

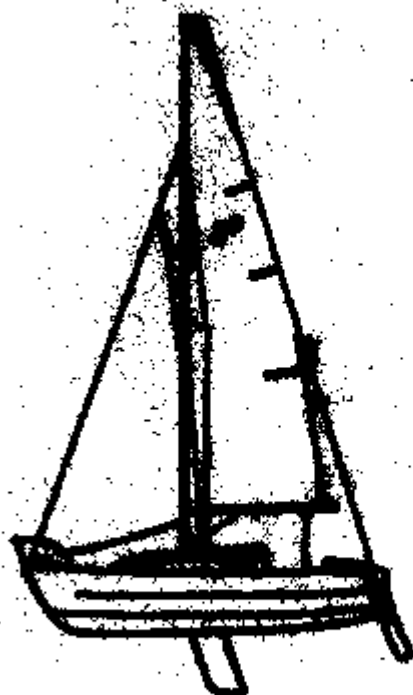
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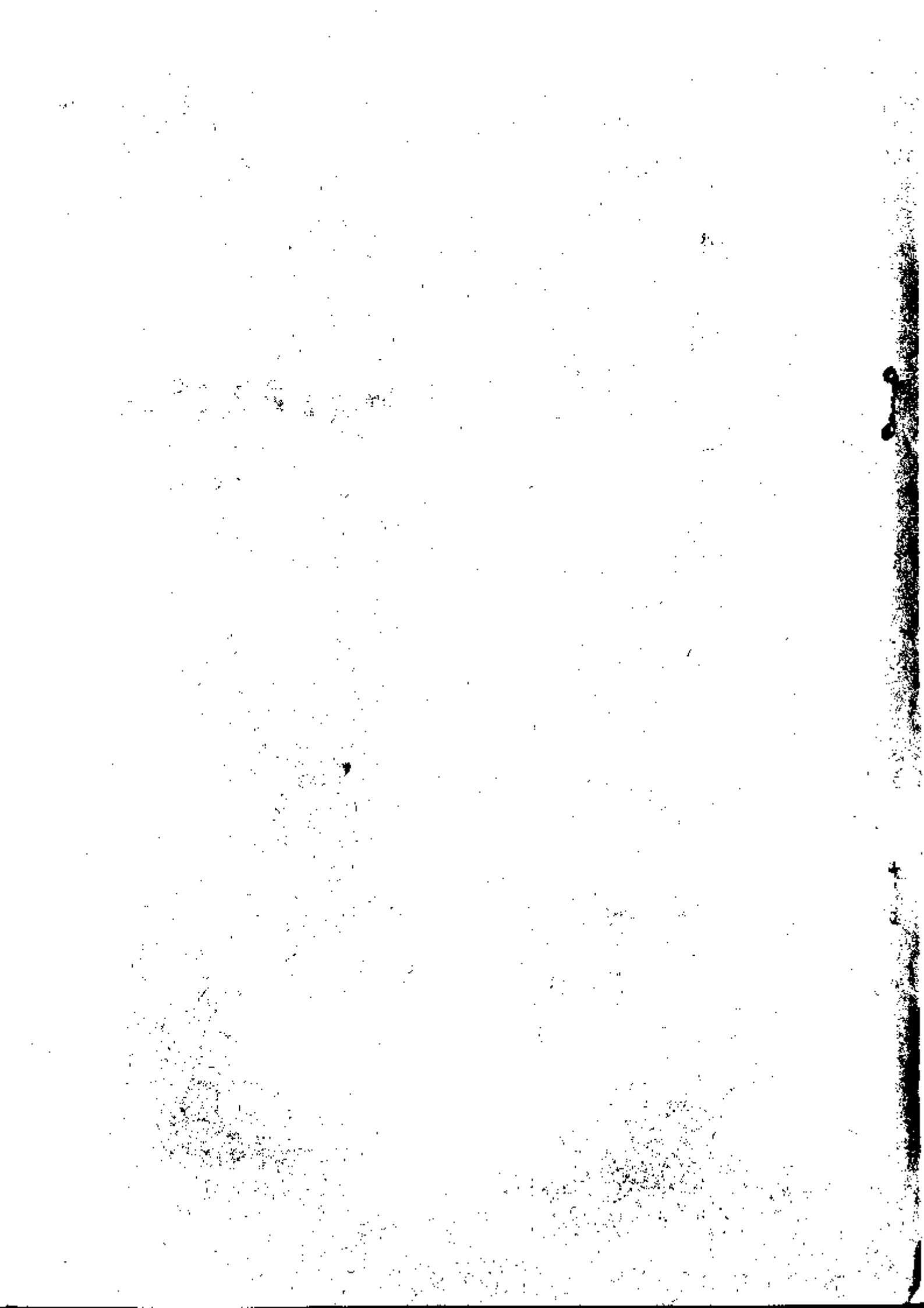


## NEWSLETTER

NL 23 DECEMBER 1987

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## 1. ED'S COLUMN

1.1 There has been a good response to my plea for more cruise notes, logs and stories etc., they are all gratefully received but I would still like more, whether it be one paragraph or several pages. Especially any embarrassing moments as sometimes when we make our little mistakes we can then think that there are other Swifties who occasionally drop a clanger too!!

1.2 Janet and I really enjoyed the South Coast laying up supper held at Warsash Sailing Club. The meal was first class and so was the company. Well done Nigel for organising this event.

1.3 I think that most boats are now safely laid up for the winter, may I remind you not to forget trailer maintenance e.g. bearings, brakes etc., to give you a good start to the trailing season next year.

1.4 This year has not been a good year for Rallies, I hope that in 1988 we shall have more success. I am at present attempting to put a plan together which may help communications.

1.5 I have had a few enquiries about when the extra ballast was put into the Swift skeg. At this stage, having made enquiries to Honnor Marine and not being satisfied with their reply, all I can suggest is that our boat S 125 was ordered in September '83 and delivered in February '84 and was one of the first made with the extra ballast. If any reader can enlighten me further I would be much obliged.

1.6 Janet and I wish you all a Merry Christmas and a Happy Sailing New Year.

## 2. ADMIN. NOTES

2.1 Annual General Meeting The response for the venue for the AGM was minimal and weighed heavily in favour of the London Boat Show. Therefore it will be held on **Sunday 10th January 1988** in the West Brompton Lounge at 13.30. An agenda and reply slip is enclosed, please respond and make your views known so that we may organise affairs to suit the majority.

2.2 Change of Address With effect from 21/8/87 Paul Smith, E. Coast regional representative can be found at "Ferry Fields", 206 Ferry Road, Felixstowe IP11 9RT (Tel. 273567)

## 3. REGIONAL ROUND-UP

3.1 East Coast Rally 4-7 September Due to a lack of support and my moving house I regret that the rally was cancelled - I look forward to more success next year. In the meantime, if any Swift owner has any proposals for venues, meetings etc., on the East Coast next year I would be very interested to hear from them.

Paul Smith SO 103.

3.2 Lakes and North West Nothing to report, any suggestions for future rallies or meetings, please contact me.

Chris Clayton SO 33

3.3 Laying Up Supper Warsash On Sunday 8th November '87 the Solent Area held it's Laying Up Supper in Warsash Sailing Club. The evening was a great success with 13 boats represented, and it was good to see past members Evelyn Goldsmith,

Paddy and Sue Carr. Much talk was about the recent hurricane and how the Swift's survived or otherwise. (Watch for future issues)

Swifts represented were:- SALU, CADDYSHACK, GUILIA, TIGER LILY, SILVER LINING, BLACK JACK, WAVERLEY II, MOONSHADOW, MERRILY MAY, MAJARI, MARTINET, SUNBURST, and HELISE.

Nigel Rennie SO 162

3.4 Midlands I hope to be organising a Midlands Supper early on in the New Year. If interested please contact me.

Peter Latham SO 14.

#### 4. TECHNICAL TOPICS

4.1 Problem and Modification Survey Many of you have written or telephoned asking for solutions to various problems. In some cases I have been able to answer the query directly from my own experience but in a couple of cases I have not known the answer. With several hundred Swifts now in existence it is highly probable that many problems have already been experienced and various solutions tried. I would like to gather this fund of information together so that we can share it within the Association.

In order to encourage you to write to me about problems with your boat, their solutions and modifications, I have devised a short questionnaire. Please take a few minutes to complete it and return it to me. I will use your answers as a basis for a future Newsletter article - perhaps providing solutions to some common Swift 18 problems and listing some of your favourite modifications/improvements.

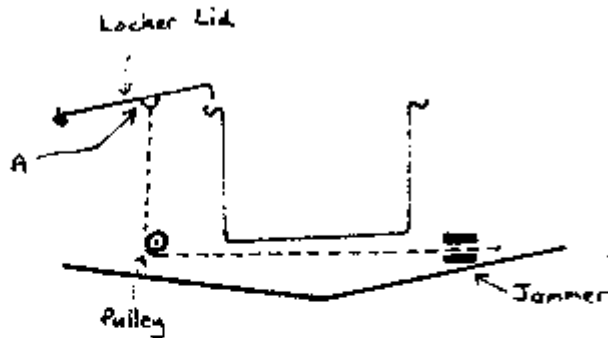
As a result of the hurricane on the 16th October, I have received a few reports of damage to Swifts from owners wanting to know where they can obtain spare parts. Some parts of the original Swifts are no longer available as new items and they can only be obtained from a wrecked Swift. I have therefore included a question about damage to Swifts and I would particularly like to hear from anyone whose Swift is an insurance write-off. It may be that parts from such a Swift would be sold in order to restore another damaged one.

All the information received in the questionnaire will be kept in strictest confidence and if you desire your identity will not be published or made known to others.

4.2 Ideas The two ideas in this edition were supplied by Graham Barker - Little Hog S 302. His first idea is a variation of the Etap system for securing the stern lockers. The system has the advantage of simplicity. However, I like the stainless steel bolt solution which is operated from inside the boat - see Dick Landon's idea - newsletter number 6 page 10.

Here are Graham's words:-

P.T.O.

**Locker Lock (Stolen from Etap')**

A rope (6mm) is attached to the staple (A) on the underside of the lid, it passes over the pulley, through the 'tunnel' to a jamming cleat on the other side.

At that level there is reinforcing where the internal moulding is bounded on to give a secure hold for S/S screws.

I have used a padlock and hasp on the 'Jammer side' but I've no doubt a line could be taken into the cabin through the bulkhead and secured so that both lockers are kept shut without padlocks. If it is attached with serious intent the cosmetic damage will be much less than a padlock hasp and staple levered off with a large screwdriver'

**Battery Mounting** I fitted a plywood plinth onto blocks, glass fibred to the floor of the stern locker, however my skill was not up to the idea and it would not sit level - answer:- I squirted canned foam (available from builders merchants in Germany) under the plinth - success. It also fills the dead space so that bits cannot get lost into there, and distribute the load on the hull.

**4.3 Problem Page** In anticipation of receiving many problems and solutions via the questionnaire, I am trying out a 'Problem Page'.

If you have a problem for which you want a solution or if you have a better solution to a published problem then please write to me.

The first two problems are concerned with 'Retrofitting a Pulpit' and the 'Jib Halyard Fouling the Roller Reefing'.

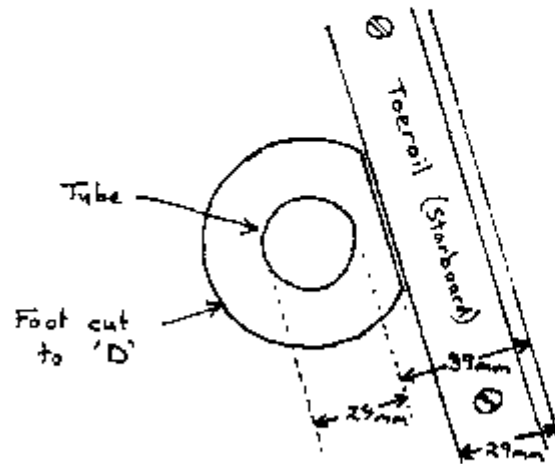
**4.4 Product Reports**

- (a) Graham Barker reports that the Minnkota 65 electric outboard:-
1. Underpowers the Swift - 2-3 knots max.
  2. The mounting clamp will not sit properly and the knurled knobs foul the floor.
  3. It 'eats' batteries and is only suitable for marina manoeuvres.
  4. It is quiet (bonus point).
  5. Good after sales service from "Thompson Electric Outboard".
- (b) Jack Counsell reports that his Auxiliary Engine Mounting (NL No 21) works without problems. However, he has made two minor modifications:-
1. A strip of stainless steel is bolted to the lower arm, to add a little strength across the small cut out.
  2. 5/16th holes drilled through the 'U' brackets and upper arms, into which pins are inserted to secure in upper position.

(a) Retrofitting a Pulpit

**Problem:** - Where do you drill the hole in retrofitting a pulpit - do you go through the toe rail in order to take advantage of the strength but have water leak problems or in board of the toe rail and miss the hull deck join?

**Solution:** - On my Swift the hole is inboard and just forward of the anchor well position.

(b) Roller Reefing

**Problem:** How to stop the original halyard from falling on the roller reefing block.

**Solution:**

1. Ensure that the soft metal 'lead' of the roller reefing is fully bedded into the top foil (take great care with the assembly of stay head).
2. Wrap tape round the pully fitting to help avoid it catching the halyard.
3. Always keep the halyard tight.

Keep sending in your ideas - we can always do with more - and don't forget to send in the questionnaire. Please do this as soon as possible.

Alan Murphy  
(Technical Secretary)

5. CRUISING CHATTER5.1 ADRIATIC ADVENTUREINTRODUCTION

D S Clements has certainly inspired many with his article about Trailer-Sailing to Yugoslavia (see PBO No 224, Aug. 1985 p79). Like Laurence Peacock (NL22) we also read the article with envy and this year decided to turn the dream into reality.

In writing this account of our adventure I have tried to include information and useful advice which will help others in planning a similar trip.

Tiger Lily (S217) is well fitted out with many creature comforts including 12 volt electrics - probably essential for a lengthy cruise for 4 people. She has the usual

4HP Yamaha engine but also carries a 3 person inflatable with 2HP Yamaha. Her four crew are myself (as skipper), Heather (foredeck & anchor crew) and 14 year old daughters Helen (deputy skipper & bow jumper) and Elizabeth (tiller girl & engine starter). On the road we use a 1.8 litre VW Passat for towing Tiger Lily - this proved to be entirely adequate and we only had to drop down to second gear occasionally.

#### OUTWARD OVERLAND JOURNEY (August 1st - 5th)

**SATURDAY** - We spent the morning packing, repacking, checking and rechecking before coupling Tiger Lily to the car and setting off for Dover. After stopping for a meal at the 'Happy Eater' and getting a few hours sleep in a nearby layby we checked in for the 0100 (BST) ferry to Ostend. We chose the overnight ferry as it was the cheapest and the Ostend route offered the chance of 3-4 hours sleep (we had booked a cabin).

**SUNDAY** - At Ostend the ferry lands you within a few hundred yards of the start of the motorway and there is very little of the town to negotiate. However we landed at 0700 (CET) in heavy drizzle and had to drive very carefully for the first 200 miles. The Belgium, German and Austrian motorways have frequent parking places and service areas - these proved to be very convenient for brewing up coffee and overnight stops. Our first night stop in a German 'Parkplatz' proved to be noisy and we later became more adept at selecting a parkplatz with some form of screening from the motorway.

**MONDAY** - Our second overland day was accompanied by long periods of heavy rain and traffic jams. However both of these had cleared up by the Austrian boarder and we made good progress through the Tauern and Katschberg tunnels. At Spittal we detoured (12 miles) to look for a camp site but found that they were too crowded and not really suitable places for taking Tiger Lily. Pressing on southward we soon encountered a further traffic jam just north of Villach and at 1955 we called it a day and pulled into a well screened parkplatz.

**TUESDAY** - At 0700 the road was clear and it soon became apparent that the cause of the traffic jam was the road works for the not yet completed Villach by-pass. By next year a new viaduct and tunnel will be built and this traffic bottleneck removed. Because the Wurzen pass is too steep for trailers we detoured via the motorway to Tarvisio in Italy and then via a narrow winding road into Yugoslavia. This road required care but did not contain any excessive gradients and after just 6 miles in Italy we were across the Yugoslav border and heading for Jesenice and Ljubljana. A new tunnel is now being driven through the Karawanken Mountain and perhaps by next year there will be motorway connecting Jesenice to the motorway north of Villach. From Jesenice the road is fairly straight-forward onto the Ljubljana motorway and then across the hills into Rijeka. Arriving at Rijeka at 1230 we encountered urban traffic jams but by 1330 we had cleared these and were on the Adriatic Highway, the coastal road south.

This, the most difficult part of the journey was 120 miles of twisting hairpin bends with the warm inviting sea appearing over the right edge of every bend in the road. Occasionally second gear was required but fortunately the road was dry and we eventually arrived at Zadar marina at 1900 having covered a distance of 1049 miles from Ostend in three days.

It was too late to launch Tiger Lily that evening and we decided to sleep onboard in the marina. There we met the crew of 'Half Dozen', an ETAP 20. We had seen Half Dozen passing by at the Happy Eater at Dover, then near the Belgium-German border and later on, south of Bonn. Half Dozen had arrived a few hours earlier and was already in the water. The crew, Allen and Lyn Freeman and 3 daughters were

also inspired by D S Clement's article. Allen normally sails Half Dozen at Rutland and this was his FIRST trail to the sea!

**WEDNESDAY** - By 0830 Tiger Lily had also been craned into the water and we soon erected the mast (this was done afloat and during a sudden downpour of rain). The paperwork was easily completed and the 'Permit of Navigation' obtained from the Harbour Master. The rest of the day was spent unwinding from the long car journey, looking round Zadar and re-supplying the boat with provisions.

**SAILING** - Part 1. (August 6th - 15th).

**THURSDAY** - Having seen and smelt enough of the raw sewage floating past our boats inside Zadar marina we decided it was now time to seek the cleaner waters offshore. Half Dozen cast their lines at 0930 and Tiger Lily motored out 15 minutes later to start the great adventure. On Tiger Lily the first priority was to clean and sanitise the cockpit. Then we were off beating into a light north westerly. Lunch was spent anchored just off Otok Rivanj. A beautiful downwind sail in the afternoon soon brought us to the quiet overnight anchorage at Uvala Soline, at the north of Otok Iz. Here we discussed the advantages of trailer sailing with Allen over a couple of cans of duty free beer. Meanwhile the children tried out the snorkel and flippers and went off to investigate the sea cucumbers.

**FRIDAY** - The wind had turned southerly giving us a long beat down the east coast of Otok Iz. The trip was broken by a lunch stop at Iz Veli where we made our first attempt at mooring bows to quay, a standard practice in the Mediterranean - luckily it went right first time, however it is wise to rig a bow fender before trying it. At Iz Veli there were limited provisions - petrol was unavailable but water could be bought from the marina. We needed to set a reef for the afternoon beat southeastwards to the bridge which joins Otok Pasma to Otok Ugiljan. There was a strong adverse tidal stream in the narrow channel under the bridge and we had to use the motor even though we then had a following wind. We anchored for the night in the little bay to the south of the main channel where we could watch the ferries plying up and down.

**SATURDAY** - Awaking to a day with little wind we decided to use the 2 HP motor mounted on the stern ladder for an hour or so. Here we towed the children behind Tiger Lily using the small washboard as a hydroplane. With the snorkel they could view the bottom slowly passing by at 2 knots. Later a light NW wind appeared giving us a leisurely drift down the Pasmanski Kanal. Anchoring just off Turanj a shore party was dispatched to look at the natives - actually they were mostly Italians and Germans. On arriving at Biograd we quickly collected supplies - food, water and petrol before enjoying an evening meal in the marina restaurant.

**SUNDAY** - The planned itinerary now indicated an arduous 3 day trip to the outer Kornati Islands and we decided to "go for it". Half Dozen decided to gently amble down the coast and we agreed to meet up again at Vodice on the 11th. Slipping at 0920 we motored out and set course to round the headland, Rat Borovnjak, at the south end of Otok Pasma. After a short period of sailing in the light north westerly we were forced to revert to the motor to make any progress. By 1600 we had reached the 'best anywhere restaurant' (according to Clement's article) on Otok Katina but found that it was closed on Sunday - what an anti-climax after all that motoring. An hour later we were ready to begin the SE trek down the west coast of Otok Kornat. You can imagine my feelings when we discovered that the wind had now changed to a SE. However the land and seascape soon made up for this disappointment. The islands are mostly barren and deserted, some being just conical humps of rock and others presenting sheer cliffs to the sea. This unusual scenery had a strange beauty all of its own. We finished the day anchored in Uvala Modri Bok a few yards from 'Peregrin', a 38ft. red ensigned Ketch. The evening was



spent aboard Peregrin discussing the beauties of both big and little boat cruising in the Mediterranean.

**MONDAY** - The sun rose over the Otok Kornat throwing stark shadows across the bay and the barren off-lying islands. After a leisurely breakfast and a shore excursion it was time to weigh anchor and beat out of the bay. Later the wind having dropped we resorted to the motor again. Suddenly a pair of dolphins appeared on the port bow making their way northwards. We turned the boat round and were only just quick enough with the camera to get one picture. Lunch at the isolated restaurant on Otok Ravni Zakan was good value and in a superb setting. We did manage about an hours sailing after leaving Ravni Zakan but then the wind disappeared completely. Becalmed in a hot afternoon sun, we used our rather large sail cover as a boom tent to give some shade. Giving up on the reappearance of any wind and after several hours of motoring, we arrived a Uvala Potkucina (Otok Kakan) for the night - another pretty anchorage sheltered by two islets.

**TUESDAY** - We set off fairly early in order to see if breakfast could be obtained at Kaprije, but as the table service seemed to be non-existent we just took a quick look round the village and then motored out. The wind was light enough to allow lunch to be taken whilst anchored in an exposed position just off the tiny islet of Otok Sokol. The wind reappeared from the west later and we were soon enjoying some real sailing again. A late afternoon stop at Luka Tijascica (Otok Tijat) allowed some further swimming and then it was off to our reunion with Half Dozen at Vodice. They had sailed down the coast enjoying some excellent swimming at Crvena Luka and called in at Jezero reporting it to be a pleasant marina. We on the other hand had consumed 14 litres of petrol in 3 days! The busy waterfront at Vodice was bustling with tourists, packed with trinket stalls and restaurants but despite this, it did possess a pleasant atmosphere and there was a good market close to the quay.

**WEDNESDAY** - Sailing in close company with Half Dozen we entered the Kanal Sv. Ante and stopped for lunch in the sheltered bay, Uvala Capljena. Both boats rafted alongside as the depth contours made it difficult for close separate anchoring. Lunch and swimming having been completed we headed onward towards Sibenik, but just when we were turning to go NW, a thunderstorm appeared producing a NW 5/6 squall. Beating up the Rijeka Krka with a reef set was fun for a time but when it got too heavy we reverted to the motor and continued up to Skradin.

**THURSDAY** - Although we could have used the inflatable with the 2HP engine to take us the 2 miles up to the Krka falls we succumbed to the temptation of using the local water taxi. Everyone has to visit the falls as they are so famous. We were a little disappointed with them - perhaps it was because there were so many tourists about but we did manage a swim and a shower in the fresh water below the falls. After returning down river by taxi we quickly settled the marina fees and sailed off to find a quiet anchorage for the night. The pilot book indicated that Uvala Beretusa at the east side of the lake would be quiet and would suit our purpose, however we were greeted by pop music coming from a shoreside radio. Fortunately this only lasted an hour or so and the local teenagers left us to enjoy the rest of the evening in perfect surroundings.

**FRIDAY** - Eager to get going we weighed anchor before Half Dozen and ghosted across the inland lake in a light following wind. The narrow river gorge however required the motor. Petrol is obtainable on the quay at Sibenik, so the skipper leapt out, can in hand, whilst Helen, the deputy skipper, circled around waiting for the skipper to return. With petrol and skipper back on board we were soon out of the Kanal entrance and setting full sail for an easy reach down the E coast of Otok Zlarin. We had previously arranged to meet a colleague at Primosten on this day. Sure enough when we got there the YCA flotilla fleet was lined up on the quay and

my colleague was waiting to see us in. Half Dozen arrived a little later. In the evening we found a delightful restaurant amongst the narrow streets of the town.

**SATURDAY** - The children awoke feeling unwell and we diagnosed this to have been caused by the ice cubes taken the previous evening. The forecast was for SE winds and we knew then that we had quite a gruelling day ahead of us. Leaving early with a reef set we began a boisterous beat into the F5. At lunch time the seas were getting too large and we resorted to the motor to take us most of the way to Trogir. Arriving at 1830 we only just found a place in the crowded marina, however, we were happy to have made it 'round the corner' thereby completing the first part of our voyage.

#### **INTERMISSION (August 16th)**

**SUNDAY** - The trailer-sailer concept means that the boat can be recovered at a different place from the launch site and we decided to take full advantage of this in order to see more of the Yugoslav coastline. Previous research had indicated that Trogir would make a good recovery marina. The ancient walled town with its maze of narrow streets had sufficient interest to occupy the crew for a day whilst the skipper took the local bus back to Zadar to collect the car/trailer. This journey is incredibly cheap - just £2.20 for 83 miles. It is very efficient, runs every hour and takes just two and a half hours. After leaving Trogir at 0900 and spending 2 hours at Zadar (settling the bill and lunch) both skippers returned with car and trailer by 1545. In the meantime the crew had completed the much needed washing, cleaning, resupplying Tiger Lily and had been on sightseeing trips round the town.

Half Dozen now had to return home and next day they recovered the boat and said their farewells to the Adriatic. Allen and Lyn's first ever trail-and-sail was successfully completed when they arrived home a few days later.

#### **SAILING - Part 2 (August 17th - 24th)**

**MONDAY** - The skipper awoke with a 'tummy' problem and confined himself to bed. Thus Tiger Lily was put under the command of Helen, the deputy skipper. A late start and the presence of headwinds prevented the planned sail to Rogac and Maslinica on Otok Solta. We did however finish the afternoon anchored in a beautiful anchorage on Solta called Uvala Necujam. This was just the place to enjoy a leisurely swim. It was obviously a popular anchorage as we had to squeeze in between several other boats and rig a shore line to prevent swinging round on the anchor.

**TUESDAY** - The skipper was still queasy, and with a light south easterly we only managed the 8 miles to Uvala Bobovisce on Otok Brac. This was another delightful anchorage even though it became crowded later on with a number of German motor boats. Again it was not possible to find enough space for a swinging anchorage and we rigged a very long shore line to a convenient power pole.

**WEDNESDAY** - On motoring out we were greeted by a SE3 which was just right for the sail south to Hvar and the Pakleni Islands. For much of this sail we allowed Tiger Lily to steer herself using a piece of shockcord on the tiller and a line rigged to the jib clew. Nearing the islands we saw another UK trailer sailer passing by on a reciprocal course and we gave them a cherry wave. The last stretch had to be completed under engine so as to arrive in time for an afternoon swim on the 'beach' which was over the hill from the Palmizana marina. All the beaches we saw in Yugoslavia consisted of a few hard rocks and were totally devoid of sand - this one was no exception.

**THURSDAY** - An early start (0730) was called for and after motoring over to Hvar

town we spent some time exploring the old town. We had considered taking the bus to Vrboska but the crew voted for the long sail round the island. Leaving Hvar at 1125 we motored to the western headland (Rat Pelegrin) and then tried to sail. The absence of any wind dictated a lunch stop at Uvala Parja - yet another delightful spot. By 1430 we were underway again goosewinging nicely in a F3/4 - probably the best sail of the holiday. When the wind died later we started the engine and finally arrived at Vrboska at 1855 - quite a long day.

**FRIDAY** - After spending the morning exploring the pretty town with its two ancient churches we set out at 1110. The forecast had been SE but by lunchtime we were greeted by a NW 5/6 - we should have left earlier. The motor was required to get us back to the Brac-Solta channel as there was no other sensible anchorage to aim for. The evening was spent in Uvala Stipanska (Otok Brac). Here we met a couple who had sailed their Drascombe Lugger from England (via the French canals, Genoa, River Po and Venice).

**SATURDAY** - The morning offered zero wind and so we were forced to motor all the way to Split. Here we found the harbour filthy with raw sewage - the smell could certainly be noticed. We did however take a sightseeing trip round the town and up the tower at Diocletian's palace. The palace was interesting with its narrow streets but we were disappointed with the touristy nature of it and also with the market and shops. As it was almost our last day we decided to splash out on an excellent meal at the ACY restaurant overlooking the sea - a meal worth remembering.

**SUNDAY** - We were glad to leave the dirty harbour waters and get back to the clear Adriatic. A party was sent ashore at Uvala Movarstica to explore but it was the anchor watch who were greeted by a swimmer. He told us that his father owned a Swift 18 and his brother lived close by in the UK - it's a small world. Uvala Movarstica was too crowded with hundreds of new holiday homes (the pilot book had said there are a few houses round this bay) and so we moved on to Uvala Duga for lunch. From there it was a gentle afternoon sail round the corner to Uvala Gbljduk which is just 2 miles from Trogir.

**MONDAY** - The last day had come and it was just half an hours motoring from the anchorage to Trogir marina. It didn't take long to pack things away, drop the mast and get Tiger Lily onto its trailer. The marina staff did a very professional job and even got out the high pressure hose to wash away all the growth from underneath. We spent the rest of the day collecting a few souvenirs preparing for the drive home and getting to bed early in the car park outside the marina.

#### **RETURN OVERLAND JOURNEY (August 25th - 30th)**

It was sad to think that the sailing was now over and the adventure would soon end. We planned on taking it easy on the return journey with sightseeing trips to several places of interest - we allowed ourselves five full days for the return from Trogir to Ostend.

**TUESDAY** - The crew were awake before first light and by 0600 we began the long journey back to the UK. The first day proved to be the most difficult with the long coastal highway to Rijeka to be tackled first. When nearing Rijeka we encountered severe thunderstorms and the usual Rijeka urban traffic jams. These were only a prelude to the terrifying climb out of the town against a descending river of surface rain water on the road. After seeking a temporary refuge from the storm in a lorry park we finally reached a camp site at Pivka Jama, close to the Postojna caves. This 'Class 1' camp site proved to be an expensive £17 experience and we resolved to avoid all camp sites from then on.

**WEDNESDAY** - By 0830 we were on the first tour of the day into the world famous Postojna caves. These are one of Yugoslavia's major tourist attractions and consist of a labyrinth of underground passages and chambers with a total length of 14 miles. Although perhaps expensive at £8.50/person they were very interesting and well worth seeing. Exploring deep underground caverns was quite a contrast to sailing on the sea. At 1200 we began the day's journey, proceeding back through Ljubijana, Tarvisio and Villach aiming for a parkplatz within one hours drive of Hallein near Salzburg. The place we chose just happened to be above the little Austrian village of Zederhouse and we were able to walk down that evening for a drink in the local 'local'.

**THURSDAY** - After collecting fresh bread from the village store at 0730, we soon arrived at the entrance to the Durrnberg Salt mines. These are up the hill behind Hallein (second gear work I'm afraid). We were in time for the first tour of the day at 0900 and after dressing in the 'white gnome' suits provided we were conducted into the narrow passages of the salt mine. This again proved to be great fun and was both interesting and educational. After crossing the German border we interrupted the homeward journey by extending our lunch break at the Chiemsee parkplatz. Here we spent several hours happily watching the yachts sailing on this splendid inland lake - I think Tiger Lily felt quite left out as she was firmly stuck on her trailer. We dallied too long here as later on about 10 miles north of Munich we were forced by further bad weather to pull in for the night.

**FRIDAY, SATURDAY & SUNDAY** - The Friday morning proved to be somewhat better with only light drizzle to contend with and we managed to get within a few miles of Bonn. This left only a half days drive to Ostend on the Saturday giving us time for an afternoon nap, a pleasant evening meal in a service area restaurant and a few more hours sleep before catching the 0200 (CET) ferry for Dover. Having booked a cabin we managed some more sleep before our arrival back in the UK at 0530 (BST). Early morning mist and fog, together with the absence of open petrol stations and breakfast cafes gave us minor problems but we arrived home at 0930 leaving the rest of the day to unpack, shower and muse over the memories of a wonderful holiday.

### LOG SUMMARY

For those wishing to know some of the details, here is a summary of the log. Tiger Lily does not carry a distance log and therefore the sea miles are rhumb line distances taken from the chart - the actual distances sailed are greater than stated (see Note below). The last column shows the type of place used for the overnight stop:-

P - Parkplatz	free
C - Campsite	expensive
M - Marina	about £9.00 /night
H - Harbour	about £3.00 /night
A - Anchorage	free

In the place names:-

U - Uvala	(bay)
L - Luka	(harbour)
O - Otok	(island)

Date	Journey	Road Miles	Stop
1	Home (Chandlers Ford) to Dover Eastern Docks	149	-
2	Ostend, Aachen, Cologne, Frankfurt to parkplatz 10 miles past Nurnzburg	401	P
3	Nurnzburg, Nurnberg, Munich, Salzberg, Tauern to 5 miles N of Villach	351 #	P
4	Villach, Tarvisio (Italy), Jesenice, Ljubljana Rijecka to Zadar	297	P
			Sea
		Wind	Miles
5	Zadar	-	0 M
6	Zadar, O Rivanj, U Solina (O Iz)	N NE2	14 + M
7	U Solina, Iz Veli, Prolaz Zdrelec (O Pasman)	SE 4/5	16 + A
8	Prolaz Zdrelec, Turanj, Biograd	NW 2/3	10 M
9	Biograd, O Katina, U Modri Bok (O Kornat)	NW2 O SE2	19 + A
10	Modri Bok, U Lavsa, O Ravni Zakan, U Potkucina	SE2	21 A
11	U Potkucina, L Kaprije, O Sokol, L Tijascica (O Tijat), Vodice	E2/3 SW4/3	15 M
12	Vodice, U Capljena, Kanal Sv. Ante Rijeka Krka, Skradin	E2 SE1 NW4/5	15 + M
13	Skradin, U Beretusa (Prukljansko Jezero)	Var	2 A
14	U Beretusa, Sibenik, Primosten	NE2 S2/3	18 H
15	Primosten, Trogir	SE4/5/3/2	21 + M
16	Trogir by bus to Zadar, drive to Trogir	2x83 road miles	M
17	Trogir, U Necujam (O Solta)	SW3	12 / A
18	U Necujam, U Bobovisce (O Brac)	SE3	8 / A
19	U Bobovisce, Palmizana (Pakleni Is)	SW3 SE5	14 / M
20	Palmizana, Hvar, U Parja, Vrboska	NNW 3/4	25 M
21	Vrboska, U Stipanska (O Brac)	NW2/5/6/2	23 + A
22	U Stipanska, Split	0	8 M
23	Split, U Movarstica, U Duga, U Gbldguk	E1 SW2	14 A
24	U Gbldguk, Trogir	0	2 A
		Road Miles	
25	Trogir, Zadar, Rijeka, Pivka Jama (Postojna)	266 †	C
26	Postojna, Ljubljana, Tarvisio, Villach to parkplatz above village of Zederhaus	165	P
27	Zederhaus, Durrnberg(Hallein), Salzberg, Chiemsee to 10 miles N of Munich	167 *	P
28	Munich, Nurnberg, Frankfurt, Konigswinter (Bonn)	306	P
29	Konigswinter, Aachen, Brussels, Ostend	228	-
30	Dover (W docks), Home	144	

## Note:

- # includes 13 mile detour at Spittal
- † includes 12 mile detour at Postojna
- \* includes 8 mile detour at Hallein
- / means mainly close hauled
- + means beating into headwind and actual mileage is greater

## OVERALL TOTALS

Total no of days = 29, days afloat = 20, days with 1 reef set = 3  
 Total road miles = 2557 (includes 33 miles of detour)  
 Total sea miles = 257 (+ extra miles for beating)

## COSTS

We kept a careful account of the total costs incurred in this holiday. The following figures cover absolutely everything including all preparation and planning expenses, food, souvenirs, sightseeing trips, photographic films and processing etc.

Preparation	Pounds	
Correspondence	5	
Charts, Pilots and Yugoslav Courtesy Flag	51	
Insurance (medical, pers.liability, vehicle)	115	
		----> 171
Road Journey		
Ferry Tickets	225	
Route information and Maps	20	
Car Petrol	147	
Road Tolls	26	
Bus Fare (Trogir to Zadar)	2	
Craning Fees	55	
Car Park Fee (Zadar and Trogir)	52	
Camp Fee (Postojna)	17	
		----> 544
Tiger Lily Expenses		
Marina fees (10 nights)	96	
Outboard Petrol (50 litres)	21	
Documentation (Yugoslav Permit of Navigation)	18	
		----> 135
Food		
Meals Out (usual price for 4 ~ approx 16)	219	
Food Bought	169	
Drink Bought (includes duty free)	78	
Camping Gas used (3 Kgms)	7	
		----> 473
Miscellaneous		
Excursions	53	
Souvenirs	26	
Photographic (films and processing)	60	
Misc (Post cards etc.)	13	
		----> 152
		----
TOTAL		1475
		----

Loss/Damage : Our only loss or damage during the whole adventure was two pairs of socks lost overboard when the pegs slipped off the guardrail !

## OTHER USEFUL INFORMATION

We found the AA Overseas Routes Service very useful but you have to specify that you want a route with minimum steep gradients.

Charts - Admiralty Nos 2711, 2712, 2774, 3906  
(we used Yugoslav chart 21 as an alternative to 2774)

### Pilot Books

- Adriatic Pilot (I&D) Thompson  
(invaluable for selecting anchorages)
- The Adriatic H M Denham (now getting a bit out of date)  
we also had copies of the YCA and Island Sailing flotilla material which proved to be very useful.

Paperwork - Passports, SSR, RYA Certificate of Competence, Insurance, Green Card

Weather information - we used the VHF English language broadcasts from the coastal radio stations.

Radio Rijeka Chls 20,24 at 0735, 1635, 2135  
Radio Split Chls 23,28 at 0745, 1445, 2145.

The standard Yugoslav wind (the Maestro) is NW and appears about 1130am and dies at 1800 (or so they say). There is also the SE Sirocco wind (or Juro) which usually blows for about 3-4 days at a time and then there is the dreaded Bora (a sudden NE wind greater than F6!).

## HELPFUL HINTS

Take any spare parts and maintenance materials with you as these can be difficult to obtain in Yugoslavia.

We found travellers cheques, sterling cash, and Eurocheques to be the most useful. We didn't use credit cards at all. Sterling and Deutsch Marks are used in the duty free shops.

Use the parkplatzs rather than try to find camp sites.

Maximise the amount of water, food and petrol that can be carried so as to reduce the number of marina visits - the anchorages are prettier, quieter and cheaper.

Water is unobtainable on the outer islands - we carried three 5 gallon cans which was barely sufficient for extended trips away from the mainland.

Eating out is quite a bit more expensive than eating on board.

Take a spare anchor (kedge) and plenty of long lines for shore attachment. A bow fender can be a useful asset. A boom tent or awning is essential in July/August.

Take all the photographic film that you will need as it is VERY expensive in Yugoslavia.

ACY Marinas (Trogir, Split etc.) were more expensive than the others (e.g. Zadar).

Trogir has a slip which is half the price of the crane.

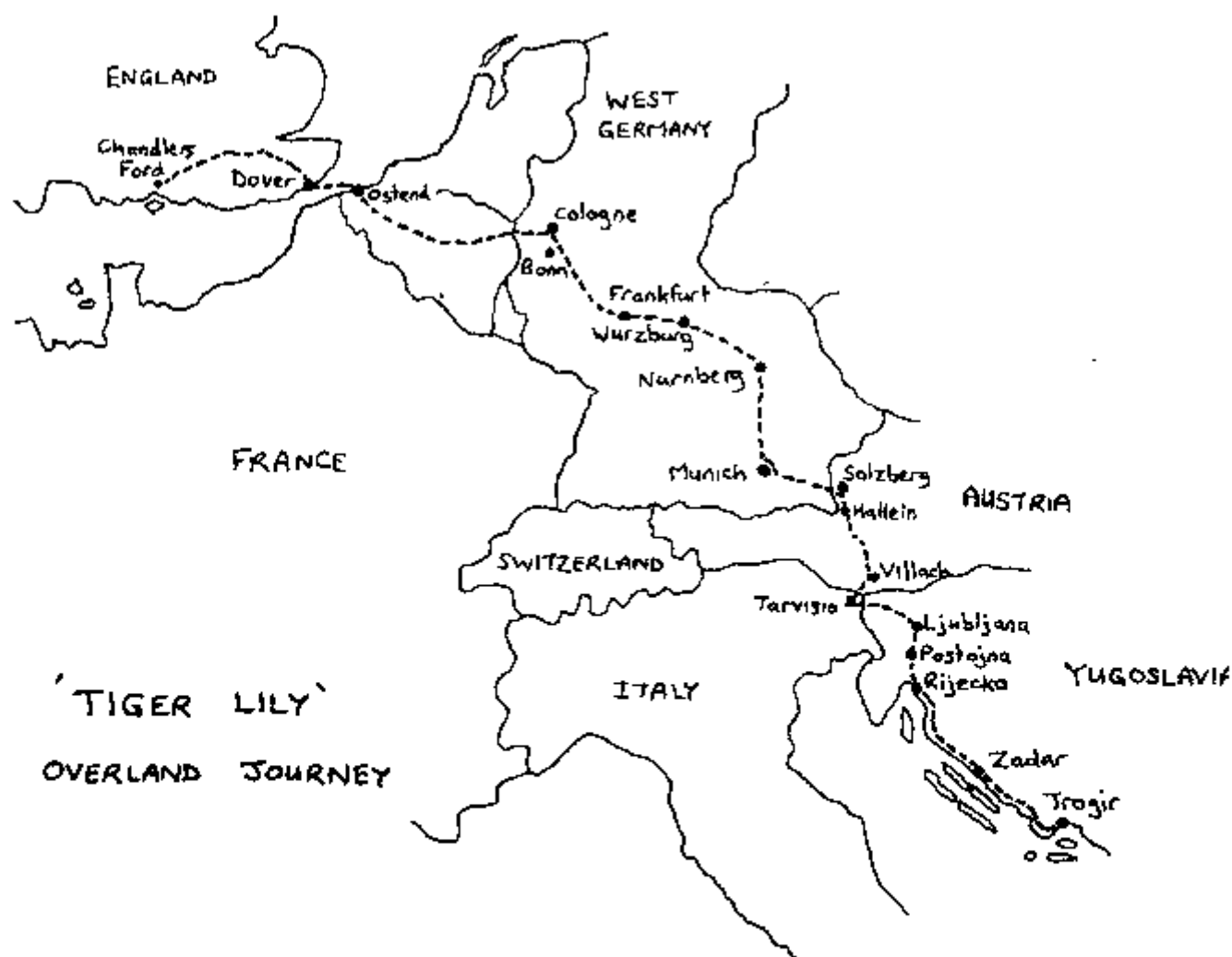
We were told that a better route to Trogir/Split was the inland road through Zagreb, Karlovac and Koin - but we have no first hand knowledge of this.

Be prepared to motor, as the wind can be light. We carried 15 litres of fuel in cans and found this to be just sufficient. Light winds meant that we motored for 50% of the distance and used more fuel than expected.

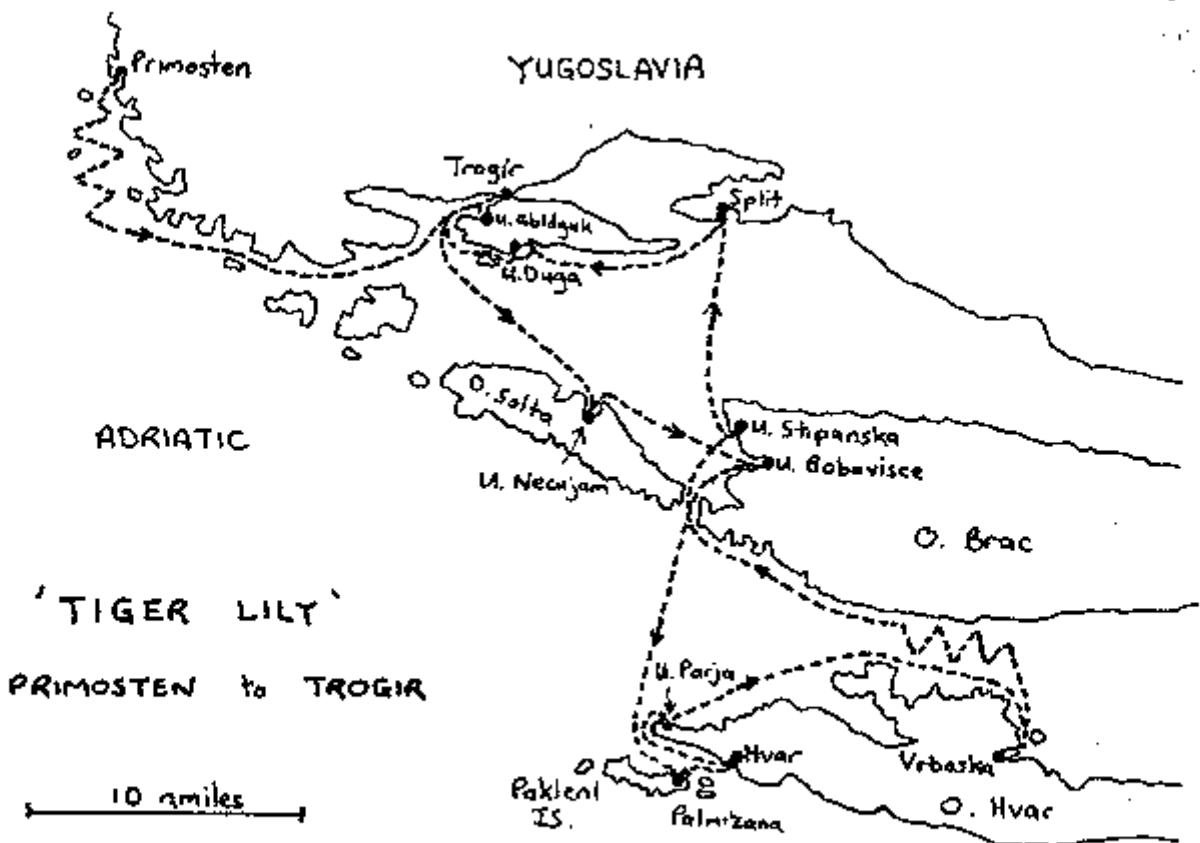
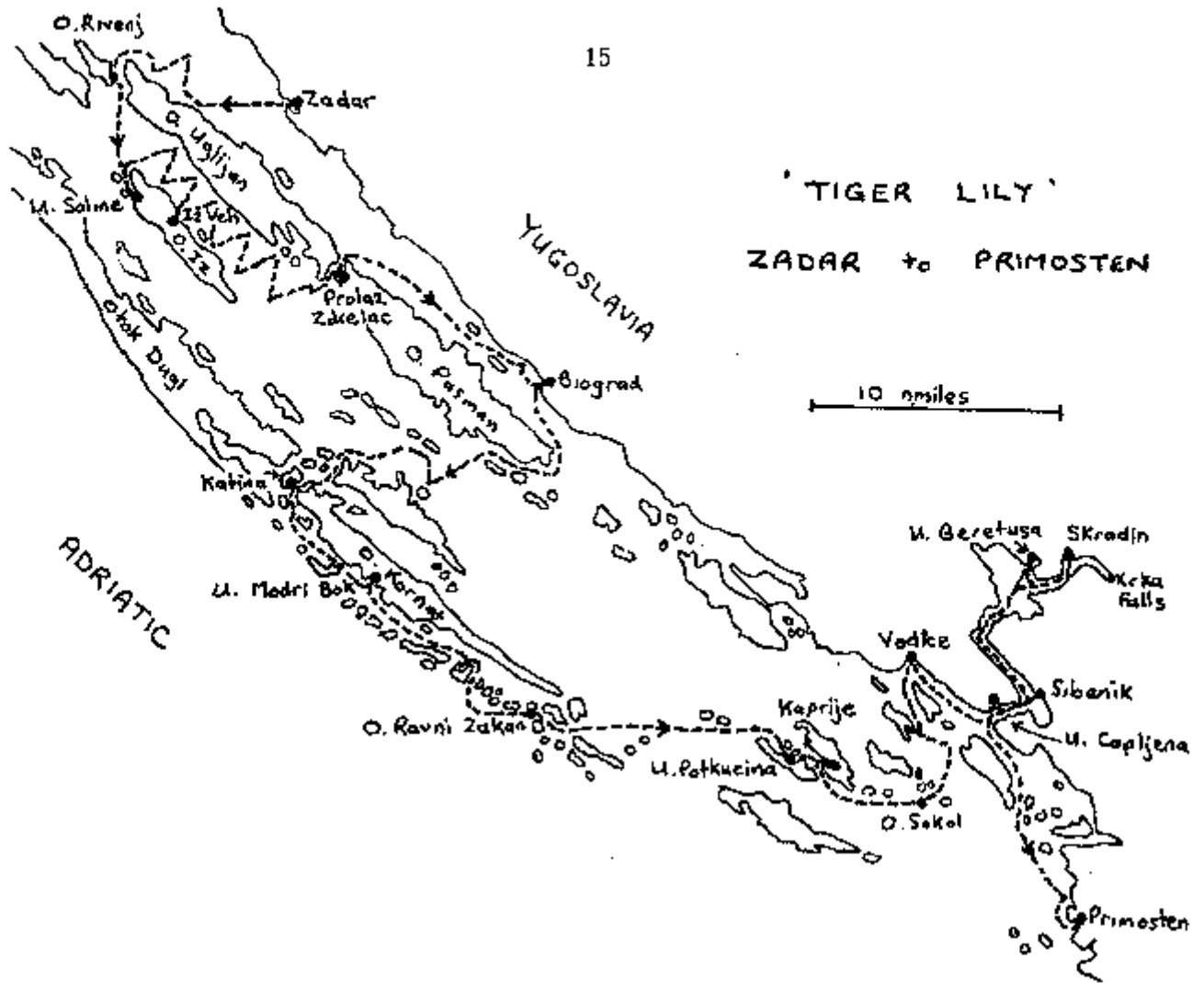
Do not expect to see any sand as all the beaches are rocky. However, the water is clear, warm, buoyant and the swimming fantastic.

We had a sailing plan and this caused us to do more headwind sailing and beating than is desirable on a holiday. It may be better not to have a plan but to go where the wind takes you - or perhaps don't try and cover such distances. I think we were a little unlucky with the weather - we had rain or drizzle on every day of the overland journeys and we had more than our fair share of Southerly winds. We had planned on being able to sail one way, north to south, with following winds - but the gods didn't oblige.

Alan Murphy and Crew - **TIGER LILY S217**







## 5.2 CADAQUES 1987

Business commitments in China delayed our summer holiday this year, and it was not until the 28th of August that we were able to set off for Spain. We arrived in Barcelona at 2pm the following day, picked up a hire car and set off for Cadaques. The weather was perfect and we were full of enthusiasm to return to our favourite retreat.

On the way we stopped at the Yamaha agent a few miles short of Cadaques to collect our two motors which had been left for overhaul and winter storage. We sail with the standard issue 4HP fitted in the engine bay, and carry the 3HP, which we had bought for the dinghy, as a reserve.

The attention we received was excellent and the motors looked like new, but I was rather surprised at the bill! 28,000pts which was nearly £140, and half of that just for storage.

As it was nearly 6pm by the time that we drove into Cadaques, I resisted the temptation to visit the storage depot to see our 'El Nasr' (No 160), but contented myself with helping Sheena sort out the flat and wander into the village for our first Spanish supper. In any case, I had made plans with the boat yard owner and was full of confidence that everything would be ready for an early launch the following day.

Alas this was not to be. Bright, but not too early on the following day, Sunday 30th August, I duly reported into the depot and was horrified to see 'El Nasr' filthy and obviously untouched from 1986. The antifouling had not been raised the 4 inches I had requested, and she had been moved out of my 'under-cover' storage bay. Due remonstrations with the owner were to no avail. He merely responded that this was how things were in Sapin. As there seemed little point in now making an enemy of him, his yard being the only suitable one in my area, I eventually settled down to urge him to complete the work and prepare 'El Nasr' for the water.

In the meantime, I greased up the trailer and sorted out the stored equipment. One point that was noted with particular pleasure was that the cabin, now into its third season, still had a fresh and new atmosphere.

The one major task that I was not able to complete was to open the drum for the jib self furling mechanism. If anyone has the time or inclination to drop me a line as to how this is accomplished, a note would be much welcomed as we have now completed 3 seasons without checking the top locking nut or lightly greasing the spindle!

Apart from that minor problem, all seemed ready for the off, and we were able to hire the local garage Land Rover to tow us to the slip at 7pm on the Monday evening. The vehicle and two men turned up at the appointed hour and after a remarkably easy mast hoisting operation, we were afloat an hour later.

As there was an onshore breeze, I had to swim out with our light grapnel anchor to prevent us being blown back. Since darkness was due to fall around 9pm, we did not have too much time to play with and I was heartily relieved that this year, the engine started easily and we had no trouble motoring round the half mile to our buoy. We inflated the dinghy on the cabin roof, slipped it into the water and were back on dry land with the last bit of daylight in the sky.

The next day, Tuesday 1st of September, was used to finish off preparations.

My main exercise this year was to fit a Seafarer D800 echo-sounder. As earlier described in a SO Newsletter, I installed the detector unit under the sink. To my horror, after I had poured in the Castor oil, I noted that I had a leak and that some had crept out into the bottom of the well. I purchased some more from the local chemist, and together with a few suitably shaped stones placed in the crevice, the level appeared to be above the detector face and readings seem very accurate.

Our sailing activity started next day. In a bid to encourage the crew to be more aware and capable, Sheena took on the task of starting the engine on most occasions, and indeed became most proficient. We also practised a 'man overboard' on the first run. Visits were made to our local favourite picnic spots at Lighthouse Bay and Rocamar Bay. Both these bays are still inside our main Cadaques Bay which is nearly a mile long so are considered safe havens should one of the local strong winds spring up and catch us unawares.

During the first leisurely periods of cruising we noted a small problem. One of the wind-vane arms appeared to have been bent up and was jamming the vane. We could only suppose that this had occurred during the mast raising operation. The simple solution was thought up over a cool glass of beer. I strapped the boat hook to the main halyard, and with much luck and a bit of dexterity, the offending arm was pulled down. Relief allround.

This year we decided that it was time to be a little bit more adventurous. With our very limited sailing experience we had never spent the night off a mooring or away from a marina. Plans were therefore laid to spend our first weekend in a delightful bay just round the coast at Port Lligat, the home village of Salvador Dali. The boat was provisioned and we sailed off on the 5th. Anchoring drill was followed meticulously, the weather was excellent. Tanning and swimming filled in a most pleasant day. The only bit of excitement had been a most sinister approach on Sheena by a jellyfish which literally pulsed towards her as she stood on our swimming ladder. After she had leapt back onboard, it did a 180° turn, and departed. Till we got over the shock, a "Jelly Watch" was mounted when one of us was in the water.

The next activity was that by 1800 hrs I noted that the wind had started to rise. Tapping the barometer failed to excite any anxiety, but I watched a French boat lift anchor and move to a free buoy. As he looked much more experienced than I, I thought that it might be prudent to follow suit. This we did. By 2100 hrs the wind had risen to gale force and there was no way we could even row ashore in our dinghy. During the night I added to our securing ropes till I had three sets firmly secured to our host buoy and had little sleep. Next day brought no relief, so we just had to sit tight and ride it out. As a side issue, I had watched two 30' yachts motor round and round in the confined bay from about 4am. I could only presume that they had had anchoring problems and were waiting for the dawn to come to allow them to sort out their problems.

Early evening on the second day did see a fall in the wind strength, so we rowed ashore, and after due refreshment returned for another night afloat. I slept exceptionally well. Sheena reported that the winds had kept up for most of the night, but by 7am when I awoke, we were in a blissful glassy calm.

We breathed a sigh of relief and motored home. The rest of our holiday passed very quickly. We became very adept at beaching, the ball-race in the keel mechanism has taken all the strenuous effort out of the task of raising the keel. On one occasion we even turned the boat round to face 'bows out', as we had an onshore breeze.

On our last full weekend, we again returned to Port Lligat for a night away from

home. Although the weather remained excellent, we motored to a free buoy, close to the shore for the night. Again we rowed ashore for dinner, but this time in peaceful calm.

Two events during our more relaxed sunning, fishing and picnicing sails are worth recording. The first was the sight of a large school of what looked like flying fish leaping gracefully out of the water alongside us for considerable distance. The second was even more astonishing. The crew threw a fender overboard, crying "man overboard" "Not on" said I, "I'm the Captain". "Tough" she replied, "get on with it". Not to be outdone, I managed, undersail to get alongside, but have to confess to having her assistance at retrieval.

We were pulled out on the 21st September, the mast lowered and back in the depot in under an hour. We had again enjoyed a wonderful holiday in our Swift adding a little more experience to our sailing knowledge.

The following statistics may be of interest to anyone contemplating a similar modus operandi:-

<u>Days onboard</u>	<u>Hours afloat</u>	<u>Total Running</u>	<u>Sail</u>	<u>Motor</u>
18	131.25	32.05	22.40	9.25

#### Costs

Buoy lifting and replacing	£ 45
Engine overhaul and storage	£140
Annual boat storage	£165
Launch and recover	£ 35
	<hr/>
Total	£385

Eric Smith SO 160 El Nasr.

### 5.3 A TASTE OF SALT by JOHN SHARP

We bought Duet (SO 73) in September 1986 and since then have been learning about sailing at Rutland. On the anniversary of our buying her we thought we ought to go "on the tideway". The Association was planning a rally for early September at Leavington on the Orwell that was billed as an easy sail to Walton Backwaters - the combination sounded pretty good - no problems and help to hand. In the event the rally never happened but we had spent so much time, effort and money getting ready for the trip we decided to go anyway. The amount of extra stuff and prework needed to trail and sail at sea appears immense. In our case it was extra anchors, a dinghy (folding and called Bob'n'bend), flares, a foghorn and so on. Fittings had had to be made to have somewhere to put it all. After a long Summer of investment it was just new tyres and wheel bearings for the trailer and we were ready to go.

The boat was delivered to Leavington on Bank Holiday Monday and the mast put up using our new A frame. The plan was that we'd be ready to go on the tide the next Friday. The weather forecast for that day sounded pretty good - bright with good vis., a force 3 S/W veering and a smooth to slight sea. Arriving at Leavington in good time we loaded all the kit on board and launched about midday. We had our picnic lunch and set sail an hour before low water.

This in itself was really something new for we had never used the motor before. We were very relieved to find that it worked just as well in the boat as it had in the

dustbin. Steering with it was all right too and we were soon out of the marina and hoisting sail in the main channel. The wind was not only rather stronger than we'd expected but was also much more Southerly - dead ahead down to Harwich. It took an hour to beat down to Shotley Spit where the sea not only looked big sizewise but was going up and down much more than any of us would have described as "smooth".

Our six year old daughter, Elizabeth, thought it was "great" tipping up and down but we seemed to be making very slow progress against the wind and sea. Walton Backwaters looked some hours away. Some way past the breakwater we decided that we were not going to make it in a sensible time and turned back. The sea suddenly levelled out as we ran and our folding tender several times almost caught us up. We had a fine run and kept right on past Leavington reaching past Pinmill to Woolverstone Marina.

There were several free berths on the visitor's pontoon so we headed on in, just noticing a withy which may or may not have been significant at the last moment. This caused a rather sharp approach which combined with the engineer thinking the bowperson was calling (why?) for "more speed" made our arrival rather heavier than anticipated. Heads appeared from several other boats but inspection revealed no damage. There was relief all round and a G and T too. We erected our new cockpit tent and got organised for harbour life. Incidentally the Swift tent is very good but is difficult to get in and out of onto a side berth, especially on the starboard side. A modification is planned.

We chickened out of cooking on board on our first night and headed off through the gloaming to the Butt and Oyster at Pinmill for a rather substantial meal which we then walked off on the muddy path home. Our first night on board was surprisingly comfortable and we were able to organise ourselves quite well. It might have been different on the more restricted environment of a mooring. The tent was an invaluable place to put all the things which lived in the cabin all day so as to make room to sleep.

The forecast next day was not so good. Force 5 to 6 S.W. with squalls. We were rather glad we had not made it to Walton as we might have got pinned down there. We decided to return to Leavington and the car via Ipswich. Jane wondered why I set off with a double reef, the marina was so sheltered. Out on the water it was rather different and we had a very brisk reach and run under the Orwell bridge and a little way on turned back by the power station. Feeling not at all like Rutlanders we stowed the sails and powered up to Wolverstone. As we got there, we realised the wind had moderated a little and it would be a reach with a following tide to Leavington.

We were going well just outside the channel on the North shore when not more than twenty yards from a big green buoy opposite Pinmill suddenly everything stopped. We could hardly believe it but we were aground. The wind was pushing us on and even with the sails down and the spare anchor as far astern as we could get it in a hurry, by the time the keel was up we had moved just too far to get off. Fortunately it was half tide so we knew it was just a matter of waiting. There were minor panics like releasing the outboard before it got clogged up. There must be better ways of mounting it to avoid that problem and we realised too late that the rudder acts as a kind of ratchet in these circumstances. Late study of the chart revealed a bump in the mud and we were right on it. Another needed mod. is to make the echo sounder visible to the Helmsperson.

Lunch seemed in order followed by a thorough and muddy examination of our pimple. Jane and Elizabeth nearly lost their boots several times while looking for shells. While they found a few of those they certainly found lots of mud. The Coastguard turned up a bit later and kindly helped to lay out our anchors in anticipation of our

eventual release. It was actually quite a fascinating place and not one that one would ever go to from choice. Fortunately the weather was bright and breezy and not wet so we were able to get out and about and watch the birds and potter about in Bob'n'bend while setting lines and other technical jobs. It was soon time for the necessary G and T and then it was time just to wait.

The tide was late - the Southerly wind probably - so it was growing dark by the time we got off. It seemed a very long way up the two mile reach against the tide in the dark. It was the first time we had been out in the boat at night. Eventually the marina leading lights were in line and we motored in, only to find with the aid of our big new torch that all the visitors' berths were full and nobody was around.

The West harbour was lit so it seemed a good idea to potter round into there and see if we could find a vacant berth. Sure enough there were two, so taking a chance we moored up. Fortunately we chose to eat on board, Jane in an ambitious moment deciding to cook a three course meal. This was only slightly interrupted by the traumatic arrival of a large motor yacht whose owner wanted his berth back between the soup and the meat. Once more we got the engine going and moved over to lie alongside another boat which looked like the safest thing to do. As we finished our meal the wind got up again and we had a rather noisy night. There must be a solution to the cable and mast problem.

The next morning dawned fine and calm but we limited our boating to motoring slowly round to a berth right in front of the Harbour Master's office. It was about nineteen feet long and between two very expensive looking pieces of boating machinery. Somehow we did a very gentle and accurate approach and landing - perhaps at last we were getting used to the motor. Duet looked just like a toy according to two of the local lads standing on the bank above us. We cleaned off all the mud and then decided to have a day off in Felixstowe. After lunch the wind returned so we explored the Deben by motor car in a howling and very wet gale which did not bode well for the morrow.

The wind again dropped completely in the middle of the night and Monday's forecast was force 3 to 4, S/W and fine. Despite some reservations we felt we had to go out for a sail to get our nerve back before we packed up. It was a good thing we did for we had a splendid sail reaching out to Shotley Spit and back at a spanking pace. Naturally we watched all the buoys very carefully and stayed firmly in the deep water channel. I even studied the chart looking for all the hidden hazards. We were back in harbour for a late lunch and then it was time to pull Duet out fold up Bob'n'bend and get everything ready to travel.

It was hard to believe that we'd only been on the coast for four days. We had not got where we had planned but we had had some good sailing, seen plenty of Pinmill and its environs and had our baptism of mud. This we felt made us at least fair imitations of genuine East Coast sailors. Surprisingly too most of the extra equipment, the anchors, warps, torch, bearing compass etc., (but not the flares and fog horn, thank goodness) had been pressed into service. Home again, it's time to start planning for the Blackwater next year.

A foot note. About ten days later I was in Ipswich on business and decided to have lunch at the Butt and Oyster and guess what, there was a pretty little blue cruiser stuck on exactly the same mud pimple we had found.

#### 5.4 ROUND THE ISLAND

August's newsletter published Michael Spencer's account of the Royal Lymington Yacht Club's 'Round The Island' power and sail race. Well, here is my version, but don't let it put you off - I would do it again next year.

Early on a calm morning Shep (no he is not a dog) and I motored down to Lymington for the 0845 start. As there was a light breeze the green flag was flying to indicate that we could use the engine for 2/3 of the elapsed sailing time.

On the gun we all sped off under power as the wind did not exist, but Michael's boat 'Rollo' kept pulling away from us. By 1015 we knew we had problems as the tank on the outboard ran dry. I was using twice as much fuel as normal, lacked power and I only had one other can.

At 1400 the engine died as we were just past Shanklin, it would not restart and the plug was saturated. After trying for 1½ hrs the dinghy oars were assembled. If we could get past Bembridge Ledge before 1700 the tide would take us up the Solent.

With two oars and a case of beer a Swift 18 will do about 2½ kts with a fuel consumption (on a hot day) of two cans per man hour. (so now you know!). It was amazing the amount of people motoring past with binoculars trained on us. Maybe they thought it was a new craze.

At 1730 we were on Bembridge Ledge but going backwards, so we conceded to the drifting back into Whitecliff Bay to anchor and cool off with a dip. On spotting a beach kiosk Shep swam 100m for some cigarettes, but had little sympathy from myself when he came back empty handed. In the meantime I extracted some life from the engine.

At approx 1930 a struggling motor inched us past Bembridge Ledge on the last tank of fuel, but luckily a breeze was now developing so we could sail to Portsmouth. It was, indeed, a slow entry sailing into Portsmouth Harbour against the ebb tide, but we made it into Camper & Nicholson Marina just in time to catch last orders at the bar!

The engine problem was dirt in the carburettor jamming the float so I am fitting an inline fuel filter this Winter.

Nigel Rennie Caddyshack 162.

#### 5.5 DRIFTING SINGLE HANDED

It is mid-September and after a hard week at work I needed to spend a quiet weekend afloat.

After a pleasant evenings sail from Warsash I anchored in Osbourne Bay at 2200 hrs.

At 0500 the sound of breaking waves woke me up, scrambling on deck Caddyshack was only 20ft. from the beach and not in her original position. She was now grounding, stern first, so I tried pulling in on the anchor warp, but it would not budge as it was solidly wrapped around the Centreboard.

The engine brought her out of immediate danger allowing me to dress and retrieve the anchor, but after 20 mins of playing the warp did not free. By this time the engine which had been working full astern overheated. We stopped and the kedge anchor was quickly laid astern. It thankfully held. I finally retrieved the anchor

using the boat hook to fish for the warp on the opposite side of the boat. It was heavily fouled with weed.

At 0615 with the anchor secured, but the warp still around the centreboard the main sail was hoisted, kedge retrieved, I sailed clear.

An hour later I picked up a mooring in Wooton River and after a leisurely breakfast sorted out the tangle of rope, believe it or not, the warp slipped free without problem.

Nigel Rennie SO 162.

## 6. FROM THE POSTBAG

6.1 I am intending to buy a secondhand Swift 18 before next season and would be glad to receive information about the Swift Association. I should also appreciate some information about constructional changes to help in selecting a boat. I understand (from PBO No. 237) that extra ballast was incorporated into later boats - could you let me know the date or boat number when this was implemented and similarly for any other significant changes. Thanks in anticipation.

Yours sincerely,  
John Sharp.  
13 Caiystane Crescent, Edinburgh EH10 6RW

6.2 Dear Mr Peacock,

..... I always enjoy receiving my copy of the Newsletter and am very happy to make my small contribution ..... Being a solo operator, I depend very much on reading the SO Newsletter, PBO and a cross-section of books to help increase my knowledge and experience. As a thought, would it be possible occasionally to have a short article from the builders, or the more capable owners on equipment etc., that is suggested for the Swift. I have in mind here that I now sail with 3 anchors, the issue Daneforth (?), a Fisherman, and a light grapnel. I wonder if I have my weights right, if my length and weight of chain is correct, and similarly for the rope .....

Yours sincerely,  
Eric Smith SO 160 El Nasr

## 7. BOAT JUMBLE

7.1 Kelvin Boughey formerly SO 86 has changed class to a Jaguar and therefore has a brand new Crusader Spinnaker for sale together with a pole and sheets. Both are new and still in the original packing.

If anyone is interested please contact Kelvin on 044128-3775 or write to him at 16a Westcliff, Pennard, Swansea, West Glamorgan.

7.2 FOR SALE IYE telescopic spinnaker pole. Extends from 6'4", successfully used in my Swift Days. £30. Paddy Carr Tel: 045-824-303



### 7.3 WANTED COLUMN

The following two people have contacted the Swift 18 Association wanting to purchase a secondhand Swift 18:-

1. Peter Diaper (preferably a Swift with the extra Ballast in the skeg.)  
Telephone Christchurch (0202) - 486281
2. P W Rickard (Mr)  
Telephone Gloucester (0452) - 863245

### 8. EMBARRASSING EPISODE

#### 8.1 CAN WORSE THINGS HAPPEN ON A "SWIFT"

Everyone has embarrassing moments afloat when things do not always go according to plan. Here are a few of my encounters so now it is your turn to write in.

Whilst working in South Wales during June, I borrowed a mooring in 'Angle Bay', Milford Haven. A pleasant spot, not more than 50 m from The Point House Inn.

One evening Sid and I were preparing 'Caddyshack' for a weekend sail, the tide was out and she was "ankle deep" in mud when two friends arrived. Petrina took our advice and accepted a piggy-back over the mud to the boat, but for some unknown reason Karen decided to walk across. Karen was within 6m of the boat when her white heeled shoes disappeared beneath the mud, so Sid had to jump into his wellies to help out.

Getting ashore was just as eventful. With shoes clean and appropriate lifts organised, Petrina was quickly ashore. Karen with her composure regained and Sid transporting the shoes to safety first before returning for her. Contrary to instructions Karen climbed off the bow onto Sid's shoulders, rather than his back (who are we, mere males, to argue). As Sid stepped off, Karen panicked and grabbed the forestay which, in turn, pulled Sid over backwards. By the time I got to them Karen was hanging off the bow and Sid had sunk at a precarious angle! I took Karen's shoulders, allowing Sid to regain his balance and we transported her ashore. The saga was not yet over, Sid then had to pick up Karen's shoes and put them on her feet before we could put her down.

That little episode certainly gave the 'locals' in the pub a good laugh and we did not live it down for the rest of my stay.

Nigel Rennie. Caddyshack 162.

### 9. STORM DAMAGE

#### 9.1 FIRST THE GOOD NEWS, SHE'S AFLOAT.....

'Sunburst' resides throughout the season on a drying mooring about 100 feet from the Northshore Pontoon at Itchnor. Following frantic phone calls to the Northshore yard on the 16th October to establish Sunburst's weathering of the hurricane, my first glimpses that evening revealed her floating, still attached to her orange mooring buoy - baring her bottom to the sky.

Returning to Itchenor early Saturday morning in time for H. W. and armed with several changes of clothing and wet gear, Louise and I joined forces with the Northshore crew to effect the salvage. The plan was to firstly tow Sunburst from her mooring to the Pontoon then secondly to right her alongside. Commencing the tow proved difficult - the mast was stuck firmly in the mud, after much pushing heaving and gyrations the mast at last extricated itself.

Sunburst surged forwards and ploughed Pontoon-wards at an extremely swift pace - rarely seen before. I noted the upturned hull and the ease and practicality of anti fouling the surface, although the problem would still remain of doing the whole of the retracted keel. After much deliberation as to Phase 2 of the operation, the bow and stern were made fast to the Pontoon, a third line attached at one end to the seaward toe rail and to 4 pairs of hands at the other. With 2 pairs of feet on the hull and brute force applied to the rope Sunburst rolled like a tombola to an upright position - showing no more than 4 inches of free board.

As the tide fell so she settled into the mud and the cockpit drained, I unlocked the hatch and removed the washboards - aptly named for the interior resembled the preliminary throes of a programme 6. We marvelled at the disorder, the sea creatures, red chillies, tins, even a crab - and more red chillies. Our bucket had long since departed the aft lockers and thus the redundant chemical loo found its true vocation as a bailer - Louise toiled for well over an hour whilst I discussed my misfortunes with anxious on-lookers.

Drying out exposed a 2 foot long gash in the starboard lower chine penetrating through the foam core up into the locker forward of the cooker. The mast clung wearily to the twisted tabernacle - broken just above the spreaders and just above the forestay, the top section had vanished, the rotostay had parted company altogether leaving just the barrel at the foot, the wooden tiller had sheared at the rudder stock and the goose neck had scribed a neat ARC in the cabin top.

The interior destruction was heart breaking, total saturation of all and sundry by silt and water. Cushion covers are washable, the foams throw-away, the outboard had seized, log and echo sounder - not a murmur, the cooker drowned, linings - Yuk!, extinguisher U/S, salt, pepper and matches beyond repair!

Sunburst finally snuggled onto her trailer at 8.30 that night - an exercise a story in itself involving hijacking a powered dinghy, deep water wading and expletives galore.

The Insurers have performed well so far, the surveyors have assessed and made recommendations, and the repairs put out to tender (but not pasture I hope). I await the where and when. I have expressed my deep concern about the ingress of water into the inner foam core but have received assurances that it should not be widespread and not detrimental.

In an effort to drain the core, Sunburst now lies on a chocked trailer with a deliberate list to starboard. The linings have been removed, the boat covered and the main hatch locked. With one window out plus the forward hatch open she lays and waits and I wonder what of next season. Still - we have successfully identified 2 of our salvaged lable-less tins, one being Heinz baked beans and the other unfortunately tuna in brine.

Peter Swallow and Louise      Sunburst SO 150.



"The Turtle"

Note the "this way up" zone !!



Beached , broken , bedraggled but breathing .

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