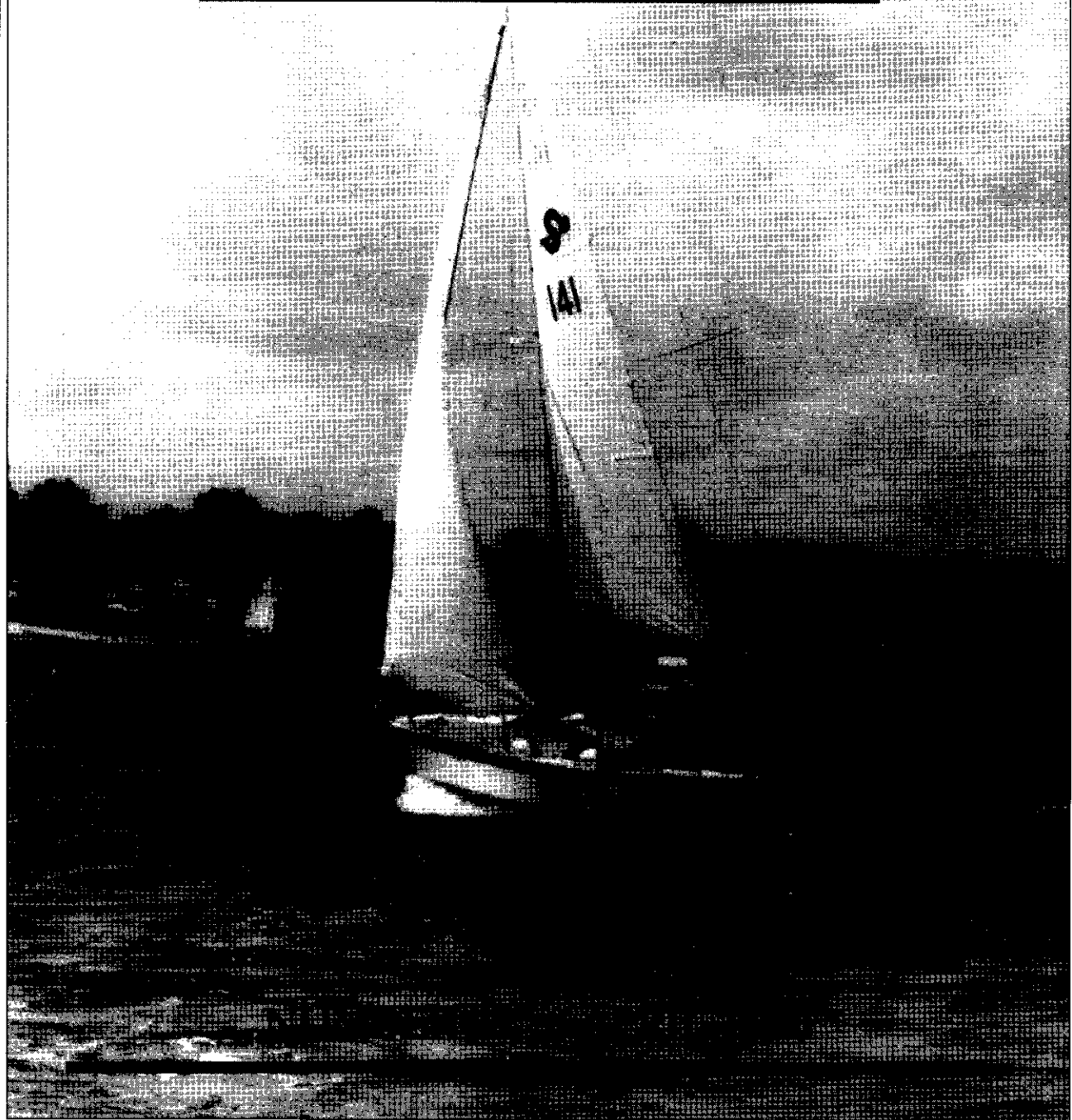


# SWIFT

*The journal of the Swift Association*



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## EDITORIAL

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Thank you Ivan! Thank you Alan! I certainly have learnt who my friends are! Especially after being informed by Alison of this news. Yes, I shall attend the AGM next year, just in case any more vacancies arise that I obviously fit the bill for!

Welcome back to sailing! Lighter evenings are now emerging, with those wonderful spring days where the sun beams down and those of you who are fortunate to go for an evening sail have the opportunity. All I can say is we are jealous. After visiting Chichester at Easter, and visiting many marinas, Ivan has returned home spring cleaning Tarim, our boat.

We are pleased to welcome G J W Insurance who are kindly supporting our newsletter and we can certainly recommend them.

As you will see from the AGM minutes, that subs will be increasing in 1997. Please can you complete the enclosed replacement standing order form and return it to Chris O'Brien, the Treasurer.

I have also enclosed a number of flyers. These I hope will generate new members. Please leave one on your Swift if you should sell it or pass on to other Swift owners who are not members of the Association. Apparently the Association only consists of about 30% of Swift owners. So get recruiting!

We look forward to a good summers sailing, and again this year I have booked our Swift into Mylor for a couple of weeks in the Summer. Ivan was wondering if anyone from the South-West would be interested in joining us for a rally. If you are interested, perhaps to could telephone Ivan to discuss a possible venue.

Cover photograph of Mike and Elaine Downes sailing on Rutland Water.

Safe and happy sailing.

DENISE KIRK

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## SECRETARY'S WELCOME

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Firstly before I take on my new role, may I offer John and Alison Palmer a very big thank you for all their efforts in acting as Honorary Secretary and Solent and South Representative. May I wish them every happiness with their new Hunter Duette. Denise and myself are very envious of all that extra space!

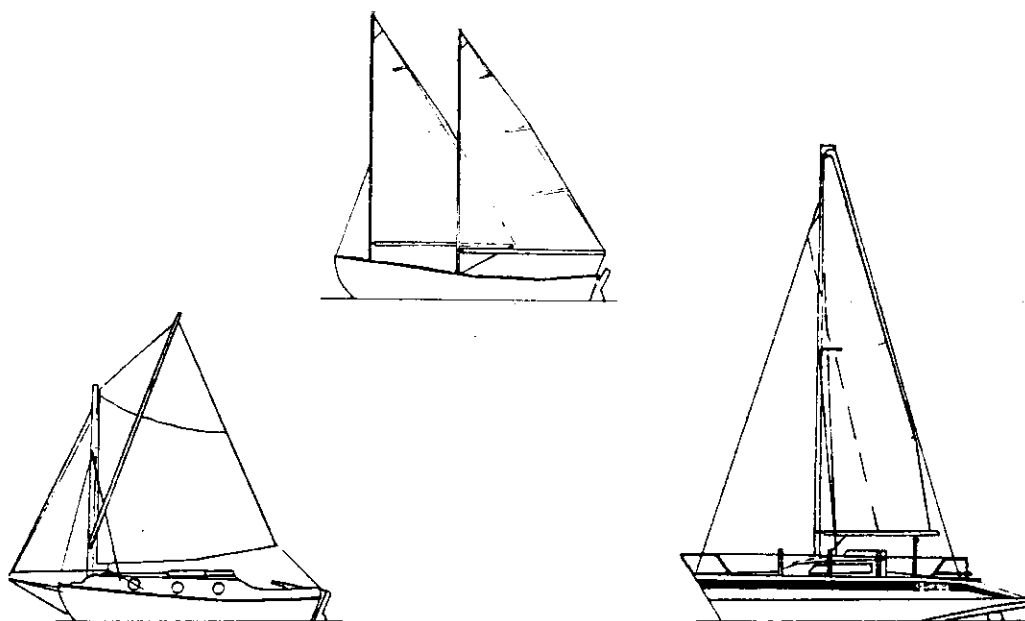
It was very sad that no one wanted to take on the role as Secretary, but as numbers were very low at the AGM, I felt the job had to be absorbed rather than lost. I felt the role would fit very nicely along side the Editorial job, which Denise was volunteered to take on. However, I would like to see someone else in this role next year as the Association becomes very 'Kirk' orientated. Should anyone unable to attend the AGM who would be interested in taking on this small amount of responsibility, please let me know.

Please feel free to contact me at any time regarding any Swift problems, I cannot promise that I will be able to answer but certainly know other Swifties who could, if not I am in a fortunate position to use the newsletter.

In respect of the newsletter please keep all your correspondence coming, we certainly need it and we need your support.

Finally, may I wish you all fair weather sailing and hopefully will be able to meet up with you on the water.

IVAN KIRK



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## RALLY EVENTS

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### MAYDAY WEEKEND

Saturday 4 May 1996 - Leaving Buckler's Hard for Yarmouth  
Sunday 5 May 1996 - Leaving Yarmouth heading for East Cowes  
Monday 6 May 1996 - Leaving East Cowes returning to Buckler's Hard

### SPRING BANK HOLIDAY

Saturday 25 May - Leaving Buckler's Hard heading for Wootton Creek  
Sunday 26 May - Leaving Wootton Creek heading for Newtown for BBQ  
Monday 27 May - Leaving Newtown returning to Buckler's Hard

### MID SUMMER RALLY

Saturday 20 July - Leaving Buckler's Hard heading for Keyhaven  
Sunday 21 July - Leave Keyhaven and return to Buckler's Hard

### SUMMER CRUISE

Saturday 3 August - Ashlett Creek for Lunch, Hamble River Saturday Evening  
Sunday 4 August - Return to Buckler's Hard

These dates are set but the venues may change depending on the weather. For more information, please telephone me.

Swifts from other bases are welcome to join us at destinations.

ALAN PROBYN  
SOLENT AND SOUTH COAST REPRESENTATIVE

### RUTLAND WEEKEND

26th - 28th July

There will be a rally at Rutland Water Friday 26th July to Sunday 28th July. The full details are not available as yet but the weekend will include sailing and a social gathering on the Saturday evening. There is the possibility of including camping or accommodation and sharing boats. Rutland offers a large lake to sail on with many places of interest around its 25 mile border.

For more information contact MIKE DOWNES Tel 01162 365329

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# THE ANNUAL GENERAL MEETING REPORT

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The 14th Annual General Meeting of the Swift Association was held on 25 February at the Jolly Miller Public House, North Warnborough.

Those who attended were:

John Palmer - Secretary  
Ivan Kirk - Co Newsletter Editor  
Chris O'Brien - Treasurer

Members:     Alan and Lesley Probyn  
                  Mike and Val Knowles  
                  Mike and Elaine Downes  
                  Alison Palmer

Apologies received from:     Martin and Nicole Ayres  
                                  Ken and Nancy Gummerson  
                                  Julian Smith  
                                  Denise Kirk

The meeting commenced with the Secretary welcoming the members who attended. John then thanked area representatives for their support and work over the past year - particularly Mike and Elaine Downes for Midland and Rutland water. John also mentioned four successful Solent rallies and the laying-up supper which was enjoyed by 12 members.

John thanked Ivan and Denise Kirk for all their hard work in producing the newsletter. It was encouraging to see a variety of contributions from both old and new members - with photographs to accompany. John and Ivan received many compliments on the new size and quality of the magazine.

Thanks were also given to Chris O'Brien - now in his 8th year as Treasurer.

Final thanks were given by John to his wife Alison - for her contribution in organising Solent rallies and laying-up suppers over the past two years.

The Treasurer's report came next, confirming that membership numbers had remained more or less the same as last year. The most obvious increase in expenditure was the cost of newsletter production. This was now the reality of the true production cost as opposed to Steven Hart producing it at very little cost over the past 2 - 3 years. For remaining income and Expenditure breakdown see page .....

The newsletter Editors report came next. Ivan reported that input was encouraging - with some excellent logs received. It has been a steep learning curve - one which involved finely balancing cost and quality. Ivan requested that members should keep the logs and stories coming in, along with any good quality photos.

Next came subscription rates. It was agreed to increase the subscription to £12 as of January 1997. This would ensure that the increasing cost of newsletter production would be met, as it is felt that the newsletter is the backbone of the Association.

The appointment of Honorary Officers was next.

Secretary: Ivan Kirk volunteered for this position. He was thus proposed by Alan Probyn and seconded by Chris O'Brien.

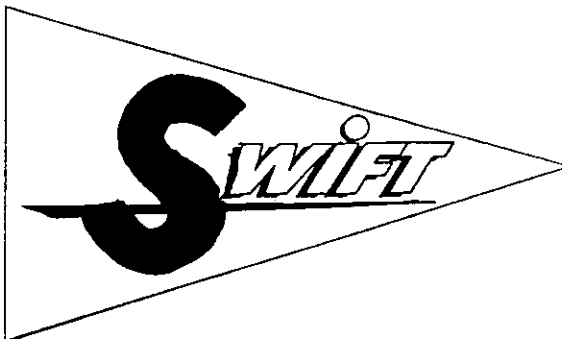
Newsletter Editor: Ivan Kirk kindly proposed Denise Kirk and was seconded by Alan Probyn.

Treasure: Chris O'Brien volunteered to retain this post.

Appointment of Regional representatives followed. All representatives agreed to carry on for a further year, with the exception of Solent and South Coast. Alan Probyn volunteered for this post and was thus proposed by Mike Knowles and seconded by Val Knowles.

Under the title of any other business, several matters were discussed. It was generally agreed that in the near future a PC should be purchased to enable membership details and any other Swift information to be more efficiently managed and recorded. It was felt that when the posts of Secretary and Newsletter Editor were once again split, that this would be the ideal time to purchase a PC, to be used by the Secretary.

Swift burgees - despite Ivan receiving only 20 replies for choosing a new burgee, it was agreed that a new style burgee would be produced. The chosen design is as follows:



A suitable non-fade colour will be chosen and the burgee will be available later this year, issued free to existing members.

It was agreed that a small shield should be awarded once a year, to the person who has made generous contribution to the Association. This could be in a variety of ways eg an epic log or several logs over a period of time, rally organisation etc. The shield will be called the 'Swift shield' and is something for the member to keep permanently (unlike the Sylvester shield which was handed over each year and has now disappeared!) The Honorary Officers will judge the award.

It was suggested that another mention in PBO and Trailer Sailing magazine may help boost membership - Ivan agreed to action this.

Mike Downes agreed to organise a weekend at Rutland for visiting members -subject to local permission. Date to be advised.

Finally, on a sad note, it was reported that one of our members from Buckler's Hard Bryan Adams (Tinkerbelle) had died suddenly on New Year's Eve. He was a kind and enthusiastic man who joined us on many solent rallies. He will be sadly missed and the Association extends its sympathy to his wife Eileen and family.

The meeting closed at 1615 hours

**Swift Association  
Income & Expenditure  
Year to December 1995**

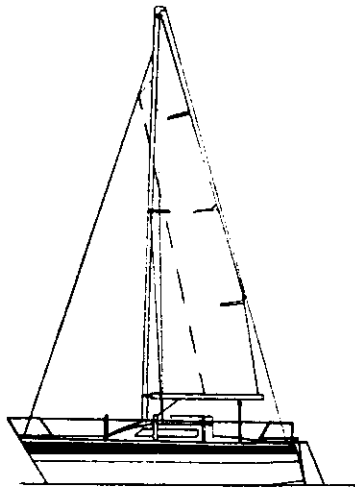
Note: figures include VAT

	<u>Jan - Dec '95</u>	<u>Jan - Dec '94</u>
<b>Income</b>		
Subscriptions	1,129	1,087
Advertising	349	300
Sales		11
Bank Interest Rec'd	172	99
Uncategorised Income	10	
<b>Total Income</b>	<u>1,660</u>	<u>1,497</u>
<b>Expense</b>		
Purchases		98
Newsletters	1,234	442
Secretary's Expenses	25	25
Treasurer's Expenses	34	29
Prizes		50
AGM Expenses	47	150
<b>Total Expense</b>	<u>1,340</u>	<u>794</u>
<b>Net Income</b>	<u><u>320</u></u>	<u><u>702</u></u>

**Swift Association**  
**Balance Sheet**  
As at 31st December 1995

Note: figures include VAT

	Dec 31, '95	Dec 31, '94
<b>ASSETS</b>		
<b>Current Assets</b>		
<b>Chequeing/Savings</b>		
National Westminster	13	148
Capital Reserve	3,639	3,587
<b>Total Chequeing/Savings</b>	3,652	3,735
<b>Accounts Receivable</b>		
Trade Debtors	278	275
<b>Total Accounts Receivable</b>	278	275
<b>Other Current Assets</b>		
NL Editor Float	30	
Stock	335	335
<b>Total Other Current Assets</b>	365	335
<b>Total Current Assets</b>	4,294	4,345
<b>TOTAL ASSETS</b>	4,294	4,345
<b>LIABILITIES &amp; EQUITY</b>		
<b>Liabilities</b>		
<b>Current Liabilities</b>		
<b>Accounts Payable</b>		
Trade Creditors	106	477
<b>Total Accounts Payable</b>	106	477
<b>Total Current Liabilities</b>	106	477
<b>Total Liabilities</b>	106	477
<b>Equity</b>		
<b>Reserves b/f</b>	3,868	3,166
<b>Net Income</b>	320	702
<b>Total Equity</b>	4,188	3,868
<b>TOTAL LIABILITIES &amp; EQUITY</b>	4,294	4,345





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## OWAAR IN THE HEBRIDIES

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We rejoin kieth Jacques for part two of his Hebridean adventure. We left him in Canna Harbour prepping for the crossing to South Uist.

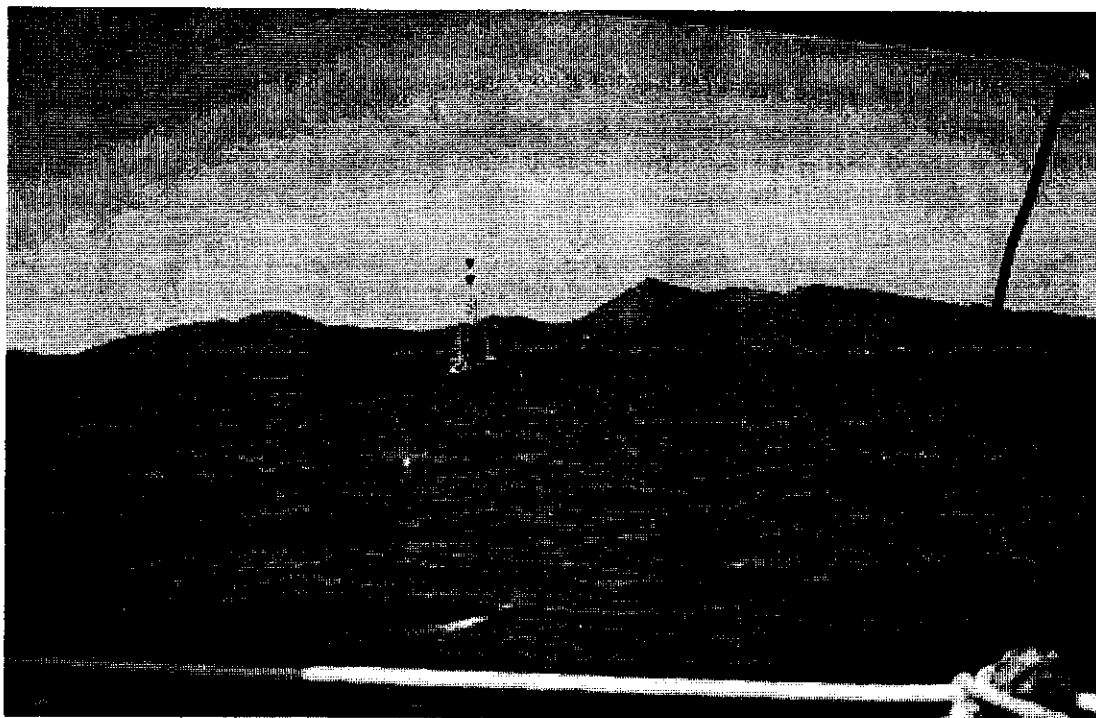
I admit to some sense of anticlimax in the passage to Loch Boisdale; a very easy sea and speeds rarely above 4 knots. The greatest magic of these long runs 'out at sea' has to be the way the land falls slowly, slowly behind the horizon astern, and the new landscape rises up ahead. In fact the northern part of S.Uist, dominated by Ben Hecla, Corodale and Beinn Mor (from N to S) are all that are visible as you leave the north side of Canna; it is another 2-3 hours before the Boisdale hill peaks of Arnaval, Stulavaland and Triuirbheinn, become clearly defined. The course to loch Boisdale lies just to the south of these three, somewhat lower peaks, although you will run for nearly eight hours before getting your first real clues about the 'entrance' to the sea lock. Even the McKenzie Rock red bouy remains very difficult to see against a westering sun, until late on.

Loch Boisdale is an essential 'safe haven' (despite its many off-liers and reefs) but has nothing else to recommend it. The 'Lord of the Isles' overnigheted there, so I had a poor nights sleep with the whirring of dynamos and diesel auxillaries; thank you for nothing, Macbrayne.

The run down to Castlebay on the 13th was a pleasant tour along the South Eastern limits of the archeipelago which 'joins Uist to Barra. Very beautiful, broken, low-lying island coasts, choked with sea birds (those albatrosses! Masters of the ocean environment! porpoises in dozens and five dolphins gave me a brief friendly visit). I would not like to navigate this coast in a sea fog! It was difficult enough to pick up Birch Rock South Cardinal, and the Cuarachan East Cardinal in bright sunlight... and then the Bo Vich Chuan South Cardinal which marks the turn westwards into Castlebay, with its almost 'triumphal' striped beacons to port and starboard on the final approach.

My earlier friend 'Heather Moth' was in port, and some good banter was had about the relative merits of 18 and 32 footers for passage making. But now the long term forecasts were suggesting that the Atlantic high was subsiding, and that less settled 'Westerlies' would arrive in three days time. I decided that I should run back before my luck ran out (coward), so the 14th saw a 05.30 start back towards Coll and the Ardnamurchan in rather grey conditions. Later the visibility improved, as the NW day wind re-established itself, and beam reaching on 90-100' Mag (to offset the down going tide - a spring), gave fine sailing with plenty of spray, North of

Hawes bank. A great sadness came over me as mist - topped Heaval fell away to stern, and the tripple peaks of South Uist, in turn started to dissolve and separate into tiny breaks in the horizon.



Entrance to Castlebay, Barra. The Bo Vich Chuan South Cardinal with Ben Heaval beyond.

Again another 2-3 hours on into the passage before clear signs of land grow ahead. (Although sunlight on Rhum and the so distant Cuillins of Skye make for identification of land to the north; also in the extreme south a sharp eye can distinguish the higher points of Jura.) Ben More on Mull is visible long before the low lying sand-dunes of western Coll, and it is even longer before the light beacon on the Cairns of Coll emerges from the purple sea-line haze. Joyfully the Cairns were just 'starboard of the nose' - which is where they have to be to avoid the outlier reefs to the NE of Coll! The 40 miles to Coll took just over 8 hours - not bad for a 'little un' in a mainly F4 and a quartering sea.

Approaching the Ardnamurchan the wind died back to F2, and Tobermory was approached in 'summer evening' conditions (the first this year in the North?)

Tobermory is NOT my favorite place: noisy with ferries, motor boats, glee parties and, currently, harbour/road works. Hard to find a quiet spot to anchor; but I did, under the tree lined cliffs behind the old HIDB moorings. I was glad to get away down the Mull channel at 06.30 - to a fine 'run and reach' sail down to Rubh a Rhidre and then round the northern side of Lismore and back to Loch Creran. Altogether a satisfying cruise! Total of 232 miles in 12 days 71 hours total sailing time with 6 under motor.

## POST SCRIPT

Soon must come change. My bones are not as young as they were, my tastes for longer voyages and active sea sailing are stimulated, and I no longer live in Scotland. For all these reasons I need a larger cabin, a boat with higher absolute speed (and hence, length and sail carrying capability), and a larger chain locker (for places with much greater tidal range and fewer safe havens than I've been used to.)

So Owaar, much loved and with wonderful adventures to remember lies forlorn, mast down, winterized (so early in the season!) and hoping that in the not too distant future she can be possessed of a younger, new owner capable of continuing her exploits for many years to come. I recall weeping copiously when I parted from my first love - a National Graduate which I sailed for twelve seasons - and similar emotions swell up as I contemplate a farewell to 'Owaar'.

Who will buy my beautiful wee yacht? She awaits suitors, epoxied, fitted out, multi suited. Who will give her a course to steer by? Size for size shee will do all that she can be bidden to do, with valor and a song under her keel!

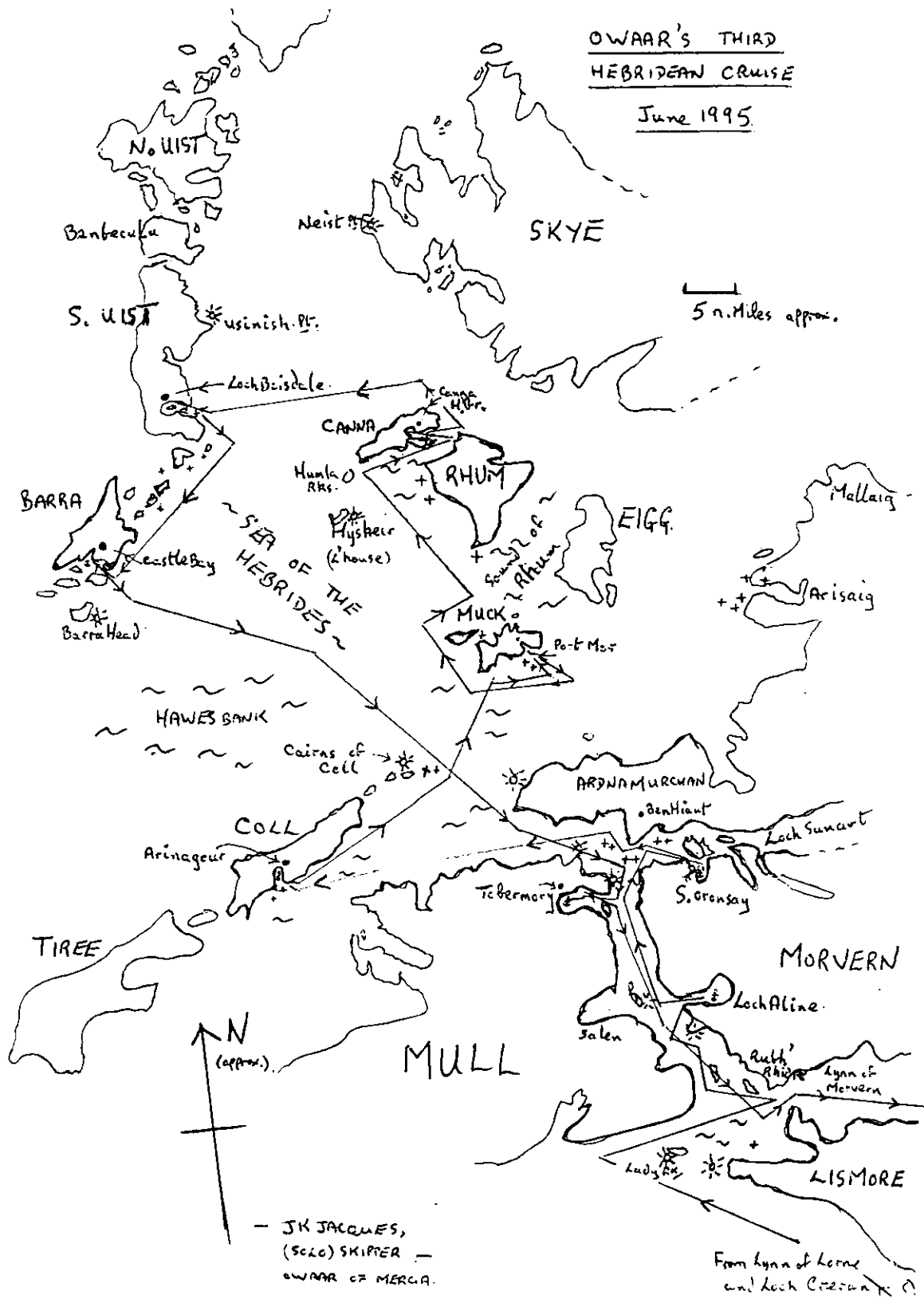
Keith Jacques



Morvern, Airds Rock from the entrance reefs of Loch Creran.

OWAAR'S THIRD  
HEBRIDEAN CRUISE

June 1995



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## TECHNICAL TOPICS - STORM JIB

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My request for information on Storm Jib has prompted two replies. Many thanks to Bob Goddard and James Sargent. Bob's was first published in newsletter number 6 in September 1983.

A reprinted article written by Bob Godard.

After a couple of blustery sails early in '83 (F7 gusting F8 etc) I decided Aquapus was overcanvassed for these conditions. With fully-reefed main and about 1/3 genny out, we had difficulty keeping the boat sufficiently upright to maintain steering control in the gusts, even with three of us sitting out. Additionally, the genoa sets progressively less-well for windward work as the wind increased beyond F6. The more you roll it and tighter you sheet it, the more the luff sags and sail bellies. Two modifications have overcome these problems.

First I had a third reef put in to my mainsail. Tab Sails here in Poole put in luff and leach cringles with lots of reinforcement tabling, plus two tie-down eyelets between. I pull the third reef luff cringle down and over the ramshorn as normal, and use a spare piece of rope to haul the leach cringle down and aft. The spare boom slider makes a handy adjustable attachment point. The sail sets and works well with three reefs, and gives comfortable performance in F7 and above. Cost was £20 approx (in 1983).

Tab Sails also made me a storm jib for £51.75. This is approximately 25 square feet, heavy duty sailcloth on a stainless steel luff wire, with hefty tabling and clew cringle. It is cut dead flat, forming just enough fullness with minimal luff sag.

At present I use the spinnaker halyard to hoist this storm jib flying from a new tack point on the foredeck. For 1984, I shall reeve a storm jib halyard through the sheave which is set just below the forestay mounting on the mast, which will be superior to the present arrangement.

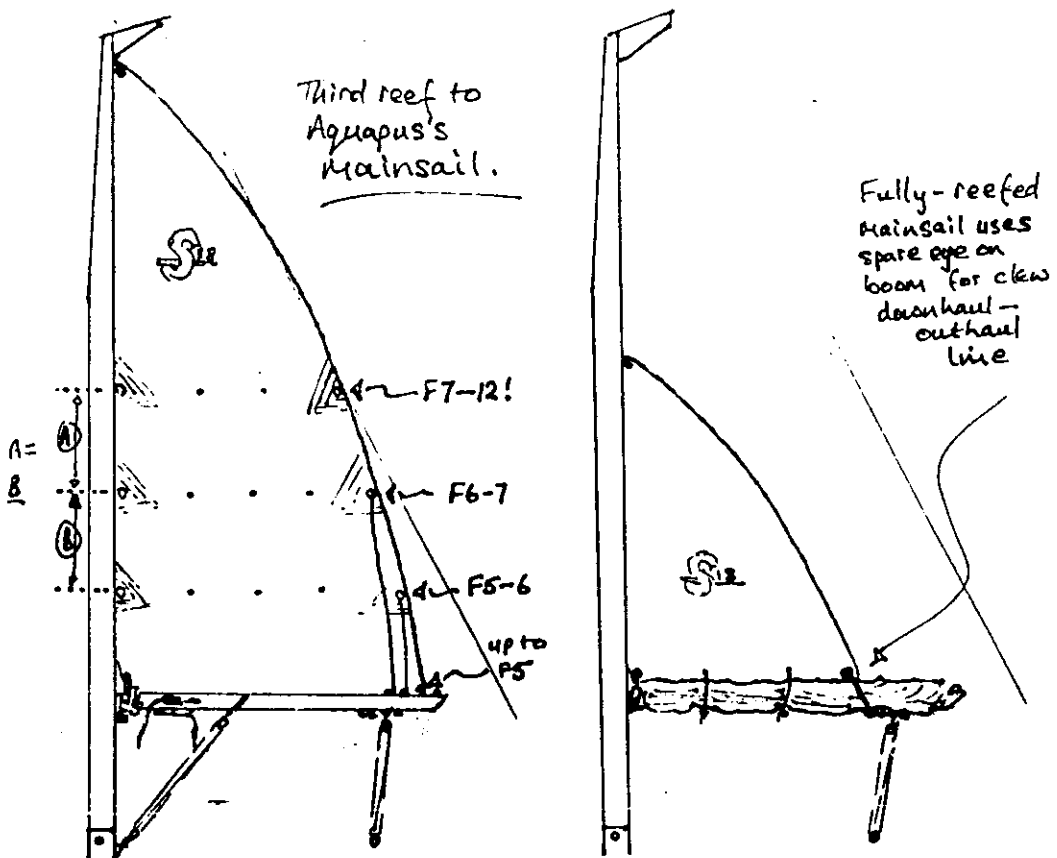
Tack attaches, via 6:1 downhaul tackle, to an eyebolt in the foredeck just aft of the anchor locker lid and in front of the locker bulhead. This eyebolt needs a hefty beam beneath the deck to take the strain. I used a two inch thick chunk of ply wood. The eyebolt also serves as the forward attachment point for harness jackstays, which run from eyebolts through the cabin deck in front of the genny cleats. Again plenty of load-bearing reinforcement is needed as the jackstays can be subjected to colossal loads in the event of the crew's weight being thrown on them.

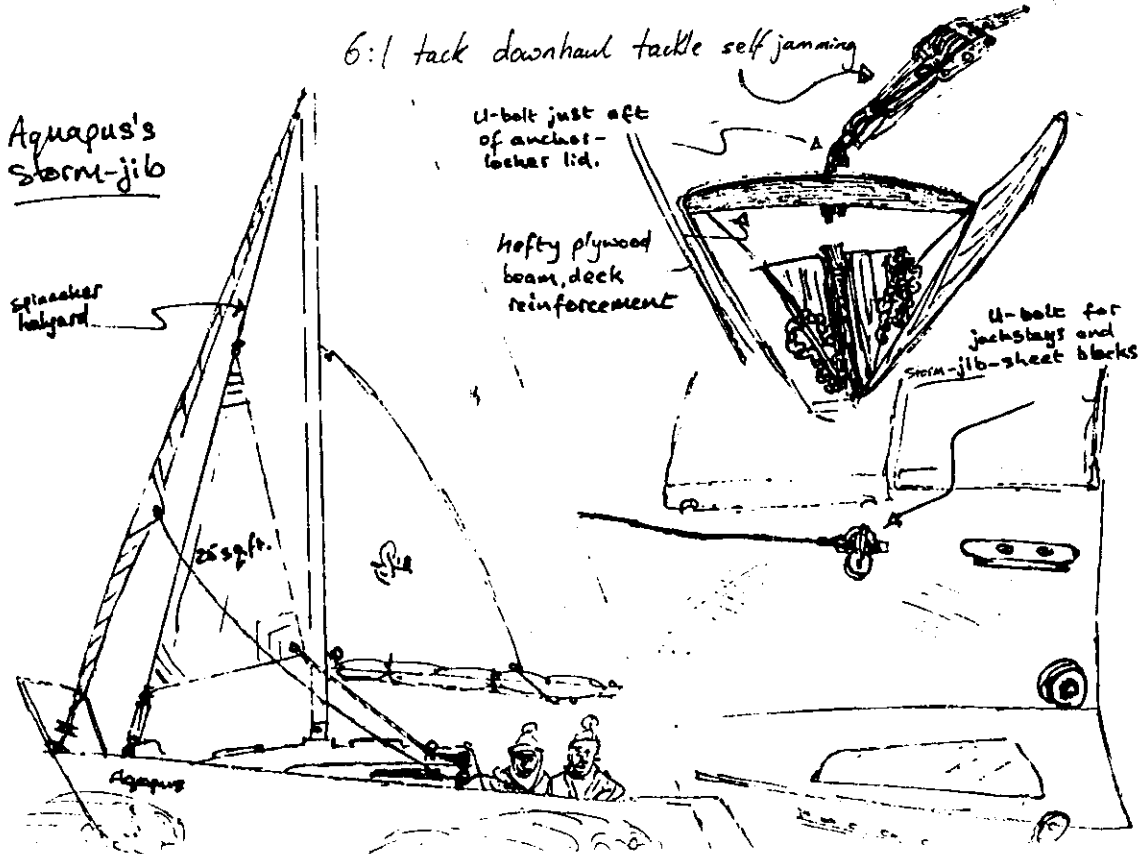
The storm jib is hoisted a pre-determined height (marker spinnaker halyard) then tensioned by the tack downhaul tackle. Sheets are lead through blocks on the aft jackstay eyebolts, and used the winches and cleats as normal.

The storm jib sets well and allows close-winded performance and easy passage for crew sitting in. I use it in anything from F6 upwards. Only disadvantage is having to send crew on foredeck to set and retrieve. This also will be resolved for '84 by bringing the tack tackle back to the mast tabernacle when not in use so hoisting can be down from cockpit.

NB The storm jib has insufficient area for racing purposes, as I discovered in the Solent!

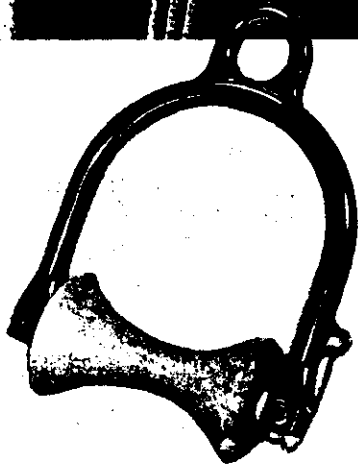
BOB GODDARD





The second piece of information is from James Sargent in Germany.

The pictures show a large roller shackle which will hold the tack of the sail (and head for that matter) on to the roller reefed sail so helping to keep luff tension. This shackle is used by German sailors with sails like cruising chutes using it to control the tack of the sail so that it can be used closer to the wind and to make tacking and gybing the sail easier. He is of the opinion that it could be used with a storm jib.



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## HAPPIDOG'S FIRST SEASON

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Even in April after spending the whole winter fitting out Happidog's bare hull there was still plenty of work to do, so it was not until May 6th that she had her first trials, a four hour sail out of Ramsgate. The sea was flat calm as we motored out. Then a bit of wind appeared and we were soon scooting along at four and a half knots at the bottom end of a three. The Autonic log whose trailing cable exits by a gland on the stern performed very well and we touched 5 knots in the puffs. She hardly heeled and felt very stable.

Two weeks later I took her out alone for a longer sail. Again the seas were slight with a Force 2. This time I used the Navico 1600 Tiller pilot which performed perfectly.

A week later, Whitsun, I was back with a novice crewman for our first cruise. I thought the Thames estuary which I know quite well would be best as I could concentrate on the boat. The saltings near the mouth of the Medway looked a suitable destination. The forecast was SW4-5 with good protection from the North Kent Coast. She tacked up the shallow channel of the Swale faultlessly using the in-hull mounted NASA sounder. We only went aground once as we drifted waiting for the Kingsferry bridge to open. A quick lunge with the little Bruce kedge and she was off.

Due to the rope luff on the main it is difficult to drop so I find that brailing it by pulling the boom up on the topping lift is ideal for a controlled approach under sail. She sails quite well under main alone but pointing is reduced. We beat against wind and tide to anchor in Stangate creek.

We left at 0100 BST on Sunday to catch the ebb out of the Medway and Thames and hopefully the flood down channel to Ramsgate. The 0030 forecast was SW4-5 later upgraded at 0555, to 5-6. Wind over tide from the North Foreland was going to be fun. By dawn at 0400 the wind was definitely 4/5 and we were creaming along on a beam reach at over 5 knots, occasionally surfing over 6. I had one reef in the main and a couple of rolls in the genoa. The autopilot was steering. I had tested the battery before we left and it was fully charged. The Solarex solar panel is very efficient, I simply change the leads over from one battery to the other every two weeks or so.

By 0700 we were at the East Margate and started close reaching south east. The wind had now freshened to what I thought as a five/six although I generally underestimate wind strength. The pilot was working overtime as



the seas pushed us about. It was quite rough and from time to time she slammed into a wave and covered us in spray. It was soon time to start beating down the coast to Ramsgate. I disconnected the pilot and we put another 2 rolls in the genoa. It would have been more comfortable with another reef in the main but I had lost the topping lift up the mast which made it difficult in the conditions. We stayed inshore as it was slightly calmer, putting in short tacks on the four metre mark. We made about 400 m on each tack but a lot of this would have been the two knot tide. She tacked beautifully. She was stiff even when coming about and weight shifted to the wrong side of the boat.

Just outside Ramsgate breakwater we handed the sails and motored in under full power. I listened to Port Control advising a departing Sally Line Ferry winds 28 knots gusting 35", seven gusting eight! We had beaten successfully against that even though slightly overcanvassed. I was getting to be really happy with my little dog.

Two weeks later we saw us out again in mixed weather ranging from calm to six. We sailed down to Dover and back.

In harbour I have found that manoeverability is adequate with the engine fixed and in low revs and the tiller steering. Changing gear is a bit awkward because at this critical time you end up fiddling with the gear lever out over the stern which is an imprecise plastic fitting. I keep the engines integral tank empty to reduce weight and therefore stress on the mounting. In a seaway I secure the engine with a plastic coated chain.

I tuned the rigging and put a block and tackle between clips on the twin backstays so now I can tension the forestay.

Two weeks later, July 9th, saw me off to Calais with one of my sons on our summer cruise,. We were late leaving and I didn't put up the main before leaving. It was as usual very lumpy outside Ramsgate with a five blowing. My son got the main up as I was unwell. I always get sick on the first day of my summer cruise. Not totally prostrate mind you, I just heave periodically and carry on working the boat. The lesson was, always set the main before leaving and brail it up with the topping lift. I used a Neptune programe to optimise the route plan which worked splendidly until off Calais we found deep fog. I knew we were near land when I heard breaking seas. Decca showed us off Cap Blanc Nez. We motored into Calais. A Danforth of about 8 kg worked faultlessly in the Bassin Arrive.

Two days later I sailed for Boulogne alone. Hot sunny day but no wind and I had to use the Mariner 4 for over four hours. I must say that in France outboards are used on much bigger boats than is common here. I have also learned to adjust the height of the engine in the water according to the trim and the speed. The Navico autopilot is magic even with crew because frankly after half an hour who wants to steer? It was so hot in Boulogne that I used my awning/sale cover - worked a treat. We had to use them in

the Pacific and I'm surprised more people don't use them in Europe - it gets pretty hot sometimes and they make the boat bearable in the sun.

I planned the passage back using the Maritek navigation package for the Psion 3 pocket computer (also used for writing this article) and compared it with a manual solution, virtually identical but much quicker by hand! I'm not convinced that computers really add much to navigation other than as a check on our sums - after all it would be a brave man who relied entirely on electronics.

The return trip across the channel with another son was rather a let down. The forecast SW3-4 turned out to be a N1-2 - weak and bang on the nose at first. We motorsailed all the way to Dover on a fine reach, the engine increasing speed from two knots under sail to four knots at cruise revs and only using up a miserly half a litre of fuel per hour. It took seven hours for the crossing.

Alone again next day (my sons not being willing to let me make channel crossing alone) I found that a good breeze was forecast at 0555 as SW3-4. They weren't wrong and this was enough to ride over the strong spring tide, especially if I kept in close inshore. I put one reef in the main just in case and brailed it up leaving Dover at 0700. I was just passing the western entrance when the autopilot died. Oh well, I would just have to steer. The boat is so lively she can't be left for more than a few seconds even with tiller lines. This is quite a problem when sailing single-handed and it becomes difficult to do even the smallest job such as checking the course or having a pee. The wind was almost directly astern as I headed north past Deal. Having had a close friend killed by an uncontrolled Gybe I'm very conscious of the boom and have rigged a double preventer. This is an 8 mm prestretched line with snapshackles at both ends which runs through a block at the stem head. When running a snapshackle is attached to the boom at the mainsheet fitting and the line tensioned on the other side and secured in a jam cleat. This is very effective in preventing accidental gybes. As I approached the southern side of Ramsgate harbour I worked out a procedure for getting the main down and the engine started in the wind which had now freshened to 25 knots, force 6. This was - roll up the genoa, tighten the main and let go the tiller. This turns the boat directly into the wind where it stays. I was then able to lower and start the engine, claw down the main and unroll the gennie. With this we screamed into Ramsgate outer harbour in a welter of lumpy seas from the backwash of the sea wall. I don't think she would heave to very well given her fin keel. I checked the battery at the end of the trip and even though the nav instruments and autopilot had been on throughout the passage it had kept fully charged by the Solarex and I had not needed to change over to the second battery.

Sunday July 25th and I was off for a day sail to Margate. Fabulous weather, beach awash with people. I wanted to compare the performance of my 2kg Bruce with the Fortress 7. The anchor warp is 100 feet of multiplait tipped with 10 feet of 8 mm chain. The Fortress had failed to dig in once

before in mud but this time in sand both worked fine. I tacked back against a five/six under reefed main and genoa manging to run aground at low water in my own Royal Harbour!

I am totally convinced that people almost always buy a boat that is far too big for their needs. After all what most people do is sail or in many cases motor if things are anything less than ideal from marina to marina. There they use the toilets, showers and bar. They mostly eat out as after all this is one of the main pleasures of visiting another port. So why have all those toilets and showers on board and that fine galley when all it does is make the odd pot of tea. Few boats ever anchor, that is obvious from the pathetic little things they hang off the stem. So my little camping boat provides the same, a good sail, a good berth for the night and a little burner for coffee. Toilets either over the side at sea, or even on the cockpit sole in rough weather and in the marina WC in harbour.

Short trips either alone or in company to either Dover or the Thames estuary became frequent over the long hot summer.

It is a testimony to how little anchoring is done today that once anchored for lunch off Deal I was approached twice by strangers. The first in a fast unmarked RIB by what I was told were Customs Officers - no uniform, no ID. A few minutes later a private "rescue" boat creamed up quite convinced that since I was anchored I must be in some form of distress. I was, I had run out of beer but they were unable to do anything about that. And this in Small Downs which was once the foremost anchorage in England with at times hundreds of sailing ships at anchor. In Dover they seemed rather amused that I should want to anchor in the privacy of the outer harbour rather than pay seven pounds for the melee of the marina. As far as I can see South Coast sailers don't anchor much, except possibly for lunch.

All in all Happidog has proved to be a very able cruiser which if I were younger than my 55 years I would be happy to take on an extended cruise. Whether I would cross oceans is another matter. Good points of the modified design are its sailing performance, even in heavy weather, its stability and its solid construction. On the debit side she is a wet boat owing to the low freeboard, accommodation is rather cramped and the outboard is awkward to get at over the transom. The following equipment worked well:- the Mariner 4 sailboat version always started without any problems and was amazingly economical with fuel. The Solarex panel provided all the power needed for a one week cruise. The NASA in hull echosounder was faultless as was the Kelvin Hughes compact VHF. The old Navico 1600 autopilot worked well except when connections on the plug were pulled out (twice). The Autonnac trailing log readout was not always able to cope with the water coming over the cabin in heavy weather. The Fortress 7 anchor would not bite well in mud compared to a smaller Bruce. The Dingy Decca was not always reliable. I hope these observations are of interest to others.

GEORGE MALYNICZ

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## LAUNCHING SITE GUIDE

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### TITCHMARSH MARINA

I took this photograph whilst on holiday on the East Coast. (without the Swift!).

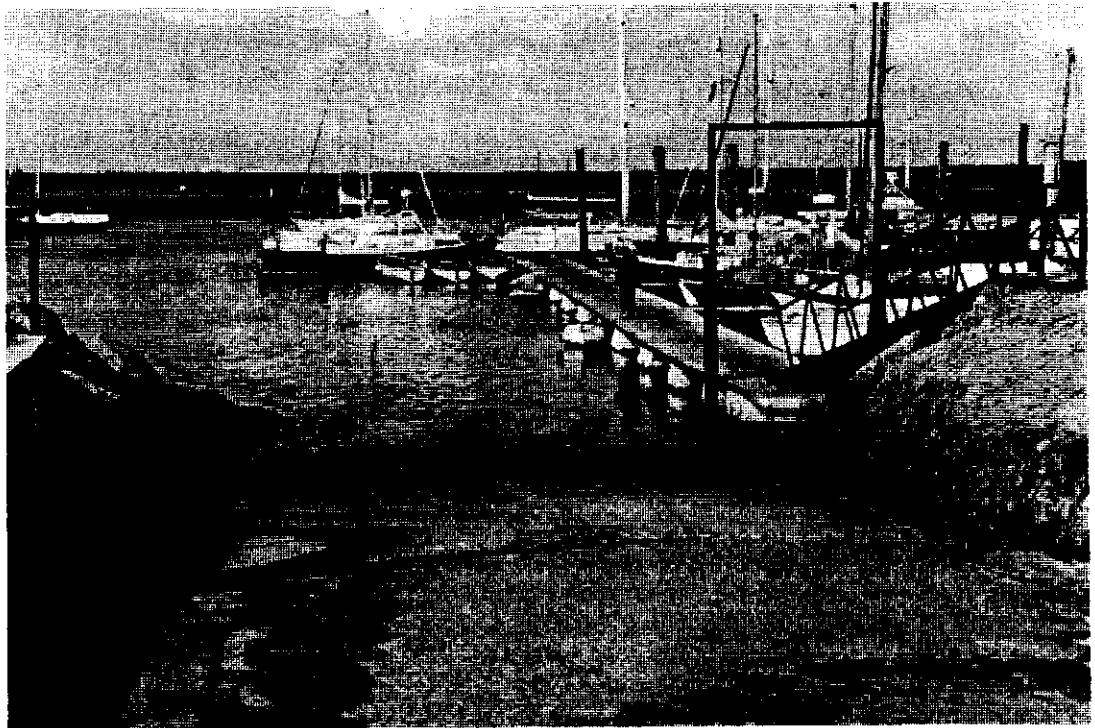
Titchmarsh Marina is The Walton Breakwaters just south of Harwich and Felixstowe.

The area looked excellent to base a cruise around with lots of places to visit and marinas etc. The rivers Orwell, Stour and Deben are all within easy reach. Just be careful around their entrances.

When at Titchmarsh, the Harbour Master was very welcoming and would look after trailers and cars. Shortley Marina was also helpful, but didn't have a slip (1995).

The East Coast Rivers, pilot and cruising guide is very informative. Any East Coast Swifts like to comment?

IVAN KIRK



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## ROSEMARY'S PAGE

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My apologies for not writing in the January magazine, but I am sure you will all agree that, it was certainly filled with lots of interesting articles produced by yourselves.

Christmas is now over, and I have certainly played well with my new toys. I can only say how sorry I was to learn that Father Christmas didn't leave Daddy a new sprayhood. Never mind Daddy, you will have to be a good boy next year!

I really cannot wait for the next sailing season, as a family. We are really looking forward to using the boat more. As I am now 4 years old, I have been promised that I will be taught to sail. If anyone knows of a mirror dingy that is for sale, please let my parents know. I would be extremely grateful.

I have decided for this newsletter to insert my mummy's recipe for 'Spaghetti alla Bolognese'. I know she finds this very easy to prepare before sailing and easy to warm up on the Swift stove. I must also mention here - it is my favourite! Especially after a good sprinkling of Parmesan cheese. The meat can be substituted for fresh minced Turkey. My mummy prefers to slow cook her recipe using the Slow Cooker - Cooking for approximately 2 -3 hours.

2 tablespoons - Olive Oil	)	Frying
2 largish onions	)	together.
2 lb of minced beef (we normally use Aberdeen Angus!)	)	Remove
2 rashers of unsmoked bacon (cut and remove fat)	)	excess
Salt and Pepper	)	fat

### Adding

2 large carrots,	2 Garlic Cloves (pressed)
1 pinch of nutmeg	1 tablespoon of brown sugar
A dash of red wine	Stock
2 tins of finely chopped tomatoes	A dash of tomato concentrate
Few mushrooms - approximately 6 (I am not a great lover of mushrooms!)	

Serve with freshly cooked spaghetti and Parmesan cheese

The above recipe makes up several meals of which we freeze. We normally take 1 frozen meal and this will last for at least 1 day in its frozen state.

Bon Appetite, ROSEMARY

# Association Officers 1996

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### OPENING HOURS

Mon-Fri 8.00-5.30

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Sun 9.00-1.00

(Sundays in season only)

