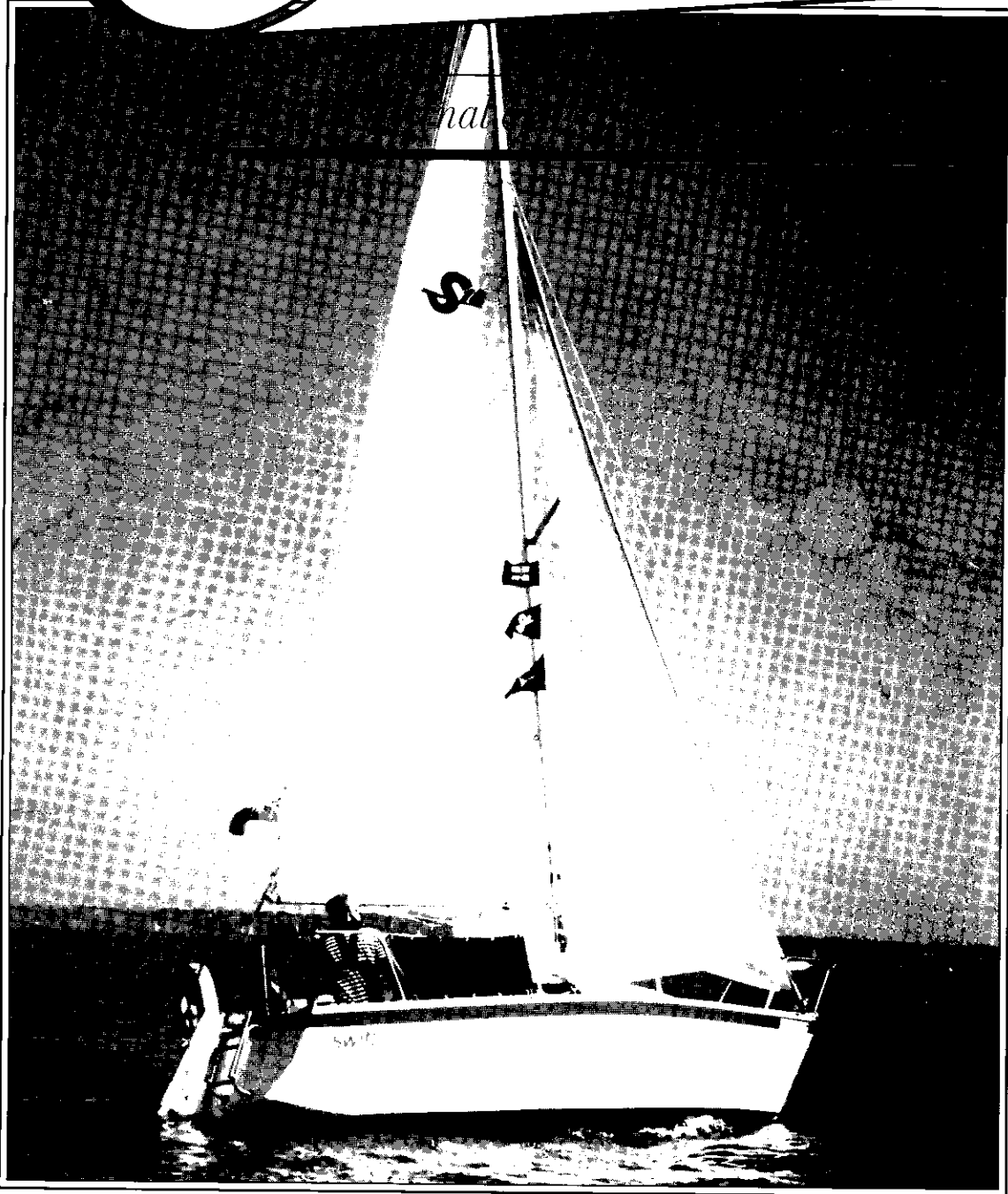


# SWIFT



NUMBER 19 APRIL 1995

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## EDITORIAL

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Welcome to a 'new look' association newsletter! We hope it is informative and up to the standard produced by Steve Hart. The size of the newsletter has been changed in order to keep production costs down. Within this issue we have tried to cater for the whole family and should you wish to make any comments or provide text, photographs etc, please do not hesitate to forward information to us, it would be greatly appreciated.

Talking of photographs, we would like to run a competition for next year's cover photograph, please forward suitable photos to us. There will be a small prize! (For the winning photo).

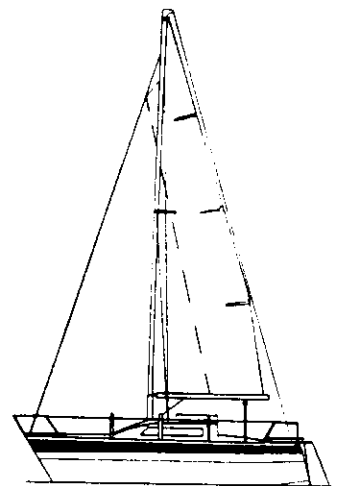
In respect of keeping production costs low, we are encouraging more advertisement, should you know of any company who have provided you with an excellent service, please let us know so that we can contact them. A personal recommendation ususally prompts people to advertise. (Sailmakers and chandlers are at the top of our list.)

If Keith Jaques articles has wetted your appetite for Scotland, and you want to see more, watch Hamish MacBeth (BBC1) as this has been set at Plocton and Loch Alsh. Creran moorings at Oban would also warmly welcome you to this area of outanding beauty.

We have included an up-to-date membership list. If members would like a laminated copy please send an A4 sae to us.

We hope you enjoy this first issue with ourselves as Editors and we wish you a year of happy sailing.

Denise and Ivan Kirk



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## NEW SECRETARY'S WELCOME

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Hello everyone.

Let me introduce myself. My name is John Palmer and I sail with my wife Alison and son Jonathan in the Solent on our yacht Windsong. Most of you will also know that my wife and I are also Solent and South representatives.

So, how did I get this job?! Well, having spent 36 hours solid on three occasions with both ex-newsletter editor/secretary Lawrence Peacock and ex-secretary Alan Probyn, on the Round of Island race, with threats of making me eat a fried egg sandwich in a force 7, if I didn't do my bit - I didn't see that I had a choice!

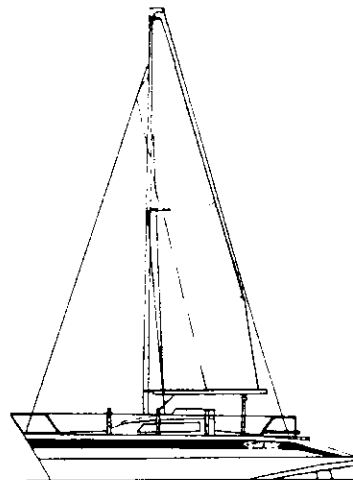
I hope that during my term of office I can encourage those of you who haven't yet written in to do so. At the risk of covering old ground, it doesn't take much effort to write a few lines, attach a photo and hey presto, we have an article. It would be nice if we could hear from you all about your favourite harbour or creek around the country. Tell us what facilities are like for launching etc and perhaps we could try to accumulate a directory. Who knows - it could be you who receives the Colin Silvester Shield this year! As always, if any of you have any ideas or suggestions for your magazine then please let me know.

Before my final word, I would like to say a big thank you to Alan Probyn, Steve Hart and Alan Murphy (and wives), for all their hard work over the past few years - they have done a wonderful job.

Finally, many I wish you all fair winds and fine weather for the approaching season and I look forward to seeing most of you on the Solent rallies.

Good sailing.

JOHN



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## 1995 SOLENT RALLIES

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Yes folks - it's that time again, so here are the venues for this seasons rallies:

### Mayday Bank Holiday

**Saturday 6 May:** Depart Bucklers Hard 1200 sail to Wootton (Booked)  
**Sunday 7 May:** Wootton to Folly Inn (Booked)  
**Monday 8 May:** Folly Inn to Bucklers Hard, possibly via Newtown Creek for lunch if desired

### Spring Bank Holiday

**Saturday 27 May:** Depart Bucklers Hard 100 sail to Studland Bay  
**Sunday 28 May:** Studland Bay to Lymington  
**Monday 29 May:** Lymington to Bucklers Hard

### July

**Saturday 1 July:** Depart Bucklers Hard 1200 - sail to Yarmouth - BBQ  
**Sunday 2 July:** Yarmouth to Bucklers Hard

### August

**Saturday 12 August:** Depart Bucklers Hard 1000 - sail to Warsash or Hythe  
**Sunday 13 August:** Warsash or Hythe to Bucklers Hard  
**Saturday 26 August:** Depart Bucklers Hard 1000 - sail to Island Harbour Marina (Booked)  
**Sunday 27 August:** Island Harbour Marina to Yarmouth or Keyhaven  
**Monday 28 August:** Yarmouth or keyhaven to Bucklers Hard.

Once again departure times are based on our home port of Bucklers Hard, however we hope that Swifts from elsewhere will join us. Provisional space have been booked where indicated, so please let us know as soon as possible if you can join us, so that numbers can be confirmed. All rallies are weather permitting, so fingers crossed!

See you then!

JOHN, ALISON AND JONATHAN PALMER

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## ANNUAL GENERAL MEETING 1995

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Present: Ivan Kirk  
John and Alison Palmer  
Julian, Holly and Jessica Smith  
Roger, Karina and Lance Pigdon  
David and Launa Franklin  
Eileen and Bryan Adams  
Clive and Anthea Bareham  
Steve and Maria Hart  
Don and Brenda Harvey  
Harry Ellis  
Alan Murphy  
Alan and Lesley Probyn  
George Malynicz

This year's meeting was held at Warash Sailing Club which is situated on the Hamble river in Hampshire. We were made to feel very welcome and I am sure we will use the Club again in the future. Eleven boats were represented with a total of twenty four people attending. The meeting began at 4 pm and apologies were received from Chris O'Brien, Doug Angus and Jim Crick. The Secretary thanked everyone for attending especially those who had travelled some distance. He then went on to thank John and Alison Palmer for organising the South Coast rallies. He also thanked Steve Hart for this efforts in producing the Newsletter. In the absence of Chris, the Treasurer's report was circulated for those present. This showed that we were again in a healthy position, with membership up.

Next on the agenda was the election of Officers. Alan Probyn wished to stand down as Secretary and so John Palmer was proposed by Alan and seconded by Brian Adams. John Palmer proposed Ivan and Denise Kirk as Newsletter Editors. This was seconded by Alan Probyn. Chris O'Brien was re-elected as Treasurer, proposed by Maria Hart and seconded by Alan Probyn. The post of Technical Editor has been disbanded but Alan Murphy and all committee members remain available for advice and information when required.

### Any other business

It was decided as the Newsletter is the only contact that all our members enjoy, we would spend any money necessary to maintain a high standard of production. Apologies were made because only three issues appeared last

year. This was due to lack of copy and to this end it was decided to repeat technical information and interesting articles from back issues. The point was made that any member can ask for a copy of a back issue regarding technical details that they are interested in. It was also noted that last year enough advertising was generated to enable the magazine to pay for itself.

As no ideas for burgees were submitted it was decided to incorporate the name Swift and bird as a logo and possibly to change from blue to red. Ivan will produce a design for the newsletter and it is hoped that all members will receive a new burgee. The Sylvester shield has now been found and the committee will decide the best log of 1994 and will award the shield accordingly.

The other points raised were:

A light hearted race to be arranged by Dave Franklin.

Print list of membership again.

To publish new members name in the Newsletter as a welcome.

Maintain four Newsletters per year.

If any urgent information becomes available, to produce a photocopy and circulate it to all members.

Winsor Brother still able to supply most spares required.

SBS still producing good trailers.

Members to send details and prices of good places to launch and recover.

If anybody has any information on 'Happy Dog' which is a fixed fin keel Swift a one off originally built for a circumnavigation, please let us know.

The meeting was then concluded at 5.20 pm.

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## TREASURER'S REPORT

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Please accept my apologies for missing the AGM for the first time in 9 years as a member! The reason is a good one - I have a birthday that has a 0 on the end of it!

### Accounts 1994

The accounts, once again show a healthy surplus of £700.

## Income

Income from subscriptions is up by £177 reflecting the increase that we have experienced in the number of members. At the end of 1993 we had 87 members, the lowest count since 1989. During the year we gained 27 new boats and lost 11. In addition, there were 7 members who joined in the last two months of the year making a grand total of 110 members at the year end. Thanks should be given to Marlin International who recommend the Association with every boat that they sell and have been responsible for most of the new members during the year.

## Expenses

Last year we purchased a keel mechanism. This year we have not made any spares purchases. The committee decided that, as other spare parts were readily available from either Marlin or Winsor Brothers, there was no need for the Association to hold further spares.

Other expenses were not substantially different from last year, though the net cost of the newsletters rose slightly, even though we published only two issues during the year. I understand that there was resistance from advertisers to commit to the winter newsletters.

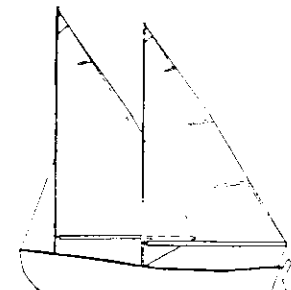
There was no contribution towards the southern laying up supper this year.

None of the area representatives spent the £50 that was allocated to them.

## 1995

It is likely that we will have to pay either commercial rates, or at least a more significant contribution towards to cost of production of the newsletters this year. For this reason, even though the bank balance is extremely healthy, we are unlikely to see such large surpluses occurring this year or in the future.

CHRIS O'BRIEN



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## 'OWAAR' '94: SOLO ROUND SKYE (PART 2)

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*We rejoin Keith Jacques on his epic circumnavigation of the isle of Skye. After sailing from Creran moorings near Oban, past Mull around the Ardnamurchan to Rhum then round the west and north coasts of Skye to Plockton in Loch Carron. He now starts his homeward run.*

The run into Loch Alsh on the 24th was "disgusting" - a light breeze that died as I rounded Port near the new bridge 'pillars', and gave away to a greasy drizzle - perhaps befitting the scruffy dockside industry of the ferry town. Guiltily, I started up the engine - but was in no mood to hang around that place.

Later, the entrance to Loch Duich at the east end of Loch Alsh, leaving Eilean Glas and its outliers well to starboard (there is a green conical here), revealed amazing views. Ahead was the well known castle Eilean Donan, but curving away to starboard behind a narrow headland was the eery, mysterious Loch Duich, and the exquisite circular 'pool' of Totaig anchorage. Totaig sports a famous Broch (prehistoric hill fort), with views straight up Loch Alsh; it also possesses its own almost 'equatorial forest' microclimate; a feeling of 'ancient places' - one expects pterodactyls to glide out of the tree-hung mist filled cliffs. No anchor dragging here, and a long deep sleep; the only occasion when I missed the 0555 hours fishery forecast for Malin and Hebrides.

For the ride down Kyle Rhea on the 25th the mood of "misty history" prevailed although the wind began to pick up from 'WNW'. These "Kyles" are not to be taken lightly; they must be approached at precisely the right time of tide, and then you are swept forwards down a veritable 5Kt waterfall. With HW locally around 0830 hours, it was essential to get into the Kyle before 1100 hours. The north going (counter stream) would start at 1150 hours according to calculations - that is the south going stream is only available for three hours after high water. Rushing down the tide in mist, the Kyle Rhea ferry may well have been a viking long-ship, lurking for prey among the torrents and rocks of the ravine an eerie but potent landscape.

Out into the Sound of Sleat, passed Glen Elg, and later Loch Houran to port, 'Owaar' was hit by some very forceful gusts from the Skye side of the sound. A couple of near broaches urged a quick reefing-in, after which she settled down to a pleasant beam and quarter reach virtually all the way to Mallaig. Views now to north and west of the point of Sleat, Eigg and Rhum beyond - The 'circle' was nearly closed.



After all these thrills, the "chinese puzzle" of the entrance to Arisaig seemed fairly 'routine'. Indeed, in clear light the zig-zag between the "perches" is quite straight forward, although why the pilot fails to mention the easiest way to identify the dull grey "waiting room" cottage on the first leading line, I am unsure! There is a conspicuous cottage among trees immediately left of the vital "waiting room cottage", which quickly leads the eye back to the true 'lead line.

I used the East Bay in Arisaig - plenty of swinging room among the fixed moorings in 10 -15 ft, and well sheltered from S and W winds as I was to prove on Monday 27th - Another 'howling day.

It was not much better on the morning of the 28th, although the forecast indicated 'moderating Southerly F3-4 later'. Ideally, to go south round the Ardnamurchan, a Northerly/NW 3-4 and an ebb tide might be best from the sea state point of view; but in 15 days out, only twice, briefly, had the wind shifted above Westerly as swirling lines of miniature depressions and frontal systems slid along the top of the relative high-pressure ridge over the mainland of Britain. I therefore decided to poke my nose out of Arisaig to test the sea state - you could sit in harbour for a month with wind moaning aloft, without having any idea of the true conditions.

Given the neap tide that week, the sea was remarkably smooth, and no more than four lengthy tacks brought me up under the Ardnamurchan lighthouse. However, the morning prevarication - to go or not to go? - cost me heavily later, and despite a thrilling up-wind sail into the top of Mull Sound, time passed very quickly and sea miles mounted faster than over the ground miles. As related earlier this led to a midnight arrival in the narrow mouth of Dron a Bluide, it is as well that I memorize all my anchorage approaches - which made these midnight revels fairly straightforward - but, of course, no one should attempt an unfamiliar approach in a narrow wave slucing channel. My main worry was to see yachts anchored inside; there were only two, and both switched on everything they had when they heard my outboard coughing and spluttering through the hail storm.

This was the only night I missed supper! By the time I was satisfied with my anchoring (under the south shore) and had strapped down the sails properly it was 0130 hours on Wednesday morning. Hot soup and straight into the 'sack'.

Eager to get home, I pressed on later that day to Loch Aline, and the following day in the first of the trip light S/SW air, drifted on the tides through the Lismore Light channel and upto Loch Creran in time for the early evening flood. I slept well after that lot!

## NOTES AND COMMENTS

- 1 Only afterwards did I realise how tired I was! Given the poor weather, every opportunity to go forwards had to be taken, rest days there were, some enforced (Arisaig), some stolen in frenzied non sailing activity (Loch Dunvevan) and one genuinely "voluntary" (Plockton).
- 2 The supplies generally went to plan; it sounds odd to talk of "1 Kilogram of chocolate biscuits consumed", "60 litres of water", "two dozen eggs", "two Kilos of museli", and so forth but that is what it takes to fettle a solo sail for 18 days out. I managed to keep fresh milk cool enough for the first ten days, and renewed supplies at Plockton, so only two small containers of UHT were consumed (ten were carried), Brown bread too stayed mould free remarkably well, so only one day on "biscuits". Bacon turned out to be less reliable - my second pack of rashers smelled 'off' on opening (day10), so food for seagulls. A kilo of excellent sharp scottish cheddar and about 40 apples and 15 bananas plus 2 dozen long life dinners and 6 tins of sardines completed the eats, with coffee and Earl Grey.
- 3 I took 5, 5 litre cans of fuel - completely filling one stern locker, and returned with only one full one - the anchor dragging episode, a long 'motor' in Loch Alsh and three hours of motor sailing into Loch Sunart on the 28th were responsible for nearly three cans between them; my estimate was hardly lavish despite an avowed policy of only motoring when absolutely necessary
- 4 A small Rutland wind charger gave excellent battery "top up" but was very noisy in gales; I dismantled it on one day.
- 5 Writing about Mull last year I invited other 'Swifties' to come and try it. I hope I may have inspired someone or two to come north for the 'Skye' experience too - but with a suitable 'health warning'. You could certainly inspect Skye from a 'Launch' at Plockton, but the summation of hazards involved in circumnavigation brings other considerations of risk, physical/mental fitness and the waywardness of 'weather', makes the trip a fairly testing one - this is not a succession of 'day sails' by any means, and I would not have contemplated this one myself, even two years ago.
- 6 The run from Creran extends your resources and reserves of energy even more of course, but as usual, I have no regrets. Where else can you get cheerful assistance recovering your craft from the water, to lift your tired morale - And Jock even volunteered to run my outboard for me in the de-salting 'tub' - one less essential chore for tired arms at the end of a long voyage.

LOG of OWAAR of MERCIA JUNE 13th -30th 1994 KEITH JAQUES

MONDAY 13th JUNE Loch Creran to Port Ramsay. 15.1 miles, 5 hours WSW 3-5.

TUESDAY 14th JUNE Port Ramsay to Loch Aline. 17 miles, 7 hours W 4-6.

WEDNESDAY 15th JUNE Loch Aline to South Oronsay. 20.8 miles, 6.5 hours WNW 4-2.

THURSDAY 16th JUNE Weather bound South Oronsay.

FRIDAY 17th JUNE South Oronsay to Canna Harbour. 41.4 miles, 11.25 hours SW 3  
Veering W 5-6.

SATURDAY 18th JUNE Weather bound Canna Harbour

SUNDAY 19th JUNE Canna Harbour to Isay. 30.2 miles, 10.5 hours W 3-5.

MONDAY 20th JUNE Weather bound Isay.

TUESDAY 21st JUNE Isay to South Rona (Acharsaid Mor). 33.2 miles, 9 hours WSW 2-3.

WEDNESDAY 22nd JUNE Acharsaid Mor to Plockton. 19.7 miles, 5.5 hours WNW 5-6, W 3  
later.

THURSDAY 23rd JUNE Rest day at Plockton.

FRIDAY 24th JUNE Plockton to Totaig. 16 miles, 6.5 hours N/NE 1-2.

SATURDAY 25th JUNE Totaig to Arisaig. 31.6 miles, 7.5 hours NNW 1-2 veering NW 3-5.

SUNDAY 26th JUNE. MONDAY 27th JUNE Weather bound Arisaig.

TUESDAY 28th JUNE Arisaig to South Oronsay. 35.6 miles, 8.5 hours S 2-3 backing SSE 4-  
5.

WEDNESDAY 29th JUNE South Oronsay to Loch Aline. 20.5 miles, 4.5 hours SW 4-5 veering  
WSW 3-4.

THURSDAY 30th JUNE Loch Aline to Loch Creran. 19.8 miles, 9 hours W 2-4 backing SW 2.

**TOTALS**

18 days out with 12 sailing, 7 to circumnavigate Skye. 301 miles in 90 hours sailing, 15 hours  
use of engine (20 litres fuel) mainly about 45 mins a day except two sessions of motor sailing 3.5 and  
2.5 hours. Winds were predominately southerly and westerly F3-5.

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## LAUNCHING SITE GUIDE

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We wish to make the launching site guide a regular feature, so please send us your information and photographs.

### Bucklers Hard, Hampshire

A concrete slip leading from the boat park, not available about 3 hours before/after low water. The slip is quite narrow with gravel at the top which can lead to traction problems. There is a good stand of water at high water (Solent double HW), however during ebb tide, recovery becomes difficult due to the fast flow of water across the slip. There is no designated pontoon alongside the slipway but a gravely mud foreshore and jetty for Beaulieu pleasure cruises.

The marina is very nice and quiet, but expensive. You could haggle for a cheaper berth!

There is a reasonably secure car park for car and trailer, with room to rig in the boat park.

Lots of Swifts!

### Salcombe Estuary, Devon (Salcombe and Kingsbridge)

Salcombe has a very busy slip with no pontoon. It is also a bit steep for normal cars and Swifts. However, it is available at all states of tide.

It is recommended that you book a trailer plus parking space in Salcombe and this area becomes exceptionally busy during the peak season.

Salcombe harbour dues are a bit steep, especially for short stay. They have reasonable drying moorings (some don't dry on neaps!), however it is a long row from the car park.

Kingsbridge has a large gentle sloping slip down to soft mud. One can only use this slip at, or near highwater to obtain enough depth. Harbour wall is available for tying up against. Harbour dries completely to mud at low water.

There is plenty of room at the end of the public car park to rig and launch your boat. It is worth arranging to leave your car and trailer elsewhere, if living on board.

Superb sandy beaches in Salcombe especially East Portlemouth. Please note that the tide is very fast, past the entrance - Bolt Head!

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## TECHNICAL TOPICS

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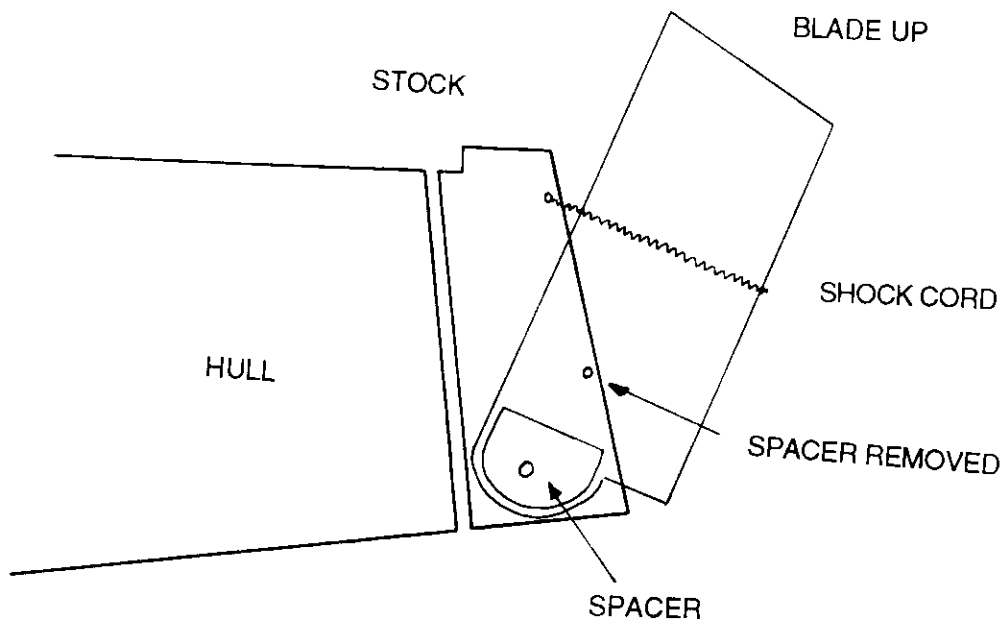
### FIXING KEEL BOX COVER DOWN

H Squire writes in response to Bryan Adams topic of fitting the keel box cover with bolts into brass plates (Newsletter 48). He has glued captive nuts into squares of plywood on the keel box and fitted the cover with short counter sunk bolts.

### RUDDER LIFTING

Jon Sims (SO 116) has modified his rudder so that it can be set at any angle and will kick up when beaching by the following modification. He has replaced the small nylon bushes on the rudder blade with large plates of 5 mm acrylic. (Nylon would not need greasing). After a seasons use there was no wear on the stock and the rudder worked perfectly.

He has also removed the spacer in the stock so that the rudder can be pulled right up out of the water and held in place with shock cord. This makes the rudder less susceptible to damage on a mooring especially if it dries.



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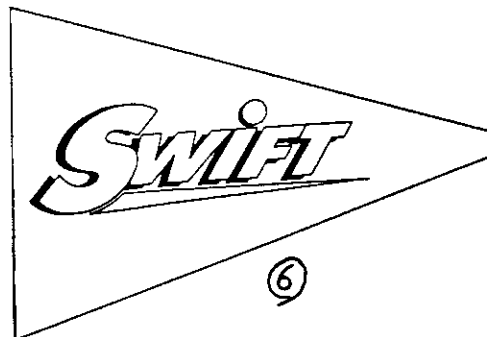
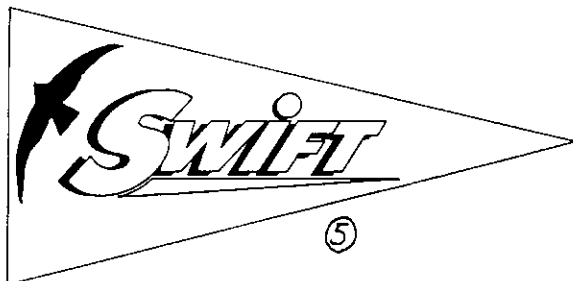
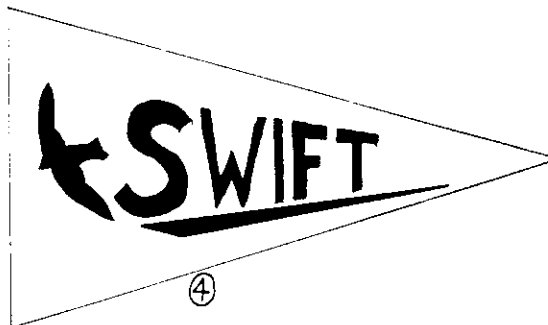
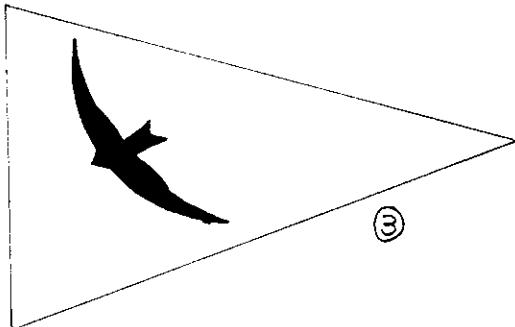
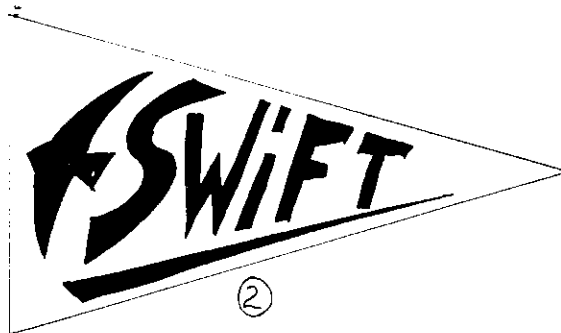
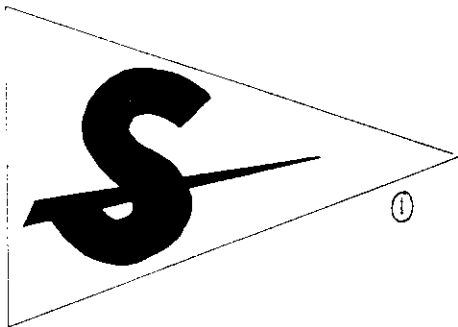
## BURGEE DESIGNS

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At the AGM, I volunteered to design a new emblem for the Association Burgee. Here are 6 ideas. Colours could be white upon blue or red. As an alternative black on a lighter colour, yellow or sky blue.

Please let me know the one your choice.

IVAN KIRK



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## ROSEMARY'S PAGE

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As a young member of the Swift Association, I feel it is important that us 'little ones' are not forgotten. I too have a very keen interest in sailing and thoroughly enjoy any adventure on board my Swift. With the help of my mummy, I have devised a section which hopefully you will find of interest.

For starters, I have incorporated a word search for your leisure and I would like many of you, younger members (12 and under), to enter into a competition either by:

- a) Drawing your Swift
- b) Story of a Swift adventure
- c) Limerick or poem based on your Swift

I would appreciate it, if you could send your choice to me. You never know, your article or picture could be published in the next Swift magazine! I will let you know now, there is a prize for each category. **YOU COULD BE ONE OF THE FIRST SWIFT WINNERS!**

ROSEMARY KIRK

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