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Newsletter No 5. May 1983

Broads Rally April 30/May1/2.

I'm delighted to report that the first ever Swift Association Rally was a great success, due almost entirely to the sterling efforts of organiser Joe Quercia. A total of 15 Swifts arrived at Richardson's Boatyard at Stalham on the Norfolk Broads for our cruising weekend and, as far as I can tell, a good time was had by all.

After launching on the sunny Saturday morning, members sailed and/or motored down the tree-lined river to explore Barton Broad, anchor for lunch and soak up some of the peace and tranquility of the reed-lined banks alive with coots and moorhens. We sailed back to Richardsons to moor overnight, and discovered that Joe had arranged an evening get-together at the nearby Kingfisher Hotel. We all became better acquainted over a pint or three and fairly filled the bar with our nautical natter. There were 39 of us all told, and later we somehow all squeezed into a meeting room in the hotel for a briefing on the weekend's agenda and an open discussion, chiefly about racing matters.

I think we all slept soundly, despite a night of torrential rain. On Sunday we made for Barton Broad again, diverting up the narrow river to Neatishead where we all moored and strolled to the village pub for lunch. Then it was back to the boats and Barton Broad again for our race briefing aboard the Barton Sailing Club committee pontoon. Since briefing came complete with mugs of tea and cakes, scones and jam tarts, there were some well-laden Swifts in the line-up for the afternoon's race!

In light airs the fleet set off for three laps of the five-mark course, with a somewhat bemused crew of Aquapus finding themselves in the lead. I had reckoned on following most, if not all, of the fleet to avoid getting lost, but thanks to Caroline Charnley, who we'd 'borrowed' for the day as navigator-cum-sail trimmer extraordinaire, we managed to follow the course, with David Peachey in hot pursuit in Indiscretion.

By the end of lap 1 David had taken the lead, but with Caroline's sheet work and the aid of a super-trick genoa pole which the opposition mistook for the branch of a riverside tree, we managed to stay in touch. Meanwhile, the local knowledge of Joe Quercia was being put to good effect as Summer Wine rapidly caught up with the leaders. At half distance David and Joe were first and second with Aquapus third and on the opposite tack

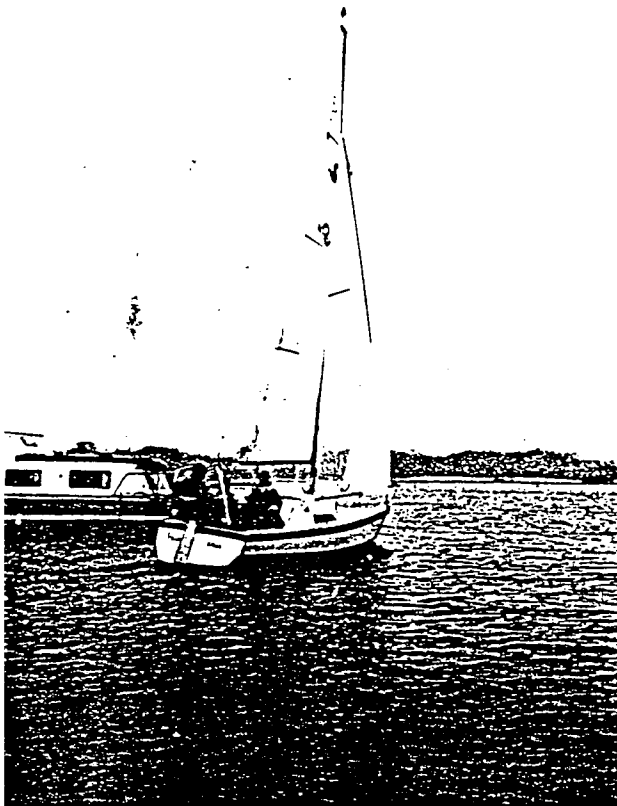
when a 45 degree wind shift put us in the best position to make the next mark, and so we pinched the lead again. As we drifted side by side with Indiscretion past the committee pontoon the Commodore asked if the race should be shortened to two laps, since the wind was dying to nothing, and the fleet was getting spread out. (well, we said the racing would be informal!) We both agreed and then concentrated hard for the run to the last mark and a close reach to the line, Aquapus just finishing ahead of Indiscretion, with Summer Wine not far behind.

The full results were: 1st Aquapus (Bob Goddard), 2nd Indiscretion (David Peachey), 3rd Summer Wine (Joe Quercia), 4th Reflex (Denys Harley), 5th Cucumber Sunbeam (Dick Landon), 6th Mister Christian (Ian Harrison), 7th Cushy Too (Keith Bolton), 8th Teacuis (Paddy Carr), 9th Mondiale (Alec Logan), 10th Candes (Colin Mattingly), 11th Spindrift (Philip Slade), 12th Swift Juno (Ed Griffiths), 13th Tatranka II (Keith Stubbs) and 14th Mistral (Jim Stevens).

The 15th Swift, Moonshadow, didn't take part in the race since she had no mast! Her new owners Peter and Jean Latham had brought her to Stalham in order to cure a centreboard case leak, and had no intention of launching her. But when David White couldn't get Razzle's crew together and had to drop out at the last minute, the Lathams were able to take over David's entry, explore the waterways under motor and enjoy the socialising of the weekend. Even better, Keith Fallas, J.C.A. Marine's Production Manager, fixed Moonshadow's leak in double-quick time, and went on to sort out minor problems for a number of other Swifties over the weekend. He and wife Wendy had planned to crew for John and Caroline, but last minute trailer problems meant the Charnleys arrived Swiftless, and that's how we gained Caroline and Aquapus won the race, and how Paddy Carr gained John and Teacuis won the award for Most Overloaded Boat!

Later that evening, after we'd all sailed up yet another river, moored at Sutton Staithe and dined at the Sutton Staithe Country Club, we had a prize-giving with a trophy for everyone. The awards, in order of boat numbers, were: Spindrift - Bluest Boat (colour, not language!), Reflex - Quietest Boat, Indiscretion - 2nd in race, Aquapus - 1st in race, Summer Wine - 3rd in race, Tatranka II - Closest Inspection of Riverside Trees, Swift Juno - Highest Tabernacle, Superswift II (John and Caroline, Keith and Wendy) Most Widely Spaced Crew, Teacuis - Most Overloaded Boat, Cucumber Sunbeam - Most Highly Developed Swift, Cushy Too - Best Ploughing of Barton Mud, Mr Christian - Most Domesticated Boat, Mistral - Furthest Travelled Boat, Candes - Most Snow-Cream Boat, Mondiale - Softest Gelcoat and

Swift Broads Rally - photography by Keith Fallas.

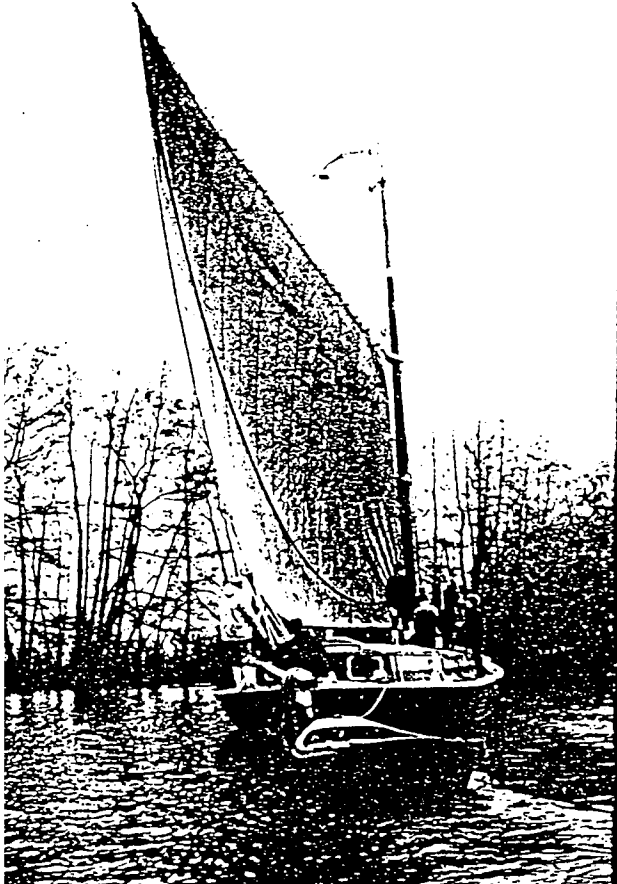


Above, Teacuis with Paddy Carr, wife, son and extra ballast John C. aboard.

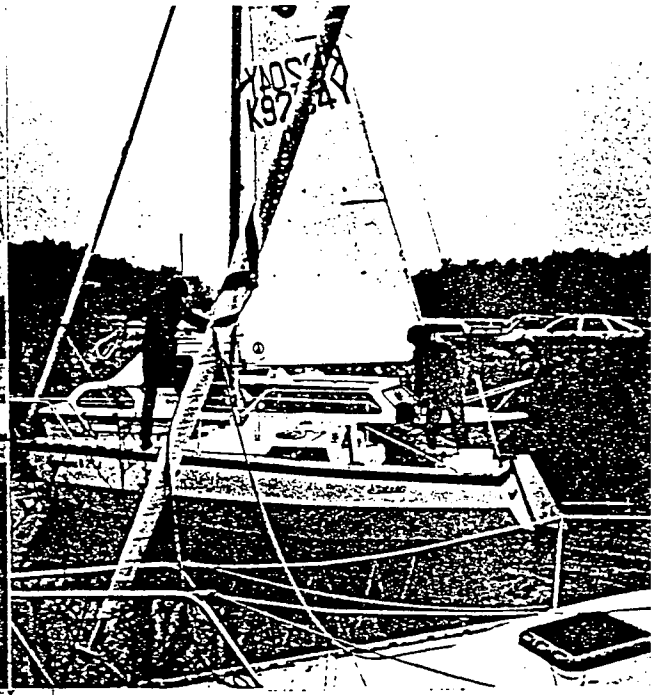


Above right, Tranquil Broads scene. Centre right, Swifts gather at Barton Committee pontoon for pre-race brief.

Below, Swifts gather at Neatishead for Sunday lunch in nearby village pub.



Swift Broads Rally - Photography by Keith Fallis



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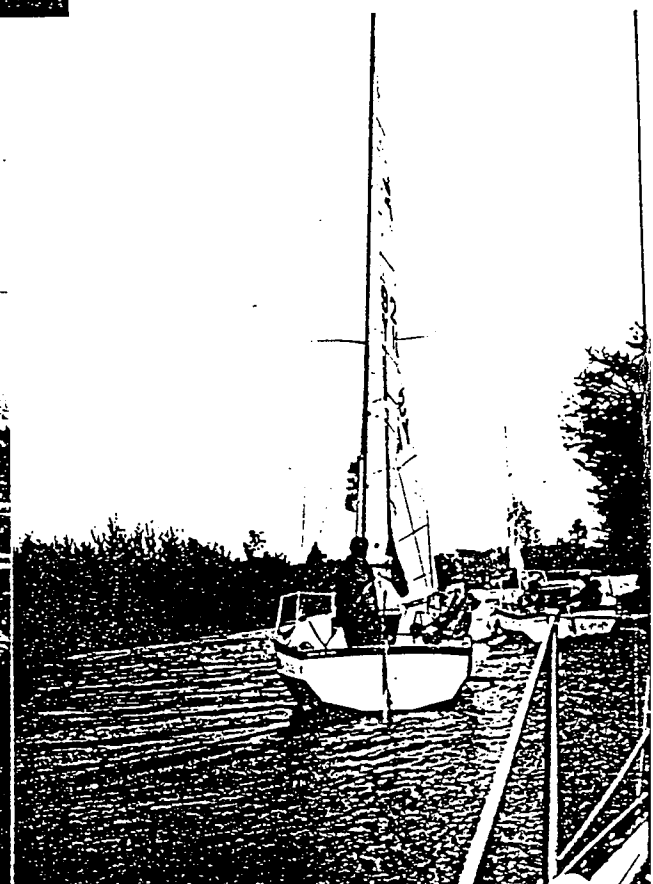
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Above, Aquapus leaves Richardsons boatyard on Sunday morning, ready to do battle, with Caroline coiling warps on the foredeck and 'regular' crew Neil Millen ever-ready for that unexpected gybe!

Below, Indiscretion's capn David casts an eye astern while his crew sits to leeward to counteract slope of water surface! Note finely tuned port spreader, and how light she rides with only two on board.



The laughter, tale-swapping and pint-sipping went on late into the night. Those who managed to get up in reasonable time next morning enjoyed a last lively sail in a fresh breeze on the broad before heading back to Richardsons to retrieve boats and pack gear for the road. Hauling out became a community affair, with lots of assistance from other Swifties who'd become firm friends over the weekend. I think we all benefitted from the exchange of ideas and experiences between owners, and most of us trooped aboard Cucumber Sunbeam over the weekend for a guided tour of Dick and Joyce Landon's many ingenious and praiseworthy mods. Most of these are described in this edition's Letters section.

One experience that may be worth passing on, was that of Ian Harrison and his wife, whose trailer shed a wheel on the journey home. Fortunately neither trailer nor boat was damaged by the accident, which happened at low speed when a wheel bearing disintegrated, but it could have been very nasty. The Boltons arrived towing Cushy Too and helped get Mr Christian to a layby where she became an immobile home for the night. The Harrisons finally arrived home a day late, none the worse for wear, but with a firm resolve to inspect and grease bearings after each immersion. Other Swifties may wish to follow suit.

Keith Bolton, on the other hand, is now hoping both his trailer's wheels fall off, and preferably at the same moment! Keith's trailer 'walked' from his local boatpark a week after the Broads meeting, so other Swifties take note and immobilise your trailer or at least see that it is fully insured!

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

But on to a more cheerful subject: Alan Mathieson is making excellent progress with organising the next Swift event - our own National Championship Regatta in the Solent. Do not confuse this Swift Association meeting with the UK Micro Association Nationals to be held in the Solent on July 14 - 17th inclusive. Hopefully you will be able to take part in both events, but don't miss our second Swift Rally whatever other plans you may have! (More details of UKMA events later in this newsletter).

Alan has managed to negotiate another remarkably economical weekend's sailing for us, with a cost of just £15 per boat covering launching, retrieval and parking at Warsash, two nights mooring and use of facilities at the National Sailing Centre, Cowes, three races organised by Warsash SC/NSC and the use of the Warsash clubroom for our prize-giving lunch on the last day. There will be an additional charge of £3 per head for the prize-giving lunch, and although this is optional we hope you'll join us, if only to receive your trophy!

There are so many good reasons for taking part in our Solent weekend, I can't imagine why any Swift owner should stay away...

- 1) You could become Swift Association National Champion 1983!
- 2) There will be three races, two of them mini-passages between Warsash and Cowes for maximum interest.
- 3) It's an ideal opportunity to put your navigational talents into practice - and see how well you match up to other Swift owners.
- 4) You will be cruising in company with a whole fleet of Swifts, so less confident or competitive crews have nothing to fear.
- 5) 'Real' sea sailing, yet shelter and help are near at hand, in the unlikely event you might need it.
- 6) Exploring new ports, with two nights in the most famous yachting centre in the world.
- 7) Opportunity to explore the Isle of Wight.
- 8) A fun-packed event for all the family.

The itinerary will include: Arrive Warsash S.C. Saturday morning, launch Swift, park car in free public carpark nearby and trailer in club park. Or South Coast-based Swifties can sail to Warsash and back for an even better, five-day event. (There should be at least three boats sailing from Poole). Briefing midday then sail out to start line. Saturday pm. passage race to Cowes arriving NSC late afternoon. Pontoon berthing for night in NSC Marina, plus use of showers, toilets, shops, restaurants and bars, with social get-together in the evening. Sunday am: free morning for exploration inland or afloat. Possibly a Concours d'Elegance competition and/or cruise in company up Medina river and pub lunch at midday. Sunday pm: race around the buoy in the Solent organised by NSC. Sunday evening social get-together, perhaps over dinner. Monday am: passage race Cowes to Warsash, returning to Warsash S.C. for boat retrieval and prize-giving lunch before heading for home.

More details will be available nearer the time and will be sent to entrants, with any sailing instructions and additional useful info. as available. There is accommodation available at the NSC, from £8.80 B&B (£7.70 for under-18s), packed lunches for £2 and meals in the NSC restaurant - Breakfast £1.75, Lunch £2.25, Dinner £2.60. Those wishing to reserve accommodation should contact Becky Jackman on Cowes (0983) 295938. Book early to avoid disappointment.

Fill in the entry form at the end of this newsletter and return it to me with your £15 entry fee, as soon as possible. Entries close July 31st, but please help the organisers by sending entries in early.

Bits and Bobs

Subscriptions

As a Swift owner, your first year's £8 subscription to the Swift Association has been generously paid for by J.C.A. Marine. As explained in the last newsletter, membership began on the date you ordered your Swift, and consequently owners of Swift numbers S001 - S072 inclusive are due to pay all or part of their 1983 subscriptions. So far we have received only 18 subscription renewals, so there are over fifty of you who are holding out on us!

For those who've paid I enclose a receipt herewith. For those who haven't I enclose a separate subs renewal form which is also a final notice, and I'm afraid it's pay up by June 30th or else! £8 is really a very small sum to pay, if only for the newsletters and the exchange of news, views, experiences and boat mods it contains. This newsletter, for instance, contains a wealth of valuable technical information and even if you don't get to meetings and rallies, the ideas of other Swift owners can help you get much more from your boat. The next newsletter will be mailed only to paid-up members.

Almost a hundred!

The latest Swift converts take us up to boat number S101, but there was no number S013, S085 is still pending and J.C.A. have two demo boats, so membership is currently 98.

Whit on Windermere

Anyone fancy a sail on Windermere over Whit weekend (May 28/29/30) ? Four of the Swifts which took part in the Broads meet will be there, and the more the merrier. Contact Keith Bolton on 0448 60688 (home) or 0524 67251 (work).

New Swift Factory

Production of Swift 18s has been moved from Lymington to a new factory only yards from the J.C.A. Marine office on Shamrock Quay, Southampton. Apart from being more ideally situated, the new manufacturing plant will be twice the size of the old one, with room to expand another 300% if necessary!

UK Micro Association

Most of you will have received the April newsletter from the UKMA which largely supercedes the info contained in their February newsletter contained herewith. (If you don't find a UKMA Feb. letter enclosed, I'm sorry, but there weren't quite enough to go round.) I had hoped to produce a Swift newsletter in March and include this Micro Assn letter then, but S.A. newsletter no. 5 had to be put off until after the Broads Rally for a number of reasons. My apologies, that the Micro letter is therefore somewhat out of date.

Affiliation

I would recommend all Swifties to join the UKMA and take advantage of the new half-price affiliation fee. The UKMA has agreed to accept fully paid-up S.A. members as Micro Association members for just £4 per year. Swifties who've already joined the UKMA for the full £8 will have paid for 2 year's membership.

The many advantages to UKMA membership include: eligibility for UKMA sailing and social events; receipt of UKMA newsletters full of useful information for all micro owners; advantageous special deals for members, such as discount insurance rates etc; and the continuation of the UKMA as an active body to promote the interests of all micro sailors.

Anyone wishing to join the UKMA and who is a paid-up Swift Association member (more of this later) should send their cheque or postal order for £4, made payable to U.K.M.A., to me. I will forward your application with the relevant information. Fill in the application form at the end of this newsletter. N.B. UKMA National Championship entries must be in by June 19th - see 'Racing'.

Racing - by David Peachey, Swift Association Race Secretary.

Elsewhere is reported our successful meeting at Stalham and our first race in light conditions on the Sunday afternoon. Everyone took part (except the one without a mast!) and it was relaxed and enjoyable. I stress this because no-one should be fearful of joining in. Races are run solely to provide pleasure for us all.

For the technically minded, all but one had a Rotostay, but the use of the branch of a tree as a jib stick is not likely to catch on.

Before us this season are two main fixtures. The first is the Micro Nationals at Cowes where the Micro Association have agreed a reduced membership fee for the year of £4, which has to be paid in addition

ACE
SIDE

to the entry fee of £25. The event is from the 14th to 17th of July but entries must be in by June 19th. Entry forms can be obtained from D.G. Davenport, Willowbrook, Woodland Avenue, Cranleigh, Surrey GU6 7HZ. Tel: Cranleigh 276425.

We are discussing the use of a trial Portsmouth Yardstick system of handicapping to make the racing more competitive than it was at last year's Nationals, and to give Swifts a more equal chance of success. If there are enough Swifts taking part a separate trophy will be put up for our Association.

The second event is our own meeting at Cowes from the 27th to 29th August, which will be our own Swift National Championship. This is not to be an Olympic Indicator Trial - it will be thoroughly good fun for all. The entry fee is £15 and there is an entry form at the end of this newsletter. There is only one indispensable ingredient for success - you must come.

Swift Association racing will be on an even basis, whether you have a Rotostay or not, 2 or 6 crew in the boat, or have it laden down with creature comforts. The only thing you must not do is to stip it out below the U.K. Micro Association minimum requirements. A list is attached showing the compulsory equipment required for the UKMA July meeting and it is strongly recommended these items are carried at all times.

For those who have the advantage of handicap racing, we need a Portsmouth number. These are granted for the performance of an average helmsman but are not awarded lightly. If you can convince your club we would suggest a trial number of 118 (or 119 if you have a Rotostay). This may be a little on the generous side but we shall see. The Gem is 114, Sparrow 115 and Challenger 116. Obviously no-one is going to give us a number which puts us to the front of the fleet without skill and ability. David Peachey,
Kenilworth,
Warcs.

Technical Topics - by Paddy Carr, Swift Association Technical Secretary

This is more of an introduction than a bulletin since the majority of technical gossip and owner ideas to date have been published by Bob in newsletters. My aim is to collect data, give brief resumes in newsletters, and provide an answering service in response to enquiries on specific and detail. To this end a check call to me, to make sure I have sufficient of what you need, followed by an SAE for the reply; there may be the cost of any photocopying to recover as well.

For this issue, though, I have chosen two topics which are clearly generating much thought amongst Swift owners:-

Mast raising/lowering

For those of us who trail for each sail some mechanical advantage for mast upping is a virtual must, especially considering the length of the mast and the position of the tabernacle. I have made a prototype 'A' frame using bottle screw (galvanised) fork ends to locate its feet to the chainplate forward holes, with a wooden fork at the head to slot in below the drum of my Rotostay, a line led through the bow fairlead roller and aft to a sheet winch is the 'upstring'. The frame is bulky (about 7'6" x 5' at base) but is classed as a launch/recovery aid and lives with the trailer. Using it for lowering has equal benefits in terms of control. In combination with the frame is a two height crutch (HILO), at high to support the mast when inserting the pivot bolt and preparing the rigging, and low for trailing. Those with pushpits can use the rail, certainly for low, and Gold Rush SO30 gave us the idea for a high support pole. I have used a wooden board with the end wedged behind the motor hinged cover. It is too flimsy though and is straining the cover fastenings so I shall either pick up on the gudgeons or pushpit (once fitted). I am pleased with the results and find the confidence given by the system eases the mental and physical agonies of dealing with the mast.

I observed Dick Landon (Cucumber Sunbeam SO36) using his spinnaker pole to assist, and now that I own a cruising chute, and need to carry a 1½J pole, plan to use the two halves of my DIY split pole as the legs, anchoring the feet to the toerails so that the forestay comes down to the stemhead: more of this when I have completed the rig.

To see or not to sea...

My second choice is electrics, or amps versus water. The start point must be, do you really need electrics onboard your Swift. One should balance use and probable convenience, against capital expenditure and complexity. Budget for a 70 amperehour battery £58, outboard charging coil and rectifier £55, all ex vat. Do not underestimate the engine running time required to achieve any degree of charge! Your debate should also address electric navigation lights: the single masthead all-round white, now acceptable, is a simple solution, but weigh up the mast cabling and the need for a deck plug/socket connection (say £20). Is a light some 28 feet above the water the best for your location? Do many of us look up to that level in congested waters? I would welcome anyone's views on electrics for the Swift

with installation and circuit details since many of us are considering a fit rather than sticking to gas in the cabin and battery nav lights for the occasional use.

Observed at Stalham

Cockpit toestraps/rails, two variants. Wire spans to steady mainsheet lower block. Chart table folding out from galley prep table. Crew comfort seat on companionway step. Batteries mounted in aft lockers. Charging coil and rectifier (radio spares) mounted under the hood of the Yamaha 4. Quick acting pin shackles for mainsheet, and droptop pin(s) for forestay attachment. The bagful of ideas from Dick Landon (see elsewhere in this edition). Finally Aquapus's Mk III whisker pole - more commonly recognised as "take a suitable branch and hack to length".

Paddy Carr,
Langport,
Somerset.

Ed's Reply

The 'natural' whisker pole has its advantages: Availability, economy, no shortage of spares, incredulity of the opposition, etc but in every other respect is a dead loss. I think MkIV will be an ex TV aerial...

On the electrical side, I have recently wired Aquapus and am reasonably satisfied with the results. It consists of a 35 amp hour, sealed, 'low maintenance' car battery which is small, light and best of all, cost only £13, my life... This lives in the port cockpit locker on a plywood shelf and is securely strapped in place to stay put when rolled off Cape Horn!

Battery cable (orange electric lawnmower flex) leads thru' tightly grommetted hole into port quarter berth, tacked to underside of cockpit seat with "Sticky Fixers" , behind cabin bulkhead lining board to switch panel mounted to port, just inside companionway. Power goes to battery isolation switch, then 3a fuse, then switches for compass, interior and masthead lights. My Plasimo Mini Contest has a bulb already in, interior lamp is motor accessory boot light (95p) and masthead is Aqua Signal 25 all round white (£6.95). More orange flex down mast (tape to main halyard to pull thru') with homemade connectors top and bottom, insulated and waterproofed with poly tubing and tight-fit grommets. Thru' deck fitting is brass pipe bonded in, over which the lower connector poly-tube is a tight fit.

There is no charging system - battery goes home for trickle charge every fortnight. Running lights use less than one amp, which should give three full nights' use between charges. Total cost less than £35.

AQUAPUS WIRED FOR LIGHT

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Masthead lamp is 10Watt all-round white - legal for sail or power if boat under 7 metres/7 knots.

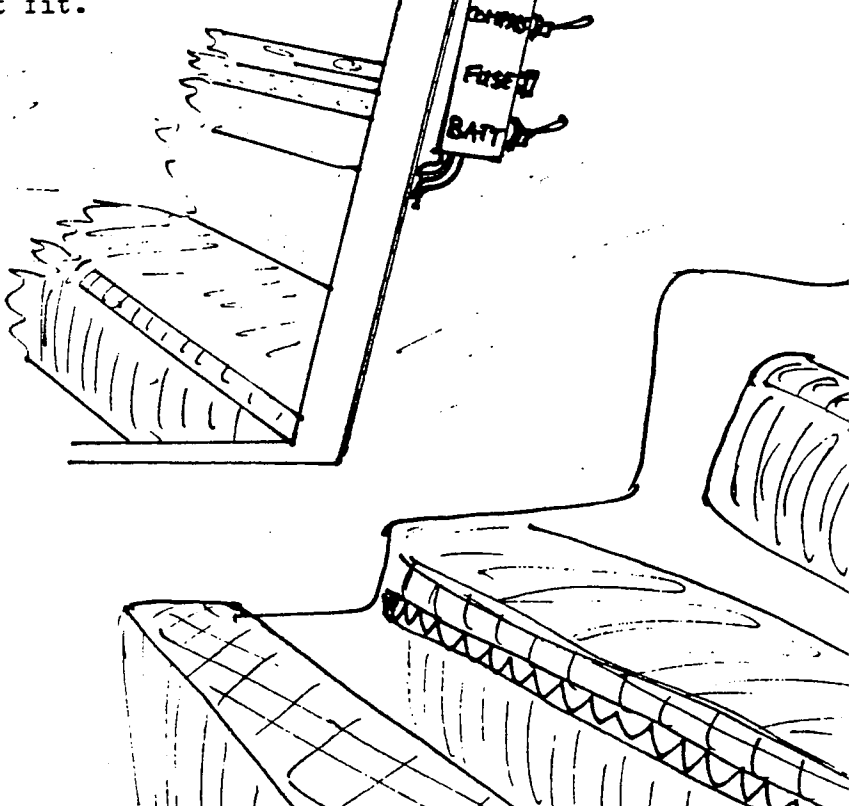
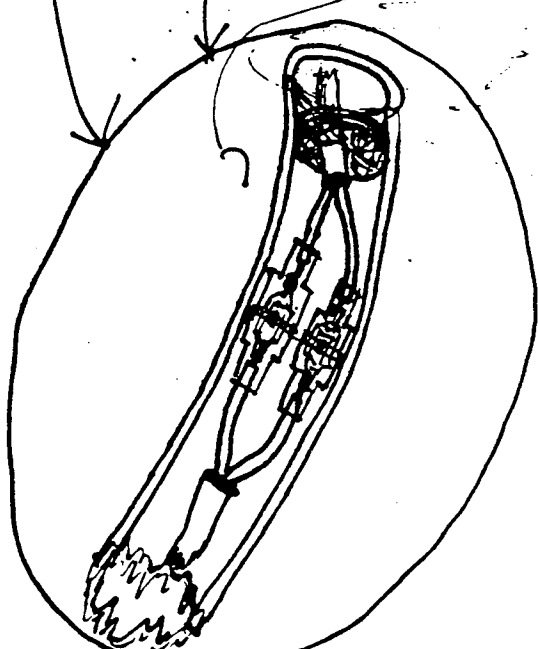
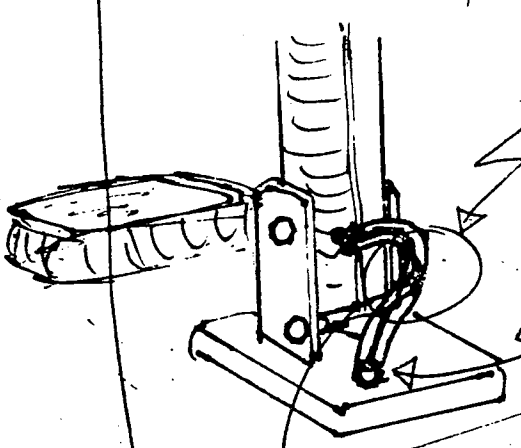
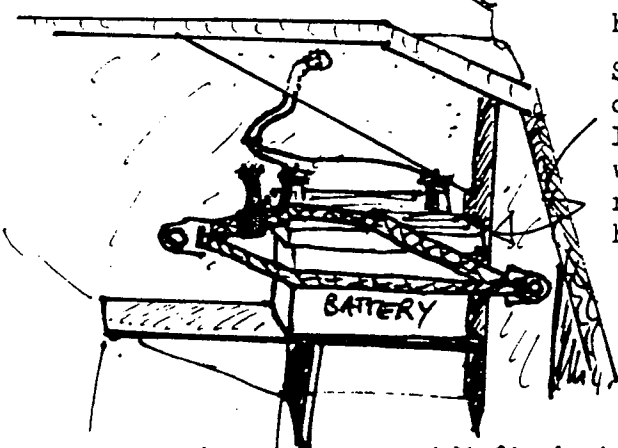
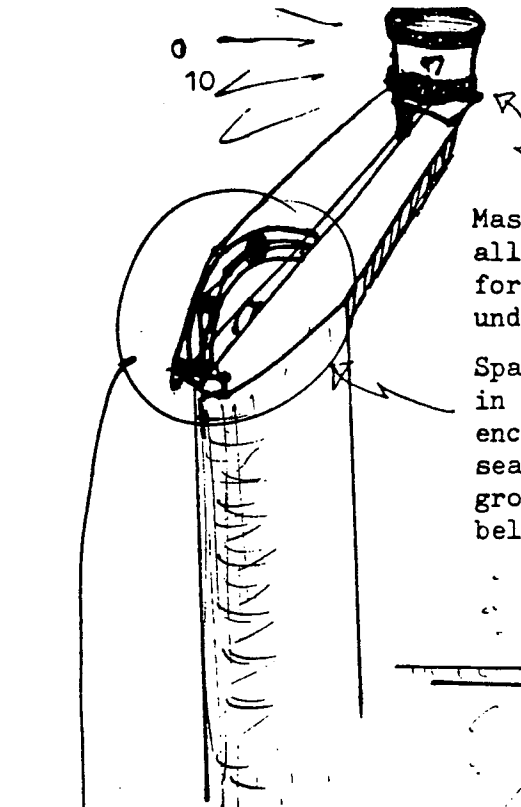
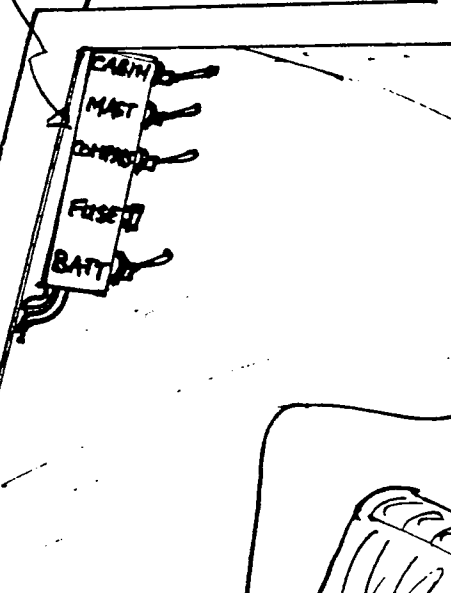
Spade terminal connectors in rubber 'boots' and then encapsulated in poly tube sealed both ends with grommets - see detail below.

Cabin lamp is car boot courtesy light - small 'n' cheap - wiring behind headlining.

Sealed 35Ah battery sits on plywood shelf in port locker, secured by strap with quick release for removal for charging at home. Flex passes thru' tightly-grommetted hole in locker bulkhead, stuck beneath cockpit seat, hidden behind cabin bulkhead lining board to arrive at home-made switchboard, just inside cabin to port - easy to reach but switches can't be knocked on accidentally.

(N.B. You may need 70Ah. battery for long distance night trips.)

Lower end of mast cable has same connectors and insulation as top. Note anti-drip upward bend and poly pipe pushes over brass deck insert for water-tight fit.



Letters

Reply from JCA Marine to earlier letters:

On Keith Stubbs comments on his tabernacle, we have not had any other problems with tabernacles, although I agree that welding both sides is better and tabernacles are now welded on both sides. On the question of condensation under the quarter berths, we have supplied some owners with foam-backed vinyl to stick in that area. Keith admits that he used his boat well into the Autumn when there was a heavy frost and he probably suffered more from condensation than the average Swift owner. He is looking at alternative materials to foam-backed vinyl as well and has promised to let me know if he finds anything he thinks is better.

On the question of jackstays (safety lines) we have fitted them before and what we did is to put U-bolts either side of the companionway, where the deck is already well reinforced by the winches, and another U-bolt through the foredeck, amidships, just forward of the anchor well bulkhead, and then take lines between these U-bolts. However, my own experience leads me to say that I would not have jackstays on a boat the size of the Swift 18, because with the arrangement I have outlined you would have to decide whether you would go forward underneath the lower shroud. There is no point in having jackstays unless they run as near the centreline as possible and unless you can go forward without unclipping to go round an obstruction. Since a proper safety harness will always have two hooks on, I would venture to suggest that someone going forward is better off hooking on to one of the shrouds which can be reached from the cockpit, which will allow you to go right forward and work safely at the mast as well. When in the cockpit the best place to clip on is probably the mainsheet eye on the cockpit sole - again following the principle that you want to be clipped on to the middle of the boat as far as possible.

We have written to Paddy Carr giving details of the electrics we fit and I will send him a copy of the above.

John Charnley,
JCA Marine,
Southampton.

Reflex S004

Keith Stubbs mentioned a leak in his stern lockers which I would bet comes in the gas vent from the outboard well. The gas bottle holder should be mounted as high as possible in the locker and sealed, but it seems at least two boats have them too low - hence the vent holes are too low,

hence water enters the bottle holder, and because this is not bonded to the locker side it leaks into the stowage. Incidentally - and rather dangerously - so would gas! I intend to raise mine, bond it, drill new vents and fill the old ones. One tends to overlook the vents as the cause of the problem because they may be OK with only two crew, but with four in the cockpit the trouble starts. I finished last season with the holes taped up.

I also had tabernacle trouble, because I mis-handled the mast, dropped it and bent the thing. At the same time I was impressed by its strength when I tried to straighten it (with a vice and club hammer!) Eventually it was me, not the tabernacle that submitted - and I bought a new one. Although the original was only welded on one edge it stood not only the initial bending strain, but my frustrated assault with the hammer, with no sign of weakening.

Resulting from this expensive incident I now have a wooden X prop on which the mast sits whilst I check that the shrouds are not crossed, after which, to come to Eric Reynolds' point, I attach the forestay via a strop to the trailer winch over the bow roller, and haul away - always remembering to tie the bow firmly to the trailer before detaching the winch hook.

The trailer winch might also help Paul Rees with his traction problem, if instead of driving up the worst part of the ramp, he parks the car higher and winches the trailer and boat up to it - slow but sure. Wooden blocks attached with cord could drag behind the wheels making the assembly self-chocking if the cable or winch should fail. Perhaps not much good on a steep bend though - I suppose a bucket of grit is too simple?

Denys Harley,
Rainham,
Kent.

Ed's reply: For stern locker leaks check the joint where cockpit meets hull at the outboard well. Mine had a gap here and despite a successful cure then, now lets in a cupfull over a weekend in the water - perhaps the result of banging the joint with the outboard when lifting it in and out. Also inspect the toerail bedding, as it may be possible for water to seep beneath it and then find a crack in the hull/deck joint, both in the cabin and lockers.

Cucumber Sunbeam S036

You may be wondering why I chose Cucumber Sunbeam as a name: Swift - Jonathan Swift, who has long been a favourite with my crew-wife Joyce, and Gullivers' Travels, so surely associated in name, stature and both mariners, provided the clue when I re-read Part III Voyage to Laputa, Ch V, 3rd para - "...he had been 8 years upon a project for extracting sunbeams out of cucumbers, which were to be put into vials hermetically sealed and let out to warm the air in raw, inclement summers."

Our hull is S036 and we took delivery 2/3 September last year. We fitted out in a few days, launched and named her in a small (she's only small) ceremony at our home club at Grafham Water, then off immediately to the East Coast - Levington Marina, Nr. Felixstowe. We sailed all of September there (barring a few days), living aboard for three weeks and cruised a bit more than 300 miles while we practised navigation, boat handling in rough weather (it was rough in September, if you remember) and sorted everything out. This experience no doubt colours some of the developments you will see later, especially safety at sea and (micro-cupper) survival conditions.

We definitely found we needed less mainsail area than fully reefed when it really blew, hence the trysail I am now making. The area of this makes a natural progression from full sail, 1st reef, 2nd reef to trysail.

Wind was one problem, but more hazardous were the seas, especially off and over tide races - I should like to hear of anybody's heavy weather experience in a Swift, and what people consider reasonably safe limits are. We broached another micro-cupper (she shall remain nameless) repeatedly under spinney in perhaps only F5, so what is a Swift good for, to make to windward and downhill?

Being so small and weight being so important I tried to make everything on the boat double for two duties, like the dan buoy is also the red ensign staff (Fig 4), the table a chart table/dining table and aide-memoire (writing on its back - Fig 2d)

One nasty experience occurred when we bottomed in shallows. The rudder came up on the pintle, bouncing in the waves, and came off the gudgeons. I found it very difficult to prevent being driven ashore while refitting the rudder, while sailing off, while tacking, while raising the centreboard - such moments become busy - but unnecessary if the rudder cannot come off the gudgeons. Mod shown in Fig 4a.

Waterproofs, rough weather harness, lifejackets must all be instantly ready, so I made pipe cot shelves, seen in Fig 3. We also found two simple devices quite essential: (1) Toerails to prevent the crew falling

about in roughish weather, fitted to the bench chamfered corners, which can be fitted with toestraps as well under the spacers, and (2) a light-weight spare winch handle. We found this essential, firstly to leave in the centreboard case for instant use, secondly because without it (other handle lost overboard!) you become a fixed keel boat. Again, if it blows a little and the handle is to leeward (because you forgot to bring it with you) we feared to go down and get it. The spare is then available. The boat is a little tender in a blow. The toerails, double as locker handles, much easier to grasp in a hurry.

I made a boom tent, which was easy and is excellent when it rained while anchored, cruising. (Fig 5). But one of the best devices I have made for the boat is the mainsail ties (Fig 9). The trysail (Fig 11) I have only just started making, but I now have made a 33-panel tri-radial spinney. I wanted an all-weather spinney, good for reaching and running, with a large actual area c.f. measurement formula. I therefore programmed the measurement system into my calculator to find the best form and area. To be safe it is only 185 - 190 sq ft, because it is very easy to get different final areas according to just how the measurement is done. The spinney pole I made out of a tapered tube, polyurethane filled for flotation, and glorified with two dayglo red bands to make it easy to see if it goes where poles do so often... The spinney pole also doubles as a mast raising aid (Fig 6).

One small aspect of fire safety - besides the standard fire extinguisher, I found by practical experiment that an old glassfibre kitchen curtain made a very effective fire blanket - it hangs by the cooker, in a sailcloth tube. While playing with fire, I discovered the foam of the cabin mattresses burns with a choking, poisonous smoke. Since the quarter berth mattresses had collapsed over a time I replaced these with high recovery, fire retardant foam.

The rudder needed a lot of work - Fig 12. The pintle safety catch I have mentioned, but have you thought about setting off for a cruise, rigging the rudder - and dropping the pintle into 10' of water? A welded ring and a line will save your day's sailing.

Dick Landon,
Renhold,
Bedford.

'CUCUMBER SUNBEAM' MOD. LIST

- Fig. 1 This shows the std. table modified, with its support, to permit access to and from the cabin. Note the location peg in the cross bench.
- Fig. 2. The new table is wider and shorter (same area), made in two lightweight halves (a sandwich of 3mm ply/11mm alluminium honeycomb/1mm melamine, Araldite bonded), and very strong (it can be stood on):
- this the arrangement for dining
 - one side or the other can be reversed, to use as a chart table, etc.
 - one or both sides can be used either way round in the std. location ~~aft~~. when one half is used, easy access is possible.
 - you can doodle on the white melamine reverse side.
- Fig. 3. This shows the 'pipe cot' storage for sailing gear, also the mahogany headlining trim with cuphooks for small gear, keys etc.
- Fig. 4. The very strong toe rails shown here make life much easier in rough weather. Toe straps can be fitted to them. The ends overlap the stern lockers, acting as very convenient handles. Note the Dan Buoy which also doubles as the jackstaff for the ensign.
- Fig. 5. Our first overboom tent was too short. This is the Mk.II made up in translucent plastic sheeting for light inside. Very compact.
- Fig. 6. The mast raising gear is based on bracing the spinney pole laterally with temporary shrouds, and lifting with a 4 part tackle against the spinny halyard and pole uphaul. The effort required is about 20lbs, and can be operated on the water. Note the 'spannerless' tabernacle bolt plate. The mast has jambers and fairleads for the spinny gear, for fast, safe operation.
- Fig. 7. With grateful acknowledgements to Bob Goddard, here is my Cockpit floor/bulkhead stiffening chock, and the method of fitting to permanently secure. Bedded in resin, but no screws/fastenings into hull.
- Fig. 8. If you're coming aboard from an inflatable, or fallen overboard, a boarding ladder is essential. Here is mine, fitted with toggles to lock through the toe rail holes, and accessible from outside when stored in the gas bottle well. The foam collars keep the top rung away from the hull. Naturally, it floats.
- Fig. 9. Here is my system for flaking down the mainail on the boom - the shockcorded rope holds the folds, and the ties are always to hand, impossible to lose. It can be left in position while sailing, if wanted.

- Fig. 10. The mooring grab hook doubles as the depth sounder, at least to 8' depth. The handle saves loss, the shock cord holds it to the toe rail. Note the eye on the toe rail base, to stow the spinny pole.
- Fig. 11. My 38ft.² heavy weather try sail will get you home. 6½ oz., Triple sewn, tape tabled, loose footed to set with or without a boom.
- Fig. 12. The rudder is much modified. The pin has an eye for a lanyard to save from the harbour deeps; a plate (see Fig.4) prevents the rudder being lifted off the gudgeon by grounding; the shockcord downhaul/uphaul run over a roller in the stock. Note the large area load bearing pads and the spacer tube on the pivot bolt, strengthens and stiffens the stock. The uphaul goes to a plate bonded into the trailing edge, to reduce turbulence.

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The Tailpiece shows a deck scrubbing brush, whose head can be reversed, thus changing its angle to be suitable either for the deck, or scrubbing off growth under the hull from the deck. The handle is spigotted together so that it is short enough when collapsed, to stow in the stern lockers. A line between the halves prevents loss.

'Cucumber Sunbeam'
K-9015Y

8th May 1983

R.H. Landon
'Harefield'
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Renhold
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Tailpiece

Keep writing to me with your views and experiences, and especially with any clever mods you have made to your Swift. A trophy will be awarded at the end of 1983 for the best technical top or modification of the year. Also remember to keep a ship's log of all your sailing this summer so that you can write in with the story of your best cruise for others to enjoy. At the end of the year we will award a trophy for the Swifty who sends in the most interesting story. Your sailing doesn't need to be Trans-Atlantic to qualify, any cruise with an amusing or interesting experience will be likely to win the prize.

Happy sailing,
Bob Goddard.

APPLICATION FORMS

Swift Cowes Regatta 1987

I wish to enter the Swift Association Cowes Regatta/National Championships

in the Solent over August 27/28/29, and enclose me £15 entry fee.

* I also enclose £3 per head for the prizegiving luncheon on Monday 29th August

*(optional - delete if lunch not required)

Make cheques or postal orders payable to Swift Association.

Owner's name.....Boat name.....no. SO.....

Crew's name(s).....

Address

.....

Number in party..... Closing date for entries: July 31st.

Send your entry to Bob Goddard, 73 Winston Avenue, Branksome, Poole, Dorset BH12 1PA

UK Micro Association Membership

I wish to apply for UKMA affiliated membership. I am a current member of the

Swift Association, and enclose my cheque/postal order for £4 made payable to

U.K.M.A.

Name.....Boat name.....no. SO.....

Address.....

.....

RYA sail number (if applicable).....

Return this application to Bob Goddard, 73 Winston Avenue, Branksome, Poole, Dorset

BH12 1PA.

