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Newsletter no 2  
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At last! After many delays here's Swift Association newsletter number 2 on our smart new S.A. letterhead. My apologies for failing to live up to the Association's name...

Since the last newsletter our numbers have increased to 48, which must make us Swifties the fastest growing yacht owner's association in the U.K. welcome to all you new members. I have enclosed a copy of the first newsletter to bring you up to date.

Since exhibiting their first Swift 18 at the London Boat Show in January this year JCA Marine have built and delivered 39 Swifts and have taken orders for nine more. And, amidst the hustle and bustle, ropes and rigging, romance has blossomed at 19 Shamrock quay. John Charnley and Caroline walker were married on October 9th at Chew Magna, Bristol. Congratulations!

Back in July John and Caroline entered their demo boat Superswift in the 1982 Monocruise Micro Nationals, a three day race championship finale held in Poole Bay. David Peachey raced his Swift Indiscretion and I fought a rearguard action in Aquapus. It was great fun and we all learned a lot about our own boats, as well as having an opportunity to inspect other Micros taking part. Most of these were clearly designed with racing a higher priority than cruising, and none matched the degree of luxurious comfort of our little Armada of Swifts. Only Michael Dixey's First 18 came close, and Michael has ably demonstrated his boat's seaworthiness by sailing singlehanded to Cherbourg and the Channel Islands.

The fastest Micros were little more than big dinghies with lids on, and were amazingly fast. Sailed by a team of experts, the, er, quaintly named Betty Swollocks of Phil Bennett was outright and Prototype class winner with three firsts and two seconds. In the cruiser class David made good use of his past racing experience to finish 6th in Indiscretion, two points ahead of the two novices in Aquapus. I still don't understand how we finished ahead of Michael's First 18 Fanfaron and John's Superswift. John, it has to be said, may have had his mind on other things. When his shapely crew Caroline appeared in a bikini some very close racing resulted!

From experience gained in the Micro Nationals I think our planned Swift-only races, run on a much less formal basis, should be great fun. which brings us to Swift Association events for 1983:

Swift Association A.G.M., London Boat Show, Saturday January 8th.

This should provide the most ideal date and venue for our first get-together, and I hope you'll all make a special effort to attend. In addition to the many attractions of the show, we'll lay on a free buffet lunch. We have lots to discuss and will be appointing some C.A. officers too. I suspect we may be able to persuade David to take the post of Race Secretary, and hopefully a Treasurer and Events Secretary will step forward at the meeting. I'll draw up an agenda with instructions on how to find the meeting room and let you have this in December.

Swift Cruising weekend. Norfolk Broads, April 30/May 1/May 2.

This spring bank holiday weekend will be the best time for our first event - a very easygoing and informal gathering of Swifts. The idea is to meet up and launch on the Saturday at A, cruise a short distance to B where we can moor and sleep for the night after a social get-together in the evening. Sunday will give us a leisurely start to our cruise from B to C, with perhaps a lunchtime stopover en route. Monday morning will be a regatta from C back to A where we can retrieve our boats, have a lunchtime prizegiving before heading for home.

Sounds great doesn't it? The only catch is that some of you will have to help me organise it. Someone with local knowledge to suggest where A, B and C might be would be a great help.

Swift Cowes Regatta, Warsash - Cowes. N.S.C., August 27/28/29

We can launch and park at Warsash on the Saturday, race to Cowes in the afternoon and moor in Cowes National Sailing Centre overnight. The Sunday morning can be free for sightseeing (this is intended to be a family event) with a race in the afternoon. We'll spend the night in Cowes again with a social event in the evening. On Monday morning the last race will be back to Warsash for retrieval, lunch and prizegiving.

Swift Cruising Weekend, Windermere or Newton Ferrers, September.

Just an idea at this stage, for an end-of-season meeting to allow anyone who missed earlier events to attend and enjoy sailing in company with other Swifts. No doubt there would be a social evening and some sort of informal regatta arranged. The Windermere venue would

provide owners in the north with a more local event, and Keith Bolton (SC37) from Cumbria reckons his sailing club might host the event.

All of these events require two main ingredients for success: Organisation and attendance. With a little help from a couple of members the first part is no great problem, but all the planning will be for nothing unless there are enough of you willing to take part, so pencil the dates in your diary now. Costs will be kept to a minimum.

#### LETTERS

Thankyou those who wrote to me with ideas and encouragement after the first newsletter. I hope you won't mind my reproducing edited versions of your letters for the benefit of others. Please keep writing with your thoughts, ideas and experiences.

#### Apus Melba 5016

Thankyou for your newsletter. You have my full support for any rallies and regattas, but due to my job (Second Mate in the Merchant Navy) I'm unable to assist in organising events.

I also took to the library in search of a name, but a check with Lloyds revealed Apus was already in use on a Greek ship. I settled for Apus Melba meaning Alpine Swift, which I thought rather appropriate as my boat is snow cream. Anyway Swift number 16 is now called Apus Melba with RYA sail number K9202Y.

Although a little late for this year's Micro Cup events I look forward to future events eagerly.

I have fitted a Plastimo Mini Contest on the starboard cabin bulkhead, close to the hatchway. It fits nicely, without deforming the cabin lining too much.

Regarding navigation lights, a combined port/starboard light on the pulpit and a sternlight on the pushpit or small mast aft (for those without) plus a white masthead light for use under power would be ideal. For those with big batteries, red above green lights on the mast just above the spinnaker halyard block would be nice. If the boat is to be used within the Thames Conservancy area a switch must be placed so as to isolate the battery. Charging of batteries from the Yamaha 4hp outboard with the addition of the charging coils and rectifier can be effected. Wiring this up to the boat's electrical system is straight forward.

One other modification I have made is to fit a handle to the anchor locker to ease opening in colder weather when fingers are numb. I used an aluminium handle costing 20p from the local ironmonger.

Elwyn J.R. Williams,  
Hounslow,  
Middlesex.

(Ed's reply) I followed your advice on choice of compass and mounting Elwyn and it works a treat. The Plastime doesn't appear to suffer any deviation from the starboard winch.

Changes to the International Regulations for Preventing Collisions at Sea due to come into effect from June 1st 1983 will simplify nav lighting for us Swifties. All vessels under 12 metres will no longer be required to show separate white masthead and stern lights when under power and vessels under 7 metres whose speed does not exceed 7 knots (us) will only be required to show sidelights "when practicable". In other words it will be quite in order to carry one masthead lantern combining a white all rounder for use under power or when at anchor and a tricolour for sailing.

#### Silver Gipsy S027

Thankyou for the newsletter which I found most interesting, but somewhat mouthwatering as I do not take delivery of my Swift until August 28th.

I am purchasing the Swift for pottering about type cruising, mainly on holidays. I have been a holiday dinghy sailor for about 20 years and have always looked forward to getting something a bit bigger. The Swift seems ideal. Racing is not one of my interests. The cruising Regattas appeal more than the Nationals.

I would be very interested in members' experiences with type and location of a steering compass. (see Elwyn's letter above - Ed.) As for lights - did you read a recent article in P.B.C. on paraffin lamps? Keeping batteries charged if you are in the wilds of say North West Scotland - my favourite haunt - is not always easy.

My boat is to be called Silver Gipsy.

J.W. (Bill) Cleaver,  
Guisborough,  
Cleveland.

#### Next Year ~~at~~ Windermere

I spoke to our Commodore about your possible visit to Windermere next year. Although he can't speak for the Management Committee he feels

that a reasonable request would meet with a friendly reception. He pointed out that the club have hosted the J.N.V.A. for a week's meeting on 2 or 3 occasions. when you make your mind up let me know and if there is anything I can do I will.

Keith Bolton (SO37),  
Hincaster,  
Nr Milnthorpe,  
Cumbria.

Raffle SO05

Thankyou for your July Newsletter. There are three of us in a syndicate for our Swift which we have christened Raffle and moored at Rutland Sailing Club in Leicestershire. we like the idea of a regatta on the Norfolk Broads in the spring, but it might be difficult to commit ourselves ahead because two of us are freelance musicians. anyway I'm sure we'll see you at the London Boat Show.

we'd be very interested to know about fitting a battery for lights etc, so let's hope somebody has done it already.

David White,  
Saling,  
London W5.

Teacuis SO31

Many thanks for newsletter number 1. Now that I have taken delivery of my Swift and been afloat I must reply:

I am all for an Association and would offer to do something to assist. The technical side is my favourite, apart from pure sailing, so I could run an ideas register or record, and prepare guidance from other people's suggestions. With only two launches to date I am not offering yet, but the mast raising/lowering needs an assist leg of some sort.

I have named my Swift Teacuis after a Scottish lock where we had an excellent stopover in a Drascombe Lugger. How about sail numbers? John Charnley could regulate this but I suppose it is an extra for cost. London meet - good idea since I work up here and live in Somerset. Cruising rally next spring - very definitely please.

I keep Teacuis at home near Langport and hope to sail some weekends into the cold season. I have an entry to R.M.Poole, so might see you afloat.

Paddy Carr,  
Langport. Somerset.

(Ed's reply) Thanks Paddy. I think a Technical Secretary would prove extremely useful in keeping a record of manufacturer's and owners' modifications and advising us all on technical topics. We can discuss this further on January 8th.

Sail numbers for racing purposes are administered by the RYA. They will allocate you a number in the K9200Y series for £6, but ironically this price doesn't include the numbers to stick on your sails, and I found ready-made ones very expensive. Instead I bought one set (you'll need four) bought a sheet of adhesive-backed black material from a local sail loft, and made the other three sets using the first as stencils. Peter Head, secretary of the UK Micro Association will ensure you end up with the right number if you send him the RYA's £6 cheque and some details. He needs to know the name and address of the owner, name, hull colour and design or type of boat and where it is kept or sailed. Peter's address is 34 St Georges Road, Farnham, Surrey.

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Talking of Swift modifications, here's a list of detail changes incorporated since the first boats were built. (i) On a few early boats the front leg of the pulpit was not secured to the stemhead fitting and it is worth drilling and fitting a stainless steel split pin as on the later boats. (ii) On the first eight or nine Swifts there was no plate for attaching the lower end of the kicking strap to the tabernacle. Write to JCA for this. (iii) Quite a few Swifts have a non-stainless steel anchor well toggle catch plate. You'll know if yours does because it will go rusty. Send a stamped addressed envelope to JCA for a new stainless steel plate. (iv) Holts have promised JCA to solve the problem of faulty gooseneck tracks which some of us have experienced. I suggest if we've not heard by the end of November we all pester the long-suffering John C who'll then bend Holt's ear on the subject.

Lastly I understand a couple of Swift owners have had difficulties with their centreboard gear, and at least one has invented a "bomb-proof" modification. (Sorry, I know you phoned me, but my sieve-like brain can't remember your name). Please write to me with any ideas, grumbles or suggestions so I can pass these on to others.

And on the subject of owner-mods, let's have a prize for the Best Swift Tip. Keep sending all your ideas to me, complete with photos or sketches where appropriate, and I'll publish them in future newsletters for everyone's benefit. Then at the end of '83 we'll decide which was the

most useful, worthwhile, ingenious or money-saving tip and award a prize.

Perhaps we can do the same for members sending in letters describing their sailing experiences. At the end of next year (to give everyone a chance to get some sailing in) we'll select the Most Interesting Cruise of the year and award a prize. You don't have to sail singlehanded across the Atlantic or anything - just an interesting description of your best day's/weekend's/holiday's sail will be perfectly eligible, and will be of great interest to others in any case. Both categories are open as from today, so put pen to paper and get your entries rolling. Write to me at 73 Winston Avenue, Branksome, Poole, Dorset BH12 1PA or telephone 0202 682753 (work) or 0202 721786 (home)

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