

SWIFT

A black and white photograph of a boat's deck, showing a metal railing and a view of the sea. The image is grainy and has a halftone texture. The railing is in the foreground, and the sea extends to the horizon in the background.

Journal of the Swift Association

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From Poole Harbour to the Ionian!

ENOUGH WAS ENOUGH! After almost 2 weeks of rain, strong wind and grey days in Poole Harbour for our annual 'summer' holidays we decided that next year we would go to sunnier climates! And so it came about that we booked our Greek sailing holiday and on June 14th, 1993 a very excited Palmer family flew from Gatwick to Corfu. This was our itinerary, made as brief as possible, with a few highlights included.

- **DAY ONE**

Flew from Gatwick to Corfu, followed by a 50 minute coach journey to Petriti harbour where our Flotilla was waiting.

- **DAY TWO**

Comprehensive boat briefing. Sailed from Petriti to Mourtos (mainland).

- **DAY THREE**

Mourtos to Pargo (mainland).

- **DAY FOUR**

Parga to Spartahori (Meganisi Island).

A long day 0800-1700. Jonathan sees dolphins!

- **DAY FIVE**

Spartahori to Fiscardo (Cephalonia).

'Thunderbird' underpants overboard in harbour.

Jonathan hysterical - lead crew dives in to rescue them!

- **DAY SIX**

Fiscardo to Abelike Bay (Meganisi).

- **DAY SEVEN**

Stayed another night in Abelike Bay.

- **DAY EIGHT**

Abelike Bay to Spartahori to stock up for BBQ.

Spartahori to Port Atheni (Meganisi).

22 boats rafted up for a very wild and interesting BBQ!

- **DAY NINE**

Port Atheni to Vonitsa (Gulf of Amvrakia).

- **DAY TEN**

Vonitsa to Ligar (mainland).

- **DAY ELEVEN**

Ligar to Emerald Bay (Anti-Paxos).

Emerald Bay to Mongonissi (Paxos).

- **DAY TWELVE**

Mongonissi to Lakka (Paxos).

Radio contact made with Swifties Don and Brenda Harvey in Parga, also with the same holiday company but on the northern cruise.

Our worst day for weather blowing to a F6 with a very heavy sea.

Glad to arrive at Lakka!

- **DAY THIRTEEN**

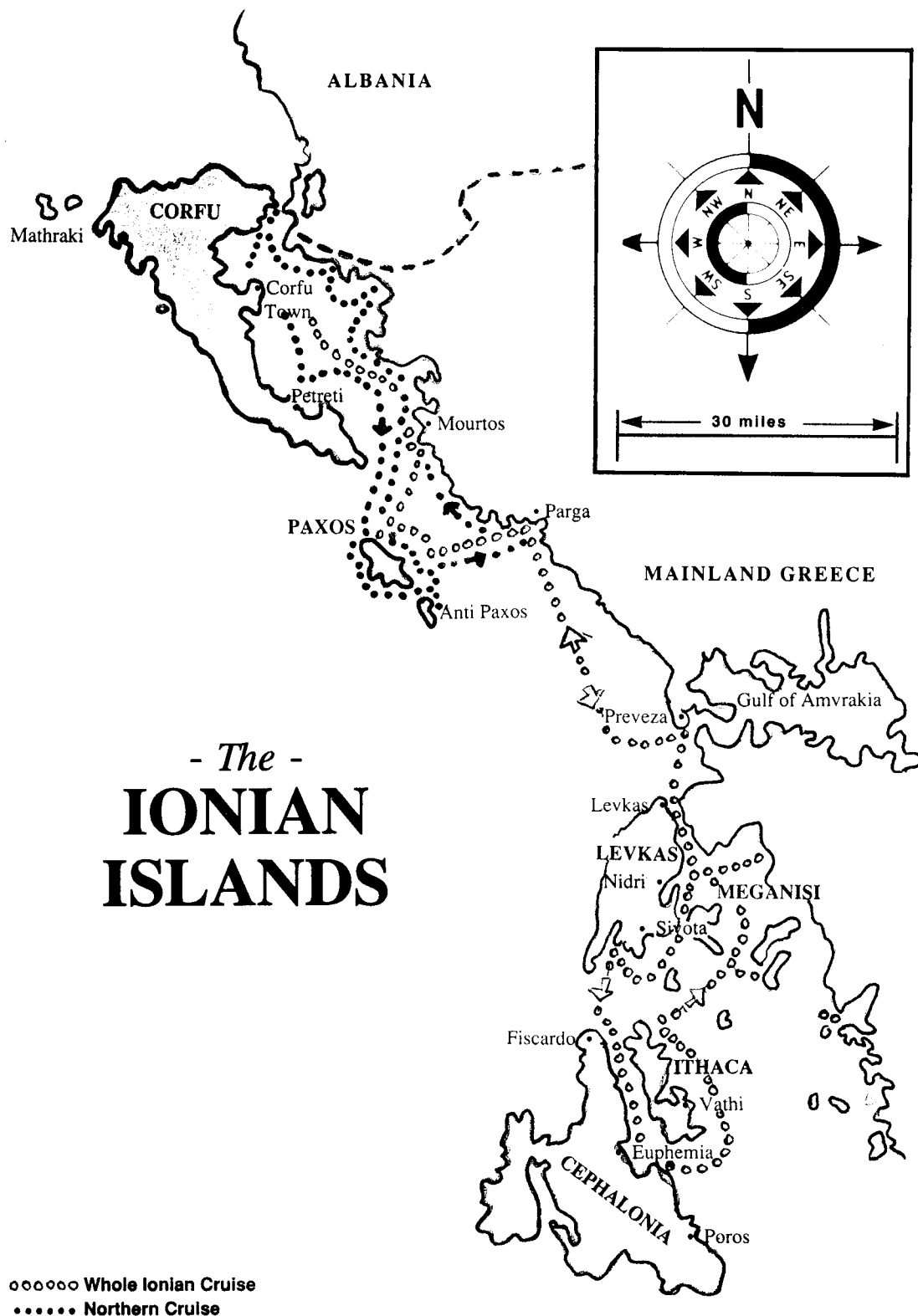
Lakka to Forth Bay (Mourtos-mainland).

Jonathan seasick for first time due to swell from previous day.

- **DAY FOURTEEN**

Forth Bay to Petriti. Our last sail.

- **DAY FIFTEEN . . . FLEW HOME . . . VERY SAD!!**



- The -
IONIAN ISLANDS

SUMMARY: Our best holiday ever and a great experience. Hectic schedule at times - the day starting with a 0930 briefing followed by an average 5-6 hour sail/motor. Also more hectic for us having a 3½ year old to occupy! The climate was ideal in June - like a hot English summer (what's one of those!) - and some days the temperature reached as high as 38 degrees Centigrade. The wind (when it blew) was fairly consistent usually arriving around noon, blowing between F3-6 and dying down at sunset. Needless to say we did quite a bit of motoring in the mornings!

Our yacht was a Jaguar 27, which was robust, easy to sail and perfect for the 3 of us (we could stand up to put our clothes on - luxury!) The New Zealand lead crew were the best, and we learnt a lot to increase our ability and confidence (I can tie a bowline now!).

Informality was the order of the day, with few restrictions. Days 5-8 and 11-13 of our itinerary were freesail days when we were left to our own devices. Food was wonderful and healthy with traditional Greek social evenings. We will definitely go again and if anyone is considering this type of holiday and would like more information on our personal experiences, then please feel free to contact us.

Useful reading:

Rod Heikell's Ionian guide book.

Imray chart G11 North Ionian Islands.

Manual and harbour guide from the company pre-holiday.

Company:

Sailing Holidays Ltd., 081-459 8787.

Jaguar 27/Beneteau 345.

ALISON PALMER 'Windsong' with assistance from John and Jonathan.



● 22 boats (Jaguars and Beneteaus) rafted in Port Atheni bay for the BBQ evening!

Blue Peter 1993 Lifeboat Appeal

ON NOVEMBER 11th, 1993 Blue Peter launched their annual fund raising appeal. This year their aim is to raise money to replace well battered inflatable Blue Peter lifeboats (which they raised money to buy a few years ago).

As we are all aware, these inflatable lifeboats are invaluable for inshore rescue (as are all the lifeboats) and monies raised will help buy the most up to date models. So how can we all help? Listed below is a list of various items which most of us throw into a junk drawer. Blue Peter will hopefully turn your junk into treasure. Valuable items will be auctioned, collectable items sold to collectors and remaining metals will be melted down and sold.

- COLLECTABLE ITEMS -

- OLD COINS (British and Foreign) • KEYS • CUTLERY
- CANDLESTICKS (Metal) • SPECIAL EDITION STAMPS
- PRE 1960 POSTCARDS • JEWELLERY (Precious metal or costume)
- 'METAL BITS' (e.g. Boat Shackles, Cleats etc.)

It won't cost you a penny to send your junk - just parcel it securely, mark it with the address below and take it to your nearest post office. So dip into your drawers now and keep watching Blue Peter for an up-date! Thanks for your support.

Address: BLUE PETER APPEAL, FREEPOST,
ROYAL MAIL, BOURNEMOUTH BH1 1BP.



Trailer Sailers! Get Afloat at
CRERAN MOORINGS

New this year: SEASONAL SLIP 'N STORE PACKAGE

Includes: Storage ashore with mast up, as many tractor assisted launches and recoveries as required, dinghy/outboard storage, car/trailer parking and use of our tenders

●●●●●●●● **ALL FOR £200** ●●●●●●●●

Also we are replacing one of our caravans with a
STUDIO CHALET (2 + 1)

This will be available in 1994. The remaining van is fully equipped with cutlery, crockery and bedding.

It has an electric heater, fridge and colour TV.

Shower and toilets are close by.

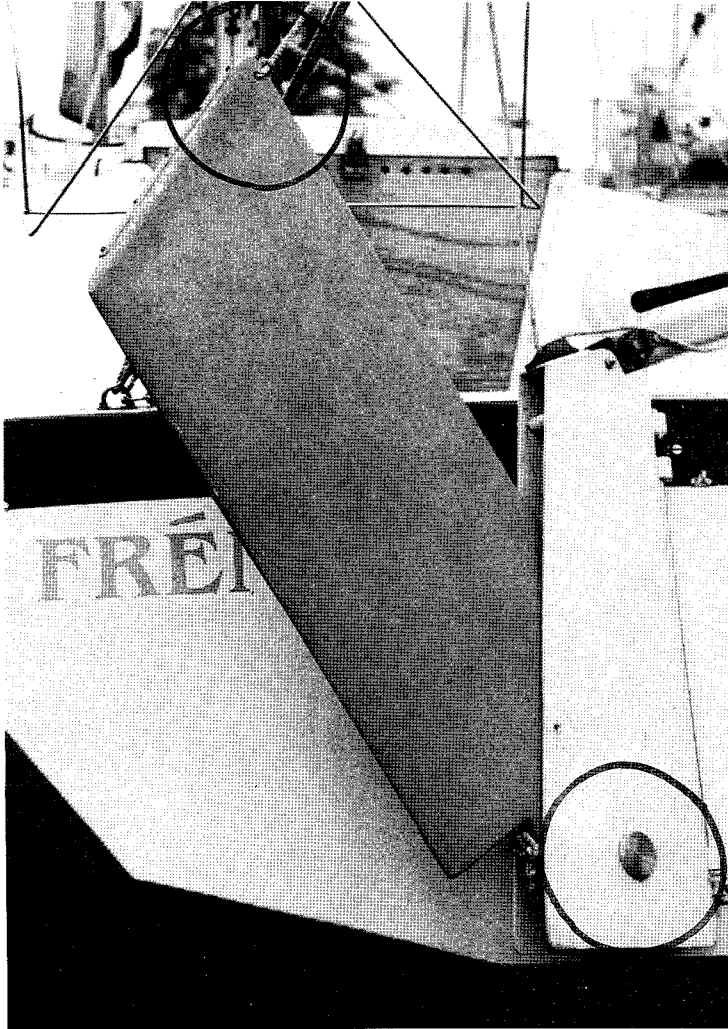
EVERYTHING FOR A GREAT SCOTTISH HOLIDAY!

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

CRERAN MOORINGS, BARCALDINE, OBAN PA37 1ST
- Telephone (0631) 72265 -

● Technical Topics: More thoughts on Rudder Design

I READ WITH INTEREST a recent article on the Rudder Design in the October 1992 newsletter and would offer the following comments based on experience with my own 18 - 'Frenesie' which, when acquired 12 months ago, had an abnormal amount of play in the hinge assembly, making steering a very hit and miss affair.



This was cured over the winter by discarding the original small diameter hinge bolt and substituting a much larger unit which has solved the problem by completely eliminating the play in the assembly. A full set of drawings and text are with Technical Editor Alan Murphy if anyone is interested.

However, while I feel the original was under-engineered, I would suggest that leaving the rudder blade in the raised position, i.e. horizontal but partly immersed, exerts heavy side to side loads on the hinge bolt with consequent wearing of the holes in the rudder stock - ours were oval!

The boat has a jetty mooring and is only taken off the water in winter. Therefore, it was a simple task to drill a new hole for the uphaul through the rear tip of the rudder, which allows it to be hoisted and secured completely out of the water (see photograph).

It is also much less vulnerable to other moored craft and presumably could be towed lashed in this position. Having resolved this problem I've moved on to:

Engine Noise and Smoke

Attention is being given to quietening the noisy Mariner Outboard and eliminating exhaust fumes when starting up on full choke. We are trying out lining the inside of the cover box with noise absorbent felt in an effort to reduce the decibels and fitting a flexible blank to the outboard well with a cutout to take the leg and hopefully stop blue smoke getting into the cockpit.

BRYAN ELLIOT, 'Frensie' SO117

September Rally

ON SATURDAY, 4th SEPTEMBER four boats assembled at Buckler's Hard ready for the September Rally.

- Lesley, Elise and I (Alan Probyn) on 'Helise'
 - Don and Brenda Harvey on 'Papillon'
 - John, Alison and Jonathan Palmer on 'Windsong'
- and having trailed down from Swindon
- Ivan, Denise and Rosemary Kirk on 'Tarim'.

Tides as always dictating our destination, Yarmouth IOW seemed to fit the bill. When I arrived at Bucklers Hard the other three boats were all launched and ready to go, we quickly got organised and as we were launching we were told that the large wooden yacht passing by had the Princess of Wales on board. Obviously if I had been afloat I would have offered her a sail on a proper yacht!

With the winds light and Northerly a pleasant sail was had towards Yarmouth with cruising chutes and spinnakers much in evidence. Unfortunately the wind died just after Newtown Creek and we had to resort to the engine.

Once in Yarmouth we all rafted up together with the help of four enterprising youngsters who were taking lines to the piles for visiting yachtsmen.

We decided that a visit to the Needles by open-topped bus would be a good idea. Denise and Ivan decided to stay in Yarmouth while the rest of us managed to catch the bus. We had a nice breezy ride to the Battery at the Needles where we all alighted and went for a short walk. The views from the cliffs were excellent as it was a clear sunny day. We then decided to walk back to the Pleasure Park and have a cup of tea. After our refreshments we caught the bus back to Yarmouth.

In the evening we all met at the Wheatsheaf and had a nice meal and chat.

The next morning we spent relaxing before leaving in our own time for the return trip to Bucklers Hard. We had a gentle sail back with light winds. Boats were recovered without trouble and we left for home in the late afternoon having had an enjoyable rally.

For Sale/Wanted

SWIFT 18 De Luxe. 1983. Trailer. Yamaha 5. Rotostay. Dinghy. Echo sounder. Excellent condition. £5500. - Tel. Bob Payne (048838) 476.

YAMAHA 4 short shaft Outboard motor. New condition. Very little used and only in fresh water. £250 o.n.o. - Tel. Brian Hormbrey 0287 632463.

SWIFT 18 400 Series. SO43. Built 1989 as sail-away. Fitted out spring 1993. Yamaha 4 ACS. Compass, echosounder. 2 wheel trailer. Lying Keyhaven Y.C. £6750. - Tel. 0590 642542.

Southern Laying-up Supper

Members attending were:

Don and Brenda Harvey 'Papillon'
Denise and Ivan Kirk 'Tarim'
Jim and Sue Crick 'Silver Lining'
Lesley and Alan Probyn 'Helise'
Eileen, Bryan and Nicola Adams.
Steve and Maria Hart 'Layla'
Roger and Carina Pigden 'Charisma'
Patricia and Tony Greway 'Solo'
John and Alison Palmer 'Windsong'

It was during this jovial evening that Alan suddenly stopped midstream, gave John and I that funny look (as he does!) and asked 'so which one of you is going to write this up?' As John was too busy paying attention to the French waitress and trying to remember what 'room number 6' was in French (did anyone else get a second helping of gâteau?) I felt I had to rise to the challenge. Surely, I thought, there must be some way of spicing up the reading content of a laying-up supper. I was wrong! So I'm afraid that for those of you who didn't attend, you will need to put your imagination to work whilst reading, and make sure you attend next year!

The southern laying up supper took place on Saturday, 23rd October at the Willows Hotel, Padworth, Reading. A total of 19 members attended, beginning with 'meetings and greetings' in the bar at around 7.30 p.m. At around 8 p.m. we took our seats in the restaurant, heartily enjoying good food and friendly company. Wine was supplied courtesy of the Association.

As the evening went on the sailing tales became taller and taller, and by the end of the evening the separate tables were joined together to form one large one! For most members the evening came to a close around midnight. Don & Brenda and John and I were staying the night so our evening ended around 1 a.m. I am sure that everyone will agree that the evening was a great success - just a shame that it passed too quickly. Many thanks to Jim for recommending the restaurant and to Alan for organising the evening.



• Alan ensuring that the camera only captures his good side on the 'top table'.

'I wouldn't if I were you!'

THIS IS THE SORT OF HELPFUL ADVICE that the author bears no responsibility for whatsoever and positively advises you to bin it promptly. However the rantings of the insane cannot go unheard so here goes!

Prompted by the skipper of a small boat not too far from Buckler's Hard, I think it was the 'Gung-Ho', I took a short-cut the other day thought those of you who sail out of Buckler's Hard would like to know about it: it will at least enable you to understand why I will be spending some future fortnight awaiting a spring tide before I come home.

Heading down the Beaulieu River, westbound down the Solent, you will be tempted to head off across the skin deep film of water covering the Beaulieu spit at the end of Gull Island. Local lore states that any attempt to do so will lead to an eternity of grounding to the great spectacle of the hundreds who go up and down the river each day (unless the waves have done with you and pound you to bits first) but this is not quite true.

Recently I turned right leaving post number 14 close to starboard and headed directly at the Isle of Wight. I have lived to tell the tale and it saved me about three quarters of a mile of river eastbound and a further three quarters of a mile westbound in the Solent.

For those with a more numerate approach to predicting their fate: this was at 1355 BST when the data for Portsmouth was LW 0723 BST 0.4m. and HW 1418 5.0m. In other words near the top of a spring tide. The sea was slight. The journey was made with the centreboard fully down and the echosounder never showed less than 2.5 metres.

Post number 14 is faintly marked with that number and once identified can easily be found again by the distinctive house opposite on the mainland shore.

Further reports welcomed from anyone taking this dodge at lesser heights of water and surely a special prize at the annual dinner to the first mug to spend a fortnight aground on Beaulieu Spit!

