

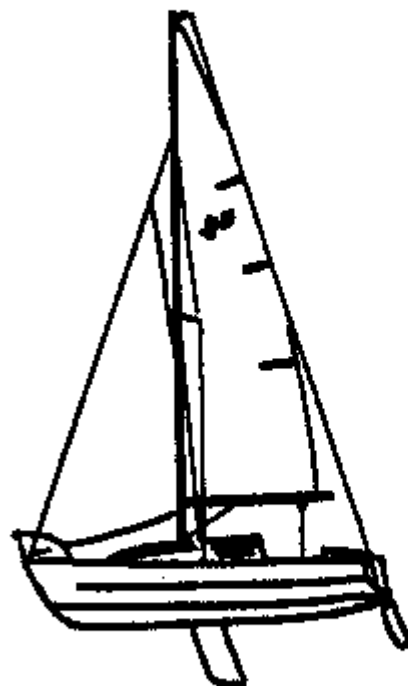


# NEWSLETTER

NL 20

FEBRUARY 1987

1. A.G.M. REPORT
2. ADMIN NOTES
3. EVENTS '87
4. TECHNICAL TOPICS
5. CRUISING CHAPTER
6. POST BAG





## 1. AGM REPORT

The Annual General Meeting of the 518 Association was held during the afternoon of 11 January in the West Brompton Lounge, London Boat Show. Twenty-eight members attended, which, with five postal returns, meant that 20 SWIFTS were represented. The Secretary welcomed those present, especially those attending their first AGM, and thanked all for their interest. He explained that he was retiring as Secretary having moved up a size in boat.

### AGENDA

#### Item 1 Secretary's Report

The 1986 Events were recounted; all had been fully reported in Newsletters but mention was made of MAJARI'S solo dash to Poole, and the heavy weather Solstice BBQ. The Secretary said that some 120 boats were registered as 'paid up members' from the possible total of 217. He added that Honnor Marines' production started with 50 300, and that very recently they had informed him of nine deliveries and fourteen SWIFTS on order.

#### Item 2 Treasurer's Report

The Treasurer presented his accounts which are set out below. The credit balance showed another healthy increase (almost an embarrassment); the accounts were accepted.

#### STATEMENT OF ACCOUNTS

At Bank December 1985	£1249.80	(Current A/c. £ 203.95)
Add Income over Expend.	454.10	(Deposit A/c. £1499.95)
At Bank December 1986	£1703.90	
	=====	

1985	<u>INCOME</u>	1986	1985	<u>EXPENDITURE</u>	1986
£749.00	Subscriptions	£1096.00	£477.78	Newsletter	£549.23
78.28	Sales	14.72	97.87	Sundries	96.81
59.93	Interest	87.67	26.11	Sec's. Expenditure	4.24
nil	Subs (Swiftcraft)	nil	13.10	Treasurer's Expenditure	12.17
	(Honor Marine)		41.26	Trophies	13.94
			18.57	Trophies in Stock	9.50
			7.70	Bank Charges	18.11
			22.63	Solent Week	20.00
				Laying Up Dinner	20.29
			139.64	Income over Expenditure	454.10
		£1198.39			£1198.39
		=====			=====

#### Item 3 Subscription Rate for '87

Ron Pruce proposed that £4 would be ample to maintain a reasonable level of funds. Laurence Gandar seconded, and there was unanimous agreement to a subscription rate of £4.

#### Item 4 Appointment of Voluntary Officers

a. Secretary - No nominations had been received, and none were forthcoming from those present. Paddy Carr suggested that 'in extremis' the organisation could be run by a Secretary/NL Editor, and Treasurer/Membership Secretary, backed up with a Technical Secretary.

b. Treasurer - Ron Pruce was re-appointed, and agreed to take on the Register of members (Membership Secretary).

- c. Newsletter Editor - Lawrence Peacock volunteered to be NL Editor, this was gratefully accepted.
- d. Technical Secretary - Alan Murphy's appointment was ratified.
- e. Racing Secretary/UKMA - Graham Biggs was re-appointed.

The meeting agreed that a further call for a volunteer Secretary be made in the next Newsletter.

#### Item 5 Election of Regional Representatives

All those who had offered to continue were re-elected:

Peter Latham	Midlands
Chris Clayton	Lakes
Nigel Rennie	Solent and south
Paul Smith	East Coast

Steve Hansen-Just said he would be willing to act for the Scots and undertook to contact Jim Stevens, last year's representative.

#### Item 6 Events '87

The Secretary said that a firm date for a Midland dinner had been set as March 14th to be held at the Rutland SC, and called for further suggestions by regions.

- a. South Early May holiday for a meet. A 'fitting out' supper at WSC in March; Laurence Gandar offered to co-ordinate WSC based events and would see if the SA could combine with WSC for passage or Solent racing.
- b. Midlands Dinner at RSC 14th March, Meet on Broads over Easter, and Levington (E Coast) in September.
- c. E Coast July 3-6 Levington to Deben and return; September 4-7 Levington to Walton Backwaters.
- d. Scotland Possibly Clyde based meet.
- e. Lakes Chris Clayton was considering a meet (Windermere?) late May.

An event at Rutland Water was suggested but the concensus view was that the water was too restrictive and SWIFTS were unlikely to trail for a sail.

The Regional representatives agreed to firm up plans, and these would be promulgated in the February NL.

#### Item 7 Explorer Division

The Secretary had only received two replies to his letter published in PBO; without Explorer support little progress could be made.

#### Item 8 Club Burgee and Tie

Ron Pruce showed examples of ties that could be obtained, all with S18 logo, and described a burgee. There was much general interest and enthusiasm expressed. Harry Ellis considered that if ties were to be available, so should ladies scarves. Ron Pruce said that ties could be ordered in batches of twenty, similarly scarves, but burgees would need a minimum order of 120 at an estimated cost of £5.50 each. Laurence Gandar suggested that a burgee should be sent to each paid up member, Alan Murphy thought that demand should be assessed, especially for ties before any orders were placed. Design for a suitable burgee was agreed to be navy carrying the S18 logo. John Sharp observed that before spending such a sum from funds a formal resolution should be voted upon. L. Gandar proposed a burgee for each member, seconded by B. Harris and passed with the caveat of maximum cost £5.50 each. Discussion on tie design followed, and it was agreed

that gold stripe on navy with small logo be adopted. Ron Pruce would order a small quantity of ties and scarves and sell on demand.

#### Item 9 Presentation of Awards

SILVESTER SHIELD Six logs had been judged; those of SHILLAY, CADDYSHACK, TIGER LILY, BLACK JACK, CIR MHOR, and HIGH KV. The Secretary read from Colin Silvester's letter which announced that Nigel Rennie was this year's winner, and presented him with the shield.

"Congratulatlons to all Swifties who submitted logs this time.

The accounts were varied and full of interest, and must be an inspiration to all owners.

It was so difficult to choose a winner, but the strict terms of authentic log keeping had to prevail.

I, therefore, make Nigel Rennie the winner this year for an outstanding passage normally associated with bigger yachts, coupled with a well kept and presented log.

Maybe another trophy should be available in future for the most adventurous trip in the spirit of true trailer sailing?

Good sailing in 1987.

Colin Silvester  
Designer"

HONNOR MARINE TANKARD The Secretary, in introducing this award for the best modification, observed that it was becoming increasingly difficult to come up with new ideas and that suggestions during '86 had been few. Tony Smart's 'trotter space' which alters the forward bunk surround and gives useful shelving at the widest part was a clear favourite with the panel and Paddy Carr presented Tony with the Tankard.

#### Item 10 A O B

VALEDICTION Brian Harris thanked Paddy and Sue Carr for their hard work in support of the SA, over the years, and Ron Pruce continued by saying that all appreciated their efforts put into Newsletter editing and Secretarial chasing. On behalf of the members Ron presented Paddy with a mounted bulkhead clock and engraved plate in recognition of his three years in office.

#### 2. ADMIN NOTES

2.1 Secretary We still require the post of Secretary to be filled to co-ordinate between Treasurer and Newsletter Editor and conduct general Association correspondence.

2.2 Subscriptions These are now due at £4 as agreed at the AGM. Those paying £8 by standing order will be refunded.

2.3 Association Ties These are now available from Ron Pruce at £3.50 including postage.

2.4 Team '87 Names, addresses, and telephone numbers of your Team are listed on the back page of this NL.

3. EVENTS '87

3.1 Midland Dinner. This will be held at the Rutland Sailing Club on March 14th. If you wish to attend contact Peter Latham NOW tel:- 0602 283759.

3.2 Solent and South

The following are dates for your diaries:-

2nd - 4th May - SOLENT START - An early season get together and shake out.

27th June - BARBECUE IN NEWTOWN RIVER - This proved a popular event last year and now we know what we're doing it should be even better this time.

18th - 26th July - SWIFT SUMMER RALLY - A week in and around the Solent area.

I would like to hear from any members interested in racing in the Solent area (no America's Cup stuff, gentlemen's rules).

Please contact me as soon as possible so that I can make appropriate arrangements for all of the above events.

NIGEL RENNIE SO 162  
"CADDYSHACK"

3.3 East Coast Rallies

a. 3 - 6 July - Destination Deben. Launch at SYH (Levington) on Friday 3rd, socialise that evening, sail for Deben on 4th, lunch at Ramsholt and up to Woodbridge (Tide Mill Yacht Harbour). Dinner ashore in Woodbridge Saturday, return Sunday or Monday (could extend to River Alde/Ore).

b. 4 - 7 September - Walton Wanderer. Launch at SYH (Levington) on Friday 4th, socialise that evening, lazy morning and take last of ebb to Harwich Saturday afternoon and flood to Walton (Titchmarsh Marina). Return SYH Sunday. Generally an easier sail than a, and not so exciting.

Paul Smith SO 103  
'Peppermint Cream'

3.4 Scotland

'With regard to a possible fixture this coming season I would like to find out who may be interested in a 'BASH' over in the west. I thought the Clyde would be best since it is well served by motorways. August would suit me and I'd need to know how many days people would like to spend. Please get in touch with me'.

Steven Hansen-Just SO 72

3.5 Lakes

Chris Clayton is hoping to arrange a Lakes Event. Do contact him if interested.

4. TECHNICAL TOPICS

4.1 UPESI. Jack Counsell (SO37) has supplied two very useful ideas. I had also been considering how to mount a 2HP auxiliary engine on the transom, but did not come to a solution - so you can imagine my great interest in reading his second idea.

Jack's suggestions are overleaf:-

a. Under cockpit floor trays.

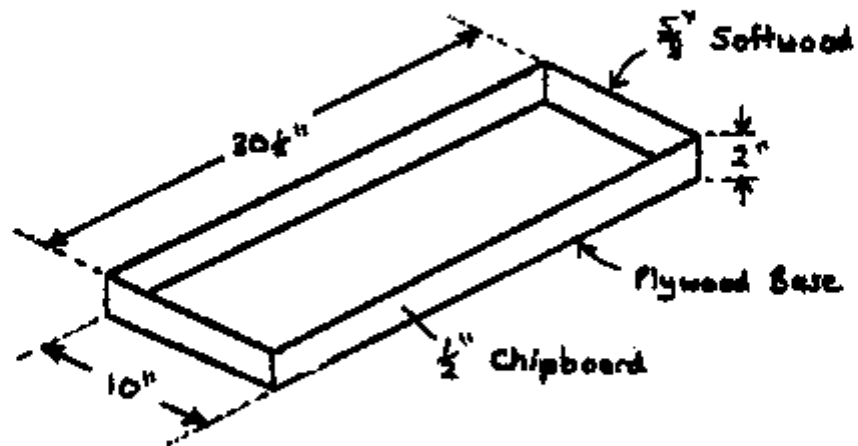


Figure 1. Tray Details

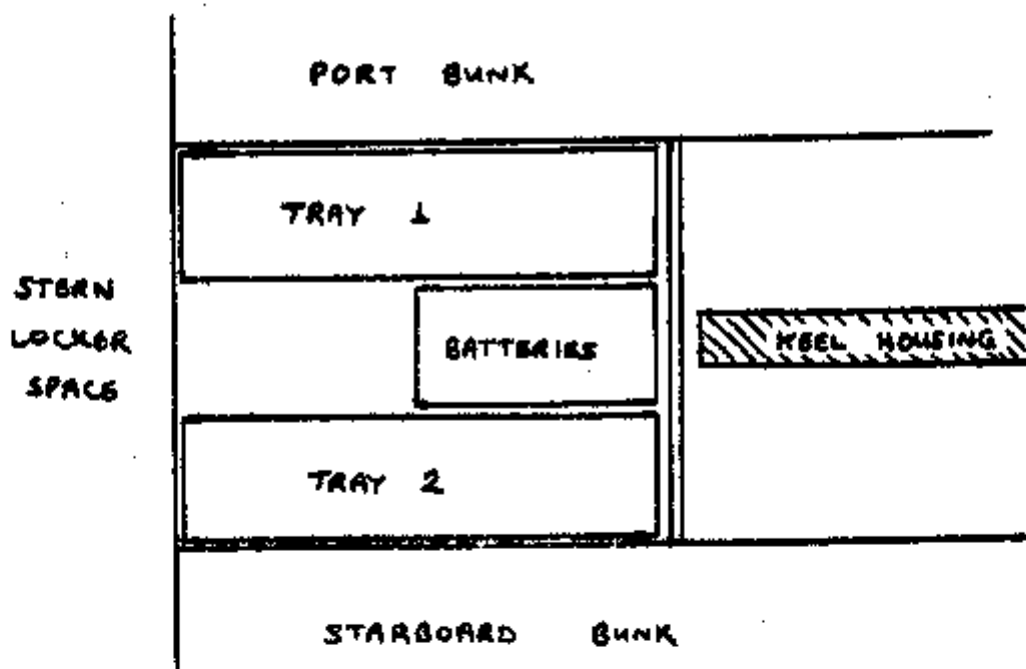


Figure 2. Tray Positions

b.  
Engine transom bracket (Figures 3 and 4)

Figure 3. Plinth on Boat (Side View)

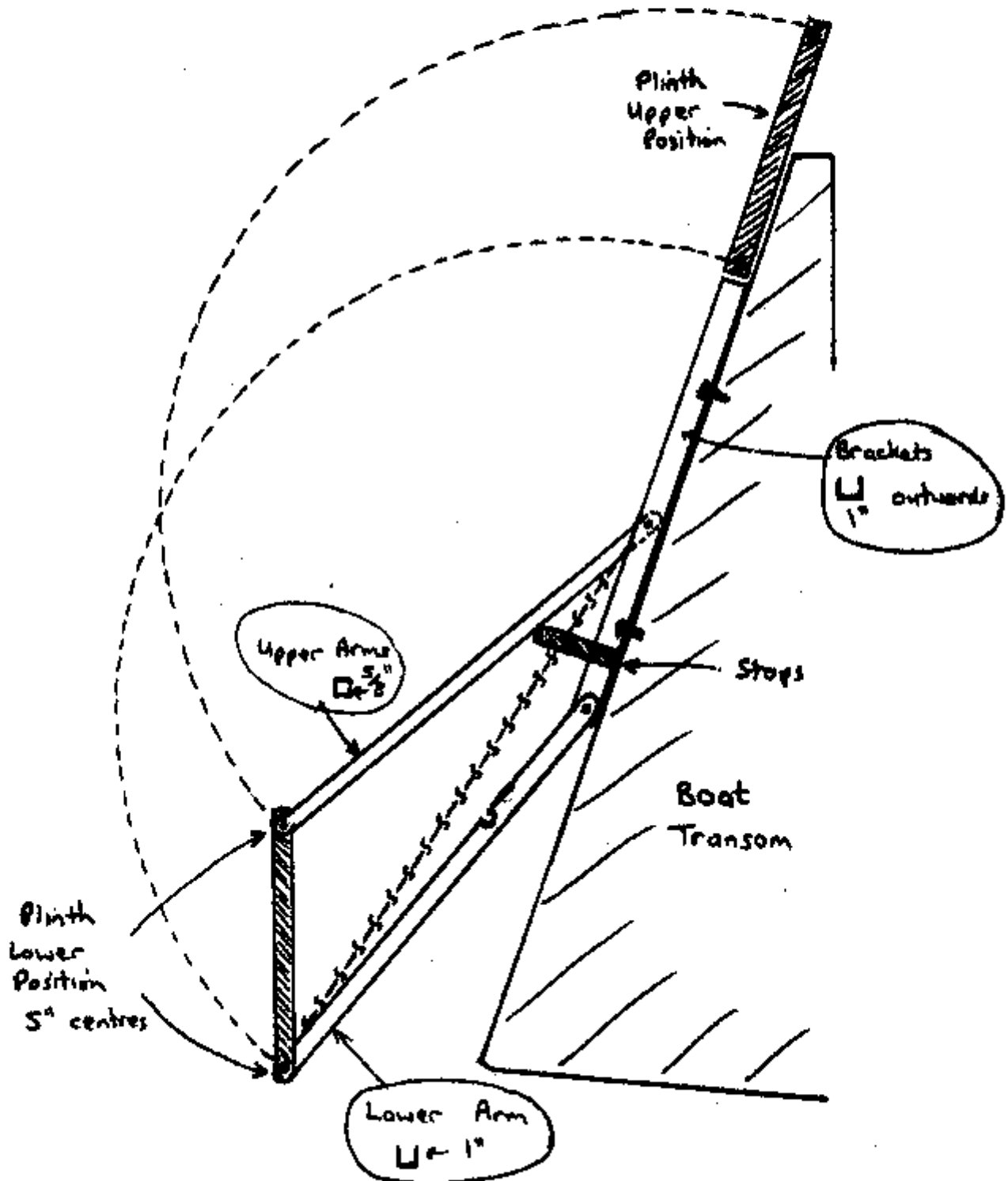
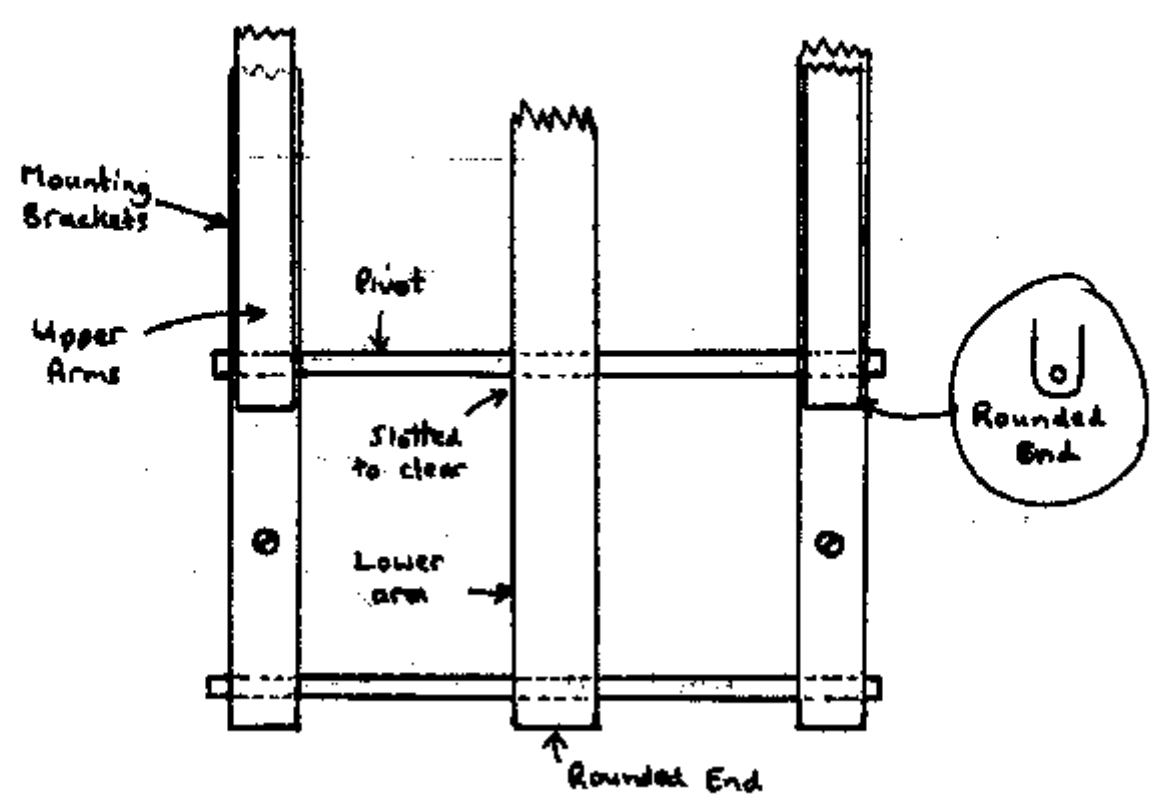
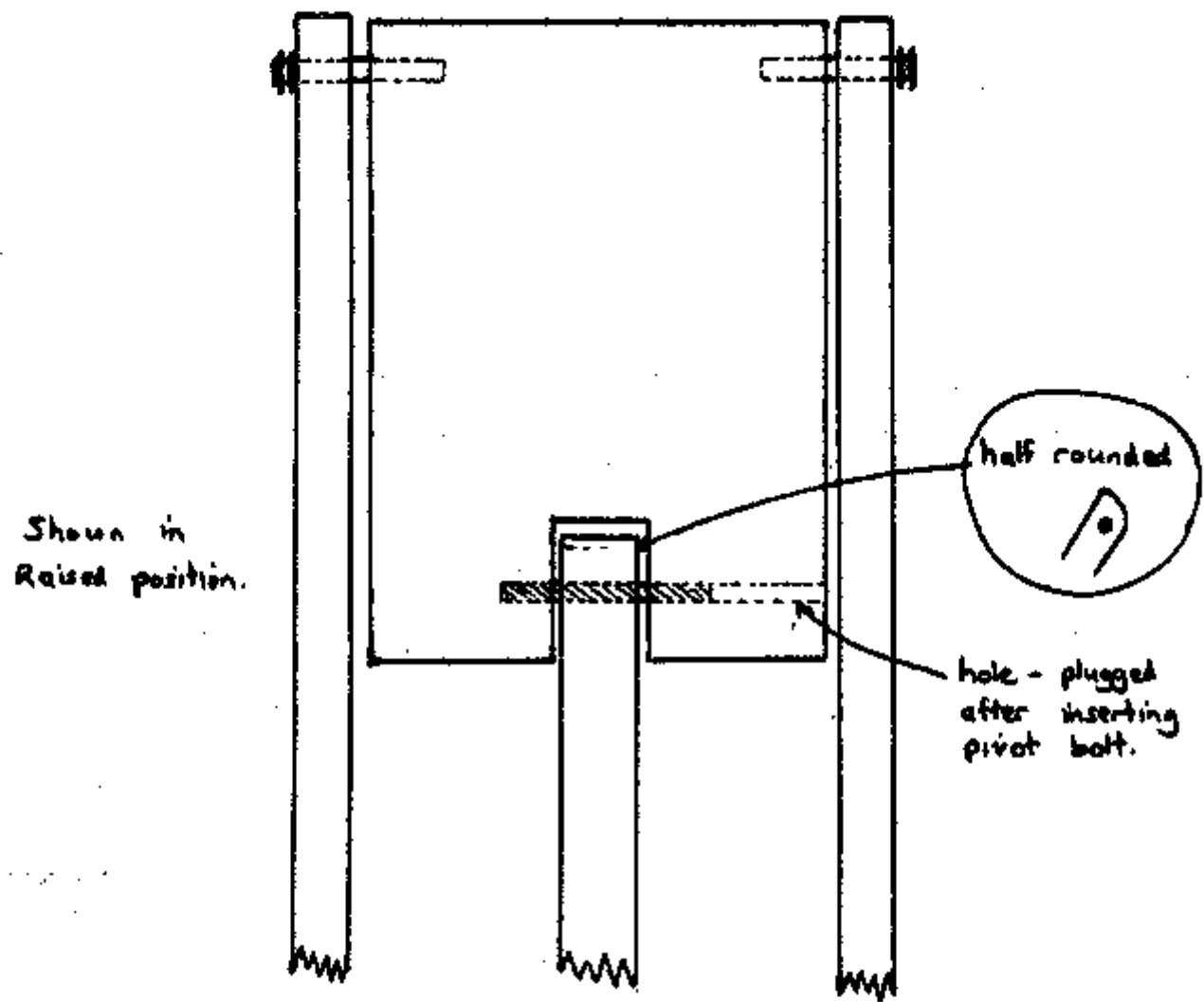




Figure 4. Plinth Details (Rear View)



#### 4.2 Wiring Navigation Lights

My own contribution concerns the wiring of navigation lights. The International Regulations for Preventing Collisions at Sea require that boats under 7 metres with a maximum speed of 7 knots should carry an all round white light visible 2 miles, but should if practical also carry sidelights.

I considered that a 25 watt tri-white was too big and bulky so I settled for a 10 watt all-round white (ARW) at the masthead, a bicolour on the pulpit and a stern white on the pushpit. The two sidelights are not strictly necessary on a SWIFT but they are an insurance in case the filament at the masthead fails.

There are only four legal combinations for illuminating these three lights:-

Situation	ARW	Bicolour	Stern
Daylight	OFF	OFF	OFF
Anchored	ON	OFF	OFF
Sailing	OFF	ON	ON
Motoring	ON	ON	OFF

All other combinations, such as bicolour alone, stern alone or ARW & Stern together are illegal. It is possible to achieve the four legal combinations and to disallow the illegal combinations by using two toggle switches wired as shown in Figure 5.

The switches are labelled 'MASTHEAD' and 'NAV'. For anchoring only the MASTHEAD switch is on. For sailing only the NAV switch is on. For motoring both NAV and MASTHEAD switches are on.

I found a changeover switch which exactly matches the external appearance of the single pole switch in Halfords.

See Figure 5 below.

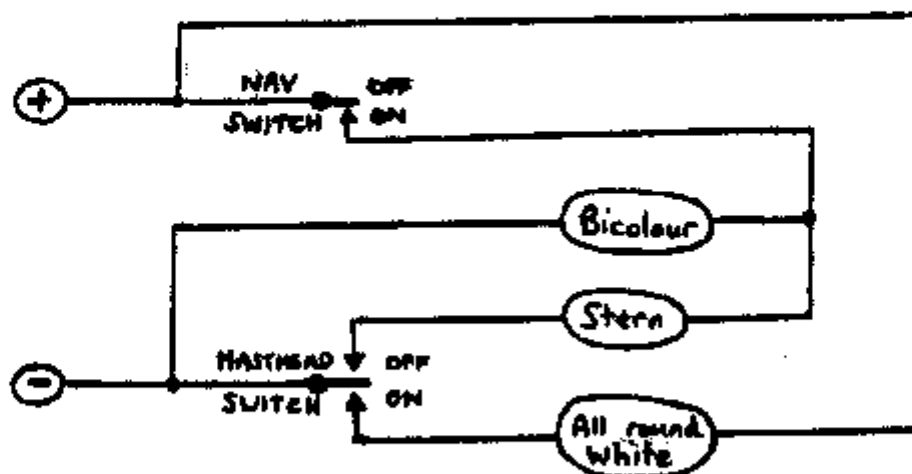


Figure 5 Light Wiring Schematic

4.3 Technical Index If you require any detail from this list, write to me.

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Please notify Alan Murphy (SO 217) of any errors or omissions.

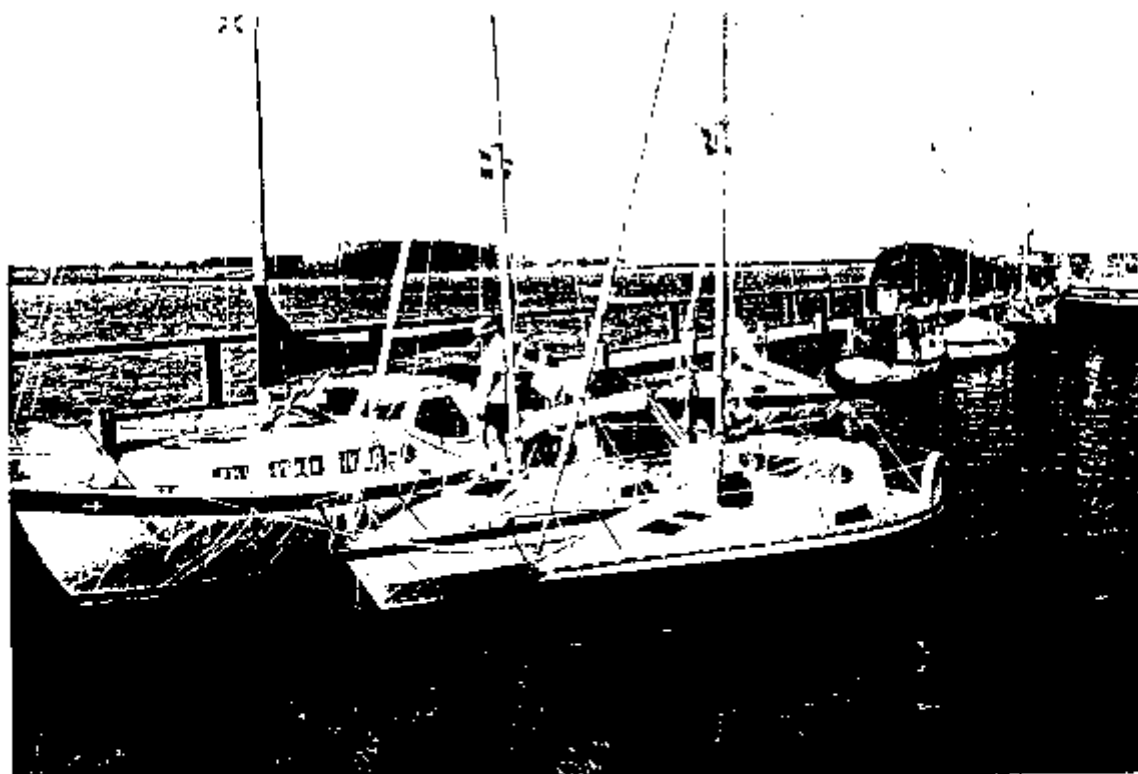
Keep sending in your ideas - we need more input in order to keep this column going - that means YOUR input.

Alan Murphy (SO 217)

## 5. CRUISING CHATTER

Here are two more of the Logs from 1986, CIR RHOR's will be published in the next NL.

### 5.1 Cruise in the SW Baltic June/July 1986



Teacuis and Black Jack in company

On board Teacuis: Paddy and Sue Carr - the professionals

On board Black Jack: Peter and Didie Bucknall - captain plus passenger

The lack of able hands aboard Black Jack contributed to the captain's decision to leave behind the old spinnaker donated by a cruising friend - a decision later regretted when in following winds, Teacuis drew away rapidly under her beautiful blue and red cruising 'chute. Communication between boats was not a problem as both carried hand-held CB radios and called each other up at agreed

times or attracted attention by flashing a mirror.

The decision to cross Dover-Ostend and drive the 500 odd miles to Kiel was taken because of the high cost of Harwich-Esberg/Hamburg/Hook of Holland routes. The drive is a long one especially when restricted to 50 mph, though the roads are good motorway all the way.

Saturday 21st The ferry crossing was on a Belgian boat operated by Townsend-Thorenson so we all had a good dinner on board. Disembarking around midnight, we drove for about an hour and parked for the night in a convenient lay-by off the main road. After an early start, we arrived at Kiel around 5 pm having stopped every hour or so to change drivers in the many well planned rest stops by the sides of the road. It is worth noting that for the first half of the journey in Germany there were no motorway petrol stations; also that petrol in Holland is much more expensive than in Germany.

Sunday 22nd Paddy had arranged to park at BKYC Holtenuu during the holiday and fortunately room was made for both cars and trailers. Fortunate it certainly was as Kiel Week was in full swing and the place was packed out. This we discovered when, after a night comfortably spent at Holtenuu, we tried to launch at Olympia Zentrum. The huge Olympic sailing venue was a sea of flapping sails like some giant flamingo park and no hope for us in the pecking order. We finally launched easily at Strand about a mile away, Black Jack's under £10 mod A-frame working well.

A leisurely sail in a light breeze took us north towards Damp, but the breeze died with the day and we motored towards the setting sun having shaken off the competing 505's, Dragons and Stars with only a flock of eider duck skimming the water and the bright lights of the huge off-shore gas platforms as company.

Our arrival at the harbour gave us our first experience of Baltic mooring - nose into the quay with lines looped over posts either side off the stern. Damp 82 is a purpose built holiday resort of little charm with inconveniently situated facilities. The mooring charge was 10 DM. The sandy beach upon which it is forbidden to build sandcastles, was laid out with double wicker basket hooded chairs on swivel bases which could be revolved to avoid the wind.

Monday 23rd After shopping at a good supermarket, we left at mid-day in a stiff breeze doing over 5 knots with 6-7 in surges. Both boats found steering very difficult at times, luffing in typical Swift fashion in the squalls. An unexplained heavy throbbing sound turned out to be a flotilla of six German patrol boats which passed excitingly close on their way to Flensburg.

B.J.'s passenger's first voluntary duty as we approached Denmark was to change the courtesy flag on the starboard yard arm. On arrival at Sonderborg we moored alongside the quay in the middle of the town and were soon joined by two chartered BKYC yachts full of friendly soldiers of the Dorset & Devon from Berlin. Fearing a noisy night, we repaired to the new yacht harbour as advised by Brackenbury in his invaluable informative South West Baltic Pilot, our 'bible' for the trip. Excellent facilities here, though we were somewhat started by the uninhibited washing and showering habits of the Danish women and communal ladies' shower. It was a windy night as the marina is on the exposed coast facing SW.

Tuesday 24th Shopping in Sonderborg is excellent. It was here that we had our first taste of the delicious Danish pastries which were to contribute so much to the loss of girth control throughout the trip. The town is pretty and it has a lovely 16th century red brick castle, now a museum. Timing our departure to the bridge opening, BJ sailed in a light breeze up Als Sund, turning SE up the Augustenborg Fjord through a narrow winding channel, making much use of the echo sounder, to Augustenborg at the head of the fjord. This small town listed as a 'must' by Brackenbury, has a commercial grain dock on the north side and a tiny, quiet marina opposite. We found Teacuis happily installed, having discovered the

delights of the washing facilities - electronic urinals, red sculptured loo seats, all beautifully clean and comfortable. In the shower it is essential to have everything read as your 4 minutes of hot water starts immediately on insertion of 5 Kr.

The Royal palace overlooks the fjord and though sometimes used by the Queen in the summer, it is now mostly a sanitorium. We all set off to explore the grounds with its broad sweeps of lawn, mature trees and flower borders and, having obtained the key from the gatekeeper, were delighted by the exquisite 18th century chapel, a froth of blue gold and white roccoco with box pews, galleries and a central pulpit over the altar.

Wednesday 25th Revictualing in the town was a pleasure with a bread shop, supermarket and two excellent delicatessens where we found home-made pate, cured meats, vegetable and fish salads. We set off, a light breeze from astern and the sun very hot. After a bit, Paddy and Sue were seen to abandon ship in mid-sail - would a Marie Celeste situation ensue? - but no, they were just in for a dip and after quite a strong swim, crisis was averted. Teacuis was full of surprises - the cruising 'chute made its first appearance and BJ started to fall back.

The entrance to Dyvig was quite exciting, negotiating the narrows before the channel opened out into two lagoons. We chose to drop anchor in the one away from the marina and habitation. In the evening we rowed ashore and walked round for a beer at the Kro (pub). A lovely peaceful night. In the morning, Sue gathered mussels for moules marinières while a pair of soaring buzzards hunted the nearby fields.

Thursday 26th A day of doldrums. Very slow progress with great reliance on the 5 ph Mariner. Eventually we arrived at Kalvo, a small island wild life sanctuary. There were many interesting birds in these waters and we regretted not bringing a bird book - luckily Sue is very sound and walking about the sanctuary had spotted redshanks, a goosander duck and drake nesting, lapwings, herons, oyster-catchers, tits, coots, swallows, reed warblers and hooded crows. The swans had been breeding well and clutches of cygnets were to be seen following their parents who often swam with one leg tucked up out of the water - was this to reduce the wake, I wonder? Ducks like to balance on half submerged lincs between dips.

Kalvo is a tiny but beautifully situated harbour. Adequate toilet facilities and a truly delightful museum with an excellent display of model ships and interesting relics of its former tall ship building days. We all joined forces for a delicious dinner at the local hotel and although our attempts to grapple with the Danish menu caused some titters, our eventual choice of various fresh fish dishes was memorable.

Friday 27th Our longest sail of the holiday - downwind for 35.75 miles in a force 3 - 4. As Teacuis billowed out her cruising 'chute, Black Jack's secret weapon was brought into play - a second gib was hoisted on the pulpit to maximise the sail area. But all to no avail, Teacuis remained a twinkle on the horizon. Our destination as Aeroskobing on the island of Aero, a large yacht harbour with excellent facilities. We lay alongside a German couple in a chartered LM, who, in high spirits were listening to reports of weekend traffic jams on their usual autobahn, glad to be out of the rat race. During the holiday season the marinas get very congested as a great number of German boats come over. Denmark is geared to the German tourist trade with prices quoted in DM as well as Danish kroner.

Saturday 28th Aeroskobing is a delightful little town. Its period character has been carefully conserved with its colourful gingerbread houses, painted wooden doors, tubs of flowers and cobbled streets. The 18th century church, cool and airy with votive model ships hanging from the ceiling and a strange carved pulpit, made a refreshing shelter from the heat. The weather throughout the trip was positively mediterranean with temperatures well into the 80's every

day. It was here that we became acquainted with the delicious Danish icecream that finally did for the afore mentioned girth. Pity the poor log writer in all this sunshine and good food! At the Peter Jacobsen Museum, the much vaunted collection of ships in bottles was not very inspiring but we all preferred the Aeroskobing Museum which has so many interesting relics of the past that it seems as if no-one in this town has ever thrown anything away.

After a day of sightseeing, a fresh wind gave us a good beat to the island of Drejo and through the channel to Skaro. This was found to be too exposed, so we made our way back to anchor in the little bay north of the landing stage at Drejo. In the evening, the Carrs produced a portable barbecue and we all had a lovely picnic supper on the rocks.

Sunday 29th A lazy sunny morning. Sue points out juvenile mergansers, shell duck, oystercatchers and arctic terns. We watch jellyfish and clean weed from our propellor - the waters here are very shallow and there are great clumps of weed all around. Decided to visit Marstal on Aero, so set sail in a gentle breeze through a bird reserve with a large population of mute swans. The dry stone protective walls which protect Marstal harbour was built by local sailors in the winters, using large stones brought back by ships returning in ballast. The toilet facilities are adequate and the town very attractive. The church had some really beautiful model boats hanging from the ceiling as is the custom. The Maritime Museum was really fascinating. In spite of the sweltering heat we spent a considerable time among remembrances of past seawrecks, model ships and relics of the past, giving a rich picture of life in the days of the great four masters. We did not stop for the night but returned to Drejo and anchored in Skove's Vig. Tired after our intellectual pursuits, we went early to bed while off-shore skinny-dippers caroused on into the night.

Monday 30th Faaborg was our final destination in Denmark. It was a slow passage with variable wind and we finally motored into the yacht harbour and found a green disc (visitor's) berth. Again, the washing facilities were excellent. The town listed as 'not to be missed' by Brackenbury, has first class shops in cobbled precincts, beautiful old courtyards and city gates. We joined up for an excellent dinner - a typical Danish menu starting with eight different types of fish.

Mooring charges in Denmark average around £4 a night. The shopping was expensive and we found little to bring back that could not be obtained cheaper at home. The Danes are very friendly and helpful and everything is clean and well cared for.

Tuesday 1st July Back to Germany. We left Faaborg in a flurry of eider duck and competing boats. A very light wind which picked up on our arrival at the entrance of the Schlei. This is a very narrow entrance with a strong current flowing out, and mud banks on either side. The wind was on the nose but BJ's captain decided to sail in. The passenger who had from time to time taken the helm and tweaked the odd rope in voluntary capacity, was instantly transformed into Crew for this exciting manoeuvre. Her role was head down/mind the boom/ready with the jib sheet/pull in tight and fast - not too soon not too late/counting out the depth gauge, as we nipped back and forth. Finally we grounded on a mud bank and had to resort to engine power. After all this excitement we dropped anchor off Maasholm in company with about 100 swans and a glorious sunset. Drinks aboard Teacuis to forward plan.

Wednesday 2nd. Woke to the sound of a foghorn and could just make out the shape of Teacuis 50 yards away in the early morning mist. The swing bridge at Kappeln opens on the hour and we motored up the river and joined the queue of boats waiting to go through. A day sailing boat piloted by two young boys was trailing a model duck. Once through the bridge, we tied up, and bought petrol and provisions and had lunch in an open air restaurant underneath a huge umbrella which encompassed six tables.

The river above Arnis opens out into a lake and we dropped anchor in a bay. That evening we dined aboard Teacuis each boat contributing a course.

Thursday 3rd Our last day on the water started early, timing ourselves to catch the opening of the bridge, we joined quite a large procession of boats in the cold misty morning. More hectic tacking at the entrance of the Shlei and quite a breezy passage down to Kiel Fjord, skirting the prohibited ammunition dumping area north of Damp.

Kiel week being over, we were able to tie up on a 'greer' berth in the huge Olympia Zentrum. Paddy and Peter took the bus back to fetch the cars and trailers so as to be ready for retrieval the following morning. The whole complex is so vast that it becomes a major expedition to get anywhere. Revictimalling must be a major problem. Men were sweating along the pontoons, groaning under the weight of copious crates of beer. The showers, when we finally reached them, were expensive and extremely uncomfortable - nowhere to put down clothes, very exposed and the water jets were so hard that it was physically painful. We found out later that the man in charge is able to survey the entire washroom via mirrors. Duly washed and brushed, we set off for the restaurant and a well-earned gin and though the service was extremely off-hand, the food - a fish platter speciality - was good.

Friday 4th Retrieval facilities at Kiel are outstanding. The gently sloping ramp is about 100 ft wide and has an adjoining pontoon. Both Swifts were soon made roadworthy and we were off after an early lunch. Apart from the distressing sight of a beautiful big boxer dog running wild on the autobahn, the journey through Germany was uneventful. However, as night approached, we had difficulty in finding a place to stop for the night in Holland, finally ending up at Velden on a cart track overlooking the River Maas.

Saturday 5th By making an early start we were able to spend a few hours at Bruges on the way. Though packed with tourists, this is an extremely beautiful town fretted with canals - the Venice of the north. Democratically we each decided on one of the many places of interest to visit and with Paddy the navigator, did an all too brief tour of the town before returning to Ostend and home.

We were extremely lucky to have had such wonderful weather throughout the trip. The South West Baltic is an ideal cruising ground and if the long tow sounds daunting, there are recent reports of a new Fred Olsen ferry from Harwich to northern Denmark and Oslo which is considerably cheaper than DFDS, though needless to say, it gets booked up very quickly, so early booking is essential.

To go in company with another boat makes all the difference and we count ourselves extremely fortunate to have had Paddy and Sue as cruising companions.

## 5.2 Honeymoon '86 Edward & Christine Miller on board High kV SWIFT No. S218

Sunday 16th June 86 Sollihul to Bethune (northern France).  
Set off about 11.00am trailing High kV behind our Ford Cabriolet on a beautiful sunny and hot day after emotional good-bye's with parents on what we hoped would be a very exciting honeymoon. Arrived at the ferry terminal at Dover at 5.00pm and were first aboard for the 6.00pm crossing to Calais. We were still quite tired after a late wedding party the night before so we drove south for an hour or so then stopped at a camp site near Bethune and had a very comfortable night on board using High kV as a caravan....

Monday 17th June Bethune to Villefranche.  
Up early (8.00) drove to Paris, it was an absolute nightmare driving around the Paris ringroad, I have never seen so much traffic in all my life. Edward managed very well and after about 1½ hours we were safely heading south.



During the afternoon the sky ahead suddenly looked very black, the wind became very strong and it started to rain. During the next 30 minutes we passed through the most frightening thunderstorm I have ever seen. There was fork lightning all around us. Edward found it very difficult to stop the trailer swaying but he decided that we were best to carry on, albeit very slowly. We were heading for a camp site at Villefranche (south of Lyon) where we had stayed last year. Just as we were booking into the campsite another English car trailing a Shetland Black Hawk drove in. It caused quite a stir when the two cars set up camp side by side. We all exchanged boat talk over a bottle of local wine and discovered that they were also heading for the Riviera. There had only been one worry on Edward's mind about the holiday and that was finding a suitable place to launch and a safe place to leave the car for 10 days. However, meeting this couple turned out to be the answer to the problem, they knew of a little resort where they had been before which sounded perfect. After a slap up meal in a super restaurant we slept very well indeed.

Tuesday 13th June Villefranche to Port d'Agay.

Up early again (some honeymoon!) Edward is determined to launch today, drove steadily south past Marseilles and Aix en Provence then along the coastal motorway. Left the motorway just past St Tropez, drove through St Maxime and stopped when we reached the little port of Agay. Parked and found a good public slipway and a place to rig. Had a few beers in a beach bar/cafe while waiting for the very hot afternoon sun to go down a little before rigging. High kv was launched and tied up by a little jetty by 7.00pm. Had our evening meal in a little restaurant by the jetty and successfully negotiated with the owner to leave the car in the restaurant car park.

Wednesday 19th June Agay to St. Tropez.

Set sail at 10.00am after Edward had removed bits of the car which would have made it difficult to steal. The sun was shining, there seemed as if there was a good breeze and we felt very excited. Once out of the bay we headed west and were pushed along very nicely by a S.E. breeze. Unfortunately, after lunch, the breeze dropped and it started to rain so on went the engine for a couple of hours until the sun came out again and the breeze came up enough for us to sail across the bay de St. Tropez. Motored into the harbour at 6.00pm, called at the Capitainerie (harbour master) and were shown to a berth. The French have a superb way of tying up using bow chains and stern to quay. That evening as we ate our evening meal in a restaurant overlooking the harbour, we could hardly believe that our little Swift was actually tied up in St Tropez harbour. Data 16.7 m. By chart.

Thursday 20th June St Tropez to Le Lavandou.

I went shopping first thing to stock up on bread, cheese and wine while Edward made preparations to sail. Started out at 10.00am, motored out to the entrance to the bay as the breeze was dead ahead, then sailed west until lunchtime when again the breeze dropped. Motored on for a while, decided now was a good time to sample the morning's purchases. Again the breeze came back mid afternoon and we sailed to Le Lavandou where we berthed in the new harbour. Data 24 m by chart.

Friday 21st June Le Lavandou to Port de la Cavaliere via Levant and Port Cross islands.

Long lie in until 8.00am this morning, stocked up on provisions and set sail using the stiff breeze to beat across the bay to Le Lavandou towards the islands of Levant and Port de le Cros. Reached the islands in double quick time but had to motor between them as the wind was funneling and we were not making any headway. Once through the gap we turned east/north east and headed for Port de la Cavaliere. Mid afternoon the breeze dropped completely and we were becalmed. It was a blazing hot day and we were still a long way from our destination so on went the engine and we motored into the harbour about 7.00pm.

Stayed the night at anchor as we were too late to be allocated a berth.  
Data 22m by chart.

Saturday 22nd June De Lavandou to St. Raphael.

Using our inflatable tender as we had done the night before, we rowed ashore to explore the town of Port de la Cavaliere, stocked up on food and drink for the weekend and found a launderette. All of these tasks accomplished we set sail about 11.00am retracing our path back towards the bay of St. Tropez. As we rounded the headland into the bay of Pamplocme (which is the famous beach of St. Tropez) the wind really got up. We anchored and had a swim and snorkled. Later we sailed on gib alone as there were literally hundreds of yachts some as big as ocean liners and we wanted to sail as close to them as possible. The whole scene reminded us of Studland beach on a good day but on a much larger scale. Sailed on across the bay of St. Tropez towards St. Raphael, decided to motor the last bit but 200 yards from the harbour entrance the engine conked out, we managed to sail in under gib and tied up. There was no one to show us to a berth so Edward had to row the tender towing High kv to a vacant visitor's berth. I started to cook a meal while Edward fiddled with the engine and finally got it going. Very much relieved we went out for a couple of drinks in the many harbour side bars.

Data 16.9m.

Sunday 23rd June St. Raphael to Agay.

Left St. Raphael and motored out to the buoy at the mouth of the bay of St. Tropez where the wind was in a favourable direction for our N.E. course back to Agay (Edward was just a little anxious about the car and trailer). The wind was about the best we had had and before very long we were very close to our destination. As we rounded the Cap Dramat and into the bay d'Agay the wind suddenly blew up very strong and as we had been running with the wind things very soon became quite hair-raising. We had far too much sail up so Edward started the engine, I turned head to wind and down came the main. We sailed in under gib and tied up at the jetty, Edward literally ran up the beach to the car and appeared again after 5 mins looking much happier, all was well, safe and sound. Spent a very uncomfortable night being buffeted up against the jetty by the still strong wind, so at 4.00am we motored out and picked up a swinging mooring.

Data 13.8m by chart.

Monday 24th June Agay to Cannes.

Left Agay about 11.00am after stocking up after the weekend. The wind was still quite strong but had dropped enough for us to sail on a broad reach towards Cannes. Again the wind suddenly rose as it had done the previous day but today we were prepared with reefing lines in place and by shortly after lunch we were safely tied up in Cannes harbour. The wind was very strong as we walked onto the breakwater to see dozens of boats heading for the shelter of the harbour. Had a super meal in one of the many fish restaurants Cannes is famous for. I tried the local speciality "Bouillabaisse" which is a sort of elaborate fish stew.

Data 11.5m by chart.

Tuesday 25th June Cannes - touring around islands of St Marguerite & St Honorat. Some friends of ours were on holiday in Cannes and by a series of phone calls back to England we arranged to meet them for the day. The arrangements were successful and by 11.00 all four of us set sail. Thankfully the wind had died down and was ideal for sailing. We anchored off in between the 2 islands for lunch on board, some swimming and snorkling. By mid afternoon there were dozens of boats anchored nearby, our friends were amazed at the size of some of them. Later we all went ashore and had a walk around the island of St. Honorat. Once back to Cannes, it was a quick change and we all had a good meal and a few bottles of wine. Finally we waved them goodbye at 11.00pm after a day to remember, we were quite proud of ourselves, our friends were impressed with us and our little Swift.

Data 5.8m by chart.

Wednesday 26th June Cannes to Villefranche sur mer.

Set sail early from Cannes as we had a long way to go and the wind had dropped and was only just enough to sail at all. It was a sweltering day, so hot that we decided to motor a little way in order to keep cool. By lunchtime the breeze was good enough to sail, we could hear and see lots of aircraft just overhead coming into and taking off from Nice airport, (which is built right by the sea). It took us about an hour to sail past the airport and we had a super time doing a bit of plane spotting. Motored into the quaint harbour of Villefranche at 6.00pm, secured a visitor's berth and ate on board as we wanted some fairly bland food after the last few evenings. After supper we walked around the harbour and town, there were several enormous yachts being fitted out which was fascinating to watch. The old part of the town was very interesting, very tall, old and very run down buildings with narrow alley-ways between them.  
Data 19m by chart.

Thursday 27th June Villefranche to Monte Carlo.

No wind. Motored out of Villefranche and carried on past Cap Ferrat, (which is where lots of famous film stars etc., have mansions). Stayed close to the shore to get the best views of the spectacular scenery, this part of the riviera is much more picturesque than further west. We could hardly contain ourselves with excitement when we rounded a headland to see Monte Carlo lying magnificently before our eyes. Once inside the harbour we were directed to a berth right by the road, close to the swimming pool. It was still only early afternoon so we had a swim and sunbathed on the rocky beach by the entrance to the tunnel. In the evening we climbed up into the old town and had a fantastic pizza in a tiny restaurant overlooking the Grimaldi palace. After our meal we walked back down past the harbour and had cocktails in a bar by the casino and Hotel de Paris, it was very entertaining just watching the rich at play.  
Data 8.8m by chart.

Friday 28th June Monte Carlo to Antibes.

The wind in the south of France can be very frustrating, today there was a lovely breeze but in completely the wrong direction for our planned S.W. course, the breeze also being from the S.W. We motored for a couple of hours then the breeze veered S. Then we were able to sail all the way to Antibes, the harbour here is one of the largest we have been to and it turned out to be the most expensive of the whole holiday. The town of Antibes itself is superb, the old part being by far the best. We strolled around in the early evening, there was quite a lot going on; open air markets, street artists and all sorts of shops but not just the run of the mill tourist shop. Also there were so many restaurants you would need to stay there a year to eat at them all. We chose a small seafood restaurant and had one of the best meals of the holiday.  
Data 16.4m.

Saturday 29th June Antibes to La Napoule.

Again no wind, motored past the cap d'Antibes where there was just enough wind to sail. We sailed back to the islands just off Cannes where we had been the previous Tuesday and anchored off for lunch and a swim. Had a lovely sail across the bay of Cannes to the little town of La Napoule. We were a little sad as this was our last night afloat. La Napoule is a lovely little town; we liked all the places we visited, what amazed us was the variety of the towns along the Riviera whereas in England one seaside town is very much like another.  
Data 12.7m.

Sunday 30th June La Napoule to Agay.

Last day for sailing so we were pleased to have a good breeze. This part of the coast is very rocky with lots of little coves with tiny beaches completely inaccessible except by sea. We anchored off one of these coves for lunch and to sunbathe for a while as we were only just around the headland from our destination. Tied up at the jetty at Agay in the later afternoon and had a few beers in the beach bar/cafe until it was cooler before trying to get the boat off the water. As it was a Sunday we had to queue to take the boat off using

the public slipway, however the task of de-rigging and preparing for the road was all done by 9.00pm so we ate in the same little beach restaurant and had our last night by the sea.

Date 9.8m.

Monday 31st June Agay to Avalon.

Set off early as there was a very long way to go, drove all day stopping to stretch our legs every couple of hours. It was a scorching hot day so we had the hood of the car down all the time. We had heard that Avalon was a lovely place so we pushed on until we reached it about 7.00pm. We found a lovely campsite by a river, had a quick shower and went out to explore and have a meal. Although we were tired we wanted to finish our holiday off in style. Driving around we saw a large hotel which said non residents welcome so we ate there, it was very luxurious and not ridiculously expensive. It seemed strange coming back to our little boat on the camp site to sleep.

Tuesday 1st July Avalon to Calais.

Up very early, we hoped to catch a late evening ferry. Drove on and on and on until eventually we reached Calais. Managed to find a super market and bought all our duty frees. Got to the ferry terminal in time for the 7.00pm ferry. As soon as we were on board Edward dragged me to the information desk and asked the chap there if there was any possibility of us going up onto the bridge, to our surprise and delight we were allowed to go up. It was terribly exciting, we watched from the bridge as the ferry cast off from Calais and we waved goodbye to France and such a memorable holiday. But there was better to come. Once out of the ferry port we started chatting to the men on the bridge, one chap explained all the radar equipment, another the engines and steering. We told them about our little boat down below, when they realised that we knew a little about navigation they carefully showed us all the controls and then allowed us to take the helm ourselves. Not as easy as it looked! We stayed on the bridge while the captain brought the ferry alongside the quay at Dover, very skillfully manoeuvring that enormous vessel into position. Even though we were tired we decided to try to get home that night, so after a coffee we set off for Birmingham, eventually arriving home at about 1.00am on the Wednesday morning.

#### Post Script

Total Sea Miles	177.4
Total Road Miles	1,957
Total French Motorway tolls	approx. £70

The harbour charges were less expensive than we anticipated, varying from 15F (£1.50) at Monte Carlo, to 55F (£5.50) at Antibes. These charges did not include a shower which usually costs about 7F.

All in all, a magnificent honeymoon, with no real problems, and not as expensive as we had anticipated.

#### 6. POST BAG

##### 6.1 Yugoslavia

We are planning to take Tiger Lily (80217) to Zadar in Yugoslavia during August. Anyone else contemplating a similar trip or wishing to exchange information should contact Alan or Heather Murphy. (Tel: 04215-3008).

##### 6.2 Easter at Beaulieu

Laurence and Janet Peacock write to say that they will be sailing SAEU from the Beaulieu River over the Easter weekend and would welcome the company of other SWIFTS.

6.3 Dear Members,

We have thoroughly enjoyed our four plus years as SWIFT owners with the opportunities it has given us to meet and make friends with others who share a common interest.

It has been fun to trail to different sailing areas and, for us, this has been one of the great benefits of owning such a trailable boat. We now own an ETAP 23 SO, that aspect will not be as easy, but not impossible.

SWIFTS are easily recognisable afloat and we shall be looking out for you from 'Redbank', and keeping time with a splendid bulkhead clock which will serve to remind us of the SA and the joys of being Secretary and Assistant Secretary! Thank you all.

All the best For the Association, happy sailing and good Heets.

Paddy and Sue Carr

Teacuis SO 31.

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#### ASSOCIATION OFFICERS FOR 1987

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