uncertainty of drying out probably twice. Titchmarsh Marina appeared to be the favourite place to make for the night and so we slipped away from the pontoons of Fox's Marina at 1020 hrs, Sunday 7th September.

A pleasant run before the early morning breeze took us down the Orwell and past Woolverstone Marina moorings where we were hailed by Peter Henry as he and his wife were preparing to sail 'Heart of Gold'. They asked us where we were bound but we never saw him again.

On to Shotley with a fair wind helping us over the young flood where we made course for Cliff Foot and thence Pye End buoys. Neither boat ever found Pye End but homed in on No 2 red can which we considered good enough. The wind by now had strengthened to a faint crews horror of force 4 and blowing over the tide on the shallows east of Manford Water made for a very lumpy sea. The jib was duly furled and we motor-sailed into the Walton Channel where a sheltered anchorage near Stone Point made for a comfortable lunch stop at 1340 hrs.

An hour or so later both boats motored in company gently past the many yachts moored in the Twizzle to seek a gap revealing the narrow entrance to Titchmarsh Marina. It is not easy to find, being largely hidden by boats tied to a long line of posts and beware, having found it, keeping to the right of a triangle on a post. This marks a sunken barge which can be seen at low water fair bristling with nasty metal fittings.

We were allocated our pontoon for the night and over tea we quietly congratulated ourselves on having logged 15 miles in just under 4 hours without incident. The early evening was spent walking round Walton which seemed to be an attractive little resort with a magnificent pier complete with lifeboat moored at the seaward end. Fish and chips eaten from newspaper on the park bench were followed by draught ale at the Walton and Frinton Yacht Club. This club must be worth a visit by anyone sailing round the Backwaters. It can be reached near high water where there is a small quay for temporary stays. The yacht basin nearby

must be entered over a sill and by arrangement with Bedwell's Boatyard. (Frinton 5873)

We retired for the night having agreed that, low water being about breakfast time, a leisurely start in the morning would be OK. And so at about 1000 hrs we left the marina for a couple hours exploration around the islands. A gentle breeze took us in the sparkling sunshine back down the Twizzle, past Stone Point and on to a small north cardinal buoy which marked the turning point west into Hanford Water. There the extent of Horsey Island became apparent on our port side. An uncharted green cone keeps one clear of Pewit Island and an easterly cardinal buoy also uncharted marks the entrance to Oakley Creek at the head of which is a war-time explosives factory. We sailed down Kirby Creek and shortly after having passed a boat busy collecting oysters we picked up a vacant mooring between Wood Island and Skippers Island for lunch at noon.

An hour or so later we let go and slipped easily out of Kirby Creek and on to a beam reach with a comfortable NW wind down Hanford Water. No 7 green cone soon came into view and we set a course for No 2 red can. The wind began to strengthen and veer to N and No 2 was left at least a cable on the port side. The tide now being at full flood seemed to set us out to sea. The wind gusted quite strongly under a large black cloud and conditions worsened to the point that having nearly reached the shipping channel we decided to furl the jib and motor sail into the estuary.

Once past Shotley Point conditions were more favourable and with confidence regained down came the main, out went the fenders and on went the kettle with the motor throttle fairly well open. We were now in company again with Moonshadow and motored into Suffolk Yacht Harbour at 1600 hrs with 9.3 miles on the log.

Brian Jukes SO 81

4. TECHNICAL TOPICS

4.1 As Peter Goldsmith has moved 'up in the world', he has relinquished his position as Technical Secretary. I have volunteered for the job and will quickly introduce myself.

I purchased Tiger Lily (SC 217) in September 1985, enjoyed a couple of outings with my family that autumn and then spent the winter months fitting her out for comfortable cruising. After reading all the earlier Technical Topics I implemented many of the ideas, some with my own modifications. During this summer we tried all the improvements and found most to be very satisfactory particularly Dick Landon's/Paddy's table - see NL 8 & 9.

I have not received any fresh material for this issue and am therefore obliged to offer you yet another article on echo sounders.

4.2 SITING THE ECHO SOUNDER TRANSDUCER

Previous suggestions regarding siting the transducer below the sink (see NL 17 page 2) proved not to work on Tiger Lily. Swiftcraft had kindly installed a second glass-fibre skin under the sink thereby making this spot unsuitable. I wonder when this modification was made and whether the Swifts now being manufactured by Honor Marine are similar - can anyone enlighten me?

After trying the transducer in the aft locker I discovered that it only worked when there were more than three people in the cockpit. This site is a little too high and close to the water surface.

My solution was to mount the transducer externally in a plastic pipe just behind the skeg. I glued a piece of plastic plumbing pipe to the rear of the skeg using a

heavy duty elastomeric marine sealant. Two pieces of thin plastic sheet were used to fill the gap down the sides and to give a smoother water flow. A couple of drain holes were drilled and the transducer mounted at the bottom of the pipe. This has worked well all season with no sign of the pipe becoming unstuck. The only disadvantage is that it doesn't work when the outboard is in reverse - too much turbulence from the propeller.

4.3 TAILPIECE

The winter is now drawing in and many of us will be contemplating improvements for next season. Please take the trouble to write to me about your ideas and modifications. In the next issue I would like to write about the subject of navigation lights (types, mounting arrangements etc.). Another topic about which I would like to hear is how to equip the Swift for single handed sailing particularly with regard to self steering. So if you have some experiences or ideas to offer, please send them in.

Alan Murphy.

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SO5 1DT

5. FROM THE POST BAG

5.1 Dear Paddy,

I rather sadly watched ZEST being towed away to Cheshire yesterday afternoon....
...I enjoyed my two years as a 'Swiftie' but felt the urge for standing room below decks plus a marine head! I now have a (Newbridge) Virgo Voyager, only 5 ft longer but much more room. As I have joined the Virgo Owners Association I feel I must let my membership of the Swift Association lapse come Feb. next year. I have enjoyed the Newsletters a great deal and they have been most useful ('A' frame and thrust bearing). Many thanks for your help

Yours aye
Kenneth Lywood.

5.2 Dear Paddy,

MIDLAND DINNER: We have arranged a dinner at the Rutland Sailing Club for Saturday 14th March 1987 commencing at 1830 for 1900. I shall need to know names by the end of February. The RSC have residential dormitory accommodation consisting of three 4 bunk rooms and five 6 bunk rooms. Full breakfast is provided.

Another item which might be of interest, replacement fork ends for bottle screws can be obtained direct from Holt Allen. Contact Mr Chris Holman (spar Division) 01-870-9044 and explain what you want. He will accept telephone Access orders.

Yours,
Peter Latham

5.3 A FISHY STORY

Having got myself and boat down to Poole Town Quay during the Solent Shuffle in July, mooring alongside SO 116 Aphrodite of Keyhaven, and meeting some of the Line family who were bound for Weymouth, I was quite naturally interested in the weather outlook, once leaving harbour.

Well it turned out to be NW 3-4, freshening later, and so at 9 am I left Town Quay for Lymington.

Outside in Christchurch Bay, no wind, so I thought it might be a good time to use

my newly acquired fishing line. Furnishing my three hooks with bacon that Betty had given me for my breakfasts, I dropped them overboard and hoped for a bite.

After about ten minutes, I felt the line and was not very excited, so left it for a little while longer. In the finish, curiosity getting the better of me, I began pulling the line in. As the hooks came nearer to the boat, I began to feel that I might be lucky, and to my amazement, there were three lovely mackerel. Not wanting to flood the market, I put my tackle away, and not before time may I add, for the wind had gone round to the SW and was soon up to force 4.

The fish were very much enjoyed for dinner at Lyvington Town Quay.

REP SO 43 Majari

5.4 EMBARRASSING EPISODE

Tiger Lily's last outing before going foreign was to attend the Solent Shuffle weekend (July 19-20th). Whilst raising the Main in the River Medina we managed to bend the port spreader up into a delightful 'V' signal right in front of TEACUIS. The main halyard had caught round the end of the spreader and in the haste to show our secretary how efficient we were in raising sail, too much enthusiasm was used, causing the thin aerofoil section to point skywards at 45 degrees. TEACUIS passed ahead and suggested we should not sail (perhaps he was amazed by our unusual signal!). The port upper shroud hung limply and we quickly rigged the main and jib halyards as emergency shrouds for the trip back to Calshot.

Luckily Jack Molts (London) had two spare spreader blanks, which I quickly purchased for £10 each and Tiger Lily was soon restored to a more normal configuration.

I discovered that four different types of spreaders have been fitted on Swifts. - TIGER LILY's being 7 cm. wide, 1 cm. thick aerofoil sections.

By Ed: Thanks for being so honest Alan. There's an old Salts saying - "Don't pull willy nilly, look aloft for a snag".

5.6 THREE WEEKS IN SPAIN - 1986

Although we now work and live in China, we have managed to take our holidays so far, in Spain. We also still feel very much a part of the Swift Association and much value the arrival of each edition of the SA newsletter. Your tips, hints and experiences all help to make our own sailing that much more pleasant and hopefully, safer.

With these thoughts in mind, I felt an annual note of our experiences and lessons learnt in Cadaques may be of interest to other Swifties - particularly those with little real sailing experience like us!

This year we flew out to Gerona and drove up to Cadaques arriving at our flat at a very anti-social hour of 3am on Saturday 14th June. After a leisurely breakfast I drove back over the mountains to see our boat, El Nasr, at the Nautic Centre, Santa Margarita. She had survived the winter outside, on her trailer with the mast up well, apart from being exceptionally dirty on her topsides. Inside was perfect, and she still had that new fresh smell.

My first task was to reassemble the boom, put out the fenders, lifebuoy and examine the jib which had been left up. It was slightly faded at the edges but otherwise seemed unharmed by its lengthy exposure. I replaced the lashings

however as they did look a bit tired. The one check scheduled in the list which I failed to do completely was to examine the inner locknut in the self furling drum. I must find out how to do this before next season!

Checking the rigging did reveal one oddity. One of the locking nuts on a bottle screw had cracked neatly from top to bottom.

I then fitted the new roller bearing to the keel winch. This had caused me problems last November when I went out to Spain to bid our flat and boat farewell. On that visit I had attempted to fit the roller bearing assembly but had been surprised to find that one of the plates would not fit on the shaft of the winch socket. This meant that I had to leave the boat with its keel raising and lowering mechanism disconnected and I was slightly worried that the Marina staff would lift her to complete the anti-fouling. In the event I need not have worried as there did not seem to be any urgency to carry out any work unless one was there to push!

An example of this was that my engine did not appear to have had any servicing carried out on it at all. A mechanic, duly summoned to assist, tried vainly to get it started. That put paid to any thoughts of getting afloat now before Monday. Sunday therefore saw me back at El Naer cleaning, scrubbing and just generally tidying up.

9am on Monday and I was back at the Yard, keen and eager to get things moving. The engine problem they said, had been resolved and we fitted it back into its well. A short trail round to the boat hoist, and with me aboard we were gently lowered into the water. I had been allocated a berth in the marina and not wishing to tackle even that short journey single handed, I encouraged one of the crane operators to accompany me to the berth. This was just as well for en route I had two engine failures while motoring at idle! Not a pleasant experience so early in the holiday.

Diagnostic assistance flooded in but in retrospect, without substance! I then set off back to Cadaques by car to collect Sheena, intent upon spending the night on board so we could set off first thing on Tuesday morning for our own mooring at Cadaques. An excellent dinner at the marina restaurant saw us settle down for a most comfortable night to be roused by the alarm at 6am. The weather looked glum but as it was calm I decided to set off and we eased out of the Santa Margarita canal at 0710. The engine had gone well with none of the problems from the previous day, but never-the-less I was treating it with just a small degree of suspicion.

We motored for the first leg then as a light breeze came up from behind we released the jib for a bit of motor-sailing and recorded about 4.5kts. At about half an hour from home the weather changed and we found ourselves ploughing into a roughish bit of water and a blustery headwind. With 2 hours of motoring behind us I felt I would have to refuel and found this a fairly difficult task in the conditions, and of course I kept the Yamaha going, just in case it should decide to play up and not restart!

However, the final stretch welcomed us with calmer conditions and once in the Cadaques bay, we motored towards our buoy with confidence. It was then that we had our third motor cut-out. Sheena proved herself to be very adept with the boat hook and held on to a convenient dinghy till I had us running again. Now, with a higher than normal power setting we gingerly approached our mooring and made an immaculate pick-up. Once safely hitched up I took stock of the situation but was unable to determine what was wrong with our engine. There was still one trip to be done before we could completely relax. Our dinghy was lying on the shore just 40 yards away. A 'bows to' against the quay seemed to be called for, so with plans duly laid we set off once more.

With the kedge anchor at the ready we motored gently towards the quay. There was a shout from the crew up front - but as ever I failed to get the full import of

the message. When the engine stopped yet again I suspected the usual fault. Not this time however, we had crossed someone's anchor rope and it was firmly round the prop. As I had already dropped the kedje and we were securely attached to the cable we certainly were not going to drift into any more trouble. I tried to untangle the rope by reaching down through the engine well but that proved fruitless. OK, engine up and this brought in another lesson. I now always sail with the engine padlock undone. Looking for the key only adds to the delay. The unraveling then proved to be remarkably easy and without much more ado, we completed the exercise - and hoped that not too many people had witnessed the mishap!

The rest of the holiday passed all too quickly, but we did learn some further lessons which might be worth recording. The first is that it did seem that our motor problems may have stemmed from using last year's plug and last year's fuel. Certainly replacing both gave us a trouble free operation for the rest of the vacation.

Our main experience development was in beaching. With the roller bearing fitted to the keel mechanism, raising and lowering the keel is no longer a painful exercise and can even be done by the crew! This option gave us a delightful extension to our sailing and opened up new areas for exploration, picnics or even just lazing ashore. It has also increased our confidence as I have always believed that in a weather emergency, one option that I might have to try would be to run her aground. With plenty of sandy coves around my sailing harbour we have practised a good technique to cope with adverse conditions.

The second new element to our experience is to motor in fog. On one of our outings, we only had half a mile to sail before we turned into Cadaques Bay. It had been a very light air and we had watched, with some concern, fog appear in the foothills behind the coast. Minutes later it was at the coast, and then within seconds we were surrounded. Visibility I would estimate at about 50 yards. The engine was started, sails dropped and Crewsavers donned in a trice. A quick study of the map gave time to run, and I duly 'turned in' onto the heading up the bay towards our mooring. It all worked out beautifully and I have a very impressed crew!

I have noted that an echo sounder would have been an excellent aid in this particular circumstance and it is down on the Christmas present list.

In the event, bad weather finally prevented us returning El Nasr to Santa Margarita and so I had the trailer brought over the mountains to Cadaques. We duly hauled her out on the second last day of our holiday and lowered her mast for the first time in 18 months. At least this should make the self furling headsail check easier in 1987. Her storage costs have increased. At the nautic Centre the annual charge was around £90. Now the cost is some £140, but now she is under cover so there is some compensation, and as the yard is only 300 yards from the flat, there are additional attractions.

Finally a word about the equipment and modifications I have incorporated. Additional equipment now installed includes:-

Barometer
Clock
Grapnel anchor 2.5kgs
Fisherman's anchor 6kgs

My main modification has been to improve the chain locker access. I now have two strong 'D' hasps at either side of the lid. They serve two purposes. Firstly the right hand one serves as a handle to allow one to lift the lid. Secondly, I now sail with the issued Daneforth anchor firmly roped to the lid, but fitted with a quick release catch for instant action.

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AL 3 to REGISTER (Issue February 1986) as at 12 November 1986.

02	Change of address and delete tel no.		36 Wymering Rd., North End, Portsmouth.	
73	Duet Rutland	John & Jane Sharp	11 Elm Dr. St. Albans Herts AL1 0EE	0727- 33522
99	- Lakes	Lance Storer	11 Carr La., Kirkham, Preston, Lancs.	-
113	Sateen -	Mr Astill	address t.b.a.	-
117	Zest -	Mr & Mrs Trueman	59 Carlton Rd., Witton Pk. Cheshire CW9 5PW	-
129	Change of address		12 Rycroft Ave., Lowton, Warrington WA5 2TN	
140	'Kewey Too'			
160	Change of address		c/o Moor La Mailing Office RR PLC PO Box 31 Derby DE2 8BJ	
162	Change of address		Optronics LAD (REME) RSDS Tidworth, Hants. SP9 7AS	
166	Sherry Bee	R. Blackwater		
178	Change of address		c/o Richard Townshend Corner Cottage, Trewartha, Veyon, Truro.	
188	'Moondust'			
200	Topsy Fowey	C J Hayllar	Ashdown, 5 Lodwells Orchard, N. Curry, Somerset TA3 6DX	0823- 490127

REPORT TO THE
COMMISSIONER OF THE
REVENUE DEPARTMENT

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REVENUE DEPARTMENT
COMMISSIONER
CALCUTTA

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