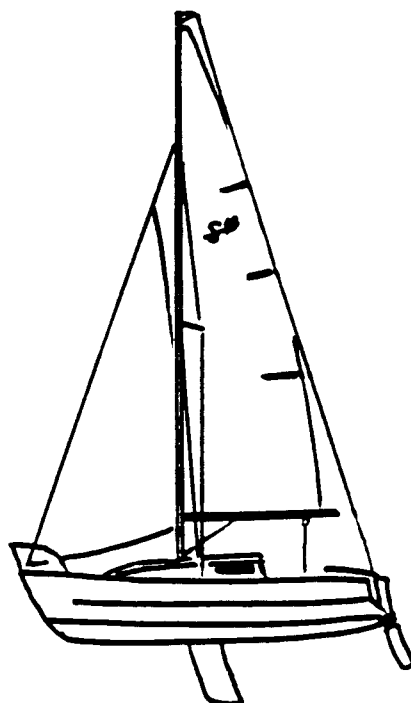


NEWSLETTER

NL 28 JUNE 1989

1. ED'S COLUMN
2. ADMIN. NOTES
3. REGIONAL ROUND UP
4. TECHNICAL TOPICS
5. CRUISING CHATTER
6. EMBARRASSING EPISODE
7. FROM THE POST BAG



1. ED'S COLUMN

After my plea for input for the Newsletter, I have had a very good response and would like to thank all members who have contributed this time. Keep up the good work, any little snippet adds to the interest of our Newsletter.

The update from Marlin International on the building of the Swift is that 3 of the 400 series have been built and Roger Marsh's S20 is nearly ready to sail. Having seen one of the 400 series down on the River Yealm, Devon I found that with it's thin coach stripes and timber rubbing strake it made a sleek looking boat.

Having seen the difference in Swift selling prices and had discussions with various people, I would advise anyone who is contemplating selling their Swift not to under value it. Remember that they do hold their price very well and are much in demand, also the new Swifts are in the region of £8.000 upwards.

Because of the excellent weather our country has been experiencing this summer we have probably sailed more this year already, against other years. But it is not just sailing the Swift that is so satisfying, it is meeting up with other Swifties and swapping ideas and seeing them put into use. I had the pleasure, the other Sunday, of helping Chris O'Brien (SO 319 Cicada) to fit a new keel mechanism. We used what one might call the Brian Hornbrey method, which works on the principle that the boat does not need to leave the trailer. It worked very well, but I am sure that we will hear more from Chris himself in a future Technical column.

I must mention the marvellous turn out that we had at our Spring Bank Holiday Rally. Janet and I arrived at the Medina Marina later than most due to an about turn at Cowes to fetch my wallet from the car parked at Bucklers Hard! We battled back up the Medina against the tide to a fantastic sight of 8 Swifts lined up along the far end, E pontoon, of the Marina, we managed to squeeze in between Caddyshack and Nimrod (a friendly Foxcub). I thought that this gathering of Swifts was pleasure enough but another surprise was in store later on in the evening at the 'Ryde Queen' (an old Paddle Steamer cum Bar). A band was playing music of 'our era' and soon our feet were tapping, then suddenly I found myself on the dance floor along with Janet, Jim & Sue Crick, Mark Fawcitt & Debbie, and Alan Probyn & daughters. A very lively and energetic evening followed, much to the pleasure of the band!!

2. ADMIN. NOTES

2.1 Association Items There are still Burgees for sale at a cost of £5.40 each, including postage. Also Ties, gold stripe on navy with a small logo, £4.00 each, including postage. A neck scarf in dark blue with a white border and small logo, £4.00, including postage.

2.2 Team '89 Names and addresses and telephone numbers of your team are listed on the back page of this Newsletter.

2.3 Representatives Peter and Jean Latham have reluctantly given up their Swift sailing days. They are taking to the high road instead of the high seas !! We shall miss their friendly chats and company and wish them both well for the future. I would also like to thank Peter on behalf of all Swifties for his support and input as Midlands representative for the Association.

I heard the other day that there are about a dozen Swifts on Rutland Water, how about someone from there becoming the Midlands representative to replace Peter ?

As mentioned in NL 27 Ron Pruce was looking for a larger boat, well he is now the proud owner of a Jaguar 25 and has since sold 'Majari'. As you may know Ron is willing to stay on as Treasurer until the end of the year.

2.4 Membership Information Update Response for this list was very good and the outcome is enclosed with this Newsletter.

3. REGIONAL ROUND UP

3.1 East Coast It is hoped to hold a rally for Swifts at Levington on the 1st - 3rd September; if anyone is interested please give me a call on Felixstowe (0394) 273567 or write to 206 Ferry Road, Felixstowe IP11 9RT for more information.

Paul Smith SO 103

3.2 Other areas Volunteers are still required to represent the following areas :-

Scotland - - - Lakes and North West - - - Midlands

Any member wishing to organise a meeting or sail in company in these or in fact , in any area please do not hesitate to contact the Editor who will assist in the organisation of any mailshots etc.

3.3 Solent and South

The Spring Bank Holiday Rally must go down as one of the best attended Swift meetings in recent years, mainly attributed to the excellent weather conditions.

The Island Harbour (Medina Yacht Haven) allocated us a pontoon and by 18.00 hrs. on Saturday we had a flock of 9 Swifts nose to tail, making an impressive sight. A few hours later April Dream locked through with inches to spare, after an impressive sail from Poole, to bring us up into double figures.

The evening was spent aboard the old Paddle Steamer 'Ryde Queen', which not only let aboard the younger crew members but also produced a live Band for dancing!

Sunday's first task was locking out into the Medina, I'll repeat no Sardine tin jokes but the majority escaped in the first gate out! After a friendly chat with Yarmouth Harbour Master it was decided to miss out Newtown River's lunch stop and continue straight on although a few of the faster Swifts did detour. The slow run down the Solent with a gentle NE force 2-3 and brilliant sunshine produced some very relaxing sailing.

By 13.30 hrs. only Caddyshack, Salu, and Charisma had entered Yarmouth before the FULL sign was displayed, but after an assurance from the Harbour Master that all the Swifts would get in the rest of the flock anchored comfortably (I was informed) outside for a few hours. This also gave the ones inside the chance to manoeuvre for better space. Prior to sampling the local ale houses the beach 'Barbie' went very pleasantly, just to put the record straight no beer was spilt on my involuntary swim from the inflatable!!

After a lazy morning the flock turned for home with various stops en route. The winds were still light and variable in direction so after some patient attempts at sailing the iron topsails coughed into action again. Virgo, Tiger Lily, Caddyshack and Nimrod rafted up in Thorness Bay for a swim, and Silver Lining, Helise and Salu stopped in Newtown River for lunch.

All in all it was an excellent weekend - - - - Those taking part were:-

APRIL DREAM - - - CADDYSHACK - - - CHARISMA - - - CICADA - - -

HELISE - - - SALU - - - SILVER LINING - - - SMARTY - - - TIGER LILY

VIRGO - - - NIMROD (Foxcub 18 - tagged along.)

- - - - -

After the Newtown River 'Barbie' on June 24th. the next event is the August Bank Holiday Rally (26th - 28th August) The proposed plan is:-
Sat. 26th - - - Bembridge Marina (there should be enough water to enter after 17.00hrs.)

Sun. 27th - - - Exit Bembridge before 11.30hrs.

Sail to Newtown River. (If the wind is ideal a detour may be made by some via St. Catherine's instead).

Bring some 'Barbie' stuff for Newtown.

Mon. 28th - - - Disperse as and when the tide takes you home.

- - - - -

It was good to see a showing of Swifts in the Around the Island Power and Sail Race on June 10th., I dare say it will get coverage elsewhere in this issue.

Good Sailing

Nigel Rennie

SO 162 CADDYSHACK

P.S. I shall be arranging a Laying Up Supper in October, look out for details in the next issue!!

3.4 The week of 13th - 20th May which was to be sailed from the West Coast of Scotland turned into a Plymouth week ! As I had no response for a Scottish trip Janet and I decided to 'follow the sun' and went to Plymouth. We launched at Queen Anne's Battery Marina and had a very enjoyable week re-visiting some areas we had previously sailed and also enjoyed new places such as Salcombe. I must just mention that Queen Anne's Battery Marina has ideal launching and parking facilities at a very reasonable cost.

Lawrence Peacock SO 125 SALU

3.5 Round the Island Power and Sail Race This race which was held on June 10th attracted 5 Swifts - Charisma, Cicada, Rolo, Salu and Silver Lining. Nigel Rennie -(Caddyshack)- regional rep. who had entered in the previous year, was absent this year due to a 'social event' the night before. This is a version of the day's race as seen by Janet (crew of Salu) .

The race began slowly as there was no wind , but motors were soon started and everyone headed off towards the Needles and Bridge Bouy. Our downfall was to switch off our engine too soon and we fell behind the rest of the 'pack' and lost what wind there was. I had never sailed around 'that side' of the Island before and fully enjoyed the tranquility that surrounded us. At times there were no other boats in sight! St. Catherines Lighthouse and the eddies off that area came and went without any dramas, although on a windy day I would imagine it becomes quite rough. Whilst passing Ryde a call on our radio from Nigel (Caddyshack) raised our spirits - as he had just seen the other Swifts pass Osborne Bay where he was anchored. By the time we reached him we had no chance of finishing in the allocated time, so we sailed alongside each other enjoying a can or two and a chat. We parted company and had a good sail - the best of the day!- towards Lymington. We motor sailed the last half hour and reached the Yacht Club exactly one hour late! We met up with three of the other Swifts, tied up at the Quayside and spent a pleasant evening swapping tales of the day at the local Chinese restaurant. Next year we will use different tactics and plan our race more!!'

I must just mention that there were other boats in this race besides the Swifts, not too sure of numbers maybe about twenty-five.

Roger Pigden and crew - Charisma - won Class 3, well done Roger.

Janet Peacock Salu

P.S. The possibility of organising a S18 Round the Island Race independant of any Yacht Club is an exciting thought - What are your views on this ? ED.



4.

Technical Topics

TIGER LILY's Table

Previous newsletters have contained many varied designs for SWIFT 18 tables. The main authors on this subject have been Dick Landon (NL 5), Paddy Carr (NL 9), Ivor Peck (NL 10), Tony Adams (NL 12) and Ron Bruce (NL 15). However, as you have not sent me any input I have decided to subject you to yet another article about tables.

We found the original table supplied with the boat was too big, too bulky and heavy for our use. It took up too much valuable storage space and we therefore relegated it to the loft (where it is currently gathering dust!).

TIGER LILY's new table is a modification of Paddy Carr's design. It is much smaller, more convenient and more useful than the original. It can also be stored without taking up too much room. The main advantage is that it can be used in any of THREE different positions :-

1. Attached to the worktop which spans the sink/cooker gap - for food preparation and meals.
2. Just inside the cockpit - for writing and doing chartwork, playing cards etc.
3. Out in the cockpit - for al-fresco eating.

The length of the table was chosen carefully so that it rides on the cockpit toerails (see Side View - Position 3 in diagram). The toerails act like a pair of railway lines and the table can be moved up and down as required. Paddy described these in NL 6.

The width of the table was determined by the width of non-slip plastic mat material which is readily available in roll form from chandlers and boat shows. You may wish to choose the width so that the table can be stowed vertically alongside the centreboard casing (Paddy's arrangement).

The hinged leg and locking plate fold up on the underside of the table and are not used in Position No 3. Four cutouts are provided along the long edges of the table to exactly match the spacing of the toerails in the cockpit. Wooden rests are added to both the existing worktop and to the bulkhead just below the cockpit entry to support the other end of the table.

We have used this table for three seasons now and have not found that it too small in use. Paddy's original design incorporated a folding leaf to increase the area and a couple of holes at one end to accept drink and soup mugs.

TIGER LILY'S TABLE (SO 217)

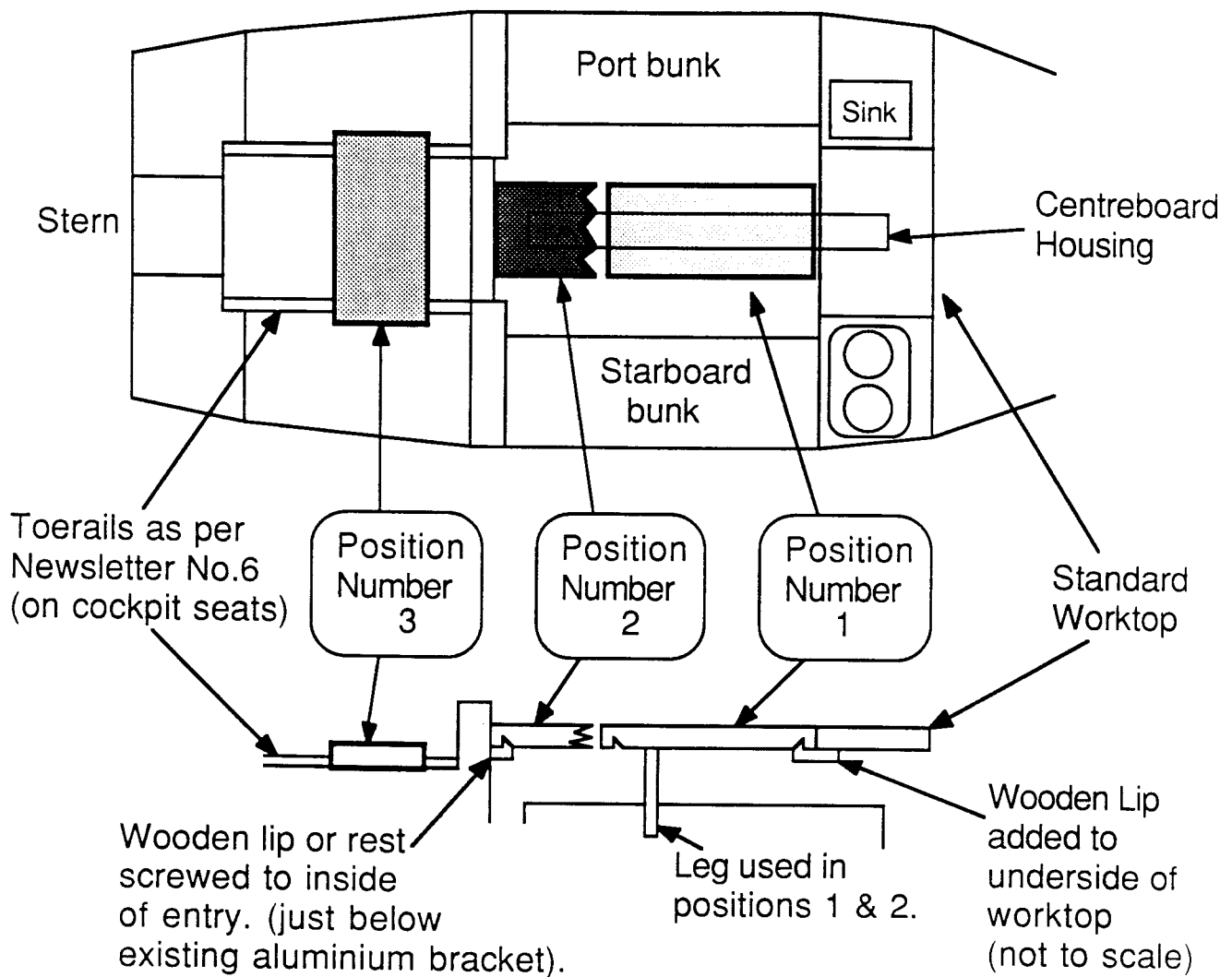
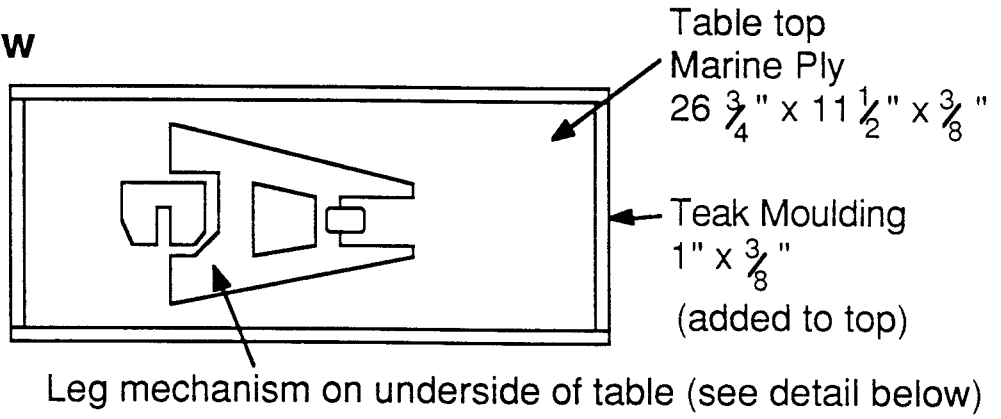


Table can be used in 3 different positions :-

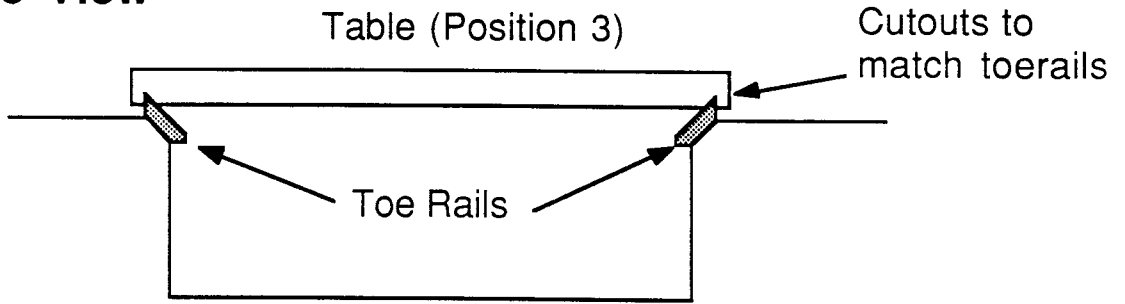
1. Resting on lip of worktop and leg on Centreboard Housing
2. Resting on wooden bracket inside of cockpit entry and leg on Housing
3. Between Cockpit seats - resting on toerails (leg folded underneath).
(can slide forward or backward)

Table Detail

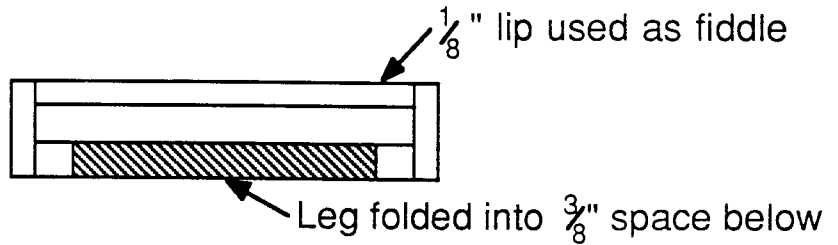
Plan View



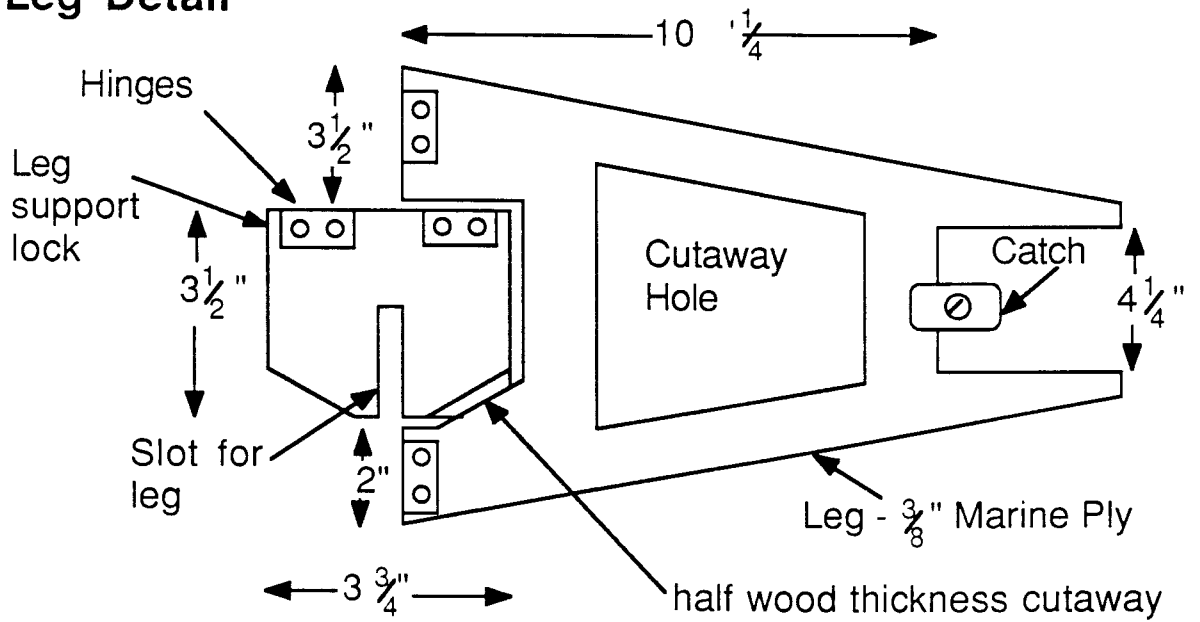
Side View



End View



Leg Detail



4.2

STIFFNESS IN THE KEEL WINDING GEAR
A POSSIBLE SOLUTION.

I have both read of, and spoken to, a number of Swift owners who have experienced stiffness in their keel winding gear which requires much greater effort than should be necessary to raise or lower the keel. My own boat, which is of the "300" series built by Honnor Marine, was initially affected by the problem. Checks on lubrication of the screw and the thrust bearing were found to be in order and so there had to be some other reason for the stiffness.

A study of the detail of the thrust bearing is necessary to understand the problem and so I have prepared the accompanying sketch. The socket in which you place the winding handle is made of stainless steel and this revolves together with the upper thrust ring inside the nylon bearing block. The nylon bearing block and the lower thrust ring remain static and so it follows that the stainless steel socket revolves inside the lower thrust ring. Since the clearance inside the lower thrust ring is small and stainless steel and hardened steel are not very compatible, no amount of lubrication will prevent metallic "pick-up" occurring between these two components. The solution is to increase the clearance between these components in the zone of the lower thrust ring. I have modified my gear as per the sketch and I can raise/lower the keel using one hand with little effort. The task is quite simple:- with the boat on the trailer wind the gear as if lowering the keel. This will cause the screw to rise up out of the thrust bearing. Tap out the two pegs securing the stainless steel socket and remove from the screw spindle. The socket unit should have its diameter reduced in the zone of the lower thrust ring by a minimum of .015". It doesn't matter if the diameter is reduced by more than this amount so long as adequate clearance is provided. The diameter should only be reduced in the zone of the lower thrust ring say about 1/8" either side of the thickness of the thrust ring.

You will require access to a lathe to do this modification but it really is worth doing. My apologies to those who work in the metric system but being an old marine engineer I'm a member of "the Rod, Perch and Pole" society.

By the way I'm sure most seasoned "Swifties" are already aware that winding in the keel screw when the boat is on the trailer is a very convenient way to apply lubrication to the screw and thrust bearing. I understand that one Swift owner attempted to lubricate the gear with the vessel afloat and he removed the circular access port in the keel box. The boat promptly filled with water and the positive buoyancy was put to the test!

Any problems give me a call.

Brian Hornbrey S O 307.

Tel. 0287/32463.

4.3

Luff Tension

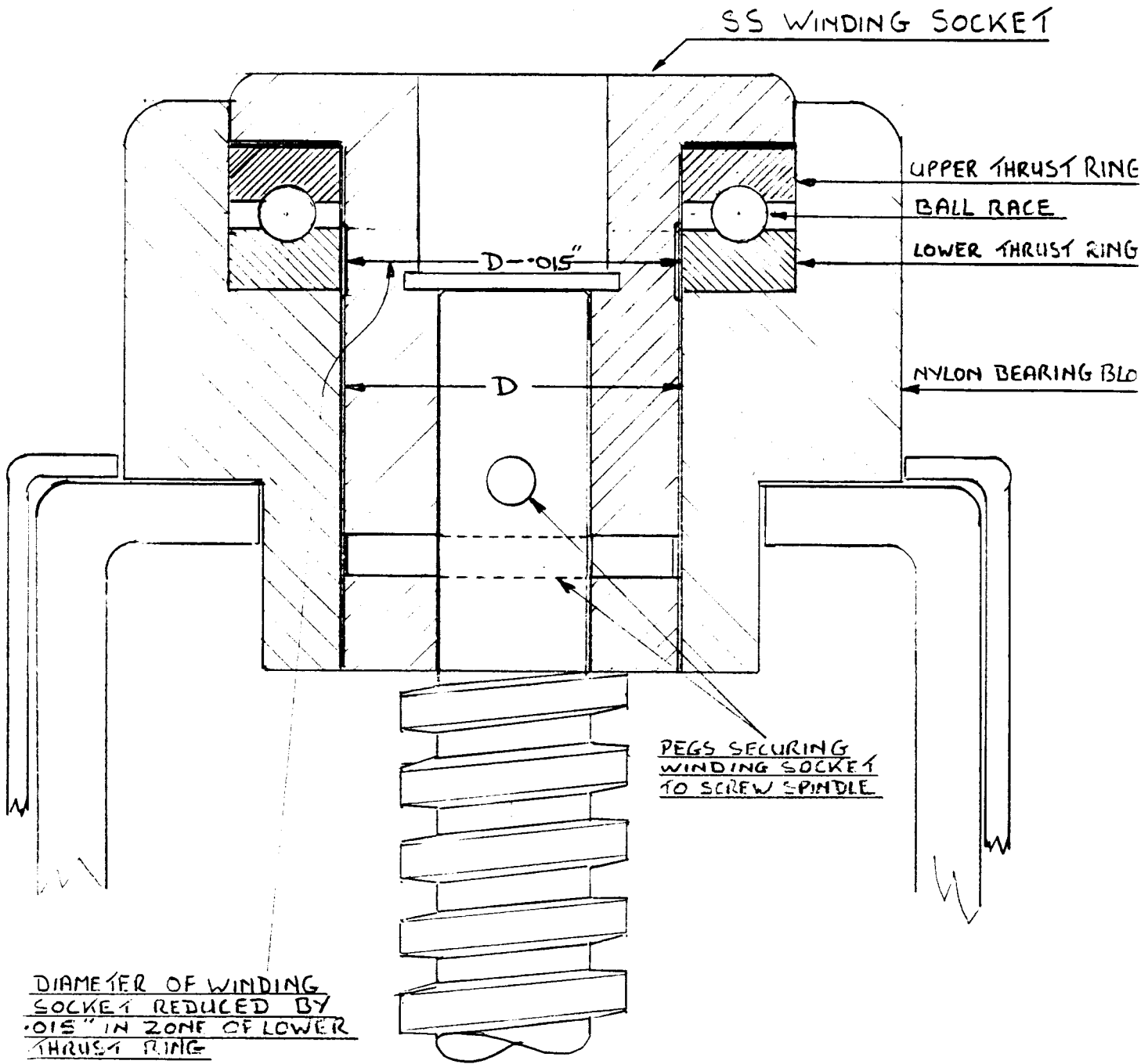
Has Andrew Cooper (NL 27) tried "swigging" his halyard to increase his luff tension ?

At the risk of teaching anyone how to suck eggs swigging involves taking a single turn on the cleat and holding the fall of the halyard under tension with one hand. The other hand holds the halyard some way above the cleat and pulls it perpendicular to its run. The mechanical advantage is considerable and will harden up the halyard nicely. The knack lies in letting go the sideways distortion at the same time as you pull the slack gained around the cleat with the other hand. Repeat the exercise for good measure and make up on the cleat as normal.

I find this easiest to do while standing on the keelbox, from where I do all my mainsail handling.

4.2

SWIFT 18 ¹¹ KEEL WINDING GEAR
THRUST BEARING



SCALE 2:1

SECTION THROUGH THRUST BEARING
AND KEEL BOX

B. HORMBURY.
6-6-89

In 1986, following a number of successful Flotilla holidays in Greece and Turkey and a season of crewing for a racing cruiser in the Solent, we finally embarked on the major undertaking of becoming owners of our own yacht.

After viewing the various options that were within our budget for a new yacht, we finally settled upon the Swift 18, largely because of the arrangement for the stowage of the keel when raised, and the resultant increase in accommodation below decks.

Having placed the order following the Southampton Boat show, we finally took delivery of SO 319 in March 1987.

As very proud owners, we drove down to Northney Marina on Hayling Island, and with much champagne and ribald commentary from our friends, she was named "CICADA" and duly launched down the slipway. After further consumption of alcoholic beverages, the launching party departed and we prepared to rig her out and make sail. Much to our dismay, when we tried to lower the keel, nothing happened! Nothing for it but to return to the slip, haul out and see what the problem was.

Very simply, having been on the trailer for some time, the keel had become jammed into its housing. By jacking the stern up and judiciously hammering with a piece of wood, the keel was freed. The rear roller of the trailer was then raised to relieve the pressure on the keel, and no further problems have been encountered since.

MODIFICATIONS

After our first few successful outings, it was clear that certain modifications were going to be desirable.

The first, and probably the most useful, was turning the halyards, topping lift, spinnaker topping lift and reefing lines back into the cockpit. This was achieved very simply. At the foot of the mast, three turning blocks were screwed to the decking on either side. Two more flat turning blocks were screwed to the coach roof on either side to take the ropes back towards the cockpit and two triple jammers were sited 18 inches in front of the winches. We have taken the main halyard, topping lift and spinnaker topping lift to the port winch, and the reefing lines (which had to be extended by swapping the second reef line for the first and replacing the second reef line with a longer one – approx 2 metres longer) and the spinnaker halyard to the starboard winch.

Having completed this alteration it is now possible to a) winch the main halyard ensuring the mainsail is adequately taught at the luff and b) control all these lines from the cockpit. Reefing is now a simple matter, not requiring any of the crew to leave the cockpit – by standing in the cabin hatch, the mainsail can be pulled down and hooked over the reef cringle, the main halyard winched back up, and the reefing lines winched in hard, all from the cockpit.

The only disadvantage of this mod is the cost. The triple jammers cost approx £60 each and the total cost was in the region of £200.

The second most important mod was to add a "Midshipman Ropelock" to the tiller. In essence this is a locking mechanism attached to the tiller through which runs a rope attached to suitable points either side of the tiller on the transom. This enables the tiller to be either locked tight to the rope, or, by loosening the lock slightly, to take the strain off the tiller while still allowing movement. For anyone sailing single handed, or for longer journeys, this is ideal, and very cheap to purchase and fit.

As part of the commissioning purchases I had bought a Navico Tillerpilot (automatic steering device). This has been used both for single handed sailing, which, with a remote control unit, allows one to move out of the cockpit and still have command of direction, and for longer trips to take over the helming when sailing close to the wind. Unfortunately it cannot cope with downwind sailing except in light winds.

The only other external mod was to put an uphaul line on the rudder so that, by using both the rudder downhaul and the uphaul, the rudder can be fixed in a position just off the lowest position. This avoids the very annoying thumping that can take place downwind when the rudder lifts slightly and bangs down with the movement of the boat. This was achieved by running a new line from the existing lifting point to a second jammer under the tiller. I have seen a slightly better arrangement (on Salu) where the jammer is screwed to the metal top of the rudder stock.

The remaining mods concern the interior. The space underneath the cabin seating and above the quarter berths is basically wasted. I have now put a shelf on each side made from 3/8 marine ply screwed to battens which were fibreglassed to the hull.

The fascia to the stern of the cabin surrounding the cockpit hatchway was made about 1 1/2 inches oversize, restricting access to the new shelves and to the under cockpit space. This I removed, peeled back the vinyl covering and cut back so that it was flush with the edges, then restuck the vinyl.

The washboards were always a nuisance to stow and "Caddyshack" showed the solution. Two small nylon hinges, placed carefully between the washboards solved the problem. The boards are now hinged together so that they can be stowed permanently together, and in such a way that if we wish to have the bottom board only in place, it will fit with the top board hinged down. A further use was found last weekend, when we discovered that with the top board placed across the cockpit seats and the bottom board hinged down in front of the cockpit hatch we had a simple but effective cockpit table.

The main saloon table was ditched in the first year – we just never used it. There are a number of suggested modifications to the table to make more space, but I have yet to try any of them. In the meantime, the old table lives in my garage!

We found that the two lights in the cabin made it difficult for the person(s) using the forepeak bunk to switch off at night. I have now fitted an extra light just in front of the forehatch. This has also improved the light level in the cabin significantly. At the same time, I took the opportunity to install a new switch panel with "on" indicator lights on each switch. I now do not forget to switch off any items of equipment. I also installed a master on/off switch – not essential, but useful to be sure that all power is off when leaving the boat. It is also a lot easier to find on a dark night when coming aboard.

BRAMBER TRAILER

Like many other owners of Honnor Marine built Swifts with Bramber trailers, we have had our share of problems. The first was the jockey wheel, which lasted three launches before collapsing. This was replaced with a much sturdier one from the local garage.

The second, continuing, problem is with the brakes. Apart from trailing, when the brakes are fine, we never use them. They are not strong enough to hold the trailer on the slipway, and should never be relied upon – rather chock the wheels whenever the trailer is unsecured to your vehicle.

LAUNCHING AND RECOVERY

As I sometimes sail single handed, it was important to develop a method of launch and recovery that was simple and effective. The following is the procedure I now adopt:

LAUNCHING

Reverse to the water's edge – chock trailer wheels – attach towing warp to trailer and car – attach long warp to boat and car – release trailer winch from boat – reverse trailer into water until boat is floating – as soon as boat floats, drive trailer out of the water. The boat is still attached to the car by the long warp and can now be pulled in and beached whilst I stow the trailer and car.

RECOVERY

This is not quite so easy singlehanded as launching and a pair of waders does save getting cold in the earlier and later parts of the year. Beach the boat by the slip – attach warp and secure – recover trailer and position in the water. If the wind/tide are slight, hold warp and push boat back away from slip. When boat is far enough back, pull on the warp towards the trailer. As soon as it is on the trailer, attach the winch, and winch on – drive trailer out of water. If the tide/wind is too strong, then I will motor on to the trailer. Obviously, with help, this can be much easier.

KEEL LIFTING MECHANISM

In common with a number of other Swifts, we have had a number of problems. The first came when we ran aground while under sail dealing a sideways blow to the keel which lifted, but pushed the screw up diagonally. The screw jammed and bent, requiring complete replacement of the lifting mechanism.

The latest mishap was slightly different. During the recent round the island race we lifted the keel on the long downwind leg. We forgot to lower it before coming round to a reach. When attempting to lower it, it apparently stayed in the housing whilst the lifting mechanism was being wound down due to the pressure of water on the keel. Eventually it freed itself and dropped with a loud CLUNK. Subsequent investigation showed that the bush had stripped its thread, requiring a further complete replacement (see NL 24 for the modified mechanism that we intend to use).

Recovery of the boat onto the trailer was effected quite easily. While motoring in we ran a warp from one winch under the bows to the other winch. We then motored straight onto the beach at 2/3 knots. This partially raised the keel and final raising was achieved by' winching up the warp. Recovery was then effected normally.

FOOTNOTE

Association Leisurewear do a good range of T-Shirts of excellent quality with the S18 insignia and your boat name securely attached. They look nice, and seem to wear very well.

If any Swift owners would like more details of our modifications, please feel free to phone me on 01-857 1172

Chris O'Brien

CENTREBOARD MECHANISM

Brian Hormbrey is still happy to supply his modified design centreboard mechanism to any owners who have failures with their original mechanism. Brian's telephone number in NL 24 was unfortunately misprinted – it should be 0287 – 32463

Please note that if this column is to continue then I need your input – please send in your ideas.

Alan Murphy Tiger Lily SO 217

Technical Editor

5. CRUISING CHATTERGONE FISHIN'

The Spring Bank Holiday was fast approaching and it was time to put the paintbrushes away and go sailing. PEPPERMINT CREAM was launched on the Friday at Levington Marina (£20-73 for launch/recovery and berth for 4 nights) allowing easy access to the Rivers Orwell and Stour and the open sea. We were given a berth which was well sheltered from the cool, blustery N.E. winds by a cliff, near to the clubhouse lightship. With the sun shining it was hot in the marina with the promise of a fine weekend.

Saturday again produced blustery N.E. winds and with two reefs in the main and a working jib the Swift reached quickly up and down the Orwell providing exciting sailing. On the Sunday, with the wind falling to about F.3 N.E. it was decided to head out to sea. Being a Bank Holiday weekend there were many yachts in Harwich Harbour and it was a relief to round Landguard Point and out to sea.

A beat against the tide saw us just off Felixtowe pier amongst the fishing nets. Marc was at the helm and the skipper about to go below when there was a sound of loud banging followed by shrieks from Glenda and Joanne. The skipper, fearing that the rudder had fallen off or something had broken, turned around to see JAWS IV flapping on the cockpit floor. It was eel-like, about 18 inches long, with a pointed snout (the fish not the skipper!) and had somehow come aboard via the outboard well.

Glenda tried to pick the fish up and return it to its natural habitat, however it wriggled so much she screamed and told Marc to do it (the skipper was, by this time, well out of the way - fish are definitely not on his list of favourite things). Pulling his sleeve of his anorak over his hand, with one sweep of his arm Marc grabbed the fish and threw it over the stern and into the water. Panic over, it was now safe for the skipper to appear.

GONE FISHIN' (Contd)

The remainder of the weekend passed relatively uneventfully after that although I did wonder at the chances of fish coming through the outboard well. We have all read accounts of flying fish providing a regular breakfast for long-distance voyagers but in these latitudes...?.

Any suggestions for ways of enticing filleted cod, or plaice, or haddock etc. aboard?.

PAUL SMITH S.O. 103



WHAT MAKES A GOOD SCOTTISH HOLIDAY

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

**TRAILER-SAILER-SAILORS
GET AFLOAT AT
CRERAN MOORINGS**

Barcaldine Oban 063 172 265

5.2

SEA SHERPA SAILING?

Many of our sails are undertaken with the pure pleasure of making new anchorages, or visiting well known and oft visited old ones, enjoying the passages using tide and way points to help us on our way.

We have often used our Swift "Cir Mhor" in such a manner, but we have, on occasions combined hillwalking with the cruise. This is an account of two different cruises which may interest readers.

In 1987 we trailed our Swift over to Scotlands West Coast from Aberdeen and launched her at Aidrishaig on Loch Fyne on a beautiful summers day. We used the local yacht slip, and as it was a weekday we could take our time, paying £1 for the privilege at the local P.O!!! In two easy stages we sailed down to Laulash on the Isle of Arran, experiencing one very rough night when the wind increased and the sea set in from the East giving us a very anxious and uncomfortable night. The hymn tune "will your anchor hold....." was never far from our minds.

Moving North again we sailed up to the Crinan Canal and spent the day in miserable weather locking through in the company of some other yachts. From Crinan we sailed North to Ardfern, round the Dorus Mor at slack water and using the strong tides in this area made reasonably fast time for us to Tobermory, just getting in before the 200 odd craft taking part in the West Highland Regatta. We had taken two days from Oban, stopping overnight at Lochaline. The boat which took line honours managed the same distance in four hours against wind and tide - but he was much bigger.

At Tobermory we waited for a reasonable forecast, and when we were assured of a spell of settled weather made out around the North end of the Isle of Mull, came onto a Westerly heading and set course for Aringour on the Isle of Coll. The senses of adventure and achievement are all relative in the Swift compared to larger craft our cruises are not as extensive, but are just as interesting and rewarding. We had never been to Coll, did not know the anchorages or the waters and looked forward with anticipation to exploring this "new" island. The wind was NW 3-4 and there was little tide and we were able to make the middle of Coll on a fine reach.

The silhouette of the island from the East is fairly regular and we had difficulty in making out the entrance to Lock Eatharna. The MacBraynes ferry, disappearing behind a headland reassured us we were making in the right direction. With our leeways drift found ourselves with a short beat into the entrance to the loch, but once in, motored up a short distance, passed the visitors moorings which were too far out for us with only oars for the dinghy.

We anchored off the old fishing pier at Arinagour township putting down a second anchor in the increasing NW wind which gave us more peace-of-mind and cut down the yawing.

The next day, having ensured Cir Mhor was secure, we packed rucsacks and brew gear and walked across the island onto the western seaboard. The distance was not all that long, but we were exploring new areas. Once on the western side we passed through the machais, and came onto the sand beach. It stretched in both directions and, as there was nobody else on it, we walked a mile north, collecting firewood on the way. At a selected spot where the rocks gave some shelter from the wind we lit our fire, had a brew, unravelled a knotted piece of line which gave us 100 metres of 'new' cord for the boat, we roasted marshmallows, had a swim and eventually made our return to the eastern side and the anchorage. There was nothing out of the ordinary but it stands out from some of the other things we did that year. We visited Iona and its abbey, anchored off Staffa and landed and walked to Fingals Cave, rounded Ardnamurchan Point in choppy seas and sailed the length of the Sound of Mull in good weather and bad. But it was that tranquil day with miles of golden sands to ourselves, under a blazing sun which stands out. The places where we can find solitude away from crowds are becoming rare and seem to be in keeping with the number of good weather days we seem to get.

July 1988 and we left our mooring this time at Arisaig and motored against the first of the flood to clear the entrance and set sail North up the Sound of Sleat in a SW wind and with an increase in the wind put a reef in and had a magic sailed up to pick up a mooring at Isle Oronsay. On this occasion it was a climbing trip, the two of us aboard having our sights set on a remote peak on the north side of Loch Hourn.

The following day we reached across in light winds into Loch Hourn making slow but steady progress towards the hamlet of Arnisdalē making about 1 brew every nautical mile!!!! Anchored off Arnisdale and spent a peaceful evening. having a walk along the road and being stopped by the Postie for a good half-hour natter, he wanting to know what we were doing, and us catching a potted history of the surroundings until the midges forced him to close his car window and us to walk on.

The next morning was one of those highland mornings which because they are not too common are treasured all the more. We breakfasted early and took the dinghy ashore, and from the shoreline made a direct ascent of Beinn Sgritheall 3196' and were able to lie back against the cairn and make out Cir Mhor gently riding to her anchor. The sun stayed with us in the descent and provided a pleasant warmth to us as we basked in the cockpit with a brew and looked back up at our remote peak.

Two very different cruises but each using our Swift to widen our horizons and stretch our legs into the bargain.

Doug. Angus

S.O. 126



We need it! Input for the

Newsletter must come from You



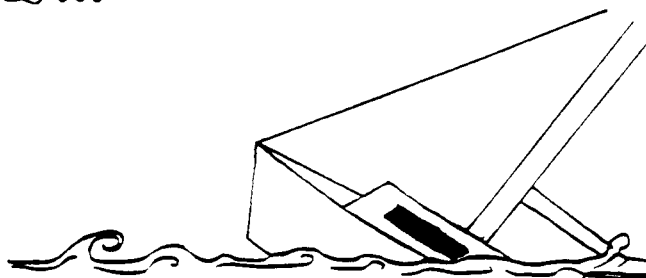
be it technical, Comical,

INFORMATIVE, Creative, Imaginative!!!

Without your support you will be

subjected to my stories and Alans

questionnaires!!!



6. EMBARRASSING EPISODEBANANA BOAT

As a relative newcomer to Swifts, I have taken great heart from the tales of embarrassment that have enlivened the pages of recent editions of this Newsletter. They encourage me, in my gloomier moments, to hope that while I undoubtedly rank as a prize wally I may not be completely alone in a class of one. If the saga of Kippatoo's first season can bring similar cheer to others, here it is.

I ordered her at the 1987 Southampton Boat Show, and in a remarkably short time she was sitting in my Surrey drive impressing the neighbours, who remarked (perceptively) that they were surprised to find I was a sailor. We decided to commission her at Keyhaven in mid-March, and Keith Fallas (who was responsible for her construction at Honor Marine) kindly came over to show us the ropes. He and my son Peter struggled with the mast while I clucked around taking notes and trying to look helpful.

Finally we got her rigged, and the great moment of launching arrived. "Push her in with a rush as far as you can" said Keith, and we did so - but the boat remained firmly attached to the trailer. "Ah", said Keith thoughtfully, "I *did* tell you to undo that retaining strap....." So in I had to go after it, up to my chest in the frigid March Solent. I blame that for the aftermath.

Eventually we were all set to go, and Keith waved us off with a parting admonition to get a spanner on to the bottlescrews. We had an exhilarating first sail, perhaps a little too long for a soaked and shivering skipper, and by the time we had her back on the mooring and tucked up, with the rolled genoa encased in its handsome new sleeve, we were all too ready to skimp; the bottlescrews went at the head of next week-end's list of jobs.

Two days later, the equinox produced a force 10 gale. We were quite relieved to find her still afloat at the end of the week, and all seemed well. We set sail with enthusiasm, but it was still blowing pretty hard and we soon decided to pack it in. Only then (I blush to recall it) did my unobservant eye spot that one of the bottlescrews had been replaced with a piece of string. A little concentrated thought led me to examine the mast rather more closely; sure enough, it now curved in a graceful arc.

We eventually learned that the local boatyard had discovered her after the gale with all four shrouds adrift, one bottlescrew overboard, and the mast held only by the rotostay and the backstay, rolling merrily from side to side with the bag-encased forestay flogging furiously. It seems amazing that we still had a mast at all, even if it did resemble a banana. We replaced the bottlescrew, and skilful adjustment of the tension on the rigging very nearly corrected the curvature in the end. Other damage, to the mast foot and the tabernacle, appeared very minor. We no longer use the bag.

Unfortunately some other teething troubles, and the bad weather, severely curtailed our sailing during the season. That, I think, was our good luck, or the patron guardian angel who protects wallies must have been working overtime; for when we finally laid up at the end of the season, we found the other thing we had all overlooked - the cable at the top of the rotostay had almost parted. Just think what fun we might have had if that had gone in the overfalls off Hurst.....

7. FROM THE POST BAG

7.1 - - I have always considered the VHF to be a rather perfunctory and emotionless means of communication.

The other night I was enjoying a pint in Yarmouth when the maroons went off and men raced past on their way to the Lifeboat.

By the time I was back on board the Yarmouth boat had been joined by the Lymington Lifeboat, the Police Launch and a SAR helicopter and were searching for a crew member believed to have fallen from a yacht whose whereabouts were also a mystery.

Eventually the lady Coastguard stood down the search with the news that the yacht was anchored off Yarmouth and they had "inadvertently fired a red flare".

Nothing more was said but the ether was stiff with emotion !!

- - - - Last year the kids wanted to row the dinghy back to the boat, which was on the pile moorings in Wooton Creek, but with a Southerly Force 6 and the ebb strong I decreed otherwise. I could see us back out in the Solent from which we had taken refuge not long before.

No sooner were we back on board but three ladies from a yacht aground just off the piles dropped an oar and shot downstream like a cork from a bottle.

Another chap rowed after them in his Avon and managed to steer them to one of the Channel markers to which they clung while he tried to row himself back upwind and uptide.

After hacksawing through my outboard lock (seized again !) I put the motor on my dinghy and collected the somewhat fraught ladies from their pile and returned them to their boat before going back for the, by now tired, oarsman in his Avon.

Dad's decision on who shall row the dinghy is now contested less frequently - and the oars are tied to the dinghy with lanyards !

7.2 - - At last I have sat down, taken my eyes out of Practical Boat Owner to draft my first Letter to the Swift 18 Newsletter. I have recently become the owner of ' Moonshadow' SO 14 - - - -

The previous owner Mr. Peter Latham has provided me with many back issues of the NL which I've enjoyed reading very much. So much so that I am almost grateful for the incident which I am sure will be of interest - - - -

The scene is set at Bucklers Hard on a very hot Saturday in June. Following Peter's instructions the launching of Moonshadow went without a hitch, within twenty minutes she was floating freely with trailer and car back in their appointed places. Climbing aboard for the first time as skipper I set about starting the Yamaha outboard. Two or three strong pulls at the starter cord produced nothing but a little more sweat on my forehead and a polite silence from the four onlookers who had gathered to watch. Two more pulls produced more sweat and a slight whiff of un-burnt fuel.

An engine that will not start must be one of the most disappointing occurrences to experience or witness, but the next pull cured all that. There was a loud boom and a flash of flame that had me scrambling for the fire extinguisher which was fortunately within easy reach. The foam put the fire out instantly and apart from a sooty deposit around the engine compartment and singed hair from head to toe down my left side everything seemed O.K. Checking the settings on the outboard I continued to attempt to start it.

The onlookers had swelled to six with an atmosphere of " this is going to be good" about them.

The next fire was put out with a borrowed powder extinguisher which was very effective, but believe me, that powder gets everywhere!

'Moonshadow' was now looking very sad with a very sooty and dusty cockpit. No real damage had been done, but I, having lost the initial protection of hair, now had a burnt upper lip and first degree burns to my left toes. I was also covered in the powder with black smudges on my arms and legs. The onlookers realizing the show was over drifted away leaving me with the donor of the second extinguisher, Alan and his two crew. Alan refused all offers of re-payment at the time, but will receive a bottle of something Scottish next time we meet.

Moonshadow was put back on her trailer and the offending Yamaha removed for examination. The fault was found instantly on removal of the cover and something I shall include in the starting procedure in the future.

The plug lead had come adrift and although still sparking was not firing the engine. That came later when the un-burnt fuel vapourized to sufficient density under the engine cover to produce the aforementioned explosions. In addition to firefighting equipment, I would like to install an Echo-Sounder and would appreciate any tips, recommendations and general info. on this subject.

I am signing off now as there is a stubborn bar-b-que in the garden that needs my obvious talent !

Brian Watts SO 14

7.3 - - Beijing, China. - - - Life here is a bit hectic as you can imagine - but for your Newsletter I should be on El Nasr at Moraira Marina in Spain

26th June - 04th July

20th Aug. - Mid September

Delighted to meet any Swifties in the region.

Yours very gratefully

Eric Smith SO 160

7.4

- - - - I have recently been sorting out moorings for my Club, The Weir Quay Sailing Club, which is a small friendly Club half way up the navigable waters of the Tamar.

We have two Swifties in the Club, mine Mainy (S151) and Faithful May (S201) At present I am trying to sell mine as I want to buy a larger boat, so it is still on it's trailer behind my house.

Has anyone had the dramatic experience I had last year when I had water entering the boat through the winding handle hole in the top of the c/b case? ! I will admit I had complete gear for a weekend cruise and six persons aboard all sheltering from the rain in the cabin, but should we have sunk below the water line ? I have solved the problem by sealing the join round the screw thread with Blakes Seacocks. You have never seen so many people leave a boat so quickly! That said, it is a terrific small cruiser and sails extremely well .

Yours,

Ian Kilpatrick SO 151

7.5 - - - Just a line to say that we have sold 'Moonshadow'.

The new owner is Mr. Brian Watts of Farnham Common, Bucks.

We would like to thank all the many friends we have met during our membership of the Swift Association, for all their companionship and help during the organized rallies around the country and also the odd meets which have 'just happened' (we even met a Swift in Holland this year).

Our photo album is full of happy reminders of the many pleasant days.

Happy Sailing to all Swift Owners

Peter and Jean Latham.

7.6 - - - Thank-you for your prompt for information for the Newsletters.

Unfortunately due to an imminent increase in our family the Swift is now too small and we have just purchased a Moody 27.

We all thoroughly enjoyed sailing the Swift and being members of the Association (unfortunately there does not appear to be an equivalent for the Moody's).

My Swift (0099) 'Sunswift' is now up for sale if any of the members know of anyone looking for what we now know is one of the best examples around (fully equipped). Ring 0452 713722 day, 712878 night for details. Once again thanks for a great Newsletter and good sailing to you all.

Kind regards

Peter and Sue Mockridge.

7.7

FALMOUTH

At Easter we enjoyed a few days sailing in the Fal Estuary. Having launched the boat at Mylor I was apprehensive about being able to tow TIGER LILY up the tricky 1 in 6 hill out of the harbour.

Instead we came across the Port Falmouth Boat Yard which has just had a new concrete slipway built (half tide only). This boatyard is being expanded for the trailer sailer and is just adjacent to the Falmouth Yacht Marina. I gather that boat yard will soon have a new access to the main Falmouth/Totnes road. The following is extracted from a letter from the boatyard owner :-

'We are as you know now nearing completion on the Slipway and everything should be in full swing by early summer. Our intention has always been to help those who trailer-sail and the facilities we are providing should be ideal for your members.'

Their current charges for using the slipway are :

Up to 18 ft - 2 pounds + VAT

over 18 ft - 4.20 + VAT

(Owners launching and retrieving own vessels)

There are also facilities for storing the car/trailer and the other usual boatyard activities. I have a couple of price lists which I can send to anyone interested or you can contact the boatyard direct :

Mr. R. J. Dobson,
Port Falmouth Boatyard Ltd.,
North Parade,
Falmouth,
Cornwall Tel 0326-313248

Alan Murphy.

7.8 - I have a set of pale blue forward berth cushion covers (3 in all) as new, courtesy of John and Caroline Charnley. They've said I should offer them to other Swifties at a nominal sum of £15. Send me your address plus a cheque for £15 payable to R. Goddard. I'll mail them and forward the balance to John and Caroline.- - -

Feb. newsletter carried original 'care' instructions - which are excellent - with one tiny amendment - I recommend owners use a car wax - type shampoo instead of washing up liquid. The latter tends to leach the oils out of the gelcoat, and leave it dull and easily stained.

'Gold Rush' now at her permanent base - Parkstone Yacht Club - launched and retrieved every sail (with ease!) Hope to see other Swifties in Poole Harbour or the Solent.

Yours sincerely

Bob Goddard SO 30

7.9 - - I've been a Swift owner for almost a year now, having bought 'Sea Brissk' (SO 311) from Mr. Julian Taylor of Lewes, last spring. Unfortunately, due to other commitments (and the weather) I was not able to sail much last summer.

This year I transferred to Bucklers Hard from Calshot, where I found launching and recovering too tricky a business for just my wife and myself. I hope to make up for last year with some lazy cruising around the Solent and the Isle of Wight.

Mine is the only Swift I've seen lacking a roller reefing headsail. I looked at various systems available and concluded that TAB were the best value, but I'd greatly appreciate advice from more seasoned members, also perhaps on the worth and availability of second hand 'Rotostays'.

I should also be interested in hearing from anyone with experience in coping with very small children aboard.

Regards

Bill Higgins SO 311