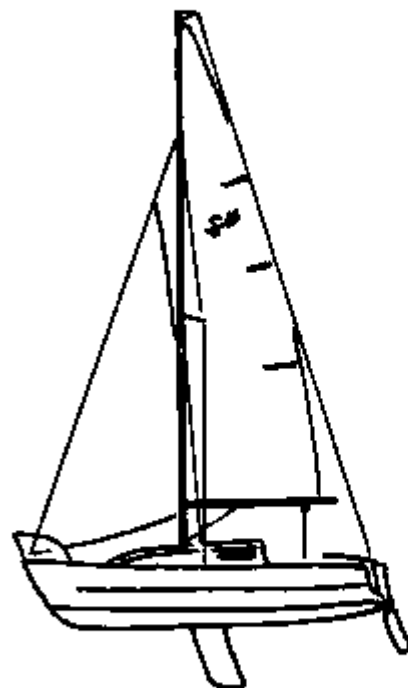


# NEWSLETTER

NL 24 MARCH 1988

1. A.G.M. Report
2. Admin. Notes
3. Events '88
4. Technical Topics
5. Cruising Chatter
6. Post Bag





## 1. A.G.M. REPORT

The Annual General Meeting of the S18 Association was held on January the 10th in the West Brompton Lounge, at the London Boat Show. Twenty-one members attended, and with twelve postal votes, that meant that 23 Swifts were represented. The Secretary welcomed those present and thanked them for their interest.

### AGENDA

#### Item 1 Secretary's Report

The Secretary said that 140 boats were registered as members out of a possible 246 and that a lot of interest had been shown from new and future Swift owners via long telephone chats! A system of mail shots would be introduced to try and get more support for local rallies in the future. A members only list will be introduced.

#### Item 2 Treasurer's Report

The Treasurer presented his accounts which are set out below :-

#### STATEMENT OF ACCOUNTS

At Bank December 1986	£1703.90	(Current A/c £43.98)
Less Exp. over Inc.	£1116.21	(Deposit A/c £543.71)
	<u>£ 587.69</u>	

<u>1986</u>	<u>INCOME</u>	<u>1987</u>	<u>1986</u>	<u>EXPENDITURE</u>	<u>1987</u>
£1096.00	Subscriptions	£484.00	£549.23	Newsletter	£712.30
£ 14.72	Sales	£ 63.00	£ 96.81	Sundries	£ 68.20
£ 59.93	Interest	£ 93.76	£ 4.24	Sec's Exp.	£ 11.40
- - -	Subscriptions (Honor Marine)	£108.00	£ 12.17	Treasurer's Exp.	£ 21.89
			£ 13.94	Trophies	£ 13.75
			£ 9.50	Trophies in stock	- - -
			£ 18.11	Bank Charges	£23.48
	Expenditure over Income	£1116.21	£ 20.00	Solent Week	- - -
			£ 20.29	Lay Up Supper	£ 27.89
				Ties & Scarves	£221.88
				Burgees	£ 764.18
		<u>£1864.97</u>			<u>£1864.97</u>

Stock in hand (Ties & Scarves) at cost £156.88  
( Burgees ) at cost £198.69

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The accounts were accepted.

#### Item 3 Subscription Rate for '88

The Treasurer proposed that the rate should be raised to £8 again now that the excess of funds from last year had been evened out. It was agreed that £8 was a reasonable rate. There were no objections to the proposal.

#### Item 4 Appointment of Voluntary Officers

- Treasurer/Membership Secretary - Ron Pruce agreed to continue in both roles.
- Newsletter Editor/Secretary, Lawrence Peacock was willing to combine the two.
- Technical Secretary - Alan Murphy was re-appointed.

### Item 5 Election of Regional Representatives

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

Peter Latham	Midlands
Paul Smith	East Coast
Chris Clayton	Lakes and N.W.
Steven Hansen-Just	Scotland

Lawrence Peacock proposed Arthur Baker to become Solent and South representative, Nigel Rennie seconded.

A representative for the South West and Plymouth area is still required.

### Item 6 Events for '88

No firm date had been fixed for a Midland dinner as Peter Latham was away on holiday, but it was expected to be in March as usual, it will be confirmed as soon as possible.

Keith Stubbs ex. Swift owner - now a Jaguar 25 owner would be willing - as a one off - to organise a rally in the southern part of north Wales, his present cruising ground.

Paul Smith hopes to run an East Coast rally in late June/early July.

For the Solent and South, a Solent Week was suggested, maybe with a dinner to be held in Yarmouth. Also a Rally to combine the Round the Island Race run by Lynton Yacht Club as an open event possibly in June.

Arthur Baker proposed that people contact him so that he can find out which time is more popular for a venue. Plus he would like more information on favourite local haunts and harbours.

### Item 7 Presentation of Awards

The Swift Association Tankard. The award for the best modification, was presented (in his absence) to Jack Counsell for his Auxiliary Engine Mounting.

Silvester Shield. No award was presented for best log, as a reply from Mr Silvester was not forthcoming. Hope to have a result in the next newsletter.

## 2. ADMIN. NOTES

2.1 Subscriptions. These are now due at £8 as agreed at the A.G.M.

2.2 Association Items. There are still some Burgees available at a cost of £5.40 each, including postage. Also Ties, gold stripe on navy with a small logo, at £4 including postage. A new line introduced at the A.G.M. was a practical neck scarf (not a head square) in dark blue with a white border and small logo - price £4 including postage.

2.3 Team '88. Names, addresses and telephone numbers of your team are listed on the back page of this Newsletter.

## 3. EVENTS '88

3.1 Midland Dinner. There will not be a Pre Season Dinner now due to a problem with the venue.

3.2 Solent and South. The following ideas were discussed at the A.G.M.:-

A week's Solent Shuffle during which the Annual Dinner might be held at Yarmouth (accessible by ferry for those who can't manage the week) either at the RYSC or possibly in the form of a barbecue.

Participation in (or perhaps getting in the way of) the Round the Island Race out of Lymington (second week of June).

A visit to the Folly Inn on the Medina which offers attractive menus and now has its own moorings.

In order to get as many boats as want to please drop a line to:-

Arthur Baker, Spring Cottage, Box, Gloucestershire, GL6 9HD  
Telephone: (045 383) 2025; Work (045 383) 3491.

Please state periods (weekends or weeks) you could be sailing, and where from. Bear in mind that Easter is 1-4 April and that there are Bank Holidays on Mondays 4 April, 2 and 30 May and 29 August.

**3.3 Rallies.** If you wish company or have any ideas for organising meets why not contact your local representative. Anyone requiring help from myself re: Mailshots etc., do not hesitate to contact me - Ed.

#### 4. TECHNICAL TOPICS

First of all, my thanks to all those who have completed and returned the survey form. In this newsletter I will be reporting the preliminary results of the survey together with some information about the more serious problems uncovered. The next edition will contain a further report of some of the more detailed items. I would still like to hear from those who have not yet returned the survey form.

**IF YOU HAVEN'T DONE SO THEN PLEASE COMPLETE AND SEND IT IN NOW.**

##### 4.1 Preliminary Survey Results

Out of the 145 forms which were sent out I have received just 30, a return rate of just over 20%. This means that the comments reported below are derived from a small percentage of Swift owners and therefore cannot be construed as being representative of all Swift owners. The statements below relate to just those owners who have replied and the results should not be taken out of this context.

##### Basic information

All ages of Swifts are represented in the survey - in fact there is a fairly even spread of ages. I decided to group them into four convenient age groups:-

<u>Age Group</u>	<u>Number in survey</u>	<u>Percentage of total</u>
1 to 75	9	30
76 to 150	6	20
151 to 220	8	27
300 onwards	6	20
undefined	1	3

The numbers of factory and kit boats are:-

Factory	21	70%
Kit	7	23%
Don't know	2	7%

The number of engines and trailers reported were:

<u>Engines</u>		<u>Trailers</u>	
Yamaha 4	18	Aquatrailer	9
Marina 4	5	SBS	9
Tomos 4.5	1	Bramber	5
Yamaha 5	2	Homebuilt	1
Evinrude 6	1		
Marina 8	1		

The split between day sailing and cruising was approximately 50% each and the average number who sail in a Swift works out as 2.6.

Now for the problem areas. The following figures are the number of 'YES' responses in the categories listed:-

<u>CATEGORY</u>	<u>Number of Yes</u>	<u>Percentage of replies</u>
Hull	4	14
Centreboard	20	67
Rudder	14	47
Rigging	9	31
Sails	1	3
Exterior fittings	4	13
Interior fittings	6	21
Engine	9	30
Trailer	15	50

These figures show that the main problem areas are the centreboard, rudder and trailer. We shall now take a closer look at the two main problem areas. I hope to report on the other areas in the next newsletter.

#### Centreboard problems

It is interesting to note that it is the newer Swifts which report the most problems with the centreboard. The percentage of problems by age group looks like:-

<u>Age Group</u>	<u>Percentage within group reporting a problem</u>
1 to 75	25
76 to 150	67
151 to 220	75
300 onwards	100

It is disturbing that, in the replies received all boats from the 300 onwards age group reported a centreboard problem.

Typical problems are:-

Stiff operation	5	(mostly the earlier boats, before the Thrust Race upgrade)
Failure of lifting gear	7	
Leaks around mechanism	4	
Other problems	4	

The most serious problem is the failure of the centreboard lifting gear. This appears to be most prevalent in the newer boats (the ones with the heavier centreboard?)

Brian Hormbrey (SO 307) wrote an interesting explanation of the problem and also provided a mechanically engineered solution. Several others have experienced similar problems - either the pins shearing or the triangular bracket coming loose from the centreboard. Many thanks to those who sent in solutions, but Brian gets full marks for his thorough assessment.

This is clearly a serious problem as such a high proportion (23%) of the replies mention it. Brian has offered to look into whether he can supply upgrade kits based on his design. Is there anyone else who would like to volunteer for this? Now over to Brian.

First launch was at Ullswater in Spring of 1987 which was uneventful regarding the keel mechanism. Second launch was on the Norfolk Broads and I had difficulty in lowering the keel which had jammed inside the keel box. It was eventually freed by winding about six turns back on the lowering screw, which, because the keel was jammed, came up with the winding handle. This was then tapped lightly with a block of wood until the keel freed itself and the screw dropped back into the thrust block. I was very unhappy with the 'thud' made by the keel as it was arrested, also people should be warned to keep fingers away from the screw and thrust block because forces are produced which would easily sever fingers. The remainder of the Norfolk Broads holiday passed without further problems.

When cleaning out the boat on return to Cleveland, my wife noticed that the keel thrust bearing was canted over to port and on investigation I found that the starboard connecting strap had pulled away from the bronze cross-head nut. The port side strap was badly bent and only just hanging together at the cross-head.

As manufactured the winding gear left much to be desired and contact with Honnor Marine rapidly produced a set of replacement gear plus a recommendation to modify the trailer roller bed.

It appears that other Swift owners have had the same problem which can be aggravated by lengthy trailer journeys. To overcome the problem a wooden block is secured at the stern end top of the keel box against which the retracted keel bears. This prevents the tapered section of the keel becoming jammed at the stern end. To accommodate the new position of the retracted keel the stern roller under the keel has to be lowered by one inch and the centre roller by approximately half an inch. The forward roller under the keel remains unchanged.

Having experienced this problem and read about others having problems with the keel winding gear I have decided to carry out a study on the design.

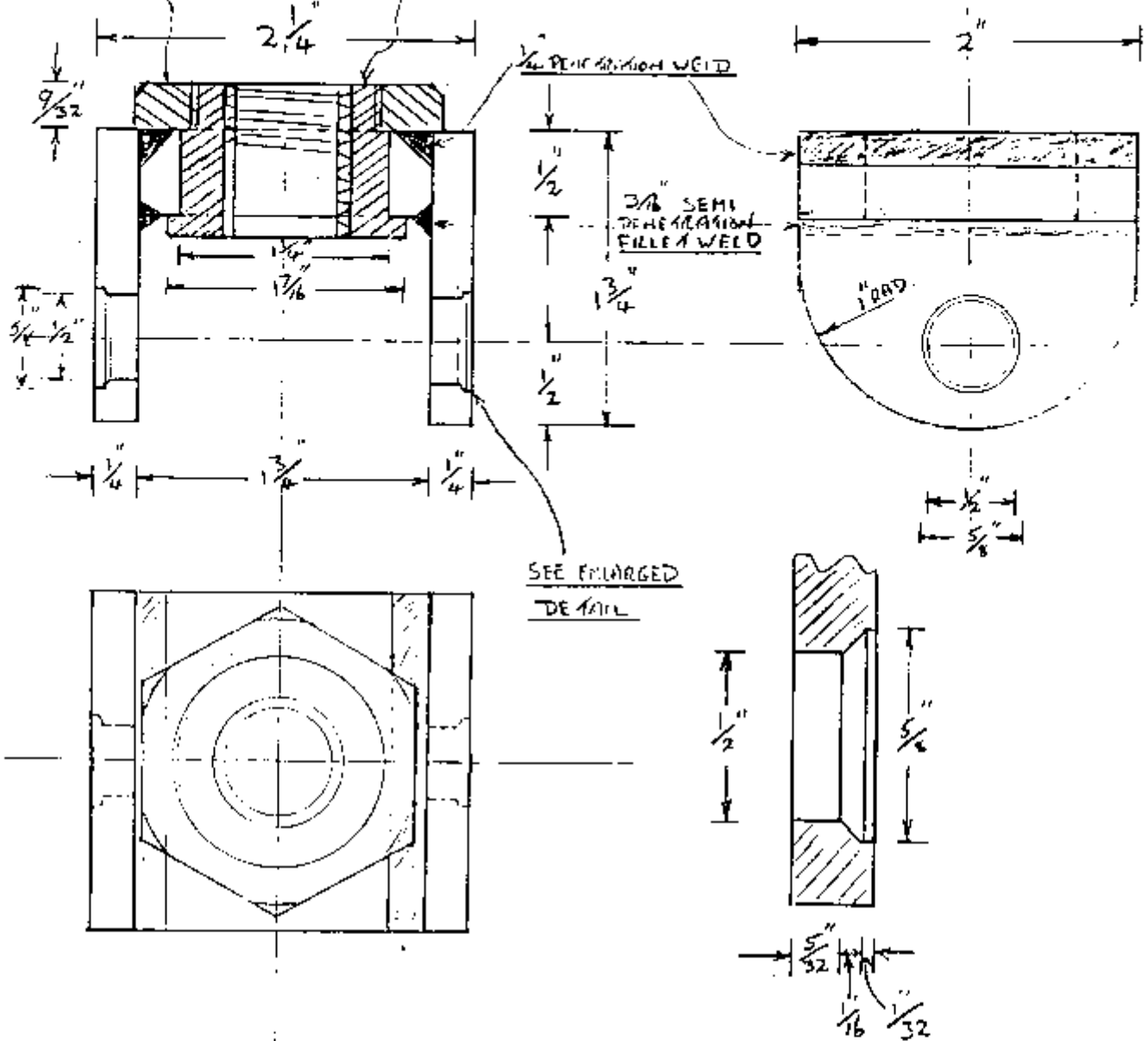
Taking moments about the hinge pin and assuming the centre of gravity of the keel to be 28 inches from the hinge pin keel weight of 375 pounds and the cheek plates 6 inches from the hinge pin, a static force of 1,750 pounds is produced at cheek plate with the keel fully retracted. This force is further increased at the crosshead pins by triangulation of the winding gear connecting straps. Without going into too much detail, a freely swinging keel produces additional dynamic forces which can easily double the static load.

I have discussed my findings with Honnor Marine and Colin Sylvester each with differing responses and reactions. Honnor Marine state that they produce the boat under licence to an existing proven design.

Mr. Sylvester believes that in excess of 300 boats in regular use must confirm the original design as adequate.

Bronze retaining nut.  
 SCREWED 18 TPI ON  $\frac{1}{16}$ " DIA

Bronze bush insert SCREWED INTERNALLY  $\frac{3}{16}$ " ACME 8 TPI



DETAIL OF HOLES  
& COUNTER BORE

SCALE 2:1

DETAIL OF MODIFIED CENTRE PLATE WINDING GEAR CROSSHEAD.

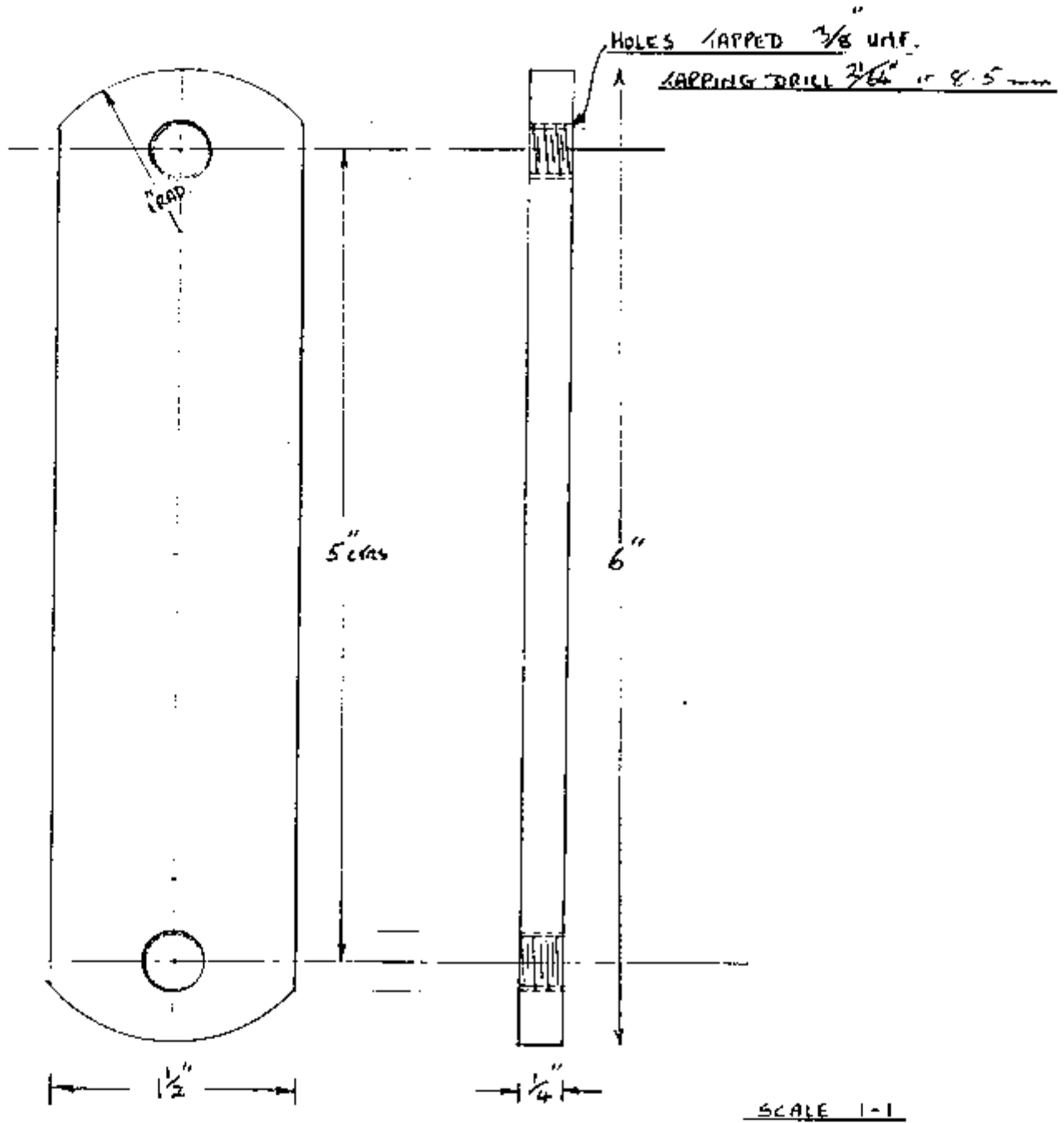
MATERIALS 18-8 T. SS BUSH PHOSPHOR BRONZE

*J.H.* 15-7-87

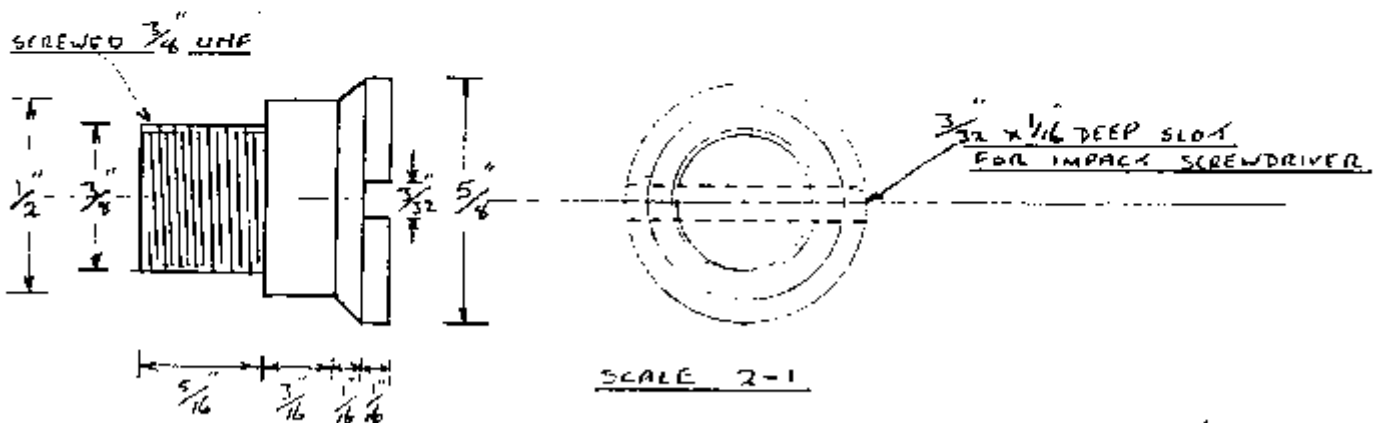
SWIFT 18

SKETCH NO 1 of 3

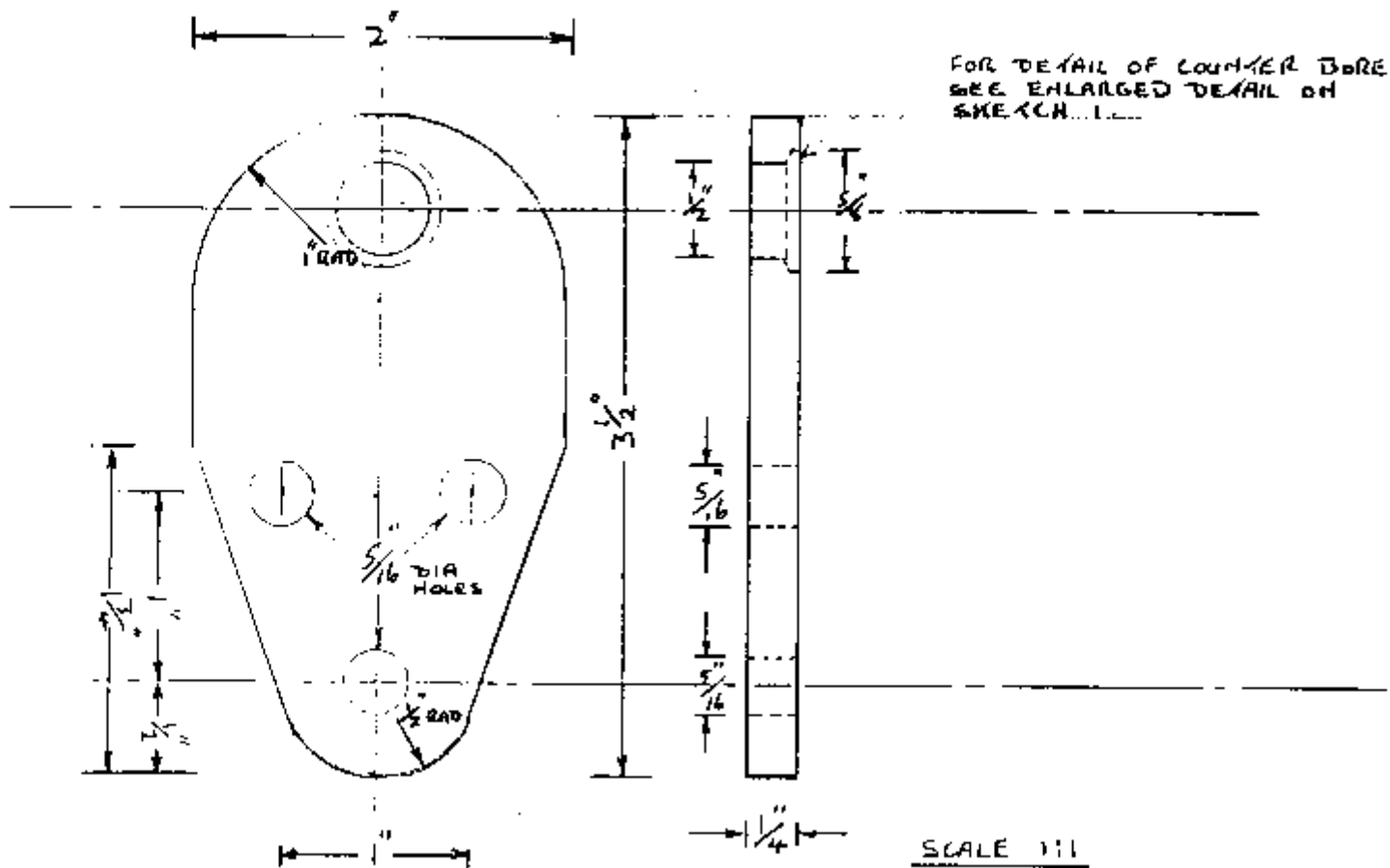




COMPLETING STRAPS 2 OFF MATERIAL 18-8 Ti SS.



CLEVIS PINS 4 OFF MATERIAL 18-8 Ti SS

KEEL CHEEK PLATES2 OFF MATERIAL 18:8 Ti SS.

THE PRINCIPLE OF THIS MODIFIED DESIGN IS TO BEEF UP THE ARTICULATING JOINTS PARTICULARLY AT THE CROSSHEAD WHERE THE BRONZE CASTING IS REPLACED BY A STAINLESS STEEL FABRICATION WITH BRONZE ACME THREADED BUSH.

THE KEEL WINDING GEAR AS SUPPLIED IS PERFECTLY ADEQUATE TO COPE WITH THE STATIC LOAD OF LOWERING/RAISING THE KEEL. IT IS HOWEVER SUSPECT IN ITS ABILITY TO WITHSTAND THE DYNAMIC FORCES OF A FREELY SWINGING KEEL WHICH EITHER HAS SAMMED IN THE KEEL BOX OR HAS SWUNG FREE AFTER STRIKING A SUBMERGED OBJECT.

TO DAMPEN THE SHOCK LOAD WHEN THE KEEL HAS SWUNG FREE A  $\frac{1}{4}$ " THICK NEOPRENE RUBBER WASHER IS FITTED BETWEEN THE KEEL WINDING THRUST BLOCK AND THE KEEL BOX.

As a marine engineer I have to disagree and I have fitted the modified design, as shown in the attached sketches, to my boat which works perfectly and which I can use with confidence.

BRIAN HORMBURY (S0307) tel. 0237-32463  
Anybody requiring further information should contact Brian.

Footnote to this centreboard problem:-

Peter Swallow (S0150) used a pair of countersunk stainless steel nuts and bolts to replace a pair of sheared connecting pins.

### Trailer Problems

It is difficult to discern any age related pattern to the numbers of trailer problems reported. The results are:-

<u>Age Group</u>	<u>Percentage within group reporting a problem</u>
1 to 75	55
76 to 150	50
151 to 220	38
300 onwards	67

The types of trailer problems are:-

	<u>Number of reports</u>
Brakes	4
Bearing Failure	4
Winch	1
Tyres	1
General Corrosion	1
Brake Judder	1
Loose Nuts and Bolts	1
Jockey Wheel Failure	1
Raising Handle Fouls Handbrake	1

The main causes of complaint are mostly related to corrosion. I guess that we have to accept that proper trailer maintenance is a vital necessity for us all. However the Bramber trailer, as supplied to the 300 series Swifts seems to come in for particular criticism. It seems from the replies that this trailer may be inadequate for the weight that is carried.

I use the SBS trailer and have had no problems with it, even though it has been into the sea about 30 times each season and I trailed it to Yugoslavia and back last summer. It does have bigger tyres than the other trailers but I have not found this to be real disadvantage when launching. The larger tyres are an advantage for the longer road journeys.

The overall weight carried by the trailer has concerned me recently and one day last autumn I attempted to weigh "Tiger Lily" using a thick plank, two pieces of broom handle to give a 5:1 force reduction onto the bathroom scales. I was very surprised when my calculations indicated that the all-up weight of the boat, its equipment and trailer was about 2,800 lbs. It seems from this that we should be using a trailer with a reasonable amount of contingency. This coming season I shall use a public weighbridge to get a better idea of the all-up weight. Has any one else weighed their boat? I would be very interested to know what range of towed weights are in use.

#### 4.2 Storm damage (16th October 1987)

Six boats out of the 29 replies reported some effects from last autumn's severe hurricane.

Two boats were lifted from their trailers but saved from severe damage by the docking arms. One boat and trailer was turned onto its side, suffering superficial damage. Three boats, all in the Portsmouth/Chichester harbour areas, were overturned on drying moorings. These were moored with centreboards raised and when the storm struck they were turned over. Peter Swallow's description in the last newsletter tells the sorry story.

The lesson for Swift owners is to use non-drying moorings and to leave the centreboard down. If you must use a drying mooring then only do so in a sheltered position.

#### 4.3 Further Request for Survey Forms

Well that's all from me for this edition - please remember to send in your survey form if you have not already done so. In the next edition I will report on some of the other problem areas and also on your favourite modifications, your likes, and dislikes and the changes you would like to see.

ALAN MURPHY (S0217)

### 5. CRUISING CHATTER

#### 5.1 Cornish Holiday

After a great deal of day dreaming and planning (the two frequently indistinguishable) the Crick family in "Silver Lining" and the Probyn family in "Helise" met in Cornwall for a fortnight around the Fal estuary and Helford River. Some might consider the sailing tame but with ages from seven upwards we have to meet a range of demands and spans of attention.

Anyone heading in this direction could do no better than obtain the "Sailing and Boating Guide to the Fal Area" (£1 Falmouth Chamber of Commerce) which is absolutely stuffed with information. This, and Inray Charts Y57 and Y58 completed the essential documentation and we crossed the Tamar Bridge with no trouble from Customs!

From discussions at the Boat Show and "The Guide" we had chosen as our base the little port of Mylor, inland from Falmouth, a decision we had no cause to regret.

The trip down on Saturday was uneventful unless you count re-timing the ignition at dawn in a Little Chef car park (I have changed my garage!) and we arrived mid-morning to rig the boat at leisure (twice - forgot the wind vane again!) and to launch on the excellent concrete slip. Didn't consider the parking charges particularly cheap (car £10 p.w., trailer £7 p.w.) but the atmosphere is relaxed and helpful and there are some useful and pleasantly unsophisticated facilities on site. The little church by the harbour is very old and the churchyard, with many local names, provides a tantalising glimpse into the past. Mylor Yacht Club was most hospitable and quite happy to accept the children. We enjoyed a brief sail over to St. Just in Roseland before returning to a swinging mooring at Mylor for the night.

Sunday dawned calm as a millpond and Emily and Ben had a row in the dinghy, suitably tethered to Silver Lining, before the Probyn family arrived. We launched

Helise on the afternoon tide and the men went for a jolly in "The Roads" before we all retired to the Yacht Club. Whilst there we telephoned BBC Radio Cornwall (104 FM) to obtain their very useful schedule of weather forecasts. With inshore emphasis, tide times, and shipping movements these were infinitely more useful than shipping forecasts. We did try Marinecall but couldn't pump money in fast enough!

In the morning we sailed to the visitors pontoon in Falmouth for provisions and tourism before taking a glorious evening sail across to pick up moorings in St. Mawes for the night. Five stars were immediately awarded to St. Mawes S.C. for comfort, hospitality and showers. This was to be the first of several visits!

By prior arrangement we had a dawn (ish) start on the Tuesday to take the tide up the Percuil River. It was sacrilegious to motor but it was only after turning round at Percuil that we could hoist sail and ghost back down. The river (and the morning) was stunningly beautiful but the splendour of the moment was lost to junior crew who stayed abed. On impulse we then headed off to Helford River enjoying a creaming reach at f4 to anchor off Durgan beach for crab fishing and a stroll ashore.

As so often happens the wind had piped up for our return and we had a fairly hairy trip in what we convinced ourselves was f6 back to the visitors pontoon in Falmouth. We did stay there all the following day and most of the Thursday as a genuine f7 came through but we retrieved the cars from Mylor and visited Poldark Mine and other spots on the tourist trail. I took the opportunity to have a third reef (the "chicken reef") put in the mainsail by the local sailmaker.

We didn't visit the posh Falmouth Marina but a word or two about the Visitors' Pontoon. Basically inexpensive, with a helpful lady attendant during our visits, the berths are a short walk away from either the public loos or a strange unisex shower and toilet tucked behind the Fishermans Co operative Restroom. This ablution facility is very basic but does have a chemical toilet sump (and the capacity for unsuspecting fellow sailors to emerge from the shower to give the wife and kids something to laugh about!) but the route there from the boat passes between the alfresco tables of two pubs. Being easily embarrassed I found the best time to stroll along with the thunderbucket was about 4 a.m.!

Our next trip was upriver past various mothballed merchantmen to Malpas, about 1½ miles short of Truro. We had intended to go the full way but our local info, gained from Yacht Club chats, led us to believe that the last stretch was pretty uninteresting unless you enjoy drying out on top of a shopping trolley alongside Tescos! We returned downstream to the pretty Smugglers Cottage at Tolverne (they have moorings) and stayed for the evening barbecue. Sounds good but the disco boats arrived and the scene became somewhat less than idyllic!

In the morning we explored another side creek for breakfast in perfect stillness - the only movement being the prolific birdlife. Night found us once again snug in St. Mawes.

On Sunday we achieved another of our targets - a tiny sandy beach just by St. Anthony's Head Lighthouse. It is rare for we Solent folk to see the anchor settle on the bottom in silvery sand. A beautiful spot although open to South West. After swimming and sunbathing we headed for the Helford River again and took drying moorings for the night off the Yacht Club in Porth Navas creek from its publicity we had built up high expectations of this establishment which, in reality, had the accommodation and ambience of a garden shed! It was a popular eating spot though and its four tables were fully booked, seemingly for nights ahead. Definitely a curiosity - with a petrol pump.

Similarly unconventional is Gweek, at the head of navigation in the Helford River, which is reached by a wildly meandering channel along what appears to be a broad and benign river. Daphne du Maurier's "Frenchman's Creek" joins the south shore and

can be explored at high water. Gweek Quay is an extraordinary place (for those of us used to the "plastic parks" of the Solent) and offers a maritime museum, pub, shop, a fascinating and inexpensive "tea room" ("anything on the menu - anytime of day") and, of course, the famous Seal Sanctuary. Our first low tide found Silver Lining dried out at an alarming angle in the keel trench of the smack which normally occupied the berth, her rigging uncomfortably close to the crossbeams of Helise.

A detailed survey of the whole length of extremely uneven granite quay identified no more comfortable berth so it was decided that we would hold the boats far enough out from the quay to settle squarely across the trench. The idea was ultimately successful but midnight found two men - one forward, one aft - quietly settling the world to rights over a beer or two, boat hooks in hand, looking for all the world, like a pair of concrete gnomes. Why is it that when you are trying to catch the last of the slipway the tide gushes out - but when you want it to go it takes forever?

After our return from Gweek to Mylor we spent rather more time in the car visiting Truro, Pendennis Castle, and the earth satellite tracking station to Goonhilly Down (fascinating!) having only short sails in Carrick Roads before setting out for home on Friday.

Undoubtedly we only scratched the surface of the area. There are many more creeks and anchorages inside the estuary and a whole range of bays and tiny harbours along the coast which should be tenable in the right weather. Fowey, the next major harbour eastwards is within 9 days sail. So much to do but so little time.

## **5.2 The Last Diary of Keith and Zlata Stubbs on Board S025 (Tatranka II)**

Before we begin to explain the rather dramatic heading above, I (Keith as skipper) would like to look over some of the past years spent on board Tatranka II cruising some of the best waters around the U.K.

Most of you will be of the impression that Tatranka II was Ullswater based, this is far from true. Only the first two years were in fact spent on Ullswater where, I suppose, you could say - "We learned the ropes", during which time I went to night school for sea navigation to finally pick up my Skipper's ticket and later at Fleetwood Nautical College, Zlata and I passed our V.H.F. radio exam. Only then did we decide to go to sea.

During our time on Ullswater, we met, and made, many good friends and I hope many of you still have fond memories of the "Lakes Laugh In". I for one had a first class time and most certainly won't forget the dinner afterwards.

I've got another "Laugh In" for you Switties but more of that later.

After Ullswater - we joined the Blackpool and Fleetwood Yacht Club, where, alas, it was not really our scene.

Racing up and down the River Wyre amongst the 40 footers and just getting back as the bar closed (when they'd been back for the opening) was not for me. - People who can spend £9,000 on a suit of sails every year, and boast spending, at least, £19,000 overall - then I'm in the wrong league. But racing is not for us in any event. So after one season we resigned and really went cruising.

We found a place in the south of North Wales, midway between Barmouth and Portmadog, namely Shell Island (Mochras in Welsh) where we put down a mooring and have been there ever since.

It's a most pleasant place. A harbour and lagoon with leading lights, fully sheltered, enclosed, and dries out.

Our weekend sailing can take us to a choice of ports - Barmouth, Pwllheli - Portmadog or Aberdovey. We arrive Friday night, usually sampling a few beers in the local at Llanbedr, namely the Victoria Hotel "where we take our leave at around 22.00 - 23.00 hours either rowing or walking to our yacht depending on the tide state. "No that's not from the Vics front door, I hear you say", sleep on-board and take off on the tide the following day.

There are lots of Dolphins in this area and on many occasions we have them on our quarters for some miles.

In 1986 we planned a good holiday aboard Tatranka II and sailed south.

We left our mooring one Saturday morning in July for a 2 weeks sail south to just keep sailing to see how far we could get.

Our first stop was Barmouth, a short leisurely sail, but can be a difficult harbour to navigate. We dined on-board and spent the evening in Barmouth Yacht Club, a club we've spent some good evenings in previously.

We set off the following morning for Aberayron arriving too early for the tide into the harbour so we sailed on to New Quay anchoring in the bay. This was an opportunity to take on provisions. We arrived in Aberayron harbour some 3 hours later.

Aberayron Harbour is quite small and difficult to make out from seaward, we sailed up and down three times before finally picking out the entrance with the use of binoculars. On arrival we were waved into a 90° corner up against a wall opposite the Yacht Club by a fellow who, I later was introduced to as the Commodore. A great evening was spent at the Yacht Club and the Commodore gave us his key for the Yacht Club's front door so we could have a shower in the morning.

This open house, hail fellow well met comradery, is unique to cruising sailors of small harbours in this part of the country.

As soon as we were afloat in the morning we set sail for Fishguard. En-route passing Cardigan Bay we picked up a school of Dolphins which stayed alongside for 5 miles showing off their playful antics. They disappeared just as quickly as they arrived, not to be seen again.

We arrived in the old inner harbour of Fishguard and tied up alongside the wall just inside the entrance. Again a drying harbour of which, all arc along the west coast.

At night we managed to find the front door of the Yacht Club without too much difficulty (Thank God for these watering holes and the ability to navigate them). Tomorrow was to be a big sail and not without its hazards, so, what better place than from the Yacht Club to get good advice on the trip.

We were introduced to the retired, white bearded ex-coxswain of the lifeboat who gave us the necessary info, "You leave two hours before high water Fishguard".

The following morning, two hours before H.W. (If my mind serves me well, it was 05.00) we sailed for Solva. Well, we got as far as Strumble Head and one hour later we were still at Strumble Head battling against a heavy sea and tide. I went out to sea hoping to find a slack to no avail. So back to Fishguard.

That evening we retired to the local to drown our sorrows only to realise, that had we managed to get round Strumble Head, we may have met disaster through Ramsey Sound. Ah well.

During this sobering thought and another pint of bitter, in rushed the present day R.N.L.I. returning from a practice run at sea. One hour later I was chatting up the Coxswain, "who gave you that bum info" he said, "a chap at the Yacht Club", I said. Well after asking me my top speed, size of craft, he proffered the following - "You leave two hours after high water and keep close in, the tide will take you down with it at about 5 knots, arriving Ramsey Sound to pop through without problems". Well, tomorrow I can stop in bed till 08.00.

We were off at 09.00 and reached Strumble Head - What a difference - no battling against heavy seas or tide, (we were on engine - no wind for two days) it was just like a fast flowing mill pond.

The chart showed over falls some miles north of St. David's Head. What an experience. If I say that the yacht was lost between troughs, mast and all, it would be an understatement. It's a trip I won't forget. But I might add was quite safe. The Swift can do it.

We arrived Ramsey Sound and I could see through the binoculars, a white line of water running from the mainland to the west coast of Ramsey Island. Beyond this line of white water you couldn't see. The pilot gave a clean cut passage through Ramsey Sound and it's the only safe path to take. So here we were hurtling up to the now or never point, a decision had to be made.

The hand bearing compass was brought into play and at the precise reading - It was now or never - the helm was put hard over and the Pilot course steered, it was to be the Sound.

We passed over this white ribbon of water into another world steering a course for the "Bitches" which were visible rocks off the Island shore to a point where course was altered again for a mark, on the mainland. The water in the Sound was flat calm and eerie. Eerie in the sense of no sounds and yet the water was boiling as though huge bubbles were bursting over its surface leaving huge circles of frothy water at it's edges - and these circles being 100 yards across fastened together and the yacht gliding over the top without any motion except, when crossing from one burst bubble to another and this turbulence only came via the rudder.

We came out of the Sound like a cork from a bottle - this Coxswain had got it right. Our speed had been so fast (without log at hand I have no record) but say, tide  $\pm$  5 knots, engine speed  $\pm$  4 - 5 knots. You can see we were moving! I do remember we only used one quarter of fuel than should have been for the distance.

After that it was not long before we arrived in the pool, just after the entrance, at Solva.

We waited for the tide at anchor in the pool and decided to investigate the inner harbour which is long and narrow by taking the tender as far as the tide would allow.

We decided where to pick up a vacant mooring and returned to the yacht to wait.

Solva is supposed to be a beautiful place - to us it was a bit of a dead hole - but it takes all sorts and to some I suppose it may well be. It certainly is well protected against storms.

Leaving on the morning tide we headed out into St. Brides Bay - crossing St. Brides I was alarmed to find our course not running true. The tides on our West Coast are



pretty notorious and do in most cases take some getting to grips with. However, the course steered with correction laid off we were still running well off course. We took more bearings and updated every 5 mins, until we got it right and we really were on course for Skomer Island. During all this updating, we passed a small whale going North - I'm sure he did'nt have any problems with navigation.

Once around Skomer we passed between Skomer and Skokholm Island - Round St. Anns Head and into Milford Haven, past Dale Point and into Dale itself picking up a mooring buoy.

Fog was forecast for the day after and true to form it arrived. We therefore decided to take another day's forced stop and took advantage of this seaward fog to motor up to Milford Haven as far as Neyland returning to Dale late afternoon.

The following morning was a bit iffy as far as the forecast, however, we decided to push off bound for Tenby.

We had an uneventful trip arriving off Tenby dropping anchor and waiting for the tide. Soon as the tide allowed we were up alongside the inner wall.

Tenby too, is a small harbour used mainly by tour craft operators ferrying to and from Caldy Island, but very picturesque.

The following day we were to set off to Swansea but with a band of fog strung out across one headland to the other we decided against it. Instead, we motored north to Saundersfoot where we stayed for the remainder of the week.

We made arrangements with the Harbour Master and left the yacht in the inner harbour for two weeks.

Two weeks later we returned with the trailer and on the incoming tide took Tatranka II out. On our journey to Shell Island, I realised we could probably get Tatranka II on her mooring on the same tide - This we did by the skin of our teeth.

This year 1987 (it could be last year when you read this) we tralled the yacht to Scotland for a sail to the Isles of the Inner Hebrides.

Launching was at Loch Creran Moorings, a few miles north of Oban. A more kindly couple who own the slip and moorings you will not find - their fees are more than modest and I could not recommend a better place.

Well, that said we slipped our moorings one day later, and motored (no wind) out of Loch Creran into the north end of Lynn of Lorn rounding the north end of Lismore Island and then south west down Loch Linnhe heading for the tip of Rubha an Ridire.

When about one third of the way to Rubha an Ridire down came the proverbial "Scotch Mist" which had been threatening for some time. However, without mishap we reached our destination at Loch Aline anchoring at the South East end and "make camp" for the night and what a night. Rain came down in stair rods.

The morning saw a better day and weighing anchor we set off up the Sound of Mull for Tobermory.

Great yachting centre Tobermory, with yachts from all over the world, U.S.A., France, Germany, Sweden, you name it. A good place for provisions - water and fuel.

After re-vitalling the yacht, we spent a good evening ashore in one of the Hotels, the "Mishnish".

Slipping our mooring we picked up the day before we set sail bound for Muck, Eigg and Rhum.

The wind really did pick up here. After rounding Ardnamurchan Point we simply raced, on a reach, course set for Muck.

Whilst a great sail in the Atlantic, Muck was no great deal, so we passed it close by and on to Eigg.

We entered the open harbour between the mainland and the small island at the south east end where we took a break ashore.

Rowing ashore through some small lagoons we were aware of the black heads popping up all around only to pop back again and pop up somewhere else. Yes, we were getting the full inspection treatment from the resident seals.

On the mainland there is a large statue, on a hill overlooking the sea, I presume it is Christ.

We spent two hours ashore then back to the yacht with our very own escort, probably making sure we left.

Sails hoisted we were off again with the weather looking more threatening in the form of big black clouds. The wind increased and we were running at 5 knots plus across the Sound of Rhum.

We were about half way across the Sound when there was another coming from Zlata in the form of a panic cry. "Oh my God, look there"! A large whale was on it's way south blowing off its water spout after every dive.

Well, I'm glad to say it carried on without passing the time of day. I don't envy Jonah.

Arriving at the entrance of Loch Scresort a black hood came over Eigg from the west. It was a rush to get the sails down and tied and the engine started before it hit us.

We pressed on up the Loch, everything going well when the engine started to shudder and the speed hunting. The wind and rain was lashing down and I thought, "This is all we need". Well in short, I couldn't believe my eyes when Zlata looking over the stern exclaimed, "Look at these". There was the engine problem. There must have been tens of thousands of them. The entrance to the Loch was one solid - and I mean solid - just like frog-spawn - mass of jellyfish. The prop was slicing through one huge jelly.

We ran out of this mass about 100 yards later and into clear water - what a relief.

By the time we'd had dinner - the wind and rain had abated and the blue skies re-appeared to give us a balmy night.

We were anchored next to a 37 foot Evasion, Ketch rigged, flying the German ensign and, on going ashore we overhauled the crew of same - two off, in a blow up dinghy - to some wise cracks from these two gents (but all in good humour).

On shore we introduced ourselves and all went for a good hike to stretch our legs. We all bought some cans of beer from a house-come-shop that was open, but looked closed, if you know what I mean, not far from Kinloch Castle - Now there's a Castle for you - Looks like it was built a few hundred years ago - But in fact, built just yesterday by a strange fellow with too much money.

After dinner we were invited on board the German vessel for drinks - very nice - Imported Cognac a plenty, with fresh coffee to follow. We made it down their stern ladder and into our tender - back to our yacht without getting wet. Not bad eh.

The morning brought a force 5 from the West and we took off down the loch on a goosewing with the jenny whiskered out under full canvas.

The tide was running through the sound and with the wind across it, it was making a heavy sea. We were bound for Loch Isleornsay. The Isle of Sky. Rounding the south tip of Sky was a little hairy and soon we were reefed down. Sailing up the Sound of Sleat we ran through a number of rain squalls which, at times, were vicious. They persisted right into the loch. Once again it cleared yet again and we had a clear, but windy, blue sky.

No sooner had we dropped anchor we had a surprise visit from the customs men in their dinghy. Their vessel lying at anchor not too far away. After many questions they left. Funny really, in Tobermory there were many yachts flying the "Q" flag, never to be honoured a visit from the customs men - well that's life. This phenomena is not uncommon to us when out sailing - Do Swifties look a bit shifty, do you think?

We had dinner ashore in the local Hotel for a change, a one off for us this, you all know by now we are the "gourmet yacht". I wish we hadn't bothered. To say the least, it was awful.

We left in the morning for Loch Moidart of which there are two entrances, North and South. We had an uneventful trip sailing a little and on engine a little. We chose the North entrance and I must say it looks impossible. None of these passages should be attempted without Pilot information, even with it this entrance seemed impossible. Once inside it was the most beautiful of our entire trip in our opinion. Not to be missed.

We were to leave the following morning but the weather forecast gave gale warnings which howled overhead most of the night without hardly a stir at water level. A well sheltered loch.

Come the morning, 07.00 I remember, I awoke to a hush. The wind had dropped before its forecasted time.

After laying there for another half hour thinking I'd been robbed of another days lay at anchor I realised we had to be out of the loch no later than 08.00 hours if we were to get out this morning's tide.

Within the next five minutes, we were off and out into the sea again before the deadline. We hadn't been on our way for long, when it happened. Down came the fog - a pea-souper. We motored on for hours when Zlata remarked "The engine keeps making a funny noise". The funny noise was in fact Ardnamurchan Point fog horn which was a welcome sound.

Even though the fog horn sounded every 60 secs, when steering eyes glued to the compass 60 secs is a long time and I remember well we were smack bung under the horn when it sounded off. I can tell you, I left my seat by 6 ins. and broke out into a sweat. Well, we did make Tobermory and again picked up a mooring buoy.

By morning the fog had dispersed and we sailed off to visit Loch Droma Buidhe. Now some say this is a beautiful loch well, it may have been the type of day, but Zlata and I weren't too impressed. So we motored out again and went on up Loch Sunart to Salen Bay.

We spent a good night at Salen, buying Salmon Steaks and King Prawns from the shack on shore which is also the Chandlers and spending an evening in the local Hotel sampling their best bitters.

Now, one thing I've not mentioned is, the Vampires of the night here in Scotland. I mean, of course, the midges. There are midges and midges but until you've been bitten by these, don't ever complain again.

The morn, it was up anchor and back to Tobermory for another night - Good place Tobermory. After another good night in the local and another good night's sleep on board we should be ready for the trip back to Loch Creran.

We left Tobermory in a good blow, but right on the nose. We were close hauled and had to tack all the way to another Salen on the south side of the Sound of Mull where we had lunch tied to a visitor's buoy then off again to Loch Aline for the night.

In the morning the wind had dropped and we took off down the Sound, through the overfalls South East of Eilean Rubha an Ridine, and on to pass between Lismore mainland and the small island south of Lismore - up the south east side of Lismore and into Loch Creran.

Within the hour of arriving the yacht was back on its trailer. A good night's sleep and we were back on the road again.

During our cruise around the inner Hebrides we were told of yachts who, for years, had come as far as Tobermory waiting for the correct weather pattern to pass Ardnamurchan Point, which can be notorious, without success. Well, I don't know what constitutes a good weather pattern in their eyes, ours was not good, so, perhaps, they want a few days calm.

We've spent three weeks sailing the Clyde and one week in September the Solent, and I can say there is no finer sailing than the Isles. If it's the last thing you do, you must give this cruising ground a visit.

The essence of this write up really, is to show you Swift owners the potential of the Swift yacht.

In the right hands, the Swift can manage most the weather can offer, within reason. I don't think I'd like to be out in a 10 or a Hurricane.

Now alas, the reason for the rather dramatic heading. We have parted with our Swift for bigger things. Not without sadness was this parting. She was our home, our second home, and has afforded us a pleasure that I hope whosoever sail in her hereon will also enjoy, with God's help, to the full.

We are now the owners of the Delux Jaguar 25 and with God's help we will continue sailing the Irish Sea and who knows where next.

What about this other laugh in I hear you say. I'll organise a sailing weekend in my cruising area for all Swifties. A long weekend (3 days) on similar lines as the Lakes Laugh In, and if it's a success, I don't mind becoming the representative for Wales and run a show each year. That's if you don't mind a Jaguar in your midst.

So how about it?

## 6. FROM THE POST BAG

6.1 ---Just a note to let you know that I have sold my Swift to Mr. P.W. Rickard ---Coopers Hill, Gloucester.

You will be interested to know that I contacted him through the Swift Newsletter, many thanks.

I enjoyed sailing my Swift but I am getting no younger and it was becoming rather a chore, so when I saw the notice in the Newsletter I decided to sell. I am fairly certain that my Swift subscription has already been paid, if so please retain it as a donation.-----

Yours sincerely,  
Harold Dale.

6.2 --Inserting my name and telephone number in the December Newsletter did the trick: Five owners contact me and I purchased the second boat I saw. I am now the proud owner of S 141 the previous owner being Mr. Dale from Cark - in - Cartmel, Cumbria.

I would like to join the Swift owners Association and will write to Ron Puce accordingly----

Mr. Dale kindly gave me several back numbers of the Newsletter - they will be a boon.

Yours sincerely,  
Peter Rickard.

6.3 --I am writing to acknowledge receipt of the Swift 18 Tankard. It was a pleasant surprise and I feel honoured to receive it.---Hoping for an improvement on the last three summers:

Regards,  
Jack Counsell (SO37)

6.4 ---Black Jack's spray hood has become very discoloured and the windows are all cloudy. We have ordered another from:-

Action Fabrics,  
Shamrock Quay,  
William Street,  
Northam,  
Southampton,  
SO1 1QL tel. 0703 32655

in white P.V.C. which will cost about £100.

This includes a protective sleeve for when the hood is folded flat, which we hope will extend its life and stop the windows from clouding over.

Peter and Didie Bucknall (SO132)

6.5 ---Mr. Ken Gummerson is looking for a Swift 18, if anyone can help please contact Ken at the following address:-

13 Craigmount Drive, Edinburgh, EH12 8DX.





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