

SWIFT



The journal of the Swift Association

Newsletter 47 :: Summer 1994

Secretary's Log

WE HAVE HAD SOME GREAT WEATHER in the last couple of months, tee shirt and shorts sailing - the best kind! I hope you have been making the best of it. I look forward to reading about your exploits in the coming Newsletters.

At the AGM this year it was decided to create a new club burgee to incorporate the Swift 18, 20 and 23. All members will receive one of these free of charge so we can spot those who are not yet recruited! It was decided to hold a competition to find the best design for the burgee. There will be a prize for the winners. So put on your designer's caps and send me your masterpieces!

Steve Hart has sold his boat and will be relinquishing his post of Newsletter Editor at the next AGM. Alan Murphy the Technical Editor (of 8 years standing!) and myself feel its time to let some new blood take over our positions. I would hope that by the next AGM we would have some volunteers. If anybody is interested and would like to know more about the posts mentioned please give me a ring.

Steve has asked me to point out that the delay in this issue being published was a result of a summer drought in submissions from the membership. Please keep your input coming - without it we don't have a Newsletter.

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• *This issue's cover shot is of Doug Angus' 'Cir Mhor' underway in the Firth of Lorne.*

Solent early season Rallies

• May Bank Holiday 30th April - 2nd May

Participating Yachts:

Tarim	Ivan, Denise and Rosemary Kirk (and dog)
Havoc	Colin and Claire
Solo	Bill, Angela, Jeremy and Mark Evans
Icarus	Chris O'Brien
Sunburst	Peter, Louise and Adam Swallow
Moonshadow	David Franklin
Pollyanna	Lawrence and Janet Peacock
Windsong	John, Alison and Jonathan Palmer

It was a beautiful sunny day that saw the start of our first Swift rally of the season and on Saturday, 30th April at around 1430 five Swifts left the Beaulieu River en route for Lymington: Tarim, Havoc, Solo, Icarus and Windsong. A pleasant F2-F3 SW kept us busy tacking all the way in close proximity to each other arriving at Lymington Yacht Haven at 1730.

Lymington Town Sailing Club hosted some crews that evening whilst others ate on board. The next morning at around 1020 the five Swifts left Lymington and with a F4-F5 SE wind meant beating all the way into a very choppy sea, particularly off Cowes. By the time we reached Wootton most of us had that very damp windswept look!

At this stage we were now seven boats, with Sunburst having arrived earlier from Itchenor and Pollyanna following on from Lymington Quay. Later we became eight, when Moonshadow approached our pontoon under sail with engine failure.

That evening the Fishbourne Inn hosted us all for meals and drinks. On Monday morning Tarim, Solo, Icarus and Sunburst caught the early morning tide with Moonshadow hitching a tow from Sunburst into the Solent.

The remaining crews had a leisurely walk to Ryde for lunch returning to catch the afternoon tide at 1500. A downwind sail home with a SE F3-F4 was easy on the crews following the previous days sail allowing us to enjoy a close-up view of an air sea rescue practice.

Thanks to everyone who joined us - we are sure you will agree that the weekend proved very satisfying and fulfilling. Commiserations to Jim and Ben Crick who suffered engine trouble and weren't able to join us.

● **Spring Bank Holiday 28th - 30th May**

Participating Yachts:

Papillon	Don and Brenda Harvey
Tiger Lily	Alan and Heather Murphy
Lauric	Mike, Jeanette, Laura & Victoria Edwards
Pollyanna	Lawrence and Janet Peacock
Solo	Bill, Angela, Mark and Jeremy Evans
Gulliver	Peter and David
Helise	Alan and Lesley Probyn
Windsong	John, Alison and Jonathan Palmer

On Saturday 28th May 4 yachts departed Bukclers Hard en route for Keyhaven - Papillon, Lauric, Pollyanna and Windsong. The day was something overcast with not much wind and the cool NE 1-2 gave us a slow sail. Papillon and Windsong using cruising chutes. On reaching Lymington the wind died completely so we motored in to Keyhaven. Tiger Lily had arrived 15 minutes earlier and we were greeted by the sight of Alan in full wet suit/snorkelling gear, about to brave the water to recover a buoy jammed under the boat - it had stuck when recovering his anchor at Newtown!

We all anchored inside the entrance off the shingle beach and were warmly welcomed by Tom Holt, the river warden. That evening we all rowed ashore with our portable BBQs, the men amongst us collecting driftwood for a huge bonfire - the children thought this was wonderful. The bonfire was greatly needed as the evening became quite chilly. It was nice to see two more yachts arrive - Solo and Gulliver at around 7 p.m. and we had now become 7 yachts at anchor.



● *The Swift fleet at anchor in Keyhaven during the Spring Bank Holiday Rally.*

Our jovial evening ended around 10 p.m. when we all rowed back to our beds for the night. Most of us awoke early to find Tiger Lily re-anchoring and ourselves on Windsong popped our heads out to find a growling dog about a foot from our stern!

It was a beautiful blue sky morning and after walks on the beach we started to leave around 10 a.m. Papillon and Lauric returned to Bucklers Hard, whilst the rest of us had a good beat in a NE2-3 arriving at around 1 p.m. at our reserved Folly Inn pontoon. Gulliver had a lunchtime stop before returning to Bucklers Hard to be replaced by Helise for the weekend.

A walk ashore to the local churchyard was followed by a meal for 13 in the Folly that evening and then drinks on board two of the yachts. Another beautiful morning on Monday gave Jonathan his first outboard steering lesson courtesy of Lawrence.

After a lazy morning Tiger Lily and Solo departed around 2 p.m. whilst remaining crews finished off part-opened bottles, departing an hour later. After many attempts to fill cruising chutes with virtually no wind, we motored home. Another enjoyable weekend - thanks to all who joined us.

● 4th - 5th June

Due to strong winds this rally was cancelled. However on Sunday 5th June the winds had decreased and so the crews of Pollyanna and Windsong decided to sail out towards Portsmouth to see the D-Day celebrations.

On arriving at Bucklers Hard we saw that Havoc's crew were on board and decided to ask them to join us. To this end Colin and Claire now hold two world records: Colin for replacing wheel bearings and launching within 5 minutes and Claire for still being asleep whilst being launched and sailing in her nightdress!

The three yachts sailed out of the Beaulieu river in a NW F4 the sea being quite choppy. By the time we reached Cowes the sea was quite uncomfortable and we all struggled to reach Osborne Bay. Due to the number of vessels Polyanna got split up from us and so Havoc and Windsong anchored in a very bouncy Osborne Bay to stay away from the main fleet.

Portsmouth was a hive of activity and we were all proud and choked to see the flypast. The wind began to freshen and so around 2 p.m. we started for home. Still unable to contact Pollyanna.

By now it was a good F5 and with two reefs in the main and reefed genoa we were struggling to make headway (tide was just changing against us - neap). We were on our side all the way, a very choppy sea and waves constantly over the top. Just off Cadland we gave up sailing and made slow progress by motor, arriving at Bucklers Hard at 5 p.m., followed by drenched crews on Havoc and Pollyanna.

Despite the uncomfortable ride and getting absolutely soaked I personally found the sail quite exhilarating!

Alison Palmer :: Windsong

Progress so far

I BOUGHT 'PROGRESS' (Swift 18, sail no. 189) during last winter and so this summer has been something of a time of discovery - particularly in view of the fact that I did not give her a test sail before I put pen to cheque book. She looked so pretty!

Thankfully, I am delighted with my new acquisition, albeit a great deal more cramped than my old Macwester 26 which, although actually being able to sleep four comfortably (with a separate heads) did have it's faults however: like not sailing too well to windward; making too much leeway and suffering a galloping dose of weather helm in anything over a Force 3.

'Progress' on the other hand, has none of those problems, is an excellent sea boat and when I take my hand off the tiller on a beat sails/steers herself better than I ever could. I tend to do a great deal of single-handed sailing and find her a joy.

I have just returned to my home port of Lyme Regis after a solo run to Dartmouth (38 nautical miles each way as the seagull flies). The outward leg was into the prevailing south westerly which ended up as Force 5, gusting 6, off the Dart. With the main reefed she sailed like a dream and did not 'bang' into the seas as I had feared she might. A good buy.

However, not everything has been plain sailing since she was put onto her mooring in the harbour (which dries out) in May. I had read somewhere - and I could gladly throttle the author - that if you have a boat with a lifting keel which dries out, it is a good idea to wind up full and then let it off one turn before going home. 'This,' said the man 'allows a little vertical play in the keel when she takes the bottom, which will stop any build-up of sand in the keel box and stop any consequent jamming'. It also allows the play in the mechanism to gradually increase to the stage where it is smashing itself down on to the top of the keel box.

The result, after a larger than usual easterly swell into Lyme Harbour, was a significantly bent steel plate (on top of the keel box) and a breaking up of the glass fibre beneath.

I took her out of the water and all the necessary work with epoxy and hammer was carried out on the Lyme Regis Sailing Club car park. In order to reach the lifting mechanism I had to completely remove the inspection cover as some bright spark had siliconed up the threads.

The battering that the mobile keel had experienced also caused part of the cabin sole to come away from the keel box. This gap was stuffed with epoxy filler and glassed over.

On returning from her first sea trial (single-handed again - which will prove significant later on) I could not fail to notice that there was half an inch of water slopping around below. I mopped it up. Nothing obvious showed, so I telephoned the nice man at Marlin International to ask him what he thought it could be. He assured me that it could not possibly be the gap between the cabin sole and the box because the box and the hull are one and the same strong moulding.

Since it was not leaking on the mooring I left it at that for the moment. My next trip out was

for a local 'fun' cruiser race, so I had a crew. After five minutes sailing I again had half an inch of salt water in the cabin. This time I asked my crew to take the helm whilst I dropped below to investigate.

It was obvious. Before we had left harbour, I had taken the cosmetic keel box cover off to help me spot the leak. And that was the cause. With the keel cover off, and the boat making 4 knots, water was being forced into the keel box - and up through the now-empty screw holes aft. It was akin to a fountain. A finger daubed in sealant fixed it immediately and did I feel a fool? I would still like to meet the helpful gentleman who originally suggested letting down the keel a turn.

Rattling Wires

Like most other sailors, I too suffer from rattling electrical/coaxial cables in the mast. I read Don Harvey's advice about diluted Evostick with great interest. But before trying his method, I am going to do what my friendly marine engineer suggested: buying 8 x 1 metre lengths of the new spongy pipe-lagging material (which is like a hollow tube with a slit running all the way up) and just slipping it over the cables and sliding them up inside the mast. It sounds too easy to be true, so I will let you know how I get on.

Whisker Pole

Unfortunately I read Don's other tip - the one about fixing a spinnaker hook to the end of an expandable boat hook - too late. I had already bought an expandable clothes prop from Woolworth and taped a hook to the end of that. The pole cost me three pounds and works a treat so far. Knowing my luck it will probably be rusted solid within six months!

Andrew Kaye :: Progress (S189)

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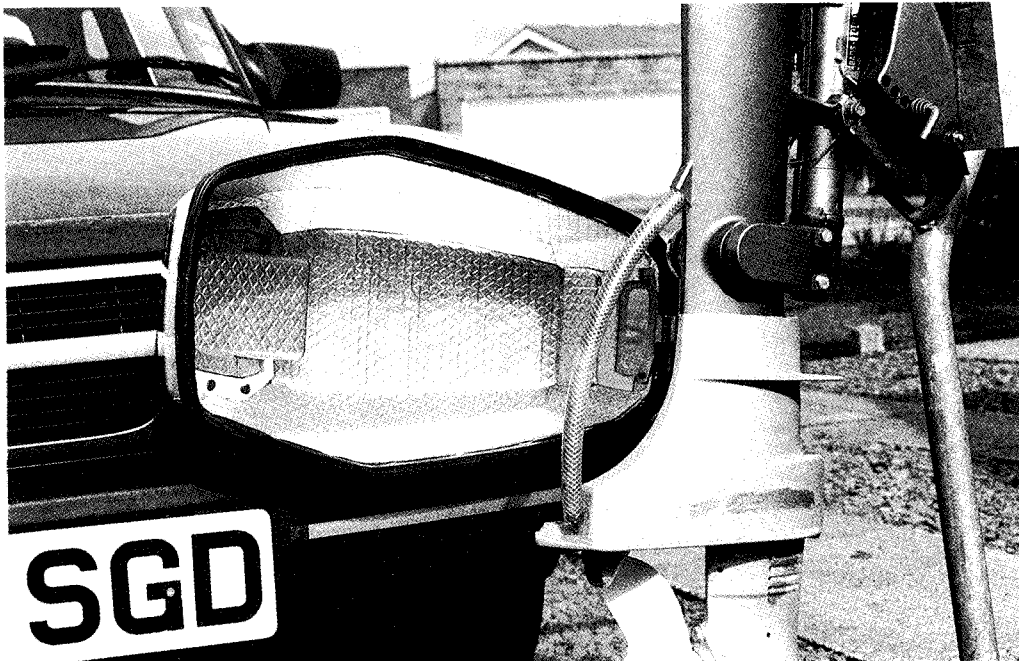
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Technical Topics

Outboard soundproofing

Some of the noise from your engine can be reduced by lining the engine cover. I have lined my Honda 5 cover with soundproofing material Rusco ASX an anti-vibration and sound absorbing panel available from Quayside Mail Order. It's approx. 2mm thick and self adhesive. Noise from the small exhaust port can also be intrusive. This is led away to just below the water by means of a length of tubing fitted to a stainless steel bush. The exhaust port was tapped out to accept a screw on the end of the bush. Both these modifications will reduce quite noticeably the noise from your motor. See photo 'A'.



- Photo A -

Minimise wear and tear on the rudder

My boat is moored on a swinging mooring and one lesson I have learned is that in order to safeguard the rudder it is essential to firstly secure it by means of a suitable knot which will not slip **Photo 'B'** and ALWAYS to secure the rudder central with the blade down **Photo 'C'**. Never moor the boat with the rudder partially retracted for any length of time as it will surely shake itself to bits due to the offset weight of the blade.

An area prone to wear is the male/female locating slot, where you are certain to get wear in both parts regardless of how tight you tension the downhaul. I have made a nylon bush which is a good fit for the blade male locating peg. The bush is held in the upper part of the rudder by 4 screws. This locates the blade securely with no movement and will stop any wear taking place in the peg and its slot **Photo 'D'**

I have beefed up the region through which the pin passes by welding 3/8in. aluminium plate either side of the rudder stock. Also note the nylock nut and split pin to ensure the rigidity of the blade. **Photo 'E'**. Make sure there is no play between the blade and stock by inserting tufnol or polythene washers. Similarly fit polythene washers on the tiller. Some Turbo Gel lubricant between tight fitting parts will ensure easy and smooth action.

Campbell Cowan :: 'Windansea' SO402

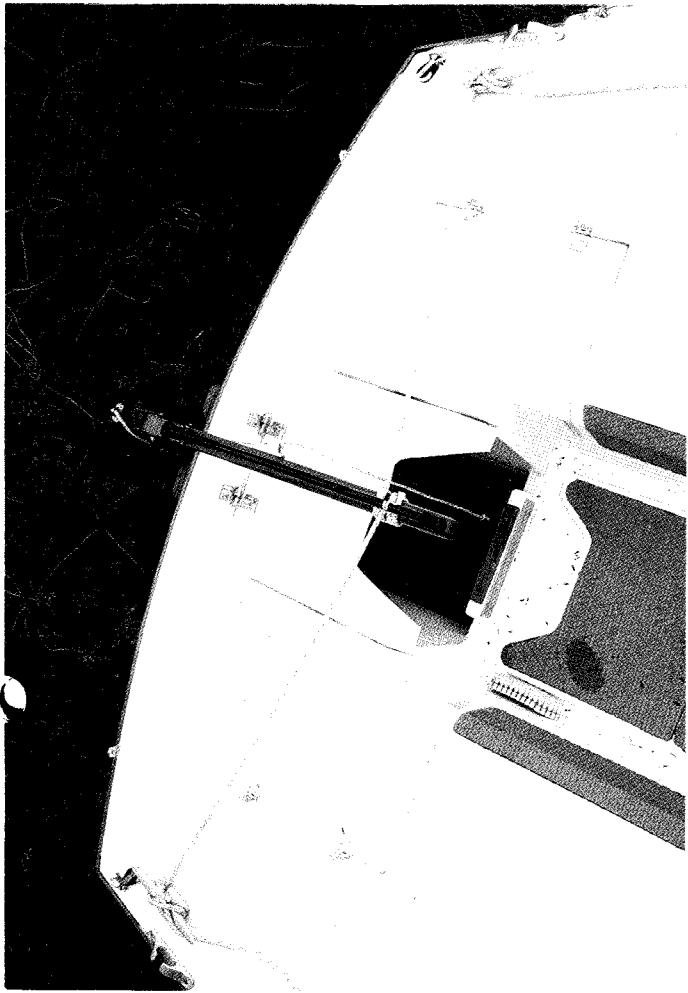


Photo C



Photo E



Photo B



Photo D

Going to sea on a R.I.B.

HOW MANY OF US VENTURE OUT TO SEA IN THE MIDDLE OF DECEMBER?

Those of you who are only interested in sail stop reading here . . . In connection with my work I had the chance or rather was sent to sea in the middle of December in or on a R.I.B, courtesy of the Royal Marines. A R.I.B. is a 'Rigid Inflatable Boat' about 25ft. in length.

We loaded all the electronics in a big watertight box and were then dressed in some very good kapok suits. It was a bit offputting when the coxswain said before casting off 'If we do turn over do not inflate your life jacket until you are clear of the boat'.

Perhaps I should say that you ride on a R.I.B. something like a motorbike astride a seat with a big handle to hold onto and loops in the deck to try and keep your feet hooked under.

We started off down Poole harbour at about 20 knots (speed limit 5kn!) and then set a course across Swanage Bay. The speed went up to about 40kn. The equipment still holding down with its straps. I was watching a box with two big 12 volt batteries in it - very closely.

We then rounded Durlston Head going West and ran into a drop of 'roughers', the waves were about 12ft. high and the coxswain was opening the throttles to go up the waves and throttling back as we crashed down the other side (battery box still holding down). The rescue boat with us was out of the water at times except for the last 2 feet at rear.

After the measured mile on the cliffs we stopped and wallowed for about 5 minutes, not very good for the stomach. We turned and headed back with the waves this time going faster than the wave tops. The coxswain then mistimed one and dipped the bows under, a big wave came inboard all over everybody (battery box not flating yet!).

I think I should have brought a spare pair of shoes. The waterproof suit had a hole in the left leg and I now had cold water running down my leg.

We then went back to Swanage Bay, the waves only about 4 or 5ft. high and did a few runs at about 50kn.

I was getting a bit colder now and after two passes back and forth across the bay we returned to Poole Harbour. At the entrance my woolly hat blew off, really started to get cold then (60% of body head lost through head).

After mooring we had a quick coffee, unrigged our equipment, loaded the Transit van and drove home. As we had to stay at a hotel overnight I had some carpet slippers, the nice soft ones you wear indoors. Have you ever tried driving a Transit in carpet slippers? I got some funny looks at the Happy Eater.

I wonder what a Swift 18 would go like with twin 200 horsepower outboards on the back (sorry stern!).

Bryan Adams SO404

Swifts for sale

SWIFT 18 Deluxe. 'Seaswift'. No. 151. Very good condition. Launched 1985. Trailer. 4hp Yamaha, electrics, navigation lights, VHF and echo sounder. Upgraded keel and rudder. Many modifications and extras. Carefully maintained. £5995. Lying Poole. - Matt Frankcom. Tel. 0272 571234.

SWIFT 18 400 SERIES. Sail No. 403. White with blue stripe. Yamaha 4ACS. Trailer with spare wheel. Built 1989 little used until 1993. Lots of extras. 8ft. tender also available. £6750. - Rodney Lee. Tel. 0590 642542.

1993: A Year of Progress

TWO YEARS AGO I reported my unfortunate saga of buying 'Xia Yi' from the old Swift Boats, just as they went under, and the subsequent traumas are not yet over. More faults in the basic build are still being found. I have been to Winsor Bros. and had some useful assistance from Colin Silvester, but the problems are now at least, understood.

To avoid a long disertation and run the risk of boring my fellow Swifties I will stick to telling of this years sailing. As always I took my summer leave in a 4 week slug. I enjoyed initial refuge in my wife's villa, prepared 'Xia Yi' for the off, then set forth. In 1992 I had only got as far as Campello, so this year had to be better.

'Xia Yi' was launched prior to my arrival, and all I had to do was stock up at a leisurely pace. Beer, tonics, butter and milk for the coolbox, tins of soup and main course dishes filled the larder and the port bilge keel. Water, lemonade, whisky and local brandy took care of the liquid diet, while eggs, frosties and bread catered for breakfasts.

On Saturday, 14th August, I left my wife at the villa without a plan of when and where I would sail, but as the weather seemed excellent and there was a good forecast, I decided to set off that afternoon. The wind was 180, F2-3, so I kept out to sea for a couple of miles on a southeasterly heading before I turned onto 235 to parallel the coastline southwards. With a very pleasant 3-4 knots passing under the keel, I was delighted to make the bay off Altea by 1900 hrs. As I approached, I noted that the bay was crowded with 7 power boats and 3 yachts. Finding a safe overnight pitch at a reasonable depth proved difficult, but eventually I felt secure in 5 metres and about 30-40 metres from the rocky shore. Much to my surprise and pleasure by 8 p.m. I was

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alone. My mind went through all the possibilities, what do they know that I don't, is the weather going to turn nasty? Later I found out that this is a time honoured Spanish custom - must be back on a marina berth by nightfall.

The night passed very peacefully in calm conditions. I had set the alarm for 0100hrs. so I could check all was well. A peep out and I came to at 0800hrs, very well rested and most pleased with my first night afloat in 1993. After a leisurely breakfast, I motored out round the headland, turning for Alicante. Unfortunately progress seemed slow, and once I was abeam Villajoyosa, I thought I should alter plans and turn in towards Campello. Safe on a berth by 1600 seemed sensible and a very pleasant evening was spent in the marina cafe over a plate of Plaice Provençal and asparagus, with a couple of glasses of cerveca to help the digestion.

A strong wind came up overnight so a day spent cleaning up and visiting the town seemed perfectly in order. After an early supper aboard, I lay down to sleep. I use the port quarter berth and upon putting out the light I thought I could hear dripping. That got me up and a search finally revealed a light drip from the sink hose junction. Having applied the due screwdriver treatment I retired again, but much to my surprise I could still hear a faint splosh, splosh, drip sound. Too late I thought, I will try to locate the problem in the morning and quickly joined the land of nod. An early rise saw me out with the screwdriver again and I thought I had finally cured the drip. I motored out at 1050 into good conditions but by 1200hrs the wind speed increased to a F4-5, but I was happy to press on to Alicante.

Approaching Alicante harbour is interesting. From the east, the protective levant stretches for about a mile, so while from the map one feels one is there, there is still that distance to go to gain entrance, then you have to sail a mile back to enter the marina. The wind by the time I got there was blowing off the pontoons. I circled round and round till I was prepared for a port side arrival on the end spur, gathered the two lines I was going to tie up with in one hand and as I bumped gently onto the pier I leapt ashore. Panic was not yet quite over but with both warps finally secure I breathed a sigh of relief. This was short lived. The marina attendant quickly arrived and ordered a move to an adjacent vacant berth. Fortunately it was close enough to allow us to warp her into position.

Alicante is a good stop for a wandering holiday afloat. Plenty of restaurants, a welcoming yacht club, good pubs and even some naughty nightlife if that is your fancy! I spent two days there. My first job was to fix a continually fusing cabin light system. I had tried before and thought I had fixed it, but in Campello they had gone again. This time with no hurry I undid all the headlining screws and dropped the lining. Hey presto, the problem was not difficult to find. During assembly the wires had been trapped behind one of the roof supports and had chafed through. Problem solved and another frustration ended.

Living afloat solo brings a few interesting domestic chores. Dry cleaning, laundry and shopping are all tasks normally taken for granted. Curiously they all proved difficult in Alicante although one thinks one is in the middle of the city. Anyway by Friday 20th everything was in order and I decided to venture on to investigate a curious island I had heard about called Tabarca.

It lays only 8 miles due south. The sailing was very gentle in a F2 and I arrived late afternoon in the very small, busy and shallow harbour. After a lot of tries, because of chains and wires on the harbour floor, I anchored in the middle, just behind a most curious boat. It had all the making of a Chinese boat, covered in dragons and scroll work, complete with a set of mini junk sails. I had seen her on my way enroute to Campello so I was intrigued to find out that her owner was an Englishman, Ken, who lived aboard and I heard all about her development over a couple of beers. I went ashore in my dinghy after a swim around 'Xia Yi' to find that the whole interest of the island is in tourists. That apart there are two shallow bays on either side. They could be very useful to know of in a blow.

The next day I upped anchor early and cruised slowly on westwards over the short distance to Santa Palo. This proved to be a very crowded marina. Two attempts to find a suitable berth eventually ended up with an attendant indicating the required resting place. As I had been

overnight away from a shore power connection while I was at Tabarca, I was looking forward to a recharge. Twas not to be. Santa Palo has non standard sockets. Ouch, so in the afternoon I ran the engine for a bit of a boost, but it's an option I don't favour in view of the noise and anti-social nature of the exercise.

I gave Santa Palo two nights, then set off for home, but as ever, with the prevailing winds, a trip to the NE is much easier. On Monday 23rd I motored out at 1050 and had to motor till 1215 when I was clear of the point only 3nms to the east, turned to the NE, picked up a fluff of wind and settled down for a slog. It proved to be my longest cruise on one tack - nearly 23nms. I was aiming for and reached at 2030 Villajoyosa. Last year I had met a very charming English couple in the boat maintenance business, and thought it would be nice to meet up with them again and be able to repay a bit of their most generous hospitality. This event sadly did not occur. Firstly the marina was full with no berths available, so I had to anchor in the central area. In the event I never went ashore despite spending two nights on the hook. Just after I arrived it poured with rain and this kept up for most of the second day. The marina official arrived took note of my documentation and very kindly offered to take away my small sack of rubbish. That was the only contact with humans I enjoyed till I set off on the Wednesday 25th for home base - Moraira, which I reached uneventfully at 1840 hours.

I had her lifted out on the 31st August after a couple of day sails. The next day contrary to my normal form of just flying back to China I went back to Moraira and was able to inspect 'Xia Yi' safely on her trailer. Much to my surprise, water was trickling down her bilge keels. Closer inspection revealed what I thought to be cracks just aft of the rear face. Cleaning off the antifouling made the drips form more easily. What was the cause of this disastrous discovery? I tried to investigate from the inside of the boat. By drilling small holes through the quarter berths, I found two things. Firstly, there was no polystyrene foam filling as advertised to make her unsinkable, and secondly the inside of the hull floor was wet. Undoubtedly the whole area had contained gallons of water, which had seeped in during our time afloat.

Finally one interesting piece of information. The Swift 18 'Amadeus' which had lain looking sad and unloved for years at Moraira Marina, has had a new lease of life. She has been cleaned up and is sporting a neat blue cover to protect her from the sun!

Details of the Cruise:

	Distance	Time	Date
Moraira - Altea	17.7	5.00	14/8
Altea - Campello	18.7	5.40	15/8
Campello - Alicante	10.1	2.40	17/8
Alicante - Tabarca	10.0	4.30	20/8
Tabarca - Santa Palo	4.0	3.00	21/8
Santa Palo - Villajoyosa	26.5	9.40	23/8
Villajoyosa - Moraira	22.0	8.15	25/8
Totals:	108.9	38.45	

COSTS:

On trailer parking	2.00UK Pounds/day
Berthing - average	5.00UK Pounds/day

Eric Smith :: 'Xia Yi'

Brenda's Woman's Page

WITH THE SAILING SEASON NOW UPON US (it couldn't come fast enough as far as Don is concerned), I thought it would be a good idea for us to have a Woman's Page in the Swift magazine as a regular feature, containing recipes, handy hints, ideas on storage etc. The technical stuff is alright for the men but we women have our own problems to solve in order to bring an element of civilisation to this otherwise spartan pastime. I will do my best to keep the series going (having been unofficially nominated editor of the Woman's Page), but to be successful, it will need contributions from all you ladies out there. If you have ideas but do not feel like putting pen to paper yourself, just give me a ring and I will put them to print and collate any articles that others may send me.

● Recipes

As the Swift is not exactly endowed with a large galley, I've found it more convenient to prepare meals beforehand and simply heat them up once we're moored, giving us time for a G&T whilst they are heating up. Several dishes I have prepared have been sampled by other Swifties from Buckler's Hard and I have been asked to provide recipes, so here are a couple for starters.

STILTON PIE

Pastry: ● 6 oz. plain flour ● Pinch of salt. ● 3 oz. margarine.

Filling: ● 1 tablespoon sunflower oil. ● 1 onion sliced. ● 2 leeks cut into rings.
● 1 clove of garlic. ● 4 oz. curd cheese.
● 4 oz. stilton cheese - crumbled.
● 1 egg beaten. ● Salt and pepper. ● 7" pie plate.



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Sun 9.00-1.00

(Sundays-Closed Winter)



Preheat the oven to Mark 6/400F/200C. Mix the flour and salt together in a bowl and add the fat in small pieces. Rub the fat into the flour till it resembles fine breadcrumbs. Add 2 tablespoons of water and mix till it forms a smooth dough. Heat the oil in a frying pan and cook the onion, leeks and garlic until softened. Remove from heat and stir in the curd cheese, stilton, egg and seasoning. Roll out half of the pastry on to a floured surface and line the pie plate. Pour the cheese mixture into the centre. Roll out remaining pastry to form a lid. Dampen edges of plate with water and cover with the lid, pressing the edges well together. Brush with milk and bake for 30 minutes until the pastry is golden. Serve with crusty bread and green salad.

JAMBALAYA

The following is enough for six people.

- 12oz. sliced spicy sausage, such as chorizo (unless you can get hold of alligator!)
- 6 chicken breasts, boned and cut into small pieces (raccoon if you can get it!)
- Salt and freshly ground pepper.
- 5oz. onions, chopped.
- 4 sticks of celery, chopped.
- 8oz. green peppers, chopped.
- ½ tablespoon chopped garlic.
- 1 ¼ pints stock.
- Cayenne pepper.
- 1 bouquet garni.
- 14oz. white long-grained rice.
- 5oz. spring onions, chopped.

Heat the oil in a large saucepan and add sausage. Season the chicken with salt and pepper and add to the pan. Fry them together until browned then add the onions, celery and green peppers together with the garlic. Cover with the stock, add salt and cayenne pepper to taste and the bouquet garni. Bring to the boil and add the rice. Cover tightly and simmer for 10 minutes. Turn off the heat and leave for 20 minutes to allow the rice to finish cooking. Serve the dish garnished with the chopped spring onions.

● Keeping food cool

TO KEEP your food cook en route, a tip we picked up when sailing in Greece is to freeze plastic bottles of mineral water (after pouring a little away to allow for expansion) to put in your cool box. Besides keeping your food cold, they provide a cool refreshing drinks on those hot summer days as the ice melts.

Now Ladies it's up to you. Let me have your ideas in order to make this column a success. I can be reached on 0628 32900.

Brenda Harvey 'Papillon'