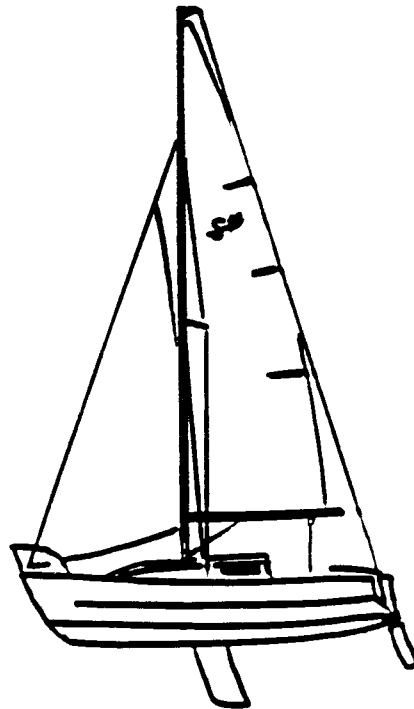


NEWSLETTER

NL 30 JANUARY 1990

1. A.G.M. REPORT
2. ADMIN. NOTES
3. EVENTS '90
4. TECHNICAL TOPICS
5. CRUISING CHATTER
6. POST BAG
7. ED'S COLUMN



association

1. THE A.G.M. REPORT

The Annual General Meeting of the Swift Association was held on Sunday 7th January 1990, in the West Brompton Lounge at the London Boat Show. 18 members attended, and with the addition of 10 postal and proxy votes received, the total number of Swifts represented was 22.

The Secretary opened the meeting by welcoming those present and stressed disappointment at the lack of postal returns.

AGENDA

Item 1 Secretary's Report

The Secretary said that although a fair number of Swifts had changed hands over the past year the membership still stood at approximately 90 boats.

He also stated that he had received a fair amount of interest from new members sailing on Rutland Water, and hoped that a Regional Representative would emerge from there, thus encouraging a new area of interest and support.

The Secretary briefly mentioned, in Events '89, the success of both the Spring Bank Holiday Rally in the Solent and the Round the Island (Isle of Wight) Power and Sail Race in June, whilst two other meets were non events due either to last minute committments or rough weather; although there were plenty of unplanned 'gatherings' due to the fantastic weather, which was experienced countrywide, by all reports.

He also stated that in his policy of encouraging meetings nationwide he was disappointed in the lack of response for the Scottish Rally, maybe it was wrong timing, but as there had been no feed - back he would never know.

The Secretary mentioned the two Sales Weekends held at Ocean Village near Southampton Water, by Swift Boats, in November; attended by himself and other 'Swifties' who were keen to 'sell' the benefits of being a Swift owner to other would-be owners.

The Secretary ended his report by thanking all those who had contributed towards the running of the Swift Association be it through interesting telephone conversations or input for the Newsletter.

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Item 2 Treasurer's Report

The Treasurer presented his accounts.

He stated that again the costs were kept low due to the Editor personally organising the printing of the Newsletters.

As stated at the last A.G.M. the Treasurer was relinquishing the position at the end of the year (1989). He had enjoyed his involvement as Treasurer of the Association, a position he had held for the past six years, and wished the next Treasurer well in his new post.

STATEMENT OF ACCOUNTS.

S W I F T A S S O C I A T I O N

At bank December 1988	£784-20p	Currant A/c.	£63-03
Income over Expenditure	658-14	Deposit A/c	£1379-31
	£1442-34		£1442-34

	1988	Income	1989		1988	Expenditure	1989
£631		Subscriptions	£725-00		£486-64	Newsletters	£111-22
35		Subs.(Marlin)	32-00		40-25	Sundries	57-25
						A.G.M.	
						N.Rennie.	
76-80		Sales	70-00		- -	Sec's Expenses	- -
19-89		Interest	35-71		12-25	Treasurers Exp.	13-80
					13-75	Trophies	- -
					13-29	Bank Charges	11-30
					- -	Laying-up Supper	11-00
					--	Ties & Scarves	- -
					- -	Burgees	- -
							£204-57
						Income over Expenditure	658-14
			£862-71p				£862-71p

Stock in hand at cost:-	Ties & Scarves	£72-00
	Burgees	76-77
		£148-77p.

Item 3 Subscription Rate for 1989

The Treasurer proposed that the rate should stay at £8.00. There were no objections to the proposal.

The possibility of a reduced subscription rate or cash payment or the equivalent, for good quality Newsletter input was discussed. The Editor stated that the suggestion would be looked into.

Item 4 Appointment of Voluntary Officers

Newsletter Editor / Secretary - - - Lawrence Peacock was willing to continue in both roles.

Technical Editor - - - - - Alan Murphy was willing to stay.

Treasurer - - - - - Chris O'Brien (Cicada SO 319) was unanimously voted in.

Race Officer - - - - - Due to growing inquiries about Racing it was decided to appoint a Race Officer - Mark Fawcitt (Virgo SO 313) showed interest in the position and was subsequently voted in.

Mark's first task will be to find the acceptable Portsmouth Yardstick for the S18.

Item 5 Election of Regional Representatives

Nigel Rennie - Solent & South Coast - - - - Willing to continue.

Paul Smith - - East Coast - - - - - Prepared to continue.

Scotland - - - - - Volunteer required.

Lakes & North West - - - - - Volunteer required.

Midlands & Rutland Water - - Volunteer required.

Plymouth & South West - - - Volunteer required.

Item 6 Events for 1990

Nigel Rennie suggested that, as last year, a Solent Spring Bank Holiday Rally be held also a Midsummer Barbeque, plus an August Bank Holiday Meet will be organised. The Royal Lymington Yacht Club Power & Sail Race will be contested again. A Laying - Up Supper will be organised for October time.

A Cross Channel Cruise In Company was spoken about - if to be organised it would have to coincide with a Neap Tide - Interest was shown.

Mark Fawcitt suggested Tenby as a great sailing area - only 5½ hrs. trail from London.

Falmouth Week - 2nd week in August - was recommended as an interesting location with plenty of opportunities for friendly sailing.

Nigel Rennie also suggested that it would be a good idea to hold a rally at the same time as Swift Boats were organising a promotion weekend, thus joining them en masse.

Item 7 Any Other Business

It was agreed that we accept the Swift 23' into our Association - especially as our new Treasurer Chris O'Brien has commissioned the first lifting keel version!

It was discussed that a new venue for the A.G.M. might help attendance. One idea was that it might be held at a more central point eg. off a Motorway exit. Possibly over lunch, with thoughts of a guest speaker and/or slide show. Another suggestion was that we trail our Swifts to a venue, thus creating a Boat Show of our own. These points and more will be put to a postal vote later.

Lawrence Peacock presented Ron Pruce with a Captain's Mistress Game, in a wooden cabinet with brass fittings; inscribed from the Swift Association 1983 - 1989 ; a gesture on behalf of the Association for Ron's contribution as Treasurer for the last 6 years.

2. ADMIN. NOTES

2.1 Subscriptions These are now due at £8.00 as agreed at the A.G.M.

2.2 Association Items There are still some Burgees available at a cost of £5.40 each, including postage. Also Ties, gold stripe on navy with a small logo, at £4.00 each, including postage. A neck scarf (not a head square) in dark blue with a white border and small logo, at £4.00 each, including postage.

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

2.4 Membership Information Update Enclosed with this Newsletter is an update of the Membership List. We will prepare a newly devised list for a later Newsletter.

3. EVENTS '90

3.1 South Coast Laying Up Supper The South Coast Laying Up Supper took place at Warsash Sailing Club on 12 November 1989. The function was well attended with 10 Swifts represented. Club caterers Jean and Frank did a marvellous job in providing a first class meal, making it a memorable occasion.

It was a pleasure to have Colin Sylvester and Keith Fallas in our midst, giving rise to much discussion about the Swifts 18, 20, and 23. We wish them every success with the Swift Boats production.

Swifts attending were:-

CADDYSHACK - - - - - MERRILY MAY - - - - - KITTIWAKE - - - - - GUILIA

EX- MAJARI - - - - - TIGER LILY - - - - - SILVER LINING - - - - -

SALU - - - - - CHARISMA - - - - - HELISE - - - - -

As we now have the production of Swift 18, 20, and 23's in our midst it makes sense to have all Swifts in the same Association. I therefore believe it is time to switch the association title to the Swift Association. It would be interesting to hear other comments on this subject.

May I remind you that this is your Association, and that the more input you can contribute the more pleasure you will get out; so if you have got any ideas please put them forward. All I can now say is that I hope next season matches the last one.

Good Sailing in 1990

Nigel Rennie CADDYSHACK SO 162

3.2 East Coast Paul Smith would like to remind you of the excellent sailing area on and around the rivers Orwell and Deben. At Levington Marina, on the river Orwell the marina facilities are good, with parking for cars and trailers, and with easy access to sheltered waters, or if you wish, the open sea. Anyone interested in sailing these waters or has any ideas for the 1990 season, please do not hesitate to call Paul on Felixstowe 273567

Paul Smith PEPPERMINT CREAM

SO 103

3.3 Other Areas Any member wishing to organise a meeting or sail in company in an area not covered by a representative, or who would just like information on a particular area please contact the Editor who will assist in the organisation of any mailshots or will be pleased to just chat.

Editor

4. Technical Topics

For this issue I was very pleased to receive a contribution from Hans Volland who lives in Gilching, West Germany.

4.1 Longer Tiller

Hans mentions that he has sailed in the Greek Islands for two and a half seasons and often sails single handed. He has sailed the 40 nautical miles from Siphnos to Iraklia in the Cyclades Islands. For these trips he used a longer tiller made from teak and dispensed with the tiller extension piece. His drawings show a tiller piece one meter long and he finds this to be a more convenient length than the original tiller.

4.2 Strengthening the Centreboard Box

Hans has also strengthened his centreboard box by using an extra metal plate. This same problem has been reported by a number of Swift owners - it is probably caused by insufficient fibre glass on the roof of the box or by trailing the boat over rough ground without any proper support for the centreboard - (Beware!!!! See the note by Chris Butler in NL27 page 23). Thomas Coxon (Salamandra, Sl45) has reported that he was able to fix the problem using new fibre glass and a new metal saddle.

Hans's solution is similar. He built a new saddle from pieces of 6mm steel (see sketch 1). The detailed engineering drawings which Hans sent to me are too large for the newsletter, but I will send a copy to anyone who requests them (send me a stamped addressed envelope. Please note that the drawings are in German).

For those who wish to avoid the problem in the first place, one tip is to lower the centreboard onto the trailer after recovering the boat by unwinding the screwed rod by two or three turns. This will transfer the weight of the centreboard from box to trailer. Don't forget to take up the weight again before launching.

4.3 Centreboard Access Port

Whilst on the subject of centreboards (we seem to have written a lot about this lately) here is a tip about gaining access to the lifting mechanism. I seem to get many enquiries regarding this. It is often difficult to remove the centreboard inspection cover on the side of the centreboard box. I have constructed a special tool from a piece of wood and a couple of half inch dowels (see sketch 2). For some strange reason many Swifts have had their inspection covers glued with silicone sealant. It took me some time to dig out the sealant from round the cover. I now use an 'O' ring and a small amount of waterproof grease to seal the cover.

Some people have had trouble removing the lifting mechanism. Brian Hormbrey gave an account of how to do this in NL28, page 9. The procedure is to support the centreboard (say on a trailer) and then unscrew the rod (as if lowering the centreboard). The shaft comes up vertically out of the nylon bush and the two pins can be drifted out. The top part is removed from the screwed rod and then this can be taken out via the inspection port. If the nylon bush comes away from the top of the box then it will need to be resealed into the hole (I seem to do this quite regularly in Tiger Lily). On later Swifts the water level is normally about an inch below the bush but with extra weight aboard it is possible to get leaks either round or through the bush itself - make sure the bush is sealed in place and you apply waterproof grease to the bush every year.

4.4 Centreboard Viewing Port

Another of Tiger Lily's modifications is a small viewing port on the port side and near the tip of the centreboard box. A 36mm diameter hole was drilled in the outercasing and in the centreboard box near the aft end. The hole in the box is covered by two pieces of quarter inch perspex (one inside the boat and one outside). The perspex is sealed to the glass fibre and held together by an M5 nut and bolt (see sketch 3). It is a little tricky to mount, but once fitted it provides a little viewpoint for confirming the position of the centreboard when raised - it also gives a very nice view of the water level.

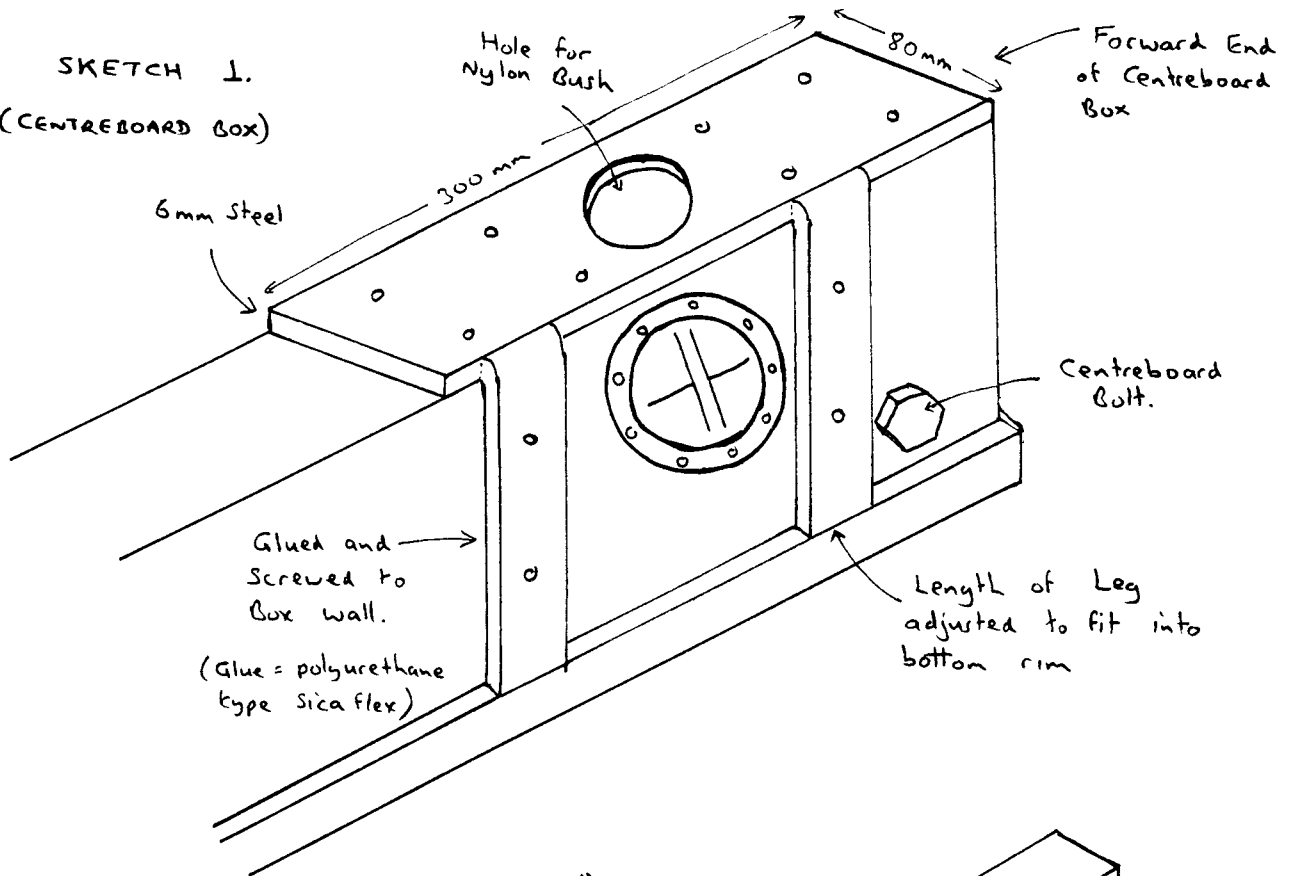
4.5 Cockpit Grating

Talking of water levels, we have all experienced wet feet in the cockpit when there is an excess weight in the stern. Charles Frisby (Chaos, S218) described in the previous newsletter how he had made a cockpit grating from wood. An alternative to this is to buy some plastic grating which is probably lighter. Jim Crick uses some one inch high grating on Silver Lining (S065) while on Tiger Lily we use 15mm grating with a finer mesh. Both varieties are manufactured in Sweden by 'Perstorp' - I obtained mine from Solent Plastics in Southampton and have been very pleased. Both sorts are available in a number of colours and are easy to cut and trim to the size of the cockpit.

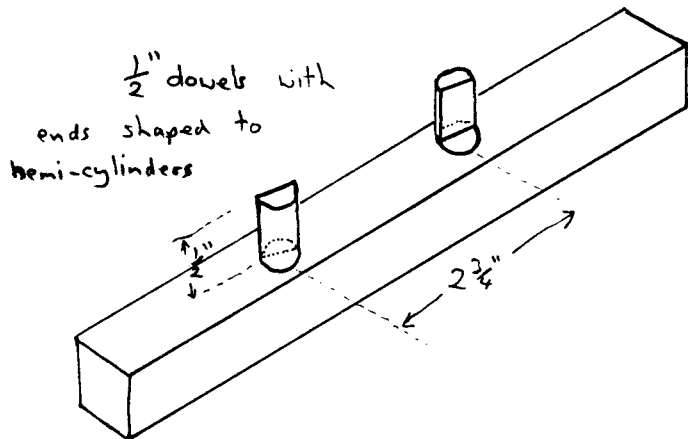
4.6 Technical Index

It is some time since we published a technical index. There is a new cumulative index in the next couple of pages. Copies of old newsletters are available from the Newsletter Editor, or if only single pages are required, then these can be provided more cheaply - send a stamped addressed envelope.

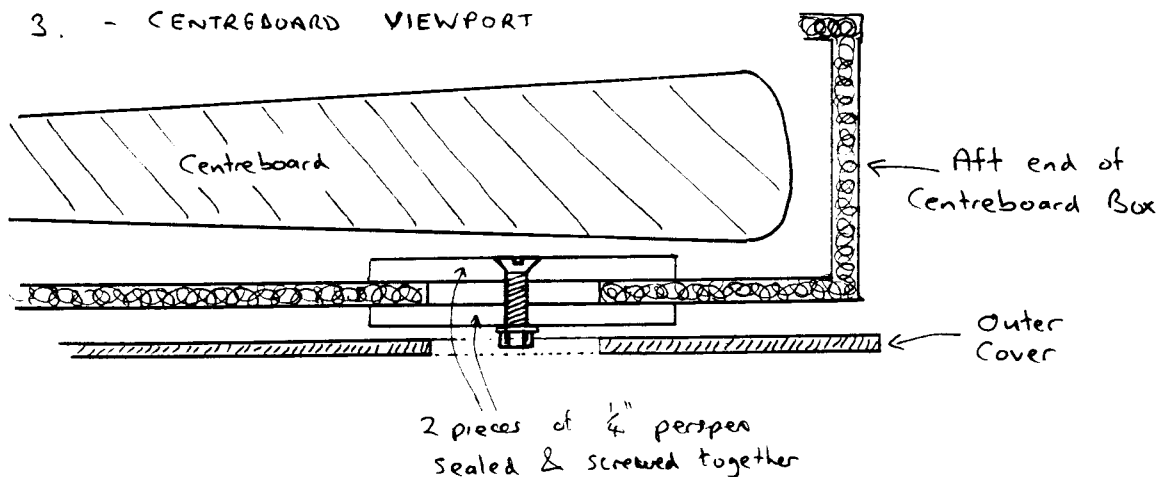
SKETCH 1.
(CENTREBOARD BOX)



SKETCH 2.
Centreboard Cover
Removal Tool.



SKETCH 3. - CENTREBOARD VIEWPORT



A Cockpit Reefing System

4.7

From John Sharp

When we first took Duet to sea and slept on her we fitted the spray hood, partly for the obvious reason and partly so that we could use the very good cockpit tent to enlarge our overnight accommodation. It soon became clear that getting past the hood while in motion was only a little difficult than getting past it in harbour with the added complication that some of the things to grab, like the boom, were distinctly unstable. Matters came to a head when we passed the Beach End Bouy in a good force three to four on the nose and reefing became necessary. Jane was most unhappy to have me getting past the hood but equally we did not want to lose its shelter. In the end we made it but having studied various Etaps I decided that some form of cockpit reefing should be fitted for the next year.

The solution we have ended up with went through a few stages and for those contemplating something similar here are a few pointers from my experience.

Etaps have a single line reefing system and this appeared appropriate for a Swift so I adapted it. One end of the reefing line was secured to the appropriate cringle on the leach of the sail using. The line then entered the boom via the normal reefing sheave. At the goosneck end I fitted a turning block on a bar track sawn in two from a "posh" single line reefing system. The other half was used on the other side for the second reef. This enables the sheave to overhang the boom end beside the goosneck and ensures that the rope rises in line with the luff. Figure one shows this scheme. The line was then taken through the cringle and back down the mast, through a fairlead and then via turning blocks to lever jamming cleats behind the sprayhood fixings. The main halyard was also taken back as was the modified topping lift.

This scheme was not a success. I'm not sure what Etaps do differently but I found there was too much friction at the luff. As a result the luff end would reef but the leach just stayed more or less as it had been. The first modification therefore was to fit small blocks to the cringles at the luff by using a small shackle and a ring on the other side. This was a little better and if someone eased the leach end down and took some of the strain the rope would pull through so it seemed that we had a partial solution. The second time we used it however when double reefed in some wind there was a bit of a bang and a few bits of metal flying through the air. It turned out that the turning sheave at the end of the boom, held in place by self tapping screws had pulled out. I don't think this was a direct result of the special reefing scheme but it is a source of weakness. As a result the fittings were improved as shown in Fig. 2.

Thinking things over while the boat was laid up I decided that the single rope scheme was not the final answer and that to really be sure of it working properly a two line system would be better. Thus we now have one rope which pulls down the leach and another for the luff. The line was secured to the luff cringle by means of a ring eye spliced to the line which was then passed through the cringle. A metal ring has been slipped over the reefing hook for the luff cringle and the rope passed through this on its way to the mast fairlead and this ensures that the luff cringle ends up where it should. The leach lines now go over the goosneck turning blocks with guides fitted to ensure the rope stays on the sheave on their way to the fairleads, turning blocks and two more lever jammers. The luff ropes have been taken to starboard and the leach lines to port. Yellow rope was used for the first reef and red for the second in the hope that I will remember what's what under stress. This scheme works well but seems elaborate for a small boat. I wonder if anyone else has a better method. The critical area round the goosneck is shown (for one reef) in Fig. 3.

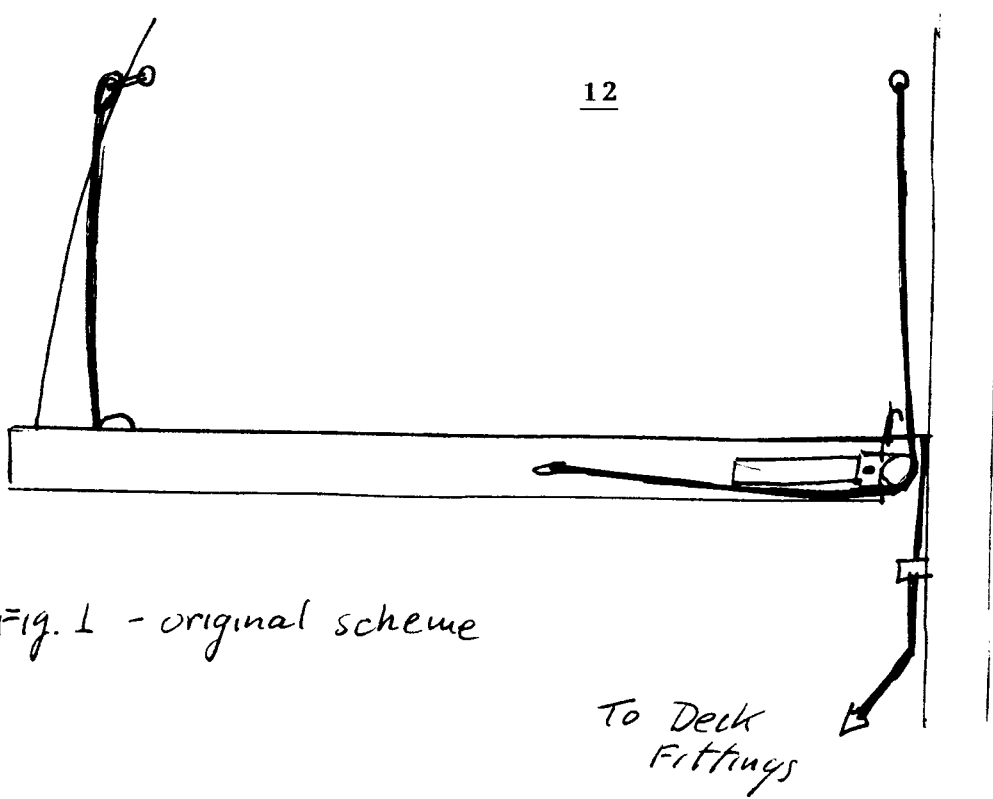


Fig. 1 - original scheme

To Deck Fittings

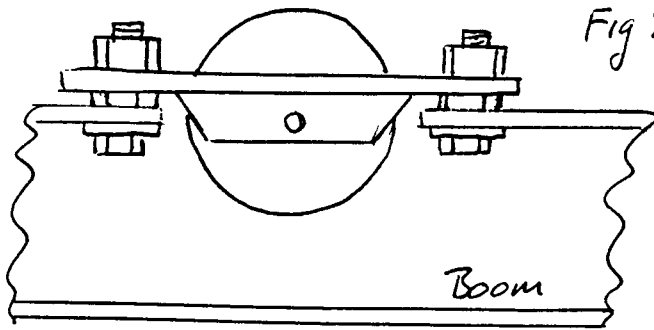
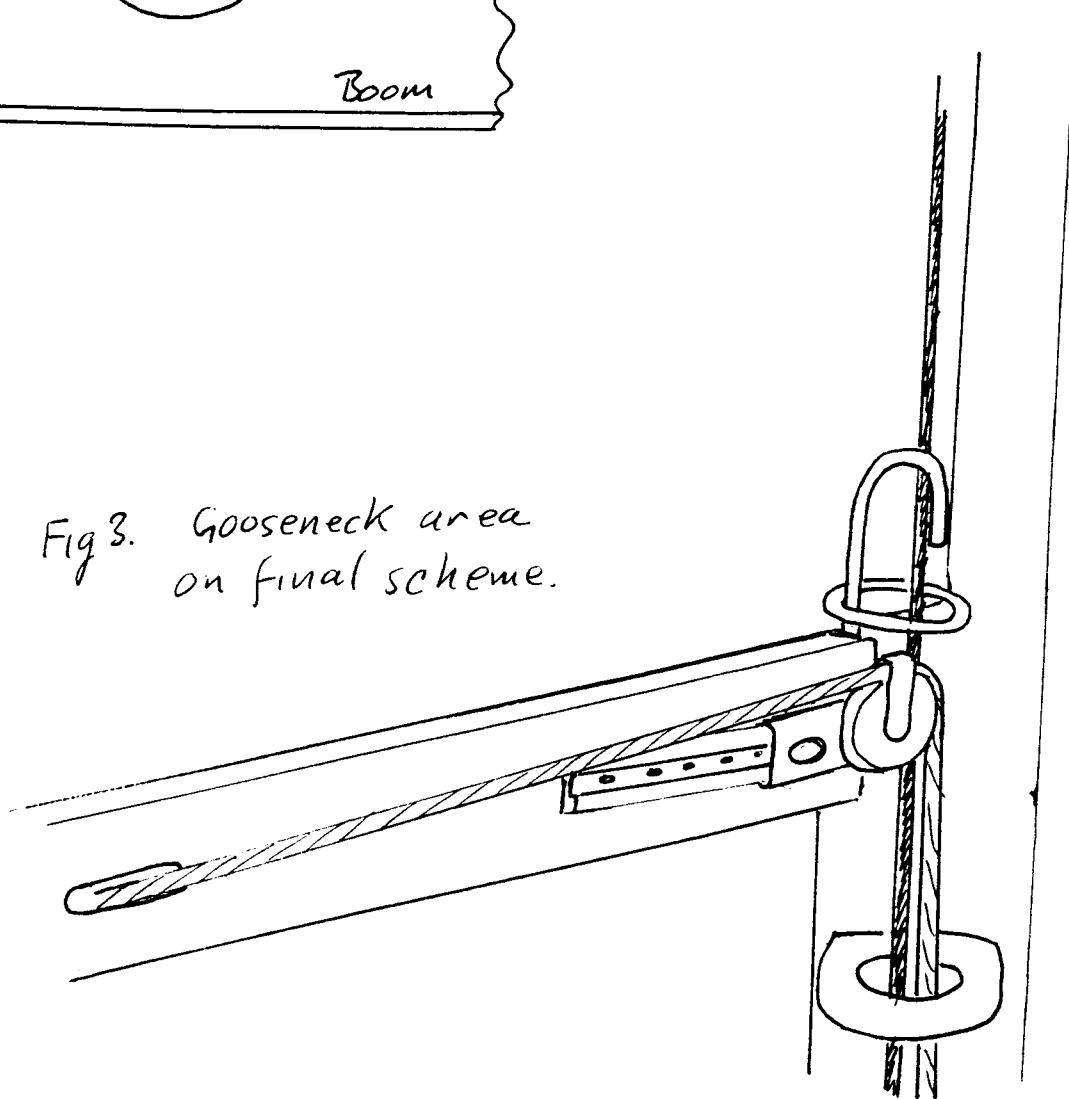


Fig 2. Stronger fitting for Reefing Sheave.

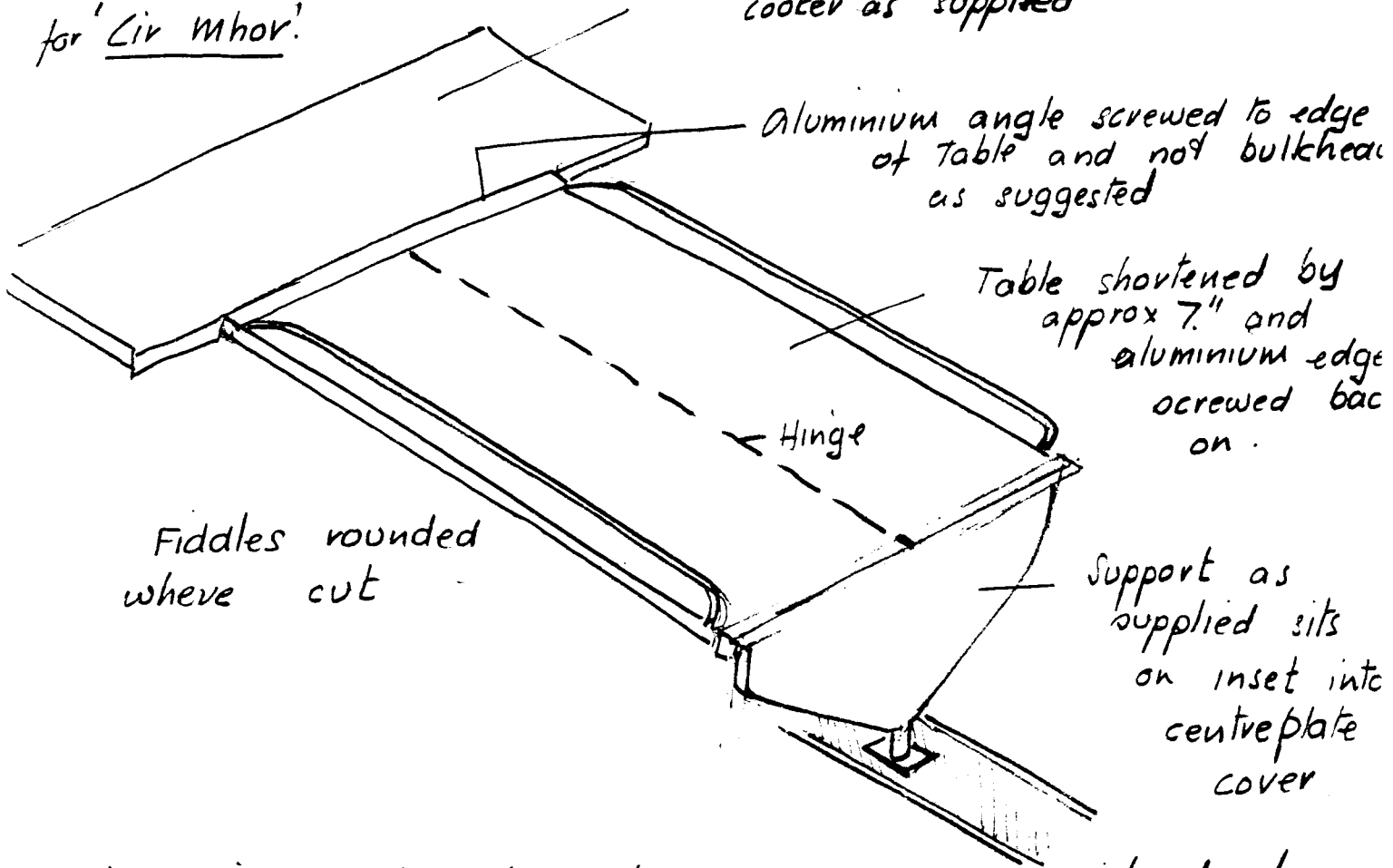
Boom

Fig 3. Gooseneck area on final scheme.



4.8 Cabin Table
for 'Cir Mhor'

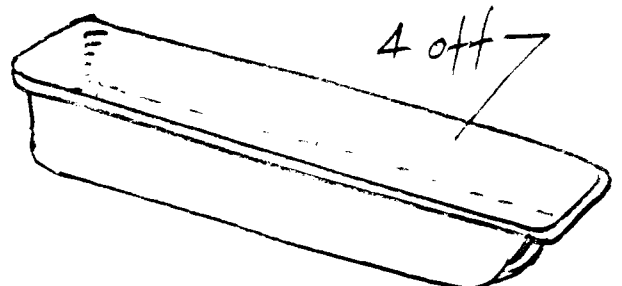
¹³Formica faced table between sink and
cooker as supplied



We sailed Cir Mhor for several years without the table but last year I cut it down to allow erection as shown above. The shortened version allow access to the cockpit. This modification requires nothing new except the socket inserted into the tread on top of the centre plate cover. This was cut from a piece of fibreglass left over from the home completion.

Under cockpit storage

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



4.9 Submitting Technical Articles

Well that's all for this issue. Please continue to send me technical items for inclusion in this column - it all helps to keep the newsletter going. If you have more than a paragraph or two, then please try to send typed articles and diagrams of a quality which can be included directly in the newsletter. This has the advantage that the editors will be able to read it, it cannot be misinterpreted and it does save us from the chore of rewriting articles and redrawing sketches. After all we are only human and errors can creep in if we have to transcribe your handwriting and sketches.

Send your technical articles to me - see address on inside of back cover.

Alan Murphy
Technical Editor



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

CUMMULATIVE TECHNICAL INDEX - up to NL 29.

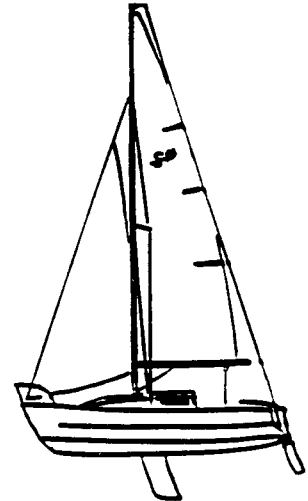
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Please notify Alan Murphy (S217) of any errors or omissions

5. CRUISING CHATTER

5.1 The Year of the Log



This year has been very active in China. However, the most traumatic event was the Tiananmen Square massacre on 3/4 June. That really put my sailing exploits into perspective, but fortunately the incident did not affect my summer leave plans.

I took my holiday in two parts. After the Paris Airshow I flew down to Moraira and spent a week on El Nasr getting her ready for the season and fitting my new toy, a Seafarer Log. What a marvelous piece of equipment it is. How I have ever managed without one before, I just do not know. But more of that later.

The first thing to be remembered was that at the end of last year I left her in the water at berth 91 in Moraira Marina. During the winter I tried to communicate with the Marina staff in a bid to pay off some of the accumulating dues and check that the boat was still OK. I failed, even on the phone, but I put most of the difficulty down to my non-existent Spanish. On my arrival, I found that she had been moved to berth 93, the owner of 91 now wishing to use it himself! But at least she looked at first sight to have survived the ordeal well and was even remarkably clean from recent rain storms.

The inside did not keep up to the ideal standard however. For the first time in 5 years there was a hint of a damp smell, and I found some shoes had gone a bit mouldy. Lesson number 1. Fortunately a good scrub and an airing cured the problem. The next small problem was that the screws fixing the trapdoor at the back of the outboard well had rusted through and I had no means of correcting that defect while she was afloat. So, all sailing and motoring was done with no door. This did mean that quite a lot of water, particularly in rough conditions could be swilling around the cockpit floor.

Next came the biggest problem of all. I had gaily handed over my two Yamaha engines to a mechanic at the 'overhaul shop(?)'. This year there was nothing to be seen. The building had been demolished. Now I was in a quandry, and not just a little nervous that I had nothing to prove that I had handed them over.

It took nearly a full day to find a chap who finally said he knew where they were, and another two and a half days to get them installed safely in El Nasr. Panic over, but another useful lesson.

In the meanwhile I had plenty of time to tidy up the boat, fit the log bracket and try to grease the keel lifting mechanism. Like a fellow contributor, I failed. Having loosened a couple of the screws from around the panel I noticed a few trickles of water coming in. Everthing was very rapidly done up again and a smothering of sealant applied. I managed to cope for the season. After the first hoist, which was stiff, I had no difficulty. A good application of grease was applied on lift out!

Before the end of my first leave I did manage a few days sailing. All local area, but I was able to benefit from the joys of having installed 'the Log'. In a 10 - 11 knot wind I read off a maximum of 5.1kts. on a beam reach. It was also very interesting to note that my Heave To technique was not as good as I had thought. Drifting speeds of up to a knot were still read till I adjusted the balance of the sails.

Motoring sppeds were also very interesting. The starting postition would appear to give 1.9kts, the 'economical position 3.7kts and full throttle 4.1 to 4.5kts.

My second period of leave was timed to co-incide with my wife's take-over of our new villa, the product of our move down from Cadaques. A week was devoted to hanging pictures, fitting door stops, and all the normal preparation that has to be undertaken in a new abode. But, by the 3rd September I was free to return to El Nasr and delighted to find that she had survived the intervening 2 months in first class condition. Unfortunately bad weather now hit the south coast of Spain. On the night of the 4th, I measured the wind speed in the Marina to be 27kts. By morning this was accompanied by tor-rential rain. I gave in and returned to the comfort of our new villa and a couple of nights good rest.

It was not till the 9th that I could, with confidence return in the expectation of decent sailing weather. My predicament was not helped by the continued excellent weather prevailing in England. Why come to Spain? But at last I did enjoy the full benefits of our location. I enjoyed ideal sailing conditions right through till the 16th, the last day afloat. Sheena joined me for the day, and although we set off in a very light southerly, after an hour at anchor for a swim, we were able to enjoy a good 2½ hours sail up and down the coast.

Now for a few notes on my general sailing. Not only did the log add a new dimension to my progress knowledge, but for the first time, I measured my leeward drift angle. In light winds I was astonished to find it was 11°! No wonder I had found it most difficult to make progress to windward in such conditions.

The next lesson was on reefing. Coasting along with a good heel in a 12 to 14kt wind, I thought I was doing well with 4.1 - 4.3kts on the log. However, I put in a reef, lessened the heel angle dramatically, and was pleasantly surprised to note that the speed remained exactly the same.

Only one overnight stay-away was made this year. On a good Force 3/4 day, I sailed north from Moraira to just beneath our new villa. I had arranged for Sheena to keep a lookout and come and join me for dinner, but unfortunately we got the timings wrong. In the event, I hove to off Granadella Bay for about half an hour and then motored in. Granadella is a beautiful bay, fully sheltered except from the SE. I put down the hook, inflated the dingy and in the evening rowed ashore for a very good and inexpensive meal at a small restaurant. It transpired Sheena had seen a small boat at rest in the bay, and a chap(me) getting his dingy organised, but didn't think it looked like El Nasr, so took no action.

The night was very peaceful and I woke to a breathlessly calm morning. As I had no way to determine the weather forecast, I decided to motor back to Moraira. In the event I could have waited for the afternoon breeze, but?

I had El Nasr lifted out, bottom cleaned and placed on her trailer on the 18th September. An inspection of below water has not revealed any nasties, so I am most happy, that after 5 years she is still A1G1. The only structural problem is the trap door in the engine bay. Must do something about that before we put her afloat next year! Another mod would like to incorporate is to fit a topping lift. I found reefing single handed a little difficult, but in the Heave To mode, just possible.

The final remarkable reportable feature is that I am still on my original gas bottle fill. A few bottles of beer, scotch and gin may have been consumed, but the cooking ratio is very low!

Now for a look at the annual statistics:-

Nights 'on board'	15
Days sailing	13
total time 'at sea'	47.40hrs
Total under sail	36.55hrs
Total motoring	7.10hrs
Total Log(the new dimation)	80.4kms
Cost of berth etc	£1200

Yours aye Eric Smith

SO 160 El Nasr

5.2 FIRST EFFORTS

I had bought my Swift in the January and was eager to try it out. My sailing experience until then had been confined to dinghies on a reservoir in Northamptonshire. When I moved down to the South coast the Swift seemed the ideal boat to progress to.

We decided on the last week in March for launching. By this time I had tried the Mariner 5 outboard (air cooled) twice and both times it had started second pull so things seemed all set.

The crew on this first outing consisted of my wife Lesley, my two daughters Helen and Elise, and a friend Brian (strong pair of hands).

I decided to launch from Cobbs Quay in Holes Bay which is situated off Poole Harbour. The slip is excellent at most states of tide, the only drawback I find is that it can get quite grubby.

The great day arrived with a F4-5 blowing, but the skipper was determined to get on to the water! So we arrived at Cobbs bright and early so as to be in good time for the lifting bridge at Poole Quay at 11.30 a.m.

The plan for the day was to moor at the Town Quay for lunch, where we would meet up with Brian's family and celebrate the successful launch. Things started well, the mast went up without any problem, the launch followed suit and before long the boat was tied up alongside the slip. The next 1½hrs. were spent trying to start the engine. Eventually it burst into life but by this time we had missed the bridge so it was decided that we would tie up this side of the bridge for lunch. As we motored out of Cobbs Quay it occurred to me that the outboard seemed very noisy as I had great difficulty in communicating with the rest of the crew. Anyway as we progressed across Holes Bay (going straight across the oyster beds in the process!) I noticed that we seemed to be gradually slowing down. I must say at this point that anybody who has been in these waters knows that for the most part it is very shallow keeping in mind the foul tide (no I hadn't got the tides right!) combined with the wind, it looked like the North Atlantic to us.

Now we were making no progress at all, in fact we were drifting sideways. Lesley and Brian managed to grab hold of a moored boat as we drifted past. With the yacht heaving up and down in the confused waters I lifted the engine clear of the well to inspect the shear pin; sure enough it was in two pieces. This was replaced very quickly, but not in time to prevent a large chunk of gel coat being gouged out of the transom, despite Lesley and Brian's desperate attempts to hold the boat clear.

We managed to get away again without further mishap and seemed to be making much better progress with less engine noise. We tied up ten minutes later without any further problems. We found Brian's family and settled down to lunch. By this time I felt totally exhausted so it was decided that after giving Brian's family a short trip around Holes Bay we would return to Cobbs Quay. The wind and tide were going in the same direction and the water that only an hour before had looked so rough now resembled a mill pond. So off we set and for about ten minutes everything seemed fine. This is sailing I thought (the sails were still in the bags!). Then just as I was beginning to relax a little the engine packed up again; we started to drift sideways, this time we managed to grab hold of a Lifeboat. (The headquarters of the R.N.L.I. are in Holes Bay). I hope that that was the first and last time I will require the help of a Lifeboat!

I came to the conclusion that when the engine got hot it would not run at slow speeds. We limped back to Cobbs, the engine seemed O.K. when it had a chance to cool down; and recovered the boat without any further trouble. I think I went to bed at 7.30pm. that evening absolutely shattered!

My next two trips were dogged by engine trouble. I eventually bought a new engine and things improved dramatically.

The biggest lesson I learnt that day was that on a Swift you wind the keel down after launching and wind it up just before you recover (it was left up for the whole of the first trip!) otherwise you have very little steerage way. I pass Holes Bay quite often and always wonder how I could have felt as I did on that day, but the fear was real that day. Four years on I am still enjoying my Swift which I now sail from Bucklers Hard.

Alan Probyn

Helise SO 9

5.3 A Personal Note from Rutland

Well it certainly seems true that a lot of Swifts make a Summer even if one doesn't. There seem to be Swifts everywhere at Rutland these days. The pontoon is more like a nesting box in the evening and that's not counting those fortunate few who have a mooring or the ones left in the boat yard. I believe there are over a dozen of us now.

One of the annual events at Rutland is the cruiser barbeque held this year in mid July. It was a glorious day - they all were weren't they? We even stopped commenting on it. Most things that floated made their way across the lake to Barnsdale only to find the picnic spot double booked by the Vintage Rolls Royce Club. At first I felt a bit put out then I realised status wise that we'd all arrived by "private yacht". This description of Duet had been first applied by my seven year old nephew the week before when he'd come up for a weekend's sailing and on the whole is not how I think of a Swift.

At the barbeque several owners congregated together and round the other lots' champagne and over our more humble brews we had a desultory discussion about trying to set up some one class sporting events on a little less hectic basis than is indulged in by the "formulas" and their like. Most of us would like to do something but think a couple of hours is about the maximum our crews aged between nine months and ten times as many years - well it feels like that sometimes - would be willing to put up with. Perhaps during the winter a few of us will take the idea further.

Needless to say we all drank a little too much and were looking forward to a quiet reach home, making comments such as, "I really feel too lazy (?) to bother with the fair weather sails". That turned out NOT to be the problem. As we left the shelter of Barnsdale Creek it seemed to be blowing about force 6 and we had what is termed a sporting sail. The skipper was almost sober by the time we had to wizz through the moorings and try to hit, but not too hard, the one foot empty space on the pontoon. I'm glad to say our no claims bonus is still in tact so we must have made it. Our crew is wonderful.

Because we had other commitments we have not had our taste of salt water this year. It is perhaps as well for I have only just finished installing the new echo sounder in a place where the helmsman can see it. For those with long memories you will recall that on our first trip to the sea we found it only too easy to get stuck on the mud. Now we have no excuse as long as we remember to switch it on. Just at the moment its a bit de trop as two of the pontoons at

Rutland are out of the water so one can see that it is shallow to say the least. Even if it was not for the infamous green slime I doubt if there is enough water over the one remaining slip to get Duet off her trailer.

The slime is fantastic stuff - just like gloss paint in consistency. On the last day before the ban I spent some time wading about in the stuff looking for a seaboot that our daughter had dropped overboard from her new optimist earlier in the season. I found the boot and so far no legs have dropped off so hopefully I have escaped from the dreaded weed.

As I write we are still banned so sailing is confined to some nerve wracking moments on our local puddle in our sailing and folding tender "Bob'n Bend". There are times the Swift seems small but eight feet of plywood feels a lot smaller. It looks as if we won't sail again till next year now. Lets hope for another wonderful Summer, coupled, as the toast masters say, to the wish for the permanent demise of the green paint.

John Sharp
Duet S073

5.4 Man Overboard

Like most people who sail I have studied the chapter describing man overboard techniques, rescued countless fenders with the boathook, and prayed that I shall never need to try it in earnest.

I have still not winched anyone aboard on the halyard nor rolled them up in the mainsail, but the situation did arise this year which called for the recovery of a weary windsurfer.

We were heading West from the Beaulieu with a good tide beneath us and were amused by the novel style we saw which seemed to involve trying to sail without getting on to the board.

Nagging doubt that this might not be a simple experiment caused us to start the outboard and claw our way back uptide. The alacrity with which the chap accepted help confirmed our suspicions and confronted with a body in the water, all that theory started to emerge from the memory banks and the various options were given rapid consideration.

The problem - like so many others in life - solved itself. If you stand right out on the quarter, especially if there are two of you, you end up near the water. The added weight of the casualty brings the gunwale down to about water level and hey presto! Admittedly our man was conscious and fit (although somewhat jaded) but the simplicity of the operation gave me some comfort.

The prospect of a further slog uptide to return our man to Lepe beach, from whence he came, was not appealing but the lads from Venturers Rescue heard our report to the Coastguard and relieved us of our task.

Despite the simplicity, keeping everyone on board will remain priority number one. I hope our man also learnt from the incident.

Jim Crick

Silver Lining SO 65

5.5 The Hazards of the Caledonian Canal - 1989

This year, the summer cruise of Cir Mhor would involve no trailing. We were determined to avoid this ritual which despite reading the ease with which others off-load, and load-up their Swifts onto the trailers, always develop excitement and mini epics in our family. We recognise the disadvantage to the tourist industry as high water always coincides with a good day and holiday crowds. Holiday-makers are like crowds elsewhere. They are not interested in a dull incident free launch or recovery. They are hovering around to watch the skipper prang his craft into the submerged trailer as he loses steerageway with the keel up, or await the descent of the mast at a rapid rate unchecked and uncontrolled. You can nearly hear the sigh of disappointment as the boat floats clear of the trailer, and does not quietly submerge with a soft gurgle. So despite the great disappointment we were going to cause we sailed out of Nairn and made up towards Inverness with a force 3-4 blowing pleasantly from the NE, and the barometer rising.

We had never taken the boat through the Caledonian Canal so opted for it this year as we had only just over two weeks to spare. It says something for the summer that the plans as discussed in the winter months were carried out with very little deviation from the original. We were all looking forward with anticipation to a cruise untroubled by the normal nautical experiences of tides and strong currents, exposed anchorages and lee shores, and winds from all directions of the compass, strongest from the very places you were wanting to get to.

The cruise we were embarking on would be a different experience, locking through in company with other boats, motoring or sailing along quiet stretches of the narrow canal links, drifting lazily up to the locks or road bridges timing our approach to coincide with them opening and enjoying the peace and tranquility of berths alongside canal banks or pontoons. In fact two weeks of carefree sailing with only the thought that perhaps the tameness of situations and the predictability of everything would have us hankering after the open seas and sheltered coves and harbours of the West Coast.

Our first jolt out of this erroneous concept of canal cruising came as we locked up the five flights out of Muirtown basin. As we awaited the roadbridge to swing open, we first of all hear, long before we saw, our two locking companions in the shape of two First 528 manned by crews who had sailed them up from North Berwick on the Firth of Forth. Despite the obvious speed which these craft could make, sufficient time had elapsed from departure to their arrival at this point that much inroad into their liquid refreshments had been made. The lock keeper was concerned for his lock gates, which to us seemed much stouter than our

flimsy topsides. We followed them in and had to tie alongside one!!! A crew of five in a boat of that size appeared very understaffed when compared with the six we had on board (we were taking friends up through the locks as a day out). We had to suffer the butt of comments about our size and complement and finally departed with offers to our female crew members of offers to help out their understaffing!!!

The next day or two were pleasant, and Lock Ness presented us with a headwind for the whole of its 26 miles which was to be expected. Fort Augustus is a pleasant point to dwell. Good shops, lots of choice for eating out and much happening by the way of boat movements, kept us amused. It was here we first encountered some of the charter craft that ply this section of the canal. One can instantly recognise them. Their hulls show frequent contact with piers, wharves, banks and more alarmingly, other craft. Their fenders are continually draped over the gunwales at varying heights with the ropes lying on the rubbing strake. The crews are varied and of all ages - Dad can be recognised as the one reading the Tourist map which serves as a chart, sons are steering if older, or fishing if younger while daughters distract other navigators by sunning themselves on the decks irrespective of weather. Multiply by two, as often two families share a boat. They appeared harmless but caution suggests a wide berth which is not always possible in a canal!!!!!!

As we motored away from Fort Augustus, it was into a strong headwind. We were soon making for Culloch Lock which was followed by the roadbridge at the north end of Loch Oich. Approaching the lock behind a cruiser, the latter failed to go alongside the mooring to await the opening of the gate, and turned round and came bearing down on us with his white bow wave grinning maliciously at us. We bore to starboard to avoid him. He bore to port in an attempt to turn back again but the strong wind on his high topsides would not allow him. We went to port, he to starboard; we went into reverse, he into top forward propulsion. We did avoid him and he shot passed and round the bend. With peaceful surroundings we motored up to the lock but were overhauled by our friendly charter boat coming back with a speed and determination that forced the lock keeper to open the entry gates to at least protect them.

We locked through!!!!!! The charter cruiser shot out first into a strong force 6 and without any lessening of speed made under the road bridge and out into the open waters of Loch Oich, and, we hoped, the farthest recesses of this narrow loch. The bridge keeper closed the road and opened the bridge for us just as the rubber inflatable and surfboard of the cruiser were lifted off her coachroof. Where the surfboard went I don't know, but the rubber inflatable dropped into the middle of the canal and was

being blown at a fair rate of knots towards us. We would meet about the middle of the open bridge. Rather than motor disdainfully past skipper decided to pick it up and tow it up to them as they had moored (or been blown) onto some mooring piles.

We picked it up at the bridge but could only hold onto the side lines and could not find its painter. Unfortunately the painter was not missing but was picked up by our very efficient Johnson O.B. prop which stopped out of necessity. Caught by the wind we drifted broadside back down the canal, weakly waving to a frustrated bridge keeper, and half glancing at what appeared to be a long tailback of amused tourists sitting in their cars awaiting the re-opening of the bridge.

We found the bank, moored to a fence post, unceremoniously cut through the painter, left the dingy on the bank and successfully made the bridge on the second attempt. We found a pleasant berth alongside a small clinker-built cruiser and drew breath. The recalcitrant charter cruiser came by, saw us and motored on, but a friend of his attempted to berth behind us, could not maintain steerageway at slow speed in the strong wind and was told to come round again much faster and stop by using reverse. We could understand the theory and watched anxiously over the rim of a mug as he went powering round and came at us with near full power and on direct line. He had understood instructions and was carrying them out to the letter. All was well until he wanted reverse to bring his progress to a halt. The engine died on him. Three pairs of arms (one from the skipper whom we were lying alongside, and who cleared six foot and two guard rails in a qualifying time for the Commonwealth Games hurdles) brought a halt to the cruiser. We had to make another mug of tea!!!!

We did make it down Neptunes Staircase at Banavie, and had two nights in the open waters of Loch Linnhe before returning to the exciting waters of the Caledonian Canal. We had other happenings, a headwind back up Loch Ness, a race to make a road bridge before closing time and also time to lie back and enjoy a summer which was well endowed with sunshine.

After all the excitement we decided to foresake the oilskins for walking boots. We were looking forward to a quiet leisurely sail across the North Sea aboard the Norway Line ferry, Jupiter - large enough to smooth out the chop developed in moderate winds. Awaiting embarkation at Newcastle we tuned in, out of habit to the shipping forecast. The northern North Sea was forecast for 'gales force 8-9 imminent'. So we were promised more sea excitement before we were able to sample the delights of Norways hills!!!!

Alison & Doug Angus
Cir Mhor S0126

6. POST BAG

6.1 - - - - Whilst on holiday in the South we took this photograph on the afternoon of August 31st. 1989, whilst walking. - - - - If you are able to forward this to a "fellow sailor" in the photo we are sure they would appreciate it. They were having a good run!

Best wishes for fair winds and good sailing in 1990.

David and Gwen Paton Holdfast (Parker 21)

We were handed this letter and the photograph at the A.G.M. It was taken off Hurst Castle on the above date. Please contact me if you recognise the RYA No. 9673Y as yours, and then I will send on the photograph.

ED.

6.2 - - - - After 3 years of much enjoyable sailing in 'Holly Blue' I have now gone on the usual trail and bought a larger boat - a Westerly Centaur. If I obtain as much enjoyment from my new boat as I did from the Swift I will be very pleased.

Unfortunately I was not able to participate in any of the Association meetings but always read with interest the various newsletters etc. - - - - May I wish all your membership good sailing in the future.

Yours sincerely

Barrie Townsend.

6.3 - - - - The last Newsletter was very interesting, unfortunately I left out a word in my contribution! (Technical Topics 4.5) Could you put a note in to the effect that part of the modification to the mainsheet was the fitting of a large 'SNAP' shackle.

Hope you all have fair winds in 1990

Jim Perrett Little Wing SO 42

6.4 - - - - Swift for Sale - - - - Hans Volland is considering selling his Swift 18 (No. 152 - with many extras, improvements and trailer) because he now has a growing family. The boat is currently stationed on a small island near the Island of Naxos in the Cyclades Islands in the Aegean. If anyone is interested then contact Hans :-

D. I, Hans Volland, Am Steinberg, D-8031 Gilching,
West Germany. Tel. No. 08105 - 1507

6.5After three delightful years with our Swift 18 'Pure Genius' (S046) we have arrived at the parting of the ways for perhaps the most common 'reason for sale' of Swift owners - buying bigger. In this case perhaps the finest example of the Colin Webster designed Elizabethan 23 ever built. She was in fact the last boat ever built by Graham Drummond Bayne, and is the very boat we trial-sailed the year before we bought 'PG'. We couldn't afford to buy at that point and one year on bought a Swift instead. 'PG' has certainly been the best boat I have owned to date and we have both built up a lot of confidence sailing her.

Although we have not been particularly involved with the Association we have always found the Newsletter entertaining, informative and thought provoking, and will greatly miss this access to other people's ideas and experiences. We have done everthing in our power to get the new owners to join.

We both wish the class, the boat (and its developments) and the membership - Great Sailing in future years.

All Best wishes,

Bob and Anne Arnold
Ex. Pure Genius S0 46

7. ED'S COLUMN

I am writing this column after spending a second weekend giving demonstration sails in Salu, to prospective customers, for Roger Marsh of Marlin International-Distributor for Swift Boats. I had three reasons for being there:-

1. To promote the Swift Association
2. To assist Roger Marsh and Swift Boats in spreading the gospel about Swifts.
3. For my love of sailing.

It would seem that Roger Marsh organised the boats to be there and also the weather, because the run up to the weekend of 11th November was a week of gales; but when the weekend came the weather had settled down to a strong wind forecast which was probably ideal for Swift sailing in Solent water.

The first weekend at Ocean Village I had Janet as crew and we both enjoyed meeting all the various people. At that time the main interest was in the S18 and the S20.

The first Saturday was quite a quiet day with just one or two potential Swift buyers out in the morning, but the Sunday became quite busy. It is quite amazing how when people first sail the Swift they automatically pull in the sheeting as tight as they can get it, and of course in the quite heavy weather the boat heels alarmingly. In this situation one needs to be diplomatic and assure people that the Swift sails much faster in an upright position.

On the following Saturday I took more customers out in my boat. Roger Marsh certainly took a good amount out in his 20. I don't normally sail without my 'crew' and it was quite interesting to rely on strangers to take the helm while I put up the main sail. On the Sunday I was ably supported by Doug. Brodie SO 119, as crew. During the weekend I tried the S20 which as most will know is the 18 with a scoop on the back. I found that she sailed very well, and will probably find time to do a test report soon. The wooden strake certainly neatens the extension.

Doug went out on the very new S23 and thought her an interesting boat to sail. I have not had the pleasure of sailing her yet.

We had trailed Salu to Hythe Marina, then sailed over to Ocean Village, because the wind was too strong to sail single handed from Bucklers Hard. Therefore, on the Sunday I had to take her back the same way. At the same time Roger was taking Merrily May back and towing the Bass Boat he had had on display too. We left Ocean Village as darkness fell (which was only just after 17.00hrs.) and motored over to Hythe Marina, it probably took us about an hour. We were becoming concerned because the tide was starting to drop and we were not familiar with the slip way. Once tied up onto the pontoon at the Marina, we put the first trailer into the water, helped by Doug who had driven the car round from Ocean Village. As the wind was blowing on shore we thought that we may have a little trouble recovering the Swifts, so Roger insisted that the Bass boat be left until last. So there I was, motoring Salu onto her trailer with possibly a little bit stronger than normal following wind; as she came up against the rollers I ran forward, as I normally do, unfortunately - more haste less speed! - I tripped and fell against the pulpit, and found out later that I had cracked a couple of ribs in the process!

Roger retrieved Merrily May without any mishaps; and so to the Bass Boat - quite rightly this looked the easiest - as the trailer was very low and the boat very light. When we attempted to put her onto the trailer we found that the wind and tide was pushing her off. It has to be said that by this time we were becoming rather tired and mis-judgement was beginning to creep in. We spent the next 10 minutes getting the boat and trailer together, during which time the water was well up to our knees filling our boots, knocking any myths that the Bass Boat was the easiest to recover!! It also gave us a good laugh - (which was not comfortable when ones ribs were hurting) - about my never getting my feet wet whilst launching or recovering!

Footnote

Colin Sylvester said to me that during the last Sunday morning a potential customer had gone out with him on the 23 and four Swifties (trying the boat out for themselves), acted as crew! What better salesmen could there be for Swift Boats than Swift owners themselves. I believe that in the future the Association will get a lot of support from Swift Boats, certainly Colin Sylvester, the designer, has said as much, and I am sure that he can rely on plenty of enthusiasm from the Swift Association.

Lawrence Peacock (Editor)

SALU SO 125