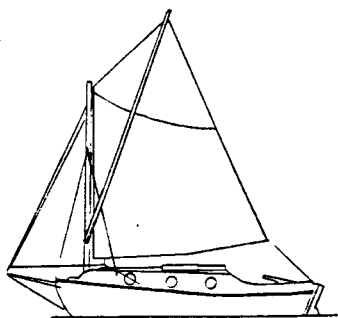
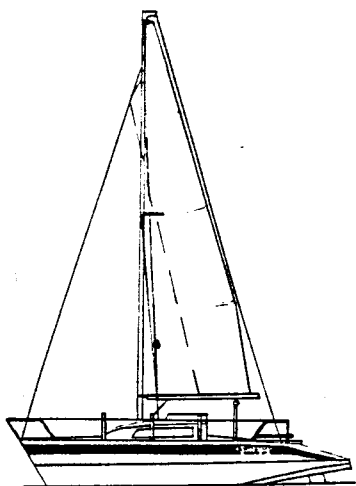
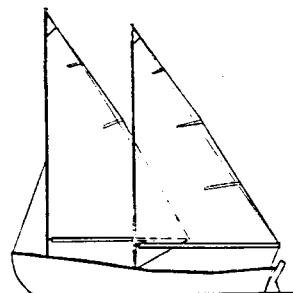
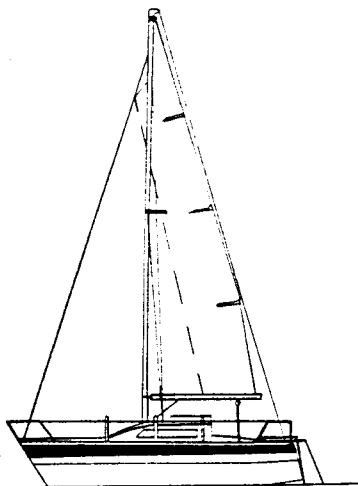


SWIFT

NEWSLETTER

NL 35 JUNE 1991



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Owners Association

40005 1 000000
- Hope will be with you
1991

1. ED'S COLUMN

As sailors, we build up an instinct to be able to react to problems as they arise. It is a sobering thought that something as fickle as a gust of wind, a fog bank or a slivver of seaweed can bring havoc to a pleasant day's sailing. To protect ourselves and our families' well being we invest and train ourselves in the use of VHF radiotelephones, lifejackets, flares and harnesses, and it gives us peace of mind to know that these things are there in case we should get into difficulties.

But what happens if such fail-safes don't exist? What happens when we are not able to turn to some purpose-built gadget for an easy way out? The answer is we make sacrifices. I'm sure many of us have had to resort to blind instinct and ingenuity to save the day and it usually involves making sacrifices. Whether it be cutting a warp, losing an anchor, tearing up a blanket for a make-shift sail or sawing off a piece of the grill to make a shear-pin, we have to lose something in order to carry on.

In many ways our instinct for survival is also tested in other aspects of life. Take the current economic recession for instance. I imagine most of us have been affected, or know someone who has been affected by the slump. The pundits tell us that we have now reached the nadir, and recovery is just around the corner. But meanwhile we make sacrifices. We have to lose something in order to carry on.

Which brings me (nicely contrived) round to the bombshell I have to drop. I regret to say that the last six months of recession has taken its toll on my own business and - well, the bottom line is that I have had to sell my boat (still for sale at time of going to press).

Now I know that it can be considered as ludicrous when the Secretary of the Swift Owners Association doesn't even have a boat, which is why it is my duty to come forward to you, the membership, and offer to step down as Secretary/Newsletter Editor - to do the decent thing. Logistically, the organising of an Extraordinary General Meeting can prove difficult and somewhat tedious, so I am using this column to ask if there are any volunteers who wish to take over the position of Secretary/Newsletter Editor for the remainder of this year. May I say at this point that I would be happy - nay proud to continue performing the function, assuming there are no reasonable objections. I enjoy the job immensely. But if any member would like to take over the task, please write to myself or Chris O'Brien giving details together with names of your proposer and seconder.

O.K. enough about that. Let's get down to enjoying the newsletter. My thanks to all those who contributed. The amount and diversity of material makes editing not only interesting but a pleasure as well. Please keep the titbits coming in. Now we're in mid-season there must be plenty of stories to tell.

Good sailing and fair winds. Oh, and if any Swiftie in the Solent area is in need of a competent crew, including cook and dishwasher, Roz and I would welcome enquiries.

2. ADMIN NOTES

REPRESENTATIVES

Volunteers are required to represent the following areas:

SCOTLAND
LAKES & NORTH WEST
MIDLANDS
SOUTH WEST
EAST COAST
WALES

If anyone is interested in taking up any of these posts please contact me

-Ed

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. Ladies neck scarfs in dark blue with a white border and small S18 logo are also available at a cost of £4.00 each, including postage. Please apply to Chris O'Brien.

MEMBERSHIP UPDATE

As promised, this newsletter contains an update of the membership list. Sadly, the number of members is reduced. This is mainly due to boats being sold to un-known buyers. If you sell your boat it is important to let us know the details of the buyer so that we may invite them to join the Swift Owners Association. Please help us to keep the Association buoyant.

3. REGIONAL ROUNDUP

SOUTH COAST RALLY 4th to 6th MAY

The word was that there was going to be a good turnout for the South Coast's first rally of the season. Saturday morning arrived with a fresh northerly force 5. The crew of five Swifts turned up at Bucklers Hard: CHARISMA, PUFFIN, GIULIA, SILVER LINING and HELISE. After a small conference it was decided that it was too cold and miserable, with the forecast promising more of the same, and that the rally was a non-starter! The respective crews of CHARISMA and GIULIA packed up and headed to Berkshire where they spent a pleasant day together. SILVER LINING and HELISE decided to spend the day in Southampton and review the situation later in the day. First stop was Lepe Beach and Country Park which can be seen as you are leaving the Beaulieu River. Coffee all round warmed us up a little and although the Solent looked fairly benign there weren't many boats out. A pleasant day was had in Southampton. The ladies at Ocean Village, the men at the Hall of Aviation. By the middle of the afternoon the sun had come out and although still very cold, we decided to return to the boats. Back at Bucklers Hard we met Bob and Maggie Payne on PUFFIN. We decided to sail to Lymington for the night, Wooton Creek (the original plan) not a good place to be in a Northerly wind.

Launching took a little longer than usual due to the fact that a couple of people had decided to scrub their boats on the slipway. We eventually got away at about 6.00pm. Once out of the river, with two reefs in the main and full genoa we had a super sail on a beam reach all the way down to Lymington, averaging $5\frac{1}{2}$ knots and touching 6 knots on occasions! Jim Crick (SILVER LINING) called ahead on VHF to Lymington Yacht Haven and booked us in as one 54 footer! It was cheaper than going in individually. Once tied up we retired to Lymington Town Yacht Club for refreshments at about 9.00pm.

The night was one of the coldest I've spent afloat, with the ladies suffering most.

Next morning it was decided to sail up to Cowes. PUFFIN had to return home on the Sunday, so set off early to Newtown for lunch, SILVER LINING and HELISE hoping to rendezvous there on the way to Cowes. As so often happens we were late leaving and so we went straight to Cowes. Another super sail was had, the only difference being the wind over tide making it rather bumpy towards the end. The visitors' pontoon at Cowes was full and rather than go into Ancasta we ended up at the National Sailing School pontoons. Prices were reasonable with adequate facilities with a bar, and common room for children.

Yet another cold night (I dressed to go to bed) was had by all.

Monday morning arrived as cold as ever, so breakfast out was suggested. Jim and his son Ben were early risers and had theirs at the Sailing School. The rest of us had ours at a cafe in the High Street. The Northerly was still with us so the beat across to the Beaulieu River was not looked forward to. As it turned out there was more Easterly in the wind which enabled us to lay the Beaulieu River entrance in one tack! We continued tacking up the river, SILVER LINING just about all the way. We resorted to the engine about two thirds up when my wife declared she was exhausted (I must get her on a fitness programme).

We recovered the boats with no problems. It was agreed that the sailing had been first class, but the weather left a lot to be desired.

Alan Probyn

SO 9 HELISE

BANK HOLIDAY RALLY - 25th to 27th MAY

SATURDAY 25th: The afternoon saw five Swifts turn up at Newtown Creek on the Isle of Wight. CHARISMA, PAPILLON, CADDYSHACK, PUFFIN and TINKERBELL. The overnight stay got off to a good start with some liquid refreshment at the "New Inn" in Shalfleet.

SUNDAY 26th : Almost becalmed, the five intrepid mariners (together with their hearty crews) drifted with the tide, with hardly enough air to fill a sail until they were just off Yarmouth when the motors were started and they motor-sailed to Alum Bay where they met up with KITTIWAKE. After lunch on board the fleet set sail back in an easterly direction, the wind having increased to a 3 or 4. CADDYSHACK, PAPILLON and KITTIWAKE broke off from the floatilla and headed for their respective home anchorages. Meanwhile, the others continued on a broad reach into Yarmouth, arriving at around 5.00pm. At Yarmouth they met up with HELISE and SILVER LINING. Another very pleasant evening was spent at a local hostelry.

MONDAY 27th: PUFFIN and TINKERBELL set sail early in the morning to catch the tide heading east. CHARISMA, HELISE and TIGER LILY sailed to Keyhaven for lunch and returned to Bucklers Hard on the next tide, arriving at around 8.00pm.

Roger Pigden
SO 134 CHARISMA

Members who sail out of Bucklers Hard on the Beaulieu River have the opportunity of using our short wheel base 4 wheel drive Land Rover. This offers superbly easy launching and recovery - particularly at awkward times of the tide. We have used it at high tide (when ordinary car wheels wont grip on the stones) and at low tide (when the trailer is over the edge of the slipway) and the Land Rover didn't even flinch! If anyone is interested in joining our pool of users please contact me.

Roger Pigden
SO 134 CHARISMA

STOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPRESSSTOPPR

My sympathy goes out to Rex Pitt (SEASWIFT) who turned out for both Bank Holiday rallies in the Solent. Unfortunately, on both occasions, he and the pack missed each other!

Ed
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4. TECHNICAL TOPICS

An Electric Swift

When we first saw the Swift at Hunters in Hamble, she had no name, no SSR number and we have since found that even the sail number might be wrong. That didn't stop us. She had been owned by a chap in the Navy who only used her when he was home off the ship, so for 5 years old she was immaculate. The price was right, so we bought her. The first thing was to christen her "Kittiwake".

After a seasons intermittent sailing winter came and thoughts moved to improvements, primarily electricity. Kittiwake came with a 4HP Yamaha outboard, but no battery and therefore no navigation lights. The winter project was to be installing a power system with nav and cabin lights, followed by nav instruments.

The design stage was slow. Having never done anything like this before, advice was sought, particularly from Nigel Rennie (Kaddishack) who provided the design for the wiring loom based on his own installation. For this I am eternally grateful.

Starting from the stern, a lighting coil was needed in the Yamaha to charge the battery. This was bought from a local Yamaha dealer (courage failed me at the thought of building one myself!) for less than £40.00 - the second most expensive item of the project. Installation was simple - or so the dealer said! Simply take off the fly wheel and fit the coil in the space provided what could be easier? Taking the fly wheel off took 6 to 7 hours of blood, sweat and tears, literally, since I could not get it to lift. I built a wheel puller using ¼" steel, which promptly bent. I gave up and took the engine to the repair section of the Yamaha dealer early one morning. He hit the nut with a 10lb hammer and it came apart in the right way!

Getting back home, I fitted the coil and a bridging rectifier from Maplins Electronics in Southampton. Since the lighting coil came with no statement about output other than it was 12 volt output, I relied on Nigels' diagram saying 30Amps and advice from the staff at Maplins, who were helpful beyond all expectation. The rectifier fitted directly into the outboard, so I soldered the leads from the lighting coil direct to the rectifier and a 2.5mm twin core flex to the output side. The flex was taken out of a hole (suitably grommated) in the port side of the engine (when installed) and connected to a two pole driplug. The other part of the driplug was fitted to the port side of the engine compartment (posh name for the hole in the stern!).

In the port side locker the plan called for a fuse and indicator light as well as a single pole master switch. (A two pole switch is better than a single since it will isolate both the positive and negative sides of the circuit, but I couldn't find one at a reasonable price in the time

available. It is always possible as a retrofit.)

The switch box takes power in from both the lighting coil and the battery, with output to the switch panel in the cabin. Maplins provided a suitable fuse holder with fuse (5A), and a 12V red panel-mount indicator light. To mount the switch box on the locker side I fixed a small sheet of fibreglass to the wall, then glassed in a piece of ¼" ply, to which I screwed the box. The box incidentally was a waterproof plastic junction box from Marine Technology in Hamble. Metal ones apparently last longer but are horrendously expensive.

The battery was the most expensive item of the project. A number of suppliers were very helpful, particularly with me bringing batteries back for a full refund. The problem was I wanted to fit the battery in the tunnel connecting the two aft lockers. Therefore it had to be small. The typical marine/leisure batteries were too large (and expensive) to be considered. I eventually settled on a Lucas car battery from Halfords (model 001) originally destined for a Mini! To secure it I built a sandwich of ply with a luggage strap as the meat in the sandwich. The luggage strap buckle is about 1½" from the wood, with the other end long enough to go round the battery and hold it in place. This was epoxied together under pressure (clamped between two G-clamps). I originally tried to epoxy this to the tunnel wall - it parted on the first trip out! I turned to the fibre glass kit again and used the same technique as before to glass in the sandwich. So far this is holding.

I had seen some battery clips which were supposed to be easy to fit to a battery for quick removal. They are plastic, come in pairs (one red, one blue) and are totally useless. I wired the terminators up and spent a long time loosing skin off my knuckles trying to fit and remove them from the battery whilst in the locker. I gave up and replaced them with standard car battery terminators from Halfords, liberally coated in grease. (I have since seen a development of the original idea which looks better and may do a retrofit).

Again I used 2.5mm flex from the battery to the power-in at the master switch box.

The next stage was to fit the navigation lights and wire them into place. The stern light was easy enough, buy the light, drill the holes and screw it into place. The cable was led through sections of hose pipe to the bulkhead wall in the port stern locker, via a deck gland, to the switch panel position on the port side bunk shelf. The hose pipe means that if the cabling needs to be replaced for any reason it can be pulled out of the hose. It also provides more support than P-clips. All the cabling and switches were led down the port side to keep it away from the gas connections, just in case something shorted. Paranoia prevents pressurised panic!

The bicolour stem light was to be mounted under the pulpit. The standard fittings from Hella and the like could not cope with the down-pipe on the pulpit so I designed and built a bracket. This was manufactured from sheet aluminium, about 2

to 3 mm thick. The design was for a Y-shaped bracket, fixed to the horizontal and vertical bars. I used aluminium for its ease of working, lightness and lack of magnetic properties - primarily for its ease of working though! A jig-saw and 5Lb lump hammer dealt with all the cutting and shaping needed. Once fitted, the light was fixed to the bracket, and the cable run through the deck at the base, along the top of the anchor well (again in hose pipe) and into the cabin via a deck gland, along the port side, to the switch panel.

The mast-head white light was another case of make a bracket. The top of the mast is tapered on Kittiwake, and has little space for fitting 'extras'. Therefore I built a bracket that fixed to each side of the mast, rising to a platform at the top for the light. The cable runs from the centre of the platform to a grommeted hole in the front of the mast, (least point of wind resistance?). Running the cable down the mast took a long time. I had removed the main halyard for the winter with a length of string to guide the halyard back into place. I used this to run a second length of string up the mast to pull the light cable down the mast. Each time we tried to pull, the cable snagged on the inside, and eventually the string snapped - as did my temper! I gave up and Hilary insisted that we went to a garden centre. Not as daft as it sounds because there I found a 15m length of garden wire, plastic coated! Plants forgotten, we rushed back to Kittiwake and pulled the garden wire up the mast attached to the main halyard string. This was extracted through the grommeted hole and with Hilary pushing the cable through, me pulling hard on the other end we had to succeed. Or so I thought. The wire slipped off the end of the cable and I went base over apex backwards. Time for a rethink. If it won't go down, would it go up? Starting from the bottom, using the garden wire as a guide, we pulled the cable up, past the obstruction in the mast, and out the hole! Then it was 'simply' a case of push the grommet back into place over a short length of cable, and make the connection! We went home to celebrate!

At the base of the mast I drilled another hole in the front to take to cable out without getting pinched, fitted a two pole deck head connector and ran the cable into the cabin. From the centre of the cabin roof I ran the cable under the ply roof lining to the port side vinyl wall, under this to the switch panel position.

Now all that was left was the switch panel. I bought a basic panel from Aladins Cave with 6 switches, each fused. This did not have any indicator lights so I fitted some l.e.d.s with suitable resistors (again advised and supplied by Maplins) to show when the circuits were on. The switch labels were not appropriate for the lights connected so I relabeled them using Dymo tape. Each light was connected to a separate switch. I could have wired the stern and bicolour lights together, but decided that since I might add a tricolour at the mast head later so individual switches would give more flexibility.

The panel is mounted into a ply box into which the cables

from the master switch and the lights are led. The cables from the aft locker are again supported by sections of hose pipe. All flex to the lights is 1.5mm twin core. The flex from the engine and battery to the master switch, and from the master switch to the switch panel is 2.5mm twin core flex. This was bought from a domestic electrical wholesaler.

Problem Areas;

The biggest problem was running the cable up the mast. This took more than a reasonable amount of time, but, like banging your head against a brick wall, it was great when it stopped!

The fly wheel on the outboard proved a problem only in that I didn't have the confidence to hit it as hard as an experienced mechanic did.

I am delighted to say that apart from some stupid wiring mistakes in the master switch box, all the lights worked first time, including the leds.

My advice would be to think it all out very carefully before starting the job. If anything needs sticking in place use either a strong epoxy or fibre glass and resin. I spent a long time measuring up and getting things laid out roughly before doing any cutting or gluing. I bought the cable in one long length and cut the longest runs first, leaving about 2 feet spare at each end for fiddling about with. This proved useful in the master switch box particularly.

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#### Mast-head Antenna

On Kittiwake I have a Sealab 9000 hand held VHF. This has a very limited range I discovered, so I decided to fit a mast-head antenna. I bought a HAWK antenna from V-Tronix at Southampton Boat Show, thereby getting a wind indicator at the same time.

Installation proved to be the same problems of running a cable up the mast as for the mast-head light. Again the garden wire proved to be the solution and the cable was installed without too much problem.

The aerial itself was permanently fitted to the coax cable, which meant that there would be an extra metre overhang when trailing the boat - not very satisfactory. To solve this I fitted an in-line VHF connector at the base of the aerial, under the mounting bracket supplied with the aerial. (This has now been changed by V-Tronix apparently so that the cable can be detached.)

The mounting bracket was fitted to the under-side of the bracket I had made for the mast-head light. At the foot of the mast a VHF deck-head connector was fitted near the mast-head light connector, and the cable inside led aft over the port side cabin lining. Originally the cable reappeared at the stern port side cabin lining to a mounting bracket for

the radio. However fitting the echo sounder and log (see later) cancelled this idea since there should be at least 16" between the instruments and the VHF. Therefore the bracket had to be moved. Now I have positioned the bracket just forward of the main hatch opening, on the head lining, with the VHF cable coming down between the two head lining panel. A clip on the aft side of the hatch opening enables the mike to be reached from the cockpit. This position gives a 2 foot clearance from both the echo sounder and log, as well as from where a compass will eventually be fitted on the starboard side.

The bracket was another piece of aluminium cut and bent to provide not only a point for the belt clip on the radio, but also full support for the base of the radio so that it can be mounted in any position.

'Field' testing of the new aerial has shown that the range is greatly improved. I had had trouble getting through to Lymington Yacht Haven from less than a mile away before, even with a fully charged battery. Now I have a range of over 4 miles, even on low power output. Signal quality is also greatly improved.

Unfortunately the fixing screw for the wind indicator has worked loose, so now the two guide markers to port and starboard rotate freely in the wind. This should get solved by dropping the mast and tightening the screw. Other than this I am very please with the whole installation.

Rob & Hilary Elvy  
SO 155 KITTIWAKE

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5. CRUISING CHATTERTHE CAT FLAP

For the winter months our Swift 18 is delicately manoeuvred from decorating the front lawn, down the drive ( with a little help from next door's drive ) to the back garden.

This is a precision operation as it has to pass round a right angled bend and through a gate with only about 2" to spare on each side. ( 2" being about 5cm. for the converted )

Easter weekend being nice and sunny this year provided a good chance to remove the covers to let some air in and start a few of the jobs one has been meaning to do all the winter.

Well, they say "curiosity killed the cat " and ours is no exception. She decided to come aboard and see what was going on. No jumping the 5 ft. up to the deck for her but a short jump up through the opening that the outboard motor usually projects through the bottom of the boat.

This is now known as "THE CAT FLAP" by our crew.

I must say the designers of the Swift have thought of everything.

Eileen and Bryan Adams.

SO 404 TINKERBELL

## WAY OUT WEST

Members visiting the west country might like to know of the new wide slipway in Falmouth. Aim for the docks, go past Port Pendennis (Peter DeSavery's development) and it is just before Trago Mills (a large DIY store) on the front - cost £1.50 for launch and recovery. Also in Plymouth there is a free slipway at the end of Richmond Walk beyond the Mayflower Marina and Ocean Court Flats. Parking there is quite good and it is sheltered from rough weather. We launched there on the eve of the start of the tall ships race last time it was in Plymouth because it was too rough to launch at Weir Quay our home site up the River Tamar.

Last summer we cruised Falmouth and the Helford. The Helford River Sailing Club on the south bank was very welcoming - good food and bar. Falmouth Yacht Haven near the town was friendly though primitive - mixed showers with Frenchmen who haven't heard of towels, was enlightening to Jane. The Falmouth Marina was straight out of Howard's Way - so were the prices. This is up the Penryn River. But our favourite was the Helford - peaceful and uncrowded in the middle of August.

Dick & Jane Brown

SO 201 FAITHFUL MAY

## BEARING IN MIND

Having been struck down by that nasty old trailer-sailing disease known as seized wheel bearings I had decided to treat myself to two shiny new sets for my SBS trailer and Roz and I were driving to Bucklers Hard one Sunday in April with a view to fixing in the new bearings. Halfway down the M3 Motorway we passed a car with a Swift 18 hooked to the tow-bar sitting still on the hard shoulder and as a fellow swiftie I couldn't drive past and ignore him. We pulled up a couple of hundred yards later and reversed back to the casualty (I'll deny everything if the police ask questions). I got out of the car and walked up to two gentlemen who were swearing at a trailer wheel that was refusing to budge.

"Hi", I said "Having problems?"

"Yup" said one of them, "I think the bearing's gone but I can't shift the wheel to find out".

I knew the feeling so I introduced myself.

"I'm Doug Brodie - Secretary of the Swift Association" I said proudly. "Can I help?" I could see he was taken aback at such high ranking officialdom as he looked at his colleague.

"Not unless you know how to remove a jammed wheel" he replied. "Or at least have some half decent tools". I got my toolkit from the car. "Ah," he beamed, "this is better." I knelt down beside the grassy bank. Thankfully, the problem wheel was on the nearside so we didn't have the added insecurity of motorway traffic thundering past inches from us. With a good tug I managed to release the wheel and we examined inside. Sure enough, one of the bearings had disintegrated, with the little rollers all over the place. The other bearing was OK.

"Well" he sighed "That confirms my worst fears. Do you think the AA can sort this out?"

"I'm not sure" I replied, "But I know a man who can!"

I went to my car and returned with one of my new wheel bearings.

"What the ...." he gasped.

"Let's see if it fits" I said. And it did - perfectly.

"I don't suppose you have any grease handy" he asked sarcastically.

I got two litre tins of it from the car.

"Who the hell ARE you" he laughed. "Some sort of divine intervention?"

"I take it you'll need a new split-pin as well" I suggested, handing him one. By now the whole series of coincidences was becoming farcical.

"This Swift Association seems like a pretty amazing organisation - if this is the sort of service it provides" he said gratefully, whilst tightening the wheel nuts.

"Well, I don't promise this kind of service" I answered, "But at least the newsletters aren't bad".

N B It transpired that the boat in question had been sold and was being delivered to its new owner. The party selling it did not want any names revealed as it may disappoint the new owner to learn of this incident. Frankly, I reckon the new owner would be delighted to know that he has a brand new wheel bearing.

Doug Brodie

SO 119 GIULIA

## CREWSAVER 'SEABABY' LIFEJACKET

We would like to give a word of warning to parents whose toddlers wear the 'Seababy' lifejacket. Please ensure that before you inflate the lifejacket that you unfasten all the press-stud fasteners and pull out the air bags to unfold them. This will then allow you to inflate the lifejacket to its full capacity. The front air bags are actually doubled up inside the material pockets when deflated.

We recently purchased a 'Seababy' for our 18 month old son Jonathan and fortunately tried him out in it at the local swimming pool. We initially tried it as a buoyancy aid and when we placed Jonathan in the water on his back he immediately flipped over onto his front and couldn't right himself. (We personally don't feel that we would ever rely on the 'Seababy' as just a buoyancy aid - we don't know and toddlers under two who are confident swimmers.) We then inflated the 'Seababy' (or so we thought) and again Jonathan flipped over onto his front. We were obviously distressed (but glad that we had tested it out at the pool first). It wasn't until we played around with it at home that we realised that the air bags were folded up inside the material pockets. We have since written to Crewsaver and complained about the lack of instructions provided. They agree with our comments and will hopefully provide an instruction leaflet in future.

We have also tested Jonathan in the 'Seababy' fully inflated in the pool and he now floats confidently on his back, the right way up. So remember, unfold the air bags before inflating. Keep them safe.

John & Alison Palmer

SO 133 WINDSONG

p.s. on the subject of toddlers, if anyone has any safety tips or ideas on how to occupy a hyperactive 18 month old in a confined space then we would love to hear from them.



## VICTIM OF A WIND-UP

Trailer Sailing sounded so good on paper that I just had to give it a go. Having looked around I quickly came to the decision that a Swift was the only way to go (but then we all know that don't we!). Just before Christmas 1989 I found myself standing in front of "Alborada" on her trailer at a house near Dunstable and gulping while I said "Yes" and handed over the cheque. Everything went well including the tow down to London and eventually to Calshot. Mast raising and general preparation was undertaken over Easter of 1990 to the accompaniment of howling wind and lashing rain. Fortunately the words of warning from the previous owner and others on the subject of mast raising seemed unfounded. Trailer Sailing really did seem as easy as the brochures suggest. Or so I thought. A few weeks later all seemed favourable for the first sail. That is when the problems started.

The first problem was that the trailer arms had been moved in to be a snug fit to the hull. This fine detail was lost on me and would have effectively prohibited launching. Fortunately a chap from Marlin Marine was around and spotted the mistake before I tried to line up on the slipway. Next came the actual launching. It seemed that no matter how deep the trailer was immersed the boat would not come off. Eventually, almost up to our necks in water (or so it felt) the boat floated free and the trusty Mariner 4 reversed us into deep water and started winding the centreboard. It would only turn stiffly a few turns in one direction so I wound furiously in the other (there is a clue here as to the next problem). By the time I had done this and recovered my crew who was parking the trailer it was becoming late so it was decided that a close reach across to Cowes for an overnight would be a good idea.

A pleasant night was spent in Cowes and the following day we set off with plenty of time to catch the tide at Calshot. The winds were 2-3 and variable which meant a lot of tacking. This seemed very difficult requiring perfect timing between helm and crew and was the subject of several choice comments as to the abilities of each as we hovered in irons several times. (another clue here). The brochure was not living up to its claims of easy handling.

In the fullness of time we arrived at the slipway and the crew was despatched to reverse the trailer down the slipway and I made my approach having wound the board in the opposite direction as far as it would go. All seemed well but for the fact that no matter how we pushed and pulled the boat would not sit centrally on the (well submerged) trailer. To our aid came Alan Murphy (Tiger Lilly) but even with his expertise we could not get it right. By now I was going off the idea of trailer sailing and was almost thinking of selling the boat if I ever managed to put it back on the trailer. Alan's enthusiasm was also waning fast as he muttered "I suppose you wound your board up". At that moment it all came together. Very sheepishly I climbed aboard and wound the board clockwise counting the 53 turns as I went. As if by magic the boat quietly positioned itself on the trailer and sat there obediently while it was recovered.

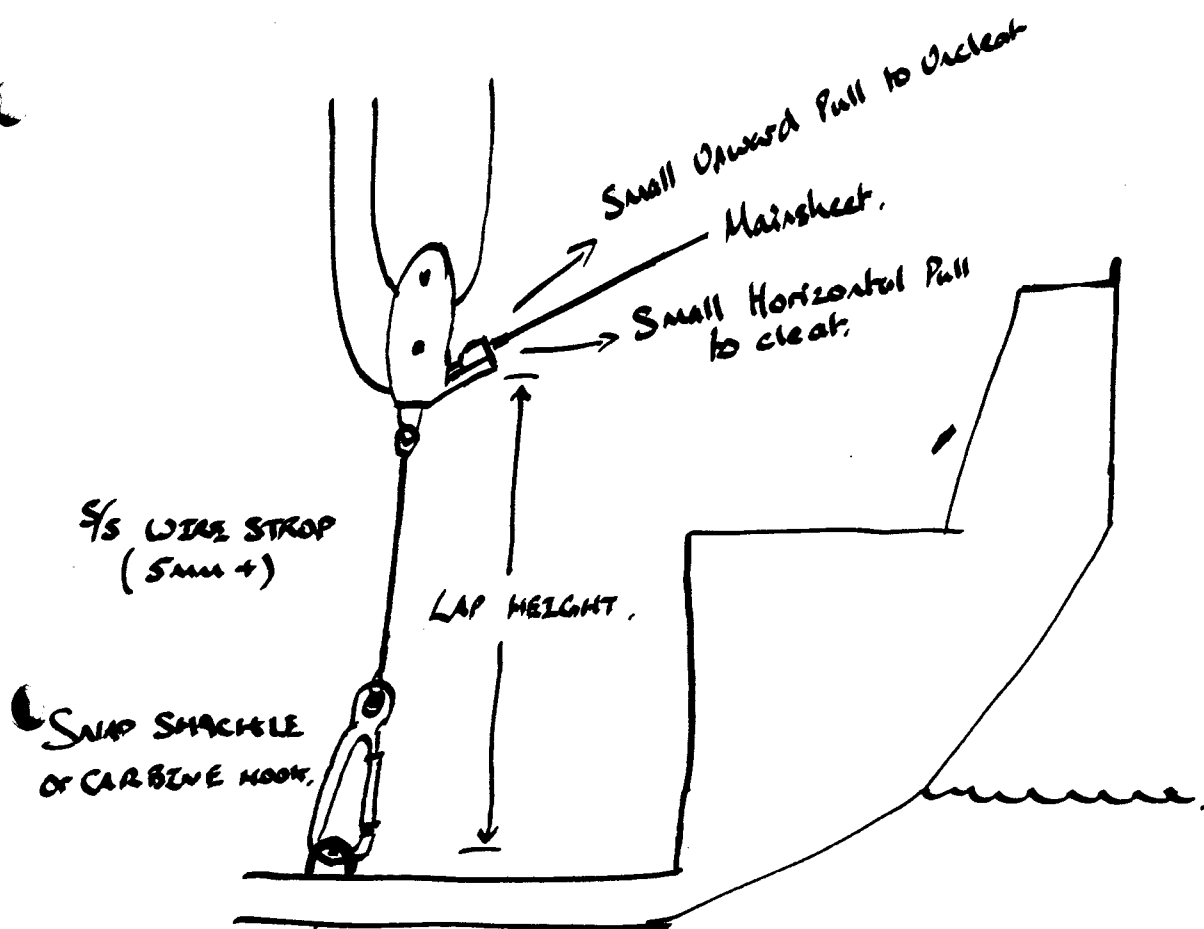
So did you spot what had happened? The previous owner had unwound the centreboard while the boat was on the trailer which gives access to the screw mechanism for greasing. Evidently he did not wind it fully up again which meant it dropped as the boat lifted off the trailer and caught on the rear keel roller. I then proceeded to wind the board up on the well greased and so not so stiff screw mechanism.

Following on from the above I can say with confidence that you can sail with your board wound right up without fear of imminent capsize. True the winds did not exceed force 4 but the lee rail never became wet. If you are contemplating doing the same then suggest you try the mainsheet mod outlined below which makes cleating and uncleating from the jammer much easier if you are in a hurry.

Launch and recovery have now become a more refined "art" and the sailing has been enjoyable. We even managed to squeeze our last sail of the season in just before Christmas and lay up came around. All in all a great first season

Marc Slatter

"Alborada" SO 90



Cost of Strap £5.00 (1990) inc splices.

I don't know if everyone does this but it seemed a good idea to me!

6. POST BAG

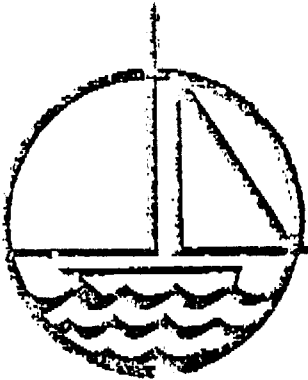
Regretfully, after 8 years of happy Swift sailing, we have sold "PEPPERMINT CREAM" (S 103) and are returning to dinghy racing. Sadly this also means that I will have to relinquish the post of East Coast Regional Representative on the Association committee.

We have had many good times, visiting places such as Plymouth, Rutland Water and the Broads, and made good friends whilst sailing the Swift but, as they say, there comes a time for a change in direction.

May I wish all the Swift owners good weather, and the Association every success in the future.

Best Regards,

Paul & Glenda Smith



## COLIN SILVESTER

NAVAL ARCHITECTS, YACHT BROKERS & SURVEYORS, OWNER'S AGENTS, EXPORTERS OF MARINE EQUIPMENT  
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### PRESS RELEASE

Due to the increase in design work currently being undertaken by Colin Silvester Associates, it has proved necessary, as from 22nd March, 1991, for me to resign as a Director of Swiftboats Limited.

I am, however, available to offer any technical advice to existing Swift owners and should anyone require further information on my design projects, they should contact me on my new office number: 0329 834508.

Colin Silvester.