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Newsletter No 4. February 1983

### Our First AGM

The first Swift Association AGM held on January 9th at the London Boat Show was a great success. Forty Swift owners, family and friends attended the meeting to help lay the foundations for the S.A.'s future.

Ron Pruce volunteered to be the Association's Treasurer, and will be in charge of collecting members' subscriptions (more of this later) as well as making sure we don't overspend.

David Peachey was press ganged as Race Secretary so that we may all benefit from his considerable experience of racing matters, but David (stened to point out that he can't guarantee to attend every Swift meeting in the role of Race Officer. It was agreed that Swift events should have a local officer of the day and perhaps members should take it in turn to be flag officer. A vote was taken on the type of racing wanted and nearly all members indicated that they preferred informal racing to one-design, highly competitive racing.

Paddy Carr took on the job of Technical Secretary and will be compiling records of all the faults, remedies, modifications and improvements we come up with, so that any Swift owner will be able to draw on this valuable pool of knowledge in future. So, from now on direct your subscriptions to Ron, racing ideas and queries to David and technical queries and ideas to Paddy. Their addresses are at the top of this newsletter.

We were less successful in getting a volunteer for Events Secretary, but as it turns out this shouldn't be a big problem. Alan Mathieson volunteered to expand the groundwork he has already done for the Warsash end of our August bank holiday Solent event to cover the Cowes NSC end too. This effectively makes him organiser of the whole meeting, and I'm very grateful for his help.

Meanwhile, up in Cromer, Joe Quercia has also generously agreed to take over responsibility for the Norfolk Broads event over the Spring bank holiday weekend. More info and entry forms for these events later in this newsletter.

It was suggested at the AGM that other Swift events, such as the Windermere and Newton Ferrers meetings mentioned in Newsletter 2, could be similarly organised by members in the locality. A register of members was put forward as a means of communication for those wishing to arrange

meetings, and I enclose a list with this newsletter. Keep me informed of any events you know about which Swift owners can enter and, where practicable, I will include details in future newsletters.

Membership subscription is £8 per boat and this sum covers the cost of newsletters, postage, stationery, the AGM meeting room hire, S.A. trophies etc. Members agreed the subscriptions should remain the same or higher, with £10 suggested. For 1983 the cost will be £8 but only those who ordered their Swifts in 1982 will be due to pay, and then only £2, £4, £6 or £8 depending in which quarter of the year their order was placed. Members who ordered in Jan, Feb or March '82 are due to pay £8 now, those who ordered in the second quarter £6, third quarter £4 and those who ordered in Oct, Nov or December £2. Make your cheques payable to Swift Association and send them to Ron Pruce, 3 Chetwynd Road, Bassett, Southampton.

1984 subscription will be due on February 1st 1984, and to simplify future payments (and collection) Ron has supplied a standing order mandate form (enclosed). By filling in the mandate (assuming 1984 subs will be £8 again) and handing it in at your bank your subs will get paid automatically and painlessly!

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

Thanks to Joe Quercia the organisation of our first sailing event is 99% complete and now all it needs to be a great success is for you to come along and enjoy it. We have kept the cost of participation as low as possible so that even the most hard-up Swifty can afford to enter. Launching, retrieval, parking, mooring, toilets, showers and the Broads licence fee will cost only £15 per boat, and the final figure may be a little lower depending on numbers. We've not included the cost of any meals since I guess most of us would prefer to make our own arrangements, but Joe has found a number of suitable pubs and restaurants where we can be fed and watered at reasonable prices. It may be that we can arrange a lunch on the last day to coincide with prize-giving and if so a small extra sum can be collected from those who wish to partake when we meet up on the Saturday.

The plan is to meet on the morning of Saturday April 30th at Richardson's Boatyard, Stalham. There we can launch our Swifts and leave our cars and trailers in the boatyard carpark. From there it is a short sail to Barton Broad which is well worth exploring, as are the several rivers which lead off it. After an afternoon spent discovering the delights of the waterways and wildlife (Barton Broad is also a nature reserve) we'll return to Stalham to take advantage of the boatyard's facilities overnight.

Stalham provides a choice of restaurants and pubs for those who wish to eat ashore and even accomodation for anyone who wants to forsake the comfort of a Swift bunk(!)

Sunday morning will give us ample opportunity for more sailing and exploring, meeting up for lunch at the waterside pub at Weyford Bridge, or perhaps the excellent inn at Neatishead. After a wherryman's Lunch we'll set sail again for Barton Broad and do battle in the first Swift race, most probably organised by a local sailing club. Then it is on to Sutton Staithe where we can moor for the night near the Country Club and explain why we didn't win over a meal and a pint. On Monday there will be plenty of time for a last sail and look at the scenery before returning to Richardson's to retrieve our boats and meet up for our prizegiving lunch prior to leaving for home.

I hope enough of you will find our Broads event sufficiently appealing for our fleet to make an impression on the locals, the more the merrier. To enter the Broads meeting please complete the form at the bottom of this page and return it to me as soon as possible enclosing a £5 deposit. During March entrants will receive a map and itinory, and will then be asked to pay the remainder of their entry fee. Joe can then apply for our Broads licences in sufficient time and confirm our arrangements with the boatyard, sailing club etc. Please make sure your entry form and deposit arrive by mid March.

Swift Cowes Regatta, warsash - Cowes NSC August 27/28/29

Alan is currently confirming arrangements with the National Sailing Centre at Cowes, planning the itinory for the 3-day meeting, sorting out catering facilities etc. and will have more details, including the approximate entry cost, available in time for the next newsletter. This

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BROADS CRUISING WEEKEND 1983

I wish to enter the Swift Association cruising weekend on the Norfolk Broads over April 30/May1/May2 and enclose my £5 deposit. (Make cheques or postal orders payable to Swift Association).

Owner's name.....Boat name.....Boat number....  
Address.....  
.....

Number in party.... Closing date for entries: March 15th.

Address your entry to: Bob Goddard, 73 Winston Avenue, Branksome, Poole,  
Dorset. BH12 1PA.

event should be great fun, with navigation, mini-passage making, racing, cruising and exploring new ports all rolled into one extended bank holiday weekend. The Solent is an ideal stretch of water for a fleet of Swifts and we should enjoy some super sailing, weather willing of course. So make a date in your diary now. I'll enclose an entry form next time.

#### UK Micro Association AGM

A week after our AGM, the UKMA held their AGM also at the boatshow. A five-point plan of action was established to help the Micro Association survive and flourish. It was agreed the UKMA needed to be (1) better organised and more business-like with (2) a proper working committee. There must be (3) greater publicity and more sponsorship, (4) much more effective communication within the Association, with Micro owners, yacht clubs and sponsors, and (5) greater participation in Micro events. (To assist on point (4) I have written to their Membership Secretary Michael Dixey, inviting him to send me sufficient copies of the UKMA newsletter so that I can mail them to Swift owners with our own newsletters. Anyone wishing to join the UKMA should send £8 to Michael Dixey, The Brindles, Woodside Road, Cobham, Surrey.)

After election for the committee, members discussed ways to improve participation in events. Small entries divided into three categories - prototype, production and cruising classes - was a problem and it was suggested a Portsmouth Yardstick rating be introduced to overcome this. It was decided that races should be of short dinghy type to avoid slower boats being left behind, and that there should be a greater emphasis on cruising rather than highly competitive racing. With the Swift 18, First 18 and Challenger being more stable and able to go offshore it was agreed some local passage races should be organised. To overcome the shortage of crews and the disparity in performances of Micro types, it was suggested owners of cruisers might crew in racers for short events, and owners of racers might crew in cruisers for offshore passage races.

Frank Marsden offered to assist in publicising Micros in the press and perhaps on TV. He plans to write an article on Micros for Yachts and Yachting, and hopes to persuade this magazine to give coverage of the Datchet Water Keel Boat Weekend meeting at Easter which, it is hoped, will feature different makes of Micro-cup boats.

UKMA events for 1983 were discussed. The suggested programme for 1983 is as follows: 21st-22nd May, Warsash Sailing Club open meeting. Supper Saturday night, race Sunday morning and disperse. 28th-30th May, Lyminster open meeting. Supper Saturday night, racing Sunday and Monday. 14th-17th July, National Championships, NSC, Cowes. Passage race Warsash to Cowes,

olympic courses laid by NSC, disperse Sunday. 17th-24th July, possible cruise in company. August/September, French Micro International Championships at La Rochelle.

It was suggested there should be some offshore racing with navigational content for cruising boats, an Endeavour Trophy for the Micro owner submitting a log of the most enterprising voyage, and a cross-channel passage race to help attract sponsorship by putting Micros on the map.

Easter Sailing Course

The leicestershire Education Authority intend to include a section for cruiser sailors in their Easter Sailing Course at Rutland Water, which runs from March 27th to April 1st. Costing £55.80, inclusive of all meals, tuition and other expenses, the course will be designed to suit the needs of applicants, but broadly could be run in two parts:

Part 1 for those who need to improve their seamanship skills in such things as setting sails, leaving and picking up moorings, coming alongside and leaving a jetty or moored boat, anchoring techniques, reefing, repairs and maintenance, picking up a man overboard, dinghy work, rope work, safety and first aid, towing and heaving to. Evening lectures would cover meteorology, simple pilotage and sailing at sea, safety and distress signals, radio work and chart work. Racing techniques would be covered briefly at the end of the week.

Part 2 could be for those competent in the above skills who need to improve their boat handling and racing skills and would include boat and crew preparation, starting procedures and practices, tacking and gybing, sailing to windward, rounding marks, tactics and strategy and off wind sailing including spinnaker work. Evening lectures would cover boat tuning, racing rules, racing on tidal water and safety procedures and equipment.

Local owners can be day students, or sleep on their boats, otherwise accomodation is offered in Edith Weston School, and all meals are provided at the club. Each day starts with breakfast at 0845 and evening lectures will end by 2130. Rutland SC members receive a £5 discount, all boats must be fully insured. Interested Swifties should fill in the form below and return it to John Buckingham, Outdoor Pursuits Adviser, Advisory Centre, County Hall, Glenfield, Leicester.

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Easter Sailing Course 1983

I would like to attend this course. Please send an application form.

Boat Cla ss.....No.....PY no.....

Possible number of crew... Name.....Phone (home).....

Address.....Phone (work).....

Plymouth Week 1983

We are invited to take part in Plymouth week, a series of races and social events for yachts and dinghies, taking place between Saturday July 30th and Friday August 5th inclusive. The event is split into two series, the first being over olympic type courses laid outside the breakwater, on Saturday July 30th and Sunday July 31st, and the second being racing round the buoys on Monday - Friday August 1st-5th inclusive. We can enter for one or other of the series, or both. Entry fees are £6 for the first series, £9 for the second, with teas provided free daily and entrants invited to use the facilities of four local yacht clubs during the week. There are two marinas and a few moorings available, presumably at extra cost, but it might just be possible to use the free dinghy park for trailed Swifts which are retrieved and launched daily. There will be a full social programme including fun events and a prizegiving and disco on the last day, details in the final programme and sailing instructions. For further information and entry forms apply to Colin Curtiss, c/o Colin Curtiss Insurance, Sutton Harbour Marina, The Barbican, Plymouth. Entries must arrive by July 28th. The UKMA is hoping to organise a Micro class for this event. More details when available.

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LettersCandes SO49

Many thanks for newsletters 1 & 2. They made interesting reading and auger well for a happy class. I decided on the Swift at the Southampton Boat Show. A little bit of chance came into it as I was not really looking for a 'boat with a lid' for a year or two. However I saw the Swift and decided that the house in France was a bit too much of a dream as yet, so I bought Swift SO49. Incidentally, the newcomer will be named Candes - that's where the house would have been.

We are keen dinghy sailors. We race an Enterprise on a reservoir near Hampton Court with occasional success and a lot of enjoyment. Ann learned to sail as a young girl, I came to it with a Mirror about 12 years ago. What we had planned tentatively for our first year fits in nicely with the programme you outlined. We shall launch in Brixham harbour at Easter and potter around Torbay getting used to the Swift. Then we shall look forward to the Broads and the Cowes weekends and probably Windermere. In addition we would like to have a go at the Micro Nationals, and apart from another odd weekend that will probably be it for 1983. The Association's programme suits us and the combination of socialising, cruising and a bit of not-too-serious racing seems fine.

Colin H Mattingly, Ewell, Surrey.

Tatranka II S025

Many thanks for keeping me informed with Swift Association newsletters. Here's the run down on Tatranka II since taking delivery. The launching took place on the banks of Ullswater in the Lake District. A young Scots lass was asked to perform the ceremony, say the usual launching words, spray the Swift with Champagne and name her Tatranka II.

Most of our sailing has been on Ullswater getting to know the yacht, but on 13th November Tatranka II was introduced to saltwater, launched from Blackpool and Fleetwood Yacht Club. One mile out the wind dropped, and the sea turned to glass. It was time to start the engine and head for home.

To date, equipment fitted is: Echo sounder, V.H.F., Radio Telephone, compass and trailing log/speed indicator. The compass I fitted in the cabin starboard bulkhead - who's going to be the smart Alec and rig up some sort of flexible fibre optic to enable it to be read from the port side?

The echo sounder I fitted in the cabin port bulkhead. The transducer is located in the tunnel, right behind the skeg. V.H.F. radio telephone I sited above the starboard quarter bunk, so that the face is in line with the bulkhead face lining panel, above the legroom section. Speed and distance log is a towed type, mounted on the transom.

Other additions are a small drinks glasses bar (very essential), fitted behind the wash bowl between the port fiddle and the port padded backrest, and a spice rack, on the opposite side, adjacent to the cooker. Both hand made in mahogany. A strip light above the cooker gives off so much light, I've been accused of having a floating lights palace.

Problems to date - There is a leak in the stern lockers section and I've not managed to locate how it's getting in. Also the tabernacle is rather delicate. The two upright mast supports are only welded on the outer edge of the seams. I'm sure it's going to give trouble, just when it shouldn't, in a force 8. In fact there is already a small crack in the weld at one end. Welding just one seam on a butt joint is, in engineering books, just not done. Anybody any remarks?

Another problem is the condensation inside the boat. Worst areas are the inner exposed parts which form the cockpit area. At one stage this year, I had a puddle slopping around in the well under the foot section of the cockpit. This area needs some form of very efficient insulation. If someone out there has a solution, I'd be grateful to hear from them.

Two safety features I intend to complete before the start of next season are jackstays port and starboard and a topping lift for the boom. The Swift cruising weekend on Windermere is very attractive and I look forward to a firm date. Windermere though, is a very busy lake and madness abounds with speed boats and the like. Ullswater however, is not much further

up the motorway, and only fivemiles along good roads off the motorway. Also as from January 1st 1983 no speed boats are allowed and a 9knots speed limit is in force.

Keith F Stubbs

Mr Burnley,

Lancs.

#### Majari SO43

I took delivery of my boat in early November and have named her Majari. I will be sailing out of the river Itchen, having managed to berth her at Kemps Boatyard, but I will also be doing some trailing too and have made a note of the Norfolk Broads meeting.

Ron Puce,

Southampton.

#### Gold Rush SO30

Our Swift - Gold Rush SO30 - was a home completion boat which we managed to complete to day sailing state by the end of September, thus we managed only four outings this season. It was useful however, to sort out various problems and other owners might be interested in a couple of the solutions.

Mast erection: I have made an aluminium crutch approx. 4'6" high which fits through a stainless ring bolted on the sternrail. The foot of the crutch locates on a plastic fitting screwed to the outboard wall cover. This improves mast erection 500% as one can check that nothing is fouled before erecting the mast. It also eases the fitting of the pivot pin and means that the mast can be attached ready for raising prior to the boat being moved to the water's edge. This is necessary in our case owing to overhanging cables above the slip.

Rigging screw: Flexible plastic hose will prevent the screw capsizing and jamming (the lowers seem prone to this owing to the geometry of the pivots.)

Launching and retrieving: Flags on bamboo canes placed in the trailer outriggers assist in lining the boat up when driving it on to the trailer.

I have had great problems with a lack of traction on our weed-covered slip. I think an electric winch is the answer, but I shall be interested if other owners have met this problem and overcome it. I hasten to add that the slip is narrow and with a sharp bend halfway down!

I hope we will join you on one, at least, of the planned outings next season despite the fact that Gold Rush is unlikely to have a complete interior. As far as descriptions of cruises are concerned we hope to get some sailing in the Baltic (off the East coast of Sweden) in a quarter tonner next summer,



so I will endeavour to put pen to paper if our arrangements work out.

Lastly, how about members forming a list of suitable launching sites, with details of each?

Paul R Rees,  
Folkestone,  
Kent.

### S035

I collected my Swift in late September and kept her on the water until late November. Being  $\frac{3}{4}$  retired I got out to sea every day the wind dropped below force 6, and thoroughly enjoyed it.

Your newsletters are appreciated - I was relieved to know that my gooseneck locating trouble was not unique! I use a mooring, so have one launch per year, however I've found that removing the ramshorns gives that little extra clearance over the coachroof hatch when raising and lowering the mast. I feel sure that some bright herb among the trailing set will devise a way of using the trailer winch to assist in raising and lowering the mast; there's a lot of power lying idle there!

Eric Reynolds,  
St Ishmaels  
Pembrokeshire.

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...STOP PRESS...

I've just received details of events on Rutland Water this season, many of which may interest Swift owners:

March 27-April 1 - Practical Sailing Course, details earlier in this newsletter.

May 27 - June 5 - Rally for members of the boating group of the Camping Club of Great Britain.

May 28 - 30 - Newmarkavia Regatta, Rutland's largest open event. All classes are welcome, and if enough cruisers enter we get our own start.

July 23 - 24 - Trailer Sailer Weekend. Commercial show with trial sailing.

April 23 - 24 - Mirador Rally... anxious to welcome extra boats to make up a larger fleet - Swifts included.

May 1- 2 - Two day exhibition at Whitwell Creek, North Shore of Rutland Water, by Anglian Water Authority. Visiting Swifts invited.

Rutland Sailing Club is open Thursdays to Mondays inclusive all year round and Wednesdays from May 4 to end Sept. All Swift 18 owners welcome. Sleeping on board at temporary moorings, camping, six slips, showers, bar and meals at weekends. For more info contact Graham Biggs on 057287 878.