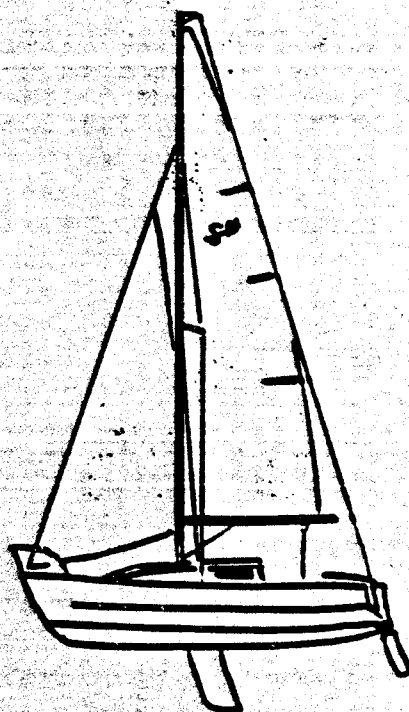


# S18

## NEWSLETTER

NL 26    October 1988

1. Ed's Column
2. Admin. Notes
3. Regional Round-Up
4. From the Post Bag
5. Cruising Chatter
6. Technical Topics
7. Embarrassing Episodes
8. Cruising Area Survey



4 FROM THE POST BAG

4.1. ... I should like to join the Swift 18 Association- for which I enclose £8 membership fee.

We have bought S201 and named her " Faithfull May ". We had bought her in March in immaculate condition having only been used 4-5 months in three seasons. After a refit including electrics and Gelshield coating the underwater hull, she is now moored at Weir Quay with " Mandy " ( Ian Kilpatrick's Swift ). We are members of Weir Quay Sailing Club.

We have been delighted with the way she sails. As an ex-Folkboat bachelor I thought I would have to be very cautious with her, but by being sensible with sail areas she seems a very stiff and comfortable boat for her size. What a joy to be dry inside, no leaks in your ear or damp bedding.

I have seen some newsletters , I shall look forward to future ones --- if only the yacht mags were as down to earth .

My wife Jane and I will look forward to meeting other members . We would be glad to offer help and local knowledge to visitors.

Dick Brown. S.O.201 . ...Tavistock, Devon. Tel.(0822) 614161

4.2....

It is with some regret that I have to inform you that I have decided to part with my Swift 18. I am afraid that it is a question of advancing years making it rather a chore instead of pure enjoyment. She has given me a lot of fun over the past 5 years and only hope that this lovely craft can find a good home.

I am writing to you as I know that Peter Richard whom I introduced to Swift 18s was able to purchase a boat from one of our members through an advert in the Newsletter. I therefore would be obliged if you could put an appropriate notice in our next Newsletter. The details of my boat are as follows:-

Name - Puffin , Sail No. 116, De Luxe Version from SWIFTCRAFT  
Rotostay rolling reefing Genoa, Anchor, chain & warp,  
Contest bulkhead compass, Seafarer 5 Echo Sounder,  
Yamaha 4 hp outboard engine, Braked Trailor with Lights  
Price £5950 ono. Can be viewed at Rock phone 020 886 3606

Tel: Trebetherick 3606  
(020886)

( C. MATTHEWS)

"LUFFINGS",  
36 Trelyn,  
Rock,  
Wadebridge,  
Cornwall,  
PL27 6LZ.

4.3.....For Sale

SWIFT 18                      'BLACK JACK'                      Buckler's Hard dinghy park  
Sail No. 132

Constructed by SWIFTCRAFT (John Charnley)

Special Black hull.    White upper works

Tan sails by HOLT

Trailer: spare wheel; bearing buddies; safe towing attachment

Inflatable: BOMBARD AX-1 with outboard attachment

5 h.p. MARINER with separate fuel tank

Cockpit cushions

Teak cockpit grating

Teak cockpit table fittings

Nav lights

Full 12 volt electrics

Echo sounder

Barometer

Ball thrust race in centreboard

Special thick foam berth mattresses

Portable loo

Rotor stay

Re-designed wooden rudder

Teak stowage fittings                      among other modifications

Numerous warps

Cockpit tent with alloy supports

NEW spray hood

Price £6,500 o.n.o.

Bucknall                      01-979 3086  
35 High Street  
Hampton  
Middx TW12 2SA

4.4.....For information, there are three Swifts moored in Christ-Church Mudeford Harbour.

There is a slip for launching in the River Stour next to the Rowing Club and facilities to park cars and trailers.

There is also a very good boatyard with the same facilities, and in case of a problem or repairs--R.A. Stride, The Watch House, Coastguards Way, Mudeford. Tel. Christchurch 485949

There are spaces to anchor in Mudeford and some moorings. Christ-Church is a very pleasant town and shopping facilities good. Both Rivers Stour and Avon flow through the town. Don't let the entrance or 'run' deter you, it is well marked with bouys, no problem if you come in with the tide or go out with the tide. A tide book is a must, only costs 50p.

The Swift is really a marvellous craft in these waters, we have sailed between Chichester - Solent and IOW, Poole, up the Wareham River, Sandbanks, Swanage and Studland.

Bill and Pauline Crouch

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## 5. CRUISING CHATTER

### 5.1 CATALONIAN CRUISE - 1988

This year we could only manage a 3 week holiday from work and after last year's 4 week trip to the Adriatic we began looking for somewhere a little closer to home. Sun, Sand and Swimming were major requirements and this pointed towards either the Cote d'Azur (see Edward and Christine's account in NL No 20) or the Catalan Coast (see Eric Smith's articles in NLS Nos 14 19 & 23 ). School holidays forced us to go in the July/August period when the Cote d'Azur is reported to be very crowded. We therefore decided to take Eric's advice and try out the Costa Brava coastline south of Cabo Creus. The pilot books indicated that the coastline north of Blanes was full of little bays and coves (called 'Calas') each with a sandy beach between rocky headlands. It sounded ideal, except for the warnings about the much feared north west wind called the Tramontana - this is equivalent to the French Mistral and can grow from nothing to gale force within 15 minutes.

SATURDAY (23rd July)- We left home a little apprehensive about the Tramontana, reports of car break-ins and muggings along the Costa Brava. However by the time we arrived at Portsmouth to catch the Le Havre ferry we began to look forward to our adventure and to sailing the Catalan coastline as described by Eric.

Whilst securing the car and trailer in the hold of the P&O ferry, Viking Valiant, a naval officer appeared and began to show some interest in Tiger Lily (TL) He explained that he was thinking of buying a similar sort of boat. After showing him over TL and discussing our holiday plans I asked if it would be possible to have a look at the bridge of the Viking Valiant. A little later we were invited to the bridge and discovered that the officer was the 'Captain'. He explained all the equipment:- helm, engine controls, computer, radar, chart table, safety checks etc. We did note, however, that TL's helm was somewhat bigger than the Viking Valiant's 20 centimetre 'joystick'!

Our first night stop in France was in one of those excellent Autoroute rest areas, about 60 miles from Le Havre.

SUNDAY (24th) - Next morning we started out early so as to cover as many miles as possible. Fifteen hours later we had covered 503 miles, never exceeding 50 mph - I think we overtook about 4 vehicles that day.

MONDAY (25th) - Our 10.00 coffee stop was at the 'Aire de Lauragais' rest area which is at the highest point of the Canal Du Midi. There is a little museum dedicated to the construction of the canal and we spent a very pleasant hour or so looking at the boats using the Canal.

After arriving at Ampuriabrava at 15.15, we quickly located the Club Nautico crane. TL was in the water by 15.45, just 51 hours since leaving home. By 17.30 the mast had been raised, baggage stored and TL moved over to a pontoon. Ampuriabrava has an excellent sandy beach within a few minutes walk of the marina and the crew were soon off to sample this whilst the skipper and mate relaxed over a much needed beer.

TUESDAY (26th) - Charts, provisions and fuel were easily obtained from local shops and then we set off for the harbour entrance. This was easy at first; we just joined a procession of other yachts and motor boats winding their way along the extensive canal system. However, our first shock came at the entrance when the rather choppy sea was suddenly made much worse by the motor boats suddenly accelerating and creating a cauldron of wash. The large number of motor boats proved to be one of the worst problems in Catalonia as we were always on the lookout for their wash.

Lunch was spent anchored off the pretty town of Rosas but by 14.30 the wind was rising and it seemed wise to run back to Santa Margarita, another harbour only a mile from Ampuriabrava. Here we nearly went aground in the entrance which tends to silt up - we should have hugged the outside of the bend keeping close to the breakwater wall rather than trying to cut the corner. We had expected to find a modern marina but discovered a rather shabby concrete jetty with a number of boats flying faded red ensigns. We soon learnt that the jetty was built by the local Club Nautico without obtaining proper planning permission and after a legal battle all further work had been halted. Meals and drinks could be obtained in the local 'Monstrosity' - a huge block of apartments behind the marina.

WEDNESDAY (27th) - With a SE 2/3 wind we set full sail and a course to round Punta Falconer and by 12.00 we were not unduly worried when the wind died completely forcing us to have an early 'siesta'. Suddenly at 12.50 a NW wind appeared and began to strengthen very quickly. I remembered the warnings about the Tramontana and within 10 minutes of seeing the first ripple on the sea we were motor sailing into a steeply rising sea with one reef set. We managed to round Punta de la Creu but with whitecaps beginning to show on the waves we decided prudence was required as the final approach to Cadaques would have been difficult. After altering course to shelter in the north end of Cala de Jonculls, we anchored close to the beach (at 13.40). With the wind blowing directly offshore it soon became apparent that shore lines would be safer. Soon we were lying to a pair of strong lines from the bow and a stern anchor laid in case the wind changed. We were very pleased to make use of our recently acquired 'Norfolk Broads' ground anchor which we buried under a large pile of rocks. The wind continued to blow all afternoon and into the night but being so close inshore it wasn't too bumpy.

THURSDAY (28th) - Next morning we awoke to find the shorelines were slack and we were riding to the stern anchor. The NW Tramontana had disappeared leaving a gentle SE 2/3 breeze. An excellent 2 hour sail took us past Cadaques Bay and the entrance to Port Lligat and close inshore to examine the 4 or 5 calas just south of Capo Creus. The northern one, Cala Ferrosa, looked to be the most interesting and after carefully edging our way between the offlying rocks we anchored in 4m, a short distance from the shore. Only one other yacht, a French 28 footer, was anchored in this idyllic setting. However this was temporarily spoilt by the arrival of a very large German motor boat which occupied all the remaining space in the tiny cala. Fortunately they didn't stay

too long and we enjoyed a delightful lunch and swim in the clear buoyant water. The younger crew reported it to be a good spot for snorkelling.

We had planned not to round Cabo Creus and so a gentle afternoon sail south brought us back to the enclosed harbour of Port Lligat. Salvador Dali, the surrealist painter, lives in a little enclave of fishermen's houses in Port Lligat and several of his students could be seen painting down by the harbour. The outer harbour was fairly full of larger vessels but we were able to anchor in 1.5m in the inner cala where there is plenty of room for shallow draft vessels. After a walk over the hill to Cadaques and obtaining supplies from the supermarket at the top of the hill, we were ready to settle down to an enchanting evening in this unspoilt harbour. Suddenly at 19.10, within the space of 5 minutes, the wind shifted from SE to NNW and began rising sharply. At 22.30 it seemed wiser to transfer the boat from anchor onto an empty mooring buoy which I had earlier eyed up. Eric's account of his experiences in Port Lligat seemed to be repeating itself (see NL 23). By torchlight we managed to pick up the buoy at our second attempt.

FRIDAY (29th) - The wind was still too strong to move but, having arranged for some friends to meet us at Port Lligat, we weren't going anywhere anyway. Our friends arrived at 11.30 and after ferrying them over in the inflatable we were able to paddle our feet in the cockpit. With 8 people now aboard TL a small leak occurred through the centreboard lifting mechanism and we were technically sinking. With a F6/7 and whitecaps visible outside the harbour we were clearly confined to the mooring buoy for the day. However our daily swimming schedule was not interrupted.

Port Lligat has just one restaurant and we decided on a shoreside evening meal. However at 18.30 I was getting concerned about getting our guests ashore safely. The 200 yard upwind trip in the inflatable was very wet and our little 2HP Yamaha did the journey four times - rowing would have been impossible. The meal was excellent but then we had to make the return trip to TL in the falling darkness giving the crew another soaking.

SATURDAY (30th) - We had hoped that the wind would die out during the night, but we were disappointed, - by morning it was still blowing strongly. It was time for card games and we remained firmly attached to the buoy. In mid afternoon it slowly moderated until by evening it had been replaced by a light E 2/3. Our second Tramontana had ended after 48 hours.

SUNDAY (31st) - The light NNE wind meant that we had to beat out of the harbour but once round the headland we had a good following wind. Because of our enforced confinement in Port Lligat, we were keen to press on southward and decided not to enter Cadaques Bay - we had already visited Cadaques by walking over the hill. Lunch was taken anchored just off the beach in Cala Monjoy, a fairly well developed tourist spot and therefore not quite so attractive as the adjacent bays. Most of the trip back to Santa Margarita was accomplished with the genoa poled out - a really great afternoon sail.

MONDAY (1st August) - At 07.30 there was no wind and we motored the short distance to Ampuriabrava. Here we replenished supplies and checked that the car and trailer were OK. The lunchtime sail down the coast to L'Escala started off with an ideal close reach but as the wind strengthened from the SSE it became progressively more difficult. The final section was completed by motor sailing and seeking the protection of the shore. We tied up in an empty space in the marina but later on discovered that the marina was full ('Complet'). The marina staff were not very helpful and we therefore motored outside, dropping anchor near the beach at the marina entrance. A pleasant evening meal was obtained from the restaurant on the west side of the marina.

TUESDAY (2nd) - Our first stop at 10.00 for coffee was at Cala Mongo, a half developed cala with a good stretch of sandy beach at the head. We anchored in 2.5m of clear water and indulged in yet another swim. The trip down the coast was close hauled and required a few tacks but we arrived at Estartit around 12.45. Here we were greeted by efficient and pleasant 'pontoon boys' who helped us find a vacant spot to tie up. Estartit, although filled with tourists was a very pleasant town and we enjoyed the afternoon wandering round the shops and harbour. Later on, the wind suddenly shifted ominously to the NW, but it didn't seem too strong as we were in the lee of the hills.

WEDNESDAY (3rd) - The NW wind was still blowing strongly and the marina weather forecast seemed to indicate that storms were likely. So we stayed in harbour and further explored the town and beach. In the late afternoon, just when we thought things were improving, a large black cloud appeared and minutes later we were bombarded by 1 cm. hailstones and a vicious squall which jostled the boats together. I had to remove the forward stanchions very quickly as the boats adjacent to TL had a large overhang and began pressing on them. Fortunately no damage was done and we were glad to be safely secured in harbour.

THURSDAY (4th) - The Tramontana was still present and perhaps even stronger but then at about 16.00 it gradually abated and by 18.00 we had a gentle southerly breeze. The weather forecasts were now indicating a general improvement and we made plans for an early start in the morning. Our third Tramontana had lasted only 44 hours !

FRIDAY (5th) - Leaving early, we motored over to take a closer look at the Islas Medas, a group of islands which are surrounded by some of the most beautiful and fascinating sea floors on the Catalan coast. Then the NE 2 wind gave us a gentle sail down the coast, reaching Cala Tamariu for lunch. Anchoring close to the beach was not possible as the whole of the cala was filled with mooring buoys belonging to the local Club Nautico. We picked one but were approached by a man in an inflatable who indicated that it would be OK to stay for lunch but there would be an expensive charge if we wanted to stay overnight on the buoy.

The usual strengthening of the wind in the afternoon did not occur and therefore we part sailed and part motored south taking a look at the various calas. The harbour at Llafranch looked exceedingly small and full - even the approach channel was filled with anchored vessels. On reaching Cala Castell about 2 miles short of Palamos we found that the

beach was buoyed off. We had to anchor in about 6m, sheltered from the dreaded NW but exposed to the SE. As luck would have it the wind that night was fresh from the SE but fortunately we had double anchored by using an extra 4Kg anchor shackled to the head of the standard 6kg Brittany. This gave us our most bumpy night of the holiday.

SATURDAY (6th) - With full main and genoa we sailed off the anchorage and with a following wind set course for Palamos. A quick detour beating into the harbour area revealed that the beach area seemed like a nice spot to anchor. However we sailed on southward just skirting the various tourist beaches round Playa de Aro. These were rapidly filling up with hoards of sun worshippers.

On anchoring in Cala de Santa Pol for lunch we were soon surrounded by windsurfers, pedalos and water skiers. Two miles further on we arrived at San Feliu de Guixols where we moored bows-to against the harbour wall. The wall was really too high for a Swift but we moored close to a set of steps and could therefore get ashore without excessive scrambling. The town did not inspire us, but we could obtain all supplies and had an interesting talk with another red-ensigned crew.

SUNDAY (7th) - We felt that the south was becoming less interesting than the northern section and as we wanted to be close to Ampuriabrava in case we should encounter another Tramontana, we decided that it was time to head back northward. At 09.10 we slipped at San Feliu and set full main and genoa. It was fun ticking off all the Cabos (capes) and Puntas (points or headlands) along the coast. Seven hours later the boom was still on the port side when we dropped sail before entering Estartit. The same friendly 'pontoon boys' were there to help us moor after one of our most magical sails. It was now time for another shoreside meal and we discovered one of those pleasant pavement restaurants in town.

MONDAY (8th) - A late start and light head winds resulted in a not very enjoyable motor back to Cala Mongo for lunch. However the afternoon wind strengthened as usual to a nice SE 4, resulting in another magic broad reach back to Ampuriabrava. We had decided to use our last 2 days by exploring a few more of the calas to the north, but staying close to the car/trailer.

TUESDAY (9th) - The light early morning wind necessitated motoring round to Cala Rustella, which is next to the crowded Cala Monjoy. Here we worked our way inshore of the other vessels and anchored within easy inflatable distance of the shore. We liked this cala as only a few land based sun worshippers were present and the views from the hillside over the bay were magnificent. The day was completed with a tailwind sail back to Santa Margarita where we renewed acquaintances with the other red-ensigned vessels moored on the concrete jetty.

WEDNESDAY (10th) - A repeat of the previous day motoring out to the local Cala de Canyellas Grosas for a leisurely 5 hour lunch stop. The swimming was excellent and the beach bars and cafes provided beer and ice cream. This time the sea breeze didn't appear until 16.00 when it provided us yet another downhill sail.

THURSDAY (11th) - Having said our farewells to the British community at Santa Margarita we motored the 1 mile round to the entrance at Ampuriabrava and anchored a few yards from the shore. After enjoying our last swim in the sea we weighed anchor and made our way back through the canals to the Club Nautico in order to prepare for the journey home. As it was also the mate's birthday we celebrated this and a successful end to our sailing with another shoreside meal in a very pleasant restaurant.

FRIDAY (12th) - The crew were shaken at 06.00 and at 07.00 we were motoring over to the craning area. With mast lowered and baggage packed into the car we were ready for the arrival of the crane crew who appeared at 09.15. By then several other boats had arrived but we were first in the queue for the lift out. A rather unpleasant 45 minutes was spent scrubbing the Mediterranean growth from TL's bottom (TL doesn't have any anti-fouling).

Leaving Ampuriabrava at 11.05 we managed only 235 miles that day. Delays were caused by queues at the border and at the last petrol station in Spain. An interesting hour or so was spent at the Canal Du Midi rest area where we watched an ETAP 23 motor by on its 4 knot journey to the Atlantic. Back on the autoroute TL did much the same journey down to the river Gironde at 50 mph.

SATURDAY (13th) - Our early morning start was completely ruined by long traffic delays caused by a multiple vehicle accident on the bridge crossing the Gironde. The local French radio reported 26 people injured in a 15 vehicle pile-up. We took 4 to 5 hours circumventing this problem but eventually we got back on the autoroute.

SUNDAY (14th) - A rather uneventful day in which we covered the remaining 210 miles, stopping in a rest area 40 miles from Le Havre.

MONDAY (15th) - A 5.15 start got us to Le Havre in plenty of time to catch the 08.30 ferry. Although one of the last to board, we somehow managed to be one of the first to disembark in Portsmouth and with simple customs formalities over we arrived back home at 1355 (BST) having covered a total round trip road mileage of 1652.

## IMPRESSIONS

Our general impressions of Catalonia have been coloured by comparisons with our previous experiences of Yugoslavia (see NL No 23).

We liked the much more relaxing aspect of this holiday - the road journey was shorter and much easier with the rest areas proving to be very useful. As Catalonia only contains about 60 miles of suitable coastline for sailing, there was no pressure to cover the sea miles. In fact, we sailed less than half the sea miles than we did in the Adriatic. Once we got used to the standard weather pattern we liked the sea breezes as there was a consistent wind every day; in the Adriatic we were becalmed on a number of days. This meant that the sailing was better. Although we lost four and half days due to the Tramontana we

weren't too disappointed as the enforced rest increased the relaxation - and that's what holidays are all about.

Shopping was much easier than in Yugoslavia as the supermarkets were plentiful and stocked many UK items. Water and petrol were also readily obtainable and the people were much more free and easy - official bureaucracy wasn't noticeable. We also liked the sandy beaches - these were absent in Yugoslavia. Younger members of the crew reported better snorkelling and a greater variety of underwater life was spotted (octopus, coloured fish etc.).

On the negative side the Catalan marinas and beaches were crowded. Marinas were nearly always full and the facilities were poor compared to Yugoslavia. The larger calas, particularly those with fine sandy beaches were fully developed with beach bars and sunburnt bodies. The smaller calas tended to be rocky with stony beaches and even if they couldn't be reached by land there were always a number of other vessels anchored just offshore. Motor boats seemed to be everywhere and you needed to keep an eye on their wash. The scenery was not so spectacular and the general architecture, we thought, was either 'tacky' or 'monstrous'. Yugoslavia was certainly much prettier and had a number of extra attractions (Krka Falls and Kornati Islands).

Although food was not expensive compared to the UK we thought that the 4 meals we had ashore were expensive and tended to contain a surfeit of chips. The unpredictability of the Tramontana means that Catalonia should be approached with caution, particularly by the novice sailor. It is necessary to listen to the weather forecasts, to observe what other boats are doing and stay within a mile or so of the coast. However the Admiralty Mediterranean Pilot states that the Tramontana does not exceed force 7 in July/August.

Overall, we immensely enjoyed our holiday and would find it difficult to choose between Catalonia and Yugoslavia - they each have their good and bad points.

DATA SUMMARY

For those wishing to know some of the details, here is a summary of the log. Tiger Lily does not carry a distance log and therefore the sea miles are rhumb line distances taken from the chart, actual distances sailed are greater than stated.

In the list below :-

A = Aire (Rest Area on Autoroutes)

C = Cala (Bay)

S = Santa

Date (Jul/Aug)	Journey	Miles		
		by Road		
23	Home (Chandlers Ford) to Portsmouth	25		
	Le Havre to Aire de Bord (A13 near Louvier)	56		
24	Aire de Bord to Aire de Layrac (A62 near Agen)	503		
25	Aire de Layrac to Ampuriabrava	234		
		Wind	Motor	Sail
26	Ampuriabrava, Rosas, Santa Margarita	SE 4/5	4	1
27	S.Margarita, Cala de Jonculls	SE 2,NW 6/7	3	5
28	C.de Jonculls, Cala Ferdosa, Port Lligat	SE 4	1	8
29	confined to harbour	NW 6		
30	confined to harbour	NW 6/7		
31	Port Lligat, Cala de Monjoy, S.Margarita	NNE 3/4	4	9
1	S.Margarita, Ampuriabrava, La Escala	SE 4/5	5	6
2	La Escala, Cala de Mongo, Estartit	SE 4/5	5	3
3	confined to harbour	N 6		
4	confined to harbour	N 6/7		
5	Estartit, Cala Tamariu, Cala Castell	NE 3/4	11	4
6	C.Castell, C.de S.Pol, San Feliu de Guixols	E 4	2	8
7	San Feliu de Guixols, Estartit	SE 3/4	1	22
8	Estartit, Cala de Mongo, Ampuriabrava	SE 4	6	10
9	Amburiabrava, Cala Rustella, S.Margartia	E 3/4	7	5
10	S.Margarita, C.de Canyellas Grosas, S.Margarita	E 4	4	4
11	S.Margarita, Ampuriabrava	E2	2	0
			by Road	
12	Ampuriabrava to Aire de Layrac (A62 near Agen)	235		
13	A.de Layrac to Aire de le Moulin Rouge (A10 near Tours)	323 #		
14	Aire de le Moulin Rouge to Aire de Bosgouet (A13)	210		
15	Aire de Bosgouet to Le Havre	41		
	Portsmouth to Home (Chandlers Ford)	25		

Note:

# includes 16 mile detour to avoid traffic jam

OVERALL TOTALS

No of days = 23, days afloat = 18,  
 Road miles = 1652 (includes detour and 50 English miles)  
 Motoring miles = 55  
 Sailing miles = 85

COSTS

We kept a careful account of the total costs incurred in this holiday. The following figures cover absolutely everything including all preparation and planning expenses, food, souvenirs, sightseeing trips, photographic films and processing etc.

General	Pounds	
Correspondence	2	
Charts, Pilots and Spanish Courtesy Flags	61	
Insurance (medical, pers.liability, vehicle)	106	
		----> 169
Road Journey		
Ferry Tickets	295	
Route information and Maps	5	
Car Petrol	113	
Road Tolls	88	
Cranning Fees	43	
Car Park Fee (Ampuriabrava)	11	
		----> 555
Sailing Expenses		
Marina fees (6 nights)	46	
Outboard Fuel (20 litres, includes inflatable)	11	
		----> 57
Food		
Meals Out (2 on ferry, 4 in Spain)	149	
Food Bought	176	
Drinks and Ice Creams bought out	51	
Camping Gas used	5	
		----> 381
Miscellaneous		
Activities (swimming pool)	4	
Souvenirs	22	
Photographic (films and processing)	40	
Post Cards and Stamps	7	
Telephone Calls	7	
Cost of Money Exchange, Loss on exchange rates	10	
		----> 90
		----
TOTAL		1252
		----

Loss/Damage : Our only loss or damage during the whole adventure was 5m of warp lost overboard at Santa Margarita.

It is interesting to note that the 'setting-up' expenses (£724 for general and road journey) exceeded the 'living' expenses (£528 for sailing, food and miscellaneous). The cost of the road journey could have been reduced by not using the French Autoroutes and cutting out the tolls. However we chose to use them as we wanted a 'no-hassle' faster drive down. The autoroute rest areas were very convenient for coffee breaks and overnight stops. The launching fee could have been halved if we had used the slip rather than the crane but we wanted to reduce the chance of having trailer problems.

#### OTHER USEFUL INFORMATION

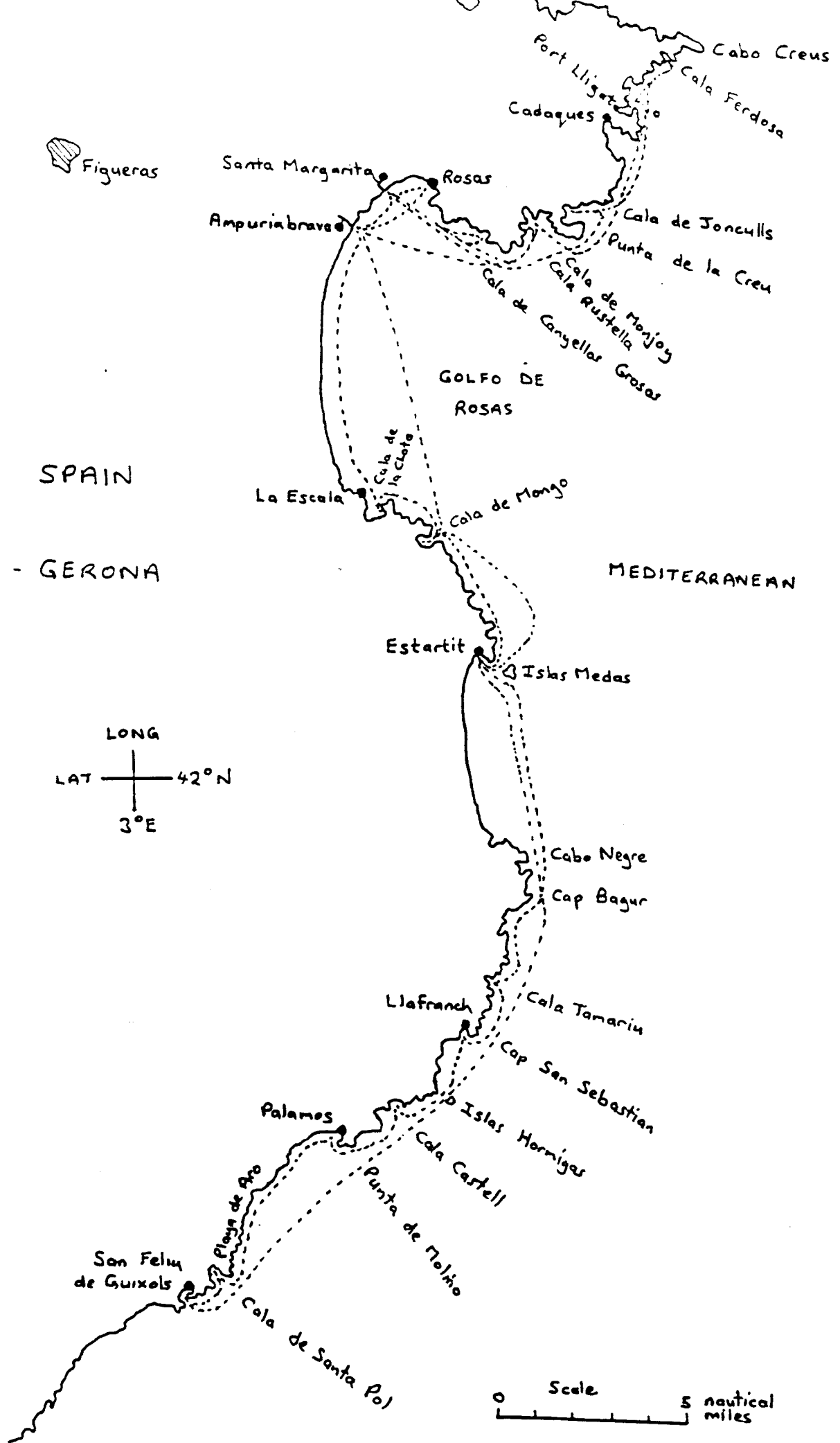
Charts - Spanish Chart No. 878 Cabo de Tossa to Cabo Cerbere  
French Navicartes E03 Banyuls / El Estartit  
E04 El Estartit / Tossa  
Admiralty charts 1391 and 1615 (not really necessary)

#### Pilot Books

- East Spain Pilot, Robin Brandon, Imray  
Vol 1 Introduction and Vol VI Costa Brava  
(there is a new edition due to be published in late 1988)
- Guide to Sailing in Catalonia (in English), April 1986  
Department de Comerc, Generalitat de Catalunya

Weather information - we used a combination of the Spanish forecasts which were posted at the various marinas and listening to France Inter (162 and 675 KHz) at 06.45 and 20.03 local time.

Alan Murphy and Crew - TIGER LILY S217



"At the NW Point of Ardnamurchan Peninsula stands a stone lighthouse ..... There are no outlying dangers but is completely exposed to the Westward, and a very considerable sea rises in even moderate winds. Thus small craft should exercise caution in attempting to round it". Clyde Cruising Club Sailing Directions. Our aim this summer was to round it and visit the area to the north.

We chose to launch at Croabh Haven - a developing marina and village 20 miles south of Oban situated opposite the island of Luing. The marina had an excellent slip and good marina facilities. Once afloat and gear sorted out we set off into the sheltered water of Loch Melford. Free from the clutter of the marina, the West Coasts magic wrapped itself around us. With full sails we beat into a fresh breeze with any number of desirable anchorages to make for. Our winter reading had given us some of the more exciting places to visit but time, tide and weather helped to make the destination Ardinamir Bay. With our shallow draft we were able to make through the tricky narrow entrance and anchor well up on the shoaling bay head. This position introduced us very promptly to the self appointed guardian of the anchorage. Irene Maclachlan we were told in the most polite way with a voice that echoed around the surrounding hillsides that "we were too far in" Irene was unfamiliar with the shallow draft of a Swift. She keeps a watchful eye on all the happenings of this anchorage and has over 500 yachts a year calling in. She keeps a visitors book which most go ashore to sign. We followed tradition and had a chat with Irene, who because of her interest, is an honorary member of the Clyde Cruising Club.

From Ardinamir our direction was North by way of Cuan Sound, a narrow race of water separating the Isles of Luing and Seil. A westerly force 3 gave us adequate steerage, but it was still a gripping time. Had we gauged the tide correctly? Was our positioning in the channel as suggested? There was the comfort of another yacht passing through ahead, but it was still a sobering time feeling the tide sweeping us through, it boiling around the rock set half way. A backing wind and a force 5 increase in wind strength saw us put two reefs in, in a very lumpy sea.

From here northward we were given some magical sailing in mixed conditions; a night in pouring rain and wind at Puilladobhrain, a good beat up the Sound of Muil with the wind gusting 4-5 to gain the haven of Lochaline and hence to Tobermory to join the flotilla of other yachts making use of this grand Highland port.

Now we were approaching the area which characterises some of the finest cruising to be found in Scotland. We stayed for a night in Loch Drumbay, an almost totally enclosed anchorage in a remote area. The night was still, the clouds drifted across a darkening sky foretelling a reasonable sail for the morrow. The forecast was for settled conditions so we sailed west spending a night at Mingary so that we were poised to make the sail around Ardnamurchan.

Next day, at 7.50am with a light NE breeze we sailed off our anchorage and departed just before the first ferry. Under sail, we ghosted along the southern shore of the peninsula of Kilchoan preparing itself for a new day.

There were a sprinkling of sheep on the far hills, while on the in by land of the crofts the yellow fields of hay gave a mosaic of colour. The white crofts were strung out along the raised beach of the coastal shelf. The last crofts finally dropped astern, hidden from sight by the gaunt cliffs which plunged down into the sea which surged along their foot; no trees, no roads, no habitation, only the seabirds, a buzzard and the varied rocks of this most westerly point of mainland Britian to keep us company.

The wind was holding and carried us up to and past the lighthouse and beyond the sandy beaches of Grigadale and Sanna. At last a small motor launch came out fishing for mackerel. Well round the point the wind failed and the rain came down. so we motored into a small anchorage safe from all but winds out of the North East.

A check on the 13.50 announced a NE gale force 8 for the area so a quick decision was made to sail to the Isle of Eigg where an enclosed anchorage would give us shelter.

With remarkable speed the wind strength increased to Force 5 from NNE. We put in a single reef, and balancing the headsail we could just point to Eilean Castle some 8 miles off, behind which lay our anchorage. We settled down on the port tack, trusting that the wind would not strengthen further. It is at time like these that a well found boat proves itself. Cir Mhor felt comfortable, but thoughts ranged across all the main areas of stress. No other sails were in sight we had to come off the wind briefly to give a fair berth to a fishing boat, but apart from this, held our course as close as was prudent to the wind. It was three hours of superb sailing. The wind stayed constant and eventually the seas eased off as we came under the lee of Eileen Castle, we had made leeway of about half a mile, and commenced to beat upwind, holding well inshore whenever possible to finally anchor in 1 metre of water on the firm sands of the inner bay. We had made it round the point and had a superb sail into the bargain. We were now able to tie a bunch of heather on the pulpit - a tradition accorded to all yachts who have rounded Ardnamurchan.

We were holed up in Eigg for three nights while gales raged around Britains coasts. We moved in to dry out alongside the old pier, but mariners beware - it costs £2 a night for the privilege!!

The remainder of the cruise was a return, not down Mulls western side because on the unsettled conditions, but back down the Sound of Mull. But as always, the seas, the scenes and the anchorages were all different. What is remembered is the swimming and sunbathing on golden sands, the anchorage in a remote location with seals basking on the offshore rocks, the topping up of water from a burn and many more. On our approach to Oban we met the West Highland fleet of over 100 yachts beating up to Tobermory during the West Highland Regatta. Of other memories was waiting at Pladda Light ship while the six knot tide spurt itself, and setting off into the last of the flood and making Toberonochy bay in the dark with a hurricane liquid at the masthead (we have no electrics as yet).

We finally arrived back at Croabh Haven marina to nestle in amongst all those luxurious cruisers. alongside a pontoon. Three weeks of grand cruising, 190 sea miles and more than just a bunch of heather to show for it.

Doug and Alison Angus



## 6. TECHNICAL TOPICS

### 6.1

Input for this column has been very sparse recently and therefore for this issue, I am resorting to sending out another questionnaire. The previous questionnaire produced some very good technical points and I am hoping that you will respond equally well to this one.

The topic this time is not really technical but I am sure it will interest many of us. How often have you wondered whether a particular cruising area is suitable for you? I have often pondered on the good and bad points of different areas and thought that a 'Which Guide' to Trailer Sailer Cruising Area would be very useful. The standard pilot books are generally quite helpful but often they don't provide the sort of information that is of most interest to the small boat or trailer sailor.

In this issue of the newsletter you will find 3 copies of the questionnaire. Please take the time to complete one for each of your favourite cruising areas (if you can do more than 3 areas then either photocopy one of the sheets or just use plain paper). Replies for cruising areas in both the UK and abroad would be welcome.

Send your completed questionnaires back to me and I will consolidate the information to form a picture of as many cruising areas as we can manage. I hope to publish the results of this survey in future issues of the newsletter.

To give you an idea of what is required I have written some detailed instructions and an example of a reply for the northern part of the Norfolk Broads. The instructions over page contain further examples taken from our holiday this year when we cruised in Catalonia.

Also please do not forget to send me your ideas for technical topics.

Alan Murphy (S217)

## 7. EMBARRASSING EPISODES

7.1 One of our experiences which will always be remembered is when we secured the hatchcover and unthinkingly snapped the Yale padlock shut while sailing off the Needles in a F5 and waves breaking over the bow.

I was only wearing shorts at the time, the weather was deteriorating and everything including keys and tools were locked inside. Our first thought was that we would not be able to return to our mooring in shallow Mudford Harbour as we would not be able to lift the keel. We sailed for a while staring at the washboards in disbelief. I said to my wife "If only I had my small penknife I think I could unscrew one side of the metal guide strip". Surprise! Surprise! my wife produced her miniature penknife. It worked like a charm, but it left us thinking how easy it is to break into the Swift, despite a padlock.

Bill and Pauline Crouch

Sanderling 11

7.2.

On our first day in our Swift, Raingoose, we were able to comfortably beat your editor's achievement by going aground and breaking the shear-pin within twenty seconds of launching the boat. We had picked the top of a spring tide; going astern off the trailer we promptly hit a gravel bank normally visible but covered now by a foot of water. Luckily I had my Yamaha handbook so the offending part was replaced and we motored to the dock where Raingoose was to be moored.

I was worried that the rudder might have been damaged in the grounding, so tried to take it off for inspection. Leaning over the transom grappling with the heavy rudder I dropped the retaining rod, grabbed at it, missed, but managed to let the rudder too slip into the depths. Fortunately at low tide we could wade in to recover it; not a pleasant task as the knee deep mud was of the man-eating variety, every step releasing gas which would be rejected as too toxic to use in warfare. In addition the boat had settled right on top of the retaining rod. In view of the annoyance the rudder has since caused me (No 1 in my list of dislikes) I wish I'd left it there and built another one.

Andrew Cooper S.O. 176.

8.

CRUISING AREA SURVEY - QUESTIONNAIRE INSTRUCTIONS

Please answer the questions by giving information which would help others to form a 'thumbnail' picture of the area.

Please answer from your own experience and do not worry if you find it difficult to generalise. Specific answers will be just as useful as they can be combined with other replies so as to give a more general picture.

When describing the area please try to rate the various aspects on a scale using the terms :-

- very bad
- bad
- moderate, or average
- good
- very good
- variable (but use another term as well if possible)

When describing cost, either use an exact amount or rate it as:-

- very cheap
- cheap
- same as UK
- expensive
- very expensive

NAME OF AREA:

YEAR:

Give a short name and if possible a From/To Description.  
Write down the year to which the information relates.

E.G. Catalonia (Spain) from Cap Creus to San Feliu.            1988

DESCRIPTION of AREA:

Please describe the general mix of bays, anchorages, harbours, marinas, islands etc. Give an estimate of length / breadth of coastline and if the area is sheltered or exposed.

E.G. A good variety of marinas, small harbours, anchorages and larger bays along 50 miles of rocky coastline. Many small bays have a sandy or shingle beach between rocky headlands. There are a few larger bays with wide and long sandy beaches but these can become crowded.

Some bays or harbours have mooring buoys for which a charge may be required. A few of the small bays can only be accessed from the sea. There are just 2 groups of small islands. The coastline is exposed to the S and E, but there are many sheltered bays available.

## WEATHER and BEST SEASON, TIDES

Please state the best sailing season and general weather conditions. Are there any tidal problems ?

E.G. In summer there is usually a S or E sea breeze which sets in about midday and lasts until 8pm. Beware the NW Tramontana wind which can appear very suddenly, reaching force 7 in summer. It can last for 2 to 3 days or even longer.

## AVAILABILITY of WEATHER INFORMATION:

Give an indication of the useful sources of weather information

E.G. Spanish forecasts posted at marinas, Spanish and French shipping forecasts (France Inter on 675KHz, at 06.45 and 20.03)

## EASE/COST of GETTING THERE:

Is the area within easy reach of motorways and trunk roads or is access difficult. If a non-UK cruising area, what is the mileage from a suitable channel port.

E.G. Area is close to motorways and easily accessible. Distance from Le Havre to Ampuriabrava is 790 miles by French autoroute but motorway tolls could be £90 each way.

## LAUNCHING SITES (availability, cost, security of car/trailer):

Give a general idea of how easy it is to find good launching sites and if possible an example with cost. Can the car/trailer be left in reasonable security ?

E.G. About 6 large marinas or Nautic Centres which can launch boats by crane or slip. Car/Trailer security is rated moderate and variable. It will depend on the launching site chosen. Ampuriabrava / Santa Margarita are convenient sites and have good access to motorway and are sheltered harbours. Cost about £22 for use of crane.

## BUREAUCRACY / DOCUMENTATION

Are there any special problems or things to note regarding the local bureaucracy ?

E.G. No documentation was required for launching but the SSR was required to be shown in marinas so as to establish owner and length overall.

## FACILITIES and COSTS (Marina, Food, Petrol, Spares etc.)

Describe the general marina and town facilities and indicate costs if possible (on a scale very cheap to very expensive).

Indicate the availability of food, supplies, money exchange etc.

Try to cover the points shown in the example below.

E.G. Marinas tend to be full in the summer.

Marina facilities are rated average (a few loos and showers).

Overnight costs on pontoons are about £7.

Some harbours are free but some mooring buoys may be charged.

Chandlers shops and yacht spare parts are readily available.

Water and food readily available from supermarkets.

Petrol and Camping Gas are available.

Food is the same price as the UK.

Eating Out tends to be a little expensive.

Money exchange is no problem.

#### OTHER POINTS:

Describe or list anything else you want to say about the cruising area. For example, other good or bad points which have not been covered above. A general impression or comparison with others would help.

E.G. Shopping is very convenient and easy. It is easily accessible

from the UK - about a 2 day drive from a Channel Port.

A good sailing wind can nearly always be found.

Sun, sand and good swimming are in plentiful supply.

Catalonia is not as pretty as some cruising areas and doesn't have the spectacular scenery. The standard of architecture is low and there is little wildlife of interest.

It can get crowded in summer, particularly with motor boats - their wash can be problem.

PLEASE RETURN QUESTIONNAIRE to :-

Mr A. S. Murphy  
8 Malibres Road,  
Hiltingbury,  
Eastleigh,  
Hants, S05 1DT.  
Tel 0703-253008

## THE SWIFTS FLY BACK TO SOUTHAMPTON

This autumn heralds the migration back to Southampton, from which they flew westwards just over two years ago, of the popular range of **SWIFT 18** 4-berth cruising or racing trailer sailer, her younger but bigger sister the **SWIFT 20**, the **SWIFT EXPLORER 17'9"** cat-rigged open dayboat with her sleek but traditional lines, and her cabin version, the **swift DISCOVERER**.

Originally produced by the old Swiftcraft company, formerly of Shamrock Quay on the river Itchen, the Swift boats have spent the last two seasons in the capable hands of Honnor Marine of Totnes, Devon, who have incorporated several interesting innovations. They have now been transferred, as a policy decision allowing Honnor - Marine to concentrate wholly on their Drascombe range, to a group which includes the designers and original production manager of both the **SWIFT 18** and **SWIFT EXPLORER** (Colin Silvester and Keith Fallas), as well as **MARLIN INTERNATIONAL** on the marketing side, who already know the boats well from their considerable previous sales and sailing involvement with the Swift range. "We are glad to see the Swifts going back to company which guarantees the involvement and commitment of their designer" Honnor Marine's Chief Executive, Vic Rosati, told Colin Silvester as the deal was signed.

This spread of experience is further supplemented by practical data amassed over a long period by the very active Swift Association. The new group has now upgraded and improved the existing Swift boats partly as a result of this wealth of hands-on information, and also plans larger models to extend the range in due course.

Orders have been coming in for the new **400-Series SWIFT 18**, **SWIFT 20** and **SWIFT EXPLORER**, which are already back in full production at **VENTURE MARINE** of Vespasian Road, Southampton, back on the Itchen just upstream from their old. "Venture's wide experience in high-quality boatbuilding and fitting is just what we need to ensure that every 400-series Swift boat is produced to the exacting specification that both we and our customers demand" said Roger Marsh of Marlin-International). "We are confident that the Swifts are in good hands."

The **SWIFT 18** is deservedly one of Britain's most popular smaller modern sailing cruisers, with hundreds of satisfied owners. Only 18' long and an unsinkable trailer sailer, she is nevertheless fitted out with 4 berths and a galley, and can be cruised by a family of four for weeks on end with the right equipment installed. She has the feel of a much larger yacht, and is an ideal first boat on which to learn more about serious cruising and navigation as well as racing or just sailing on coastal or inland waters. The newer scoop-sterned **SWIFT 20** variant is just long enough to qualify for sea-time spent for R.Y.A. certificates. The **SWIFT EXPLORER**, also unsinkable is one of the most original open daysailers around, her 2-masted unstayed cat-rig making her one of the easiest and safest of boats to sail.

### **MARLIN INTERNATIONAL LTD.**

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