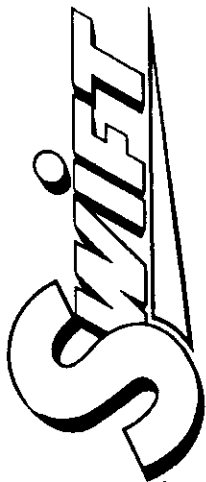


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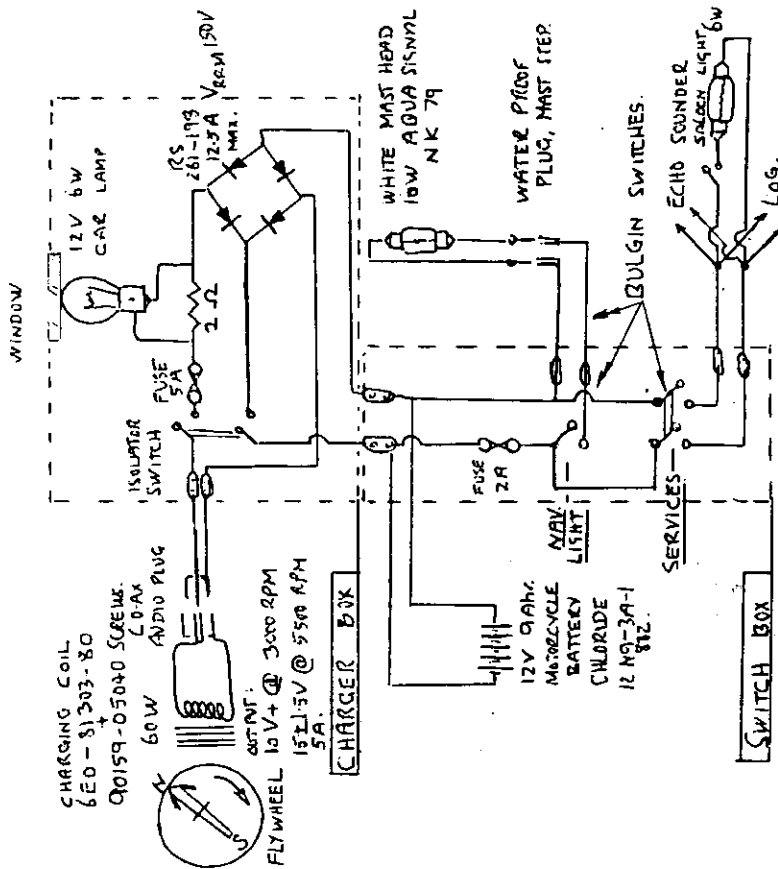


FIG 1 WIRING DIAGRAM

WATER PUMP
2 COATS
T.Y. PRINTS, UNIVERSAL CLEAN PRINTS.

YOUNG PEOPLE PLANNING, GUILDFORD, 0443 62213
MIMI, 01, 347 5111
TERRY WISNEK

3.2 SOLENT SPECULATION

Clearly the "dollar" was too shaky for this. Two of us met up on the sand in Bembridge Harbour, which incidentally is a good place to visit with access to a choice of pubs.

3.3 UKMA

No SWIFTS for this event despite some hard lobbying. It must be acknowledged that out and out racing is not to everyone's taste. Twelve Micros took part, six prototypes and six GEMS. The GEMS held their Nationals within the meeting and I have been approached by UKMA and GEM Association for our reaction to doing the same next year with the SWIFTS (and other cruisers) sailing as a class and over shorter courses. The plan would be to use the National Sailing Centre, Cowes, either in June or September, probably the former. This has merit on two counts, firstly it provides a well organised event in logistic and race management terms, and secondly it supports the UKMA and clearly makes the whole meeting more attractive, not least to the NSCC. The alternative is to mount our own regatta, same location or Poole, which I'm sure we can achieve; there would have to be many willing hands and there is some duplication in this. I have to respond soon, and certainly before this matter can be discussed at any general meeting. I am inclined to accept and gain a 'bird in the hand' for 1985. Please write or ring me up if you have strong views on this matter, and would be participating.

3.4 LAKES AND EAST COAST

Nine and seven boats entered for these rallies respectively. They will be taking place during the production and postage phases of this Newsletter.

3.5 ENDEX 84

There is support for all three projected meetings. Details on the enclosed sheet.

3.6 85 NEWARK-AVIA

Rutland Water May 25, 26 and 27th.

3.7 SWIFT 85

Maybe COWES in June.

4. TECHNICAL TITBITS

Two articles for this issue to whet the appetite of the newer owners, and make the established ones wish they had put forward the idea (which was really theirs anyway).

4.1 FITTING OUT CATRIONA - IVOR PECK SO 96

(Editor's note: Unfortunately Figures 1 to 8, referenced in the following text although excellent colour prints have not provided an adequate basis for reproducing in an economically acceptable form of printing, and have therefore had to be omitted. Anybody interested in further details should contact Ivor Peck direct. In the interest of ease of setting out this edition, the figures which have been included for this item and the wiring diagram for the following item "Electrifying Cucumber Sunbeam" have been included as the last 3 pages of the Newsletter).

As I did not take delivery of Catriona until almost the end of the 1983 season, I decided to make a determined effort to get all modifications and improvements completed during the winter 1983/84 when she would be 'parked' by my house with power, etc available. I based my work list on previous experience crewing in an original Westerley 22 (which has a very comparable cabin layout to a Swift) and on the valuable articles in the Swift Association News Letters.

Mast Erection (Figs 1-4)

The legs of the 'A' Frame are constructed from 1 1/2" D 10 Gauge aluminium tube (cost of the 16 foot length was £18.40). The bottoms of the legs locate on the forward mounting bolts of the stanchion bases and bear down on to the horizontal top surface of the toe rail. The bottoms of the tubes are beaten flat and then shaped as shown in Fig 9 using a hack-saw and file. The tops of the legs are bevelled to fit snugly against a rectangular aluminium plate to which (when in use) they are secured by two S/S bolts. The plate has two further holes - one for attachment of the foot of the Rotostay and the other for a shackle into which the trailer winch is hooked. (For details see Fig 9).

In calm conditions, raising and lowering the mast is a straightforward operation for one person. If there is any risk of the mast swinging like a derrick then it obviously is prudent to have a second person on the back stay. It is also prudent to lash a temporary strop between the Rotostay and the pulpit whilst transferring the stay from the 'A' frame to the bow roller assembly or vice-versa.

The two legs are usually left on shore but can be carried on board strapped down at deck level to the toe rails and stanchions. For use on the water a 6:1 advantage tackle is carried to replace the trailer winch.

Domestic Improvements (Figs 5 & 6)

- (1) Fitted storage for 4 mugs, 4 plastic beakers, 4 small glasses, salt, pepper, mustard, etc, behind the plate storage.
- (2) Port and starboard cabin divider panels.
- (3) Removable draining box mounted on the divider panel above the sink.
- (4) At sea storage for the cool box (shock cord retained) forward of the port divider panel.
- (5) Removable gash box secured to the forward side of the starboard divider panel. (Not illustrated).
- (6) Fitted storage for pans, etc, behind the cooker.
- (7) BIJOU No 1 gas light mounted on the starboard divider panel above the cooker but not too close to the cabin roof. The gas connection is via a T joint in the copper pipe behind the cooker.
- (8) Toilet roll holder.
- (9) Retaining 'box' for wash up liquid at floor level to the right of the sink (not illustrated).

- (10) Kitchen roll holder on the port bulkhead (Fig 7).
- (11) Stowage for 4 wine/spirit bottles behind the starboard quarter berth.

All joinery work used external quality plywood, stained mahogany and varnished.

Electrical Installation

- (1) 70 ah Tudor battery in port cockpit locker with master switch. No on-board charging.
- (2) Switch and fuse panel on port bulkhead (Fig 7).
- (3) Navigation lights - All round at masthead, combination on pulpit and stern light on transom.
- (4) Compass illumination.
- (5) Centre cabin light (car interior type).
- (6) Chart light above port quarter berth (Fig 5).

Safety

- (1) Life belt on pushpit (Fig 8).
- (2) S/S boarding steps on port side of transom.
- (3) Cockpit toe rails (Fig 8).
- (4) Fire extinguisher just inside cabin on port bulkhead (Fig 7).
- (5) L/M/VHF/Cassette car radio above port quarter berth (Fig 7).
Speakers on port and starboard domestic stowage fittings (Figs 5 & 6).
- (6) Dutch mouth horn clipped just inside cabin on starboard bulkhead above the compass (no magnetic influence).
- (7) V-Tronix M/H Aerial with wind indicator mounted on cantilever arm from back stay fitting. Very clearly visible from the steering position and the fluorescent marks are perfectly illuminated by spillover from the masthead light. The small obscuration astern of the masthead light is compensated for by fitting a stern light. VHF radio telephone may be fitted in the future but at present the aerial permits excellent VHF radio and UHF portable TV reception but by design it is ineffective for L/M radio reception.
- (8) Shelf easily accessible just inside cabin at top of port bulkhead for torch, hand bearing compass, spectacles, clasp-knife, etc. (Fig 7).
- (9) Barometer/Thermometer/Hygrometer unit on port bulkhead (Fig 7). It is very accurate and cost only £5 at a car boot sale.
- (10) 4 mainsail ties retained on a shock cord/line as per Cucumber Sunbeam (News Letter 5).

- (11) Carried - Buoyancy Aids, Harnesses, 15m floating warp buoyed at end. Folding grapnel on a 20m line (in cockpit locker), coastal flare pack, first aid kit.

Stowage/comfort

- (1) Pipe cots above quarter berths - just visible in Fig 7. The cots are built rather like small portable stretchers with wooden dowel rods through each long edge, the ends of which drop into slotted wooden blocks fitted to the cabin structure at the forward and aft ends.
- (2) Reversible cockpit cushions in expanded vinyl with zips. Retained in position by the toe rails. The ends fold back easily for access to the lockers. Made to measure by Doracraft Ltd. of Shamrock Quay, Southampton (Fig 8).
- (3) Yet another design for the saloon table. The cross cabin work surface is now secured in position by two sliding bolts underneath which engage small holes drilled in the sink and cooker units. On its aft edge is the aluminium channel section which was previously on the bulkhead. The folding table has been shortened to span approximately half the distance from the work surface to the bulkhead and is adequate for two people whilst allowing unobstructed access from the cockpit. The aft end of the table is supported on the triangular panel modified in height and which now locates by a spigot into the keel box. The table can be extended to full length by a one piece section with shallow fiddles which engages a channel section on the aft side of the triangular panel and which rests on a block on the bulkhead. The section also serves as a small chart board. Long wooden strips have been bonded to the cabin floor under the cockpit to retain the work surface and saloon table when stowed vertically on edge in the narrow gaps between the quarter berths and the cockpit. (See Fig 10).

Wheel Bearings - A cautionary tale

As I had launched Catriona only twice in 1983 and had towed for only about 40 miles I did not bother (despite Switcraft's clear advice) to service the bearings until March 1984 - all the other aspects of fitting out were so much more interesting. I found both bearings of one hub very badly corroded and the gaiter spring (which tensions the grease seal against the stub axle) broken. The specialist bearing supplier from whom I bought spares and who I would unhesitatingly recommend (Blue Diamond Bearings Ltd. 1 Bishopstoke Road, EASTLEIGH, Hants SO5 4AD, Tel. 0703-617223) strongly recommended:-

- (1) Using stainless steel gaiter springs.
- (2) Ensuring when servicing that the surface of the stub axle against which the inner surface of the grease seal 'rubs', is clean and bright.
- I now service regularly and carry two spare bearing sets (and a spare wheel!).

Miscellaneous

- (1) Rubber faced chocks on the transom to place a stop against the rudder stock and prevent strain on the gudgeon plates.

(2) 2:1 mechanical advantage on the rudder uphaul by putting a pulley on the rudder. Downhaul now in shock cord with a loop at the top end to hook over a standard cleat fitted on the tiller forward of the jamming cleat. This extra cleat is also used to make sure the uphaul keeps the rudder up when moving from the pound to the hard and launching.

(3) Combined boathook and whisker pole consisting of a length of 1" D tube, a plastic hook at one end and a snap fastener fitting at the other. As a whisker pole, the prong of the hook end engages a small rope loop spliced into the clew of the genoa and the other end snaps on to the fitting on the mast.

Editorial Comment

(1) When making additions, particularly in woodwork it is as well to remember re-sale value and use materials, e.g. teak edging mitred, so that the work is indistinguishable from the original boat yard product - Ivor has achieved this well.

(11) Not all would agree to placing a gas lamp so close to the lining. One school favours relying on fluorescent torches, another on kerosine lamps.

4.2 ELECTRIFYING CUCUMBER SUNBEAM

No, this is not a hair raising account of a stupefying 3-sail plane across Christchurch Bay, but how we gave up gas lights and went electric, with navigation lights to boot! Now for night cruises!

Fitting a battery is all very well but I think it is unacceptable unless it can be recharged at sea. I thought a ratio of 1:5 or 6 charging to using desirable, so that even if flat, the battery could be charged for an hours' use with the time it takes to motor out of the marina. This means 60W charging power and immediately rules out windmills, watermills and solar panels, leaving as the only solution the obvious choice of a coil on the O.B. magneto.

The circuit I developed owes nothing to originality or ingenuity, except perhaps that it can be made from standard components obtained cheaply or raked out of the junk bin.

Fig. 1 shows the circuit diagram and most of the necessary detail is there, however some expansion might help:-

Charging Coil

This can be ordered as an optional fitting for Yamaha or Mariner engines (they are the same). They can also supply a rectifier unit and voltage regulator, but while the coil cost me £14, the whole shoot will total over £30.

I reasoned that the battery provides the voltage regulation, that Radio Spares can supply a bridge rectifier (for £3.81) much more cheaply and I have the advantage that if the battery is flat, I get a high charge rate until the volts come up a bit.

All you have to do now is to strip the top end of your engine. I made a puller from 1/4" dural plate to withdraw the flywheel, using the 3

screws securing the starter assembly: the details for its construction are obvious once you have removed the pull starter.

The only trouble is, the flywheel won't come off - at least initially, so do not let your resolve weaken at this slight set-back. Kneel, facing East, before the monster and deal it an ungentlemanly blow from nowhere and the resulting surprise may make it relinquish its grip: Determination will always succeed! Once off, fitting the coil and wiring up is then easy. Do not worry too much about losing flux when you separate the magnets, by the way - modern high reluctance magnets do not lose power.

I took the power out through a co-ax. audio plug I found, pushed into the grommet which fitted the hole under the O.B. handle (next to the petrol tap), a convenient and waterproof way out (literally!) when I couldn't discover how Yamaha intended to do it.

Battery and Siting the Boxes

I chose a motorcycle battery of 9 A. hr. because this was sufficient for 7 hrs. with the navigation, or the saloon, lights on and saved weight and space in the aft locker, where it lives very conveniently in the tunnel between the cockpit and the O.B. well. It sits in a s.s. frame I made up, secured with shock cord. No Fastnet batteries flying round my ears if we broach!

The log impeller also lives in this space - I don't know if this is the best or just acceptable, location, because the Euromarine log failed to work when I bought it, and I still haven't had it returned to me. At least, the impeller is well protected from damage, and the output can be adjusted 30% to compensate for the flow distortions.

The switch box and charger box I bent up and brazed from s.s. sheet, and fitted in between the gas bottle holder and the lid reveal in the starboard stern locker. Here, a quick glance under the lid will show the lamp glowing, through the charger box window, indicating that the battery is being charged. Very reassuring, and practical.

Wiring

Use nice flat wires - even an 18' boat has a long run to the mast head and back, creating voltage drop. I secured mine quite neatly, by laying in parallel lines, and covering over the whole length with that tough brown packaging tape.

To thread the cable up the mast, first draw all the halyards very tight and drop a lead mouse on a line down to ensure a straight pull through, thus avoiding creating knitting inside. Coat the cable with Evostick as you draw it up to ensure quiet nights even on a sloppy anchorage. Tape a spare bulb in the mast head light fitting.

Saloon Light

To each his fancy - I bought a very simple and cheap Halfords boat or caravan light, complete with switch. Fluorescent lights are brighter, but bulkier. Ours is quite adequate, for our needs at least.

So, go ahead and electrify your boat!

Dick Landon

5.2 TO SEA AND SALTINGS - SWIFTLY

'Cucumber Sunbeam' explores the Secret Waters
From the Log of 'Cucumber Sunbeam' for 17-20.6.'83

I was raised on Arthur Ransome and a youthful triumph was to identify 'The Secret Waters' with Walton Backwaters, our E. Coast cruising area. Now as skipper of the good ship 'Cucumber Sunbeam' with 1st mate Joyce and a weekend in June in prospect, what better than to string the long years together with a cruise there?

We slept aboard in the Levington Marina car park, rising early to take the 0655 forecast and launch at HW. The portents were good - a typical light anti-cyclonic SE wind and bright weather, freshening later. A south-easterly would mean dog-legs to Shoreley, through Harwich, then a long trek South to pick up the Pye End buoy to start the beat up the Walton Channel. Perfect.

By 0740, we were tied up in our berth, bending on sails and loading stores. We cast off at 10:00am with the ebb well set, to aid the sleepy wind and motoring a little to ensure we caught the favourable southerly flood at midday. Even so, we only cleared the Breakwater and S. Shelf buoy at the turn, but then out to sea in a fuller wind at midday, picking up both the Pye marker on course and our preprepared thermos and sandwich lunch.

Then came the string of port cans and starboard cones into the entrance to Hamford Water, short tacking in the channel. Trying to gain a longer board in the entrance, came the inevitable forfeit ... Practised actions switched to automatic as Joyce wound up 10 turns, I backed the jib to gybe off, hardening up onto a safer deep water course past the N. Cardinal. Don't cut corners!

Safely in, a gentle nose along revealed Kirby Creek to port with a promising anchorage. Freeing off, we followed the channels with their guiding withies and brought up in a deserted pool, quiet beyond the dreams of a S. Coast sailor.

The rattling anchor marked 9m. made good in a leisurely 5hr, as behest the gentle wind.

Tea in the cockpit, lazing in the sunshine checking the anchor bearings, gave me the idea to swing the compass. The perlorus was stowed somewhere for just such an opportunity, so we lead the anchor warp round each stanchion in turn and taking a sheer on the rudder in the current, swinging round gently. Joyce took the steering compass reading while I called out the bearing of the Naze Tower, 5m distant, on the command 'steady'. 38 sets of readings gave a nice smooth sinusoidal curve with no more than $\pm 4^\circ$ deviation, no more than I had previously assumed.

The 1st mate had a plan for the evening: so had I. We inflated the dinghy and rowed to the landing stage at Kirby-le-Soken, to test the natives for victuals. The village store provided a brace of Bounty Bars (what else?) and the Ship Inn, just opposite, something to ease the long row back. Joyce's more erudite plan was to explore the reputed site of a Viking landing, past Skippers' Island and up Landamere Creek.

Up the Creek! If only we knew ...! If you loved these names, I wish we had taken you via Oakley Creek to Bramble and Pevit Island, or Horsey

4.3 FEEDBACK

I have nothing to report as for this issue. There has been no correspondence on the technical net of significance to all owners. Do remember that the CHARLEY TROPHY is awarded annually for the modification or idea judged best, so pass in your entries.

4.4 ONE MAN AND HIS BOAT

The summer has been spent finishing off jobs and tinkering with deck and rigging ideas. With acknowledgements where due; quarter berth pipe stowage cots for life jackets and jilskins; a stowage bin across the cabin bulkhead inside and below step for sail ties, torches and odds and ends. Clips and elastics on part bulkhead (internal) for smoke signals and mini-flare pack. Spinnaker running gear including sheet/guy cleats by pushpit forward legs, LANCE (By RWO) cam cleats on tabernacle for halyard and boom lift. A standing rope topping lift, mashead to fairlead eye at main boom end, to cleat near reefing lines; this is most beneficial when reefing underway. A main halyard cheek sheave on the mast to allow upwards and aft hauling of the halyard without wearing out the cleat. Storm jib gear; a beam glassed into the anchor well for the tack, sheet fairleads on the cabin top inboard of the shroud plates, and a halyard sleeve box some two feet below the genoa (this avoids the storm jib being caught up in the furling genoa).

These are my recent modifications and I would be very pleased to pass details on to those wishing for it.

Paddy Carr

5. CRUISING CHATTER

5.1 COOKS TO THE GALLEY

Prawn Risotto

2 Tabs Brown Rice per person)	Simmer in $\frac{1}{2}$ to $\frac{3}{4}$ pt
Dried Onion)	water until rice almost
Dried Peppers)	cooked, adding water if
1 Tsp curry paste)	necessary
1 chicken cube)	
1 clove garlic)	

Add

1 small tin tomatoes
1 small tin sweet corn
1 small tin peas
8 oz. Prawns

Heat through and cook until rice is nearly dry. Serve with salad and lemon slices.

I bring frozen prawns and prepare this dish for the first evening meal. Leftovers with mayonnaise make a good 'starter' for the next day.

Paddy Carr