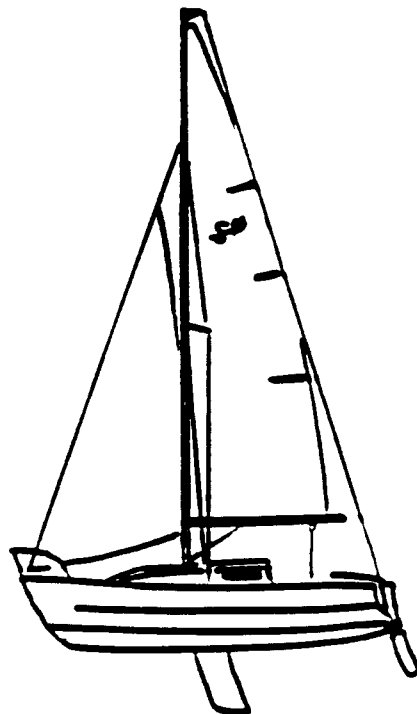


NEWSLETTER

NL 32 OCTOBER 1990

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association

ED'S COLUMN

This season has seen some good sailing weather. We have spent many good days on the Solent whether it be at anchor in Newtown Creek, sailing off Yarmouth or in the middle of the Cowes to Torquay power boat race.

I expect members were wondering what has happened to this newsletter. Unfortunately, because of an excessive work load, business courses and sailing etc. it has taken longer than expected to put together.

I have extended my sailing time by using a piece of equipment which allows me to launch single-handed when my crew are not available. This equipment was thought up and constructed by Roger Pigden (Swift owner 134). In basic terms it is an extension to the tow-hitch. I will try and get Roger to submit details of it for the next "Technical Topics" - and it really does work!!!!!!

My special thanks to those people who have made contributions for the newsletters. The same names do crop up regularly. I am sure that there are other members who just need that little nudge to sit down and write about their exploits. The more input we have the easier it is to produce newsletters.

We have at present something like 90 members. If every member over the period of a year submitted some input, whether it be embarrassing moments, sailing stories or logs, general information, or technical topics, it would certainly make some interesting reading. So please let's see some more of your letters in the near future. It does not matter if your 'news' is only a short item. Every little helps.

I can only hope that the weather stays as settled as it has been, thus allowing me to sail into November. After that it will be looking forward to next season and all the jobs I need to do to keep the boat in good condition. I am sure that most members are thinking exactly the same thing.

For those who did not notice our deliberate mistake in the last newsletter I must apologise for omitting the drawings for Alan Murphy's boarding ladder/gangplank. I have therefore, in this newsletter, repeated the instructions and made sure the plans are there as well. I must say that we tried this piece of equipment out when we met at Bembridge and it worked very well indeed. It is appreciated more by those of us who have taken our boats to the Adriatic or the Mediterranean where boarding ladders/gangplanks are beneficial.

2. ADMIN. NOTES

2.1 Team '90 Names, addresses and telephone numbers of your team are listed on the back page of this Newsletter.

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

3. REGIONAL ROUND UP

3.1 Solent & South A Very Enjoyable Weekend

Lawrence and I decided to hold an impromptu August Bank Holiday gathering in the Solent, and sent out a note to the 'local Swifties'. We left Buckler's Hard on the Saturday morning in brilliant sunshine noting that 'Charisma' and 'Lauvic' were already out - no doubt the evening before. We sailed around a busy Solent for a few hours, then headed for Newtown Creek in the early afternoon, laying anchor at the entrance of the Shalfleet channel. 'Smarty' with Rob Crighton, wife Ruth and daughter Elizabeth on board, dropped anchor nearby. Soon after 'Count Down' arrived, with Colin Pritchard and his son Ian on board. They were down from Stafford at the start of a weeks holiday in the Solent. Then along came the blue hull of 'Mystic' with Nick Greenwood at the helm. Roger, Karina and young Lance Pigden arrived on 'Charisma' followed by 'Lauvic' with Mike and Jeanette Edwards with their two very young daughters Victoria and Laura. Both boats anchored up together further into the channel. Colin and Rachel Edwards with 9 months old Annabel on board 'Marguletta' anchored just ahead of us. Dinghies were soon inflated, and we arranged to go ashore for 'a get together'. An assortment of drinks and eats were handed around and a very enjoyable couple of hours were spent chatting to each other. Alan and Heather Murphy duly arrived on 'Tiger Lily', having spent a busy day elsewhere. It was about 20.00 hrs. as the last of us wended our merry way along a narrow footpath; dinghies, cold box, bags and young children in tow, towards the narrow jetty. There was quite a drop into the water as the tide was very low, but at least it saved a squelchy 'walk' through the mud!!

As daylight was fading 'Silver Lining' appeared with Jim and Sue Crick on board, with their children Emily and Ben. Their arrival made our impromptu gathering 9 Swifts in all!!

Sunday brought more sunshine, but through a haze. A lazy morning was spent by all, before we ventured out into the Solent again, as today was the Cowes to Torquay and back, Power Boat Race. From the sanctuary of Newtown Creek we could hear their engines revving and then hurtling past!

'Silver Lining' went out earlier to watch the boats go past, 'Mystic' was returning to Keyhaven, 'Count Down' was staying around the immediate area for a while. 'Charisma' and 'Lauvic' were still 'high and dry' so both families climbed into Rogers' dinghy and went off up stream to explore terra firma.

We set off towards Cowes, with 'Tiger Lily', 'Smarty' and 'Marguletta' leaving in their own time. As we neared the Gurnard Ledge bouy the excitement mounted - the Solent was alive with craft of all types, plus helicopters over head churning up the waters around us - we had arrived at the same time as the leading Power Boats on their return to Cowes, having taken just 2½hrs. there and back, an average of 92m.p.h.! It was a very noisy but nonetheless very exciting scene, and we were in the middle of it!

A call on the VHF notified us that 'Caddyshack' - Nigel Rennie -was in the vicinity too hoping to meet up with us at the Folly. We left the confusion and excitement of Cowes entrance and made our way up the comparative silence of the Medina. On approaching 'the Folly' pontoons we saw two Swift masts, and there were 'Marguletta' and tied alongside her 'Sunburst' with Peter and Louise Swallow on board. It was good to see them again, as they keep their boat at Itchenor and it is quite a 'hike' to meet us Solent Swifties very often. Luckily there was just one boat tied up in front of Marguletta and Sunburst and it was leaving shortly, so we were able to tie up onto the pontoon and await the arrival of the others. 'Caddyshack' turned up soon after but was only staying for a prolonged lunch as Nigel and his two friends were heading back to his house at Warsash. Later on 'Tiger Lily' took 'Caddy shack's' place alongside us, then 'Silver Lining' alongside her, 'Charisma' and 'Lauvic' joined us too , making it five Swifts in a row. There was quite a bit of deck climbing for the youngsters to reach the pontoon to 'fish' for crabs!!

Heather and Alan, Rachel and Colin and ourselves were determined to dine out that evening and we made sure that we were first in the queue at the Folly Inn to order our meals! Alan commandeered two tables and a lot of chairs on the patio over looking the river, and soon there were twenty Swifties gathered around - men, women, children and baby - needless to say a lively evening followed!

Monday started off sunny, but with intermittent clouding over. 'Sunburst' had left early to catch the tide - before any of us were awake! No one was in much of a hurry to move off, some of the more energetic went ashore to stretch their legs. Later on we pondered over the Chart and agreed with Jim Crick that after lunch we would like to try to enter Ashlett Creek, a very shallow creek about half a mile above Fawley Basin, just inside Southampton Water.

We needed to enter at near high water as none of us had been in before - well not from the water anyway! The wind was more consistent once in the Solent and we - Salu - had a good sail around before meeting up with 'Silver Lining', 'Charisma' and 'Lauvic'. We followed each other in single file up to the little quayside wall, and rafted up, as conveniently there was a space for us. Ashlett is a pretty place, with a few houses, an old mill which is now used as the Esso Social Club, and 'The Jolly Sailor's' inn, open all day, which meant we were able to use their amenities! There is also a small hard for launching. We walked around for a while; watched the Q.E.II glide out into the Solent - still a majestic sight to see - then we set off for the Beaulieu. It was to be the best sail of the weekend, and a very suitable finish to the Bank Holiday break.

Janet Peacock SALU SO 125

3.2 Other Areas There is nothing to report from the East Coast or from Rutland Water, hopefully there will be some correspondence in time for the next Newsletter. N.B. We visited Rutland Water recently and were surprised to see the water level so low, in fact we were informed that there is a drop of 15' from the norm.! ED.

Volunteers are still required to represent the following areas :-
Scotland - - - Lakes & North West - - - South West - - - Wales - - - if anyone is interested in taking on any of these posts please contact ED.

4.

Technical Topics

The diagram for the Boarding Ladder/Gangplank was accidentally left out of the previous edition of the newsletter. However, it is now included in this edition together with a couple of photographs showing it in use. These photos were taken during Tiger Lily's trail to Friesland in May.

We are a little short of input for this column so please send in your ideas, no matter how small or trivial it seems. Remember it is often the small ideas which are the most effective. To get you thinking along these lines, I am including in this issue a few examples of the small but effective idea. Send items for this column to Alan Murphy, technical editor - see address on back cover.

1. Washing Up Bowl Handle

The Swift 18 washing up bowl is custom made for the boat and therefore would be difficult to replace if lost overboard. I have been concerned about accidentally losing it when emptying the contents over the side.

A simple handle can be fitted to the underside so as to reduce the chance of this happening. Two pieces of wood (say 0.4 x 0.4 x 5.0 inches) are glued with Araldite to the underside of the bowl. A loop of thin rope can then be threaded through holes in the wood to create a convenient handle (see diagram). If required finish off neatly with a little ornamental ropework.

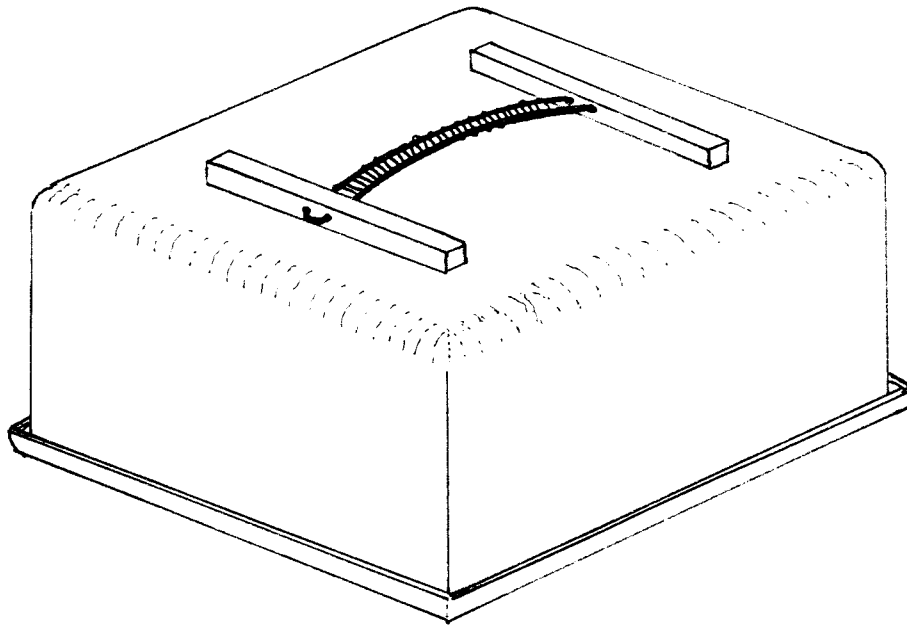
2. Anchor Hatch Handle

On Tiger Lily, I have fitted a U-bolt on the top of the hatch close to the corner opposite to the hinges. This makes a very convenient handle for opening the anchor hatch and it can be used to hold the hatch open - just tie a small plastic hook to the U-bolt and clip this onto the pullpit.

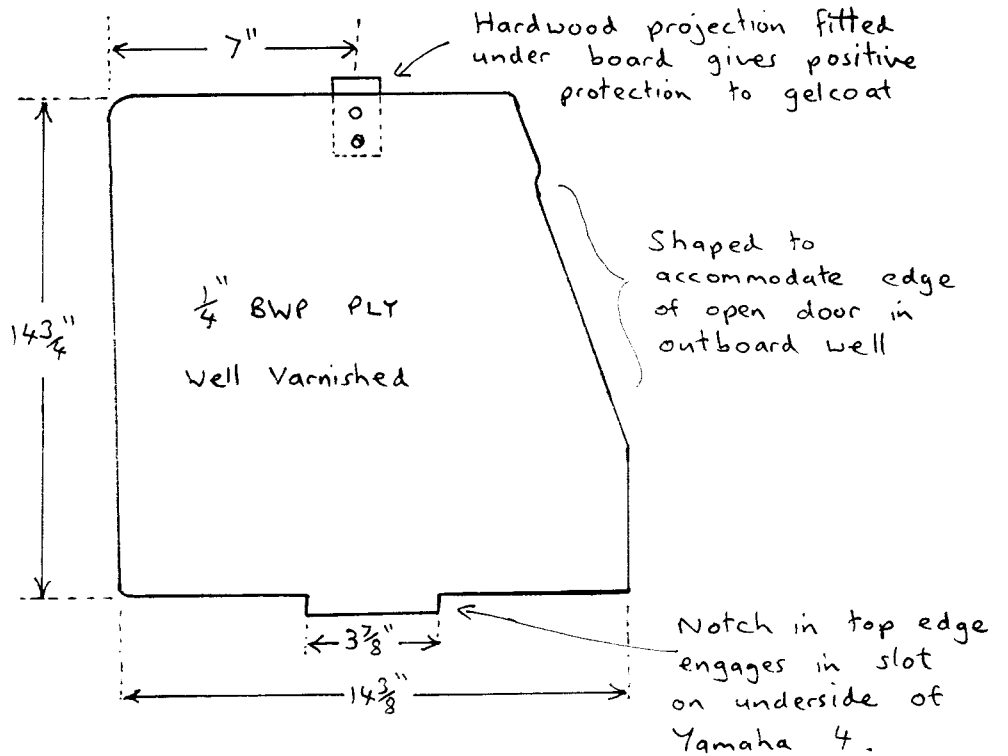
3. Roller on Pushpit

Moving the mast fore and aft can be difficult for one person. I decided to mount a standard 6 inch trailer rubber roller directly onto the pushpit. The mast, when lowered, rests on the roller and can be moved fore and aft very easily.

Washing Up Bowl Handle



Tilting Board for Engine



4. Tilting board for Engine

Rex Pitt (SEASWIFT) has sent in a simple idea for a 'Jamming Board' which tilts the Yamaha 4 engine without damaging the transom edge (see diagram). The board fits in quite firmly between the junction of the outboard well and transom and the slot on the underside of the engine. It is easy to make and to stow. A small piece of hatch trim pushed round the bottom edge and corners will protect the GRP but this is not essential.

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.

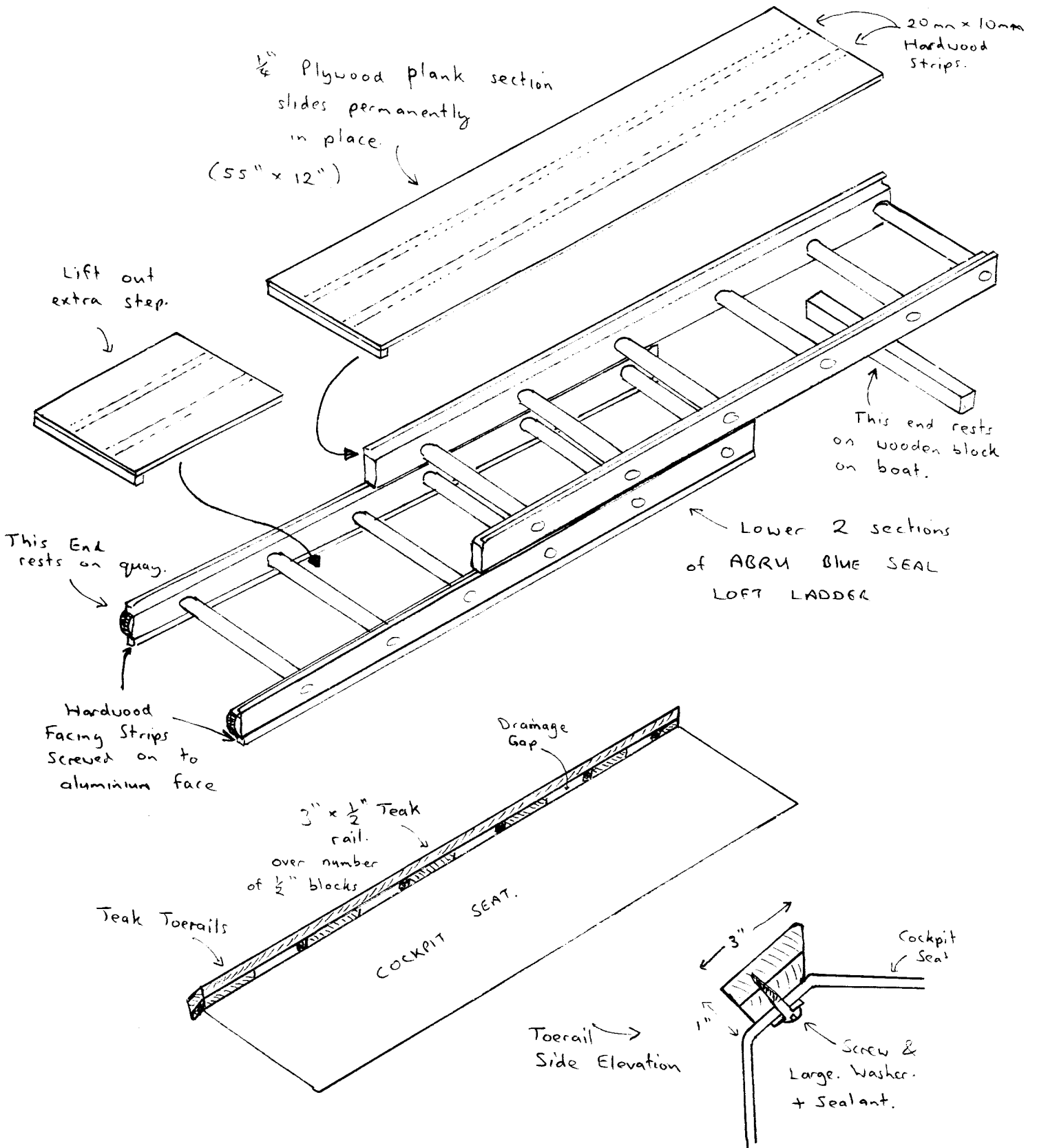
WARNING NOTE: You should ensure that these modifications are suitable for the load you wish to apply to the ladder, particularly when used as a plank. As we have not been able to verify either the Safe Working Load of the modification or whether it complies with any particular standard, neither the technical 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.

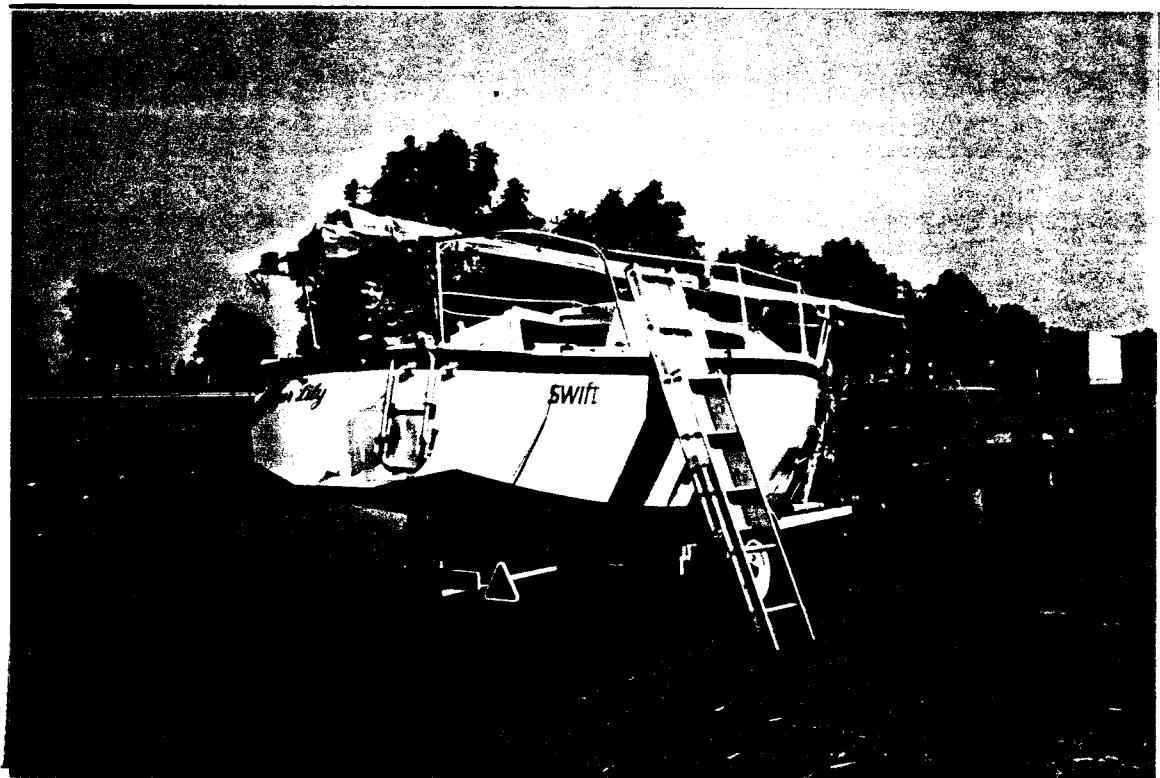
ED.

BOARDING LADDER / GANG PLANK.





Gangplank in use when moored bows-to.



Ladder in use when trailing.

5. CRUISING CHATTER

5.1 ON THE BONNIE BONNIE BANKS

Ever thought of trailing to Loch Lomond ? (You take the high road etc.) We had passed it by so many times as we headed for the West Coast. In July 1989 we took our Swift to this large expanse of fresh water.

After several phone calls to various boat yards, with limited success, we eventually arranged to launch at McFarlands Boatyard at Balmaha, on the East side of the Loch. They were able to supply us with a concrete slipway, tractor assisted launch, and storage for the car and trailer.

You may recall that summer '89 was quite dry. Indeed the water level in the Loch was very low. Various estimates put at anywhere between four and eight feet down. My personal estimate is about six feet, and since Loch Lomond is twenty-three miles long by nearly five miles at its widest, that is quite a lot of water.

Talking of size, we also had some fun obtaining a reasonable Chart of the Loch. Eventually, I contacted Stanfords in London, and they were able to supply a copy of the only Chart that they had. Chart number 5077 is not metric, but then that is hardly surprising as it was first published in 1862; no that is not a mistake, 1862 is what I said! Produced under the direction of none other than Captain H.C.Otter RN., this Chart is a masterpiece. It is worth having a copy just to admire the detail of the engraving. A small note warns the user that although re-published in 1976, it has had only minor corrections since its first publication! There are various other 'maps' available, but none with sufficient detail to be considered as charts. The Loch however, has in many places a sand or mud bottom.

We left Balmaha in glorious sunshine, taking care to pick a route among the moored yachts, hoping that there would be enough depth under their keels. The Sounder was screaming, and we had at one point to raise our keel twenty turns to allow progress.

We spent about ten days on the Loch, and the only part left un-explored was the Southern most part near to Balloch; there seemed to be too many water skiers down there.

It is possible to go along side many of the jetties, and good ones were found at Luss, Tarbet, Ardlui and the Inchmurrin Hotel, which is actually on one of the larger islands in the Southern part of the Loch.

The only serious problem we encountered in trailer-sailing was the lack of facilities, eg. Showers, taps and chemical loo disposal points. Indeed, the only place we found with all of these was at the Ardlui marina, which is at the Northern most end of the Loch. Here a swinging mooring is £3 per night, and pontoon berths are sometimes available. As we did not visit any of the marinas near Balloch, I cannot speak for these. I did however phone Duck Bay Marina, only to be told that casual moorings were £10 per night. This did not include use of any of the facilities, not even the tap! Needless to say, we gave this place a miss.

Away from the weekends, the Loch is not very busy, and provides some very sharply contrasting scenery, from the rolling hills in the South to the crags and mountains in the North. On the East side Ben Lomond rises to 3192 feet, and there are many other peaks around the 2000 feet mark. Needless to say that this can give rise to some very fickle winds, and on occasions, some quite powerful squalls.

We found an interesting mix of people, some were only too keen to help. Indeed at McFarlands boatyard, we were assisted by no less than four of the staff, whilst stepping the mast. At Ardlui, however, one of the local boat owners gave us a rather frosty reception, which rather took the edge off our enjoyment.

At the Inchmurrin Hotel, the people were very friendly, and although there is normally an overnight mooring fee if you use one of their three jetties, this is waived if you patronise the Bar or Restaurant. We enjoyed dinner here on three nights, with a super view across the Loch.

Our verdict ? Well worth a visit, but considering the ease of access to the Loch, it seems to be lacking in facilities, unless of course you keep your boat at one of the Marinas. We would be keen to hear of anyone else's experiences on Loch Lomond, if only to find somewhere else to empty the loo!

Bill & Dot Oakes
Cornix SO 74

Although Friesland is the NE province of the Netherlands, it is not typically Dutch. The Frisian people are strongly independent and have their own language, character and customs. Their 'national' flag is used as a courtesy ensign and can be seen flying from every vessel afloat.

Thirty lakes interconnected by a network of canals make Friesland a paradise for the small boat yachtsman. Many of the bridges open 'on demand', making it easy for vessels with fixed masts to explore most of the region. The major limitation is that deep draft vessels (greater than 1.5m) will find some of the smaller canals too shallow. However, this limitation does not apply to the trailer sailer and as Friesland is less than 24 hours away by road, my wife and I decided to trail Tiger Lily there for a two week holiday.

Tiger Lily, a Swift 13, trails easily behind a 1.7 litre estate. Her four berths give adequate room for a crew of two. When trailing, the boat provides cooking facilities, sleeping accommodation and all the usual creature comforts.

We crossed the English Channel the easy way, aboard a P&O ferry. The ferry captain took the strain whilst we snatched some sleep before starting the 236 mile road journey from Ostende to the pretty Friesland town of Lemmer. After launching Tiger Lily and moving her to one of the traditional 'box' moorings our first task was to buy a chart and copies of the ANWB Almanacs. Every boat in Dutch waters is required to have a copy of the local Sailing Regulations on board. These are published in the ANWB Almanac Volume 1 but only in the Dutch language. However, this volume does have a useful section showing the various special lights, shapes and waterway signs that are used on the canals.

The second volume of the ANWB almanac was more useful as it contains the operating hours and tolls of the various bridges together with a description of marina (jachthaven) facilities. Although both almanacs are printed in Dutch the important information is relatively easy to translate with the aid of a dictionary. We had done some preliminary planning before leaving England but now we needed to do more detailed work using the chart and almanacs. Our basic plan was to explore the region, if possible without retracing our course and avoiding the large Prinses Margriet Canal. This large canal carries commercial craft and is best avoided. The chart shows the depth of water in the canals, the heights of the bridges and whether they are fixed or opening. We found that it was possible to make a circular tour of the major lakes without having to lower the mast (you can't do that on the Norfolk Broads).

Lemmer is an ancient seaport on the Isselmeer. An old lock, the Lemstersluis, separates the Isselmeer from the inland system of lakes and canals. Just inside the lock there is a lovely stretch

of canal where yachts can moor right outside a line of restaurants and snack bars. Here we first discovered the delights of 'Appelgebak met Slagroom' (Dutch apple pie with whipped cream).

The first lake out of Lemmer, the Grote Brekken, is about 2.5 miles long and leads to a short stretch of canal called the Follega Slood. A broad reach down the canal gave us time to admire the flat landscape, the black and white Friesian cattle in the fields and the rich wildlife along the banks. At Follega the 'Ophaalbrug' (or typical Dutch drawbridge) tested our understanding of the light signals. As we approached the 2 red lights changed first to a red and green, the bridge opened and then the 2 green lights indicated that it was safe to proceed (not too difficult really). Within a few seconds the bridge closed and road traffic was restored. We soon came to regard bridges as equivalent to road traffic lights where you might have to wait a minute or so.

The next bridge into the Tjeukameer is a fixed bridge with a charted clearance of 11.8 meters. Mathematics told us that our 10.2 meter mast should pass under without difficulty but we still approached with caution. Once under the bridge the Tjeukameer opens into a lake 4 miles by 2 miles and provides some good sailing. On reaching the N end of the lake the wind direction forced us to motor along the narrow canal. Arriving at the next bridge, we were greeted by 3 red lights which indicated that it was not operational. It was time to moor alongside the waiting jetty, take a tea break and decipher some more of the Almanac. This told us that this 'Basculebrug' would be operational again at 6pm. At exactly 6pm the 3 reds turned to a red and green and it was all hands to cast off rapidly.

The pretty village of Langweer at the south end of the Langweerer Wielen was a very worthwhile diversion. However, the next bridge we encountered nearly caught us out as it has a toll (an earlier look at the Almanac would have told us this fact). Luckily we had 2 guilders (about 65 pence) handy and it was time to try our ability with the 'Klomp'. The bridge operator swings a clog attached to a kind of fishing rod to a crew member who catches it and inserts the toll.

Passage through Akkrum required negotiating a series of 5 bridges. A sharp bend near the first bridge obscures the operator's view of approaching boats and he had failed to notice Tiger Lily. We used the standard method of sounding 'K' on the foghorn (Long-short-long, meaning I wish to communicate with you) to request the bridge to open. The third bridge is a railway bridge which does not open on demand, but according to the train timetable. Railway bridges usually open 2 or 3 times per hour, the times being published in a special leaflet obtainable from an ANWB office.

On reaching the 'Wijde of Peanste Ee' our sixth lake we raised all sail only to find that there was hardly a breath of wind. The boat was surrounded by several Great Crested Grebes. Out came the cameras but the Grebes easily out manoevered and out ran our attempts to chase them at 1 knot. Mooring places are plentiful along the banks and we took the opportunity to stop for a leisurely lunch. Several magnificent Dutch barges sailed gently past adding to the idyllic atmosphere. At the 'Wijde Ee' we had intended turning north but a waterside hotel offering Appelgebak met Slagroom tempted us to drop the sails and tie up for another 30 minute delay.

A mile north is the Prinsen Hof, a maze of small lakes, reed fringed islands and interconnecting narrow waterways. This area of rural lakeland is delightful, particularly for ardent birdwatchers. Public mooring places are scattered throughout and after tying up for the night at one of these quiet bankside settings, a local Frisian family invited us aboard their boat for an evening drink. They told us much about Friesland, its history and the independent character of its people.

There is a very picturesque windmill at the entrance to the Nauwe Saiter canal in the Prinsen Hof but the canal itself was so narrow that care was required to avoid tangling the mast in the overhanging trees.

The next stage of our tour required sharing the large Prinses Margriet canal with commercial barges. There is normally plenty of room to pass but we found that large unballasted barges created nasty wind shadows and made sailing difficult. After negotiating the 8 bridges round the outside of Leeuwarden we were able to moor in the Prinsentuin Park right in the centre of town. This is a beautiful setting with mooring posts set into the grass banks. Water, showers and toilets are all available nearby.

Leeuwarden is the capital of Friesland and contains plenty of shops within easy reach. The town guide lists 54 restaurants and many other bars and cafes. It was in one of these bars close to Leeuwarden's famous leaning tower that we tasted the local Frisian Beerenburg Brandy. This drink was very popular with the skippers of the old Frisian 'Skutsjes' (small spritsail barges) which used to sail across the Zuiderzee to Amsterdam. Numerous historic buildings and museums coexist amongst the rows of modern shops, cafes and canals.

A favourable NNW wind made it possible to sail the long canal journey as far as Grouw. This small town is well endowed with marina berths and yachting facilities. Round the west side of town we discovered some visitors mooring places which were conveniently labelled 'Ligplaats Passanten'. The east side of Grouw looks out upon the Prinses Margriet canal and is exposed to wash from passing commercial traffic. Five miles SW of Grouw a large lock guards the entrance to the Sneekermeer. Normally

both lock gates are kept open and you proceed straight through into a superb expanse of sailing water which is very popular with dinghy sailors. After enjoying a wonderful beat south westwards we were rewarded by the sight of another lakeside hotel offering the usual Appelgebak met Slagroom.

The quay just opposite Sneek's ancient 'Waterport' provides a perfect view of the passing traffic. Sneek has a good nautical museum and we spent a few hours examining the large collection of ship models, artefacts and other exhibits.

Heeg, the next town on our itinerary, has 5 large jachthavens which support the busy yachting activity on the adjacent Heeger Meer and Fluessen lake. These two lakes together are 7 miles long and offer more good sailing.

Continuing south into the Sloter Meer, our red, orange and yellow sails seemed to attract all the local midges forcing us to drop sails and motor at full speed down to the little village of Sloten. The visitors mooring (PassantenSteiger) just south of the main bridge give a glorious view of the village windmill.

A four mile canal passage to Lemmer completed our circular tour of Friesland. Seven herons standing erect like sentries along the bank watched our return. We still had time to make a short trip out into the Isselmeer. It seemed strange to have to go UP to the open waters of the Isselmeer particularly when we remembered that the Isselmeer is already below mean sea level. Outside the lock there are six jachthavens catering mainly for the larger 30-40 foot yachts - Tiger Lily's 18 feet seemed a little out of place amongst them.

By 9.30 in the morning Tiger Lily was back on her trailer and ready for the journey home. Less than 24 hours after leaving the water she was safely parked outside our house in England.

During the twelve days afloat in Friesland we had seen little rain but the clear nights and northerly wind kept it cold for much of the time. We had chosen the last two weeks in May when the canals would not be too busy (apparently it gets fairly full later on). In general, the Jachthaven facilities were plentiful, clean and cheap (we paid about 6 or 7 guilders per night, approximately £2 - compare that with the £8.50 charged at Ocean Village in Southampton). Tiger Lily's red ensign was the only one we saw and on several occasions it triggered conversations with the friendly local people. Language was not a problem as many of the Frisian people spoke good English.

Friesland fulfilled its promise of being a sailing paradise and an ideal choice for the trailer sailer.

Alan Murphy

