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Newsletter No 6. September 1983

Swift Cowes Regatta, August 27/28/29

A terrific entry of 19 Swifts turned up for the Association's Cowes Regatta - cum- Swift Association National Championships over the August Bank Holiday weekend. After congregating, launching and socialising at Warsash SC over Friday afternoon and Saturday morning, the fleet set off on the first passage race to Cowes via the East Brambles buoy. This mark was to prove an interesting (and infuriating) one, since it was both up-wind and up-tide, and in the light conditions prevailing, called for close inspection of the tidal flows.

Joe Quercia (Summer Wine) Keith Bolton (Cushy Too) and myself (Aquapus) made the running for the first half-hour, but as the wind fell lighter and progress against the tide became almost non-existent, Keith and Joe headed for deeper water with the rest of the fleet, while I crawled along the shore. When the wind freshened and shifted to the South, the fleet scooted round the buoy, leaving Aquapus and Colin Foster's Duet way behind.

Once past the East Bramble, a lively beat brought us all to Gaff buoy outside Cowes, and the waiting NSC committee boat, but sadly the wind and tide had conspired to put us all outside the three-hour time limit for the race, and the race was therefore discounted from the weekend's results.

With our boats snugly berthed at the National Sailing Centre, crews explored the catering facilities of Cowes, a nearby fish and chip shop most notably benefitting from the NSC's inability to cater for us due to a great influx of bank holiday sailors.

The club bar provided well, however, for our liquid needs, and after a drink and natter we gathered in the NSC lecture room where the club race committee explained their decision to disqualify the first race results. They offered to reinstate the positions and points if there was unanimous agreement from all Swift skippers, but this was not forthcoming.

We took advantage of the lecture room and its blackboard to discuss and demonstrate ideas and experiences, with rudders, leaks and trailers being favourite topics. (See Paddy Carr's Technical Topics later in this newsletter).

Next morning was free except for a Concours d'Elegance competition and a skippers' briefing. There was a high standard of tidyness, particularly among those boats which are lived in for much of the season. Peter and Jean Latham's Moonshadow topped the close result with an amazingly clean boat sporting several worthwhile mods and additions - notably cockpit cushions, custom-made boom tent and smoked perspex saloon dividers. Philip and Kathy Slade's Spindrift was second with Tim and Katy Matthews Empress of Blandings third.

STOP PRESS... see bottom of page 6.

At the skippers' briefing the committee explained the sailing instructions in detail, and introduced two amendments to avoid any further race disqualifications. Then the NSC generously provided two committee boats to ferry most of us up river to the Folly Inn for lunch, Ron Preece (Majari) and David Rodwell (Silky) providing additional transport in their Swifts.

Soon we were heading down river again for the start of race 2, and emerged from the Medina into a lumpy Solent and force five plus. By the time we had battled against the tide and waves to the start, eight boats had turned back and three more were to retire during the race.

Paddy Carr (Teacuis) made the best start and continued out of sight on starboard tack to gain an unassailable lead. Meanwhile Colin Foster (Duet) and Joe Quercia (Summer Wine) headed east in second and third places, hotly pursued by Tim Matthews (Empress of Blandings) and Ken Moolenaar (Korry). After my crew Neil Millen had been severely drowned several times while lowering Aquapus's storm jib, we hoisted full genoa and careered off in pursuit, hopelessly over-canvassed, but determined to make up for our earlier conservative sail plan. By the end of the race we had pulled up to second and had Teacuis in sight, but could make no impression on Paddy's lead. Third was Duet, fourth Summer Wine, fifth Empress of Blandings, sixth Korry, seventh Cushy Too and eighth Mr Christian.

As the weary and salt-encrusted finishers slipped back into the NSC, tales of woe unfolded from those who hadn't completed the course. Three boats had developed rudder problems, one a substantial leak and another had genoa-furling troubles. Happily all were sufficiently rectified for everyone to make the final passage race back to warsash next morning, although Bill and Pauline Crouch (Sanderling II) chose to stay on in Cowes.

The last race was again 'blessed' with a gusty force 5, but the sea state was less violent thanks to different tidal conditions and the fleet made the dog-legged course across the Solent without mishap.

Again Paddy Carr made a lightning start, but this time Aquapus, Duet and Summer Wine stayed in contention. By the midway stage Aquapus was just ahead of Teacuis and opened a safe lead before the last mark. Paddy just held off a strong challenge from Colin Mattingly (Candes) to finish second, with Joe Quercia 4th, Keith Bolton fifth and Colin Foster sixth. (Full results below).

Back at the Warsash Sailing Club we all enjoyed a hot lunch before the prizegiving, everyone taking home a trophy or memento of their weekend's sailing.

RESULTS OF SWIFT COWES REGATTA/NATIONAL CHAMPIONSHIPS

	Race 2 Posn	Pts	R3 Posn	Pts	Overall Posn	Pts
S003 Spindrift	Ret	9	11	11	10th	20
S004 Reflex	DNS	11	Ret	15	15th	26
S010 Empress of Blandings	5	5	9	9	6th=	14
S014 Moonshadow	Ret	9	13	13	13th	22
S019 Aquapus	2	2	1	$\frac{3}{4}$	1st=	$2\frac{3}{4}$
S021 Summer Wine	4	4	4	4	3rd	8
S031 Teacuis	1	$\frac{3}{4}$	2	2	1st=	$2\frac{3}{4}$
S033 Superswift II	DNS	11	10	10	11th=	21
S037 Cushy Too	7	7	5	5	5th	12
S038 Sanderling II	DNS	11	DNS	16	16th=	27
S041 Mr Christian	8	8	7	7	9th	15
S043 Majari	DNS	11	DNS	16	16th=	27
S049 Candes	DNS	11	3	3	6th=	14
S060 Quadrille	DNS	11	14	14	14th	25
S073 Duet	3	3	6	6	4th	9
S078 Silky	Ret	9	12	12	11th=	21
S084 Korry	6	6	8	8	6th=	14
S091 Orion	DNS	11	DNS	16	16th=	27
S101 A Modest Proposal	DNS	11	DNS	16	16th=	27

Micro Nationals - 14-19th July

Only two Swifts entered the 1983 UK Micro Association National Championship races in July - David Peachey in Indiscretion and myself in Aquapus. The event was again based at the NSC in Cowes, with racing in the Solent nearby. Three days of ideal weather conditions and the NSC's slickly-run five-race programme produced great sailing, but as in 1982 the Swifts and Michael Dixey's First 18 Fanfaçon were in a different league to the prototypes, Morrissions and Gems which lead the fleet, the winner finishing in two hours, races which took us three hours to complete.

In an attempt to compensate for this inequality, the UKMA had introduced a handicap system, with the fastest boats on a rating of 111 and the Swifts on 118, but the results showed that these ratings would need to be spread from 104 to 136 for all boats to be handicapped fairly.

We felt that a handicap system, however fairly judged, would still fail to produce exciting racing if three quarters of the fleet would be out of sight by the first mark of the course, and suggested a shortened course for the slower cruising boats. The UKMA, quite reasonably, pointed out that with only three boats, such a race within a race would be pointless, but if there were a big Swift entry they would see what could be done. So it's up to you - unless more Swifts enter UKMA events, Micro racing will continue to hold little appeal for cruising-orientated boats.

For all that, we had an enjoyable time and were intrigued by some of the faster boats. The winner Rosanna III, helmed by World Contender Champion Tony Smith, sat on, rather than in the water, and was exceptionally fast. In light F2 winds we found we could just stay with it by sailing fast and motoring flat out!

On passage back to Poole after the event we had to beat against a F6 gusting F7 westerly, kicking up a vicious sea due to the east-going Spring ebb, and we were pleased we were in a Swift, not a Micro prototype. My heavy-weather storm jib proved its worth on this trip - more details later in this newsletter.

RESULTS OF UK MICRO ASSOCIATION NATIONAL CHAMPIONSHIPS

1st Rosanna III, Tony Smith 73pts.	8th Bijou, David Warwick 47pts
2nd Woodchip, David Chamberlain 65½pts.	9th Chip, Peter Jennings 41pts.
3rd Microchip, John Herbert 64pts.	10th Minstrel, Peter Voisey 36pts.
4th Squelchy Welly, John Whitehead 62pts.	11th Pupeteer, Paul Whitlock 33pts.
5th Micro Nessie, Robert Shaw 59pts.	12th Indiscretion, David Peachey 30pts.
6th Speculation, Peter Hall 58pts.	13th Aquapus, Bob Goddard 29pts.
7th Sparrow, Andrew Maskell 53pts.	14th Fanfaron, Michael Dixey 24pts.

*

SWIFT BITSHot Cakes

By mid-September orders for Swift 18s had topped 110, and judging by the interest shown at the Southampton Boat Show there will be many more of us Swifties by the end of the year.

Membership

Swift Association membership, however, has fallen slightly. When the June 30th deadline was reached 18 Swift owners had failed to pay their '83 subscription, and so were deemed to have resigned from the Association. Although the majority of these owners are overseas, and therefore unlikely to gain the fullest advantage from membership, I still feel it is a shame to lose any members. Accordingly I will write to these owners at the end of the year inviting them to rejoin in 1984.

New class

The new Swift Explorer made its debut at the Southampton Boat Show, and no doubt this traditional, cat-rigged dayboat will soon have its own band of enthusiastic owners. Question is, should these owners become members of the Swift Association, should there be an Explorer division, or should they have an

association of their own? Of course, the decision will be largely up to Explorer owners themselves, who may very well wish to have their own newsletters and meetings. But I suggest it would be a friendly gesture to offer Explorer owners membership of the S.A., at least until there are enough of them to decide for themselves. What are your views? This subject will be on the agenda for the next AGM at the London Boat Show (Date, time and place to be notified nearer the time), but if you can't attend the AGM please write to me with matters you wish to raise anytime between now and January.

Association Committee

With the growth of the Association and the amount of work needed for it to function efficiently, it has become clear that we need to revise our ideas slightly, and establish a more comprehensive committee structure. It has been suggested that more emphasis should be placed on regional events, so that Swifties who cannot attend national events may enjoy cruising or racing in company with other Swifts and socialising with like-minded owners on a regional basis. To co-ordinate these activities we will be looking for regional secretaries - so volunteers please step forward.

Also at the AGM we will be looking for a new Newsletter Editor, as I will be retiring from the Editor's chair at the end of the year. Please don't be bashful or leave it to someone else to volunteer for the job. If you would like to edit the Association's newsletters let me know before the AGM.

TECHNICAL TOPICS by Paddy Carr, Technical Secretary.

The data bank in mid Somerset has had difficulty with its lines of communication. Seriously, now that the evenings are drawing in, please let me know of your ideas and improvements. These are particularly useful to those owners who do not see other Swifts very often and may be living with a problem which has been overcome by the majority.

General items

The Cowes Rally brought together a number of us, and three issues dominated the technical and product scene.

(a) Rudders: See Owners' Bulletin no1, Sept. 12th, for the pintle pin locking device, which should be fitted. Blades should not contain water, the GRP version is filled, and the older aluminium ones have been known to fail at the welds and take in water here. Refer to Swiftcraft if you are concerned.

The blade needs to be held in the down position while sailing, yet allow for kick-up if it hits something solid (the bottom). Fit a bungee spring to the downhaul line. I have taken out a lot of the play where the tiller fits the stock, using Formica packers and sanding these to a very snug fit. I have not tackled the blade-to-stock fit, but am inclined to follow Dick Landon's scheme (Newsletter 5).

(b) Water in aft lockers: Many boats have had leaks which result in water pooling in the after locker. The most probable cause is a poor bond between the skins in way of the outboard cut out and the water wells from between the skins where the gas pipe passes through the bulkhead, or on the centreline of this bulkhead if this is not sealed. Other places to check are the toerails and gas bottle stowage - see newsletter 5, pages 11/12.

(c) Road trailers: I have not heard much concerning the trailers, but the 'rig' is near the top end of its design load. Make sure the trailer load is at a minimum by carrying outboard, rudder, stores etc in the car. Bearing husbandry is vital: I check mine prior to launching and pop in some grease then, this together with setting up the mast etc allows a cooling period for the bearings prior to launching. After recovery I check again to see if there are signs of water ingress before rolling for home. Regular inspection and lubrication are the key, but it's a good idea to carry a spare trailer wheel and set of bearings, just in case...

Cowes commentary

Here are some of the ideas and modifications seen amongst Swifts moored at the NSC:

CUSHY TOO - Mainsheet track and traveller across the cockpit seats. Keith said the crew soon learned to live with this and it is particularly beneficial in light air when he can set the mainsail up to windward without having to flatten the

sail too much. I have been thinking of some form of bridge here, but still hope to make it easily demountable.

MCONSHADOW - A very nice pair of perspex dividers mounted to the mast support stanchions and profiled to fill the spaces outboard of them, that to starboard effectively acting as a galley splash-back. Echo-sounder transducer simply fixed to inner skin using plasticine.

SILKY - Packers (plywood) fitted under the guardrail stanchion blocks thus stiffening the stanchions and reducing the twisting of the toerail under load. Portable navigation box, chart under perspex of top and drawer containing tide tables, pencils etc.

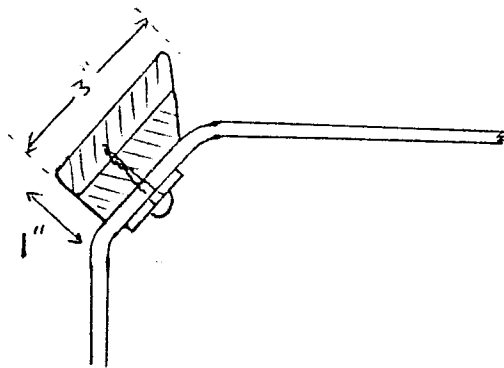
AQUAPUS - Storm jib fittings, tack span and tackle to U bolt abaft anchor well, sheet lead blocks on cabin top forward and inboard of winches, and safety harness jackstays running from these to tack U bolt, port and starboard.

SUMMER WINE - Outboard tilt stop feet relieved to allow first position to be engaged. Joe has a Mariner 4 (same as Yamaha) and is able to dry out with his motor cocked and held by the tilt stop. I tried it with mine but the hull cutout interfered well before the stop was near to engaging the rack, perhaps there are dimensional differences between our cutouts.

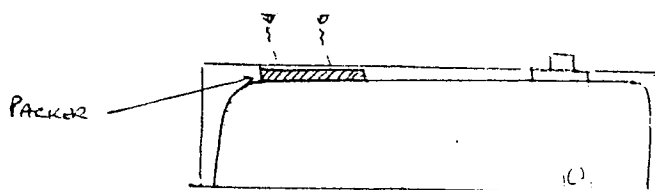
One man and his boat

I have now fitted a pushpit and as expected this gives good support to the mast when positioning it to insert the tabernacle bolt. I remove the boom gooseneck slide as a matter of habit (one screw) and clearance over the hatch cover is just right. I have not progressed with using my spinnaker pole as a mast assist A-frame, but am happy with the prototype already described. For those new to their Swift, mast raising and lowering soon becomes routine once the technique is learnt, but do beware of allowing the mast to deviate sideways so straining the tabernacle.

Teacuis now sports cockpit toerails, and they were given a thorough test during the Cowes rally. Similar to Dick Landon's, mine are mounted on the angle of the cockpit seats, resin bonded to the surface, with screws from inside through penny washers which are set in Plastic Padding. I also extended them aft to the locker lids.



Another small but effective mod is to fit a packing piece between the keel box and its cover where you step down into the cabin. This gives you a solid step and takes the weight off the cover screws. I used a plywood piece bonded to the box top (with holes to give the resin keys) and then screwed the cover to this packer.



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Finally I have fitted securing devices to the wash boards, this to comply with the Micro Rules. I have used brass stepped bolts on the lower one and a lanyard and two clam cleats to link upper and lower. This scheme is described in PBO no 200 page 46 (August '83) along with other methods.

Paddy Carr,
Langport,
Somerset.

Storm jib: Bob Goddard.

After a couple of blustery sails early in '83 (F7 gusting F8 etc) I decided Aquapus was overcanvassed for these conditions. With fully-reefed main and about $\frac{2}{3}$ of the genny out, we had difficulty keeping the boat sufficiently upright to maintain steering control in the gusts, even with three of us sitting out. Additionally, the genoa sets progressively less-well for windward work as the wind increases beyond F6. The more you roll it and tighter you sheet it, the more the luff sags and sail bellies. Two mods have overcome these problems.

First I had a third reef put in to my mainsail. Tab Sails here in Poole put in luff and leach cringles with lots of reinforcement tabling, plus two tie-down eyelets between. I pull the third reef luff cringle down and over the ramshorn as normal, and use a spare piece of rope to haul the leach cringle down and aft. The spare boom slider makes a handy adjustable attachment point. The sail sets and works well with three reefs, and gives very comfortable performance in F7 and above. Cost was £20 approx.

Tab Sails also made me a storm jib for £51.75. This is approximately 25 square feet, heavy duty sailcloth on a stainless steel luff wife, with hefty tabling and clew cringle. It is cut dead flat, forming just enough fullness with minimal luff sag.

At present I use the spinnaker halyard to hoist this storm jib flying from a new tack point on the foredeck. For 1984 I shall reeve a storm jib halyard through the sheave which is set just below the forestay mounting on the mast, which will be superior to the present arrangement.

Tack attaches, via a 6:1 downhaul tackle, to an eyebolt in the foredeck just aft of the anchor locker lid and in front of the locker bulkhead. This eyebolt needs a hefty beam beneath the deck to take the strain. I used a two-inch thick chunk of plywood. The eyebolt also serves as the forward attachment point for harness jackstays, which run from eyebolts through the cabin deckhead in front of the genny cleats. Again plenty of load-bearing reinforcement is needed as the jackstays can be subjected to colossal loads in the event of the crew's weight being thrown on them.

The storm jib is hoisted a pre-determined height (marked spinnaker halyard) then tensioned by the tack downhaul tackle. Sheets are lead through blocks on the aft jackstay eyebolts, and use the winches and cleats as normal.

The storm jib sets well and allows close-winded performance and easy passage for crew sitting in. I use it in anything from F6 upwards. Only disadvantage is having to send crew on foredeck to set and retrieve. This also will be resolved for '84 by bringing the tack tackle back to the mast tabernacle when not in use so hoisting can be done from cockpit.

N.B. the storm jib has insufficient area for racing purposes, as I discovered in the Solent!

Bob Goddard.

STOP PRESS...STOP PRESS....STOP PRESS....

Plymouth meeting - 15/16th October

An end-of-season mini-meeting is being organised by Paddy Carr. The sailing and social event will be based at Plymouth, and anyone wishing to join in should contact Paddy (0458 24303) or John Charnley (0703 332566) without delay.

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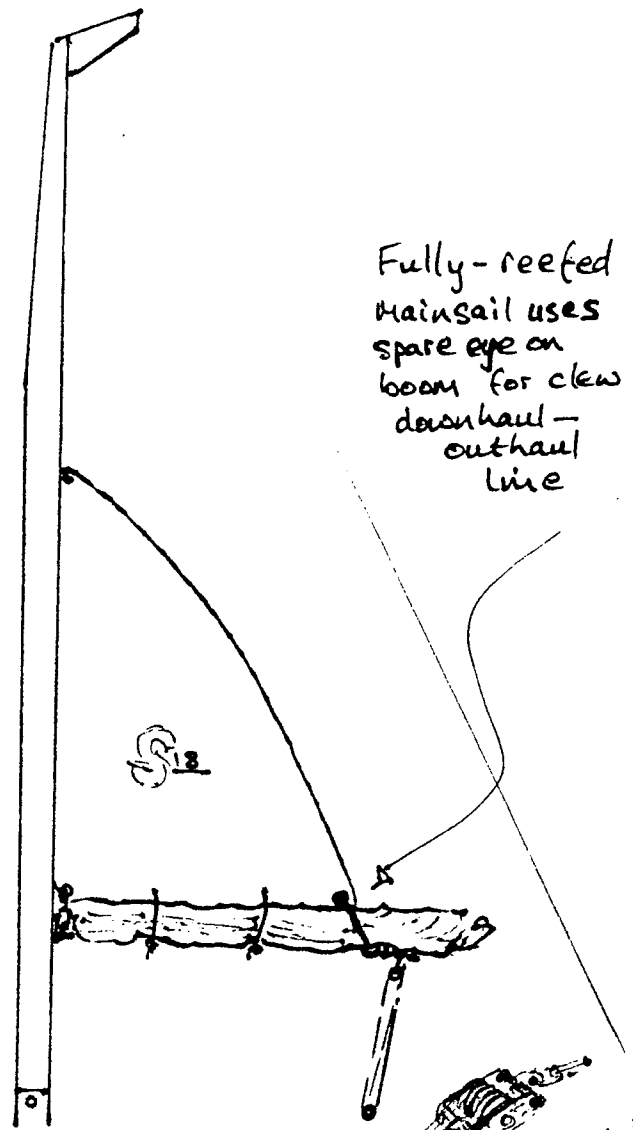
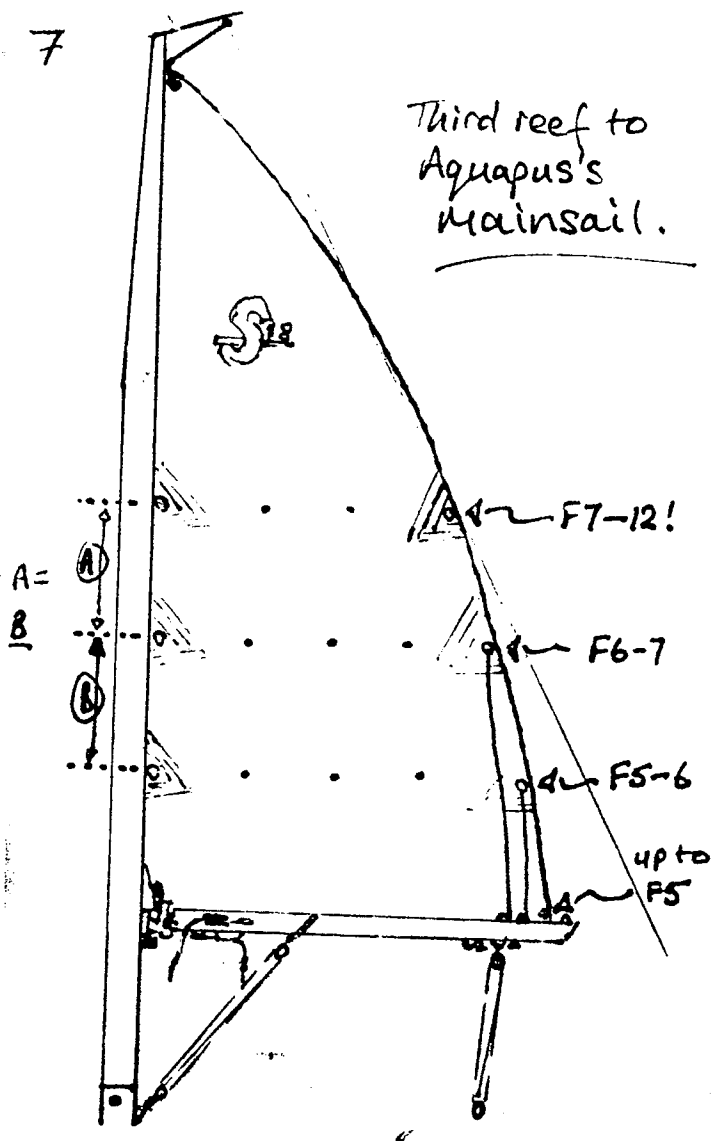
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Third reef to
Aquapus's
Mainsail.

Fully-reefed
Mainsail uses
spare eye on
boom for clew
downhaul -
outhaul line



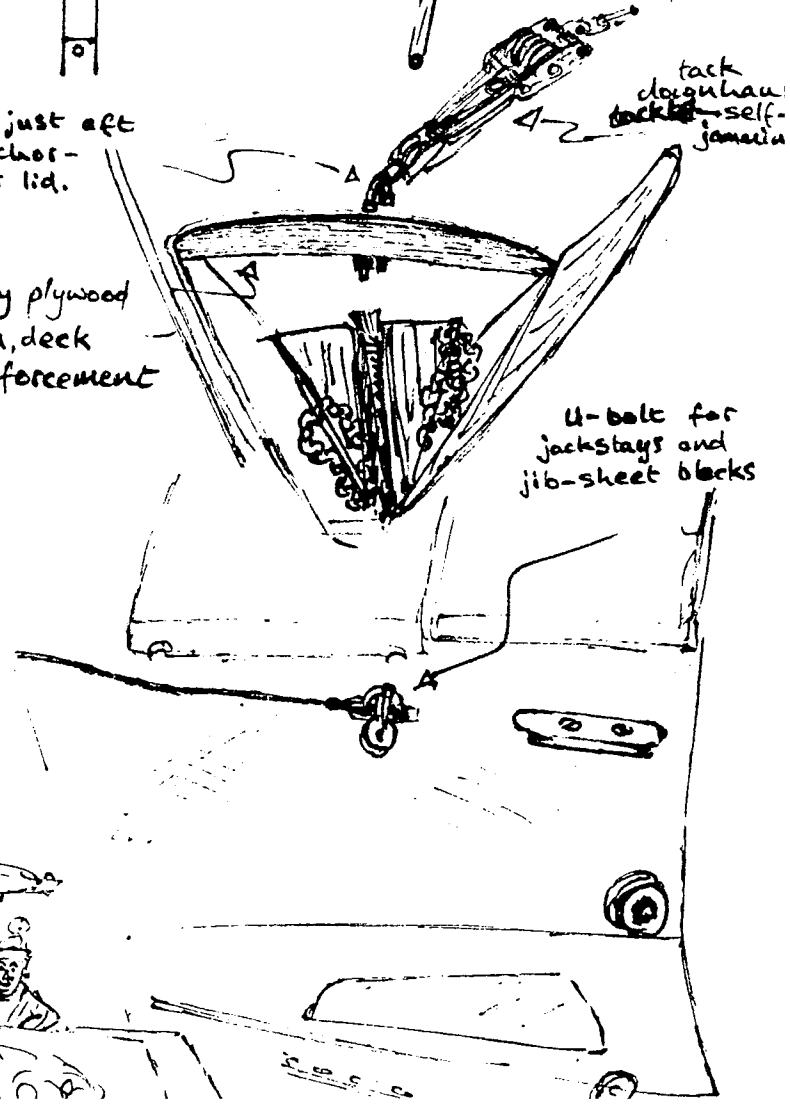
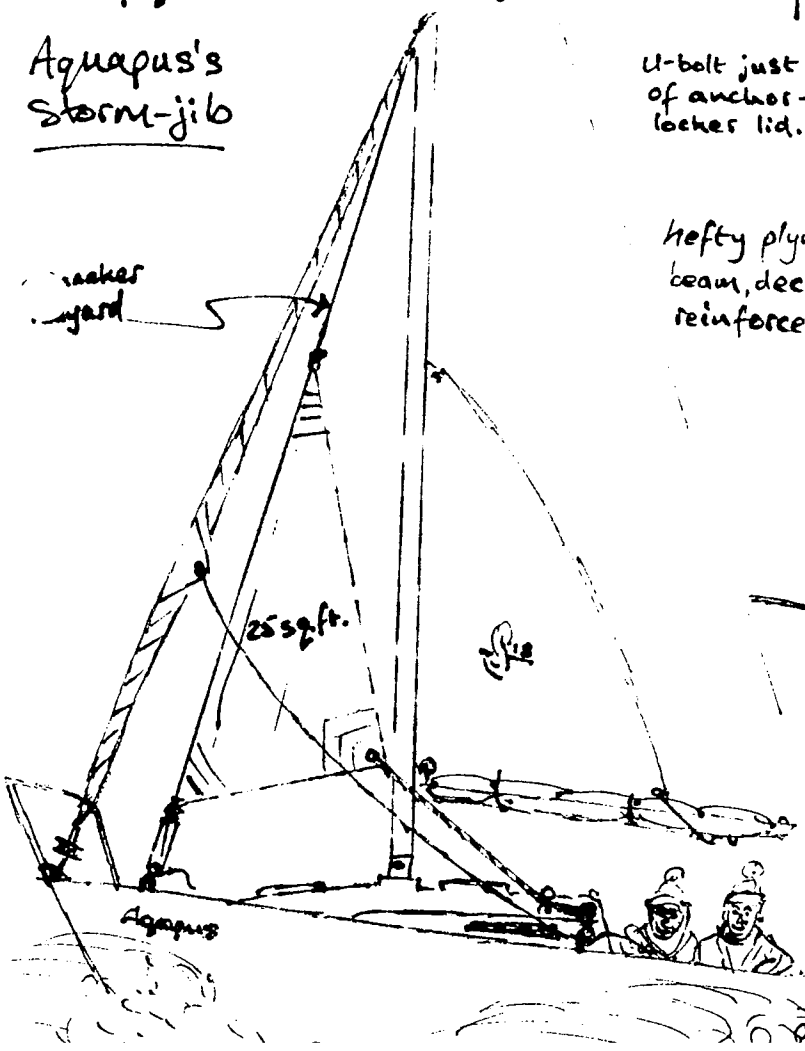
Aquapus's
Storm-jib

U-bolt just aft
of anchor-
locker lid.

tack
downhaul
tackles - self-
jamaica

hefty plywood
beam, deck
reinforcement

U-bolt for
jackstays and
jib-sheet blocks



LETTERSThe Kylesku Fairy S079

I was very pleased as a new owner of a Swift to receive the Association's 4th newsletter and the register of members. I would just point out a few small errors in my entry, probably caused by my prescription writing. The name of my boat is the Kylesku Fairy and her home port is Lock A'Chùirn Bhàin. Perhaps this could be altered when there is a reprint of the register.

Dr. Trevor Ross,
Pitlochry,
Perthshire.

Ed's reply: Thanks Trevor, I'll make the necessary correction when the 1984 Register of Members is prepared in the new year.

Gulliver S081

Thankyou for the February newsletter. I would be delighted if you could possibly let me have a copy of newsletters 1, 2 and 3. It would give us a sense of having been in from the beginning.

My boat will be named Gulliver and will be mainly resident at Trent Sailing Club, Farndon, Newark. We hope to attend the regatta weekend at Cowes over August Bank holiday and look forward to meeting some fellow members.

Brian Jukes,
Barnby,
Newark.

Ed's reply: I have had some reprints made of earlier newsletters and can supply these at £1 to cover printing and postage.

Rainbow S018

Thankyou for the latest Swift newsletter. To add to the register of members, our new Swift (S018) is called Rainbow, and our principal sailing area is in the region of the Exe estuary. Our sailing was rather limited last year, but we hope for more in 1983.

A. Luscombe,
Wilmslow,
Cheshire.

Moonshadow S014

I have purchased Swift number S014 named Moonshadow from Mr Peter Webb of Sutton Coldfield. He has passed on to me some of the literature of your Association and this has interested me very much. May I please make an application to join the Association.

Peter Latham,
Woollaton,
Nottingham.

Ed's reply: Happy to have you aboard Peter. Since your letter Moonshadow has been a welcome participant in our Broads and Solent events (winning Concours d'Elegance in the latter) and the enthusiasm of yourself and wife Jean has been quite an inspiration.

Thor S057

Thankyou for yet another interesting newsletter. It is obvious we shall have to organise a Tartan rally very soon. We'll be happy to help if such an event is organised. I enclose a pretty ditty from Cellardyke city regarding Swiftly Thor, which you may care to use. If you do, I hope you're able to send us the relevant newsletter, as Ron Bruce is threatening to cut off our supply

on account of non-receipt of the sum of £2. One feat which is more difficult than prising £2 off a Scotsman is prising £2 off J. Charnley esq. who should have paid this monetary consideration, as I'm about to remind him.

The tale of Swifty Thor

<p>This is the tale of Swifty Thor The craft we'd long been waiting for, Since that brief weekend last September we made a journey to remember. Collected at Southampton Station By Charnley's blue-eyed Blonde Sensation. "John Charnley must be your Pater" - "I'm his wife and part-time demonstrator!" And had we viewed a trimmer craft So proud of beam and slight of draught - (Oh, Ma'am, don't misconstrue my drift - I'm now referring to the Swift). This little vessel, seen and tried, Desired requirements satisfied, We wanderers from North the Border Had no choice but to place the order. It was arranged that John and Harry Would call again in January To tow the brand new vessel north For launching in the Firth of Forth. Now, having driven south all night, You'll sympathise with our new plight For in Southampton City centre We're stopped by Uniformed Tormentor with an "Allo Allo" and "Hello Sailor" "This bit has fallen from your trailer". We are somewhat perturbed you know (We've still 500 miles to go)</p>	<p>But satisfied the Police demand As we alight, spanners in hand. It's O.K. now, we've checked alright, All trailer nuts securely tight (But not so tight, we comment further As the nut who put the thing together) In trepidation, north we go Through M6 gales, rain, sleet and snow. It's with relief that we're soon sittin' At home again in Greater Britain. We've since discovered this Charnley fella Is a revolutionary vessel seller. Some folks sell boats with easy payments, With him the boat comes in instalments. February - we got the missing shackle March - lock nut for the tabernacle "By April (or the end of May) we hope to send correct-length stays." We'd bought our sailaway, thrilled to bits, Wound up with home-completion kits. We'd call down south, prepared to shout To find J.C. was always "out" But all has now turned out just fine With help, by phone, from Caroline. Now, at long last, and with panache The good ship "Thor" has made her splash. She's fast, she's cool, she's neat, she's nifty That's "Thor" our once-reluctant Swifty.</p>
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Harry Peddie,
Cellardyke,
Fife.

Ed's reply: Thanks for the amusing poem, Harry, and I'm pleased you were happy with Thor, at last. A Tartan rally sounds like a great idea for 1984. Perhaps you can suggest a suitable venue and dates, so I can inform other members and start the ball rolling.

On the subject of the £2, this is due to be paid by yourselves, not John Charnley. J.C.A. Marine paid your first year's £8 subscription, starting from the date you ordered S057 in November 1982. This leaves the last quarter of 1983 unpaid - hence the £2. I hope you will rejoin in 1985. It may seem silly to quibble about £2, but to be fair to members who have paid it is only right that this small sum should be prised from you also.

Orion S091

Please find enclosed my last minute application form for the August Swift Regatta. I regret not being able to write sooner, but I have only managed two sails on Windermere so far, as my Swift is a home completion boat, and is not yet complete inside. I am really coming for the chance to meet other owners and discuss problems and solutions/mods as much as the actual sail.

Can I say how informative and interesting I have found the newsletters. Do you think a short contribution on home completing a Swift would be of interest to other new owners?

Martin Cole,
Armthorpe,
Doncaster.

Ed's reply: Delighted to see you at the Solent regatta Martin, and yes, I'm sure other owners would be interested to read of your home completion. I look forward to receiving your article.

Cucumber Sunbeam 5036

Thankyou for producing an excellent newsletter. Ed and Mabel Griffiths very decently wrote to us after the Broads meeting and enclosed lots of photos, including our mast raising gear (see newsletter 5 - Ed) which they want to copy. That weekend was most enjoyable, in spite of very contrary weather, but nothing could dampen that meeting - thanks.

We now have three Swifts on the River Orwell. Besides us at Levington, there are two up river at Woolverstone - one, whose name I couldn't catch as we sailed by, had only sailed twice and would now (June) be one month old. The other was probably second-hand, he said, but we couldn't find the owner.

I was not impressed by a somewhat inelegant hasp and lock on the stern locker we saw on the Broads. Having met the problem of possible theft from stern lockers I have made some concealed, inside-operated locks - see fig 1. A variation would be to use rope and clamcleats as on Etaps.

Joyce's stores kept rolling and falling out of the galley storage area behind the tap and shelves. Fig 2 shows a simple and effective cure. Fig 3 is my new echo sounder and log installation - a double-jointed bracket, stabilised in either position by a shock cord. However, what I am really bothered about is where to pierce the hull for the log's paddle transducer. Too low and the trailer rollers may mangle it, but too high and it may break surface and read incorrectly when heeled. It must be installed in a single-skin area - do you have any advice?

I have established that the Euromarine instrument has sufficient calibration range to cope with most locations - so another thought was to site the transducer in the outboard well, but I don't like the variable effect of propeller wash and drag.

We shall instal a white light or perhaps a small tricolour on the mast, but I want to solve the charger problem first, and I fancy an array of solar cells. Your solution is not acceptable for holiday cruises over a week or two.

I was disturbed by the trailer bearing failure after the Broads weekend. Could Paddy review failures and precautionary measures, and their efficiency? I would like to see a proper engineering solution, so if the law forbids road wheels into water (as I believe EEC countries will) we will at least have a possible argument for non-compliance.

One possible solution that comes to mind is a pressure feed to the hub via a rotating seal, and plugged and screwed in, pressurised with, say, a football bladder just before entering the water. This would positively prevent water entering the hub. But maybe there is something else we should consider. Is anybody working on it?

Dick Landon,
Renhold,
Bedford.

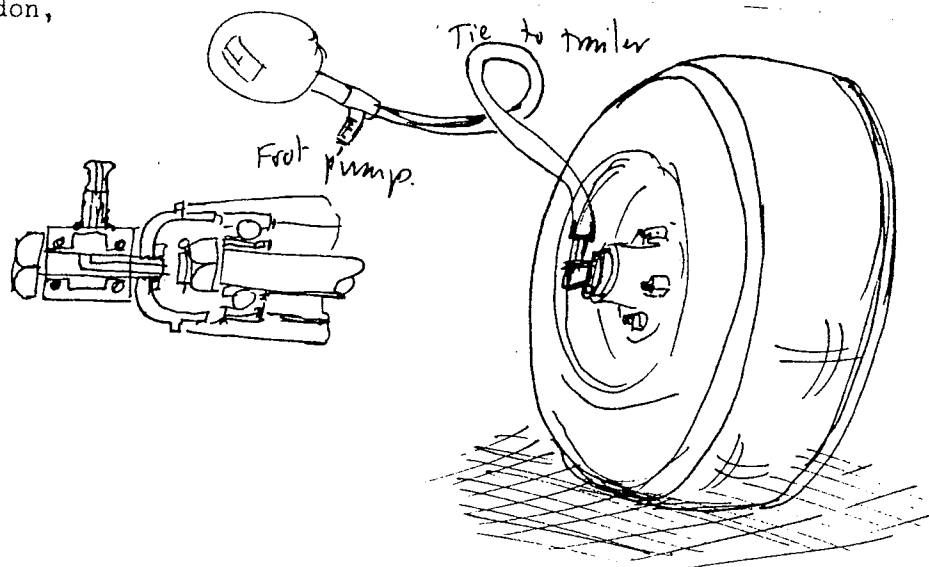
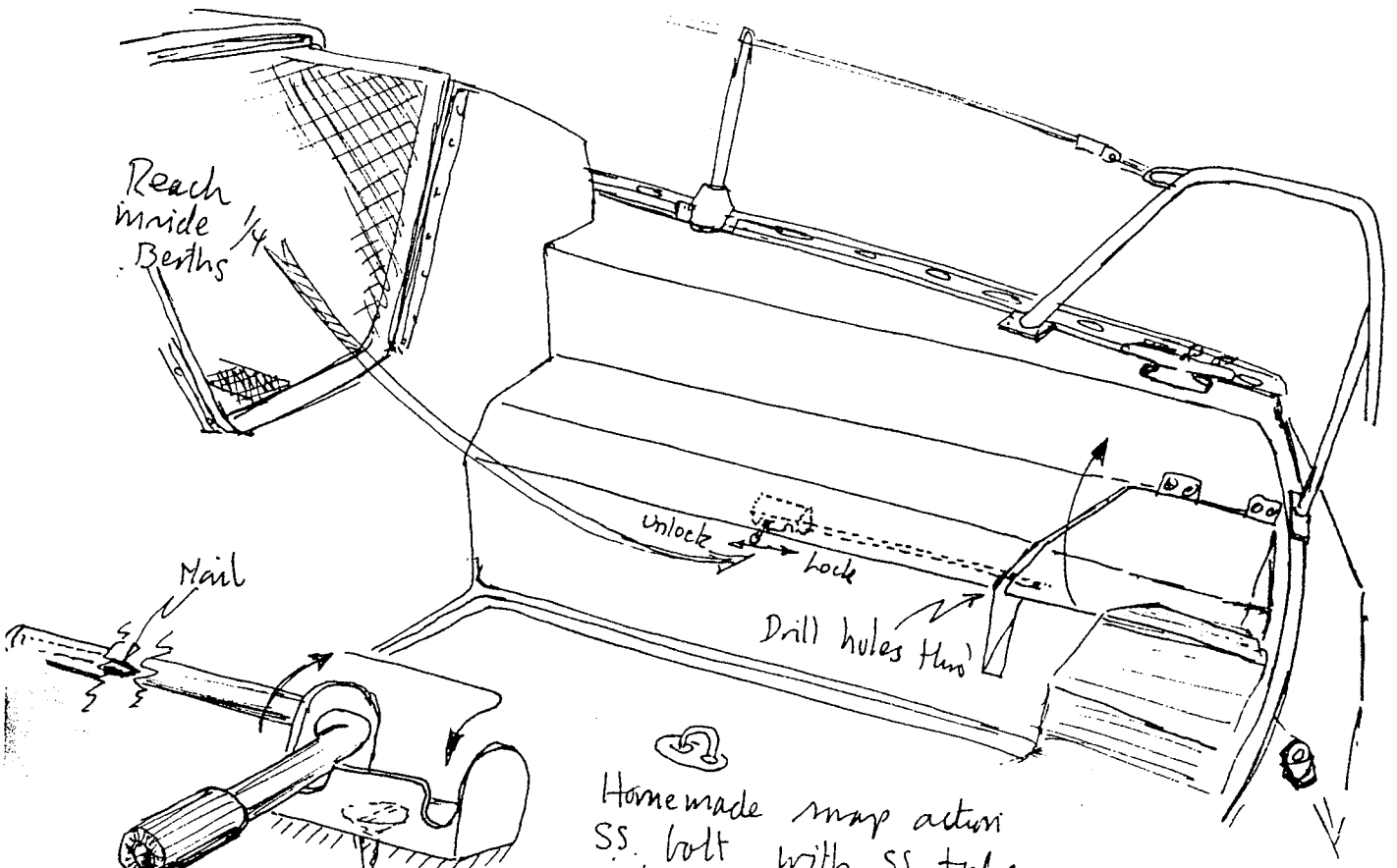


FIG. 1 LOCKS FOR STERN LOCKERS



Homemade snap action
 SS. bolt with SS. tube
 containing masonry nail
 to frustrate sawing through.
 one part, one std.

FIG 2 STORAGE RETAINERS
 IN GALLEY.

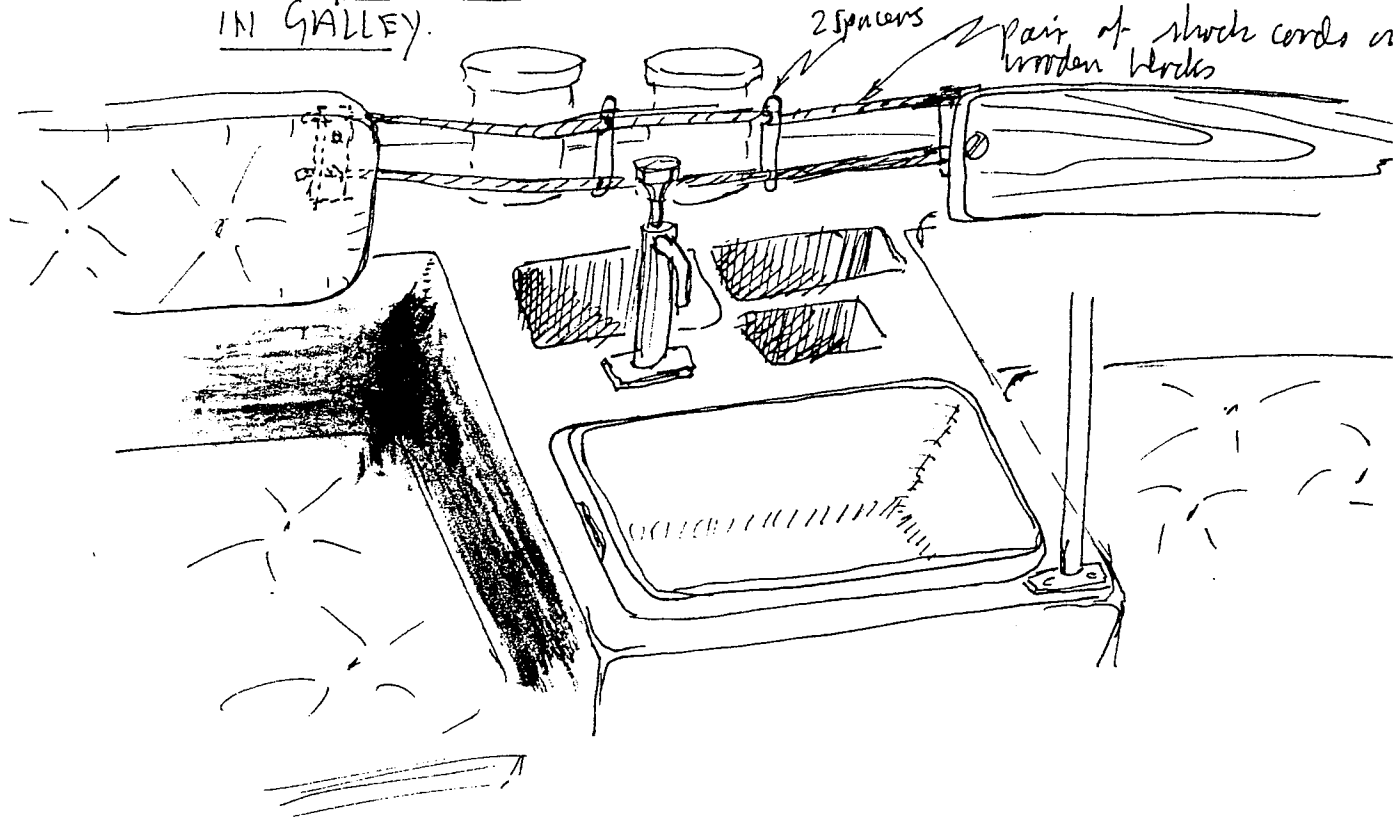


FIG. 3 MOUNTING FOR INSTRUMENTS.

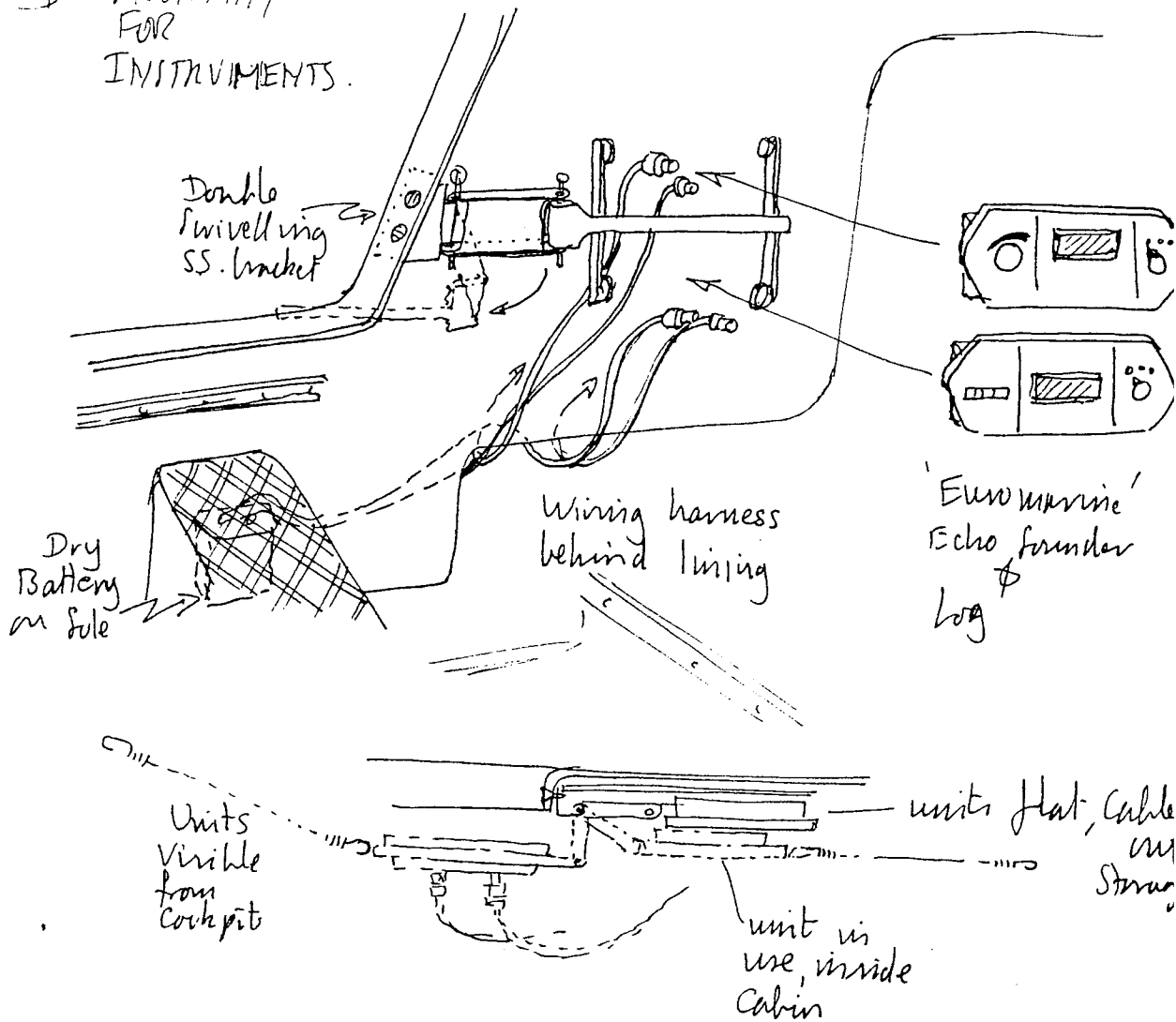
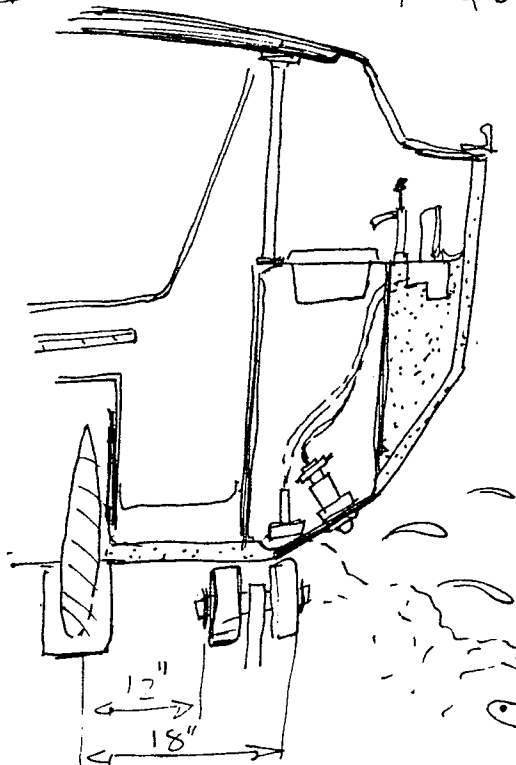


FIG. 4. THE BIG QUERY ---



Where in hell do you put the log transducer?
 (Echo sounder crystal can/must be in single skin water compartment. The paddle must not be vulnerable to damage from the trailer rollers, nor come out of the water when heeled.
 If housing leaks, it won't only fill compartment, not the whole boat.

Ed's reply: Thanks for more mods and ideas Dick. The problem of your log's transducer location is a difficult one. Had you asked me before buying your log I would have advised going for one of the trailing types, as these are generally more accurate and less trouble to instal than the through-hull type such as your Euromarine log. However, this is little consolation now. As you point out, the under-sink location would be ideal for its single-skin and flood control benefits, but will almost certainly give rise to variable readings on port and starboard tacks, and may give very erratic readings when well heeled on port tack. One solution is to fit a second transducer to starboard, with a gravity switch to select the most submerged paddlewheel on each tack, or to mount the single transducer near the centreline where heeling will have the least effect. Both these alternatives have their drawbacks. Has anyone sucessfully installed a paddlewheel transducer in a Swift, with accurate results after calibration? If so please write to Paddy Carr.

Summer Wine S021

Thanks for putting on a great weekend on the Solent. We thoroughly enjoyed it - hope to see you again next year.
Joe and Marie Quercia,
Cromer,
Norfolk.

Bayu S039

On Friday September 2nd, the long hot spell we called summer ended with a vengeance. Two low pressure systems hit the UK in quick succession. My Swift was one of those unfortunate boats to have suffered considerable damage; she was turned over.

Due to the close proximity of the Neyland Y.C. trots on which I am moored, to the deepwater ferry channel, I leave Bayu with about $\frac{2}{3}$ keel down. Unfortunately this was insufficient to see her safely through the storm. Once righted and safely on the trailer she looked a sad sight: mast and rigging bent/broken, together with a few holes and cracks on the deck moulding. Having had the single side welded tabernacle which snapped cleanly probably saved a lot more damage. Although the cabin/hull interspace is closed cell foam filled, this area became water logged. At least 8 gallons (4 buckets) have drained through the gas pipe hole in the rear bulkhead into the locker area. The water probably entered the hull through the foam injection holes in the cabin moulding, two of the caps were washed away.

Two lessons could be learned from this. In bad weather on a fairly exposed mooring it is essential to keep the keel fully down. Secondly I would suggest the foam injection hole caps are sealed into the moulding making them secure and water-tight, just in case.

Weather conditions for the fateful period were: Late Friday afternoon the southerly winds of 30 knots, mean speed, gusting to 45-50knots, started to veer westerly. By late Friday/very early Saturday the mean wind speed had increased to 35 knots, with gusts reaching 61knots. The wind continued to veer through WNW with a mean speed of 30 knots, gusts up to 59 knots recorded. Dawn arrived and the damage was done.

For the next year or so my address will be in Haverfordwest, although Derby is my home. I will let you know in due course when I return to my old address.

Bob Sutcliffe,
Haverfordwest,
Dyfed.