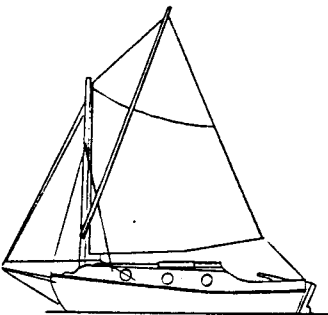
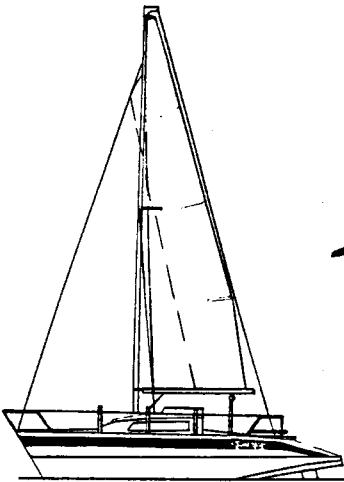
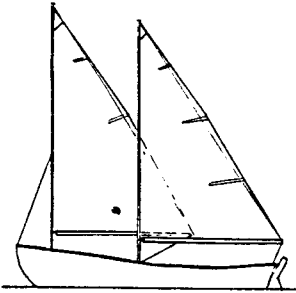
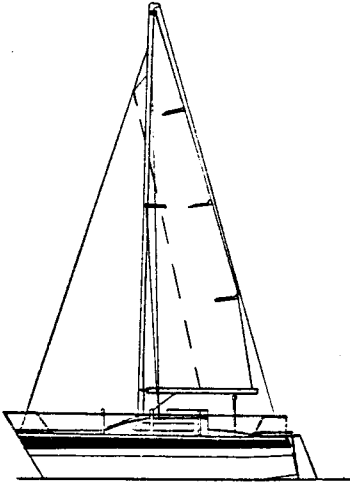


SWIFT

NEWSLETTER

NL 34 MARCH 1991



1. ED'S COLUMN
2. ADMIN NOTES
3. REGIONAL ROUNDUP
4. AGM REPORT & ACCOUNTS
5. CRUISING CHATTER
6. TECHNICAL TOPICS

PLUS

Membership List
Cruising Index

Owners Association

1. ED'S COLUMN

"Never volunteer for anything", my father used to say. This was the thought that ran briefly across my mind at the AGM when it was announced that the position of Secretary/Newsletter Editor had become vacant and that candidates for the position should make themselves known to the attending members. I looked around the room expecting to count the raised hands and immediately recognised that, far from the same thought "running briefly" across everyone else's mind, that same thought had effectively pulled up an armchair and made itself at home in the very epicentre of the gathering's collective mind. With the same intense concentration that one would find in an hotel elevator each pair of eyes was managing to gaze in a different direction from every other pair of eyes, and the psychological heels were firmly dug in.

I turned back to look at the outgoing Secretary and the Treasurer to see what their next move would be, only to find them both staring at me with broad grins of an intensity that would melt an anchor chain. At that moment, to my surprise I heard a voice say "O.K. You have a volunteer". But surprise gave way to a warm contentment when I realised the voice was mine.

To briefly introduce myself to those who have not yet had the dubious pleasure of rescuing me, squirming at my lack of sailing ability or laughing at my ridiculous attempts at launching and recovering my boat, I am Doug Brodie. I have been a Swiftie for only one and a half years and my boat is Swift 18 No 119 who answers to the name of GIULIA. My wife (who answers to the name of Roz) is my crew and we sail out of Bucklers Hard on the Solent.

As this is my first newsletter I must take this opportunity to thank Lawrence and Janet Peacock for their tremendous work over the last four years. The newsletter is the backbone of the Association and it is due to their dedication, support, effort and guidance that the Association continues to exist and prosper. Many of us are aware that the secretarial duties go beyond putting out a newsletter every quarter and that Lawrence and Janet have assisted many a prospective Swiftie as well as new and old members with all sorts of problems. They certainly deserve their honorary membership. I wish them good luck with their new boat and fair winds. I'm sure we will hear from them from time to time with more of their newsletter contributions.

Well, here it is then - my first newsletter. I'm a bit nervous so please excuse the shaky typewriting. As I said before, the newsletter is the backbone of the Association and you must help me to carry it through without any slipped discs or aching vertebrae. I look forward to receiving your input in the form of logs, stories, embarrassing situations, technical hints, ideas or letters. Please don't be like my father who suggested that we shouldn't volunteer. I volunteered to be the Editor - I hope you volunteer the editorial.

TEAM '91

As you will read in the AGM report there are a couple of other changes in the Association officers for the 1991 season. Mark Fawcett has now sold his Swift and the idea of some sort of organised racing didn't seem to gel last season. Nigel Rennie (CADDYSHACK) has had to relinquish his position of Regional Representative for Solent and the South. We thank Nigel for his work in the past. I'm sure we will see him regularly out on the Solent and I look forward to reading his contributions to the newsletter. However, I am very pleased that the post has been filled by my good friend Roger Pigden (CHARISMA). I know that Roger will organise some super meetings and rallies for those who can get to the Solent area. It will be worth the trip!

Our thanks go to Chris O'Brien (ICARUS) who stays on as Treasurer and Alan Murphy (TIGER LILY) who has agreed to continue as our Technical Editor. Paul Smith (PEPPERMINT CREAM) has kindly accepted to retain his position of East Coast Regional Representative.

GREETINGS

Roz and I would like to wish all members a pleasant and successful season. We look forward reading about your experiences in future newsletters.

2. ADMIN NOTES

SUBSCRIPTIONS

I am pleased to announce that once again there will be no increase in annual subscription fees. These are now due and should be sent to Chris O'Brien together with the enclosed form.

ASSOCIATION ITEMS

We still have S18 burgees available at a cost of £5.40 each including postage. The Association tie, gold strips on navy with a small S18 logo sells at £4.00 each including postage. A ladies neck scarf in dark blue with a white border and small S18 logo is also available at a cost of £4.00 each including postage. Please apply to Chris O'Brien.

MEMBERSHIP UPDATE

This newsletter contains an update of the membership list. We will prepare a revised list later in the year.

3. REGIONAL ROUNDUP

SOLENT & SOUTH

I am currently planning two rallies in May to coincide with the bank holiday weekends. By the time you receive this newsletter I will have worked out routes and overnight stops, so all those who wish to join in please contact me on (0635) 36393 when I'll be happy to give you details.

ROGER PIGDEN (SO 134)

LOCAL TIDE TABLES FOR LAUNCHING AND RECOVERING

TIDES BST 1990 BUCKLERS HARD *Min Depth over Chart Datum - Launch 1.8m - Recover 2.1m* *Full & Change 11.33*

Date	P'mth		B. Hard		Launch		Recover	
	H Tide	Mtrs	Mtrs		FROM	TO	FROM	TO
23-Mar	08:21	2.9	1.1			12:33		12:03
	21:04	3.1	1.1		14:25	01:01	14:25	00:39
24-Mar	09:16	3.1	0.9	+	02:46	13:02	02:46	12:47
	21:57	3.1	0.9		15:05	01:27	15:05	01:12
25-Mar	11:04	3.3	0.6		03:30	14:47	03:30	14:25
	23:42	3.5	0.5		16:47	03:08	16:47	02:53
Date	P'mth		B. Hard		Launch		Recover	
	H Tide	Mtrs	Mtrs		FROM	TO	FROM	TO
01-Jun	06:41	3.1	1.3				10:20	10:05
	19:26	3.2	1.4		12:05	23:19	12:05	22:57
02-Jun	07:43	3.0	1.3	N	00:52	11:28	00:52	11:06
	20:21	3.2	1.4		13:13	00:19	13:13	23:57
03-Jun	08:43	3.1	1.3		01:53	12:26	01:53	12:11
	21:13	3.3	1.3		14:11	01:05	14:11	00:42

The above table was prepared for Bucklers Hard for 1990 to show the safe times for launching and recovery based on observations of lowest height of water for recovering a Swift 18.

The equivalent table for 1991 will be available shortly covering the weekends of March through to November and can be obtained for £2.50 from Sailaway Boats, 74 Hillcrest Rd, Bromley, BR1 4SD.

If any Swifties from other areas would like a similar table, please send details of your primary Port and tidal curve together with the minimum tide height for recovery in metres. Because of the time taken to prepare one off tables, the charge for this will be £10.

Chris O'Brien

COME TO ARGYLL

Here the Atlantic Ocean has shaped some of the most breathtaking scenery in Europe, and man has built motorways and widened the narrow roads to make your journey as easy as possible. Oban is only 235 miles from Kendal.

On the southern shore of Loch Creran, 10 miles North of Oban, our centre specialises in making life easy for the small craft owner who wants a base for sheltered sailing, or to leave car and trailer in safety and head off to enjoy the finest cruising in Britain. The waters round this coast offer everything from mirror-smooth passages to vigorous sail stretching runs.

Our concrete slipway with adjacent jetty gives excellent access to the the sea at all but the lowest spring tide. "Trevor the Tractor" is always ready to assist with launch and recovery.

The deep water moorings are close to the shore in a sheltered, peaceful setting and we provide a courtesy boat for trailer sailors without a tender, and yachts on seasonal moorings.

The Boathouse provides a friendly meeting place to drink coffee while you make plans or reminisce after a great holiday.

The parking area is close to the slipway, and overlooking the moorings is a grassy field for tents and caravans.

A Pub and a good restaurant are within easy walking distance and there is accommodation locally at a variety of prices.

Whichever point of the compass you head for, afloat or ashore, you'll find "things to do" and places of interest to visit.

So, if you're fed up with the hustle and bustle of an expensive marina, bored with sailing on the same stretch of inland lake, dreaming of uninhabited islands with sheltered bays, colonies of seals and porpoises swimming round your hull, it really is high time you greased your wheel bearings brushed up on your navigation and set a course for the West Coast of Scotland.

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



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

4. THE A.G.M. REPORT

The Annual General Meeting of the Swift Association was held on Sunday 27th January at the Crossroads Hotel, Northampton.

12 Swifts were represented at the meeting, and with 17 postal returns that meant that 29 Swifts were represented. 31 people attended the meeting.

The Secretary welcomed those present and thanked them for their support. He explained that he was relinquishing his role as Secretary as 'Salu' was up for sale, and a larger trailer sailer was in the pipeline.

AGENDA

Item 1 Secretary's Report

The 1990 Events were briefly encountered, most had been reported in Newsletters, but a mention was made of the May Bank Holiday rally to Bembridge, Isle of Wight as no report had been submitted earlier. The weather was too calm for a good sail from Cowes to Bembridge, so after a long haul round about 8 Swifts tied up in Bembridge Harbour and enjoyed a pleasant evening at the friendly Yacht Club. The Newtown Creek 'impromptu meet' in August was also mentioned for the great turn out and very pleasant company. Again the South Coast enjoyed most rallies and meets. Rutland Water had experienced a water shortage which was hoped would be rectified by next season. A mention of Paul Smith and his 'one man show' on the East Coast was made too.

The Secretary thanked the Honorary Officers and Regional Representatives for their support over the past 4 years, also Janet for her secretarial duties. He also thanked all those members who had contributed to the Newsletters especially the regular Log. writers.

He stated that each time a Newsletter went out he had promised himself that he would start planning the next one, but in reality it was always left until the last minute leading to a mad rush to meet the deadline; even so it would all be greatly missed. The Secretary also stated that one of the more interesting sides to his role were the telephone conversations that he had had with Swift Owners and would be Swift Owners, either in trying to find them a Swift or just talking about boats and sailing in general.

Item 2 Treasurer's Report

The Treasurer presented his accounts which were straight forward.

Subscriptions had held up well due to increased membership, more boats were back into the Association again once they had been sold.

Marlin International had submitted subs. for sales of boats, although none were forthcoming from Swift Boats.

There was an increase in fees for advertising.

Once again the Newsletter had been produced virtually cost free except for postage.

The Secretary's expenses were minimal as were the Treasurer's.

The Gift was for Ron Pruce, ex Treasurer, on his retirement.

There were no objections to the Accounts which are shown overleaf.

Item 3 Membership

The Membership Secretary stated that if a boat was sold it would be of great assistance to the Association if the name and address of the new owner were sent to the Secretary, as a follow on would help to maintain the membership. In the early days 70% of owners were members, now there were between 80-88 members which meant that only 34% of boats built were in the Association, ideally 50% would be better.

He also stated that there were still a stock of ties, scarves and burgees for sale.

Item 4 Appointment of Voluntary Officers

Alan Murphy was willing to continue as Technical Editor.

Chris O'Brien was still willing to continue as Treasurer/ Membership Secretary.

Doug Brodie was voted in as Secretary / Editor of the Association.

Mark Fawcitt was selling his boat, therefore the position of Race Officer was open, no one came forward - it was not imperative.

Item 5 Election of Regional Representatives

Nigel Rennie was standing down as South Coast representative due to pressures of work.

Roger Pigden was voted in as Solent & South Coast representative.

Rex Pitt was voted in as a Sub Officer for the Chichester/ Hastings Area.

Paul Smith was willing to continue as the East Coast representative.

Volunteers were still required for Scotland --Lakes & N.West --S.West & Wales.

Item 6 Subscription Rates

The Treasurer recommended that the Subs. be held at £8 - this was accepted.

He also suggested that the Association should endeavour to spend some money for the benefit of the members.

Item 7 Any Other Business

It was mentioned in the past that a cash prize be given for Logs. or contributions to a Newsletter. The Secretary emphasised that he had had a certain amount of response against the idea. Some new suggestions included a Chandlers Token, an engraved Bosun's Whistle, or an Ashtray or Mug with the Swift motif on.

Rallies could be organised with financial help from the Association e.g. postage for mailshots, and payment of trailer park / launching charges etc.

Ted Williams said that he appreciated the work done over the past 4 years in the production of the Newsletters, and enjoyed receiving them.

He also suggested a For Sale/ Wanted column with a facility for the exchange of childrens safety gear; as an example.

Harry Ellis wondered wether it was possible to have Boat Show tickets at a cheaper rate through the Association, the idea was good, but the motion was dropped as it was thought that a block booking would be required. It was said that a discount scheme had been introduced by the R.Y.A. through their membership.

The Lymington Round the Island Power & Sail Race was to be organised again due to popular demand.

The suggestion at the last A.G.M. of a Cross Channel trip was again mentioned and a safe crossing was set for the late May Bank Holiday with Chris O'Brien in his S23 - any S18's willing to join in should contact the Treasurer.

An idea of a Laying Up Supper for the Association, not just a Regional one, was put forward.

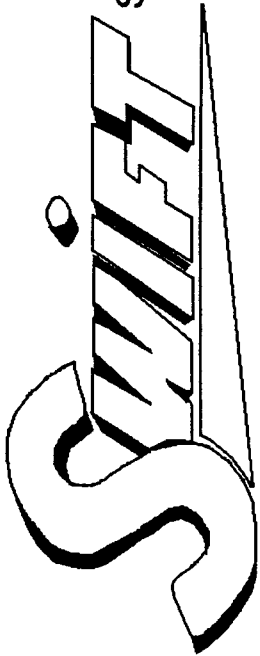
Also, the venue for the A.G.M. was discussed and the consensus preferred a venue away from the Boat Show, such as the Hotel in which the Meeting was being held.

John Hunt, chairman of Swift Boats gave a brief resume of the problems encountered in setting up the Company. The initial hiccoughs had hopefully been ironed out and they have now secured the design, building and marketing rights for the next 10 years. As to the availability of spares - there had been a change of supplier and they now hoped to secure instantaneous supplies to the Association.

Since May/June there have been 10 S23's built, 4 S18's and 2 S20's.

He ended by saying that Swift Boats were willing to support the Association, their contact would be Lynda Knight, Sales Executive.

In appreciation of services given it was agreed that the outgoing Secretary be made an Honorary Member. He was also presented with a drawing of a gimbaled oil lamp - of which the real thing was to follow!



SWIFT ASSOCIATION INCOME & EXPENDITURE ACCOUNT

	1990	1989	EXPENDITURE	1990	1989
INCOME					
Subscriptions	760.00	725.00	Newsletters	155.84	111.22
Subscriptions Marlin	-	32.00	Sundries	-	57.25
Sales	13.40	67.00	Secretary's Expenses	6.72	-
Interest	122.17	35.71	Treasurer's Expenses	5.48	13.80
Advertising	8.48	3.00	Bank Charges	-	11.30
			Laying-up Supper	-	11.00
			Gift	32.50	-
	904.05	862.71	Excess Income over Expenditure	200.54	204.57
				703.51	658.14
				904.05	862.71

At Bank December 1989 (1988)	1990	1989
Excess of Income over Expenditure	1,442.34	784.20
At Bank December 1990 (1989)	703.51	658.14
	<u>2,145.85</u>	<u>1,442.34</u>
CASH ASSETS AT 31ST DECEMBER		
Current Account	1990	1989
Deposit Account	144.37	63.03
	2,001.48	1,379.31
	<u>2,145.85</u>	<u>1,442.34</u>
Stock in Hand at Cost		
Burgees		3.76
Ties & Scarves		55.45
		<u>59.21</u>

5. CRUISING CHATTER

HI SWIFTIES...CHAOS HERE

One year ends and the new sailing season begins. Last year the weather got hotter and dryer and dryer and down went the water at Rutland. Pontoons were extended and the slipways ran out of concrete and we just got by. Although there was plenty of water to sail launch and recovery was difficult, even for a Swift. By now the water at Rutland must be getting quite high and we are looking forward to one of those hot summers we seem to be having now.

Last July we had planned to trail down to Bucklers Hard for a week. However one of the Rutland Swifties, Jim Godfrey (ANTIX) trailed down in June and came back with quite a tale, i.e. launching and recovery at Bucklers Hard is not a bit like Rutland. You have a running tide. Also, making his way in and out of different harbours in the Solent, he tells me, you can soon be a Swift sandwich with the Lymington - Isle of Wight ferries. We therefore decided on the safety of Poole Harbour for our first trip to sea. We chose the first week of July, a full week of rain and gales. We rented a swinging mooring with Sandbanks Yacht Club which was ideal and the owners are very friendly people. We will return! After a day's sailing around the harbour getting the feel of things we ventured out to sea and made the long voyage to the Old Harry rocks. We anchored in Studland Bay and as we settled down to lunch our sons, Russell and Ryan, played and rowed about in a fellow Swiftie's "Little Mo" Avon dinghy which he very kindly lent to us (Thanks a lot Tony). By this time it was raining but this didn't seem to bother the boys. The following day the weather was getting rough so we sailed around and explored Poole Harbour. We ventured to Poole Quay for lunch where our little Swift seemed to have shrunk by about 20ft, looking at the other boats around us. The week ended and we sailed back to the safety of Rutland water. Looking back, it was the best week we had Swallows and Amazons and all that. We are hoping to come down to the South Coast again this year and perhaps sail in the company of fellow Swifties.

In October we held our sons ninth birthday in the Swift with two adults and six boys. They all wanted to be helmsman, skipper and eat cream cakes at the same time. That was Chaos!

PAT, CHARLES, RUSSELL AND RYAN FRISBY
(SO 218 - CHAOS)

CROSS CHANNEL CRUISE - 24th May to 27th May

I am planning a trip to Cherbourg for the second May Bank Holiday (weather permitting), leaving late on Friday night and returning on Monday.

The idea will be to sail in company so that those who do not have position fixing instruments (Decca or RDF) will be able to rely on those who do. At the AGM two or three Swifties expressed an interest, so with luck we could have quite a good turnout.

If any Swifties are interested, please phone me on 081 - 857 1172 and I will send them a list of the minimum safety requirements for the trip.

Chris O'Brien
S23 001

A trip to Ostende

In November 1990 I was offered the chance to join an autumn cruise on a Centurion 32. The boat had just been purchased by Mick and Charles and they were keen to try out it's paces.

I duly joined *Sura* at Gillingham Marina on Saturday afternoon in early November and spent a couple of hours with Dave, the fourth crew member, looking over the inventory of the boat while waiting for Mick and Charles to arrive with the hired liferaft.

The wind was blowing F6-7 and there was a gale warning in force for Thames, so we were forced to sit in the Marina all day Sunday doing little but adjusting the rigging, fitting a new radio (the existing VHF having come out of the Ark) and feeding the Decca (Navstar 2000) with all the possible waypoints that we might need for the week.

The forecast at 0033 on Monday morning was still not very promising, so we decided to hold off until the morning forecasts. These were better, promising us winds of W 5-6, so we duly cast off at midday, after trying for some time to raise the Marina on the VHF in order to open the lock.

The wind was gusting force 6 as we gently manoeuvred *Sura* between the closely packed pontoons - with some trepidation as we did not know how well she turned. We soon found out that she kicked slightly to port, and that she turned much better to starboard than to port going forward. Reversing was OK so long as there was plenty of room as she took her time gaining steege way.

We negotiated the lock safely and set off up the Medway to the Thames estuary without mishap. Once into the shipping lane past Medway clear water buoy, we rigged the tillerpilot to see how well it performed only to discover why there was a broken bracket in the chart table - the mounting for the compass was sited on the forward bulkhead of the cockpit well in such a way that careless feet could easily knock it. And they mine did! Exit tillerpilot for the time being.

Our plan was to sail well down the estuary and to decide when off Margate whether to continue across to Ostende or to make for Ramsgate. The wind was astern and *Sura* was sailing very well in the medium swell with full sail set so we decided to go for it. Darkness had fallen about an hour previously and the Decca had us making 7.8 knots over the ground with a favourable tide and the barometer steady at 1010mb. The boat's log was not working, the paddle wheel being broken, so the Decca was our only means of gauging speed.

At 2000 we passed the Falls Light Vessel and began to cross the shipping lanes. Traffic was quite heavy, but none too close, so the crossing of the NE lane was uneventful. We then had to cross the Sandettie sand bank, which seemed to be full of fishing boats with all sorts of lights which we could not recognise. A check in the Collision Regs in harbour the following day made it all clear, so it really does pay to know what the various lights mean. In any event, we gave all the fishing boats a very wide berth and left them happily behind.

Sailing was becoming difficult as the wind was directly behind, giving a high risk of accidental jibe. In fact we jibed twice (having failed to fit a preventer) and on the second occasion, the boom must have lifted allowing the head of the mainsail to snag, and the sail promptly ripped clean about a foot below the head. Nothing for it then but to strike all sails and start the engine.

The engine fired first go and I put it into gear, as I thought, to motor slowly while the rest of the crew were taking down the sails. The wind was still force 6, but as we were in shallow water the swell was quite heavy. Suddenly I saw something loom up fine off the starboard bow. I quickly put the tiller over, and an unlit buoy isolated danger passed very close down the starboard side. I gave her more throttle to pass by safely, but was horrified to find us drifting back onto the buoy. I then realised that the knob which one had to pull out when starting the engine did not spring back of its own accord when the throttle lever was put to the idle position but had to be pysicaly pushed back in. With about fifteen feet to spare, I succeeded in getting into gear and motoring off safely. Another ten seconds and it might have been a different story.

The rest of the night was thankfully uneventful, and, barring the rain that started about 0130 and the absence of a number of charted buoys, we made a smooth passage under engine, arriving at Ostende at 0300 on Tuesday. During the whole passage we had navigated by Decca and also by dead reckoning from buoy to buoy. It was just as well that we did use the buoys as two of the Decca co-ordinates had been entered wrongly (by me I am sorry to say) and the

absence of a buoy at the appointed time prompted hurried checking of the Decca and the chart to find out what had gone wrong.

We spent two days in Ostende waiting for the sail to be repaired. On the second evening we had the most delicious seafood dinner in one of the little restaurants that line the harbour. The presentation of their Chocolate Mousse was something that had to be seen to be believed.

On Thursday afternoon we made a leisurely passage ten miles down the coast to Nieuwpoort with the intention of departing for Ramsgate at 0200 Friday. Once again the weather let us down, this time with dense fog. From 1700 Thursday through to 2200 Friday the visibility varied from 50 to 100 yards. Numerous calls on the VHF to passing ships failed to raise any one who could give us a report of the conditions off shore, so we stayed put until the 0033 BBC forecast on Saturday morning. This promised winds of SE 6–7 with a depression moving up the Channel towards Dover. We decided to leave while the going was good and slipped our mooring at 0300 in a steady SE 6. We set sail on a broad reach, well reefed down this time with the barometer reading 998mb. Progress was rapid, the Decca recording a speed over the ground of 12 knots at one time with only about 2 knots of tide helping us. The barometer fell steadily and the wind increased accordingly. By dawn the barometer was down to 993mb and still falling.

As we crossed the SW shipping lane we were passed by two P & O ferries no more than a mile away. Repeated calls on the VHF to obtain a weather report failed to produce a reply from either ship. Either they were not maintaining radio watch or they just ignored us. We then found ourselves on a collision course with a large container vessel approaching us from about a mile away. Just as we were having to decide whether to take evading action, she altered course to pass behind us – "Thanks for keeping a good lookout, and for obeying the rules!".

Passing by the Falls Light Vessel again the wind increased to force 7 and then to a fully fledged gale. *Sura* however handled beautifully and we were never at all worried. It did become very uncomfortable when, as we approached Ramsgate, the heavens opened with a vicious hail storm just as we were taking down the sails. Thankfully this was short lived and, after a wait of some fifteen minutes outside the harbour entrance while a Sally Line ferry departed, we were soon safely moored up to the pontoon.

The trip took a total of 8 hours 45 minutes mooring to mooring, a distance of 50.6 miles. Including the time taken outside Nieuwpoort setting the sails and the wait outside Ramsgate we averaged 5¾ knots. The Ramsgate harbour master informed us that he had recorded a maximum wind speed of 45 knots during the previous hour. Whew!

Sunday saw the last leg of the journey, from Ramsgate to the River Roach, a distance of 48 miles round the Essex sand banks – under motor of course, the gales of the previous day having fallen to a gentle force 2!

Lessons learnt

1. Learn navigation lights. It's too late when you see lights you don't understand.
2. Check and double check all Decca co-ordinates.
3. If using Decca, take distances and bearings off the chart to act as a confirmation/check on the Decca.
4. Don't rely only on the Decca. Keep a dead reckoning plot independantly. It will help show up errors in the Decca plot.
5. When sailing at night, reduce sail heavily – better to sail a bit slower safely than to cope with sail reduction in unfavourable circumstances (eg the unlit buoy). If in doubt – motor.
6. If you are on an unfamiliar boat, make sure that ALL the crew know how to start the engine and put it into gear properly.
7. Allways wear life jacket and safety harness at night, and always clip on.
8. Fit a boom preventer if there is any danger of accidental jibe.

Chris O'Brien (S23 Icarus)

CUMULATIVE CRUISING INDEX - up to NL 33

Place:	Newsletter number & Page number
Adriatic	22-7 23-4
Aidrishraig	28-17
Ampuriabrava	26-4
Ardnamurchan	29-25 31-11
Arisaig	28-18
Australia	17-6
Baltic	20-10
Barmouth	24-12
Belle Ile	15-10
Brittany	9-8 15-7 16-11 19-17
Bute	8-21
Cadaques (Sp)	14-6 19-19 23-16
Caledonian Cnl	30-25 33-10
Cannes	20-16
Channel Is	19-5
Cherbourg	19-5
Christchurch	26-3
Clyde	8-15 11-11 24-18
Cornwall	15-4 24-10
Cowes	6-1
Crinan	28-17 29-25
Cyclades	30-29
Deben (R)	9-6 11-5
Denmark	11-13 20-11
Doha	9-11
East coast	11-5
Elba (Isle)	29-16
Europe	8-26
Falmouth	15-3 24-10 28-25
Felixstowe	28-15
Foleux	9-9 15-7 19-11
Fort William	14-4
Forth	16-7
France	8-26 9-8 17-7 20-14
Friesland	32-13
Garelock	8-15
Germany	20-11
Glenridding	16-5 18-2
Gourock	8-15
Gourmet	8-15
Greece, Cyclades	30-29
Grevelingenmeer	29-11
Guernsey	19-6
Harwich	9-6
Holland	29-5
Holy Lock	8-17
Isle of Wight	23-12
Italy	29-16
Javea (Sp)	27-16
Jersey	13-7 19-7

Kent	12-6
Kielder	31-9
Lakes	4-7 11-4
Largs	19-3
Levington	10-11 11-5 23-18
Loch Creran	22-6 24-15
Loch Lomand	32-11
Loch Ness	30-26 33-10
Monte Carlo	20-17
Moraira	33-13
Morbihan	16-11 19-12
Mull	26-17 28-17 31-11
Mylor	15-3 24-10
Norfolk Broads	5-1
North Berwick	16-7
Northern Ireland	19-3
Oban	11-10 24-15 26-15
Orwell (R)	10-13
Oosterschelde	29-11
Penzance	15-5
Plymouth	9-3 28-4
Poole	30-20
Portleven	12-9
Qatar	9-12
Quiberon	19-13
Rhum	11-12 24-16
Rutland water	4-5 4-9 18-3 30-22
Salen	31-11
Sark	19-7
Scandinavia	8-23
Scillies	11-12 12-9
Scotland	11-11 22-6 24-15 26-15 28-17 29-25 33-10
Skye	14-5
Solent	5-3 6-1 14-2 17-5 18-10
Sound of Mull	11-10 33-10
Spain	14-6 19-19 23-16 26-4 27-16 28-23 30-17 33-13
St. Tropez	20-15
Sweden	8-23
Tay (R)	16-9
Tobermory	33-11
Ullswater	4-7 11-4 16-6
Veerse Meer	29-11
Villaine (R)	9-8 15-7 19-11
Wales	24-12
Walton Backwaters	19-16
Warsash	3-1 5-3
Windermere	4-7 29-21
Yugoslavia	22-7 23-4

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

1991 LOCH CRERAN RALLY

Looking for somewhere to trail and sail this Spring Bank Holiday weekend? Why not come to Scotland's West coast for the weekend or even stay for the week and sail with other owners and enjoy the long West Highland evenings?

The Drascombe Association are holding the first of their 1991 rallies at Loch Creran, a sheltered sea loch just North of Oban, on the weekend of 25th/26th/27th May. So if you trail your boat and would like to join this informal and friendly family rally, please get in touch soon.

Last year's spectacular air-sea rescue display will be hard to follow but, you can be sure that Jock will rise to the challenge and arrange something really interesting.

On Saturday evening there will be a buffet meal at the Sea Life Centre Restaurant and a brief meeting.

The popular "Cruise in Company" will of course be repeated. This gives the less experienced owner the opportunity to sail further afield than perhaps they would on their own. This year it has been suggested that the sailing continue until the following weekend with more cruises and, for the more adventurous, longer trips to other anchorages.

1991 Rally Tariff

Buffet (Sea Life Centre)	£	
Casual Moorings	weekly	£30
	nightly	£5
Tractor assisted launch		£7
" " recovery		£7
1 2 3 man tents (per person)		£2
Family tent		£7
Static Caravan (nightly)		£12

[anchoring in the bay is of course free and the holding is good.]

For further information, accommodation list and bookings for moorings contact: Jock or Jonquil Slorance
 Creran Moorings Barcaldine Oban PA37 1SG Tel 0631 72 265



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

6. Technical Topics

Sid Roberts (Candes S049), who is a fairly new Swift owner, has sent in a number of items for Technical Topics. Here are just a few of them :-

6.1. Roller Reefing Improvement

Many of us must have experienced trouble with the spinnaker halyard getting caught up with the roller reefing. The problem is that the U-hoop at the top of the roller reefing mechanism protrudes and catches the spinnaker halyard which emerges from the mast just above it. Sid removed the fitting on top of the extension by gently tapping with an "ally drift" and light hammer. The hoop can be pulled out of the block fitting and replaced with a small flat stainless steel hoop using 2 bolts. A twisted shackle is fitted to reduce the amount projected and so stop the halyard fouling (see Figure 1.). It can also be taped over with self amalgamating tape.

6.2. Spinnaker Stowage Bag on Pulpit

For those who regularly use a spinnaker, stowage on the foredeck can be a bit of a problem. Sid uses a bag which has been modified with a wire stiffener and a hook at the bottom. This can be fixed to the pulpit using two elastics - see Figure 2. Although not an ideal solution Sid states that it is quite acceptable.

6.3. Spinnaker Pole Stowage

On Candes Sid uses an idea originally put forward by Colin Pritchard (S321). The pole is clipped to the D-ring on the mast and to a U-bolt placed on the anchor lid (Figure 3).

On Tiger Lily (S217) I have found it convenient to clip the whisker-pole between a ring tied to the lower end of the pulpit stanchion and a second ring tied further aft on the toerail.

6.4. Hatchway Seat

In the last couple of issues we seem to have had a number of ideas for making better use of the hatchway step (see NL 31 p7 and NL 33 p5). Sid's solution for a temporary seat is shown in Figure 4. It is very simple and looks easy to make.

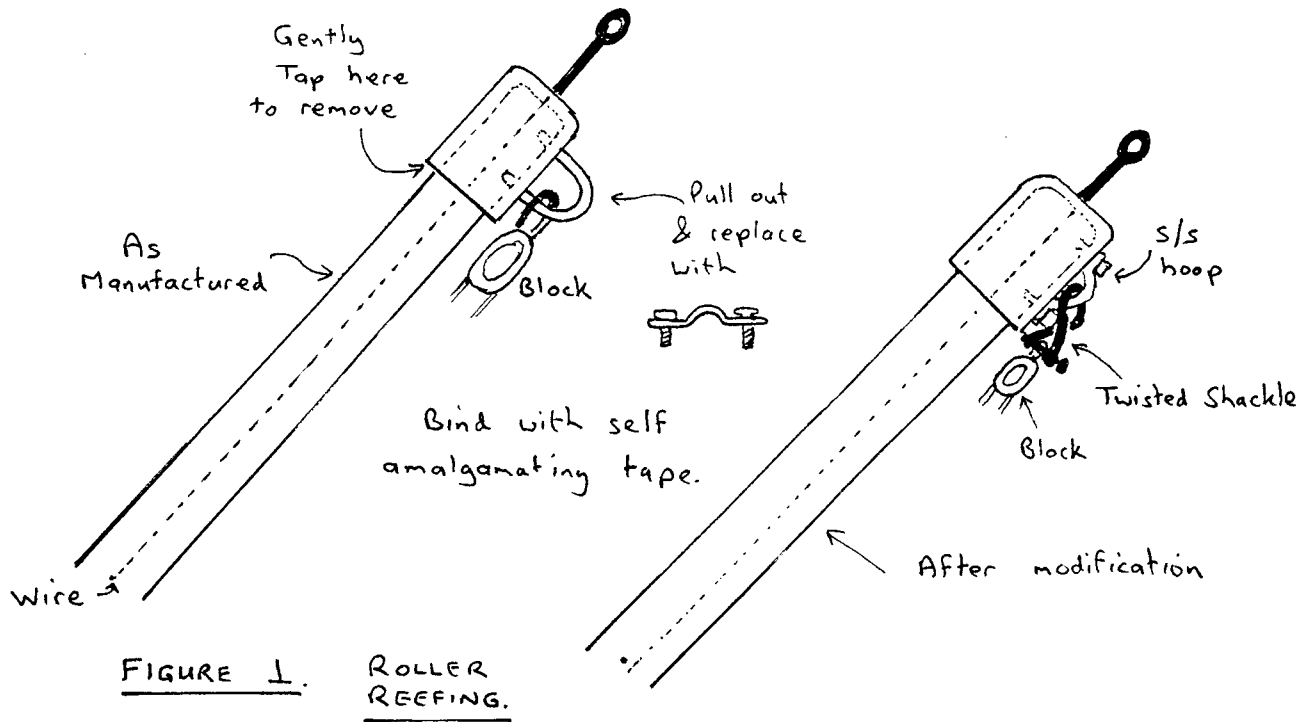
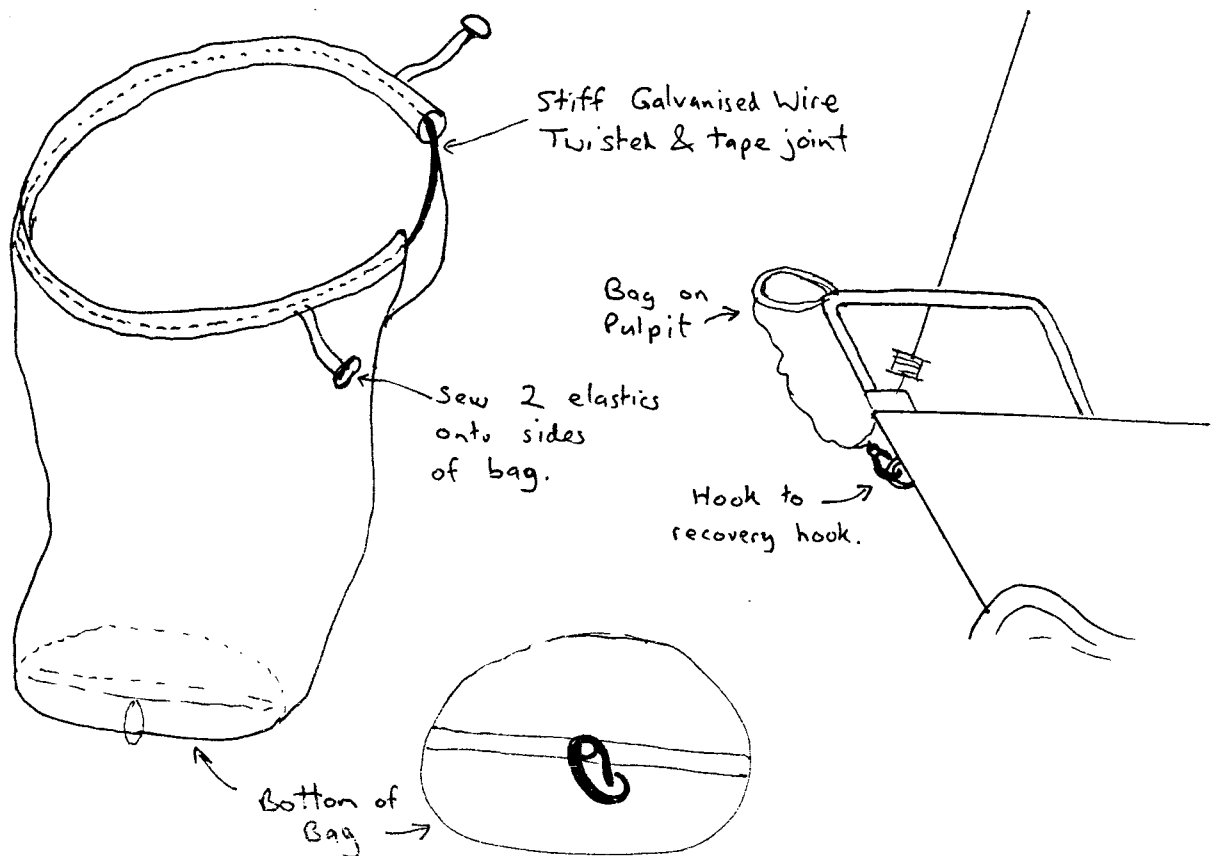


FIGURE 2. SPINNAKER BAG ON PULPIT.



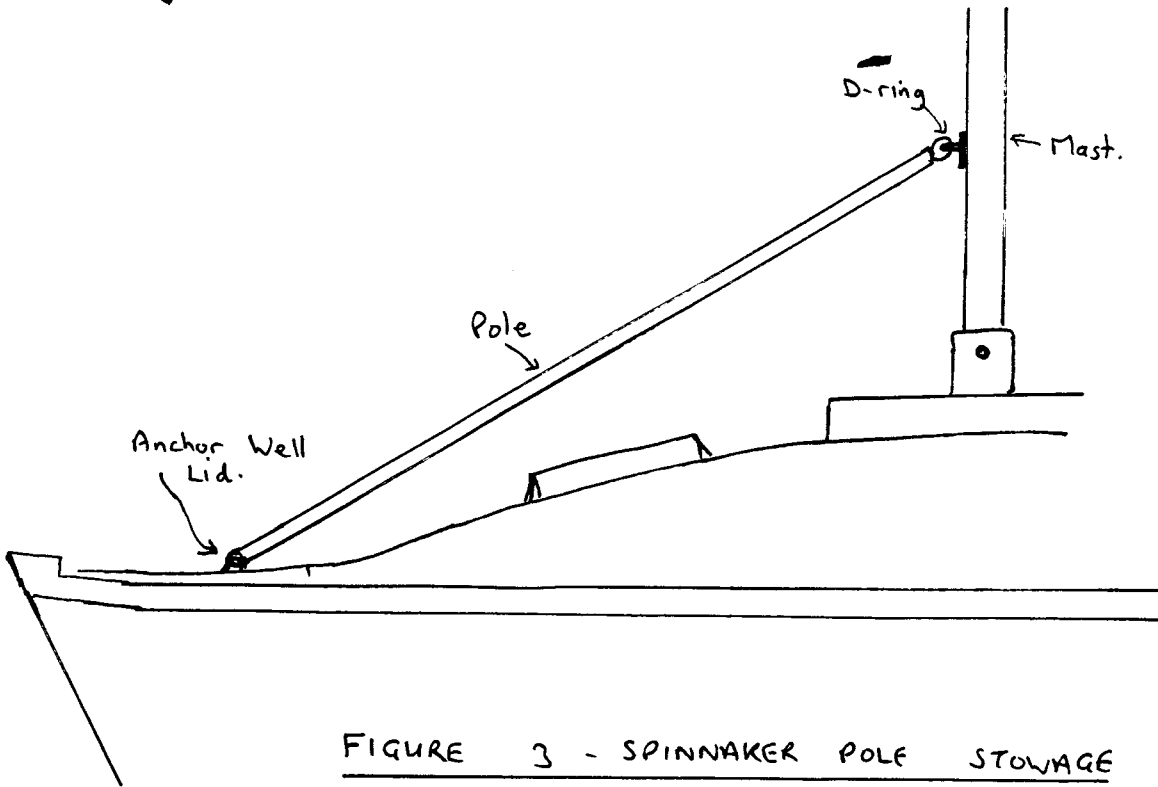
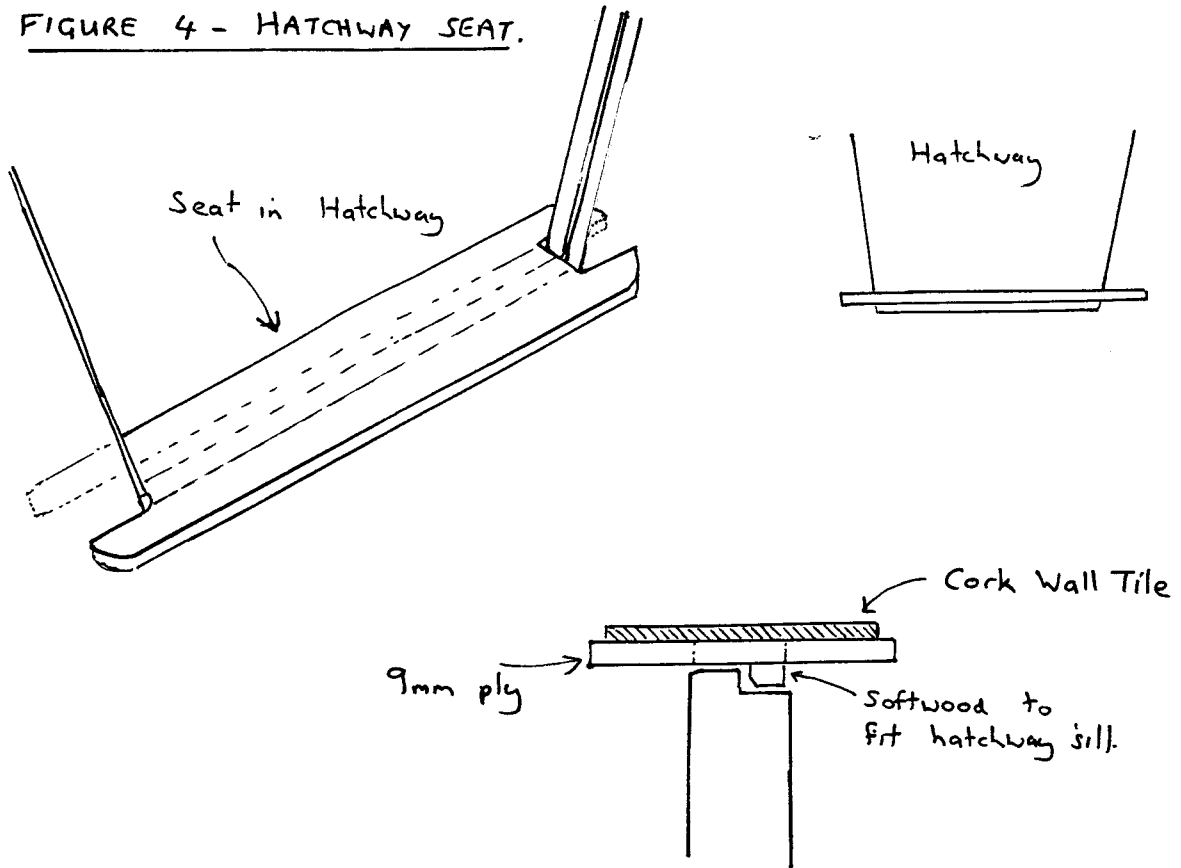


FIGURE 4 - HATCHWAY SEAT.



6.5. Trailer Maintenance

More than half Swift owners use a trailer and many of us tend to neglect essential trailer maintenance - after all we don't sail the trailer. Unfortunately, over the years, Swifts have been supplied with a variety of different types of trailers making it difficult to give detailed maintenance instructions. However, I will try and give a few general hints and tips.

a) Tyres and Lights

There are legal requirements for tyres and lights. You should check the tyres for cuts and cracks, bulges which indicate a weak sidewall and check that they are at the correct pressure. Lights need to be checked for operation before venturing out on the road.

b) General Maintenance

It is also advisable to thoroughly check the coupling, brakes, jockey wheel, bearing adjustment and general condition fairly often, particularly before starting out on a long journey. Check the wheel nuts and general condition of the frame.

c) Periodic Maintenance

Grease all moving parts (coupling, springs, suspension etc.) and check that all securing bolts are tight. Remove the brake drums, taking out the split pin in the centre of the castellated nut and the nut itself. Inspect the condition of the brake drum and shoes and if damaged or contaminated with oil or grease you must renew them. You should always renew both sets of shoes on the same axle so as to ensure balanced operation.

Check the expander assembly - it should be free to move on the backplate. Clean it up with emery paper and do not use oils or rust remover. Rod linkages and Bowden cables should be checked to see if they move freely.

Check the bearings for wear by jacking the wheel up and having ensured that there is no brake shoe interference, rotate the wheel slowly, feeling for any roughness or restriction. Then spin the wheel rapidly listening for rumble, rattle or high pitched noises. There should only be a slight discernable movement (end play) at the rim. Replacing bearings is not a complicated procedure but it is best done when you have the correct tools at hand and not on the hard shoulder of a motorway.

If you suspect problems with either the bearings or the oil seals you should replace them, as this will be far cheaper

than being caught out somewhere miles from home on a dark and rainy night. When replacing the brake drum, use fresh Aqualube grease as this is designed for bearings which are regularly immersed in water.

You can also use 'Bearing Savers' on the wheels. These maintain a few pounds per square inch of grease on the wheel bearings so inhibiting the ingress of water. Alternatively make sure that you pack the bearings with plenty of grease, minimising the volume of air space in the bearing.

d) Winter Maintenance

I recommend doing this at the end of the season rather than at the beginning of the next season. It is usually much easier to do in late October rather than in early March. You have a chance to do it before everything has rusted up or seized over the winter. Thoroughly grease the coupling and trigger mechanism and wrap it in polythene to protect it from the weather, but ensure that there is free movement of air to stop condensation.

e) Adjustments

Brakes need to be adjusted periodically if they are to operate efficiently. There are several different types of brakes and therefore I cannot give any detailed procedures. When the wheel is jacked up it should run freely when the brake is not applied (although there may be some slight rubbing noise). On applying the handbrake you should not be able to rotate the wheel. Autoreversing brakes need some careful adjustment and you should consult your trailer manual or the book mentioned below.

f) More Information

I have not been able to provide more than a few general comments in this article. For those who want to know more, I can recommend the 'Indespension Guide to Towing' at 3.50 - see your local Indespension or Hallmark Trailer dealer or ring 0204-309797.

WE STILL NEED MORE TECHNICAL INPUT.

Please send your technical articles to me - see address on inside or back cover.

Alan Murphy - Technical Editor.

WARNING...ALL SWIFT OWNERS

Please check the stainless steel wire in your Rotostay for fraying or bending at the top. Also the split ring holding the stainless steel pin which connects the Rotostay to the mast. Any failure here will bring down the mast. If you survive the fall the damage to the boat will be horrific.

CHARLES FRISBY (SU 218 - CHAOS)

6.6 REPLACEMENT OF KEEL LIFTING MECHANISM

Just a quick full scale drawing of the lifting gear mechanism I made from the drawings of Brian Hornbrey (SO 307). Brian is a marine engineer who re-designed this mechanism as shown in Newsletter No 24. Well done Brian, perfect in every detail. The only modification I made to your original drawings was instead of fabricating by using welds etc, the lifting head mechanism, I milled it from one block of stainless steel.

CHARLES FRISBY (SO 218 - CHAOS)

S/S KEEL LIFTING HEAD MECHANISM

