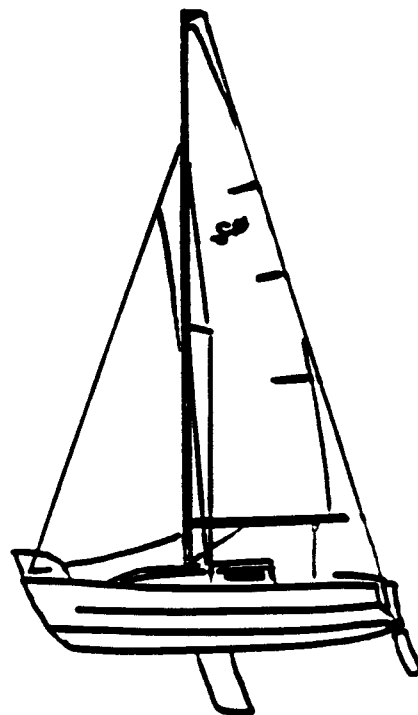




NEWSLETTER

NL 31 JUNE 1990

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

ED'S COLUMN

1.

When it comes to the time to put together my Column I think of all the notes that I should have made in the last few months.

In January I decided to bring the boat home to carry out a few general maintenance repairs. The time I chose to collect the boat was the week before the big storms. It proved to be beneficial to Salu but not to Jim Perrit's 'Little Wing' which was parked in the next space along at Bucklers Hard. Unfortunately Little Wing was blown off her trailer. Had Salu still been there during this crisis one wonders what may have happened. Among the possibilities is that Salu could have been damaged but Little Wing would have suffered less. Having seen Little Wing initially off its trailer there seemed to be a fair amount of damage. More about this further on in the column.

One of the annual maintenance jobs are the brakes and bearings of the trailer which are normally straight forward. This year I found that one of the cylinders was rusted up, caused, I think by taking the brakes off during the season. This means that there is no movement in the cylinder at all. One cylinder was OK but the other, when I put oil in, and started to tap it with a hammer decided to disintegrate, thus needing replacement at a cost of £18. Reversing the boat and trailer into my parking space the brake cable snapped, thus needing replacement and on closer inspection, one of the rods was in a bad way. Whilst carrying out this work I decided to replace the hand brake mechanism which had become obsolete during the season. The bearings, after being washed, looked in good condition and were repacked with grease and replaced. It proves that as long as bearings are washed out and re-packed two or three times a year, the regular immersion they get during launching does not seem to have affected them.

I think in total this year I have spent approximately £100 on a general overhaul of the trailer, but I will have to spend more later on in the season if I intend to trail for a long distance as it looks as if there is some movement in the spring hangers.

Since buying Salu over six years ago I have intended to fit bull ring cleats on the cabin roof so as to bring the jib sheets in closer when the genoa is rolled up to the size of a jib. When fitting the bull rings I used $\frac{1}{4}$ " ply wood approximately 6" x 4" as backing pads. At the same time I also put a similar ring just behind the anchor well with a backing pad of $\frac{1}{4}$ " ply measuring 12" x 4". It means that with substantial strength these fittings can also be used for attaching harnesses when going forward in rough weather.

Back to Jim and Betty Perrit's Little Wing, a few Swifties had volunteered to assist in putting Little Wing back on her trailer. When I arrived at Bucklers Hard on the Saturday morning Jim and Betty were there with Jim Crick, owner of Silver Lining. They had managed to lift the bow of the boat onto the rear roller of the trailer. From then on, with the use of heavy timbers, chocks, a trolley jack, two axle stands, one small hydraulic jack and lots of discussion and finger crossing, Little Wing was eased back onto its trailer. This definitely was a team effort giving great satisfaction when completed. As far as damage to Little Wing, it was really very small, with grazing on the gel coat and a bend in one of the spreaders.

I am looking for a volunteer/volunteers to take over as Editor of the Newsletter by the end of the year. I believe that the Newsletter needs some fresh input and unfortunately I have less time now than I had before. It is not a difficult job and it is also very enjoyable. If it is difficult to get one person to carry out this task, It maybe that a committee needs to be organised to put the information together and then some commercial organisation to consolidate the final copy.

I am sure that most people buy copies of the popular Sailing Magazines, and will have read about the controversy of the ever increasing Marina and Mooring charges; it is at times like this, I am sure that you would agree, that one appreciates our 18' of trailable 'yacht'!!

We have already spent a few happy weekends afloat this season, and look forward to many more. So happy sailing to you all, and lets hear about some of your experiences afloat.

Lawrence Peacock SALU SO 125

2. ADMIN. NOTES

2.1 Team '90 Names, addresses and telephone numbers of your team are listed on the back page of this Newsletter. This time with the inclusion of our Race Officer, Mark Fawcitt who we inadvertently left out of the previous NL.

2.2 Representatives Volunteers are still required to represent the following areas :-

Scotland - - - Lakes & North West - - - Midlands - - -

South West - - - Wales - - if anyone is interested in taking any of these posts please contact ED.

2.3

A NOTE FROM THE TREASURER

Thanks to all members for renewing their subscriptions. The association is going from strength to strength with twelve new members this year. Some of last year's members have not renewed however, so the overall increase in membership is only five so far. With Swift Boats Ltd now in production of 18's 20's and (at last) 23's we should have a bouyant membership list in the forthcoming year.

The Association's coffers are now full, and I look forward to being able to spend some of your money for the benefit both of the membership as whole and for groups of members. If you have any good ideas as to how we can utilise the Association funds profitably then please let me know. Remember, it is YOUR Association.

The law obliges us to advise you that the membership details are now held on a computer. The information held is as per the form you were asked complete with the membership renewal together with the history of subscriptions paid for your boat since it was built. You have the right to inspect the details contained on the register, and I will be happy to supply you with details on request if you will send a stamped addressed envelope.

Chris O'Brien

2.4 Association Items There are still some Burgees available at a cost of £5.40 each, including postage. Also some Ties, gold stripe on navy, with a small S18 logo, these sell at £4.00 each, including postage. A neck scarf (not a head square) in dark blue with a white border and small S18 logo is also available at a cost of £4.00 each, including postage.

3. REGIONAL ROUND UP

3.1 Solent & South The May Bank Holiday Weekend Rally to Bembridge, Isle of Wight went ahead without my presence, as I had other committments that I could not avoid. Janet and Lawrence Peacock will report on this Rally in the next Newsletter.

I will be organising a Rally for the August Bank Holiday, details will be sent out later.

Now that the majority of Swifts in the Solent Area are using VHF Radio, it will save a lot of Channel congestion if we use Channel 69 for calling and working on the Swift events. Many Swifts in the Solent use this as their primary Channel, so if we do not answer on CH 16 try CH 69!!

I will be organising a laying up supper in late October early November. Warsash

Sailing Club has been the venue for the last 5 years, but I can only book it on Sunday evenings which is not always a popular evening. This year I can arrange it on a Saturday evening, but with a change of location to Emsworth (possibly with an accommodation package as well). If you have any strong ideas or objections let me know.

There has been discussion about a group of Swifts doing a Cross Channel trip. For it to be viable we need at least 4 days, and the Swifts taking part must all have VHF (hand held is fine). If you are interested, drop me a line and we will see what date is best for all parties. You will also need a Small Ships Registration (apply a month in advance).

All I have to say now is that I hope you all have a great sailing season. I will see you on the water.

Nigel Rennie SO 162

3.2 Rutland Water Rutland Water we are pleased to report, is now free of the dreaded algee which had stopped all sailing last Autumn. The water level is well up, let's hope it stays that way!! At the moment there are still about a dozen Swifts at Rutland, one or two this year having taken up permanent moorings, thus giving more sailing time, as the slipways get very busy at weekends.

Easter weekend was far too rough and cold, not a lot of sailing done at all, the following two weekends there was hardly any wind and we were becalmed in the middle of the reservoir. Our sons and Jim Godfreys' daughters (Antix - SO 206) had to paddle us home - we have to use paddle power, no luxury of 4HP motors on Rutland !!

Pat and Charles Frisby
Chaos SO 218

3.3

East Coast Report

It would appear that all the Swifts have migrated to Bucklers Hard leaving the occasional solitary craft on the East Coast. I must confess that I have yet to launch 'Peppermint Cream' this year, despite the superb weather, mainly due to lethargy and also a desire to eliminate any play between the rudder blade and stock resulting in some minor modifications in that area. If these succeed, I will report later.

I intend to spend a week sailing from Levington commencing 23rd July, hopefully making a coastal trip to the Blackwater. Visitors will be particularly welcome- if interested, please contact me.

It is interesting to read recent reports in the yachting press concerning huge increases in marina fees and a proposed £100 per annum light duties charge for craft over 21ft in length. This, surely, makes the Swift 18, with its ability to be kept on a trailer at home, an even more desirable boat in these financially difficult times. My view was reinforced during a visit to the East Coast Boat Show where, although you were able to buy a boat slightly longer for the same price, The Swift provides the better overall package in that it not only has the same facilities as the longer boat but also is easily trailed to other areas for the annual holiday. It also looks considerably more attractive!.

Regards,

Paul Smith 33 103

TECHNICAL TOPICS

4.1

Combined Boarding Ladder/Gangplank

Having trailed Tiger Lily for over 4 seasons, I decided that it was time to solve a couple of problems which would make life easier and more comfortable. Two such 'convenience' problems are:-

- (1) During the long road journey to the Mediterranean we use Tiger Lily as a caravan - for cooking, making coffee and sleeping. There is however no side door like a caravan and climbing on or off the boat is not a very elegant process - a boarding ladder is therefore required.
- (2) In Mediterranean ports and harbours the custom is to moor the boat bows to the quay. This sometimes makes it difficult to clamber on/off the quay. Many boats use some form of gangplank for this purpose.

So that's the problem - we needed a ladder which could also be used as boarding plank. It MUST of course have all the usual SWIFT 18 characteristics of being light, strong and easily stowable.

After much deliberation and searching around I discovered that the ABRU Blue Seal Aluminium Loft Ladder was 55" long by 12" wide and would just stow along the cockpit seats (Tiger Lily has the 'Paddy Carr' cockpit seat toerails which stop the ladder slipping off sideways - see Newsletter 6 or examine the diagram). The ABRU loft ladder has 3 sections and cost about £45 in DIY shops (try B & Q).

I discarded the top section which can then be used as short ladder for general use about the house. Remove the end stop and slide out the top section. These two lower sections seem just right for a boarding ladder when the boat is on the trailer.

In order to convert the ladder into a gangplank, I used a piece of $\frac{1}{4}$ " marine plywood (55" by 12") strengthened underneath by 2 pieces of 20mm x 10mm Ramin Hardwood (see diagram). You will need to sand down the edges of the plywood so that it slides into the groves originally occupied by the discarded section. The plywood is also crossed braced at the end where there is no rung to support it.

The opposite outer edges of the ladder when used as a plank will rest on concrete quays and so I screwed 2 pieces of 18mm x 10mm Redwood strip to the aluminium face. This protects the soft aluminium edges and provides some load spreading.

When extended, the 2 sections of the ladder extend to 78". I also made a smaller extra wooden section (11.5" x 14") which can be dropped into place when used as a gangplank (see diagram).

Some might say that this is a somewhat expensive solution, but I think that the lightweight characteristic of the result is worth quite a bit (it weighs just 15 lbs). You should also not forget the advantage of simple construction and easy stowability. Remember that you do get an extra little ladder for use around the house.

The ladder can be stowed either on the cockpit seat or on a quarterberth. When placed plank side uppermost on the cockpit seat it can be used to raise the seating position by 5". This is useful in improving the line of sight from the seated position.

WARNING NOTE: You should ensure that these modifications are suitable for the load you wish to apply to the ladder, particularly when used as a plank. As we have not been able to verify either the Safe Working Load of the modification or whether it complies with any particular standard, neither the technical editor nor the newsletter editor can accept any responsibility for any accident, however caused. You should test its strength before using it.

COMMENT

Alan brought his Boarding Ladder/ Gangplank along with Tiger Lily to the Bembridge Rally, where I tested it from Salu, as we were all moored along the pontoon Mediterranean style!! For those of us who have or are going to trail to the Med. I found this to be an ingenious piece of equipment.

ED.

4.2 Hardwood Hatchway Seat

Also anti shin scraper!! After bruised shins and a limp until the middle of the week, just healing in time for the next weekend; something had to be done. A little less sharp than the fibre glass lining. I.E. One piece of teak or afromosa 24" by 3" by $\frac{3}{4}$ " cut and fitted and finished with Teak oil (varnish is slippery when wet). This small seat gives strength to the hatchway and a pleasant look, it also complements the Cockpit slats that I made last year.(See NL 29)

For diagram of seat see over the page.

Charles Frisby SO 218

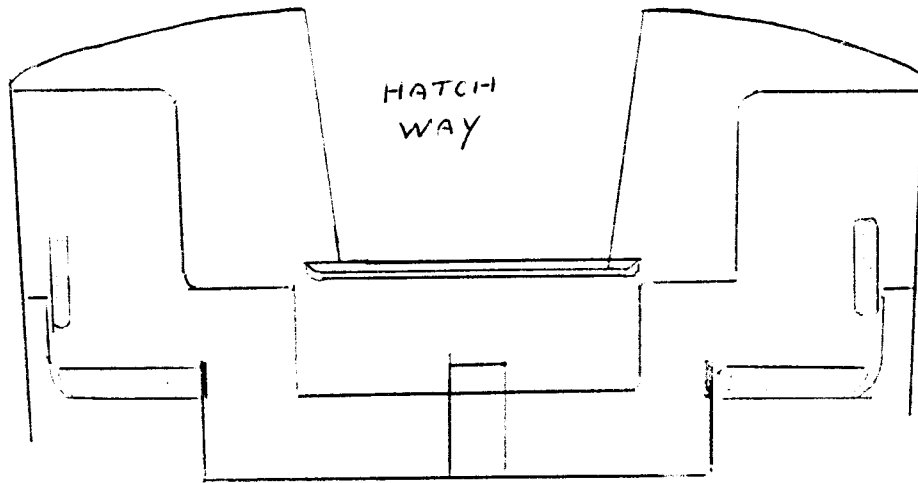
WE STILL NEED MORE TECHNICAL INPUT.

For the next issue, I would like to write a piece about the installation of electrical and electronic items. Please send me your ideas so that I can incorporate them in the article.

Send your technical articles to me - see address on inside or back cover.

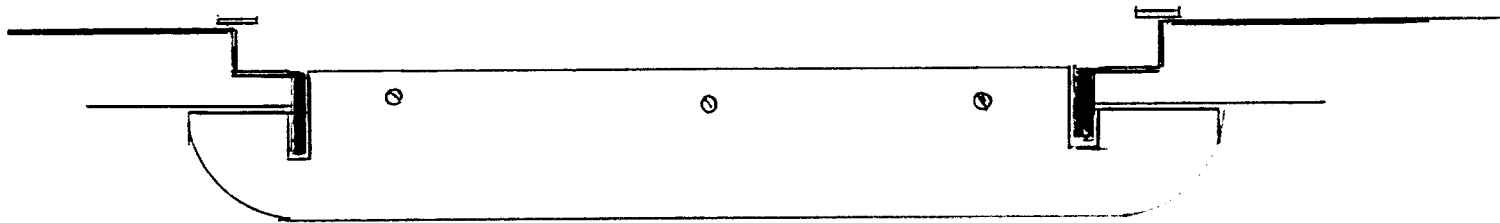
Alan Murphy - Technical Editor

HARDWOOD HATCHWAY SEAT



NEW SEAT
AND ANTI
SHIN SCRAPER

HATCHWAY



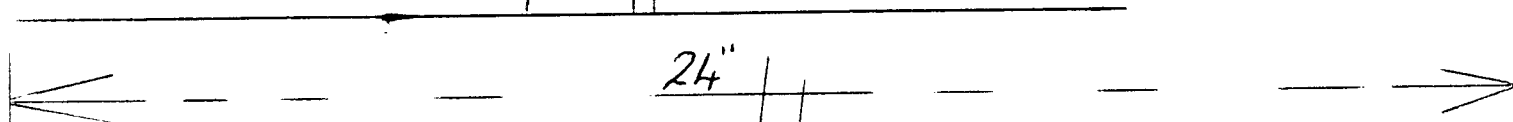
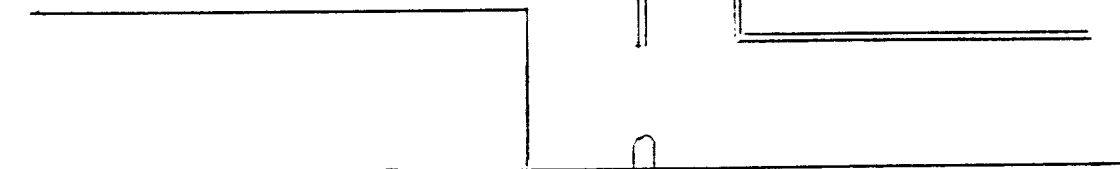
5/8 BOLT

WASH BOARD

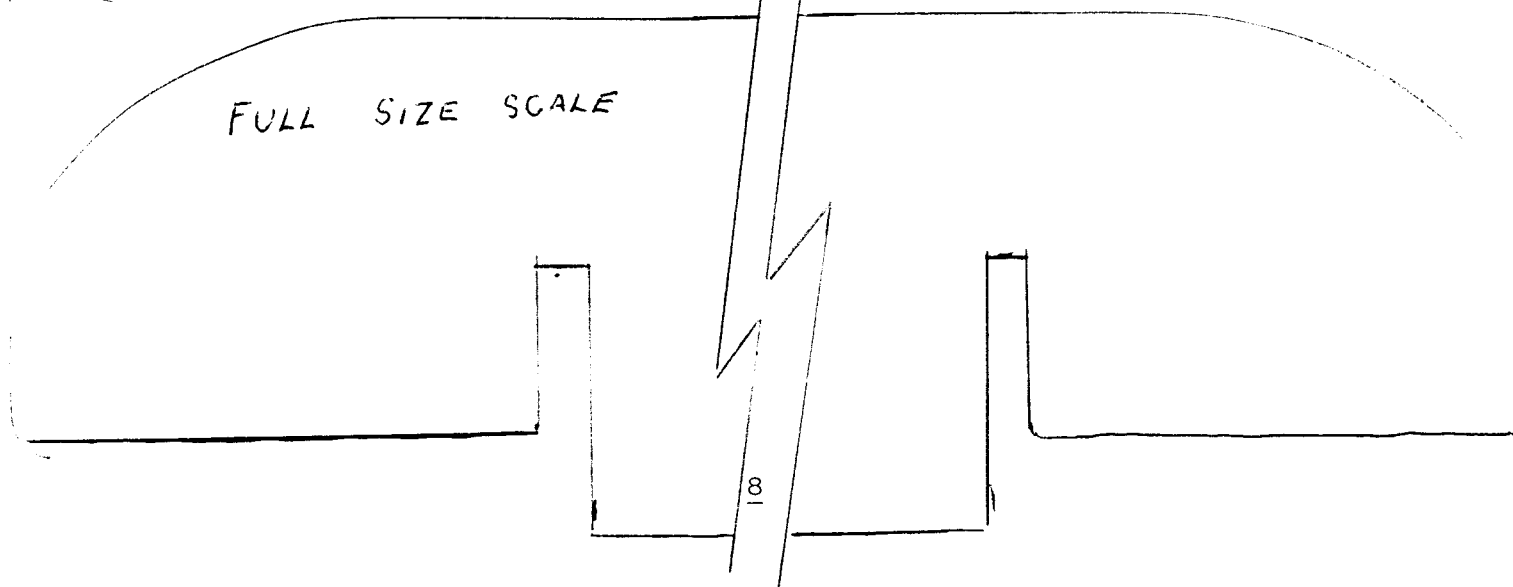
WAY OF
FIXING

EXTRA STRENGTH

3/8 PLY



FULL SIZE SCALE



18

5. CRUISING CHATTER

COALS TO KIELDER

5.1

The wind was a steady N.W. 2-3 knots and a beautiful sunny Autumn morning on Kielder Water, as we hoisted the mainsail and cast off from the jetty. "O.K. Nancy, let's have the genny out". As the sail unfurled and billowed out, I couldn't believe my eyes, the foresail looked like the back of a Zebra! Black watery streaks were running across and down from the leech. It looked hellish. However, we had recently noticed that the mainsail cover together with the boat decks had a coating of the 'Black Stuff', which was very difficult to remove, even with detergent and a good old scrubbing brush.

Over the previous few weeks, the weather had been a mixture of murky drizzle and North Sea harr, with easterly and south-easterly winds prevailing. Many of the village houses and country cottages in this area, still burn coal in open fires, the smokey chimneys and choking atmosphere are a certain 'give away'. Kielder Forest even boasts it's very own coal mine, privately owned and within two hundred yards of the lakeside.

Putting 'two and two' together, the combination of sulphur dioxide, carbon and all the rest of the impurities from inefficient combustion, plus the low cloud as the vehicle, we had a real good SMOG. This was then promptly precipitated by the rain, to form the devilish brew.

Carbon deposits are notorious for being not the easiest of substances to remove from fabrics, being insoluble and difficult to 'wet' even with household cleaning agents. Having had no success cleaning the sail using a sponge and a well-known liquid detergent, which is kind to your hands, the genoa was taken off the furling gear and brought home.

The local Sailmaker could not help with the sail cleaning. He had just lost this facility in a re-building project. He did however suggest a laundry firm charging 80p per square foot plus V.A.T. I had visions of steam boilers, caustic cleaning agents etc., with possible shrunken tatters for sails at the end of it all.

Oh no, I'd do the sails myself!!!!

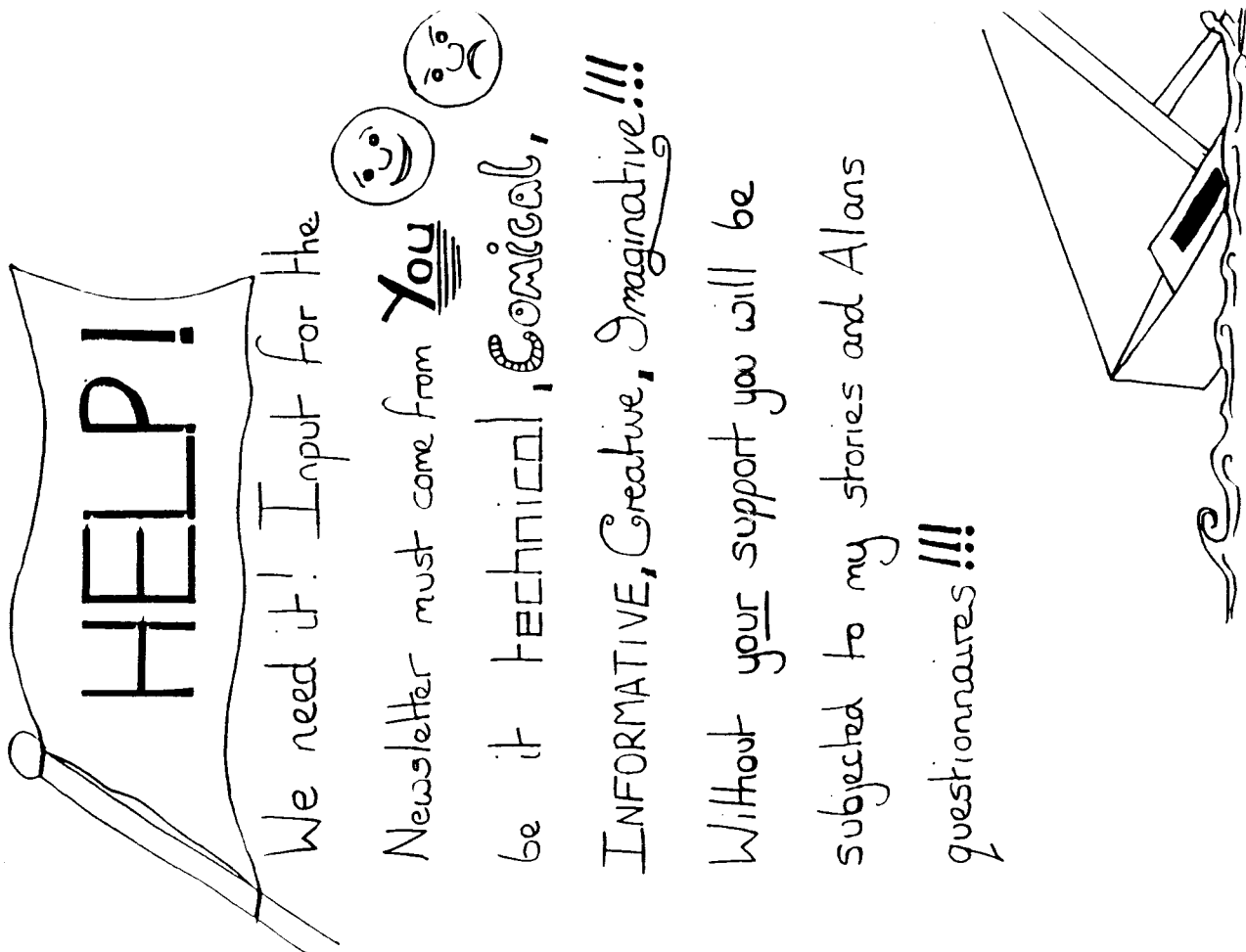
The bath, I thought would be ideal, just the job. 'Not on your life, no sails in this bathroom'. 'O.K. I'll think of something else'. The plastic refuse bin caught my eye as I retreated through the kitchen door. A good three feet deep and two feet across. Yes, that should be big enough to soak the sail. The bin was filled to about $\frac{3}{4}$ depth in warm water, to which was added a liberal dose of biological automatic washing powder and a few squirts of the 'green detergent'. A quick good stir and in went the sail to soak. It was then I noticed that the precious liquid was spurting out of a split in the plastic container. Another quick think and in went a plastic bin liner, we were now back into the home laundry business. After a couple of days the black stuff was still ingrained. Finally, after soaking for a week, I spread out a large polythene sheet on the concrete behind the garage, laid out the sail and scrubbed and scrubbed with a stiff brush, doing first one side of the sail and then the other.

That did the trick. All the black streaks had vanished from view. With the head of the sail tied to the garage wall hook and the tack tied to the clothes pole, the sail was well rinsed with a hose pipe and then left to dry in the breeze. The sail turned out nearly as good as new.

Was it worth it? Yes it was worth the effort. The savings with the D.I.Y. laundry job compensated well towards the cost of a new U.V. strip to the sail.

P.S. I've since done the mainsail cover, sprayhood, cockpit tent, sheets and furling line. They're just like new - well nearly!!!

Ken Gummerson
SO 157 - Piton II



A MODEST ADVENTURE
CORNIX IN SCOTLAND 1989

We have been holidaying on the Scottish West Coast for five years, either in tents or on boats and always in the industrial fortnight, i.e. July/August. Good weather was unknown. 'Go in May or June' they said. So we did. The week before Spring bank holiday to be precise.

This was the second trip on Cornix, but not the first time we had trailer-sailed on the West Coast. The launching spot was a favourite haunt of ours - Salen on the Ardnamurchan, about 35 miles west of Fort William.

At Salen can be found a small boatyard, 'The Jetty Shop'(1). Here there is a slipway, but it dries at low water. The better launching option is the creek. The Jetty Shop has a four wheel drive jeep to assist with launching, and storage facilities for both car and trailer.

I should at this point say that Salen is a very unspoilt part of the Highlands. A place where people still don't have to lock their doors at night. Moorings are available in the bay, which is a Northerly inlet on Loch Sunart. The bay is also a good anchorage, protected from all but the Southern winds.

Today was Sunday and since the tow from the Midlands takes about ten hours, after launching we relaxed as we swung from one of the moorings. Just one sortie was made ashore that night for a bar snack at the Salen Hotel (good food and great atmosphere). The weather, I should add, was superb, clear skies and a gentle Easterly breeze, which all but died in the evening.

Monday morning saw us shopping in Acharacle. After lunch we slipped our mooring and headed west along Loch Sunart, under full genoa, with the wind dead astern. We managed to time our arrival at the narrows North of Carna with a fair stream, the last of the ebb to take us into the North end of the Sound of Mull. As we passed North of Risga we were given a splendid view of a sail training ship, a three master, the Lord Nelson we think.

Being careful to give the West shore of Oronsay a wide berth, thus avoiding Oronsay rocks. Soon the mouth of Loch Na Droma Buidhe was visible. We found a suitable place to drop the hook at the Southern end of this peaceful Loch.

A trip ashore was taken for pictures and a stroll. The air was clear and Ben Resipole was clearly visible away to the West. After dinner we enjoyed a glass of wine whilst nature provided a superb sunset as a fitting backdrop.

Tuesday held the promise of another good day, clear skies and a fair North-easterly breeze. We left the anchorage under power and once clear of the narrow entrance, we set full main and genoa. We enjoyed some super reaching as we left the Morven shore to port. Ahead we could just

make out the disjointed hill tops on Coll and Tiree away over the horizon.

Once into the Sound proper I kept a watchful eye for Red Rocks, and the New Rocks Buoy. Eventually we began to close the Mull coast and finally removed the cloth as we entered Tobermory Bay. We were able to pick up one of the HADB visitors moorings.

A trip ashore was taken in the dinghy to partake of the non-resident showers at the Harbour House Hotel, followed by a study of the menus prior to booking a table for dinner to celebrate our arrival on Mull.

Wednesday was again fine and after a somewhat late start we headed South down the Sound of Mull on a broad reach, under full main and genoa. We ate lunch on the move and timed our arrival at the entrance of Loch Aline to give us a fair stream through the narrows (the stream at springs can reach five knots).

With sails removed we motored through the buoys into the entrance with a four knot stream to assist us. We carried out a careful exploration of the possible anchorages, finally settling for the North shore about one mile east of the entrance and a cable or so off shore.

We rowed ashore and walked the mile and a half to the local hotel for a bar snack. The evening once again being rounded off by a super sunset. As evening fell one more yacht joined us for the night and with the wind all but gone, we enjoyed yet another peaceful night in spectacular surroundings.

Thursday was again superb. They were right, this was the best time of year to visit the West coast.

The pilot books say there is fresh bread for sale at the Ardtornish Estate at the head of Loch Aline. We were doubtful of this but took the dinghy anyway. A super walk was enjoyed as we approached the estate, but our suspicions were confirmed - no bread. The dinghy's outboard decided not to start for the return so we rowed back, assisted by the wind.

There was still about two hours of ebb left so we used this to gain access once again to the Sound of Mull. Once we were out of the lee of the Morvern shore a good North-westerly greeted us. With two reefs in the main and almost all of the genoa we began a Northly beat, consisting of two and a half mile tacks, as we clawed our way up the Sound later the young flood gave us a little assistance. As the Island of Eilean Glasa came abeam we dropped sail and approached Salen (no not the Salen on Ardnamurchan, but on Mull) and were able to pick up a visitors mooring with little difficulty, despite there being a fair swell running from the North.

It was about 4.30pm and we hoped to be able to reach the village shop before five. We cast off in the dinghy and made rapid progress to the beach, managing to get soaked by the swell in the process. Despite all attempts to find a way to the main road, at five fifteen we gave up and tried to return to Cornix. Now we had a problem. A lee shore and a

beach with breaking waves. At the second attempt we got away, but with each oar stroke we took on more and more water as we made painfully slow progress. In desperation Dot began to bail, using one of my deck shoes (memo - always leave a bailer in the dinghy)! Eventually we regained Cornix and scrambled aboard, shaken but safe.

In retrospect a better choice would have been another much smaller beach, further to row, but protected from breaking waves by a small headland. There was quite a swell running, but after some food and a little wine, sleep came easily.

Next morning the Sound was like a mirror, not a wave in sight and once again another super day ahead. Was this really the same piece of water that had only yesterday given us such a fright?

We continued North under power and reached Tobermory by lunchtime. After another visit to the Harbour House for a shower, we found somewhere for a bar snack. The rest of the day was spent relaxing on board Cornix, Dot reading and myself stripping down the dinghy's outboard in a vain attempt to get it to start on a regular basis!

I was keen to try and visit the Island of Coll, and after listening to the weather forecast from Oban Coastguard, I began to consult the charts more closely. However, Saturday morning brought a surprise, quite a thick mist. We gave up our little plan and remained on the mooring (NB since this cruise we have enjoyed 'SEA SHERPA SAILING'(2)).

By mid morning the mist still showed little sign of disappearing. We rowed ashore and enjoyed a walk around the headlands to the North. After lunch the mist had cleared, and being the dedicated sailors that we are, we decided it was far too late to start so we popped into a favourite restaurant and booked a table for dinner that evening.

Sunday morning was a little damp but seemed to hold good prospect. After a trip ashore to replenish our fuel tanks we set off for Loch Sunart once more. To ensure we had a fair stream North of Carna, I wanted to time our departure to coincide roughly with low water and we motored out of Tobermory against the very beginnings of the flood. This gave us a wind against tide situation and surprisingly it produced quite a short chop just North of Calve Island.

All the major hazards in the Sound of Mull were still uncovered making navigation much easier. We passed North of the Stirks and headed for the gap between Oronsay and Ardnamurchan. There was quite a beam swell and we were glad when we reached the lee of the mainland. We unrolled the genoa and enjoyed a following wind and tide as we passed North of Risga and Carna. By the time we were abeam Laga Bay the wind had all but died. Once more we resorted to the engine. We entered Salen Bay and made fast alongside the jetty.

John from the Jetty Shop came rushing down to tell us we were late. "Late for What", we asked?

It turned out that some friends from Geordie (note the correct spelling) land had spotted our car and had been looking out for us.

We spent three more days at Salen. As we are fond of the area we wanted to visit a few old haunts in the car.

Cornix was recovered on the following Wednesday morning's tide, and breakfast was taken on the trailer. We began our homeward tow about 11.30am.

Nothing very special, but super weather, some super sailing and to our minds, scenery as fine as anywhere in the World.

For reference:-

- (1) The Jetty Shop, Salen, Acharacle.
Telephone Salen 648
- (2) SEA SHERPA SAILING by Doug. Angus
Swift Association Newsletter 28 June 1989.

Charts: Admiralty 2390, 2394
Imray C65
(Large scale of Admiralty charts useful when dodging
rocks!!!!!!)

Bill & Dot Oakes
CORNIX SO 74

6. POST BAG

6.1 MAYDAY MAYDAY MAYDAY All Swifties

Myself, family and Chaos are trailing down to Bucklers Hard for a weeks holiday sailing, the first week in July, from Rutland Water.

We have no tide, rocks or shallow water on which to run aground! Please help us with any tips and the tide and the sailing area etc. and perhaps keep an eye open for us. We will welcome you. Not aboard though, as there are four of us already!!

Charles Frisby
SO 218 Chaos

6.2.

WHAT'S IN A NAME?

At last the agonising and mental torture is over, we have decided on the name of our new yacht !! How many times has that process been repeated by other boat owners? How did they decide on their final choice? Some names are fairly obvious, but the more obscure are probably the result of much brain and soul searching.

In our case the existing boat name was considered, but with a 'll' added. Then a brainstorming session was tried. If you haven't 'brainstormed' before let me explain. It is a process of gathering together the random thoughts of several people in one, sometimes noisy, session. Everyone speaks their thoughts on the subject and it is all written down. There is no arguing or criticism of peoples choices – it is surprising how someone else can trigger a new train of thought. When it is done, then the elimination and short-listing process can begin. There may be some agreed ground rules for selection, e.g. no trade names, no more than two words, no tongue twisters, and nothing rude!

A topic or theme may be useful to produce names, such as birds, flowers, animals, mythology. An encyclopaedia or dictionary can help as reference for the chosen theme. Horse racing has a wonderful variety of names which can be a valuable source of inspiration. An acronym of names of owners, crew or family can be another source.

Don't forget the name will have to be used on the R/T and may have to be phonetically spelt out. Guidelines might be to keep the name short and crisp, immediately recognisable from the pronunciation all of which will be valuable especially in times of crisis!

Our final selection was wittled down by a scoring process, since no one name had immediately been a clear favourite to the selection team. The 'final' selection happened twice when the first 'winner' still didn't gel. Try and imagine saying "I'm going down to this weekend" does it really sound like a boat, a pub, an ocean liner or a new species of wildlife? A straw poll among friends and colleagues should soon sort that out. To complicate matters it might be worth considering that with all the foreign sailing you are going to do(!) is it a rude word in any other language? After all the hard work naming the boat, you might consider – was it worth it – couldn't time have been better spent on more essential matters? Possibly, but I think most people will agree the boat becomes the name, part of its personality, inextricably connected for the rest of its days – far better to select a name you can live with rather than irritate or confuse every time it is mentioned.

What is in a name? I am sure you all have some stories, how about passing them on – it might save others a lot of brain storming.!

Oh by the way, we ended up with ICARUS – watch out for her.

Brian Hudson
S23 001.



WHAT MAKES A GOOD SCOTTISH HOLIDAY

- Tractor assisted launch and recovery?
- Safe car and trailer parking?
- Quiet lochside camping?
- Superb coastal sailing area?
- Friendly people?

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1990 Tariff

Seasonal Moorings		£325
Casual Moorings	per night	£5
	per week	£30
Storage ashore	per day	£2
Seasonal storage ashore (1st April to 31st October)		£120
Winter storage (trailer-sailers) 1990/91		£120
Tent per person per night £1.50. Static Caravan £12 per night		
Cars left by owners not using above facilities £1.50 per night		
Tractor assisted launch		£10
" " recovery		£10
Own use of slip	per day	£5
Use of pressure washer		£2

(These prices are not subject to V.A.T.)

For those who haven't been to this area before Jonquil and Jock Slorance who run Creran Moorings specialise in making life easy for the small craft owner who wants a base for sheltered sailing, or to leave the car and trailer in safety and head off to enjoy the finest cruising waters in Britain. Ashore there are lots of "things to do" and places to visit.

A concrete slipway with adjacent jetty gives excellent access to the the sea at all but the lowest spring tide and during the rally "Trevor the Tractor" is always kept busy assisting with launch and recovery.

There is a parking area close to the slip and overlooking the moorings a grassy field for tents and caravans. A Pub and a good restaurant are within easy walking distance and local hotels, bed and breakfast and self catering chalets give accommodation at a wide range of prices.

For further information and accommodation list contact

Jock and Jonquil Slorance
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