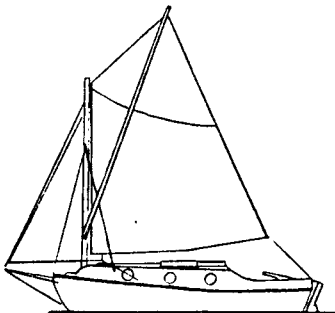
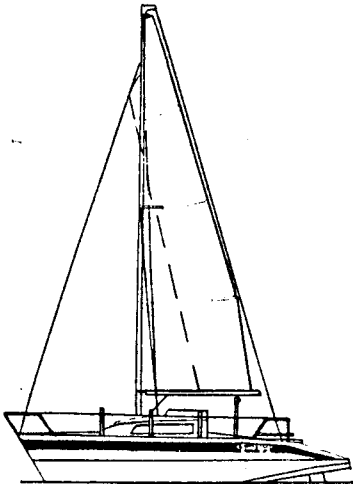
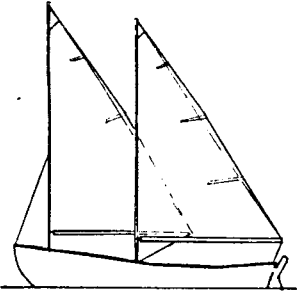
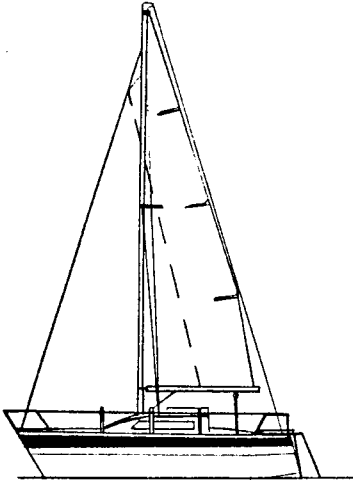


SWIFT

NEWSLETTER

NL 37 DECEMBER 1991



1. Ed's COLUMN
2. ADMIN NOTES
3. REGIONAL ROUNDUP
4. TECHNICAL TOPICS
5. CRUISING CHATTER

Owners Association

1. ED'S COLUMN

I wonder if any member has heard of a guy by the name of William Sutton. History doesn't record whether he included sailing as one of his hobbies, but for the unenlightened among us I am able to reveal that William Sutton was a famous American bank-robber. Not one of these stupid, unintelligent bank-robbers (I don't mean to sound criminalist), Mr Sutton was indeed a bit of a philosopher. When asked by a newspaper reporter "Hey Willie, how come you rob banks?" he very sensibly replied "Hell, that's where the money is." Anyway, it was whilst putting together this newsletter that I remembered another philosophical gem uttered by William Sutton - "You can get further with a kind word - and a gun, than you can with a kind word alone."

It was mid-November and I realised that the December issue of the Swift newsletter was due out soon. I opened my 'Newsletter Material' file to find the cupboard bare. Not a log. Not a technical topic. Not a cruising chatter. Nothing!

"No worries", I thought. "I'll make a couple of calls, ask nicely for an article, write an editorial, an announcement about the AGM, some filler adverts, and pad it out with the membership list. Hey presto! Newsletter No 37. A bit risky, but as long as someone contributes something I should be alright."

Well, my 'couple of requests' worked. Boy did they work. Thanks to the generosity of two or three contributors I have more than enough to create an all-action, fun-packed, bursting-at-the-seams, un-put-downable newsletter - and some material to spare for the next one.

So yah-boo-sucks to you William Sutton. Notwithstanding one tongue-in-cheek accusation of arm twisting, I find a kind word alone to be adequate. My grateful thanks to the contributors for their efforts above and beyond the call. But all those of you who never contribute to the newsletter, be warned. I'm being measured for a holster.

2. ADMIN NOTES

AGM

The next Annual General Meeting of the Swift Owners Association will take place on Sunday 19th January 1992. Last year's idea to hold the meeting in the Midlands, in an effort to attract members from the Midlands and North, proved to be a little disappointing, and due to the excellent turnout at the Southern Laying-Up Supper the obvious venue would be around the same area. It has therefore been decided to hold the AGM at The Hilton Lodge Hotel which is just off Junction 6 of the M3 Motorway, near Basingstoke. The meeting will commence at 2.30pm and coffee/tea and biscuits will be served at around 3.30pm. For those who wish, Sunday lunch is available for the price of £9.75 per person. So why not come along early to enjoy a meal with your fellow Swifties.

Please make every effort to attend this important meeting. If, however you are unable to attend, please nominate a member for your proxy vote. Enclosed with this newsletter you will find further details together with the Agenda. I am very pleased to announce that Chris O'Brien has agreed to stand again for the position of Treasurer and Alan Murphy has agreed to stand again for the position of Technical Editor. However, this does not exclude anyone else who wishes to volunteer for these positions, and all such nominations will be accepted. The posts of Secretary, Newsletter Editor and Regional Representatives need to be filled and to this end I have enclosed forms for your completion. Please give serious consideration to these as therein lies the future of the Association. - *Ed*

GREETINGS

Roz and I would like to wish all members a very merry Christmas, a happy New Year, and a prosperous '92 for all.

Doug Brodie

3. REGIONAL ROUNDUP

COVER STORY

Does any Swift owner have experience of the "Plastic Encapsulation" method of wrapping up the boat for winter? I remember reading somewhere that it is a good scheme for protecting and preserving a boat in the off season, but can't seem to find anyone who has actually tried it. I seem to need a new boat cover every winter, and they don't really keep the boat dry either. Any suggestions would be welcomed.

Bob Goddard (SO30 GOLD RUSH)

SOUTHERN LAYING UP SUPPER

The southern laying up supper took place on Saturday 2nd November at the Queen Inn in Dummer, Hants. This proved to be one of the most successful events of the Swift Association for a long time. A total of 35 people turned up at this beautiful country pub and began the evening mixing and mingling over a couple of drinks (courtesy of the Association). At around 8.00pm we sat down to enjoy a good meal and a friendly atmosphere. At the end of the evening a handful of the more intrepid revellers went onto enjoy a late cuppa at the home of Mike and Jeanette Edwards. It was great to meet up with old friends as well as turn a few names into faces and I think I can safely say that a splendid evening was had by all. Roll on next year! Those lucky enough to attend were:

✓ Bryan & Eileen Adams	TINKERBELL
David Boothroyd	PORTFOLIO
✓ Doug & Roz Brodie	
Jim & Sue Crick	SILVER LINING
Norman & Caryl Donaldson	KIPPATOO
✓ Colin & Rachel Edwards	MARGULETTA
✓ Michael & Jeanette Edwards	LAUVIC
Nick & Kate Greenwood	MYSTIC
✓ Steve & Moira Hart	LADYBIRD
✓ Don & Brenda Harvey	PAPILLON
Brian Hudson	✓ ICARUS
Roger Marsh	
✓ Alan & Heather Murphy	TIGER LILY
✓ Chris & Sandra O'Brien	ICARUS
✓ John & Alison Palmer	WINDSONG
✓ Lawrence & Janet Peacock	POLLYANNA
✓ Roger & Carina Pigden	CHARISMA
Alan & Lesley Probyn	HELISE
✗ Peter & Louise Swallow	SUNBURST

WANTED

Is there anyone out there who has a cockpit tent and doesn't use it, and who would like to sell it? If so please contact me on 0287 632463.

Brian Hornbrey (SO 307 MARIKO)

FOR SALE

Two 6.40x13 ply Crossply tyres to suit SBS Swift 18 trailer. These tyres are now obsolete and difficult to find. They have been used but I have now changed to Radials. Say about £15 for both. Call 0703 253008 (Eastleigh, Hants).

Alan Murphy (SO217 TIGER LILY)

4. TECHNICAL TOPICS

Making life easier and more comfortable aboard your Swift is something that interests us all. On this theme, here is a short review of some previously published ideas for keeping the boat tidy and shipshape.

STORAGE SOLUTIONS

Much of the potential storage space in a Swift is taken up with the foam filling between the inner and outer hull. Whilst this makes the boat unsinkable, it does reduce the volume of space available for storage. Useful storage space is therefore valuable. Over the years many ingenious solutions have been published for overcoming this problem - I think the winner, in terms of number of ideas submitted must be Doug Angus of 'Cir Mhor' (S126) - Many thanks Doug. The diagrams shown on subsequent pages are taken from the previous newsletters and provide the details, so you should not need to refer to the newsletters mentioned.

1. Under Cockpit Storage Trays

The space under the cockpit seems to remain fairly cool and it is a popular place for keeping fresh food, beer, wine etc. Many Swifties use plastic trays, boxes or baskets for holding these items. Plastic baskets may be tied together to form a 'train'. This allows the rearmost one to be pulled out easily. On 'Upesi' (S037) Jack Counsell uses two homemade plywood trays, 30.5"x10"x2" (see NL 20-5). Alternatively 'Cir Mhor' makes use of 4 narrow plant pot trays (see NL 30-13).

2. Quarterberth Shelves

The upper part of the leg space in the quarter berths can easily be used by building in a shelf or pipe-cot. 'Tiger Lily' (S217) uses a plywood shelf screwed to the underside of the cockpit sole and resting on a batten glued to the hull. 'High KV' (now 'Chaos', S218) has plywood shelves mounted a little higher on each side, but fitted with a door as well. It does not significantly reduce the leg space available for the quarter berths.

Doug Angus has added a small drawer below the quarterberth shelf; this is useful for holding charts and papers (see NL 16-22).

An alternative solution is to use pipe-cots made from canvas or netting. These are like portable stretchers using dowel rods on the long sides. These are useful for holding sails, waterproofs or lifejackets (see NL 5-13, 10-7, and 33-3).

3. Cockpit Lockers

Storage in the cockpit lockers can be improved by making a netting pipe-cot to fit so that it is level with and behind the locker lid. The volume of space behind the cockpit seat can then be used to store sail bags, rope, wellingtons and the like ('Tiger Lily' has these fitted and are very useful for holding items which are not frequently used, see NL 22-5).

Doug Angus fitted two sheet metal 'ears' to a tool box such that they rest on the cockpit locker rim. The tool box is readily available as it is just below the lid (see NL 16-22).

4. Galley Space

Several Swifts sport various improvements to the storage area behind the sink and cooker. Most of these are custom built to suit the size of plates, mugs and glasses in use. Both 'Tiger Lily' and 'Cir Mhor' use a system of wooden shelving which fits in the gap just forward of the seat backs. (see for example, NL 16-21). Another simple solution is to use a couple of shock cords stretched across the gap - this is simple to fit and can be used for retaining a variety of objects. (see NL 6-10, 6-11 and 10-5).

Tony Smart (Smarty S075) has created a new storage space just forward of the cooker and sink by reshaping the two forward side shelves. He removed the front section of the existing shelf to provide more foot-room in the forward berth and used the piece to span the cooker/sink moulding. The rear part of the shelf is then moved inboard to provide a wider shelf and more storage area (NL 16-22).

5. Hatchway Seat Box

In NL 33-5 Doug described a simple box which can be fitted to the hatchway lip. The box has a lifting lid and can also be used as a convenient seat.

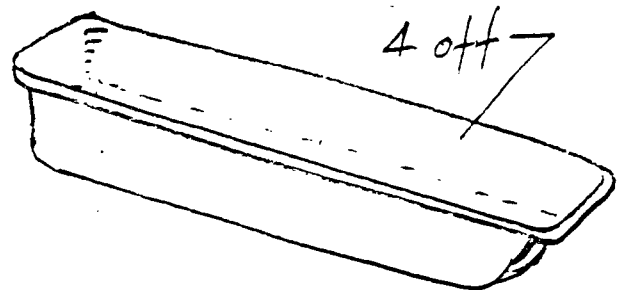
Do not forget to send in your own ideas for this column. We cannot produce it without your input.

Alan Murphy - Technical Editor. (Tiger Lily S217)
see address on back cover.

UNDER COCKPIT STORAGE

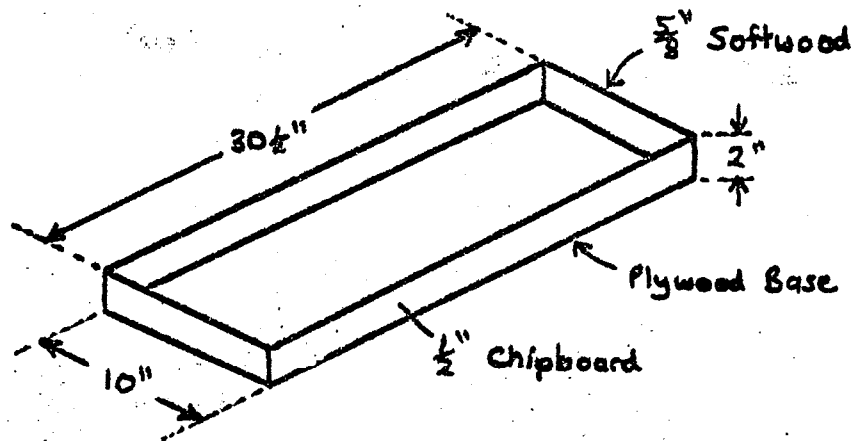
from Doug Angus Cir Mhor NL 30-13

Four plant pot trays bought from any DIY store allows good storage for food tins etc and these can be slide out as required



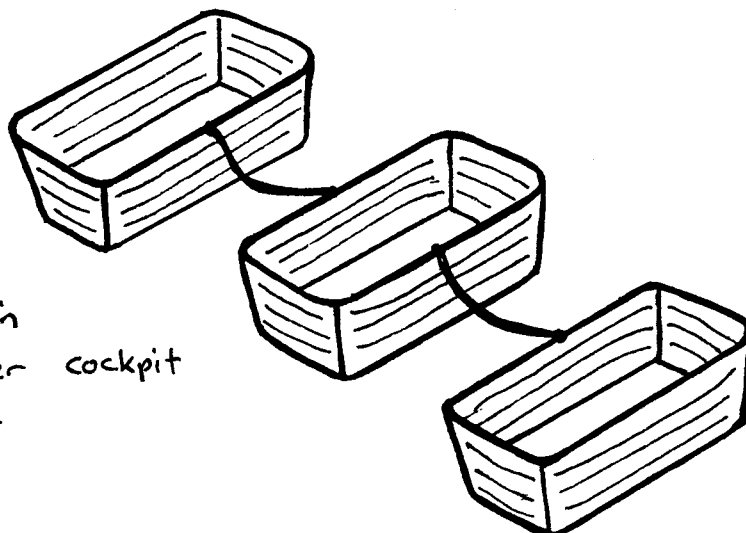
From Jack Counsell - UPESI NL 20-5

Under cockpit floor trays.



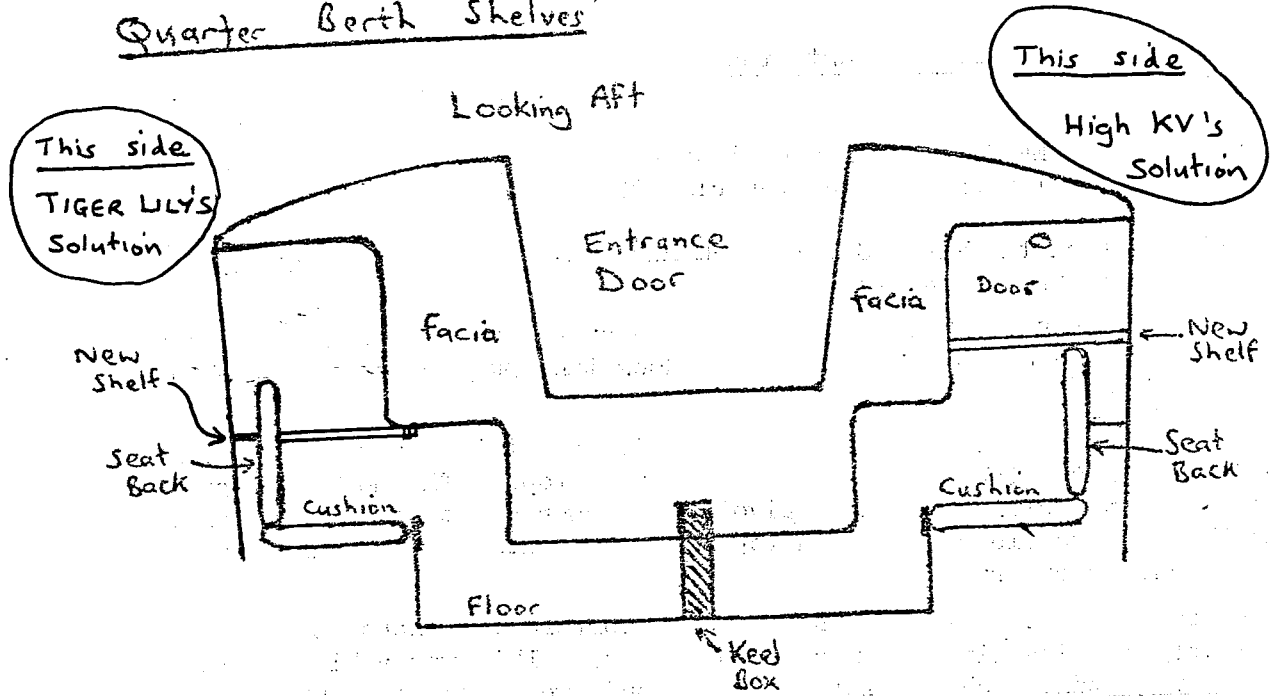
Tray Details

from Alan Murphy - TIGER LILY S217



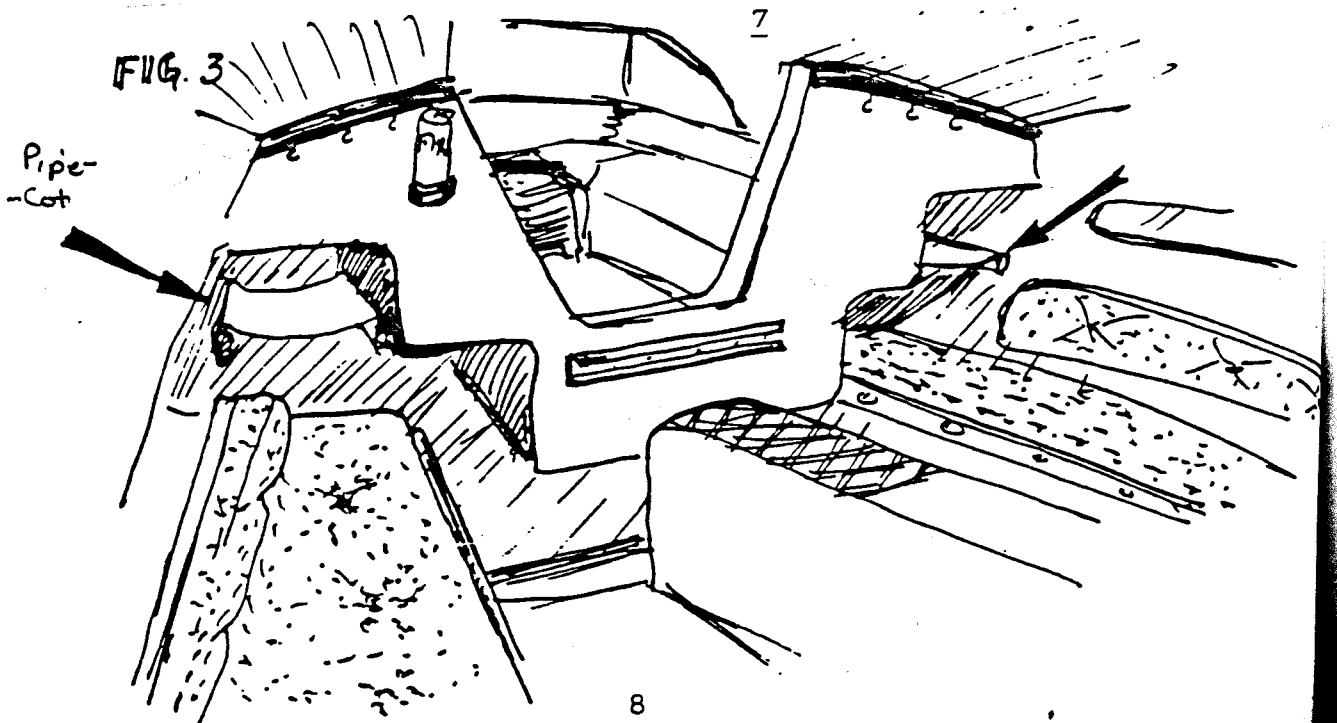
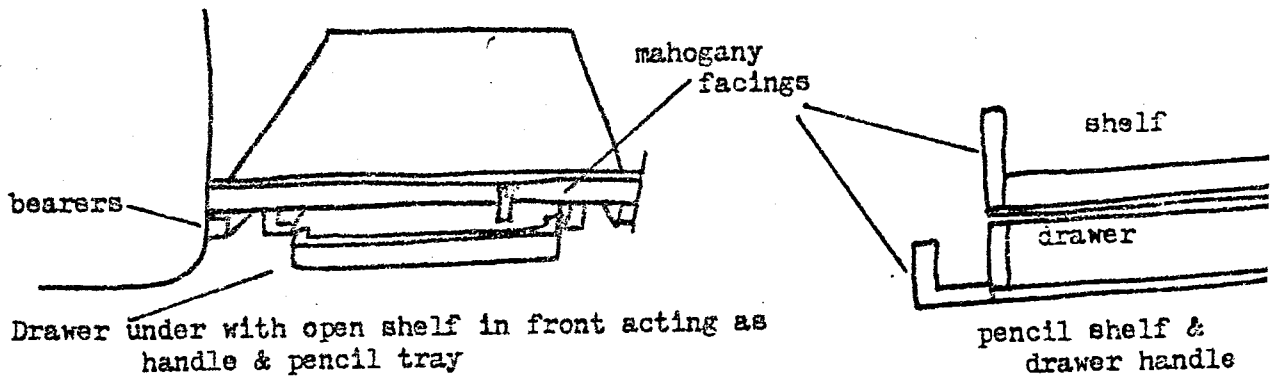
Basket Train
for under cockpit
storage

Quarter Berth Shelves



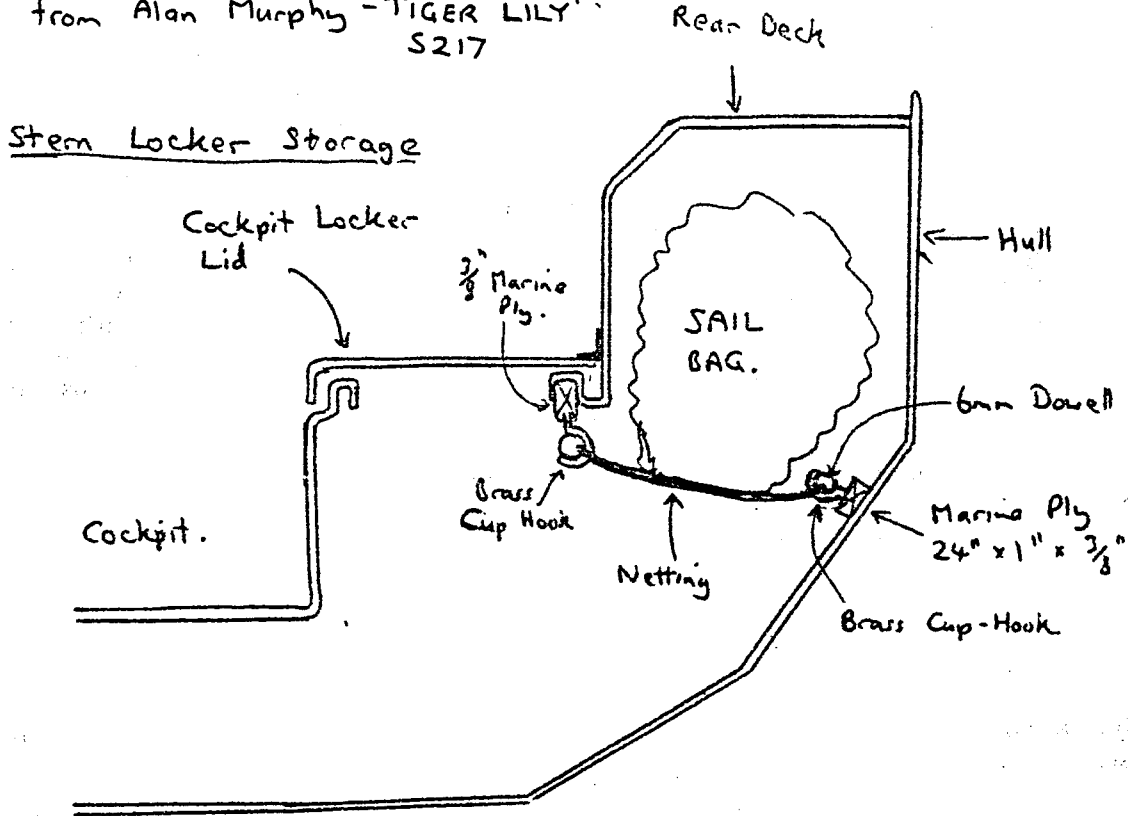
from Doug Angus - Cir Mhor

QUARTER BERTH SHELF



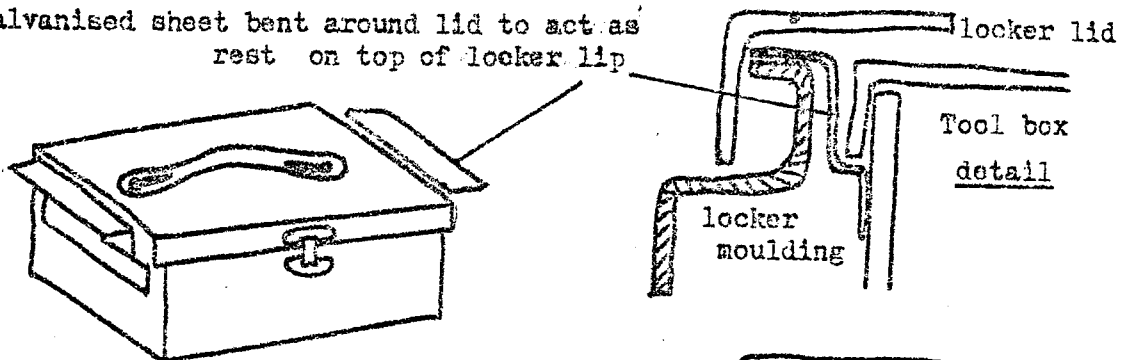
COCKPIT LOCKER STORAGE

from Alan Murphy - 'TIGER LILY' S217

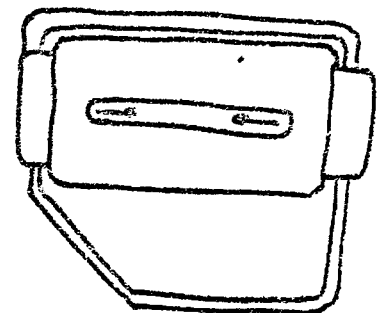


TOOL BOX FOR TOP OF LOCKER

Galvanised sheet bent around lid to act as rest on top of locker lip



Box made in wood with overlap lid to make watertight.
 Soft leather handle lies flush when stowed.
 Box painted with polyurethan paint to match boat colour.
 A simple tool box which is easy to get to and makes use of otherwise unused space.

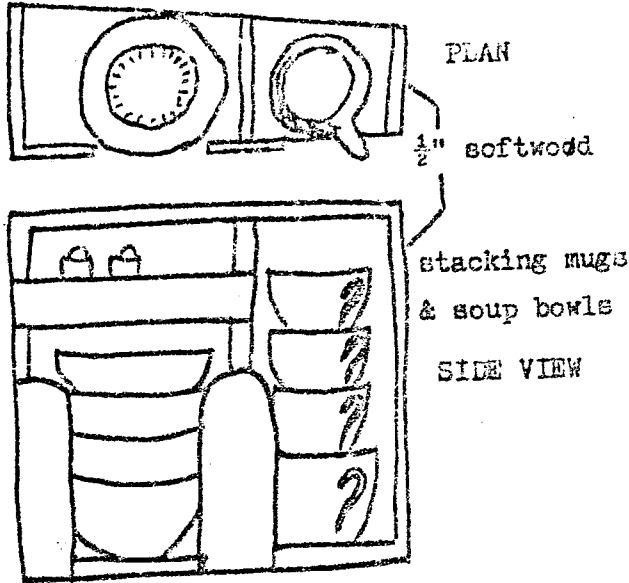


Plan view

GALLEY STORAGE

FOUR IDEAS - CIR MMOR (125)

Doug Angus - Cir Mhor



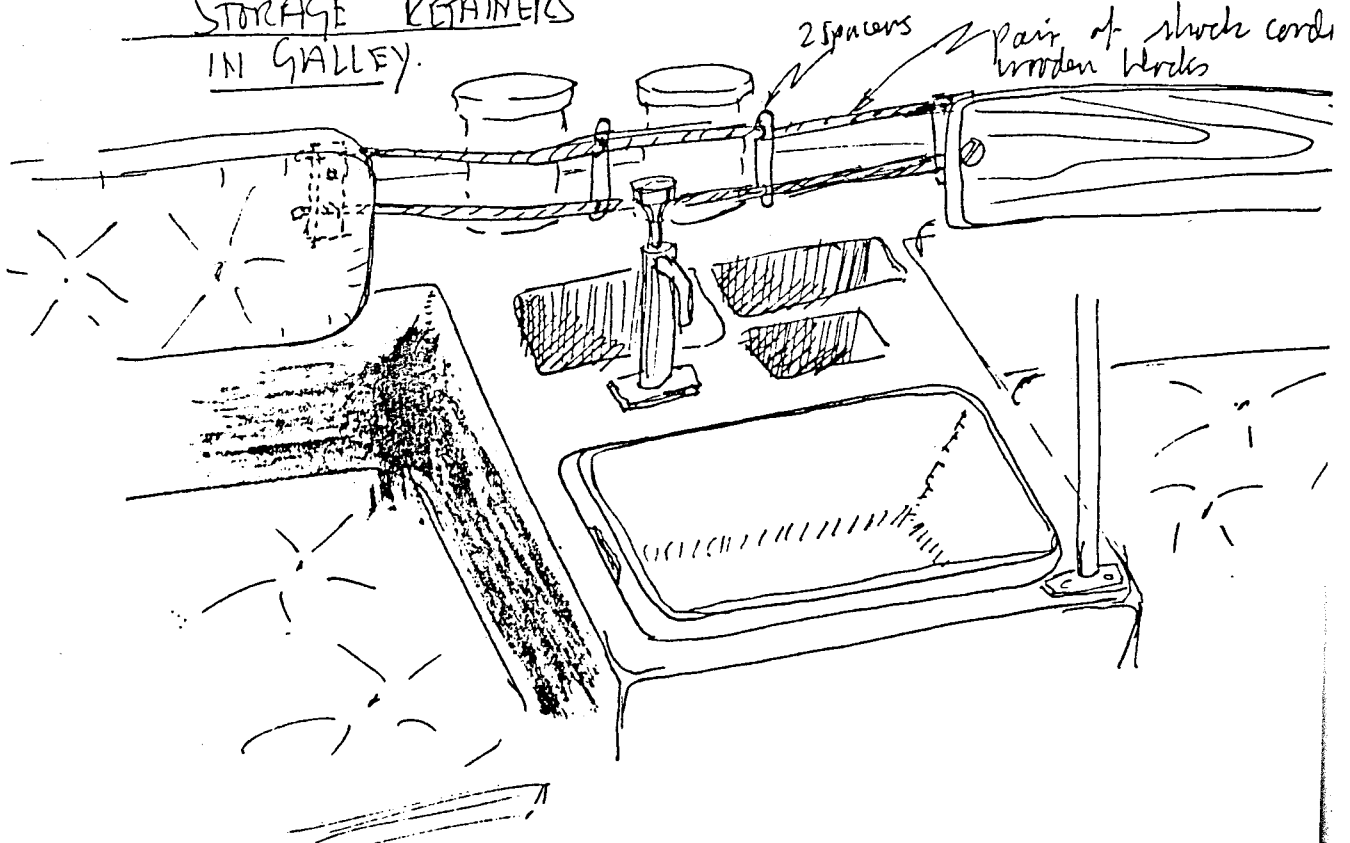
Mahogany faced ply reducers
to hold dishes in. Access
at top

Crockery storage fitted behind
sink. Made of $\frac{1}{2}$ " softwood
on the outside with matching
vinyl (offcuts from home complet-
ion boat). Make unit a tight fit
between underside of deck & shelf.
Glue top to deck & two self tapp-
ing screws to shelf. Paint inter-
ior with boat paint.

Similar type storage for condiments
on opposite side next to cooker.

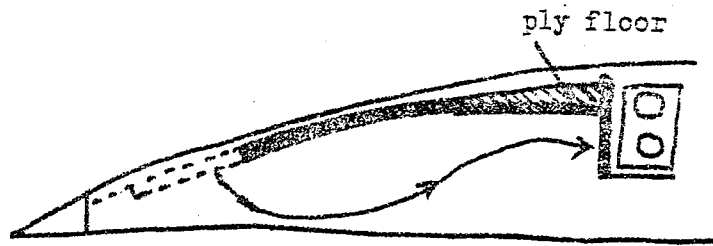
from Dick Landon' (CUCUMBER SUNBEAM - SO36) NL 5 & N

STORAGE RETAINERS
IN GALLEY.



TROTTER SPACE - SMARTY (75)

(Tony Smart NL 16-22)



Half plan view

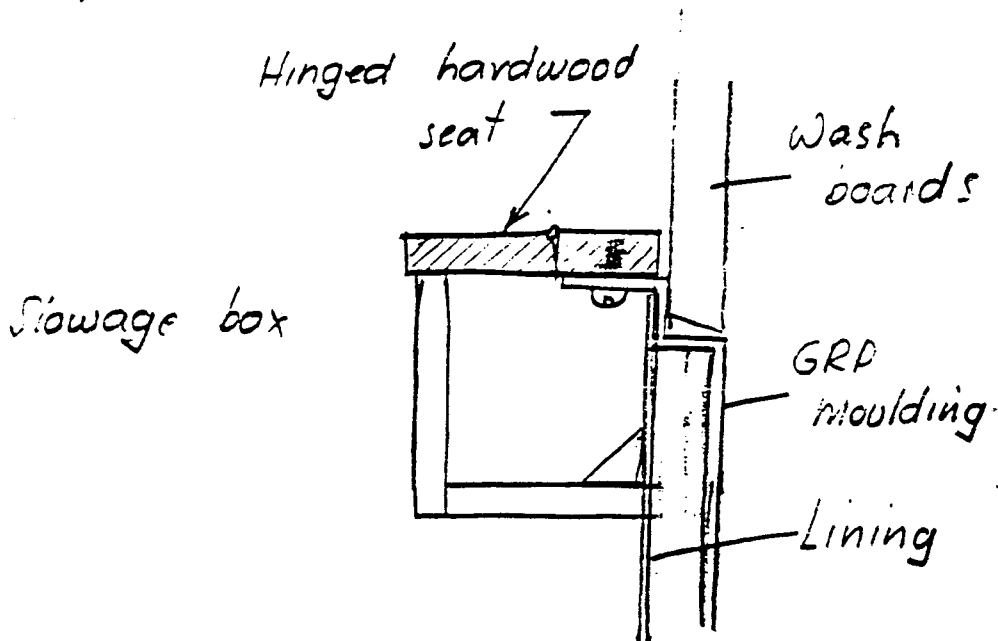
Foot room is achieved by stopping shelf front further aft, use piece cut off to exactly span cooker/sink moulding. More shelf area created as shown since bunk width here (shoulders) can tolerate reduction.

HATCHWAY SEAT

Odds and Sods Box

(Doug Angus - Cir Mhor, NL 33-5)

As an extension to the concept of a Hatchway seat, make the seat a hinged cover to a narrow stowage box which could be divided into varying compartments.



5. CRUISING CHATTER

TIGER LILY in the LIMFJORD

Tiger Lily's destination this year was the Limfjord in northern Denmark. This fjord cuts 80 miles across Jutland from the North Sea to the Kattegat. It contains several large expanses of sea water and a number of unspoilt islands. As the water is fairly shallow and nearly landlocked, the waves never build up to any size even though northern Denmark is noted for its high winds. There are 27 yacht harbours in the Limfjord, all of which have showers, toilets and a shop for provisions. Many British yachts simply use the fjord as an access route to the Baltic but we decided to explore it as a cruising area.

Heather and I had two weeks available for our trip. After consulting the ferry brochures we found that the direct crossing from Harwich to Esbjerg was expensive and necessitated travelling during the week. By using a concessionary fare on the P&O ferry from Dover to Ostende and even allowing for car petrol, we managed to halve the cost of the direct ferry. We could pick the time to suit ourselves and by travelling over the weekend were able to recover the extra time spent in driving overland from Ostende. We estimated that it would take us 48 hours to trail Tiger Lily from home to the small town of Struer on the Limfjord. By leaving at midday on a Saturday, we planned to launch the boat on Monday, have 11 days afloat, recover the boat on the second Friday and get home midday on Sunday.

Departure date arrived and we set off for Dover to catch the lam ferry. The channel crossing took less than 5 hours during which time we managed to snatch some sleep. We find trailing on the continent is very straightforward, motoring along at 50 mph in the nearside lane and every few hours taking a break in one of the frequent parking places. By evening we had covered 512 miles, stopping for the night just a few miles short of the Danish border. It was now only a half day drive to Struer and by lunchtime next day we were parked outside the harbourmaster's office. Within 30 minutes Tiger Lily was launched by crane into the commercial dock close to a large grain silo. A parking place was found for the trailer and the car was left so that the harbourmaster could keep an eye on it from his office.

Struer is an industrial town and lacks any old world charm but it is ideal for launching, preparing the boat, buying provisions, fuel and charts. Dust from the grain silo persuaded us to motor the short distance to the yacht harbour. This can accommodate 550 yachts, is close to the town centre and offers showers. That evening we discussed the sailing phase of the holiday over a superb meal in the 'Marina Club' restaurant. The plan was to circumnavigate the large island of Mors, visit the small islands of Livo, Fur, Jegendo and Veno and have one day off for sightseeing.

We always find the first leg of a foreign cruise exhilarating - it is like venturing out into the unknown. A strong easterly wind necessitated a passage through the narrow channel separating the island of Veno from the mainland. To port we could see the vast wind turbine farm near the Oddesund bridge. Just off the southwest corner of Mors we sailed past the island of Agero, part of which is a bird sanctuary and a paradise for ornithologists.

We were making for Doverodde, a tiny jetty harbour in the narrow channel west of the island of Mors. Doverodde is exposed to easterly winds, but the rather substantial floating jetty did provide some sheltered box moorings. Local yachtsmen leave a sign to indicate whether their box is in use. A green 'FRI til' sign indicates that it is available for visitors and a red 'OPTAGET' means that the owner will be returning to it. Our technique for box moorings is to prepare, on each side of the boat, a bowline in the end of a long piece of floating rope. I motor the boat slowly forward whilst Heather slips the bowlines over the posts. The rope is allowed to run freely over the pushpit whilst we continue to motor forward. Just before the bow touches the jetty we check the forward motion with the stern ropes. The bow is secured to the jetty and the stern ropes tightened up. For this operation we use floating rope, as motoring with non-floating rope disappearing over the side can be disastrous !

The bridge joining the NW corner of Mors to Vilsund has an opening span. Danish yachts wanting to pass through normally fly the 'N' flag from the spreaders - we sounded 'N' on the foghorn. Once through, we headed for the town of Thisted 4 miles away. We found the harbour entrance difficult to make out against the town, but the huge white grain silo just east of the entrance served as a very convenient landmark. Thisted is an ancient town and the local museum contains Denmark's largest collection of Bronze Age artefacts.

We awoke to our third day of easterly wind and our destination, Logstor, lay 20 miles east of Thisted. Although close hauled with one reef set for most of the day we thought it more prudent to motor sail through the narrow channel which separates Mors from northern Jutland. The passage across the Logstor Bredning needed careful navigation as Danish buoys are notoriously difficult to spot. Beating eastwards we decided to first making for the Holmtage Hage buoy and then the offing buoy at the end of the 3 mile Logstor channel. The large sandbar west of the town has a water depth of less than 1m and this used to restrict navigation into the eastern Limfjord. Most visiting yachts moor in the Kanalhavn, the old entrance to the Frederick VII's canal, which was built by hand between 1856 and 1861. This used to be the only way for ships to bypass the sandbar

and so traverse the Limfjord. However the new channel was dredged through the sandbar and the old canal closed.

The pretty island of Livo is only 8 miles away. Its small harbour can hold about 20 boats, and is joined to the only village on the island by a straight road bordered by wild roses - absolutely beautiful. Cars and dogs are prohibited on the island. However, we walked right round the island except for the protected seal sanctuary on the southwest shingle bank.

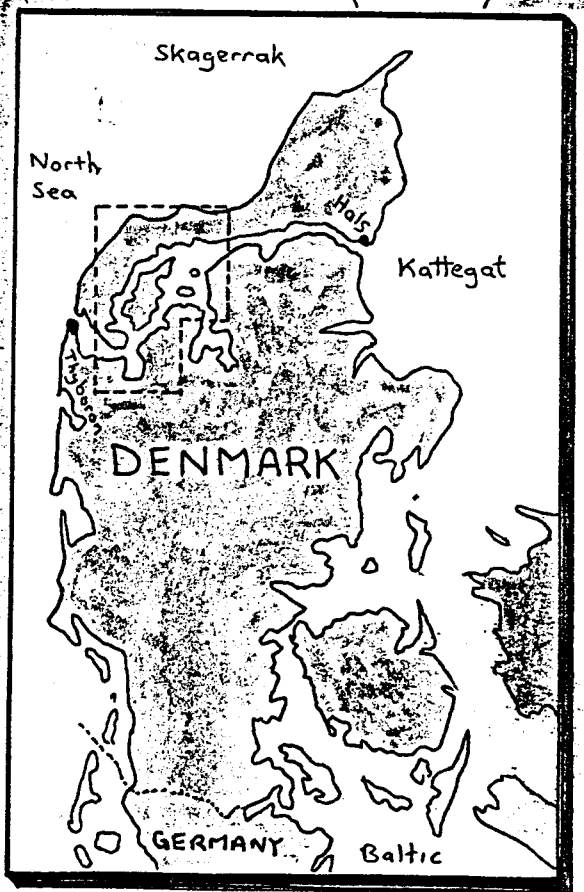
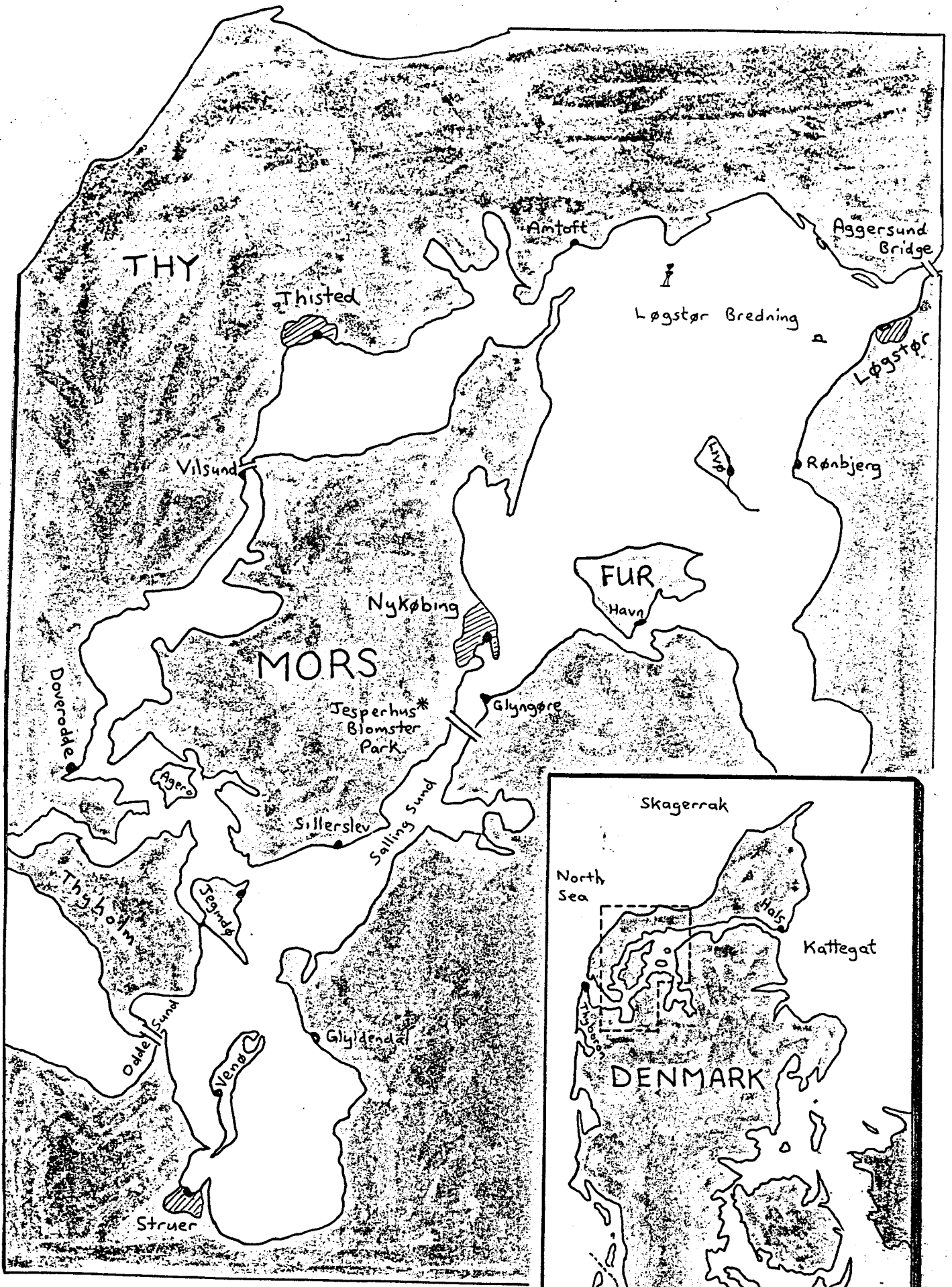
Almost as soon as we had moored Bertil and Marianne Almkvist, fellow members of the British Trail and Sail Association, came over to greet us. They had trailed over from Sweden for a holiday in the Limfjord. We spent much of the afternoon looking over their boat, CRAZY HORSE and generally swapping ideas about the ideal trailer sailer and the best cruising areas. Later on that afternoon they sailed for Logstor and then we chatted to a Danish couple from one of the other boats in the harbour. In the evening we enjoyed a meal together in the tiny restaurant on the island.

In order to reach Fur, our next destination, we sailed past the seal sanctuary area and round the southeast tip of the Livo Tap tail. There we saw seals basking with their pups on the long shingle bank.

Fur contains several contrasting types of landscape in its 9 square miles. The harbour was busy with car ferries bustling back and forth every few minutes. We spent a very pleasant morning cycling round the north of the island on hired bicycles.

Nykobing, our next stop, is a large harbour on the east coast of Mors. Glorious sunshine greeted the day chosen for our visit to the famous Jesperhus Blomster Park, a 15 minute bus ride from Nykobing. The flower park covers 15 acres and contains a bird zoo, aquarium, butterfly farm and children's playground. The guide book said there were over half a million flowers and more than 100 varieties of roses. We were impressed with the excellent play-areas provided for the children - the Danish seem particularly good at this.

The 10 mile sail down the Salling Sund to the island of Jegindo was another long windward beat, although we did cheat and motor sail under the 26m high Salling Sund bridge. Arriving at Jegindo was straightforward once we had located the tiny port and starboard channel marker buoys. It appeared that a new outer harbour has just been completed. On inquiring about buying petrol, we were shown the brand new fuel pumps being installed on the quay and told that it would be available from next week ! An inspection of the harbour revealed two excellent concrete slipways with a water depth of more than 1 metre. This was a great discovery because



THE LIMFJORD

Jegindo is not a true island but is connected to the mainland by a causeway carrying a good road. Later investigation showed that Jegindo is an ideal harbour for the trailer sailor wishing to launch by slipway. There is adequate parking for car and trailer and good road access.

It took us less than two hours to sail the short distance to Veno, our final island. Arriving before lunchtime we had plenty of time to walk up to the north of the 4 mile long island to see the nature sanctuary, returning via the sandy beach. The church on Veno was built in 1550 and is the smallest one in Denmark. Our conversation with the Veno harbour master was conducted using paper and pencil so as to get over the language problem.

A short but brisk sail back to Struer using two thirds jib gave us plenty of time to check the car, trailer and to prepare for the homeward trail. This is always a sad time; when we realise that there is so much we have missed. We had visited only 9 of the 27 harbours in the Limfjord. Although there was still more to see, we consoled ourselves with a meal at the Struer 'Marina Club' restaurant and talked about how much more we had seen than those who rush through the Limfjord on their way to the Baltic.

Starting early next morning, we motored the short distance to the commercial dock, lowered the mast and waited for the mobile crane. This arrived promptly at 9am and within 10 minutes Tiger Lily was back on her trailer. She is not antifouled, so we spent the next half hour scrubbing her hull. After a final visit to the showers to freshen up a last look at the Limfjord, we set off homeward bound. Six hundred miles and 32 hours later it was time to rest before catching the 6am Ostende ferry to Dover. Tiger Lily arrived home exactly 15 days after leaving and having spent 11 of those days afloat in Denmark - the plan had been accomplished.

Summing up, we found that the expenses were very similar to our previous year in Friesland - we were surprised to find that we actually spent less on food in Denmark. Marina fees were about £4 per night and the only major increase in expense this year was for car petrol, but that was expected. Our biggest disappointment was the vast preponderance of pulsating jellyfish which rather detracted from our desire to swim. However, this problem was counterbalanced by the very enjoyable Danish pastries obtained fresh every morning.

Alan Murphy - TIGER LILY (S217)

COME - SAIL THE MORAY FIRTH

And what does the Moray Firth have to offer that is not available down on the South Coast? Reluctant as I am to divulge the secrets of this area of Scotland, as I like it the way it is, I have had my arm twisted to feed this newsletter which hopefully has an iron constitution as it would appear to eat logs.

Being on the East Coast it is lacking in a great many facilities which are offered on the West Coast of Scotland but not all these are to its disadvantage. It lacks islands and numerous sea locks, and possibly the wild and romantic scenery of the Hebrides, but it does have less rain - much less rain and the mighty midge is present in much fewer numbers. Its harbours are more numerous but not always attainable through the range of tides. The sun shines considerably more than its western counterpart - this area of Scotland particularly the Laich of Moray is well known for its sunshine record. There are numerous small sailing clubs, considerable amounts of dingy racing, offshore races for cruisers, all found along the small harbours on either shore of the Firth. These harbours had their heyday during the great herring fishing in the 19th and 20th Centuries, but now fishing passes most of them by although one or two such as Burghead, Lossiemouth and Buckie are still home to inshore trawlers. Most are trying to foster income from other sources and increasingly pleasure boating is being catered for.

And how does it compare with the South Coast? It is expensive!! I berth my Swift to a new pontoon for the princely sum of £50 a year (that is per boat). We can venture out into the Firth and have it more or less to ourselves on occasions. Sometimes we have found it difficult to run the boat up onto the sands of the East Nairn beach where there are other beings present. We usually have it to ourselves. A mooring can usually be found which you can use overnight or longer at some of the yachting centres such as Findhorn or Rosemarkie and it will be unusual to be charged. We do not have the magic of crossing the channel to go foreign, but then we can take the Caledonian Canal through the cruising grounds of the West Coast or even sail the North Sea to Norway or Denmark, but possibly something bigger than eighteen foot would be preferred!! Yes, how I hanker after the South Coast!!!

Cir Mhor lies at Nairn, a small harbour $2\frac{1}{2}$ hours drive from Aberdeen and $\frac{1}{2}$ hour from Inverness. It is mainly for pleasure craft although one or two motorboats go after lobsters. Two years ago floating pontoons were laid with money from the European fund for the Highlands, and this has given a great boost to the local Nairn S.C. to which we belong. Entrance to the harbour is via the mouth of the River Nairn and can only be attempted $2\frac{1}{2}$ hours either side of H.W. unless you are a Swift when it is $3\frac{1}{2}$ hours - or more if you know the channel. There is a very good and friendly Sailing Club with premises overlooking the harbour. Visiting yachts are most welcome and there is a good slip for launching at H.W. Let me take you on an imaginary cruise out of Nairn made up from Cir Mhore's log of recent years. (We spent this year in the hills of Switzerland without a boat!)

With High Pressure approaching we slip of Nairn early and clearing the entrance, hoist full sail and have a fine reach across to Cromarty - a small harbour tucked behind the South Souter of the Cromarty Firth. A large exploration rig within the Cromarty Firth dwarfs us as we sail past to lie alongside the wall of the Cromarty. As is normal we saw plenty of sea birds and made the passage in 3 hours. Next day we

were away early to make the tide between Chanonny Point and Fort George. We were surprised at the number of seals on the sands north of the fort, and were enthralled by the dolphins surging on the waves as we made round into Inverness Firth, the pleasant sail in sheltered waters towards Kessock Bridge and the entrance to the Caledonian Canal. Part of the way was with a fleet of cruisers racing out of Rosemarkie, but they were too keen and dedicated for us as well as being too fast.

On another occasion we spent the weekend at the Old Bar, the former mouth of the River Findhorn and dried out, joining the rest of the members at a bar-b-que. Sailing the next day and riding the tide through the tricky entrance to Findhorn Bay we went alongside the old pier. We walked the town, which lies near to the RAF base of Kinloss, before motoring out to pick up a vacated mooring for the night.

This summer we were hoping to visit Hopinian, sailed east and with a northerly wind had a broad reach to Burghead, where we decided to put in for the night. This is a typical NE fishing port which used to be home to the Moray Outward Bound School and was home port to Cir Mhor, having first been launched here in 1984. Due to northerly gales we got stuck here and over the next 36 hours re-discovered the village - its post office, chip shop and coffee bar before the weather relented and we motored back, seeing no other boat until we arrived off Nairn.

So if you want to sample the Riviera of northern Scotland come up to Nairn or some other Moray coast port and launch at your leisure, but I cannot promise you crowds or flotillas of boats or channel crossings, but be assured you will be most welcome. But do not all come at once or you will take away much of what we prize so much up here.

Doug Angus (SO126 CIR MHOR)

