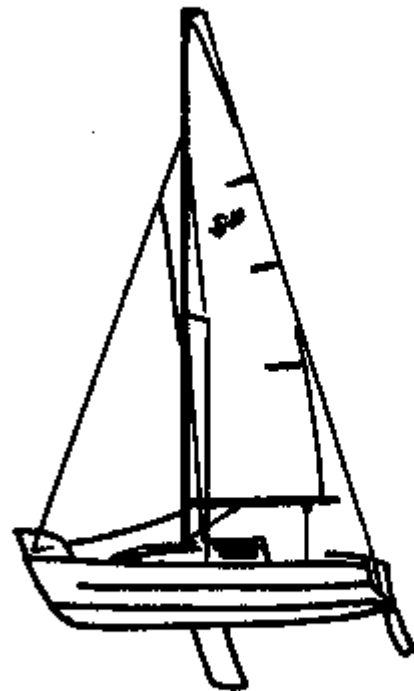


NEWSLETTER

NL 22 SEPTEMBER 1987

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1. ED'S COLUMN

1.1 Now that I am back off holiday and having to catch up on my work load, I find that there are not enough hours in the day, which is my excuse for the delay in publication of NL 22.

It is at this stage that I should mention that the NL does not write itself, and as we have 131 members it would be great if a bigger percentage contributed. Any items submitted - however small - will be of interest I am sure.

So while the rain is beating down outside, think back to your holidays and/or weekend sailing and drop me a line.

It was good to open up my copy of PBO July - and see a Swift 'Waiting for the Tide', well done Doug and Alison "Cir Mhor" S 126.

1.2 Insurance Why pay more than you have to? Having previously insured my Albacore dinghy through Guardian Royal Exchange I automatically used them to insure Salu, believing that their terms were realistic. It was only when it came to getting extra cover for our Yugoslavian trip and being quoted £70 plus an increase of double the excess that I decided to shop around. Bishop Skinner & Co. Ltd., were recommended to me. Their terms seemed much more realistic - only £30 cover for Yugoslavia, and also the annual rate worked out at nearly half the cost that I had been paying. So needless to say it does pay to shop around!

Whilst on the subject of shopping around I would like to start compiling a list of Outboard servicing agents, where the service is good and the price reasonable - why not send me the name of your favourite?

2. ADMIN. NOTES

2.1 Annual General Meeting The A.G.M. is due to be held in January, and I am asking for your comments as to where it should take place. Some thoughts already put to me are:-

- (a) The London Boat Show, as before.
- (b) Somewhere just off the M1 e.g. Birmingham.
- (c) Close to the M25.

Please let me know your feelings on the subject so that I can pick the most popular venue, therefore encouraging a good percentage of our members to attend.

2.2 South Coast Representative I have been informed by Nigel Rennie that as he is being posted overseas he will have to resign as South Coast Rep. We are therefore looking for your nominations for this post. Please contact either myself or Ron Puce.

3. REGIONAL ROUND UP

3.1 East Coast Rally 3-5 July Four Swifts, WEE III, GULLIVER, SUNBURST, and PEPPERMINT CREAM - assembled at Levington Marina on Friday 3rd July. We were joined for evening drinks by Dick and Joyce Landon, former East Coast Representatives, who had just returned from a three-week cruise to the continent in their Etap 23.

Saturday morning dawned sunny with light N.E. winds so, with a good forecast, it was decided to head for the Deben with our ultimate destination Woodbridge. A 0930 departure from Levington saw us battling for space with the participants of the Annual Pin Mill Barge Race, the River Orwell being covered in tan sails and associated spectator craft. Once out to sea the only danger appeared to be from sunstroke. The notorious Deben Bar was, for once, placid and negotiated without difficulty by all Swifts. The flood tide carried us to Woodbridge (passing Swift 'AQUA VITAE' on the way) where we berthed for the night in the Tide Mill Yacht Harbour. The evening was spent drinking and eating in the Bull Hotel.

The marina at Woodbridge has access restricted by a sill which dries at Low Water consequently an early start was required on Sunday. The weather was again hot and sunny with light N.E. winds. SUNBURST and WEE III were the first to leave, aiming for breakfast further downstream. PEPPERMINT CREAM soon followed under motor in an attempt to reach Felixstowe Ferry by 0900 to drop the First Mate for work'. A pleasant, if hot, run back to Levington was followed by frantic efforts to retrieve the boats up the crowded and steep slipway. "Could the Association Funds stretch to a club Landrover?" was the question asked by one skipper.

My thanks to all who attended.

Paul Smith SO 103.

Footnote: Due to the problems encountered with the steep slipway at Levington it is proposed to hold the September rally (**4-6th September**) at Woodbridge, launching at Robertson's Boatyard where the slipway is more amenable. If anyone is interested in attending please let me know as soon as possible so I can make the necessary arrangements.

3.2 Barbecue in Newtown River - 27th June Owing to Nigel Rennie being difficult to contact, I sent reminders to South coast Swift owners co-ordinating this meet. I had four replies, so decided to go ahead. Our barbecue was duly loaded into 'Salu' and by 12.30 p.m. we were heading for Newtown River. The weather was wet and windy with a poor forecast for Sunday too, none the less we had a good sail across the Solent. We dropped the sails at the entrance to the River and motored in as the wind and the tide were against us. We looked around for other Swifts and saw Jim and Betty Perrett in 'Little Wing', they were set nicely to anchor, so we found a space nearby. As the evening drew on we decided not to go ahead with the Barbecue for just two boats, also the weather was deteriorating rapidly. Whilst keeping our eyes open for other Swifts we saw an Etap weaving its way between other boats, a body on deck frantically winding up the keel" It was no surprise to find Paddy and Sue Car on board - they rowed over later for a drink and a chat - so good to see them again.

As I have sailed the Solent for a few years now I cannot understand why I have not visited Newtown River before. It was so comfortable as 'Salu' settled into the mud, and even though it was windy, we slept well. We will definitely return and explore the area in more detail.

We left for Bucklers Hard the next morning in thick fog, after a little bit of chart work we arrived quite close to the river mouth. The fog did lift about half way up the Beaulieu, to reveal brilliant sunshine, which made for a very pleasant afternoon, especially when putting 'Salu' away'

To summarise, the Barbecue did not materialise, but we had an enjoyable sail, a peaceful night, and we met old friends.

Ed.

4.

TECHNICAL TOPICS

After the last bumper selection of ideas I have not received any input for this section and therefore I am forced to inflict some of my own ideas upon you. I suppose this time of year you are either too busy sailing or are developing or testing your ideas. Well the evenings are now drawing in and you should have a little time to put pen to paper and let me know of your latest ideas. Here are some of mine.

4.1 Stern Locker Storage

I have often wondered how to make better use of the stern lockers, there is alot of space behind the cock pit seats which would be used to store spare sails, wellingtons etc. My solution was to suspend netting between two dowles running fore and aft. See figure 1.

A piece of marine ply measuring approximately 24 inches x 1 inch x $\frac{3}{8}$ of an inch is bonded to the hole with araldite and a second specially shaped piece is bonded to the channel just under the stern locker cover. Two pairs of brass cup hooks are screwed into the wood so as to act as support for a pair of 6mm dowels.

Fine netting is suspended between the dowels to produce a kind of pipe cot. To access the space the front dowel is unclipped from the front pair of cup hooks and the item for storage is stuffed in and up behind the seat back.

4.2 Securing Mast Wiring

Newsletter 14 describes several methods for securing electric cables within the mast so as to stop annoying rattles. Dick Landon is reported to have tried Evostick but had difficulty whilst doing it. I have also used Evostick but applied it after feeding the cables into the mast. The technique is as follows:

- a) Remove the existing halliards etc.
- b) Feed the electric cables in down the channel next to the sail groove.
- c) Support the mast on a slope say one in four.
- d) Mix one part of Evostick with one part of Evostick cleaner. (This is a thinner and is obtainable from DIY stores.
- e) Pour the diluted Evostick into the channel at the various mast openings and allow time for it to run through.
- f) Reverse the slope of the mast so as to let the Evostick flow back the other way.
- g) Level the mast and then wait 24-48 hours for the Evostick to dry thoroughly.
- h) Replace the halliards etc.

Important Note:

This procedure should be done out of doors as the cleaner contains chemicals which are harmful by inhalation. It helps to have a nice dry day with a gentle breeze to help the drying process.

The result appears to be fairly durable.

4.3 Self Steering

Last season I used an autohelm 800 for steering Tiger Lily whilst single handed. It worked well up to about a force four but above this the motion of the boat is too much for the compass to settle down. For a small boat such as the Swift this kind of equipment requires an extra rough setting.

This season I have been experimenting with various forms of sail operated self steering.

For sailing a near close hauled course about 10 degrees off the swift self steers well if the tiller is lashed nearly central, the jib is set tight and the main sail is loosened slightly. See figure 2.

For broad reach courses I have been very pleased with the storm jib used as a control sail. See figure 3. A piece of shock cord is used to pull the tiller to leeward and the control line is led from the windward side through a block to the clue of the storm jib. The storm jib is set inside of the jib on a baby stay.

These forms of self steering seem to work best when the wind strength is above a force three and nicely compliment the electrical system.

Perhaps after some more experimentation I will write a longer article on the subject. In the meantime I would be pleased to hear from anyone who can offer suggestions or advice on self steering techniques.

Well these are my ideas. Remember I need your ideas in order to keep this column going. So please get down to it and send them in. I would also like to hear of any maintenance problems you might have had and any hints or tips you can offer.

Alan Murphy S0217.

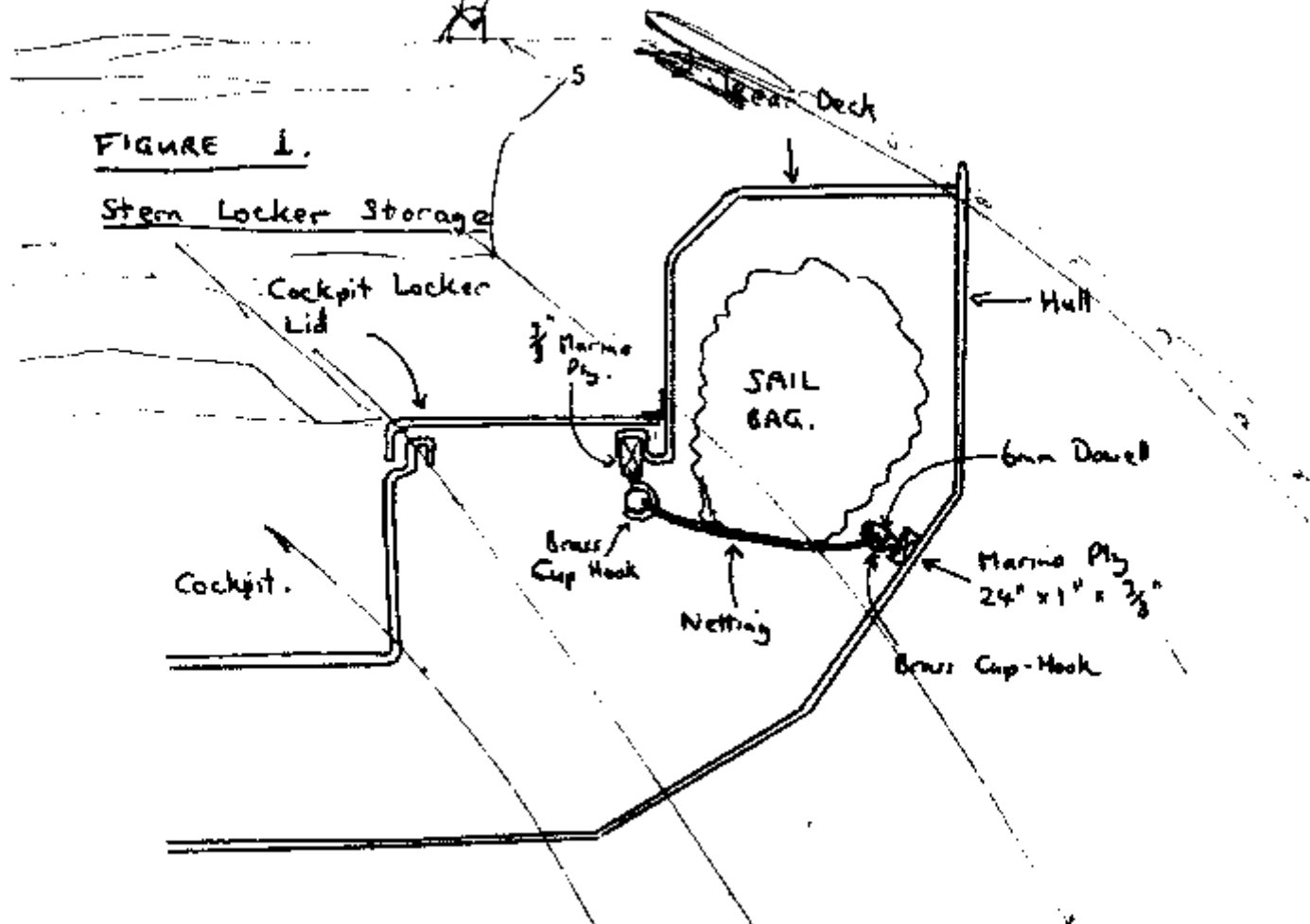


FIGURE 1.
Stern Locker Storage

FIGURE 2.
Self Steering.
(near close hauled)

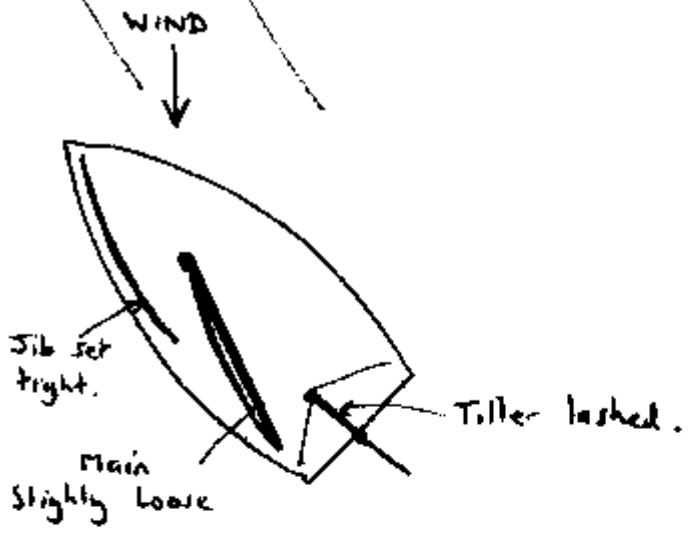
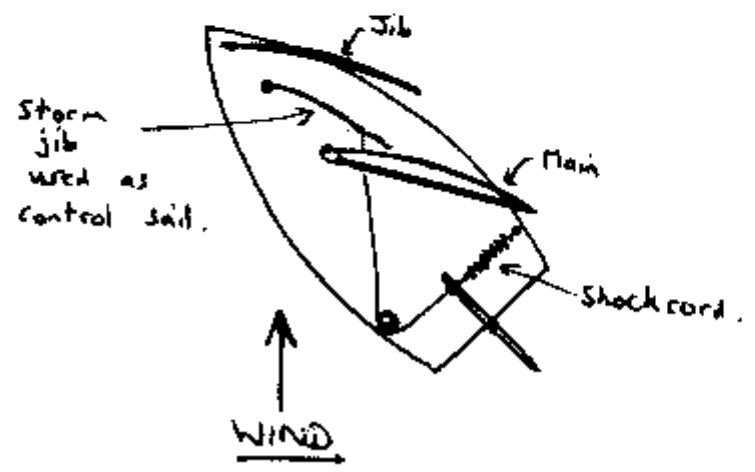


FIGURE 3
Self Steering.
(broad reach)



5. CRUISING CHATTER

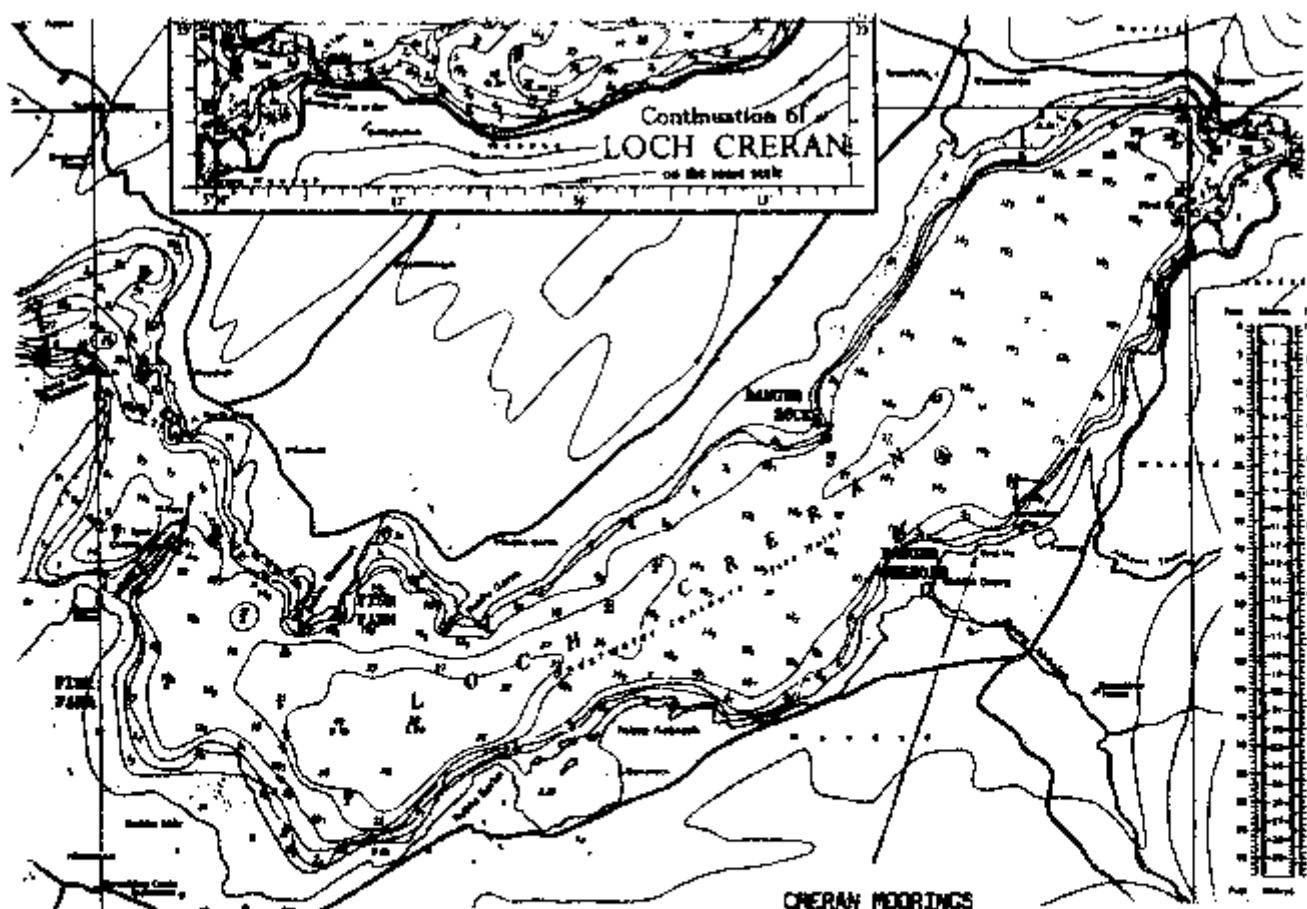
5.1 Three Swifts 25, 33 and 37 have recently sailed off the West Coast of Scotland, where we fortuitously met Steven Hansen Just. My reason for writing is to comment on "Creran Moorings" on Loch Creran run by Jock and Jonquil Siorance. The facilities are adequate but it is the help and hospitality which are outstanding - an excellent, albeit a rather distant location for a gathering of Swifts. A successful Drascombe rally took place there last weekend. Steven did not receive sufficient support for his attempted "Clyd Bash" but perhaps he may try Loch Creran next year.

Noting that you are stationed at Bucklers Hard, any thoughts of sailing a flotilla of Swifts into the Southampton Boat Show?

19 July '87

Regards,
Jack Counsell SO 37

Sounds like a good idea Jack, high tide approx. 16.00hrs on Sunday 13th if anyone is interested.
Ed.



CRERAN MOORINGS

(063 172) 265

5.2.

CRUISING IN YUGOSLAVIA

It all started a couple of years ago, having read an article in the P.B.O. of a family who trailed their boat down to Yugoslavia. Well this year we did it with our youngest daughter Louise along with Mike and Bridget Trueman and their young sons Thomas and Oliver in their aptly named Swift 'Havoc'.

The 2½ day journey down to Zadar was an experience in itself and we may dwell on that later! We arrived at Zadar Marina on the Monday afternoon, the weather was so beautifully hot and sunny. Our Swifts were eventually craned into the water, a hair-raising sight to say the least! That night was spent in the very crowded Marina, our cars and trailers deposited amongst hundreds of others. We were afloat at last and for the next 16 days too!

TUESDAY - was spent buying the appropriate charts etc. and generally exploring the old town of Zadar, whilst waiting for our papers to be accepted. By early evening we eventually set sail with a Westerly wind on a 210° course to Preko on the island of Ugljan across the Zadarski Kanal. The quayside was a bit open to the elements so we decided to head south to the smaller island of Osljak where we dropped anchor and spent a very peaceful night.

4.5 N.M.

WEDNESDAY - Woke to clear blue skies - the first of many - and had our first swim in the beautiful clear water, we set off for Biograd, a small town and harbour in the southern part of the Pasmanski Kanal, on a 115° course, sailing for the first mile then motor sailing - as the wind had faded and the sun got hotter!! We stopped at Plikaka Bay on the mainland for a cooling swim and lunch. Set sail again once the midday heat had slightly eased - our boom tents were to prove invaluable during the holiday! A good breeze was now blowing, so we were able to sail goose-winged on a 140° course to just off the island of Galesnjak, we carried on to Biograd on a 130° course arriving early evening - the Marina 'Kornati' was new and very large. The first call was to the bar for some liquid refreshment - we British are not used to so much constant heat! Then having overlooked our gas supply - and running out mid sail - we started off on a long, long trek to find the 'Auto Camp', the nearest local supplier - 500m. we were told, more like 4 miles along the coast! We eventually arrived there only to be told to come back in the morning. Still it gave us a chance to explore this medieval town. 16.5 N.M.

THURSDAY - Trekged back over to the Auto Camp for our gas, then wandered around the local markets for fresh fruit and vegetables. Also made sure that we had plenty of mineral water and fruit juice on board, we really were drinking a lot of liquids. Left Biograd at midday and motored down to Crvena Luka, stopped in a cove for a swim and tea. Here we encountered our first glimpse of naturism (even windsurfers do it!) - something that we were to come across all the time from now on. The wind strengthened and we headed for Hramina cove on the island of Murter. A good sail beam reach on a 130° course, with slight deviations, which took us to Tegna, then we headed into Hramina, found it too commercialised so rounded the headland to find a better spot to spend the night. Found a small fishing village, Betina on the N.E. coast, where we tied up onto the quayside. A game of

water polo was taking place in one section of the harbour, and then as the evening commenced we seemed to be the tourist attraction! The locals were indulging in their favourite pasttime singing, especially one ardent romeo who insisted on serenading his beau-guitar and all-until the early hours of the morning, right by our boats! 12.75 N.M.

FRIDAY - Aiming for the island of Zlarin today. A south easterly wind blowing up so we left early. Stopped for a swim and brunch in a cove on the south of Murter, having tacked all the way as the wind was on the nose.

It was an uncomfortable stay as there was quite a swell coming into the bay, not that it deterred us from swimming, especially the boys- they have gone from strength to strength as the days go on! Set sail, again tacking, to Rat on the headland of Murter where the wind dropped and we decided to motor round to Jereza Marina on the N.E. side of the island, as it was getting late. After a stroll around, we tried to have a meal in the Marina restaurant, and having waited for what seemed like hours, the food arrived and was not very appetizing. A complaint was lodged and after a reduction to the bill we retired to our boats hungry and tired! 12 N.M.

SATURDAY - Left Jereza about midday after a lengthy wait again! for our ships papers, in the meantime we stocked up on mineral water etc. Sun so very hot, wind coming from the south east just where we want to head for! Motored out to Maslinjak light where we were able to set a course of 120° sailing close hauled, the wind gave us a good sail before reaching approx. F5, so we pulled in round the headland of Tijat. This was not a comfortable anchorage for lunch as the sea was quite choppy. We decided to sail north again and head for the mainland as this would give us a fast run, even after one reef. We went S.W. of Logorun island into Tribunj, a fishing village and harbour just west of Vodice. It was also where 'Havoc' had headed into earlier when the sea had started to turn rough. After looking around the harbour we believed that our safest place was the breakwater at the harbour entrance, where we tied bow onto a boulder and dropped anchor off the stern. We found this to be very comfortable even though the wind was still blowing hard and the sea was hitting the breakwater and creating quite a spray! Tribunj seems to be the holiday spot for the Eastern bloc countries, with lots of Hungarians etc. in camp sites and hostels. Mike and Bridget had met an Austrian couple from a boat nearby who have lived around the area for a number of years, so after a very good meal in a little local restaurant we joined the Austrians in a cosy wine cellar run by two cousins, where we sampled local wines and hospitality. 8 N.M.

SUNDAY - Woke up to a beautiful clear, calm day, had a super morning swim - we never ceased to be amazed at how warm and clear the water always was. After breakfast the wind got up again - contrary to the weather forecast - we decided to leave and head for Sibenik. We put two reefs in and had a good sail, tacking most of the way. 'Havoc' decided to stay another day in Tribunj and let the weather settle down a bit more. After the exhilarating sail to Sibenik the heat of the Krka river was intense, we motored and sailed for a couple of hours in the glaring sun, and were very relieved to stop in a cove just after Lake Prukljansko for a cooling swim and tea. We found staying afloat a little harder and realised that the water was not as salty, as it was mixed with fresh water from the Krka waterfalls! Once the heat had abated we carried on up to the Marina at Skradin, and found the Brits at last, so that's where the Flotillas hide! Met a couple who sail

an E-boat on Rutland water and know the Swifts well!! 19 N.M.

MONDAY - Visited the Krka falls by taking a water taxi - which was the only way to reach the Falls without taking the mast down. Once there, we trekked through a busy campsite to a pathway up the side of the Falls, which were not as spectacular as the brochure portrayed. Perhaps it was the large amount of people swimming and playing around them, or the fact that we are spoilt by having seen some magnificent Falls in Great Britain. Returned to the Marina in the afternoon, absolutely drained by the heat, so glad to be able to retire to the cool cabin of 'Salu'. Havoc arrived later, a welcome sight, they visited the waterfalls, and later we explored the town of Skradin, a very old place dating back to Roman times yet still accepting 20th century tourism.

TUESDAY - Heading for Zlarin - the Coral island. Weather so hot again, no wind at all, we stopped at the same cove for the inevitable swim. As we had to motor again we decided to put up the boom tent for a bit of shelter and as we were so doing our sunshade fell overboard! Louise was deposited into the water to rescue it, but as it was sinking fast it was impossible for her to pull it in, as she was being brought back on board we heard a splash and saw Mike complete with mask and snorkle approaching, he in turn rescued and returned our sunshade! Stopped at Sibenik, needing plenty of fenders as the sea had quite a swell; spent a few hours stocking up on provisions - actually found a well stocked supermarket! We then sailed over to the small harbour and village of Zlarin on the N.W. Coast of the island. A local restaurant tout attempted to direct us on to the outer wall of the harbour where the larger boats were moored, but we instructed him that we were going alongside the town quay - and no we did not want a restaurant to eat in, we were dining on board, he soon got the message!! Occupants of our two boats in Salu's cockpit for dinner that evening then a stroll around the old town to the strains of girls voices from a Youth Hostel. 12 N.M.

WEDNESDAY - Motored north out of Zlarin past the headland, then sailed on a 130° course on a run towards the island of Krapanj. Quayside very crowded so decided to make for the island of Drvenik for a swim, lunch and siesta. Set off again, more wind this time, heading for Primosten on a 165° course. After a few miles the wind died down and we had to motor into Primosten. We dropped anchor in the harbour, more flotilla boats on quayside, seems a lively place. It certainly was, plenty of restaurants and bars to choose from and a market place that was still busy at 11 p.m. Further up in the town around the hotel complex artists were exhibiting their varied works. 9 N.M.

THURSDAY - Another beautiful morning. We motored round to the next bay to Kremik Marina for petrol and water. Set a 300° course for the outer Kornati islands, a good south westerly breeze, sailed for quite a while then motor sailed as the wind changed. We dropped anchor for our daily swim and lunch in a bay east of Kaprije to the strains of more youthful singers from another boat. We headed round to Kaprije for the night, not much wind but we sailed for a while; it was a beautiful peaceful evening with small islands all round. We dropped anchor in the bay in time to watch a stunning sunset. 16 N.M.

FRIDAY - Clouds in the sky this morning - still so very warm though. As we

were leaving Kaprije a boat flying the Red Ensign came along side, Bernard Bryan and family from Horsham (small world!) introduced themselves and we chatted about Swifts, and sailing in general. Once again the Swifts drum up a lot of interest. Aiming for Ravni Zakan today, wind south westerly and blowing up stronger, set sail on a 310° course until the northern tip of Kakan was in line with the northern tip of Kaprije, then changed to 266° heading for the small island of Mrtounjak, where we changed course again to 288° heading for Smokvica Vela. We had an exhilarating sail, but were eventually forced to put one reef in for more comfort. The sky clouded over and we had a few drops of rain but it came to nothing. We sailed on between the islands of Smokvica Vela and Skulj in a rough sea making that part of the journey exciting, if not a little worrying! Headed round the northern end of Skulj with Ravni Zakan on our starboard, the channel was narrow and the wind strong, there was also a rather large sloop sailing towards us not giving us much sea room, when we heard a loud crack and realised that the main sheet shackle had come apart! It was replaced at record speed just in time to keep us off the rocks. Phew! We came upon the Marina on the south side of Ravni Zakan where the wind was blowing right into it. So we decided to anchor off Kameni Zakan where it was more sheltered, this gave us a chance to swim, lunch and rest! We set off again late afternoon for Lavsa, a cove on the northern coast of the island of the same name, crossing off the islands on the way, a task that must be done as they all look similar! We had a good run on a 310° course and arrived in what was to become a very busy anchorage. As it was calm we decided to lie alongside 'Havoc' having both dropped anchor. This seemed to be both comfortable and space saving, until late evening when the wind became strong and gusty, thus putting a lot of strain on our anchors because the boats could not swing in a normal manner. Eventually the anchors dragged and caused some very exciting moments for the boats at our stern, until we headed away under motor and torch light! Maybe it was a good thing that we didn't understand the German language!!

As we headed away from the main anchorage our electrics failed, leaving us without a depth finder! We dropped anchor as close to the land as we dared, which gave us time to repair a loose battery lead. We decided to blow up the dinghy and take a long warp ashore and tie up to the largest boulder available, which was a considerable task achieved by torch light, a lot of laughter from the crew and a 'Boys Own' spirit of adventure!! The main anchor was transferred to the stern, and the forward warp was tightened accordingly, bringing us closer to the shore, where we spent a comfortable night. 'Havoc' meanwhile had stayed put in the cove and did not experience such a peaceful night.

12 N.M.

SATURDAY - We woke to a clear bright sky, and motored round to the marina at Piskera for a shower, breakfast and water. Aiming for Telascica Bay today - it is a natural harbour in a deep bay with many coves, in the S.E. part of Dugi Otok. Not much wind, and what little we had was on the nose so we motored along, again crossing off the many islands on the way. We had planned to stop at Sipnate on the N.W. tip of Kornat but changed our mind and dropped anchor off the eastern side of Aba V. Again the water was so clear and warm, shoals of little fish can always be seen, plus the keel of one's boat! Set off late afternoon sails up and looking for the wind, quite a good breeze, sailed for a while then motored the last part. The islands are mainly uninhabited and stony although some do have a certain amount of greenery, there is a stark natural beauty about them. We

anchored in Mir cove, an attractive wooded area with a camp site amongst the trees, and a small quayside for passenger boats bringing people to visit lake Jezero. After laying the anchor we came stern onto the shore and Louise swam across with a warp tied to a fender and made good the warp around a tree. In the centre of the cove was a large bouy reserved for naval vessels. That evening a large black submarine arrived! We blew up our dinghy and paddled around to a suitable landing place and then walked through the forest to the restaurant/cafeateria. 15 N.M.

SUNDAY - We decided to move across to the northern end of the cove as the wind was blowing onto our starboard side. Once settled in we walked up to the lake, at first sight it did not look anything special, but once we had climbed right up to the full height of the cliffs and looked down on it the sight was much more like the post card views, as were the sheer cliffs on the Adriatic side, it was certainly worth the climb to look out across the clear blue Adriatic.

It was back to the restaurant for well earned liquid refreshment, before returning to our boats and moving back over to the original shore. Tying up as before in between other similarly moored boats. A 'bora' had been forecast earlier so we were in two mindswether to move on or to stay put, as the pilot book stated that Mir is protected from all winds we decided to stay. Having just finished tea we looked up and saw the large Italian crewed boat next to us coming closer! we jumped up and fended off, the full weight of their boat was pressing against our starboard side and we realised that their anchor had come adrift, at the same time the wind arrived in full force. Our instructions to the panicking Italians were curtailed as we felt our anchor breaking free. Louise set free the aft warp and our motor was started in the quickest time ever! by this time a full blown gale - the Bora-had arrived and we were battling to keep off the lee ward shore where boats were being blown on to the quayside and the rocks. The rain was so fierce that it stung our skin and brought visibility down to about 3 metres. Our dinghy was flying around behind us and hampering our efforts to get into the protection of the northern shore of Telascica, we quickly released the valves and dragged it into the cockpit. After what seemed like an eternity our valiant little boat struggled out of the most dangerous part of the cove and we managed to drop anchor amongst a few other boats also seeking refuge.

There was a lull in the storm, and we had time for a most welcome cup of tea, and put warm dry clothes on, then sorted out the chaos in the cabin!! Having had to lay the anchor three times before catching properly we decided to stay on anchor watch as the weather was so changeable and the wind was coming in strong gusts making the sea very rough. We were very glad that we had brought our water proofs with us, they were most welcome that long night. All night boats were laying and relaying their anchors, even our Italian 'friends' arrived at one stage and we just hoped that they would drop anchor far away from us!

MONDAY

By 5 a.m. the storm had died down and there were no threatening clouds around. We had stayed in radio contact with 'Havoc' for most of the night, as they had managed to fight out the gale in their anchorage in Mir cove. We decided to move on, after a battle to pull up our anchor, using engine and brute strength - did we really need an anchor watch? - our aim was to reach Zut Marina on the N.E. coast of the island of Zut watching for Bora

clouds on the way, as the gale could return as suddenly as it had started the day before. 'Havoc' decided to turn back to Mir as they were not too sure about some of the clouds looming over Dugi Otok. Although we were tired we decided to carry on, calling into a cove on the south side of Katina and after speaking to some of the local people we felt confident that the Bora would not return in the strength of the night before. We made a leisurely journey to Zut sailing and motoring in calm, hot weather, repairing our punctured dinghy on the way! Whilst sitting in the restaurant overlooking the picturesque bay we saw a familiar sight - Havoc was entering the marina - well done! We all had a very welcome drink and lunch and then slept for quite a while! 8 N.M.

TUESDAY - Woke to beautiful blue skies again and our last day out at sea. We were heading for Zadar. We headed for the gap between the islands of Brušnjak and Sit reaching there in just two tacks, we then motored past Balabra and Sit then sailed closed hauled up the Srednji Kanal heading for Zdrlec - the strait and harbour between the islands of Ugljan and Pasman.

On reaching the strait we dropped the sails and prepared to motor through when we saw someone waving their arms about, we could not understand why, then we heard a loud hooter and realised that a steamer was coming through! we quickly got out of the way and awaited our turn. As the tide comes through at approx. 4 knots and the width is only 15 mtrs. it was hard going especially as we were following in the wake of two speed boats, and an impatient cruising yacht was coming the other way, it is at such times that one wished for an extra 2 H.P.!!

In the Zadarski Kanal the wind had freshened and there was quite a swell on the sea. We were planning to meet 'Havoc' in the harbour of Kukljica for lunch but after looking in and seeing how uncomfortable it would be we realised that they had carried on towards Zadar. As the wind was blowing right down the Kanal we had to tack back and forth making it a long but enjoyable final sail.

We arrived at the Marina in the late afternoon and had a most welcome meal in the Restaurant. A young west German who spoke perfect English showed great interest in our boat, as he was seriously thinking of buying a Swift in the near future, so we showed him around and gave him plenty of encouragement! 24 N.M.

WEDNESDAY - We paid our bill for car and trailer storage etc and collected a ticket for craning the boats out, mid afternoon seemed to be the earliest it could be done; so we spent the time putting the masts down and generally preparing for the journey ahead. Our cars and trailers were none the worse for standing for so long in the blazing heat. We brought the boats alongside the choppy quayside and awaited our turn, they were eventually craned out and expertly lowered onto the trailers. We were ready to drive off by early evening and the journey home was ahead of us.

To summarise, we would certainly do this trip again, as the sun, sea and sailing are excellent. With plenty of safe harbours and anchorages and ideal wind forces this is the place to go if you prefer a simple, leisurely holiday.

All mileage is chart reckoned as we left our new log spinner at home on the side board!!.

6. FROM THE POST-BAG

6.1 "Never too old?" This is basically a true story based on an experience I had when I was thinking of sailing again, and wanted to get some idea of the costs.

First telephone call to an insurance company.

Me. "Is that the Safe & Sure Insurance Company?"

Agent. "Yes, can I help you?"

Me. "Do you do marine insurance?"

Agent. "Yes, what do you have in mind?"

Me. "I would like some idea of the annual cost of insuring a boat."

Agent. "Smashin', it all depends on what sort of a boat."

Me. "I've not got a boat yet - I want some idea of the cost before I commit myself."

Agent. "Smashin', you must have something in mind."

Me. Thinking quickly, "All right then say an eighteen to twenty foot cabin cruiser with an inboard, or outboard, motor. Also a, say, thirteen foot sailing dinghy"

Agent. "Smashin', How fast is the boat?"

Me. "About six knots."

Agent. "Smashin', how long have you been sailing?"

Me. "Four or five years, but some time ago".

Agent. "Smashin', how long is some time?"

Me. "About forty years"

Agent. "Smashin' 14 years?"

Me. "No, 40 years"

Agent. A long pause. "Forty years?"

Me. "Yes"

Agent. Another long pause. "How old are you?"

Me. "Nearly 70"

Agent. "Smashin', pause, "How old is the boat?"

Me. "About four years"

Agent. "Smashin'", pause, "I'll ring you back."

Second call about an hour later.

Me. "Mr. Hopeful here"

Agent. "I've got the quotation here. £70 for the cabin cruiser, and £16 for dinghy. But, there is a proviso. You will have to have an experienced helmsman with you at all times."

Me. "That's a bit much, how much experience?"
 Agent. "I don't know"
 Me. "When will I become experienced?"
 Agent. "You won't"
 Me. "What never"
 Agent. "No, never"
 Me. "I'm not bedridden yet. Good day" and rang off.

I did get my insurance and my boats.

H. B. Dale S.O. 141.

6.2. I thought the Swift Association might be interested to hear of a recent fun Open Cruising race which I entered, organised by the Royal Lymington Yacht Club.

Nigel Rennie in Caddyshack 162 also took part.

The basis of the race is that any sailing boat with an auxiliary engine can take part. It is around the Isle of Wight, and one can use one's engine for one third of one's total elapsed time. The 'race' is timed so that one has a fair tide the whole way round the Island. It is basically designed to be a fun race in company with other boats, which are all cleverly handicapped. It occurs in June/July each year.

There are three classes of boats:-

- (1) Boats with inboard engines over twenty-five feet.
- (2) Boats with inboard engines under twenty-five feet.
- (3) Boats with outboard engines.

This is the third year I have entered - the first year I was disqualified as I used the engine for too long, and last year I came last, having used the engine too little. This year I got it right and amazingly won my class, but also beat some of the Class I boats.

There is a handsome trophy for the winner.

As it is an open race you do not even have to be a member of any Yacht Club.

It would be nice to see more Swifts taking part next year.

Michael Spencer ROLO 006

Now that we know about it this could become a popular Swift event. Ed.

7.1 Amendments to Register of Owners and Members.

- SO36 Bill & Wyn. Stevens, 6 Appledore Road, Woodchurch, Nr. Ashford, Kent,
Sailing Area - Rye Harbour. TN26 3TG ✓
- SO44 Boat Name PERKS ✓
- SO124 John Wilkie, 86 Furneaux Road, Mitehouse, Plymouth PL2 3EU
Sailing Area - Plymouth.
- SO129 Tel. No. 0942 716835
- SO139 Barbican - (not Barbican) Sailing Area - Medway - Owners - Barbara
& Ian Sillars.
- SO141 Sailing Area - Windermere (not Coniston) Tel. No. 044853 409
- SO169 Boat name FANCY FREE (not Halo)
- SO174 11, Manor Court, Chedlington, Oxon. OX7 3LW Tel. No. 060876 569
- SO182 Acacia Lodge, Grimston Road, South Wooton, Kings Lynn. PE30 3WS
- SO188 MOONDUST (not Moondusk) Paul Ballard, 3 Mount Rise, Kenn, Exeter,
Devon, EX6 7XE.
- SO316 MERRILY MAY (not Merrioy May) 60, Thornhill Square, London
NI 1BE Tel. No. 01 609 1687
- SO317 Owner - Sportboot - West Germany
- SO318 (not 319) J. J. Burton
- SO319 (not 317) CICADO.
- SO323 Owners - Lakeland Sailing Centre Ltd.
- SO324 (not 323) Mr. G. Evans
- SO325 (not 318) Roger Farler.
- SO326 Owner - Sportboot - West Germany.
- SO328 Dr. J. H. Lawrie
- SO19 Sailing Area - Solent - Terry White. No address given. Tel. No. 0703
871290.

8.1 Boat Jumble This is not strictly classed as 'Jumble' but Roy Bamford has his Swift (189) up for sale, as he has moved up to a Gibsea 28. After talking to Roy on the 'phone it sounds as if he has added quite a bit of interior woodwork to it.

9.1

SOUTHAMPTON BOAT SHOW

The Southampton Boat Show is almost here again, and will be held at its usual venue, Mayflower Park, from 11th - 19th September. Honnor Marine's stand no. D3, in the same position as last year, by the Post House Hotel, will be of particular interest this year to Swift 18 owners. Not only will the brand-new SWIFT 20 be on display for the first time, but it may also just be possible, if you're lucky, to catch a sneak preview of the SWIFT 21 and SWIFT 23, one of which is due to be unveiled at the London Boat Show next January.

This will be good news to any of you who may be beginning to feel their style at all cramped by an 18-footer, even one as roomy as the Swift. You can now grow within the family you've known and loved, so don't make any hasty decisions about changing your boat before checking out what Honnor Marine are coming up with in time for the 1988 sailing season - Keith Fallas, David Wells and the rest of the Honnor Marine staff on the stand will be more than happy to tell you.

Another novelty on the stand will be the new and very compact LOGTRON range of yacht electronics, now available as optional original equipment on Swifts of all sizes, and well in scale with them. The sealed display units measure only 82mm x 70mm x 25mm (approx. 3 1/4" x 2 3/4" x 1"), and are self-solar-powered or can operate from a 12v system. All equipment can be installed without piercing the hull, thus maintaining total hull integrity.

The Swift 20 on display will have the Echo-Sounder, Log and Speed units mounted on a new console situated on the hatch housing, in easy view from the helm but well out of the way of the crew's knees or elbows. Marlin International, distributors of Logtron, will be giving sailing demonstrations throughout the show just down the road at Ocean Village on their Swift 18 "Merrily May" (SO316), which will also have Logtron's Digiwind anemometer and Battery-Tester units mounted. Ask Carole or Roger Marsh of Marlin on stand D3 for further details, or phone on 01-609 5415; Honnor Marine (0803-862228) will be able to supply these units for fitting to new or to existing Swifts.

Also on D3 will be Honnor Marine's famous DRASCOMBE range of day-sailers, the latest SWIFT EXPLORER twin-masted cat-rigged dayboat with its really novel rotating mast roller-reefing and furling system, and Marlin's NAUTIRAID range of folding dinghies, which look and handle like real boats, are ideal compact tenders to yachts of all sizes, and can be erected or stowed away in just a minute or two - a practical alternative to an inflatable.

All in all, Honnor Marine's stand D3 and the Southampton Boat Show in general are well worth a visit for those of you who can find the opportunity to get there.

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