

SWIFT

The journal of the Swift Association



Newsletter 39 :: Summer 1992

Secretary's notes

YOU SHOULD all by now be well into the sailing season. The weather in the South hasn't been bad with quite brisk winds.

Lesley and I had a nice couple of days on the water over the May Bank Holiday in the company of 4 other Swifts (see Don Harvey's write up!)

Although we have regional representatives, if you feel like company in your particular sailing area - get on the phone to other local 'Swifties'.

I discovered 2 very simple mods. on the weekend. One was to put a piece of rubber between the outboard clamp and well, to cut down on vibration; the other was to cut a hole in the top of the outboard cover to enable easy refuelling without removal of the cover - something I find a real pain when underway. Both ideas supplied by the aforementioned Don.

By now you should all have a story to tell from your sailing experiences. Remember, it doesn't have to be full of 'derring do'. 'Swifties' are always interested in reading about other sailing areas and if it does happen to be a somewhat more inspiring trip it gives the less experienced a spur on to greater things. The newsletter relies on your input so please put pen to paper. Good sailing!

Alan Probyn

Editor's column

YOU may be interested to know that we have three paying advertisers in this issue. The intention is to find 4 for each publication. This will cover the full production costs of the journal leaving only the postage to come from Association funds. If anyone out there can help me identify a fourth advertiser then please let me know.

Due to the amount of copy and photographs submitted for this issue I've not been able to get everything in - not a problem I anticipated back in January when I agreed to put on the editor's 'green eye shade'. I'd like to thank all correspondents, especially those of you who must wait till the next edition before they see their contribution in print.

I think you'll agree that the contributions in this issue are of a particularly high standard and it's pleasing to see the full geographical spectrum of the Association's membership represented in the pages. The response to the request in my first issue for photographs has been excellent. If they continue to come in I'd like to print a 4-page 'picture special' - possibly in colour - of the best ones in the December issue and invite those attending the next AGM to vote a prize for the best one. If you intend sending me photos please send prints - either colour or black and white. How about drawings - are there any artists out there?

Steve Hart

● *This issue's cover shot is of Doug Angus' 'Cir Mhor' anchored off Arnisdale in Loch Hourn with the 3,000 foot Beinn Sgritheall providing a spectacular backdrop.*

Regional Report: Wales

IT WOULD seem sensible to begin by introducing myself. My name is Phil Newman and I sail with my wife Jan in our Swift 18 'Celerity' from Hafen Pwllheli on the Lleyn Peninsular. We were introduced to the Swift by Bill and Dot Oakes (Cornix) whilst cruising the Caledonian Canal in our previous boat, a 14ft. West Wight Potter last summer. A job move to Shrewsbury from Germany combined with an enthusiast offering cash for the Potter enabled us to buy a larger boat whilst keeping the convenience of the trailer sailer. Our first trips last year in Celerity took place in Poole Harbour/Bournemouth Bay but she is now finding her way around Tremadog and Cardigan Bays. In a moment of weakness during a phone conversation with Doug Brodie I agreed to volunteer as the regional rep. for Wales despite being a West Country man living in Shrewsbury!

So what can Wales offer the Swift sailor?

Scenery to equal anything on the Devon or Cornish coasts, snug sleepy picture postcard harbours and anchorages and laid back or challenging sailing in uncluttered seas depending on your mood.

The down side is that most of the west coast of Cardigan Bay is a lee shore to the prevailing wind and there is no secure harbour or anchorage with all tide access for the 80 miles of coastline between Fishguard and Pwllheli. However a prudent skipper who is mindful of the weather reports and his tide tables and almanac should always have enough water to get over the numerous bars into the various bolt holes.

Facilities are improving in leaps and bounds along the whole coast with new marinas at Swansea, Cardiff, Milford Haven, Pwllheli and Conway. Existing facilities at Port Dinorwic are being improved and more are planned. Hafen Pwllheli is now nearing completion (despite still looking like a building site) and offers facilities comparable with any Solent Marina at all states of tide though the slipway can be tricky in a crosswind! Now is the time to sail Wales before the masses arrive.

Any Swift owner wishing to cruise the Welsh Coast is welcome to contact me on (0743) 362758 and I will offer what assistance or advice that I can. I have fairly extensive cruising notes and local information/knowledge from Milford Haven to Conway. Not all cruised in a Swift, but a larger boat. Any members who fancy a cruise in company please let me know and I will try to organise a rally between June and September or if you prefer an impromptu sail let me know and I will attempt to get there. Two Swifts that I have identified are 'Salamander' at Porthmadog and 'Orion' at Port Dinorwic and I would be pleased to make contact with their owners.

DID YOU KNOW YOU CAN USE YOUR WATCH AS A COMPASS?

Hold your watch with the hour hand pointing towards the sun.

An imaginary line half way between the hour hand and 12 will always point South!

The trouble with Trailer Sailers . . .

. . . IS NOT THE SAILERS, WHICH ARE GREAT - IT'S THE TRAILERS. (*Hardened Swifties who regard that sentiment as unforgivably heretical should skip the rival reminiscences which follow in support of it, but the last three paragraphs may be of importance to them*).

In eight years of boat owning I've always had a trailer, but used it merely for laying-up and for the occasional tow from winter quarters to summer action stations. Even so, the toll of crises is a disheartening one.

My first trailer was acquired with a Wayfarer. I took it home, examined it with care, mistrusted one of the tyres and changed that wheel for the spare. Later, towing it down from Surrey to the Solent at night, we stopped for a breather and I was horrified to discover most of the tread had stripped off the other tyre. My struggle to change that wheel by the light of the car headlights was not helped by the wife's suggestion that perhaps I was trying to undo the nuts the wrong way. "Of course I'm not _ the other wheel came off this way." No one ever told me that some pairs of wheels have nuts going opposite ways . . .

By the time I had got them off and changed the wheel, the car battery had gone flat and it wouldn't start. Fortunately there was a courting couple in a car in the same lay-by; their first and natural reaction to my approach was to take off. But I managed to persuade them I was not a Peeping Tom, and they generously gave a jump lead start. (*I'm sure no pun was intended here!* - Ed.)

The following winter the launching trolley disintegrated, and I decided to treat myself to a new combi trailer. The maker gave me a generous fifty quid allowance on the old road trailer. Next time I saw him he was grinning broadly. He had not liked the look of it, so he sold it for the same sum "as seen" to a dealer who towed it out of the yard and got it half a mile down the road before it collapsed into scrap iron.

Then I got the Swift, and a beautiful new Bramber trailer. We towed them down to Keyhaven with no more than a strong smell of burning from my son's clutch, and launched. After that I took it to a car wash to get the salt off, turned too sharply coming out and broke the lighting board. I patched that up and took it home to pick up the tender. On the way down again we stopped for supper at a pub in Alresford, and when I unhitched to turn it in the crowded car-park I forgot to disconnect the electrics. The resulting tug loosened the wires and the fuses blew progressively as we drove. We spent a chilly night in a Winchester car park, waiting for the dawn.

A couple of days later I drove it back to Surrey late at night, and my lighting board patch collapsed on the M25; bang went some more fuses. We limped on along the hard shoulder partly lit and wholly terrified, and had several large Scotches when we finally reached home.

The following season my son took it to the local garage for service, and when he collected it he forgot to lock the jockey wheel in the raised position. One mile later, no jockey wheel. A diligent search along the route failed to find it. It took me a long time to appreciate that

you cannot buy just the wheel bit; you have to replace the whole assembly. Why should anyone make off with half of it?

Since then I've had no towing vehicle and the trailer has sat in a nettled in the Keyhaven boatyard, alone in summer when Kippatoo is on moorings, reunited in the winter. I thought it should be reasonably immune from disaster there. But when I recovered it in order to lay up this last season, I discovered that the brass security device on the towing socket had been forced, I suppose by someone who wanted to move or even borrow it.

I then unbolted and removed the whole ball socket assembly from the frame, and told my brokers that it should therefore enjoy a much higher degree of immobilisation than the lock had given it. They replied "Insurers insist that any trailer is immobilised when not hitched to a motor vehicle. Ball socket locks and similar are not considered to immobilise trailer and insurers would insist that either a wheel is removed or your clamp fitted."

So Kippatoo now sits a bit lopsidedly on one wheel and a large log. It's no great problem for me, since I'm virtually a non-trailer. But is this interpretation of the standard trailer immobilisation warranty both general and valid? If so, there must be an awful lot of uninsured boats around!

Norman Donaldson (SO 332)



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Buckler's Hard May Day Rally

THE FOLLOWING is an account of an impromptu rally which took place on the Sunday and Monday of May Day weekend out of Buckler's Hard.

The weather in the preceeding week had been unsettled, and all forecasts indicated that it would continue as such over the Bank Holiday, with just the chance that the South East may escape the rain until Tuesday. In the event, even a lack of wind on the Monday did not spoil an otherwise perfect weekend.

Sunday morning found five skippers and crews assembled at Buckler's Hard. These were:

- * Bill and Angela Evans with their two children Jeremy and Mark sailing 'Solo'.
- * Bob and Maggie Payne sailing 'Passing Wind'.
- * Alan and Lesley Probyn sailing 'Helise'.
- * Steve and Maria Hart with their children Fraser and Katie sailing 'the boat with no name.'
- * Yours truly, Don and Brenda Harvey sailing 'Papillon'.

And so to the rally itself. With five Swifts to launch and a number of other boats taking to the water, the slipway on Sunday was pretty busy. This, coupled with a problem of a seized brake on Bill's trailer, meant that we took over an hour to get everyone away. However, we eventually set off, in line astern, in time to catch the turn of tide en route to Yarmouth.

Though the morning sky fluctuated between clear blue and overcast cloud, it eventually settled down to be a sunny day, albeit feeling slightly chilly while we beat into the Westerly breeze which was a good force 4 at times. Just perfect.

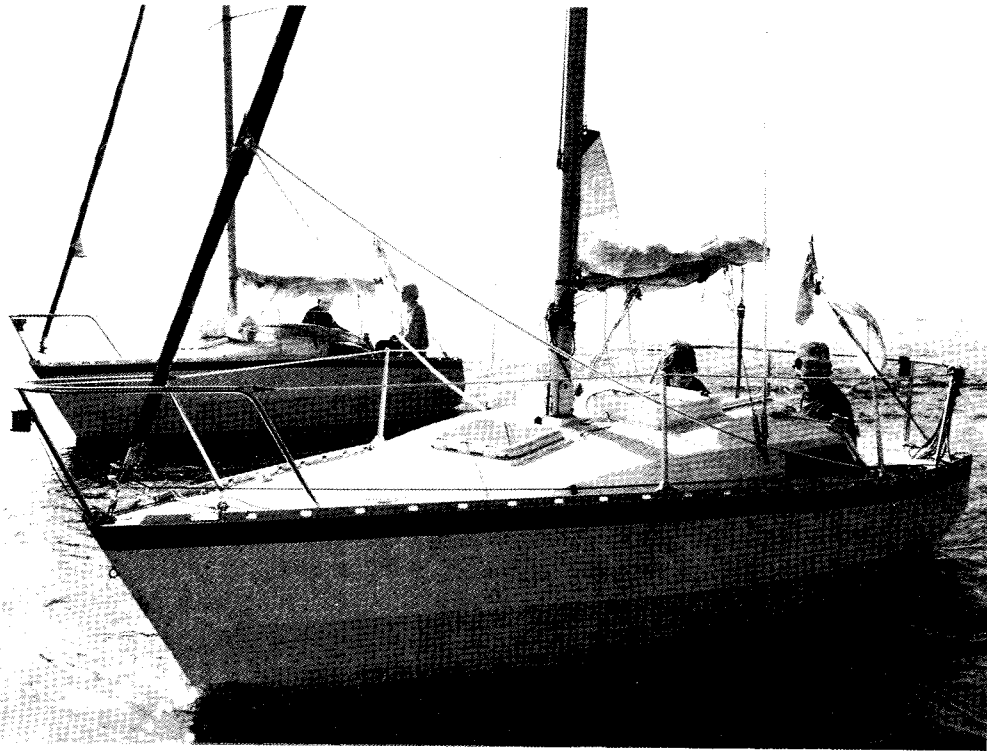
Arriving at Yarmouth just after 3 p.m. we were met by the 'Harbour Full' sign, so after registering with the harbour master we took our place with the dozen or so other yachts at anchor. Close by was Chris O'Brien in his Swift 23 'Icarus' with Roz and Doug Brodie on board. Let's hope it is not too long before Roz and Doug are back in their own Swift once again.

After an hour or so we were rounded up by the harbour master and led to the beach pontoons. Everyone was then left to their own devices after arranging to meet later that evening at the Wheatsheaf Pub. The evening at the Wheatsheaf was most enjoyable, with both good food and conversation.

Monday morning dawned very misty with the sun vainly trying to break through. By 9.30, our planned departure time, it eventually managed to. The only problem for us was that there wasn't a breath of wind. Also, chat on VHF indicated that the East Solent was still shrouded in mist.

While 'Solo' decided to spend the day at Yarmouth, the rest of the fleet headed off back to Beaulieu.

The mist turned out not to be a problem as it cleared away before us as we proceeded eastwards down the Solent. The picture of 'Helise' and 'Passing Wind' shows just how calm the Solent can be. Quite a difference from Sunday.



It was not until we reached the Dolphin that the breeze eventually sprang up, but the run back in company had been very pleasant.

By prior arrangement, the first boat into the river picked up a conveniently empty mooring buoy and the rest tied up alongside for lunch. Afterwards we spent an hour swapping ideas on improving fittings and storage on the Swift.

Eventually the time came to leave and we peeled off in 10 minute intervals to head up river to Bucklers Hard where the boats were recovered without much difficulty.

At the end we all agreed we had thoroughly enjoyed the trip. The pity was that it had been so short.

Don Harvey

Boat jumble

SWIFT 18. 1985. Autohelm, nav. lights, 6hp Suzuki, barometer, cockpit tent and other extras too numerous to mention. £5950. - Andrew Scotthorn, 19 Fitfeul Road, Wareham, Hants. Tel. 0929 553680.

SEAFARER 3 ECHO SOUNDER. Complete with transducer, instructions and mounting bracket. £15. - Alan Probyn. Tel. 020 695576.

SWIFT 18 SE DE-LUXE. 'Cheers'. 1988. Excellent condition. White hull with blue trim. Tomos 4 outboard (1990) with remote tank. Logtron log, speed and echo. Cabin and navigation lights. Coloured sails. Antifouling to boot top line (blue). Many extras. Lying Itchenor, West Sussex. £6500 ono. - Tel. Nick Harvey 0903 205531 (day), 0903 248739 (evgs.)

Technical topics

MY BOAT is a Swift 18 400 series built in May 1989 by Marlin. It differs slightly in appearance from earlier boats in having a moulded toe rail and teak rubbing strip round the complete hull. Full length light and blue decor strips give the boat a very smart external appearance. 'Windansea' was delivered as a sailaway allowing me to fit out the interior.

(Photo 1). The cabin walls were lined with a light grey carpet type material. This material was extremely lightweight and easy to work with. To save weight I used white vinyl glue directly to the cabin roof. Not the easiest of jobs but made slightly easier by using a spray tack type of glue.

(Photos 1 & 2) In order to get some varnished wood into the cabin I used 3mm exterior ply picked for a nice grain, and glued panels either side of the hatchway, another underneath, and one on the forward bulkhead. A 1½" wide cutout frames each window.

The cabin entrance was lined with L shaped teak finished off on the interior with teak flat strip.

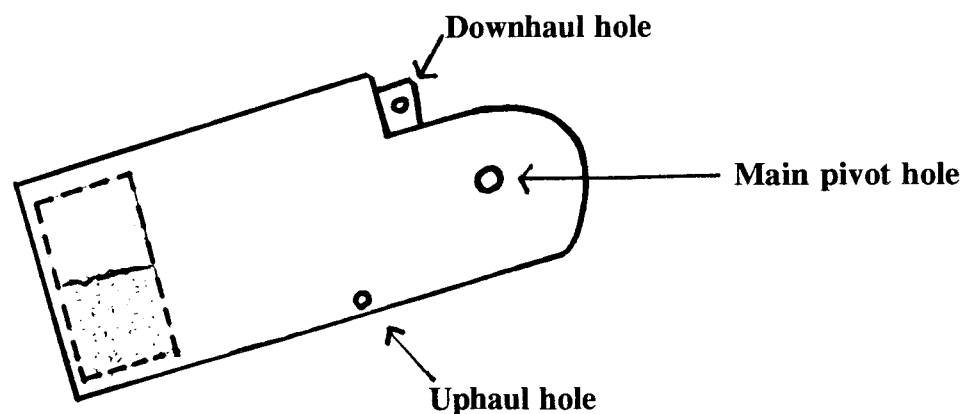
The protruding bolts from the deck fittings were disguised by cutting dome sections from ping pong balls glued in place with white adhesive, allowing easy access to the deck fittings if required.

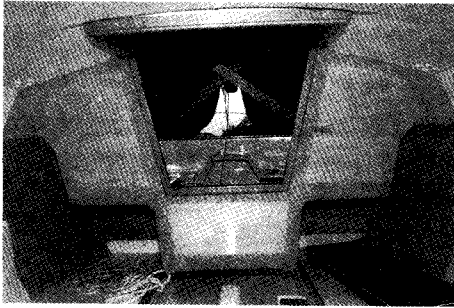
(Photo 3) Two wedge shape tufnol stops were fitted on the teak rubbing strip, these take all the strain off the rudder hinges should the tiller be left whilst mooring etc. They also stop the rudder bashing against the transom.

A small cam cleat on top of the rudder allows the rudder to be uphauled and held in any position.

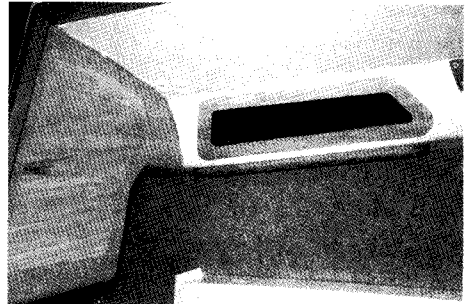
All nuts were replaced with nylock heads since I found they all worked loose whilst moored.

I was getting water leaking through either the main pivot hole/uphaul hole or the join next to the downhaul, and pooling in the lower cavity of the blade.

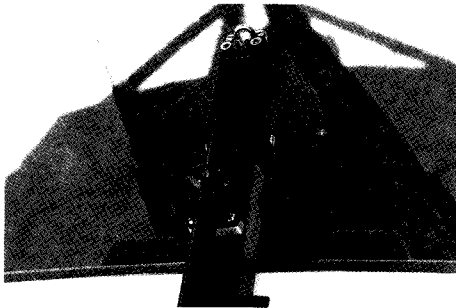




Picture 1



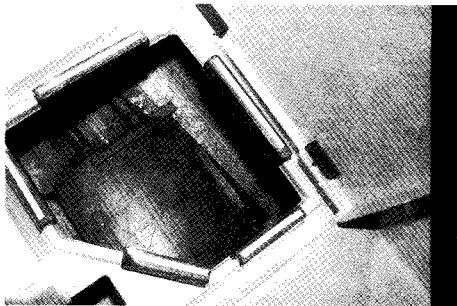
Picture 2



Picture 3



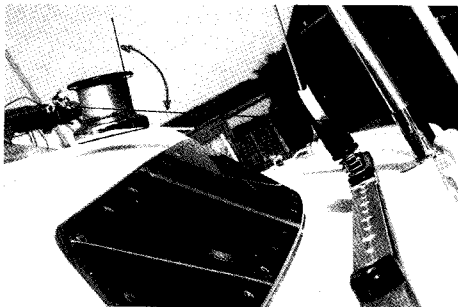
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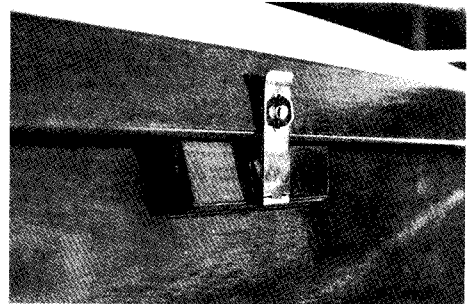
Picture 5



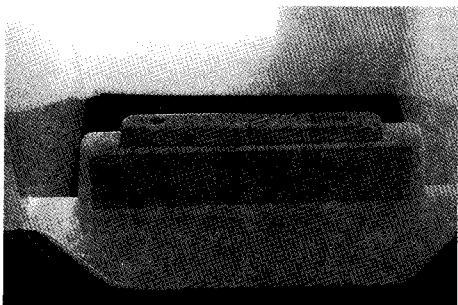
Picture 6



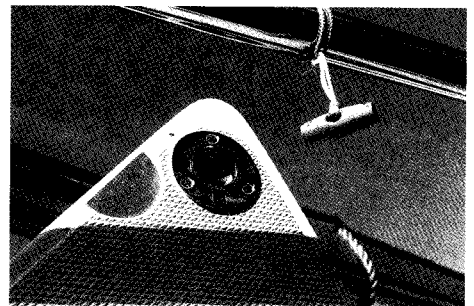
Picture 7



Picture 8



Picture 9



Picture 10

The main pivot hole was drilled out to accept a large stainless steel coach bolt, itself drilled through to accept the main pin. This was then araldited in place to provide a waterproof stainless steel bush. A similar small s/s coachbolt was placed in the uphaul hole. The area around the downhaul was sealed with Boatlife sealant. Now the rudder works perfectly - with no leaks.

(Photos 4 & 5) The locker lids or seats in the cockpit produced the most awful graunching noises when any weight was put on them. This was caused by the lid/seat only resting on one or two points.

Refitting the seats by cutting a small amount from around the lid rim and allowing the seat to sit on the lined locker rim will produce something which is a pleasure to sit on. Partially lining the lip will still allow adequate ventilation of the locker underneath. A wooden platform on which the fuel tank sits is fitted in the port locker. This keeps the tank from moving around in rough weather and off the hull.

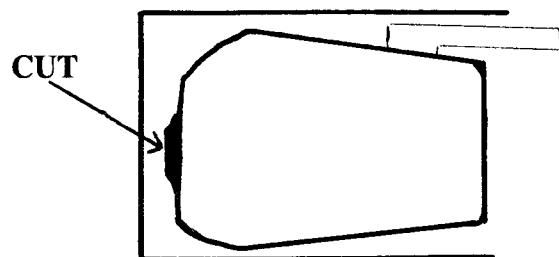
(Photo 6) The keel inspection hatch fitted was not easily useable since it was sealed with white adhesive sealant. After taking it apart I found that it was butting against the keel, and did not have a rubber seal. I replaced it with a newer version, a clear hatch with an 'O' ring seal. Because the seal was at the front approx ¼" could be cut from the depth of the hatch without affecting its function. In addition I cut a round ring spacer from tufnol sheet and fitted it between the keel box and hatch. This now meant that the hatch did not protrude into the keel box, leaving the keel free to move. The hatch can now be easily opened if required and being clear allows a view of the screw mechanism.

(Photo 7) When fitting my Genoa tracks I raised the tracks by placing a tufnol strip 1" thick under the track to give the sheet a better angle on to the winch off the slider block. Ideally it should be 91 degrees or a little more to prevent riding turns. It is still not right, but much better than before.

(Photo 8) Fitting the hasp with a block underneath will pull the hatch fully aft so that no rain will enter the cabin.

(Photo 9) My Honda 5 (just fits) did not hang vertically (viewed from behind) on the well pad. A tapered block sets it true and also raises the thumbscrews for much easier access when tightening/releasing. In order to get the engine to fit I had to fit a 3.5mm aluminium plate in place of the thicker teak pad supplied (backside of well pad) and also cut a projecting lug off the rear of the engine.

You will need ¼"-½" clearance between the back of the engine and the rear well at rest, since the engine head moves back slightly when under power.



(Photo 10) A flush locker lid catch can be easily clipped to the toggle, holding the anchor locker open when required. A 5kg. Bruce anchor is a perfect size for the locker.

Campbell Cowan, 7 Barrcraig Road, Bridge of Weir, Renfrewshire PA11 3HG

It's not so grim 'up North'!

WE BOUGHT our Swift 'Katie Krunch' No. 166 in 1989 complete with a bundle of back copies of the Swift Association Newsletters, we duly joined the association, attended the AGM at the London Boat Show and it rapidly became obvious that living in the north put us in the minority which has prompted us to submit this article if only to prove that there is 'active Swift life' north of Rutland water.

'Katie Krunch' was when purchased an unfinished and underused project, and was therefore in mint condition but needed a complete fit out, which took up the first winter.

We first had to master launching and recovery which we did at Rother Valley Country Park, Sheffield however not without incident when my eldest son prematurely unhitched the boat on the slip without applying the trailer brake and we became spectators to Katie still attached to her trailer rapidly disappearing into the water only to be recovered by 'swimming'.

The first season provided enjoyable sailing with several visits to Rutland Water, the River Trent and River Soar. We took a midsummer break of two weeks at the new Neylands Marina which provided the opportunity to explore Milford Haven and the River Cleddau which we could recommend to any 'Travelling Swift'. Neyland has floating pontoon moorings with access at all states of tide, a well stocked chandlery, restaurant and shower facilities (total marina berthing charges were £37). There are ideal launching/recovery and secure trailer storage facilities at the nearby ski club (adjacent to the Jolly Sailer) at a nominal charge of £5.

The second season we decided to take permanent moorings in Bridlington Harbour to provide more sea sailing experience. We decided to spend our first night in March on board, again not without incident. Having been invited to the Royal Yorkshire Yacht Club for a drink we rowed ashore quickly in anticipation (it was dark and snowing) only to overturn our tender dinghy, falling head first into the mud, much to the amusement of local fishermen. We did however join the Royal Yorkshire Yacht Club where we were made very welcome and the club now provides us with weekend cruising/racing and even accommodation if necessary.

We have since been joined in Bridlington Harbour by another Swift and a further Swift has now appeared in neighbouring Scarborough Harbour. Bridlington Bay has a long sailing tradition, it has been home of the Royal Yorkshire Yacht Club since 1847 and the classic Yorkshire One design yacht since 1898. It provides a good cruising area, although the tidal flows off Flamborough Head to the north defy all logic and can prove a real test.

The new season dawns and 'Katie Krunch' will return to Bridlington in April from its warm undercover winter storage. We look forward to a good season, however we may be tempted to take to the trailer temporarily in June to attempt the Round the Island Race (i.e. Gainsborough - Lincoln - Boston - Skegness - Grimsby - Hull - Humber Bridge - Gainsborough).

I hope that this article illustrates that we are flying the Swift flag in the North even though we get little publicity. I look forward to meeting any members 'up north' in the near future.

Les Jackson, 25 College Road, Spinkhill, Sheffield

Jim Crick's tips: Inexperienced Crew

I **MUST** begin by thanking Steve for his extravagant claims on my behalf in the last, and very impressive, edition of the newsletter. Whilst I have certainly been sailing for a good many years I know of other Swifties whose exploits far surpass my own, and there are doubtless others I have not yet met.

Converts, they say, are the most devout, and I came to sailing as a young man without having spent my childhood in dinghies. I was single then and able to respond to those short-notice invitations which rapidly fill your log with both good and bad experience (like the awesome sound of a tanker at night, hard astern, because the skipper was of the 'stand on and be damned' persuasion).

Since those early days, and I have seldom sailed with a strong crew but I have always enjoyed sharing my knowledge, such as it is, with the newcomers on board. Eventually I formalised the situation by obtaining a Yachtmaster Instructor qualification and it is against this backdrop (and the constant plea for newsletter copy) that I write.

One of the perennial problems which arises when sailing with a very inexperienced, and sometimes apprehensive, crew is how to get away from the driving seat for long enough to attend to the countless other tasks which demand your attention. These can range from checking the chart, plotting a fix, or struggling out of your oilies for a lager break!

Leaving your loved one, or your next door neighbour, alone on the helm when you are cracking along in a stiff breeze can be alarming for both of you. The secret however, as in every aspect of sailing, lies in a little forethought and preparation.

To teach someone to helm well takes some time but I find that it is much easier to get them to hold a course to windward if telltales are fitted to the foresail about 12-18 inches behind the luff. On Silver Lining we now have one or two smart proprietary telltales but we started with some black wool poked through the sail with a needle. I am told that audio cassette tape works better in the wet but I have not put this to the test.

The whole family have found these a boon in indicating which way to steer (move the tiller to the side with the floppy telltale) and soon picked up the skill to keep both sides streaming in unison. I find it much easier to teach the theory once we have achieved a feel for the result.

In the Solent we can often get away with an instruction like 'Point the boat at that buoy/house/headland' and 'Tiller left to turn right' but in open waters your helm will need to steer by the compass. While some people cope well with a compass course others find it very confusing. A friend of mine awoke mid-channel to stand his watch to find that his crew, in the dark, had turned the boat round and were sailing a reciprocal course back to England!

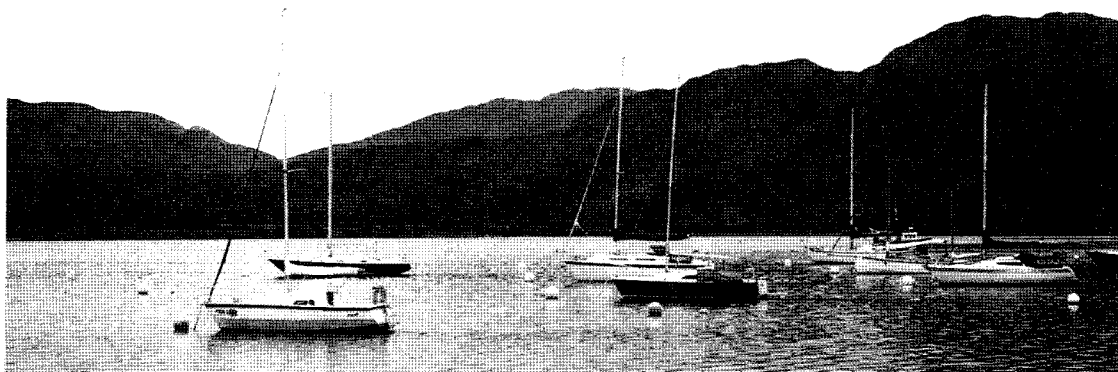
It was on such a night watch, when my brain was past coping with even the simplest calculations, that I learned to visualise that my hand was on the compass lubber line rather than on the tiller. If the required number on the compass card has wandered off to the left of the little white line then you drag the little white line (in reality the tiller) to the left to

match them up again.

This technique has worked well over the years although it may need modification for different compass types and it certainly needs some work to apply it to wheel steering. In this case the aide-memoire MoRe Right, Less Left might be of more use in returning to the correct heading.

The most important thing of course is to advance your crew, especially if they sail with you regularly, so that they not only become more useful (you could be the man overboard) but so that their sense of involvement and achievement is enhanced. I remember a lovely gentleman who took my wife and I out on his brand new Nicholson 31 and insisted that Sue, who had very little experience at that stage, should sail the boat while he made tomato sandwiches. 'What happens if I turn it the wrong way?' she asked. 'Try it and find out' he said, 'we'll come to no harm.'

I know that some people that you sail with will respond better to understanding the theory first but in general I have found that getting new crew working by the use of 'shorthand' gives them an earlier sense of achievement and maintains their enthusiasm. One rule which is, however, inviolate, and is the single most important lesson I was ever taught, is that if you have to shout at your crew, then you haven't made your intentions clear in the first place!



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