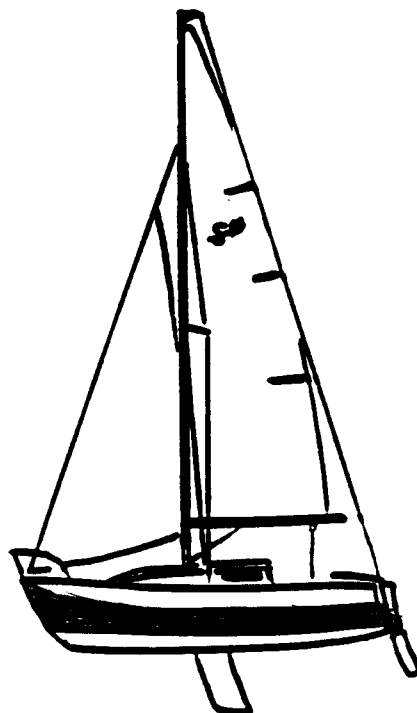


NEWSLETTER

NL 33 DECEMBER 1990

1. ED'S COLUMN
2. ADMIN. NOTES
3. REGIONAL ROUNDUP
4. TECHNICAL TOPICS
5. CRUISING CHATTER
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association

1. ED'S COLUMN

AGM

By the time you get this newsletter you will have already received and I hope sent back your reply slip for the AGM being held this year at the Crossroads Hotel. Our decision to hold the AGM at this venue was taken as an experiment making it more accessible to members from all over the country. We hope to see as many members as possible attending.

Team '91

It is important this year that we get some volunteers to keep the association running. As I have stated in my letter sent out at Christmas I will be relinquishing my role as Secretary/Newsletter Editor at the AGM. After nearly seven years of happy 'Swifiting', Janet and I are selling Salu and going for something a little larger but still trailable. I believe that trailer sailing is still the best way to enjoy our sport, giving us the opportunity to trail our boats and sail our boats in areas that other people may only dream about. It is also one of the most economical ways to sail especially on the South Coast where mooring and marina charges can be horrendously high. Since buying our Swift, and being involved with the Association, we have made so many friends and met so many nice sailing people, which I am sure we will carry on meeting as we will still be sailing out of the same place.

Greetings

Janet and I would like to wish all Association members all the best for this New Year and hope for good fortune and good sailing.

AGM

I look forward to seeing as many people as possible at the AGM. If you are leaving it to the last minute whether to decide to come or not please give me a ring as we have to organise the catering.

2. ADMIN. NOTES

- 2.1 Association Items We still have S18 Burgees available at a cost of £5.40 each including postage. The Association tie, gold stripe on navy with a small S18 logo sells at £4.00 each including postage. A neck scarf in dark blue with a white border and small S18 logo is also available at a cost of £4.00 each including postage.

3. REGIONAL ROUND UP

3.1. Solent & South South Coast Laying -Up Supper

Our laying-up supper this year was held on a Saturday evening - October 27th - we also had a change of venue - The Crown Hotel, Emsworth. The function was well attended with 10 Swifts represented. After gathering for pre-dinner drinks in the Lounge, we were directed up to a private room where we enjoyed a first class meal laced with wine and plenty of chatter!! It was pleasing to see some new faces in amongst the South Coast 'regulars'.

Swifties attending were:-

Michael & Jeannette Edwards - - Roger & Karina Pigden - - John & Alison Palmer
Lawrence & Janet Peacock - - Barry Davies - - Rex Pitt - - Nigel Rennie - -
Robert & Hilary Elvy - - Alan & Lesley Probyn - - Jim & Sue Crick- - Colin
Sylvester & his wife joined us too.

I used the dinner as a platform to inform members that I would be relinquishing my role of Solent & South representative at the end of the season, as work commitments have kept me away from joining in organised rallies and impromptu meets. I shall do my best to attend any rallies in the future, and look forward to meeting any 'Swifties' out on the Solent, if and when I manage to sail in 'Caddyshack'.

Happy Sailing for 1991

Nigel Rennie Caddyshack SO 162

3.2 East Coast

This year (1990) we took 'Peppermint Cream' onto the Norfolk Broads for a week, launching at Stalham and touring the northern rivers. Cheap (£21.50 including licence and car park fees), peaceful but lack of toilet facilities inconvenient at times! - especially after a prawn curry at Horning!!

I am hoping to indulge in some handicap racing next season - has anyone any advice on spinnaker fittings, mast rake, technique, P.Y. number etc. etc.?

I am prepared, if required, to continue as East Coast Rep., although, as usual, if anyone is keen for the post then they would have my full support in any attempt to inject in "new blood". In the interim, I am on holiday for two weeks commencing 17th June therefore if anyone wants to sail in company either here on the East Coast or elsewhere I would be pleased to hear from them.

Paul Smith Peppermint Cream SO 103

4. TECHNICAL TOPICS

For this newsletter I have put together the modification list from one of the very early newsletters. I thought that this may be of interest to new owners and may remind some of the original owners of ideas they intended to carry out.

Fig. 1

This shows the standard table modified with its support to permit access to and from the cabin. Note the location peg in the cross bench.

Fig. 2

The new table is wider and shorter (same area) made in two lightweight halves (a sandwich of 3mm ply/11mm aluminium honeycombe/1mm melamine araldite bonded) and very strong (it can be stood on).

- (a) This arrangement for dining.
- (b) One side or other can be reversed to use as a chart table etc.
- (c) One or both sides can be used either way round in the standard location aft. When one half is used easy access is possible.
- (d) You can doodle on the white melamine reverse side.

Fig. 3

This shows the pipe cot storage for sailing gear also the mahogany headlining trim with cup hooks for small gear, keys etc.

Fig. 4

The very strong toe rails shown here make life much easier in rough weather. Toe straps can be fitted to them. The ends overlap the stern lockers acting as very convenient handles. Note the dan buoy which also doubles as the jack staff for the ensign.

Fig. 5

The use of translucent plastic sheeting for an over-boom tent is very compact and also lets in adequate light.

Fig. 6

The mast raising gear is based on bracing the spinnaker pole laterally with temporary shrouds and lifting with a four-part tackle against the spinnaker halyard and pole uphaul. The effort required is about 20lbs and can be operated on the water. Note the spanner-less tabernacle bolt plate. The mast has jammers and fair leads for the spinnaker gear for fast safe operation.

Fig 7

The cockpit floor/bulkhead stiffening chock and the method of fitting to permanently secure to the base of the keel support. Bedded in resin but without the use of screws fastenings etc. into the hull.

Fig. 8

If you are coming aboard from an inflatable or have fallen over-board a boarding ladder is essential. This example fitted with toggles to lock through the tow rail holes and accessible from outside when stored in the gas bottle well. The foam collars keep the top run away from the hull and naturally it floats.

Fig. 9

Here is a system for flaking down the main sail on the boom. The shock corded rope holds the folds and the ties are always to hand - impossible to lose. It can be left in position whilst sailing if wanted.

Fig. 10

The mooring grab hook doubles as the depth sounder at least to 8 foot depth. The handle saves loss. The shock cord holds it to the tow rail. Note the eye on the tow rail base to stow the spinnaker pole.

Fig. 11

The heavy weather tri-sail measuring 38 feet made out of $6\frac{1}{2}$ oz. triple sewn material should get you home loose footed to set with or without a boom.

Fig. 12

The rudder is much modified. The pin has an eye for a lanyard so save it from the harbour deeps. A plate (see figure 4) prevents the rudder being lifted off the gudgeon by grounding. The shock cord

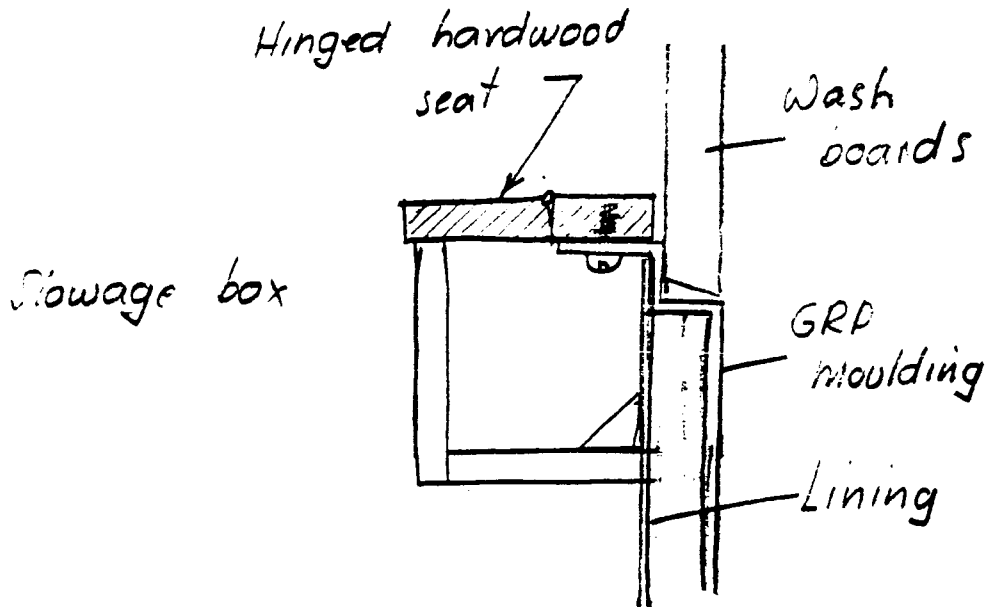
downhaul/uphaul run over a roller in the stock. Note the large area load-bearing pads and the spacer tube on the pivot bolt, strengthening and stiffening the stock. The uphaul goes to a plate bonded into the trailing edge to reduce turbulence.

The tail piece shows a deck scrubbing brush whose head can be reversed thus changing its angle to be suitable either for the deck or for scrubbing off growth under the hull from the deck. The handle is spigotted together so that it is short enough when collapsed to stow in the stern lockers. A line between the halves prevents loss.

These modifications were originally produced by Dick Landon ex owner of 'Cucumber sunbeam'.

4.1 Odds and Sods Box

As an extension to the concept of a Hatchway seat, make the seat a hinged cover to a narrow stowage box which could be divided into varying compartments.

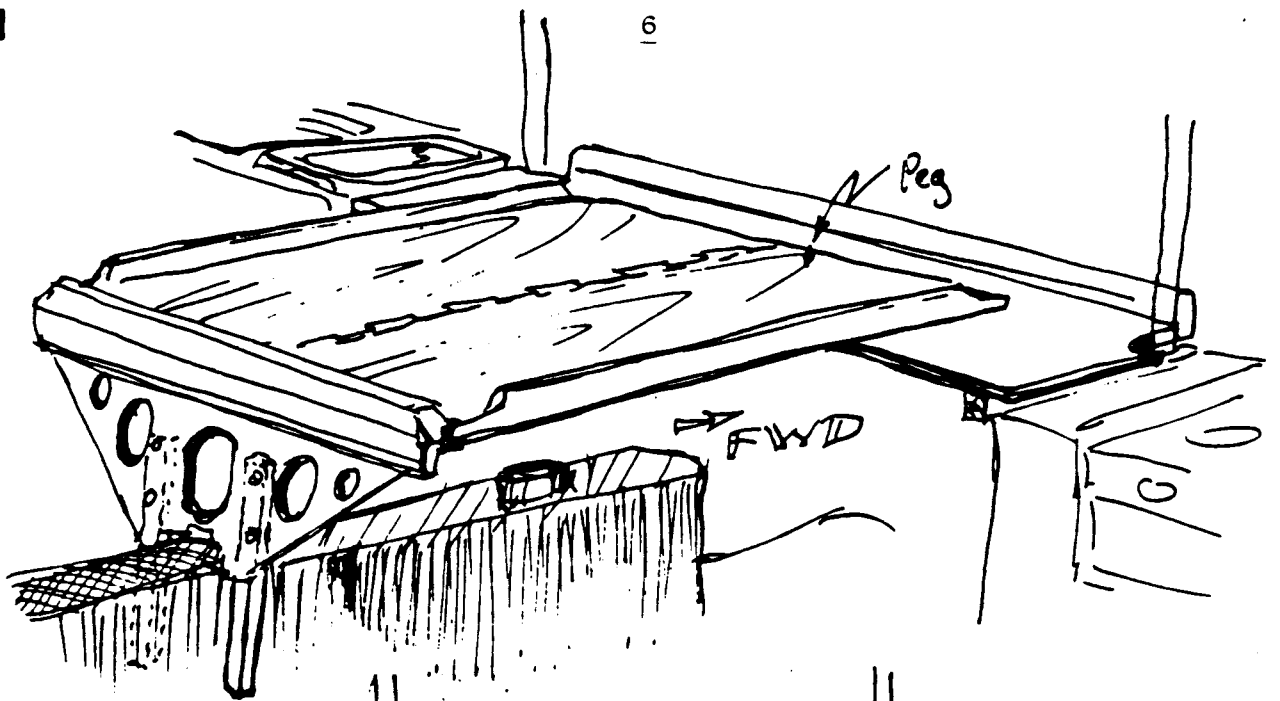


This idea was sent in by Doug Angus 'Cir Mhor' S0126.

Any Technical input always appreciated.

Alan Murphy Technical Editor

Fig. 1



6

FIG. 2a

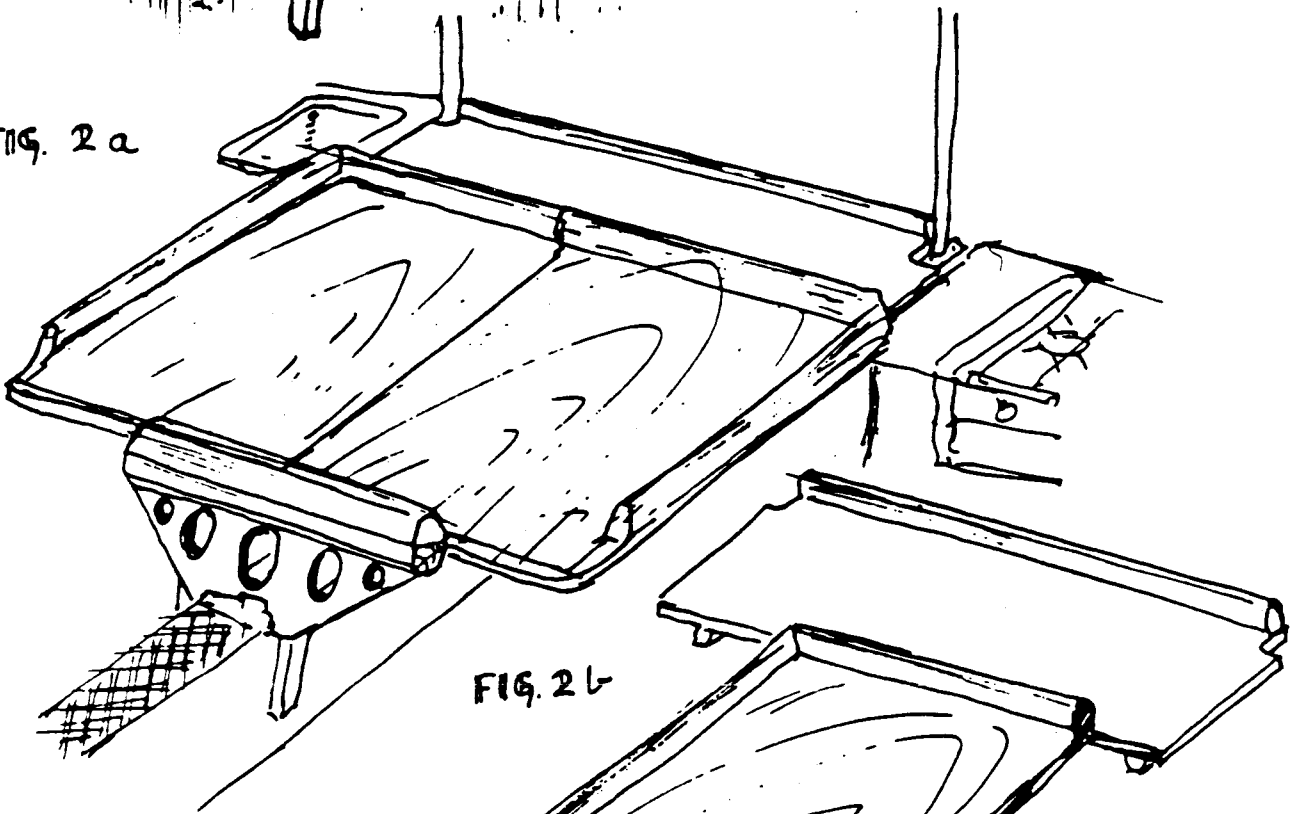


FIG. 2b

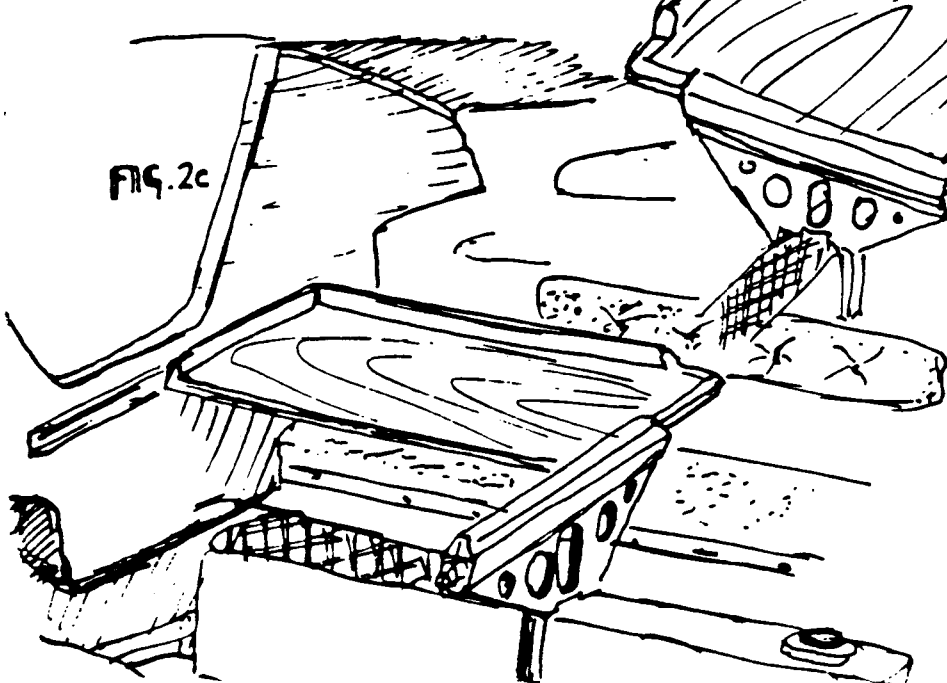


FIG. 2c

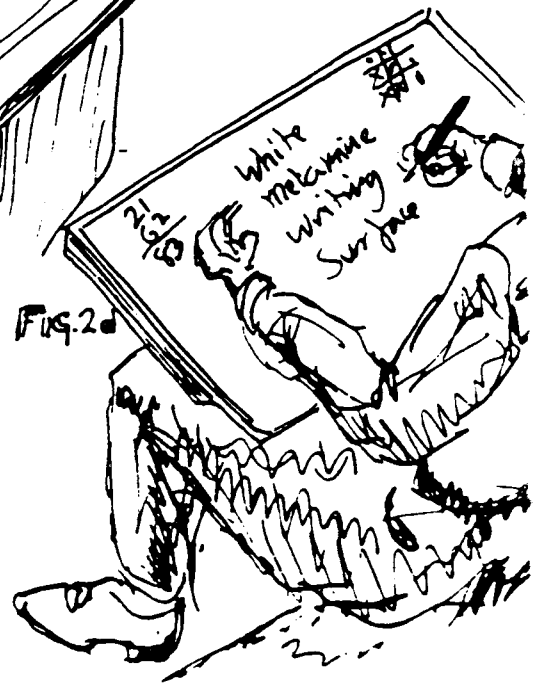


FIG. 2d

FIG. 3



FIG. 4

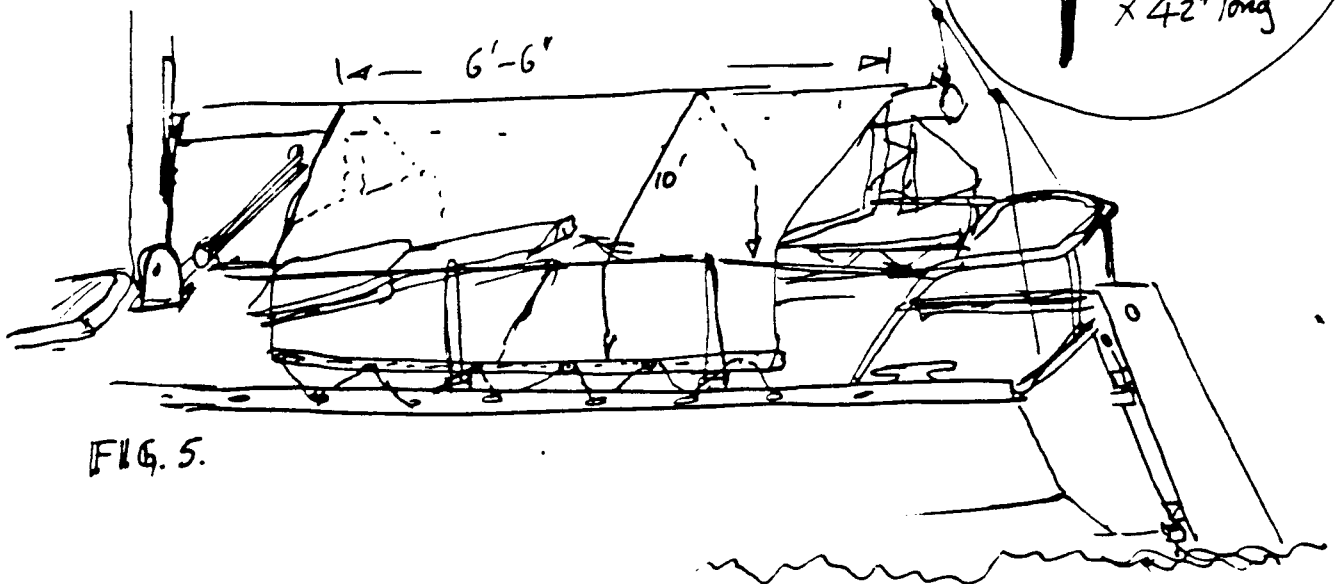
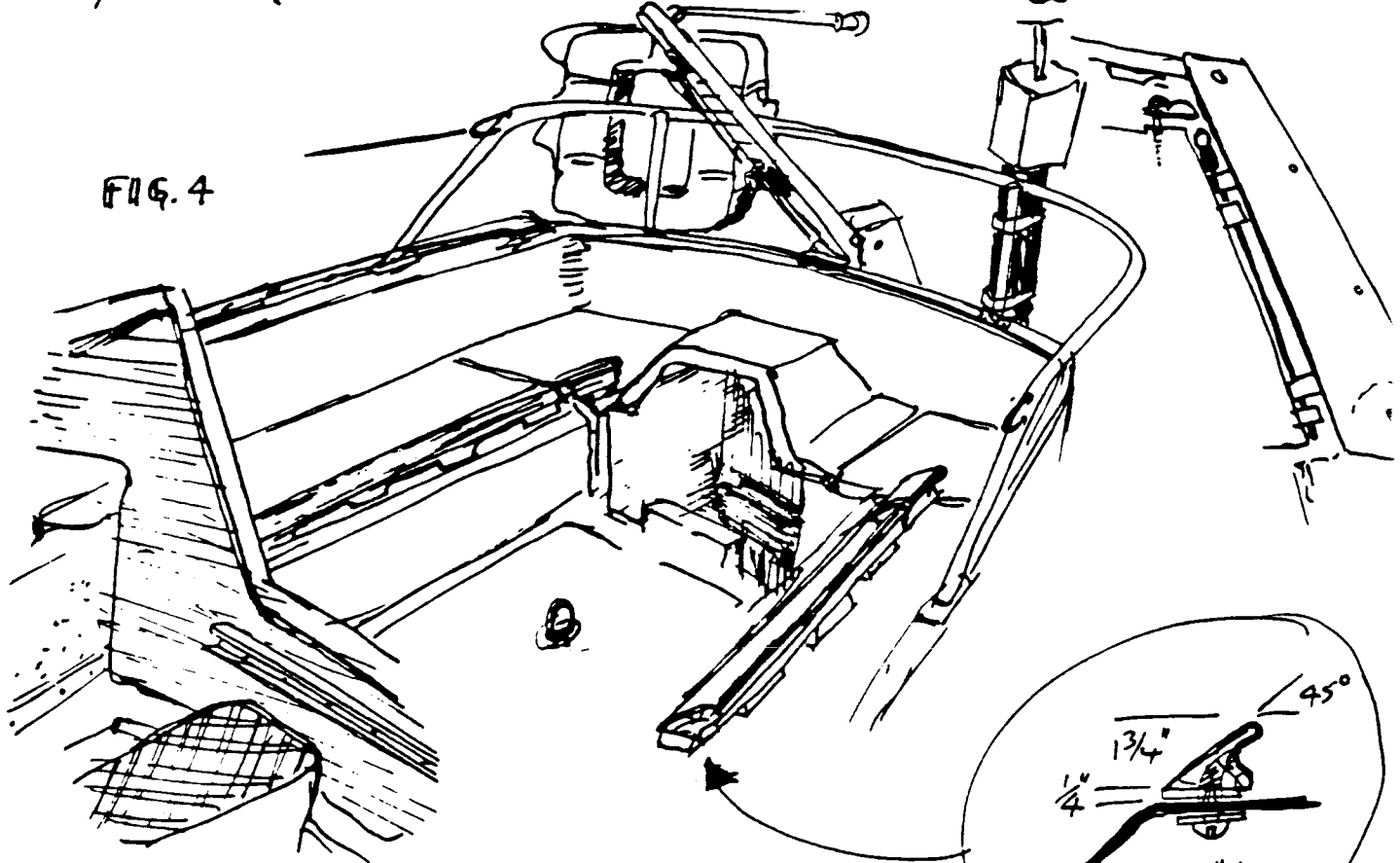


FIG. 5

FIG. 6

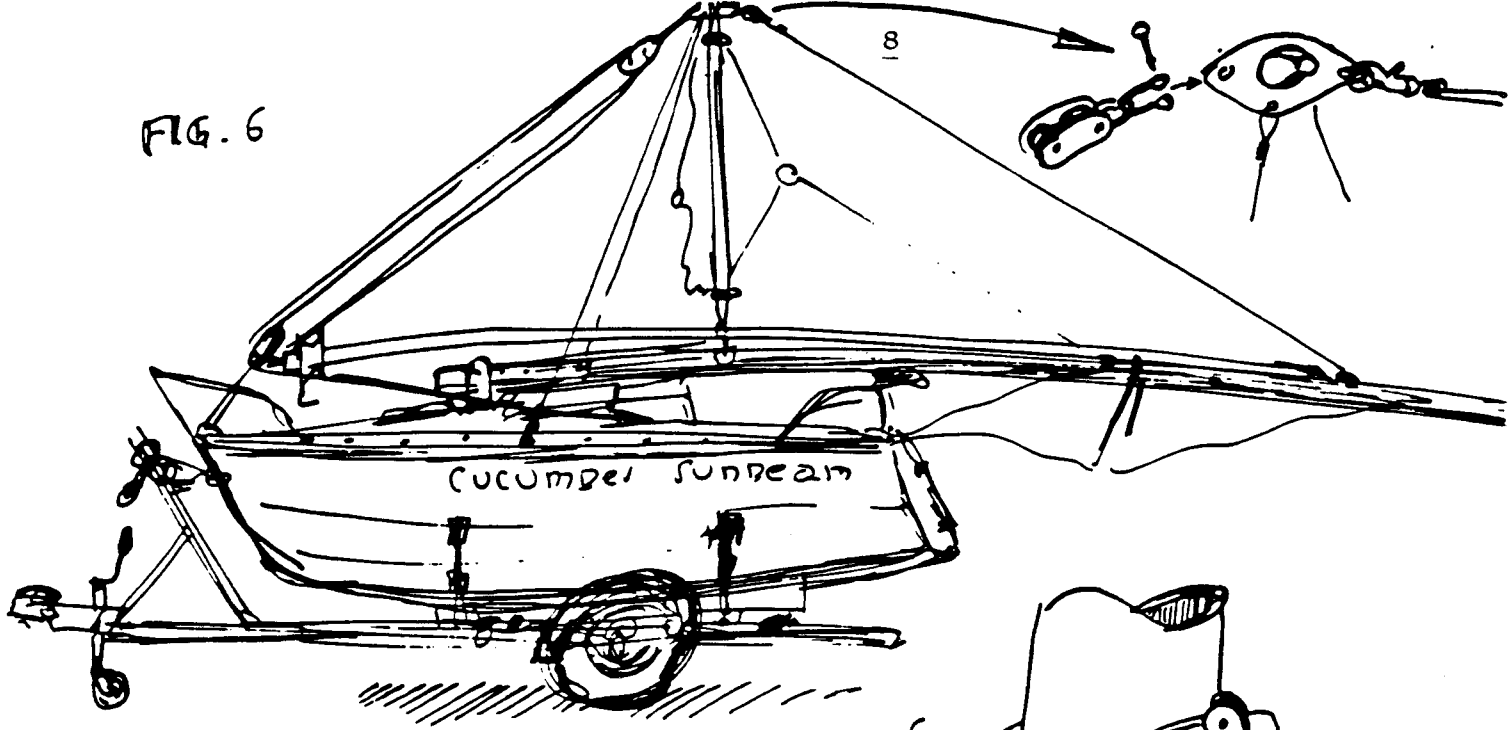


FIG. 7

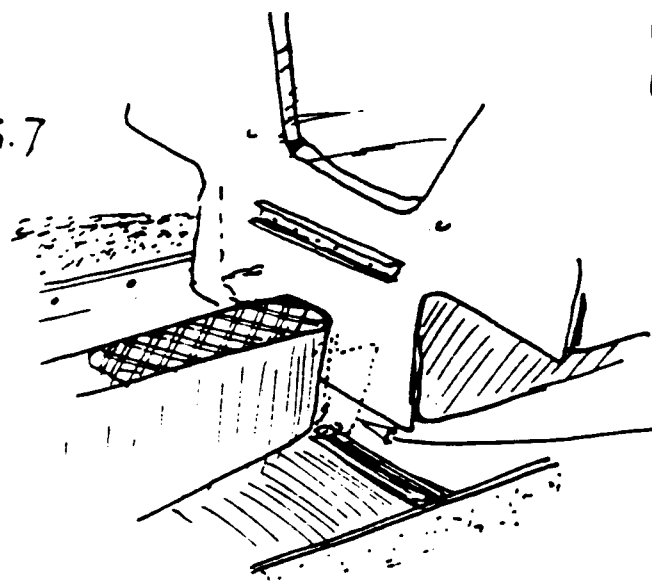


FIG. 6a

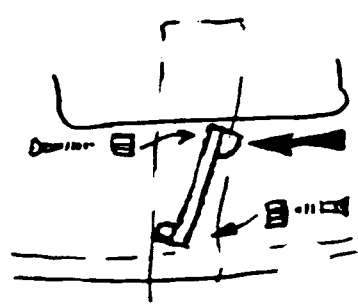
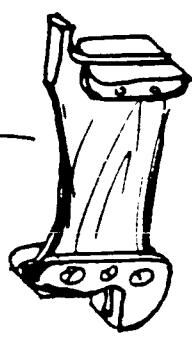
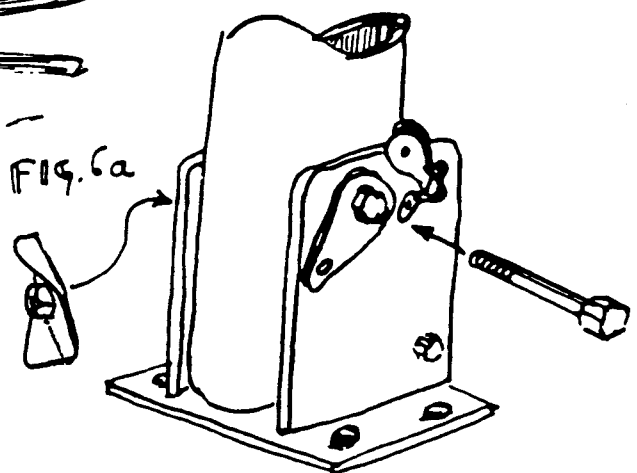


FIG. 8.

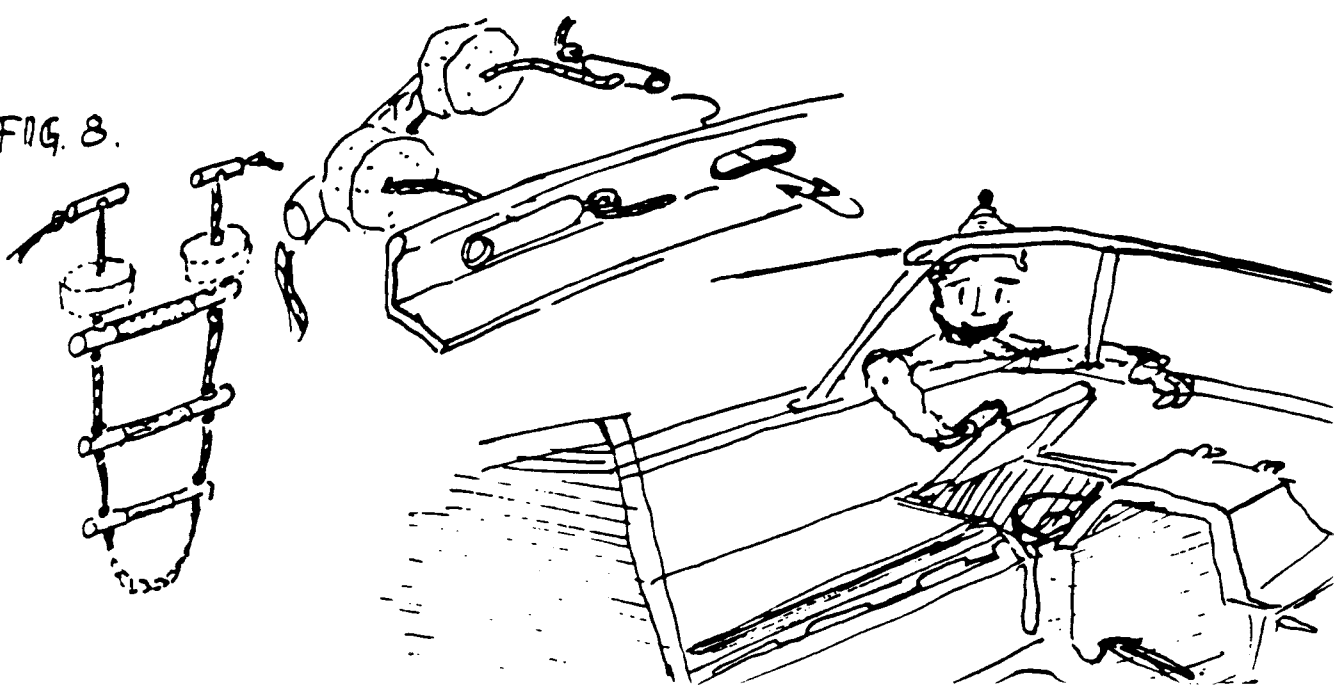


FIG. 9

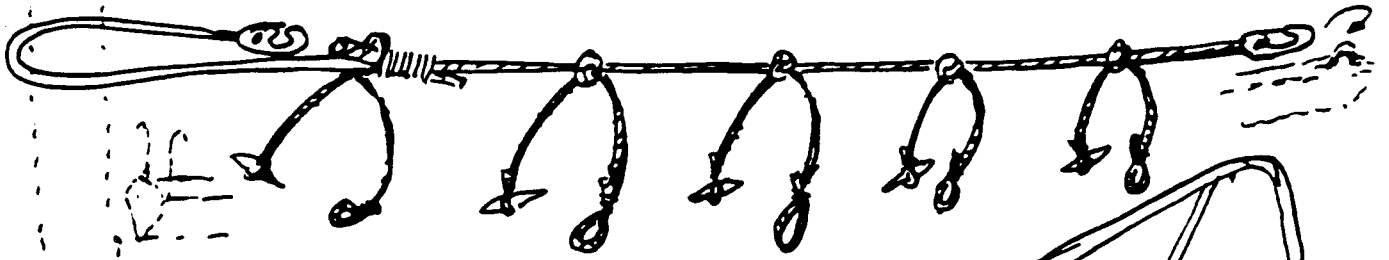


FIG. 10.

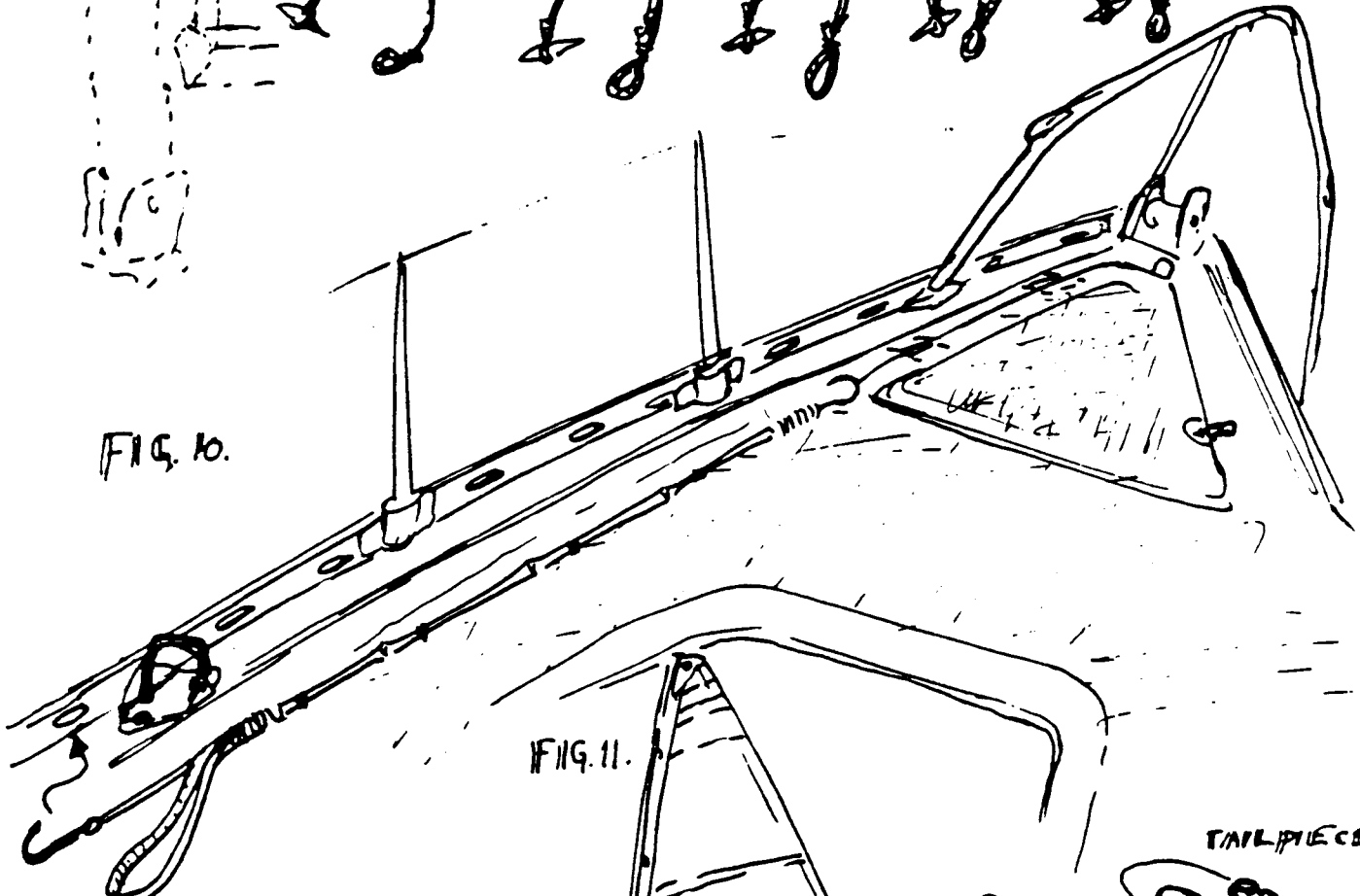
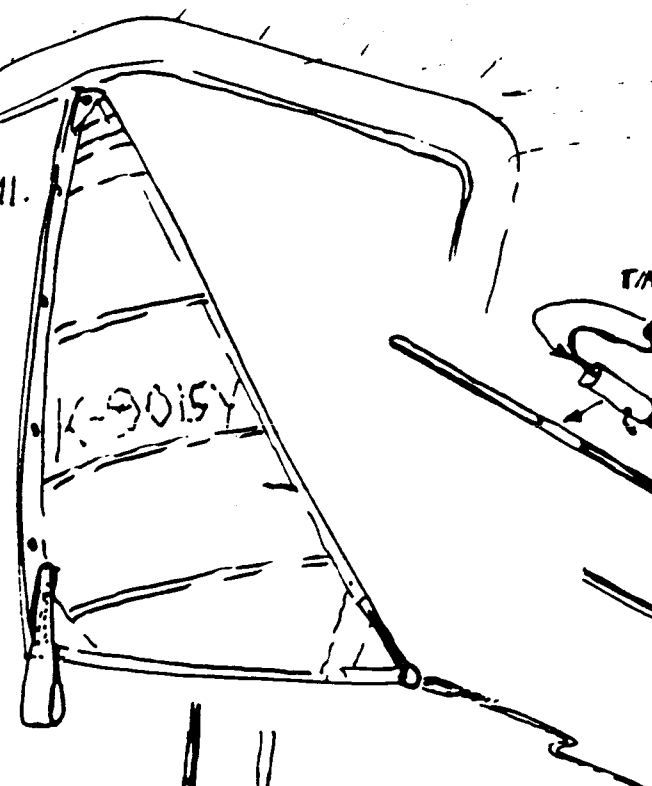
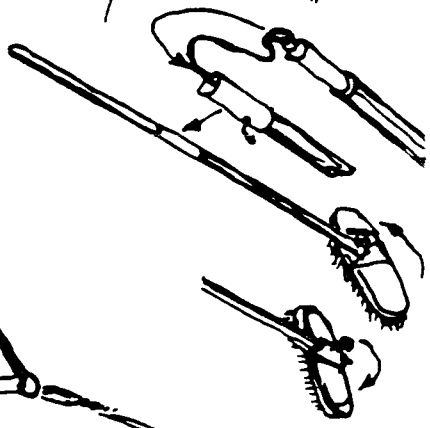
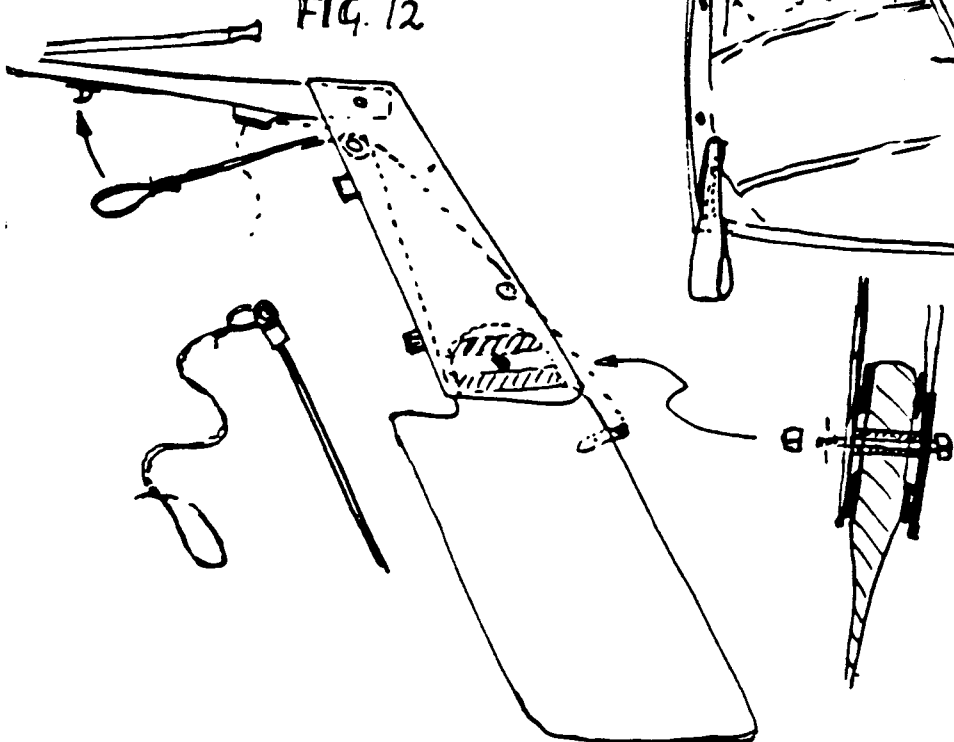


FIG. 11.



TAILPIECE.

FIG. 12



5. CRUISING CHATTER

5.1 Following Winds "Dos Law"

"Sods Law" says that the wind will be ahead when you wake up next morning ready to set off on the course selected the night before. "Dos Law" is the opposite, and the summer of 1990 is remembered for the domination of High Pressure systems and Dos Law.

'Cir Mhor' sailed across the Moray Firth from Nairn to Inverness via the quiet little town of Cromarty, and had fair winds and tides all the way. The Caledonian Canals' 60 miles were taken from Inverness to Banavie all with fair winds and hot temperatures, in part in company with Swift No. 74 'Cornix', sailed by Bill and Dot Oakes.

The Canal is the gateway from the Eastern side of Scotland to the West Coast Cruising grounds, and it was after four pleasant warm/hot sunny days with following winds down the full lengths of Loch Ness and Loch Lochy that saw us motoring out of Corpach sea loch into Upper Loch Linnhe. We used Dunstaffnage Marina for a couple of nights while the weather settled down, then made our way via Oban to Puilladobhrain (Pool of the Otter) anchorage. This is a natural anchorage on Seil Island which is a regular stopping place for yachts awaiting favourable tides either North or South. Puilladobhrain had nineteen yachts anchored in the pool, but we were able to anchor further up than all of them due to our shallow draught. This gave us a shorter walk over to the famous Atlantic Bridge connecting Seil Island to the mainland.

Thursday 2nd August 0550 Shipping Forecast for Malin confirmed reasonably settled weather and S-SW winds which was in keeping with maintaining Dos Law.

0730 winds S3 barometer 29.67 and rising. Tide. Flood would start at 9.30 NW up the Sound of Mull.

Keeping as quiet as possible (It was one of those mornings which encouraged this), we hoisted the mainsail, broke out the anchor and coasted down through the yachts, swinging to the light southerly winds. We got a wave from the cockpit of one cruiser whose crew were up, but the rest remained in ignorance of our departure. Once clear of "Eilean Dun" with its prominent geological dykes (giving it the appearance of a ruined castle), we unfurled the headsail and settled down to a NW course with the wind over our port quarter. Ahead was Lismore light showing between Kerrera and Bach Island lying just south and marking the entrance to the Sound of Mull.

This was one of those days which we all tuck away into the recesses of our minds, to be brought out from our memories during the winter months ahead. It helps us to weather the storms of hectic activity during winter days and the long winter nights, giving us hope, and anticipation for the coming sailing season. The wind was light, the sea was shimmering in the morning sun and we could rest our eyes comfortably on the fine lines of Ben More and the outlines of the Island of Mull.

10.40 wind S4 29.68 carrying the tide: Warm and Sunny

We were off Ovar Castle and were slowly being overhauled by a 28' yacht coming up on the same course and making for the Sound of Mull. We passed Lady rock and were running in smooth following seas across Ovar Bay. This was the West Coast at its magic best. Cir Mhor was surging along at a pleasant pace, the sun was sparkling off the ruffled waters, and the hills and heathered slopes, small white cottages and patches of forestry gave shades of colour to the scene. Who was going to worry about another cruiser going past. It was a chance to view at leisure another yacht and enjoy its lines.

The weather looked settled and the wind was operating according to 'Dos Law' so we quickly and easily came up to the Grey Rocks at the entrance to the Sound of Mull passing them at 11.20 which gave us four hours of the flood to make our way up to Tobermory.

11.50 Wind S4 Bar 29.68 carrying the tide: Warm with bright sunshine .

The wind and tide carried us past Lochaline, we were going behind the car ferry. It was at this point that Dos Law thought to desert us. Here the Sound of Mull is exposed to more westerly winds coming over the low land between Ben More and its outliers to the south, and the upland areas to the north. West winds coming through the gap often split at this point and can mean a beat up to it and then a run beyond, but on this occasion the wind had more south in it and we were awarded with a short period of calm and then fluky winds gusting up to F5. Eventually the wind settled down, still from astern and to settle things we put a reef in.

1400 Wind S3-4 Bar 29.69 Tide with 1½ hours to run- overcast

The boat was still easy on the helm, mugs of tea were brewed at regular intervals, and Tobermory was only a few miles further on. We could make out the entrance to the bay that leads to Tobermory and between that haven and ourselves the 180 odd yachts making up the West Highland Regatta! We had to come off the wind on occasions to allow competitors clear wind and water as they beat back down the Sound.

The multitude of hulls and sails provided the Sound of Mull with an exciting foreground to the hills of the Morven peninsula beyond.

We were soon past the fleet and beating our way into Tobermory Bay, anchoring some 100yds. from the front in 20' of clear water amongst others with shallow drafts like ourself.

26 nautical miles had been covered at an average of 4.3 knots and the outboard had hardly been touched. Truly 'Dos Law' had prevailed on this occasion, it stayed with us for the rest of the cruise, back the way we had come, with fair winds all the way including the full length of Loch Ness, done at an average of 5.75 knots!

Cir Mhor is waiting to be slipped to bring the 1990 season to a close and all we want is 'Dos Law' to remain with us for a while to allow this to be accomplished with no hassles!

Doug & Alison Angus

Cir Mhor S126

Have you returned your reply slip
for the A.G.M.?

Don't forget it is on

Sunday 27th January

Cross Roads Hotel.

Northampton

5.2 MORAIRA 1990

Our villa in Spain is now completed, but there was still much work for the itinerant husband to undertake to keep me busy for my first week back in Spain. I do believe the situation is idyllic, the pool most welcoming, and indeed, the total ambience, most relaxing. However, as a novice Swift owner, any time away from my base in China, I do believe should be spent in furthering my sailing experience. So after the duty seven days I slipped off to see how "El Nasr" had fared over the past nine months.

The Moraira Chandlers had looked after her perfectly. I had asked that she be opened up occasionally when the weather permitted. This would appear to have paid off as this year there was no nasty smells or signs of mildew to concern a cautious owner.

They had also been tasked to have her antifouled and put in the water. I was gratified to note that they had remembered to lower the keel, but was surprised to see that they had omitted to put out any fenders. That might just be expecting too much. My 4hp Yamaha had been fitted as requested and started with the first pull. So, in all, that first Sunday 3rd June, proved to be a useful day to replenish the batteries in all the equipment, teak oil the washboards, get the boom and sails back on, wash her down and enjoy the pleasure of my first G & T on board in 1990.

Monday 4th June proved to be a dull and hazy so a trip to Calpe to get my annual sailing permit helped to fill in the day. This particularly so since the shack does not seem to open till 1730 hrs! However shopping filled in the day, but I was still unable to find a good pilot for the coast north of Denia. This was to prove interesting later.

My first sail came on Tuesday 5th. After an early abortive start at 0850, when I found there was indeed no wind, I set off again at 1030 in a light SE breeze to make for Grenadilla Bay, only some 4 nms up the coast. It was a very pleasant reintroduction to sailing, and I was safely at anchor by 1350. When I had the dingy inflated, I settled to a gentle siesta expecting my wife to appear around 1800 hrs. Not so, she thought I might be early so had used initiative and duly joined me at 1500 hrs, so we both enjoyed an aperitif once I had collected her from the beach. Dinner ashore completed the reunion.

I was during dinner that I had a nasty shock. From my seat I could see El Nasr riding at anchor and was probably guilty of keeping more of an eye on her than Sheena. I was therefore, with some shock that once when I looked out there was no sign of my beloved boat. Quickly moving my position I was relieved to find that the wind had changed 180 degrees, taking her from my field of vision!

I was the only boat on the bay. This caused a mild dose of concern. What did the locals know that I did not? A large brandy for a likely looking Spaniard got a comforting reply to my queries as to the weather forecast. Sheena then departed for home and I to row back to El Nasr. Her thoughtfulness at keeping the headlights on the hull proved very sensible

since it seemed pitch black once I left the shore lights around the restaurant.

It proved to be a wild night with the wind strength increasing, but fortunately, offshore. By 0800 hrs I was ready to go and motored gingerly out. Two reefs in seemed sensible, and with 5 turns on the jib I made for home. My plan to carry on north up the coast did not seem appropriate. Firstly the wind was a bit stronger than I am used to, and secondly there were some nasty looking black clouds in view. Discretion won the day, and I even put on the motor to speed up the passage, seeing me safely back in my berth by 1005.

Local sailing filled in the next few days til on Saturday 9th June I thought the time had come to venture further afield. As the wind was from the east, I thought it would be a good idea to sail north east up the coast and make for Javea. It proved a good sail, logging 18nms, and took 6 $\frac{1}{4}$ hrs. Robin Brandon's pilot although generally very good, doesn't actually tell you where to tie up on arrival in Javea, so after circling around a couple of times I ended up, bows to against the breakwater. A long walk eventually got me a berth allocation and indeed assistance for the final exercise of the day. This included telephoning for a taxi, and I went home to our villa to give Sheena a surprise visit and dinner out to celebrate.

The Sunday weather was horrible, stong winds and big seas. I stayed at home. On the Monday, it looked much better so I returned to El Nasr and made preparations to depart. The locals seemed surprised, so I attempted to understand their concern, but my Spanish could not cope, except to understand that there were 'waves'. I duly motored out and began to see what they had meant. With lifejacket and safety harness on I was motoring up and down monster waves. I told Sheena they were at least 3 metres high! After some 5 minutes of this I decided discretion was the order of the day and, with very great caution did a 180° when I deemed it safe and returned to Javea for a further night. I do believe the Harbour Master had telephoned for a taxi before I left as it came with minimum delay.

As I had no pilot for the coast, from Denie, now only some 10nms north, when I finally got away on the Tuesday, I set a course for home. The logged 20nms took only 6 hours in a light easterly wind, so a very relaxed passage with bags of sunbathing proved very enjoyable.

The weather on the next day, Wednesday looked very enticing, so after a leisurely morning of shopping I set off just before 1 o'clock. Motoring in the marina on the way to collect my due stock of ice for the icebox, the engine stopped. A quick peek down the leg of the Yamaha revealed nothing, so I pulled the cord, and off she went, albeit with a different note to that I am used to (I thought!). I kept the engine going while I bought the ice, and then carried on out to sea. Once under sail and safely clear of the coast, I thought I would take a closer look at the prop. Having heaved the engine up into the cockpit, I was able to remove the offending plakky bag that had wrapped itself beautifully around the propellor, leaving little in the way of propulsive force and was remarkable difficult to remove.

Saturday 16th saw my next good sail. I had measured the wind as 150', 5-8 knots, and thought this was just right for a trip to the south. At 1250,

duly stocked with ice, I set off for Altea. Course required was 215', just perfect for the day, and excellent progress was made til I 'Hove To' off Altea at 1615, having logged 12.6nms. I was also amused to have been joined by another trailer sailer a couple of miles out for a race to the harbour. In the event, looking at the weather, and knowing that I could not afford to be stuck away again with my departure due the next evening, I turned round to retrace my steps beck to Moraira. The wind did rise, and on a broad reach, I smacked home clocking up 4-4.8 knots most of the way. Indeed this must have been my best day ever, logging 23.3nms at an average of 4.15 knots.

The last day did not produce as bad a wind as I had feared, so I put in a further 12nms before calling it a day and packing El Nasr up for the end of my first leave for 1990.

My second spell fell in August so that I could use my return for the Farnborough Airshow to give another two weeks on board. Little work was needed to get her ready, and on Wednesday 15th August I puttered round for ice before enjoying my first sail. Just as I was mooring at the refuelling pontoon, I was absolutely amazed and delighted to see a fellow Swift mortar straight out of Moraira Marina. I collected the ice bags as quickly as possible and set off in pursuit, but as he turned north, with the prevailing wind conditions, I had decided to go south, I gave up as he disappeared round the headland. Who was he? If he had ever looked back he would have been most perplexed to see me standing waving and shouting!

This second spell of leave was much more broken up. My son arrived for a holiday in the villa and we had a day out together. It surprised me to find that a 'help' on the boat when you are used to doing everything yourself is not always as useful as I might have imagined. He also seemed to take up so much room! However I did enjoy his company and found his enthusiasm most catching. We had a good breeze and his continued monitoring of our speed induced a desire to 'just tweek a bit more'. In the end he had to settle for a max of 5.3 knots. Interestingly, with one reef in we got 5.2, a very similar situation to last years findings.

In all 1990 was a good year for El Nasr. We lifted her out and put her back on her trailer on 24th August. I accomplished much more in the way of planned sorties, rather than the day sailing of previous years. Visits to new harbours whether to overnight, or just 'to look' have been injected into the gradual expansion of experience, and I have tried sailing in stronger winds, and certainly motored in larger waves than before.

By storing El Nasr on her trailer I have certainly cut the cost of keeping her in Spain. The 1990 total looks like coming out at about £780, a big saving on 1989. I have now also worked out my statistics of the past 6 years for interest they are as follows.

	CADAQUES			MORAIRA		
	1985	1986	1987	1988	1989	1990
Person nights onboard	8	1	3	17	15	8
Days Sailing					13	15
Total Out (Hrs)	39.05	29.05	32.05	52.50	47.40	57.30
Total under sail			19.45	35.30	36.55	49.30
Total under motor	17.10	14.30	8.45	6.25	7.10	8.00
Total log distance					80.4	161.6