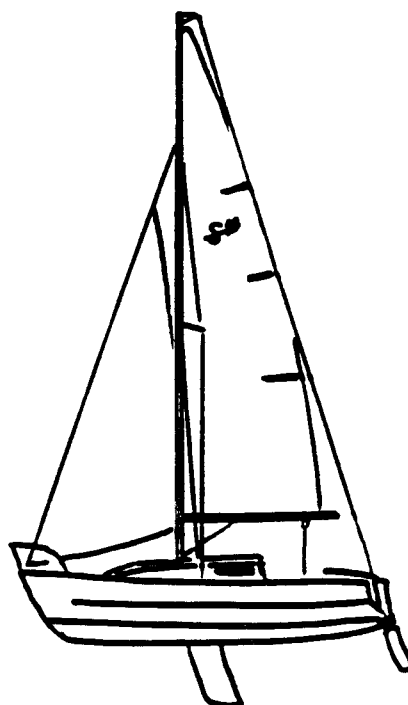


# NEWSLETTER

NL 29 OCTOBER 1989

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## 1. ED'S COLUMN

I visited the Southampton Boat Show in September - as I am sure many of you did too - and naturally headed for the Swift stand. There I met the designer of our boats - Colin Sylvester - for the first time. He showed me around the new partly completed Swift 23; the design is typically Swift, keeping the chine, but with twin keels, not a trailer - sailer this time. It will be interesting to have a demonstration sail in her !

I also met Martin Rigney who is involved with marketing the Swift range, and the conversation that I had with him led me to believe that Roger Marsh from Marlin International had been 'babysitting' the Swift - and very well too - for without Rogers' intervention the Swift may well have disappeared. A new company has now been formed with Colin Sylvester (Designer), Martin Rigney and John Hunt (Sales and Marketing Directors) and is called Swift Boats Limited. I know that the new company is committed to promoting the Swift 18 and Swift 20 and are very interested to keep strong ties with our Association.

I often get asked about vehicles used for trailing the Swift 18. I trail with a Ford Sierra 1.8, and find it to be more than adequate. Having twice trailed to Yugoslavia, once with a Sierra 1.6 and once with my present car, I found that extra power of the Sierra 1.8 made driving a little easier, with 5th gear only being used on level stretches of the autobahns. The Sierra has an anti-snake device fitted and without this I found that the rear end twitches and snaking can occur at speeds of over 55 m.p.h. It would be appreciated if you would let me know which vehicle you use to trail with and its good and bad points.

As I mentioned in the previous Newsletter, we have experienced such good sailing weather this year and I hope that most of you have enjoyed sailing your Swifts as much as we have ours. From National News reports it seemed that the Rutland Water area was not quite so lucky - maybe someone from up there would let us know more about the situation that existed during the summer months.

The Solent has been as busy as usual - with a couple of weekends busier than ever; namely the start of the Fastnet Race and then the start of the Whitbread Round the World Race. We were anchored just off Cowes for the start of the Fastnet Race, believing that the wind would carry the yachts away from us, but at the last moment the wind direction changed and the yachts were tacking straight at us. One got so close to us that a crew member had to push our overhanging boom out of their way with his foot! Considering that the craft was an 80' Maxi it was no wonder that Janet hid her face in her hands! That day was an experience we will never forget - so many fantastic yachts just whizzing past us - and the whole of the Solent alive with sails.

## 2. ADMIN. NOTES

2.1 Association Items There are still Burgees for sale at a cost of £5.40 each inc. postage. Also, Ties, gold stripe on navy with a small logo, £4.00 each inc. postage. A neck scarf in dark blue with a white border and small logo, £4.00 each inc. postage.

## 2.2 Representatives

### V A C A N C Y

As most members know, I am now the proud owner of a Jaguar 25, Mk.2, the name being MAJARA. Should any members see me around the Solent area, do wave or speak to me as I have quite a sort spot for members of the Swift Association.

At the last A.G.M. I said that I wished to retire as Treasurer of the Association at the 1990 A.G.M. and I regret that I cannot continue if a replacement is not found.

Should you feel that a 'stint' in this capacity might interest you, please contact me or Lawrence.

It is important that there is no delay in hand-over in order that the functioning of the Association proceeds smoothly.

May I add, that it is not a too onerous job of work, otherwise I would not have done it myself since 1983.

Good Sailing.

Ron Pruce.

We hopefully have a volunteer lined up Ron - so there should be no delay in the hand-over.

ED.

### 3. REGIONAL ROUND UP

#### 3.1 Solent and South

Due to late work commitments I was unable to attend the last two Solent events, a short write up would be appreciated from any participants for the next Newsletter.

This year has been notable for impromptu meetings and cruises in company with other Swifts. It's a regular occurrence to see 3 Swifts perched on one anchor in Newtown River, and the Harbour staff at Yarmouth always ensure we're rafted up together, whether we wanted to or not!

The furthest 'Caddyshack' has voyaged this year is Poole, with 'Silver Lining' as company on the outward leg. We had a brisk beat offshore trying to avoid the Admirals Cup fleet off Christchurch Bay, making the Town Quay a welcome sight that evening.

I hope to meet more of you at the Laying-Up Supper in Warsash Sailing Club on 12th November!

Nigel Rennie Caddyshack SO 162

#### LAYING UP SUPPER

12th NOVEMBER 1989

A Laying Up Supper will be held at Warsash Sailing Club on Sunday 12th November 1989. The bar will open at 1900hrs. with the meal commencing at about 1930 It will be a set Menu costing no more than £8.50 per head, consisting of :

Florida Cocktail ( Orange & Grapefruit )

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Beef Olives with Fresh Vegetables

- - - -

Selection of Sweets

- - - -

Coffee

- - - -

Places are limited to 40 so contact Lawrence Peacock or myself before Oct. 28th. N.B. This has been a popular event in past years!

Warsash Sailing Club is situated on the East bank of the Hamble River. Follow the road signs to the centre of the village and at the small roundabout (Texaco/Renault Garage) turn down Shore Road. On reaching waterfront the Club house is on your left (opposite Rising Sun Inn).

Nigel Rennie Caddyshack SO 162

#### 4. TECHNICAL TOPICS

##### 4.1

##### SELF WINDING REEL FOR JIB FURLING LINE:

I have recently unearthed a gadget I made years ago when racing 505's. This was before the days of spinnaker chutes and continuous uphaul/downhaul halyards and was intended to prevent the snarl-up of the spinnaker halyard itself or with any of the many other control lines when making a quick downhaul at the leeward mark.

This proved a great success and I was quite sad when it eventually got tossed into the 'redundant boat bits box' when I acquired a new 505 complete with spinnaker chute and continuous halyard.

When I started sailing my Swift it occurred to me that this gadget might do a similar job in automatically reeling in the jib furling line when it is hauled in from the rotostay drum to furl the jib and conversely when hauling out the jib the line simply unwinds from my reel back on to the rotostay drum.

The s/w reel needs to be light but strong and I made mine of two discs of  $\frac{1}{4}$ " marine ply with the 'spindle' formed of 6" lengths of dowel rod. (See detailed sketch). The mechanism is simply 6'9" of  $\frac{1}{4}$ " catapult rubber fed through two holes  $1\frac{1}{4}$ " either side of the centre of each disc, joining the ends to form a continuous loop. (Join the ends between the drum discs to keep the knot away from the wound part of the rubber.)

A small sheave with swivel (mine is a RWO R.145. ) is attached to the toe rail halfway between the pushpit and the first stanchion of the guard rail.

To attach the s/w reel to the stanchions pass one looped end of the catapult rubber behind the stanchion enlarging the loop so that the reel will pass through it. Stretch the other loop and pass it behind the front strut of the pushpit and fasten it with a lanyard.

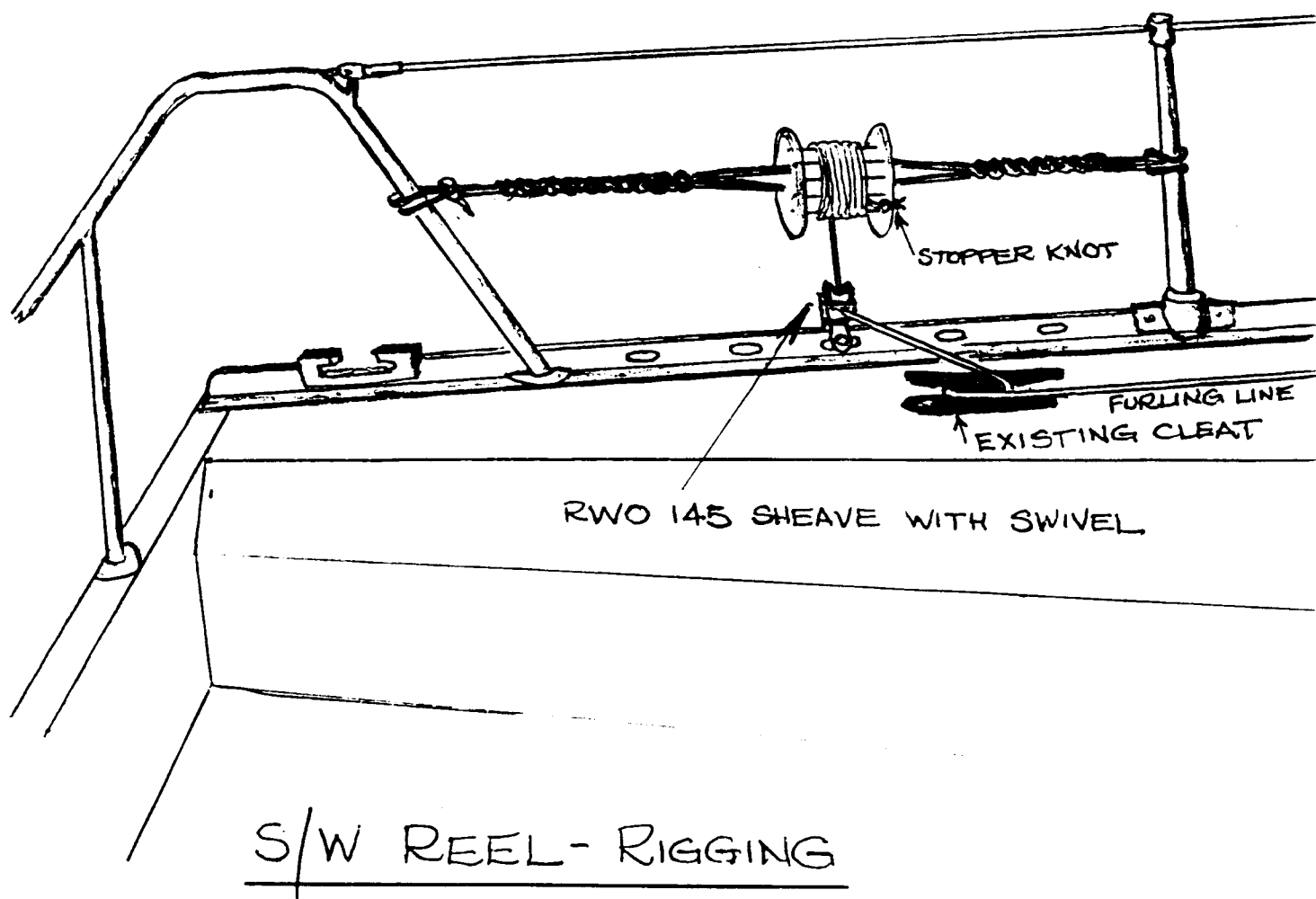
The reel should be positioned in the middle of the stretched rubber which should be tight enough to support it - if there is any sag shorten the rubber. The sheave is attached to the toe rail immediately below the reel.

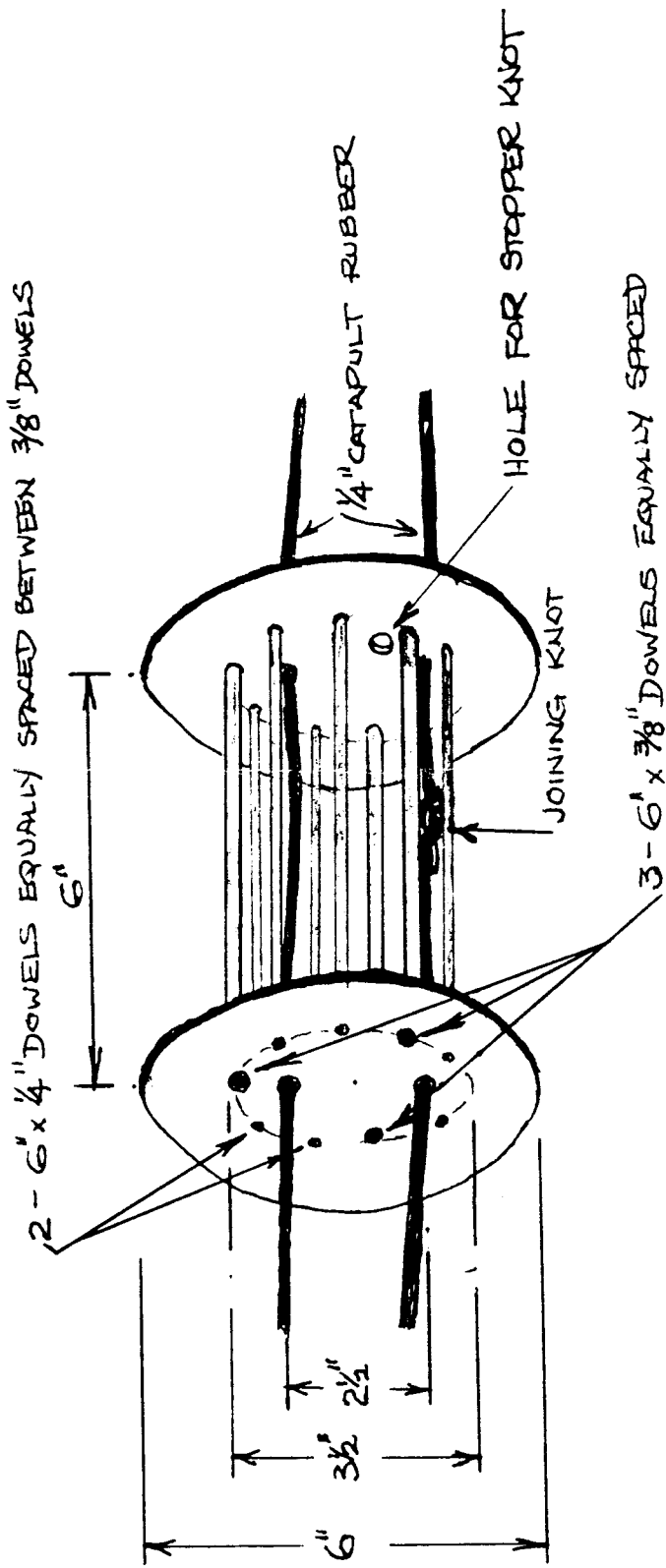
To rig the furling line you rotate the reel about 85 revolutions (creating enough tension to wind all the line on the reel with some tension in reserve). Thread the line through the sheave and then into a hole in one of the drum discs and secure it with a stopper knot.

Holding the line on the forward side of the sheave, gradually release it so that the drum will wind all the surplus on to the drum.

The reel is now rigged ready for use.

Peter Diaper - Swift 174





DETAIL SKETCH

#### 4.2 A SUPER-CHEAP SELF STEERING ARRANGEMENT

Take 2 metres of 10mm bungee and, with a simple overhand knot, make a loop in each end. Hook each loop over a stern mooring cleat stretching the bungee across the cockpit below the tiller.

Screw a small cleat under the tiller some distance forward of your stretched bungee. The cleat should be chosen of a size that will trap the bungee between the underside of the tiller and the forward prong (or horn if we are to be pedantic) of the cleat. Trial and error will determine the best position for the cleat and the twang factor of the bungee.

You will know that the helm is very sensitive to tiller position and weight redistribution within the boat and some delicate adjustments are necessary if you plan any great distance unattended. What the system does provide is very simple on/off operation and the flexibility to "nudge" substantially without disengaging. It is very useful when short or single handed for holding course while you sort out warps and fenders or take a peek at the chart. The record so far is 20 minutes without adjustment within the Beaulieu River.

Cost - about £2 and two minutes work!

Jim Crick

SO 65 Silver Lining

I nearly bought an Auto Helm at the Southampton Boat Show - but decided that I would try out your arrangement first Jim. It certainly will be a lot cheaper !!

ED.

#### 4.3 MAIN HALYARD TENSIONING

Having read the comments on swigging the halyard, may I suggest an alternative method for boats with adjustable boom goosenecks.

Simply slide the gooseneck up the track as high as it will go. Haul the sail up to the top mark and make fast the halyard. Then pull down on the boom to get the required luff tension, allowing the locking pin to locate in the nearest hole in the gooseneck track.

Peter Diaper

SO 174 Funtime

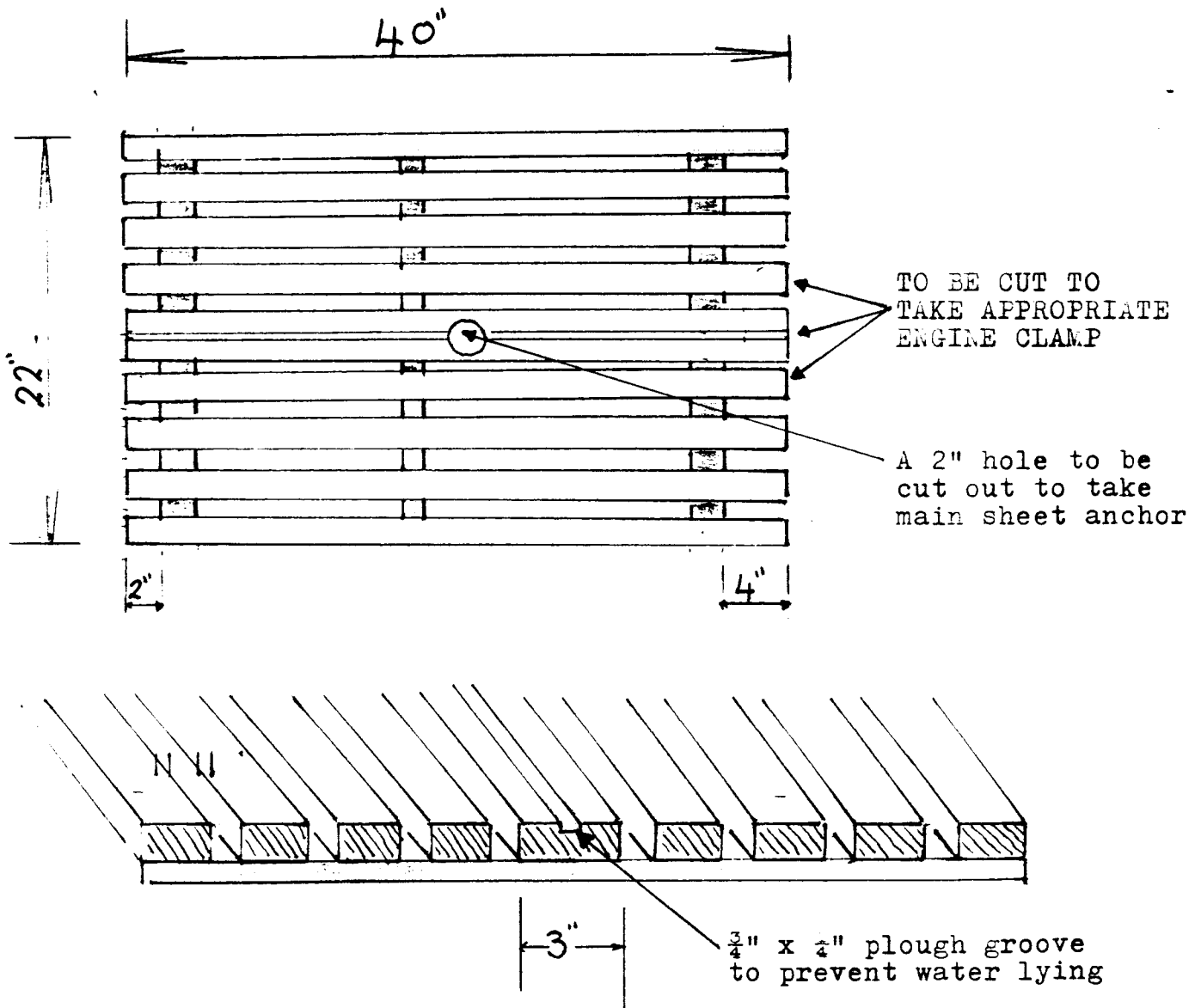


4.4

Swift 218 - Cockpit slats

As being the new owner of Swift 218, brought from Mr & Mrs Miller this August, my first improvement was a cockpit grating. Should other Swifties be interested details are as follows.

COCKPIT GRATING (SO 218)



CUTTING LIST:

- 1 off 40" x 3" x 3/4"
- 8 off 40" x 1 3/4" x 1/4"
- 3 off 22" x 1 3/4" x 3/4"

MATERIALS:

Teak or Afromosa and coated with teak oil.

4.5 We have not been able to use 'Little Wing' very much during the last two years, but I have made a couple of modifications which may be of interest.

I have never liked the hasp and staple and padlock to secure the washboards, so I have disposed of these and fitted a 'drawer lock' to the top board. No more secure, but a lot neater, and in use, I cannot lock myself out - the key is needed to lock up. No more snapping the padlock and realising that the key is hanging up over the stove!

Secondly, when motoring in crowded marinas, or when at rest, the mainsheet in the middle of the cockpit is rather a nuisance, so I fitted a large shackle and a tiller rope spring to it so it can be unhooked from the floor and put out of the way very quickly. The spring acts as a shock absorber in the case of an involuntary gybe, it is also very interesting as it acts as a visible strain gauge in the mainsheet.

I made a small rack to hold six (50ml. plastic) bottles, obtained from the local chemist. Each holds just the right amount (Yamaha - 100:1) of oil for a 5 litre petrol can.

I have also been experimenting with my trailer. The existing axle beam (rubber suspension type) has been replaced with a 'dead' axle without springing. The original trailer is now a launching trolley - no more seized brake gear or collapsing wheel bearings - which for road use is winched up on to a simple 'A' frame trailer. I shall be interested to hear if any other owners have done any work along the same lines.

Jim Perrett

S0 42 Little Wing

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Any Technical Information always appreciated.

Alan Murphy Technical Editor

## 5. CRUISING CHATTER

### 5.1 DID YOU HAVE A GOOD CROSSING OF THE NORTH SEA IN THAT LITTLE BOAT?

"Yes, thank you, and it only took six hours, thanks to the P.& O. Nordic Ferry from Felixstowe to Zeebrugge". This was our well rehearsed answer to the question which arose literally everywhere we tied up.

On Tuesday 25th April Peter and Jean Latham with Moonshadow and Brian and Pam Jukes, Gulliver, left Nottinghamshire with a covering of snow for a holiday in the Netherlands. We spent a very cold night at Levington and then proceeded to the Ferry at Felixstowe for a very leisurely crossing to Zeebrugge arriving at 5.p.m. After getting accustomed to driving on the right, we motored to the Breskens Ferry for the 20 mins. crossing to Vlissingen, (this ferry runs every  $\frac{1}{2}$  hour during the daytime) and then carried on towards our destination, Veere. Here we found a convenient mini-camp site and slept in our boats overnight.

The following morning we arrived at Oosterwatering Jachthaven nearby and a friendly harbourmaster showed us where to launch and leave the trailers and cars in a locked compound. This harbourmaster also runs a first class chandlery where we purchased the Dutch chart 1805 showing the Veerse Meer, Oosterschelde and Grevelingenmeer which waters were to be our playground for the next two weeks.

During the afternoon we gently motorsailed around the headland to tie up at the town quay close to the Yacht Club at Veere. A walk around the town was followed by showers at the Yacht Club and an excellent evening meal in their restaurant. Here we received a warm welcome to the country with no language barriers since the majority of the Dutch people speak English.

The next day, Friday, we bought provisions and had a closer look at the Town Hall whose clock had been striking every  $\frac{1}{4}$  hour since we had arrived. We were to grow accustomed to the fact that most town hall clocks in Zeeland are an architectural feature and play well known tunes very frequently.

We left the town quay and motored round the corner to experience the negotiation of our first lock into the canal leading to Middelburg. The use of locks requires no fee and they are contactable on their individual VHF channel. They are also liable to be half full of commercial shipping and the rule is to allow these sometimes massive barges to enter first. However, there need be no fear since the locks are operated gently and the keepers are most helpful.

From the lock we motored along the canal to the edge of the town where the Harbourmaster allowed us to moor to a very handy pontoon normally reserved for a two hour stay by shoppers. This town, being the main one of Zeeland, had a large market square overlooked by a town hall which had been beautifully decorated for a series of wedding ceremonies which were taking place. It was Queen Juliana's 80th birthday the following day and so we decided to stay and join in the festivities which concluded with a firework display which we watched from the upstairs bar windows of the Yacht Club.

Sunday saw us motoring back up the canal. We locked into the Veersemeer and hoisted sails on course for Kortgene. Lunch break was taken moored up to an island jetty. There are, incidentally, many uninhabited islands in these lakes with facilities for tying up with barbeque areas and rubbish disposal points. Delta Marina at Kortgene, being recently built, offers superb facilities and we immediately indulged in a cream tea in the Yacht Club restaurant overlooking the lake.

The following morning we eventually left the visitor's pontoons having replaced Moonshadow's outboard sheerpin at the first attempt. After locking into the next inland water, namely the Oosterschelde, sailing conditions looked somewhat ominous and being cautious we sailed with two reefs very comfortably for the short distance to the lock at the entrance of Havenkanaal down which we motored to Goes. The lifting bridge just before the marina entrance carries much traffic at the edge of the town and although opening on the hour for a few minutes only, we had a two hours wait on account of arriving when the operator was at lunch. However, we wasted no time in having our meal and in a great state of readiness we made our approach to the bridge. But Mr. Sod struck again. This time it was Gulliver's sheerpin and the boat could not be got through which meant a further hour wait. Repairs made, we entered the marina and all our problems paled to insignificance.

Goes marina is laid out like a tiny old world harbour. A lighthouse features in the centre disguising the fact that it is a toilet, DIY crane facilities are available and the Clubhouse offers drinks on a self-help basis with an honesty box.

It was here that Peter took his first step to retirement from sailing by surrendering his Swift 18 hat to the little 85 year-old harbourmaster who probably wears it to this day because apparently a faded blue English yachtman's cap was what he had desired for a long time. We believe that by now he will also have received from Peter a Swift 18 pennant to hang with scores of others from all over the world in the Clubhouse.

The next day the weekly market was held in the Square which provided a great deal of interest, particularly since some of the older people were dressed in National Costume. The afternoon was occupied by following a route suggested by the local museum to places of historic interest around the town. On the following day, Wednesday, Brian and Pam caught the 7.44 train from Goes to Amsterdam arriving at 10.00 a.m. in time for a sightseeing tour by canal boat before lunch. They returned from a coach trip in the afternoon to catch a train delivering them tired but happy back to Goes at 10.00 p.m.

Thursday morning we said goodbye to Goes leaving at the 9.00 a.m. bridge opening, motored up the canal and locked back into the Oosterschelde. Then we set sail for Zierikzee passing under the north end of the 5,000 metre Zeeland bridge. There must be in excess of 50 arches but it is possible for a Swift to get through the centre of any one. Do have your motor running, however, because you will lose the wind under the arches.

We arrived at the town quay in time for lunch on board having made the passage of 8 miles with a beam wind in two hours. On returning from our afternoon walkabouts we were surprised to see that scores of boats had arrived leaving us with inside position on a raft of seven. They had all arrived, of course, for the old barge races which were to take place over the weekend.

We made our escape the next day passing through the start line before the rest of the fleet, to sail eastwards in a very light wind to our next port of call Sint Annaland. The usual afternoon walkabouts were followed by an evening meal and drinks in the Yacht Club which was established in an old motor fishing vessel purposely run aground in the harbour.

The wind got up in the night and by the morning was gusting 6 or 7 and so our departure to Colinsplaat was delayed until after lunch. With three reefs in we worked our way carefully up the creek and then turned westwards for a hard sail avoiding the barges in their second day of racing. We passed under the south-end of the Zeeland bridge into a very lumpy sea. Colinsplaat entrance is very narrow with rocks either side and with a following wind blowing, getting in was a hair-raising experience, luckily for us the only one of the holiday.

We left Colinsplaat at 9.30 a.m. the following morning in much better conditions to lock back into the Veersemeer, tying up to a jetty some two miles further on for lunch. A fresh breeze whisked us along to Kamperland marina by 6.00 p.m. Here we saw another local Swift named "Daydream"

completed from a kit by a Dutchman who proudly showed Peter his handiwork. Next morning we motored up the canal a short distance to the Town Quay and decided that this would have been OK for an overnight stop. We sailed to a small island for lunch and then onto Oosterwatering to slip out mid-afternoon.

We trailed back over the Breskens Ferry and stopped at a mini camp site near Sluis, in which charming little town we had a most excellent and very reasonably priced evening meal at the "Red Lion".

Leaving the boats at this campsite we travelled around by car all the following day visiting Brugges, Ostende and Blankenberge. The next morning we sadly departed for the mid-day ferry from Zeebrugge and thence back home, with all four of us declaring we had just enjoyed a superb holiday worth repeating anytime.

Looking at a map of the Netherlands the adventurous sailor will see that we only sailed in the two southernmost lakes. These waterways are of course connected all the way to the vast Ijsselmeer in the North and thus provide one of the most exciting inland areas for Swifting without involving too much trailing.

Some information of costs:

(exchange rate May 1989 - 3.5 guilders = £1)

Ferry return daytime sailings, Car - Volvo 240 boat trailer, 2 persons	£204
Ferry Breskens, car, trailer & 2 persons	14.00Gu
Camp site 1 night	10.00Gu
Slip and parking 12 nights	42.50Gu
Chart (convenient scale in book form)	26.00Gu
Mooring per night, most including showers	6.66 to 9.90Gu
Food and restaurant meals similar to UK.	

If we can be of help to anyone contemplating such a holiday please contact Brian and Pam on 0636626384.

Peter and Jean Latham S.14 (retiried)  
Brian and Pam Jukes S.81 (still going strong)

## 5.2 AN EXERCISE THAT TURNED INTO QUITE A SHOW

It all happened at 12.50hrs. on the 12th July '89, while Pauline and I were munching our sandwiches and sipping our soup. Anchored in Studland Bay on a warm sunny day, we spotted an enormous low flying Hercules plane circling overhead. At the time yachts were sailing to and fro looking for suitable anchorages. A marker parachute was ejected from the Hercules and seven parachutists followed, dropping in the sea around the Bay. The Hercules made another low approach making sure all seven and marker were retrieved by the marine craft. Then the plane made a second approach and repeated the same procedure, but we could not believe our eyes, the marker parachute floated down right over the mast of a yacht in full sail, covering the sails and wrapping itself around the mast - imagine the consternation of the crew - everything suddenly blacked out!! The marine craft rushed to help the unfortunate yacht, while the plane circled lower and lower watching like a mother goose keeping an eye on her seven goslings in the drink. Someone climbed up the mast and managed to unwrap the tangled 'chute. The marine craft then proceeded to pick up all the 'goslings' and only then did 'mother goose' fly off much to everyone's relief. We were just about ready to have our coffee, yes you've guessed it, the 3rd and final approach - a perfect cluster drop, this time right overhead Sanderling 11 - the Northwest breeze carrying them to drop safely in the sea. Always be prepared for the unexpected, was our conclusion!! One of the more entertaining highlights of our season.

Pauline & Bill Crouch  
Sanderling 11 SO 38  
Mudford  
Christchurch Dorset

The only thing we knew about the Island of Elba before deciding to sail round it was Napoleon's famous palindrome, "Able was I ere I saw Elba".

Rod Heikell's Italian Waters Pilot revealed that Elba is the largest island in the Tuscan archipelago between Corsica and the Italian mainland. It is very mountainous and its deeply indented coastline provides a number of beautiful anchorages and harbours. Although only 17 miles long by 11 miles it has 75 miles of coastline, ideal for the trailer sailor.

It took us less than 3 days to trail 'Tiger Lily' overland from Le Havre via the Mont Blanc Tunnel to Punta Ala on the Italian mainland. The modern marina at Punta Ala lies on a headland a few miles south of Piombino and within sight of the historic 'Isola del Elba'.

Punta Ala with its fashionable restaurants and designer clothes shops is a large holiday complex containing golf course, race course and holiday homes. Both marina and boatyard offer excellent facilities with spotless showers, toilets and a good chandlery. Guarding all this are the 'Vigilantes', a kind of private police force. The cost of these high standards is reflected in the fees charged, perhaps making Punta Ala more suited to the large numbers of 60 foot runabouts which occupy much of the marina. The meagre needs of the trailer sailor seem to have got lost within the bureaucratic machine. Having paid a 40 pound craning fee, Tiger Lily was quickly and efficiently transferred from trailer to water and allocated a pontoon berth for the night (another fee). It is expensive to leave the car and trailer inside the marina compound, but we found that they could be left outside at the top of the hill and under the eyes of the Vigilantes patrol who guard the approach road.

Although it was a very pleasant place to start and end our sailing, with marina berths costing 12 pounds/night it was not the place to stay too long. Elba with its majestic mountains was clearly visible on the horizon and we were keen to get sailing. It took us 5 hours to sail the 16 miles to Porto Azzuro, a small port on the eastern side of Elba, and anchor at the head of the bay just west of the town. On venturing into the harbour in the inflatable we found the waterfront crowded with boats of all sizes and the quayside bustling with strollers enjoying the Mediterranean evening.

Our plan was to sail clockwise round Elba and so next morning we set out for the south coast of the island. Elba's southern coast has three deep bays and a number of smaller coves. The SE headland, Punta dei Riparti, contains a number of disused iron ore workings and hides a pretty shingle beach just west of the tip. The cove was an ideal lunchtime stop as it was easy to anchor within swimming distance of the shore. On rounding the next headland we came to the first of the large bays, Golfo Stella. In the northwest corner there is a little breakwater protecting local boats on permanent moorings. We anchored for the night at the end of the breakwater in an idyllic situation.



The second large bay, Golfo della Lacona, has a long beach at its head and a very convenient anchorage on the western side. A few miles further west is Golfo di Campo with its harbour and town, Marina di Campo. Larger vessels moor on the inside of the breakwater but the smaller ones can moor bows or stern to the town quay. The town has many shops and restaurants and there is a good sandy beach within walking distance of the harbour. Marina di Campo is a base for prison service vessels (Guarda Custodia) and being a busy fishermen's harbour it was common to see anchor tangles, a traditional Mediterranean foible.

The western side of Elba offers little in the way of sheltered coves or anchorages. The 16 nautical miles round to Marciana Mariana in the northwest almost circles Mount Capanne, which at 1018 metres is the highest peak on Elba. We found the tiny cove at Golfo di Barbatoia was buoyed off and it was only possible to anchor in about 7 metres of water. Away on the horizon at 23 nautical miles distant could be seen the conical island of Montecristo whilst the flat island of Pianosa 7 miles away was barely visible through the sea haze. During the passage to Marciana Marina the mountains of Corsica and the island of Capraia could also be seen towering out of the horizon.

At Marciana we managed to squeeze ourselves in between two much larger boats and then use the rocky beach over the breakwater for swimming. After taking a local bus up the narrow windy road to Mariana Alta overlooking the harbour, we found the cable car which ascends Mount Capanne. It takes about 15 minutes to reach the summit and on a good day you can see all of Elba, the mainland, Corsica and most the other islands of the Tuscan Archipelago. However, we had chosen a partially cloudy day and saw only the tops of clouds and the numerous microwave dishes which litter the summit.

To the east of Marciana lie three bays each with attractive daytime anchorages. In the southerly one the crew set to work to scrub oil from Tiger Lily's hull - someone must have been pumping their bilges in the harbour. It was now time to reconsider the original plan of sailing down the mainland coast to the Island of Giglio. We liked Elba so much that the original plan was abandoned in favour of making a second circumnavigation of the Island instead. Thus we headed straight on to the little harbour of Cavo on the NE of the island. We found this harbour quite choppy during the night - perhaps it was the wash from large ships passing through the nearby Piombino Channel.

Rio Marina, a few miles down the coast from Cavo, has a Monday market and therefore we left early in order to catch it. There are working iron ore mines and a loading jetty just north of the harbour. The town is quaint, picturesque and slightly Victorian but everywhere seems to be covered in iron ore dust - Warning: Do not to sit down in white shorts !

After a long trip back to the mainland in light SE winds, the crew revelled in the shower at Punta Ala whilst the skipper checked the car and trailer. A meal out in one of the restaurants completed our first week of 89 nautical miles. A fellow trailer sailor's car and trailer (Dave Evans of Triskell 2) had appeared in the car park. Before leaving

England we had compared our cruising plans and knew that Dave might now be on the north coast of Elba. Setting out early the following day, we sailed the 23 miles round to Porto Ferraio taking lunch on the move (not our usual custom). On entering the ancient harbour Triskell's red hull was quickly spotted and Tiger Lily tied up alongside.

A very pleasant evening was spent over a several cans of local beer exchanging tales about our Italian experiences and making a joint exploration of the town quay.

Dave was bound for Corsica and next morning we gave him a cheery wave as he headed out of harbour. We then took the opportunity to take a look at Napoleon's house which stands on the hill behind the harbour. The house and rooms are more or less intact but the original furniture and pictures were dispersed. Many have since been recovered to provide an interesting Napoleonic museum. Having enjoyed a little bit of culture, we then proceeded to a late lunchtime anchorage in the most northerly cove in the Golfo di Proccio. During the middle of the afternoon dark thunderclouds began building over Mount Capanne and Tiger Lily made a hasty retreat to the shelter of Marciana Marina. Lightning was illuminating the clouds but it seemed that the tall mountain was drawing most of the storm as we didn't see much rain at sea level.

Our sail round the western end of Elba was again accompanied with the wind changing quite abruptly from a following to a head wind - that is what a 1018 metre mountain does for you !

On our second call at Marina di Campo the harbour was comparatively empty, but it soon filled up after 4pm. Next day, on venturing out to the edge of the bay (about 2 miles) into a strong headwind, it became too choppy and we returned to the comfort of the harbour and its pleasant beach. Later on the wind picked up from the north and began to jostle the boats together. Tiger Lily, being one of the smallest, was in danger of becoming squashed between two large fishing boats and it was necessary to move to another quay.

Conditions were no better the following morning and the crew decided to get the bus to Porto Ferraio. However, the skipper, discovered that a shackle on our second stern anchor had worked loose and the anchor now lay unattached at the bottom of the harbour. By using a mixture of sign language and sketches a local diver was persuaded to recover it. The skipper learnt the wisdom of wiring shackle pins.

On leaving Marina di Campo, the gentle sail eastwards dulled the navigator's concentration (or was it the can of beer ?) causing us to miss the hidden shingle cove west of the headland of Punta dei Riparti. Lunch was delayed until we found another delightful cove just round the headland. The changeable wind shifted yet again and we were forced to beat into Porto Azzuro where Tiger Lily enjoyed yet another evening anchored peacefully at the head of the bay.

It was now our last day on Elba and after making a very early morning start, we motored in a flat calm to the little cove at Capo Ortano for breakfast. Being Monday again, it seemed right to call at the market at

Rio Marina for souvenirs before saying goodbye to Elba. The N3/4 wind produced a lovely broad reach eastwards back to Punta Ala. Tiger Lily was going so well that it was decided to carry on the extra 7 miles eastwards to the fishing harbour of Castiglione Della Pescaia. However, the wind shifted westerly and created quite a swell at the entrance but we were able to moor conveniently in the new yacht basin. An exploration of the shipyard facilities revealed that Tiger Lily could be craned out for about half the price charged at Punta Ala. It was also possible to store cars securely in a shed guarded by an Alsatian and to chain trailers to various pieces of fencing. Although tempted to use the local bus to go and fetch the car/trailer for Tiger Lily's recovery, we settled on the luxury of Punta Ala rather than the more primitive shipyard facilities at Castiglione.

The return passage of 8 miles to Punta Ala started with a gentle following wind. However, this was not to last and we were soon being headed by a very light westerly. It was time to use the main 4HP engine but just 2 miles from harbour it developed a carburettor fault and began leaking petrol everywhere. The wind had now died completely and the final 2 sea miles of our holiday were accomplished using the inflatable's 2HP engine mounted on Tiger Lily's stern ladder.

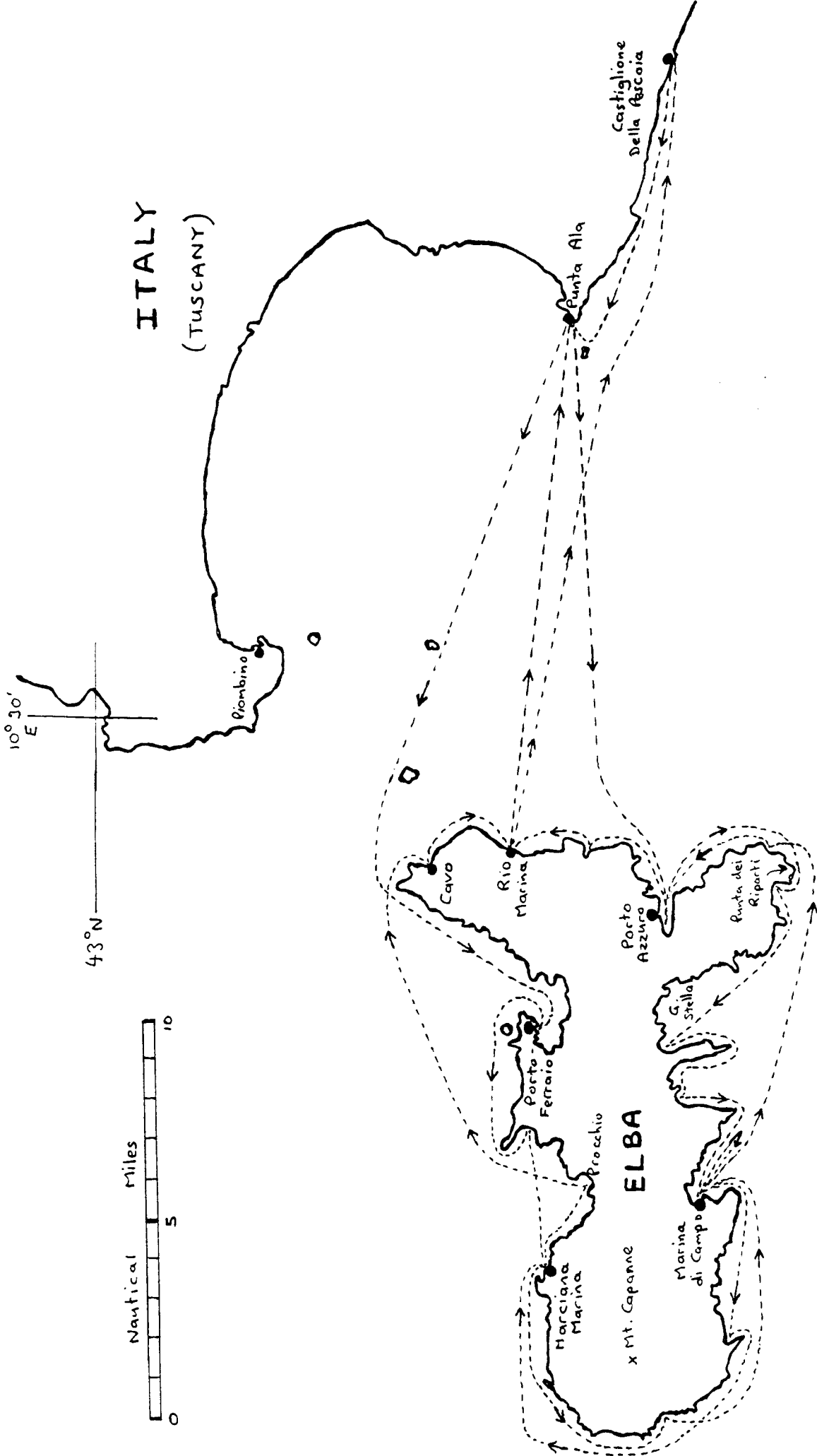
With the mountains of Elba standing out on the horizon we sadly prepared for the road journey home. Next morning Tiger Lily was craned out, washed down and secured on the trailer. By 12.45pm we were on our way, ascending the twisting road out of the marina and heading north to join the Italian motorway at Livorno. Just 2 days later, despite a tyre blowout in mid France, Tiger Lily was parked at Le Havre awaiting the P&O car ferry. After a 6 hour channel crossing (not bad for an 18 footer!) and a slight delay in satisfying the UK customs officer about Tiger Lily's pedigree, she was safely parked at home.

During the holiday Tiger Lily covered 1800 road miles, 189 nautical miles and was afloat for 16 days - not much of a daily average, but we do like to enjoy our glasses of wine anchored in beautiful coves and bays. This year's holiday was somewhat more expensive than our previous experiences in Spain and Yugoslavia - mostly due to dearer food, road tolls and craning fees. The marina expenses were cheaper as we only paid gratuities whilst in Elban harbours. Most of the time the wind was fairly light and variable and only 2 days were lost due to strong winds. The mountains created large wind distortions as several times we found different winds on opposite sides of headlands. There also seemed to be a marked diurnal change, the wind reversing direction about 4am and 10am.

This year was more troublesome with the temporary loss of the second anchor, the main engine fault and a tyre blow out. Even so, we all voted it as one of our best holidays and the Island of Elba as our favourite cruising area. Elba offered beautiful scenery, character and history, the harbours were cheap and unspoilt, provisions were easy to obtain and the sailing and swimming were excellent. What more could one ask for ?

Alan Murphy

TIGER LILY (S217)



#### 5.4.

Cornix in the Lakes. September 1989

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Friday 8th September, and at 0550 with Swift in tow we join the early morning traffic on the M6 northbound from the Midlands. Having booked a holiday mooring on Windermere for three weeks, this was to be the first weekend.

The crew this weekend however consisted not of Dot and myself, but four 'lads'..... well, the youngest was 29. Tim is from next door but one, Dave is a workmate of Tim's and Andy is a Jordie from Hexham, I met him whilst sailing in Scotland.

By 0930 we were stepping the mast, and by 1030, Cornix was afloat and being loaded with all but the kitchen sink. At this point Andy arrived, just in time to miss all the work !

As well as four people, all the food and drink (!) for three days. We also had a full wet suit each, and Andy's sail board ! I thought that she was going to vanish beneath the waves.

With the sailboard mast lashed to the starboard shroud a dinghy in tow from one side, and a sailboard from the other, we cast off and motored out towards the north lake.

The wind was basically a northerly, and we spent Friday afternoon beating to windward, with varying degrees of success depending on the helmsman. 1730 saw us tied up at the Low Wood Hotel's pier, only to discover that they did not do bar food in the evening. However, we managed to catch a bus to Waterhead. After a bar meal we walked the mile or so back to the Low Wood, and finished off the evening in the bar !

We awoke on Saturday to the view of a foot being placed on the side deck, the owner of the foot was a Japanese tourist from the hotel, having his photo taken !

Under full main and genoa we continued north for a brief look at Waterhead from the lake. This was followed by some fine downwind sailing to Bowness where we enjoyed lunch in one of the town's many cafe's.

More downwind sailing took us to the south lake, eventually anchoring on the West shore. Here wetsuits were donned and whilst Andy was able to windsurf, the rest of us just kept falling off !

Evening meal was cooked over the embers of a small fire and taken with copious quantities of ale..... Sleep came easily that night, even on a small boat with four large men on it !

Sunday saw us running down to Lakeside, and then many tacks as we began the return trip. Time overtook us however, and we were forced to use the engine to regain the ferry nab by 1300.

Kit was unloaded and Cornix taken to her mooring.

We had a thoroughly good time, but Cornix was never far from my thoughts during the next week as I worked towards my holiday week, however, that's another story.

Bill Oakes, CORNIX, S074.

Thanks for your contribution Bill - great! but as I did not want to re-type the whole page I've left the spelling of 'Jordie' as is - even though I am a Geordie myself !

ED.

6. FROM THE POST BAG

6.1. - - - July 1989, Re: Sale of Swift 218 (new Sept. 1985)

Christine and I have very sadly made the decision to sell our beloved Swift (High KV) . It has been a step which has produced some emotion, particularly since it was at the Southampton Boat Show after we decided to buy the boat that I proposed to Christine.

Now we have a fabulous little girl, Charlotte aged 16 months, and another baby on the way. Consequently, although we have continued to sail with Charlotte and Oliver the dog, we feel that it will be impractical with two small children and the dog.

We wonder if any members know of anyone wishing to purchase a lovingly maintained Swift 18 - - - -

Yours sincerely

Edward Millar.

- - - - We contacted Charles Frisby who was looking for a Swift and he bought High KV straight away !!

ED.

6.2. - - - Many thanks for putting me on to this boat it was just what I wanted.- - - -

During our summer travels we spent a weekend down at Bucklers Hard where we met Brian Watts, 'Moonshadow' SO 14. Remember us Brian ?, must just say we thought you coped well with the engine fire you wrote about in June NL 28. Hope sailing has been better since, and you finally made the I.O.W.

As I have two sons Russell age 7 and Ryan age 5 we are renaming our Swift, as appropriate, to CHAOS!!

Pat and Charles Frisby SO 218

### 6.3. - - - - A Swift Introduction - - - -

Waiting for the tear in my genoa to be repaired I have an hour on my hands to sit by the riverside here in Maidenhead watching the motor launches and longboats slip past, and contemplate my initiation into Swift sailing.

Having been a dinghy sailor for five or six years it had always been my intention that when the time (and price) was right I would graduate into small cruiser sailing. This idea, however, almost came to a halt when last year, after leaving a deposit on a 22 foot bilge keeler, I could find nowhere round the Essex, Kent, Sussex or Hampshire coasts where I could keep the boat unless I forked out a king's ransom for a mud berth accessible for only an hour either side of high water.

However, in May this year when the sun came out I again had longings to sail my own cruising yacht and my attention turned to trailer-sailing. It seemed to be the only answer. Of all the trailer-sailers on the market I was particularly attracted to the Swift, and in a chance conversation with Roger Marsh he told me of the existence of "dinghy parks" like those at Calshot Spit and Bucklers Hard. The next morning my wife and I went to Bucklers Hard and after a chat with Bill Grinday the Harbourmaster my space was booked.

At the same time while looking at the boats there we met Lawrence and Janet Peacock (SALU) who immediately took us under their wing and helped us in buying our boat giving valuable advice.

To risk sounding like Richard Attenborough at an awards ceremony I just want to thank the people who sail out of Bucklers Hard for the advice, help and assistance given to us during our first season. To Roger and Karina Pigden (CHARISMA) and Nigel Rennie (CADDYSHACK) for their help and advice, Jim Crick (SILVER LINING) for rescuing us when we ran aground with a broken motor and Lawrence and Janet for everything else (and for the cans of Fosters).

It's thanks to them that I've learned some important lessons to keep both myself and my boat sailing safely. Lessons like don't try to launch or retrieve the boat when the current is at its quickest. Always carry a spare shear-pin for the motor. Start your motor in good time before you'll need it. Oh yes, and don't use sharp shackles to attach the lifelines to the pulpit - they might tear your genoa!

DOUG BRODIE SO 119

**6.4** - - Before becoming a Swift 18 owner I enjoyed an outstanding swing mooring at Sandbanks in Poole. You can imagine my dismay when my annual renewal was returned this season with a polite note saying that past experience with Swifts had resulted in the mooring owners declining to have my Swifts in their chains.

In the past a Swift at Sandbanks had three times capsized, once with the mast getting embedded in the sand. I can only imagine that it was an early boat without the extra weight and that it was moored keel retracted. The waters in Poole harbour can often necessitate sailing or mooring with minimum draft.

I now have my Swift No. 143 , on it's trailer at Poole and since I sometimes sail single handed it is a problem to launch and recover. I am very keen to get back to my old swing mooring but I would like to be assured that I am not taking any unnecessary risks. Have any other Swift owners had similar experiences or is there any advice on offer to alleviate the concern shown by the company that operates the swing moorings ?

David Fleming SO 143 Jenna  
Beechwood , Moulton Lane  
Boughton, Northants.

Tel. 0604 844958

**6.5.** - - Hello ! I was first introduced to sailing at school in Heron and Mirror dinghies. After several years away from boats we eventually bought a dinghy and trailed this to several places , including the Scottish West Coast.

The idea of trailer sailing appealed to us. In 1987 we bought a Pedro, a 17'3" sloop, for a song, and got the trailer sailer bug.

So in February this year we finally, after much deliberation got a Swift 18 - - - - SO 74 - ARTIMIS 11 -, however our love of Scotland and ornithology caused us to re-name her CORNIX after the Latin name for the hooded crow, found in the Highlands.

In our first season we very quickly grew fond of our Swift. We've had some good fun this year, our first cruise was 5 days at Easter on Windermere.



The next major addition was a spray hood, from a small ad. in the Practical Boat Owner, the firm in question (based in Nantwich, Cheshire) produce spray hoods with unfinished sides and front. An afternoons work had this fitted and it has been worth its weight in gold.

At the end of May we trailed to the Scottish West Coast, launching at Salen on the Ardnamurchan.

In July we trailed again to Scotland, this time to Loch Lomond.

Finally in September, we spent some more time on Windermere. Good weather has followed us everywhere during our first season with our Swift, and we are hoping for more of the same in 1990!

P.S. Cornix is equipped with VHF, and a very strange looking antenna which I have fitted to the masthead. If any other Swifties are also radio amateurs I would like to hear from you.

Bill & Dot Oakes    CORNIX    SO 74

021 556 3183

6.6 - - I have a Swift 20 which I keep in Argyll where we have a cottage facing the Sound of Jura and our front door is 30yds. from High Water. We 'sail' in every kind of craft - dinghies, canoes, inflatables, as well as our Swift, which lives beside our garage in the winter but lies on a mooring all summer.

The Sound of Jura and the Inner Hebrides are a wonderful sailing area with plenty of scope for day cruises, landing on otherwise inaccessible islands, exploring remote creeks, seeing lots of seals and sea birds, bits of archaeology, and fascinating geological structures. The only problems are the usual ones - too much or too little wind, rain (not this year!) and, when you are ashore, midges.

Our house is in Carsaig Bay, 5 miles South of Crinan. We find that our Swift is very quick to complain when you have too much sail set, so we are frequently reefing and shaking out again, it is worth the trouble for a comfortable ride!

The noise of the engine is a nuisance when you're making a passage for an hour or two on a calm day. I am considering the possibility of a sound proof hood. Does anybody have any experience of this ?

Yours sincerely

Malcolm Anson

SO 329 Kirsty