

The coastline of Arran with Cir Mhor prominent



SWIFT

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Association

1. EDITOR'S EXTEMPORATIONS

1.1 FAREWELL FROM THE EDITOR

As the Secretary indicates in his Scuttlebutt, this will be my last Newsletter as I am returning to Australia early in 1985. Under normal circumstances I would await the next Newsletter to say cheerio. However, I thought it only fair that I should say how much I have enjoyed the job - particularly the extra opportunity it has provided me in meeting other Swift owners - so that when the press gangs (no pun intended) go out to find a replacement, the opportunity may be looked at favourably.

1.2 REGISTER OF OWNERS AND MEMBERS

A new edition of the Register of Owners and Members is included with this Newsletter. Could members please keep errors and omissions coming in. This issue of the Register identifies owners who are not members and also 'home completion' boats in response to a request from Peter Hope (SO 130).

'One last point, as I mentioned earlier my boat came in a home completion form; at various stages during the completion certain fittings were a problem (Toe rail, Pushpit, electrical systems) without having a nearby Swift to look at, or more importantly another 'Home Completion' owner to consult in order to see how he had tackled the various fittings and stages. I had to rely on the patience of Swiftcraft, who, although they are very helpful, really first don't have the time, and some problems are far more easily resolved by looking at another boat rather than being explained via the phone. Do you think it would be of any use to include in the list of owners whether a boat was a Home Completion (prefix HC?) Unit? It may encourage owners to 'break the ice' especially if they are experiencing difficulties in fitting out their boats. I know that I would have found it helpful, anyway it was just a thought'.

1.3 OLD COPIES FOR NEW MEMBERS

At the issue of each Newsletter, I despatch to members who have joined the Association since the last issue was despatched a copy of that last issue free of charge. Further back numbers will be supplied on application to the Editor but unfortunately a charge will probably have to be made to cover copying and postage costs.

2. SECRETARY'S SCUTTLEBUTT

2.1 AGM

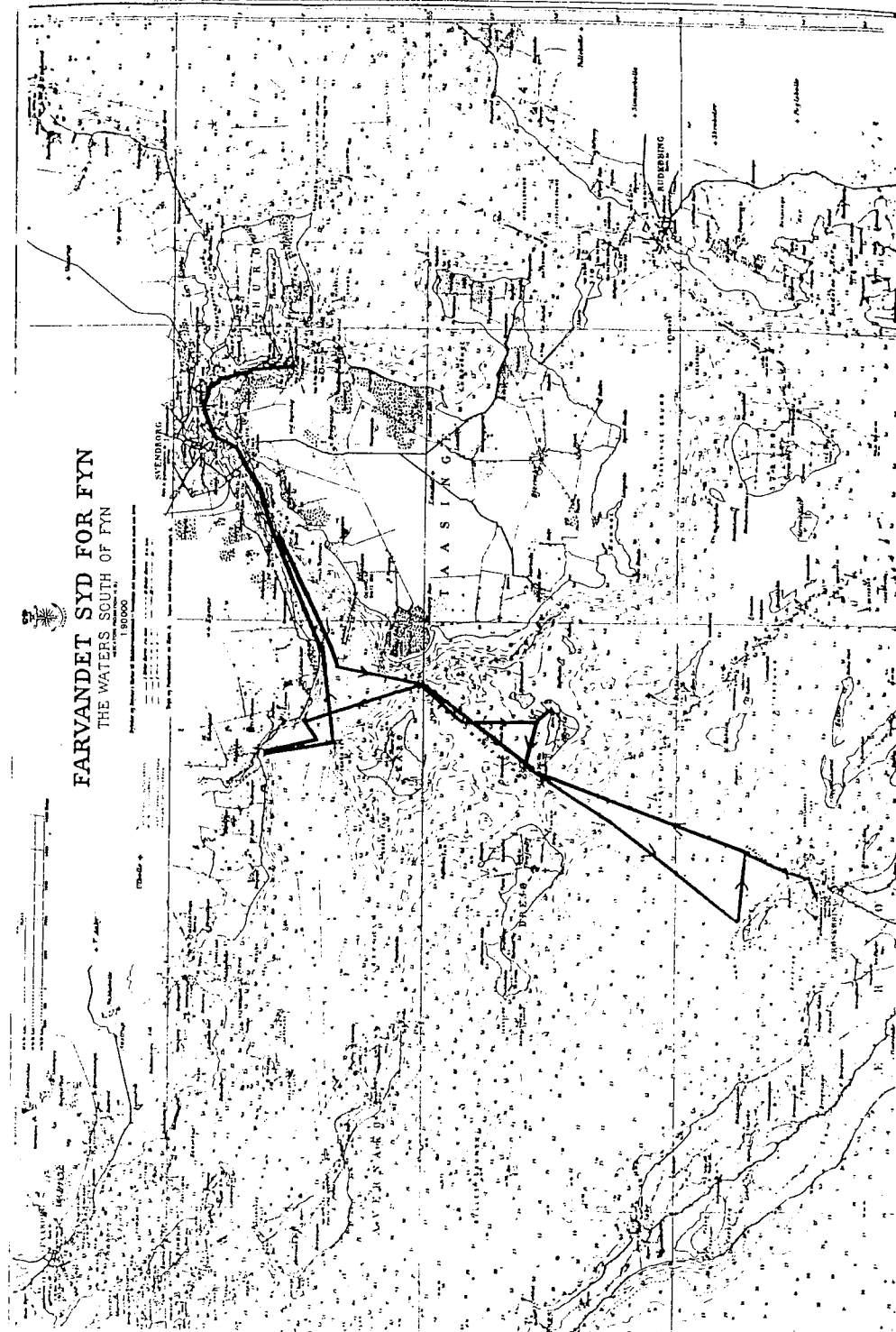
The Annual General Meeting will be held on January 12, 1985, at the London Boat Show, Earls Court, Brompton Lounge No. 1 and 2, and commencing at 11.00.

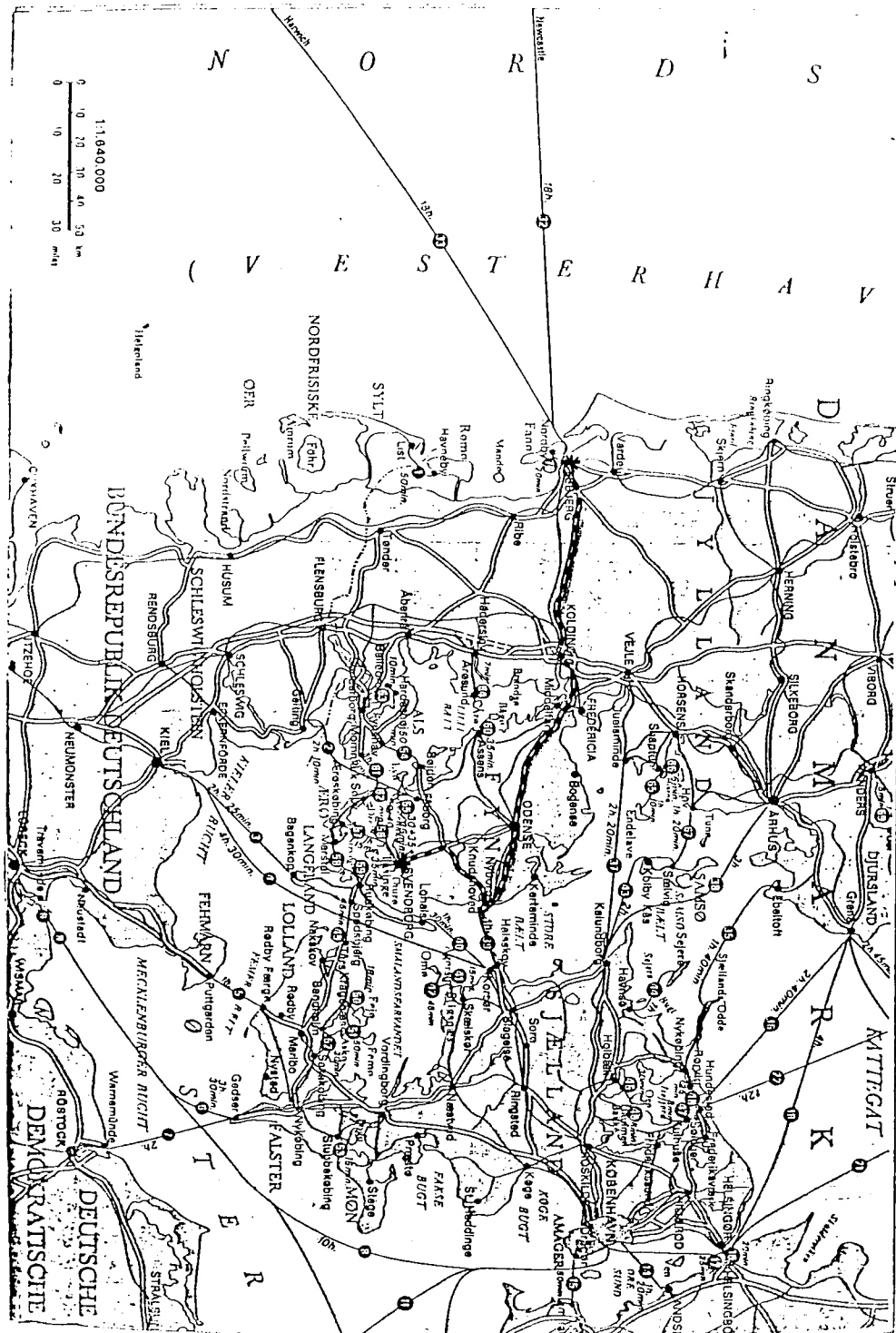
The calling notice with Agenda, intentions chit, and vote slip is enclosed with this Newsletter. Our booking ends at 13.00 so there is the opportunity to continue discussions over a drink.

Show hours are 10-20.00, but no PASSOUTS, so a social outside the Exhibition would mean exiting; however if you want to do this let me know soon, and if there are sufficient takers something could be arranged.

2.2 1985 DATES TO NOTE

May 26, 27. Newmark Avia Regatta - Rutland Water.





SWIFT 18's are invited as a class, and there will be a long distance race on Saturday 25, making it a three day event. See report in Newsletter 10 covering the 84 event.

July 27, 28. UK Micro Association - national championship from Hayling Island Sailing Club.

SWIFTS have been invited to hold their class championship within this event. (See comments in Newsletter 10). This topic is an agenda item at the AGM (i.e. Swift Nationals), but whether we go in or not, here is an opportunity for racing.

2.3 PERSONALISED WEAR

After a measure of support for this, OCEAN WORLD of Cowes, have been approached to provide the SWIFT 18 logo on their products, as a start in the 'printed flock' style since this did not involve buying a master card for embroidered logos which in turn needs batch orders of six similar garments. A leaflet and order form is enclosed; the SA receive a small percentage from Sales. I have bought sweat-tops with logo only and they seem good value. Please deal direct with OCEAN WORLD.

2.4 NEWSLETTER EDITOR

Since Bruce returns to Australia very early in 85 a volunteer for this post is needed now! Please step forward some public spirited SWIFT owner to take on this rewarding and challenging task.

2.5 TROPHIES

The SILVESTER and CHARNLEY trophies are awarded annually for the Best Cruise Log, and Modification respectively. We wish to announce the winners for 1984 at the AGM, so please pass entries in to me as soon as you can; the closing date is 31st December. For the CHARNLEY, if your idea is already with me, just let me know if you wish it considered for the award.

2.6 CONSTITUTION

The organisation and management of the SA is currently on something of an 'ad hoc' basis reflecting the small numbers who came together to form the Association. It is for consideration that we should now constitute ourselves and manage by Committee comprising Chairman, Hon. Secretary, Hon. Treasurer, and say at least three and not more than five committee members. This will be taken up at the AGM.

2.7 REGIONAL ORGANISATION AND EVENTS

Apologies but it has taken most of this year to progress this topic. You will now, I trust, be aware that some fourteen volunteers within the SA are making contact with fellow members who reside in their locale, and seeking views on needs and the way ahead.

Your 'ad hoc' Committee (please see previous item 'Constitution and excuse this loose description) is anxious that the SA should continue its most promising start in life and remain an active and 'in contact' organisation.

With 170 (and rising) members dispersed quite widely geographically, it is becoming increasingly difficult to keep in touch and particularly to establish what people want from their Association.

Events and Rallies that meet the needs are highly desirable and attendances during 84 indicate that we are not hitting the target yet. For example should I as Secretary be worried that only 30% of my questionnaires were returned? (SO151 onwards may disregard this hypothetical question since this occurred before your time). There is not much support for racing and it might be argued that the opportunities to compete at other staged events e.g. Newmark Avia, UKMA, Plymouth Week etc. are sufficient and our Nationals should concentrate less on racing and be more of a multi-activity Regatta.

The AGM provides the forum to debate these and other issues, and the Agenda outlines the fundamental questions. With these answered your Committee will have the base upon which to build. Please make your views known, preferably by returning on 12 January, or by returning the AGM proforma slip to me.

3. ASSOCIATION ACTIVITIES AND EVENTS

3.1 LAKES LAUGH-IN 24-27 AUGUST

Nine SWIFTS assembled on Ullswater for this bank holiday meet. The weather was warm, sunny, and mostly much too calm for sailing. Launching was from Glenridding Spit and on Saturday morning, as people were ready the fleet sailed and motored to Howe Town, some making the pub, then after a quiet lunch all on to Pooley Bridge for the evening. Here the crowds were in evidence and the rendezvous ashore meant literally establishing a bridgehead at the bar. Sunday dawned very calm, mistily at first but the sun soon burnt this off and we motored to the head of the lake in preparation for a 'friendly race' to be run by the Glenridding Sailing School for us. This was sailed in very light wind conditions, which resulted in some horrific holes and where local techniques proved best with TATRANKA taking line honours; she then, to the mounting frustration of the remainder, sailed about for a full fifteen minutes before the next SWIFT oh so slowly drifted over the finish. Sunday evening found the SWIFTS anchored and all crews ashore to drive in convoy to Landends where the most glorious meal was set before us accompanied by wines; the assembled company did it full justice.

Monday was again calm so a lazy forenoon, swimming, exchanging views and visiting, preceded a general move to Howe Town. After the lunch hour five SWIFTS rafted up and the serious discussions continued. PITON II (SO157) sailed in to a cheery welcome to the Association, she being too new to have heard that the rally was being held. At about this time the raft dragged and closing a steamer pier the order slow ahead was given to the centre, port outer and starboard outer SWIFTS and a smooth coordinated move to re-anchor was achieved. Later a stiffer breeze allowed a refreshing sail back to Glenridding and recovery. Our thanks to Keith and Zlatka Stubbs for organising this event which was most enjoyable. LAUGH - I nearly paid my subscription!

Those taking part were:

MISTER CHRISTIAN	- Ian, Chris Harrison
MOONSHADOW	- Peter, Jean Latham
PEGAL	- Alan, Peggy Halton
TATRANKA II	- Keith, Zlatka Stubbs
BUCCANNEER	- Peter, Maggie Jenkinson, plus Chris, Sue and Ian
SWIFTSURE	- David, Paddy, Gavin Fielder
ERISA	- Eric, Isa Cassels
ORION	- Martin, Mike and Fred Cole
TEACUIS	- Paddy, Mike Carr

Answer - We took the DFDS ferry from Harwich to Esberg and returned the same way - although the cost of £254 each way for car trailer and two persons was expensive in absolute terms we were able to rationalise it somewhat on the basis that we wished to go to Denmark anyway, that the cheapest way of doing this for the two of us without car and trailer was a 22 hour trip by train/ferry/train at a cost of £150. The cheapest way to get the 2 people car and trailer from S.E. England to Denmark is to cross Dover or Folkestone to Ostende, or Dover to Zeebrugge which with petrol etc. works out at £180 to £190 and involves a drive of some 600 miles. Although the mate stayed on in Denmark I could only get a week's leave and we felt that the extra ease and comfort of the excellent DFDS ships justified the additional expense. In summary it's expensive but not that much more to take a car and trailer over the cost for passengers only.

Question - What documentation is required?

Answer - Passports. Third party Green card insurance covering car and trailer; comprehensive Insurance covering boat and trailer - extension for going foreign; this was provided at no extra charge by the insurers; RYA small ship registration for £10 - we only had to produce this to satisfy HM customs on re-entry.

Question - What publications charts are desirable?

Answer - A good publication is Mark Brackenbury's "S.W. Baltic Pilot". We also armed ourselves with copies of relevant Admiralty charts from the Cruising Association's service. However we acquired a larger scale more detailed chart in Denmark where excellent charts are readily obtainable almost everywhere. We also found the RYA's Planning for Going Foreign Vol. 1 (about £2); and some leaflets (free) from the Danish Tourist Board including 'Sailing in Denmark' and 'Map and General Travel Information 1984' helpful.

Question - What about moorings?

Answer - We took two large (by Swift standards) anchors with us and did not use them once. With over 600 harbours on 500 islands Denmark is well placed although the time of year we went was peak and the area inundated with German yachts. However with our small size, shallow draft and stopping mid afternoon we never had any problem in finding a good mooring. These were always in marina type harbours with excellent facilities including toilets, rubbish disposal and usually showers. Charges for the Swift were £2 to 2.50 per night. Most Danish Harbours have an excellent system whereby a coloured disc (Green one side, red the other) is displayed on the pontoon at the end of each berth. Red indicates that the owner of a vacant berth is intending to return that night, so visitors keep out; whilst green indicates that the owner is away/ not intending to use his berth, so visitors welcome. This encourages high utilisation which in turn keeps the charges down. It also avoids the aggravating situation of being tossed out of a berth just when you have settled in for the evening.

Question - Were there any particular problems?

Answer - The only problem we had was the initial one of finding a suitable launching ramp. We were partly misled in this by Brackenbury's Pilot which indicated that slips abounded in every harbour - this was certainly the case - but most of the slips went into a vertical fall a few inches below the water. The Danes tend to use a crane to get their boats in and out. It took us about 3 hours of hard searching to find the one we used at Svendborg which incidentally was excellent.

Question - What about the weather?

Answer - The weather was very changeable but each morning we got a forecast from the harbour master; sometimes he would ring up for this. In any event the area we were in always had good and readily accessible shelter.

Question - Any other points?

Answer - Not really other than to say what a superb sailing area it is. Well protected waters, good harbours and facilities, very friendly and helpful people - and no problems with the language as there are few Danes who do not speak very adequate English. A week was far too short and a good cruise would be to take a month to work across Denmark and up into the Swedish archipelago (or vice versa). This would help to justify the rather high cost in getting to and from Scandinavia.

Aussie mate causes consternation amongst bare chested locals by keeping sweater on. Good mooring inshore of jetty for Kroner 35 (larger boats 50) superb spot but loos and showers completely inadequate for the number of berths/boats. 5 Kroner for a shower that did not work. Prepare feast for guests; surprising collection of spices from local shops.

- 1900 Up to Troense Hotel for drinks.
2040 Mikkelsens and Knutzens arrive and all down to boat which does not take kindly to six on board - cockpit floor under 2 inches of water. Successful feast - assorted soups, curry and rice, chocolates and beer from the patent coolers (bottle crates hung over to port and starboard). Glorious calm warm evening.
0100 Bed - Phew!

Saturday 4.8.84 TROENSE TO SVENDBORG - Motor 2.8m ½hr.
SVENDBORG TO ESBJERG - Trail 110m 2½hrs.
Heavy rain 0200-0500.

- 0720 Arise, calm, misty and dry! Joined Ms + Ks for breakfast at Hotel Troense.
0900 Dept. Troense in dead calm and blue skies and motor to Svendborg with Mik and Henrik also on board.
0930 Arrive Svendborg 2.8m and berth in launching ramp - confused by slight current in opposite direction to previously i.e. now flowing from N.E. to S.W.
1000 Haul out and prepare for trailing - now quite heavy rain!
1130 Mast down and ready to go but some drinks in fishermen's huts first.
1230 Dept. Svendborg with some clutch burning going up hill;
1500 Arrive Esbjerg 110m i.e. 44 m.p.h.
1710 2nd last on board Dana Anglia (DFDS)
1730 DA dept. Esbjerg.

Sunday 5.8.84 HARWICH - DISEMBARK EX DANA ANGLIA
HARWICH TO LEVINGTON - Trail 28m.

- 1245 Dana Anglia arrives Harwich.
1300 Off and depart Harwich; declared some bottle bottoms to the customs who was more than relieved that I wasn't declaring the boat so no problem. On to Levington via Manningtree where tricky problem turning and getting back out of cul-de-sac.
1400 Arrive Suffolk Yacht Harbour, Levington 28m and m.p.h. paid £37 for 1 months stay and parked boat at extreme S.W. corner of marina; tidied up - outboard and spare wheel inside; lighting socket locked in anchor well and padlock and chain round brake; wandered round marina and spotted Swift 18 - Cucumber Sunbeam afloat at other end.
1530 Depart Levington for Felixtowe Ferry to check out launching ramp there; ramp looked good at half tide and local user advised it OK at low tide. However access is dreadful - no parking or even turning area.

Question - why Denmark?

Answer - Two sets of Danish friends had invited us to spend time with them in Denmark.

Question - Why S. Funnen-

Answer - Originally we planned to base our sailing round the small island of Omo where one of our sets of friends would be staying in a holiday home; however advice from yet another set of Danish friends with extensive sailing experience persuaded us that S. Funnen would be a more attractive area for our sort of sailing - islands nearer each other, lots of sandy beaches, attractive towns and villages. A visit to Omo by car before starting our week's cruise proved that we were well advised although Omo itself is most attractive.

Question - How to get there?

Mike, Sylvia and Samantha Riley (aspiring owners) joined for the meal. Chris and Zeuma Clayton (S033) on Sunday without SWIFT.

3.2 EAST COAST RALLY 31 AUGUST TO 3 SEPTEMBER

The Suffolk Yacht Harbour, Levington, was the venue and seven SWIFTS variously positioned themselves to be ready for Saturday morning. Friday evening was scheduled for briefing in the Lightship Clubhouse; before this one anxious owner had arrived to find his SWIFT not where he had parked her during the week; but happily during his drive about the Marina, saw a bunch of SWIFTIES preparing to launch said craft into the gathering gloom.

Saturday's forecast predicted rather too heavy winds for the planned passage to the River Deben, so it was general sailing seawards in the forenoon, and up river in the afternoon to rendezvous again in SYH for the evening. A lovely beat up towards the new bridge, passing Pin Mill, and seeing a number of Thames Barges both sailing and moored.

Sunday the destination was Walton Backwaters, the company clearing the Marina by 10.00 and sailing in very loose formation to a SSW F2-3 with some heavy gusts as we entered Walton. Lunch was taken at anchor off Stone Creek, and then it was time to disperse, three returning to Levington and four stopping overnight in the Backwaters. It blew hard Sunday night and the early forecast was for SW F4-5 veering N locally 6. A rollicking reach home and happy to be secure in SYH by noon, as the eye of the storm arrived.

A good rally in some charming sailing waters. Many thanks to Dick and Joyce Landon for organising this one, and for their encouragement to those new to coastal sailing.

Present were:

PEPPERMINT CREAM	- Paul, Glenda, Mark, Joanna Smith
MOONSHADOW	- Peter, Jean Latham
SUMMERWINE	- Joe, Marie Quercia
GULLIVER	- Brian, Pam Jukes
MR. CHRISTIAN	- Ian, Chris Harrison
TEACUIS	- Paddy, Sue, Jenny Carr
CUCUMBER SUNBEAM	- Dick, Joyce Landon

Pam and Bruce Seligmann joined for coffee very early Saturday morning.

3.3 ENDEX 84's

The equinox coupled with choice of name for this series was enough to herald trouble.

PLYMOUTH - cancelled on the Friday with an unfavourable forecast. There had, though, been minimal support for this one.

SOLENT - Again much doubt over the weather prospects in the days leading up to the weekend.

TEACUIS (31), MAJARI (43) and JENNA (143) made the rendezvous in Osborne Bay and had a lively beat on the spring ebb to Yarmouth IOW. A quiet raft up and meet ashore in 'The George' passed the evening. Sunday's forecast was grim with the harbourmaster pouring more gloom on the prospects, however the worst had gone through in the early hours and the decision to sail home independently proved to be the wrong one. TEACUIS called in to Cowes, met QUADRILLE (60) and shortly afterwards sighted the Charnleys' three in the

SWIFT 800. A hastily convened picnic alongside Groves and Gutteridge followed and LITTLE WING (42) joined in. My apologies to Ron and Peter.

SCOTLAND - Three SWIFTS had arranged to meet at Port Edgar on the River Forth. Saturday found MISTRAL (48) and LADY BETTY (105) with no wind and no sailing; they were joined by JENNIFER ANN (146) that evening. Sunday it was W F-6 and gusting so the Rally was in effect blown off. Bad luck for this first Scottish event, happily MISTRAL had had a good sail up since Peter Jopp (new owner of 29) had driven north to crew for Jim Stevens. Memo: the Forth does not have the scope to offer bad weather options.

4. TECHNICAL TITBITS

4.1 ONE MAN AND HIS BOAT

For once I have been sailing and trailing more than fiddling so no bright ideas for this issue! Trailing prompts a comment on wheel bearing greasing, since I immerse mine on each and every sail. I have invested in a pair of 'Bearing Buddies', devices which apply the correct grease pressure to the system by using a spring loaded diaphragm. One applies grease (by hand gun) until the diaphragm backs out against its spring, a touch indicating that the chamber and bearing/axle combination is charged with grease. Experience so far so good, the grease does not show discolouration (emulsification) from water as was the case before; I have a doubt though on the adaptors staying firm in the bore of the hubs since you'll appreciate the buddy has to be removed to gain access to bearing nut, but I will keep you posted. Bearing Buddies are very popular in USA and Australia, and are distributed by BARBELLARON LTD, Finance House, Wilberforce Road, West Hendon, NW9 6BB. Telephone 01 202 4339 or 4632.

Paddy Carr

4.2 KEEL WINDING GEAR, OUTBOARDS, MASTS

The Nook,
South Street,
Litlington,
Nr. Royston,
Herts.

5th September, 1984

Dear Cdr. Carr,

Please find enclosed questionnaire, a bit late I'm afraid but holidays got in the way. The SA Newsletter contains many technical features which I really enjoy, having recently finished my home completion Swift.

These features are very much improved when sketches are included, descriptions may be crystal clear to the writer but incomprehensible to the reader.

I have enclosed a drawing of a very successful modification made to my centre plate winding gear.

Turning the handle to lift the plate has been getting more and more difficult, my children and wife were unable to do it and I had to stop for a rest halfway.

showers, washing facilities; dinner soup, cold meats, potatoes, peas; bed at 2359.

Wednesday 1.8.84 AEROSKOBING

Awoke to early rain, then complete calm by 0830 except for ominous distant thunder. Weather forecast from Harbour master "Force 3 to 4 W to SW". With breakfast almost ready at 0915 we were suddenly in the midst of the most spectacular thunderstorm; lightning flashes about every 10 secs with one flash so bright and finishing with a sizzle and spark which appeared to be somewhere in the harbour itself. Breakfast delayed whilst we watched the show - not without some apprehension. At one stage we watched a line of rain approach across the water with a loud hissing noise, and then it was back below deck and the fantastic sprayhood/cockpit tent as the really heavy rain began; rain most of the day and very misty in afternoon - visibility about 500yds. Danes (Tut and Jorgen) from next boat join us for tea/coffee at lunch time; provisioning trip in rain into town; emptied loo successfully.

Dinner with Danes from next boat - very good BBQ, must consider one for our boat. Wind now N.W. and blowing very hard - a foul evening and night; bed about 2300.

Thursday 2.8.84 AEROSKOBING TO BALLEEN - Sail 13m 2½hrs.

Woke to another overcast day but a fair breeze; forecast from harbour master "Force 3 to 4 W to NW".
1000 Dept. Aeroskobing amongst a fleet of yachts resembling a Sydney/Hobart start with everyone including A keen to make up the lost day; sailing well in strong N.W. with 2 reefs - very comfortable; sun out by about 1030 and 1045 re-enter Hojestene Lob channel between Hjorto and Drejo.
1130 Leave H.L. channel and turn NNW to Ballen and beat into freshening breeze.
1230 Arrive Ballen after sail of 13m, very nice small harbour, lots of room and very few foreigners (by end of day only 2 German boats and us out of 60); chatted to Dane in next boat - he owns his berth and (therefore) part of the harbour - an excellent scheme - and if he sells out it is on a non profit making basis; the berth owners do the harbour maintenance. The red/green disc system in operation here - red berth not available, green berth available for visitors. Some rope maintenance and then out with the bicycles and off to Ollerup for air and beer etc. about 5km through beautiful countryside. Harbour dues 35 Kroner, 2 simple but good loos, water and garbage disposal.

Evening very still and warm and pleasant drinks and dinner (noodles, mushrooms etc) in the cockpit.

Friday 3.8.84 BALLEEN TO SVENDBORG - Sail 8m 2 hrs.

SVENDBORG TO TROENSE - Motor 2.8m ½hr.
Overcast with gentle wind in the East! Forecast ex harbour-master "gentle E/SE winds, clearing, 25°".
0930 Motor out due west for 10 minutes with breeze.
0940 Set jib and full main (just about the first time) and head N.E. for Svendborg in dying wind but clearing sky.
1130 Arrive Svendborg after 8m sail and moor to 'launching' jetty. Skipper and Fyn there and still lazy (Danish expression for unemployed) provisioning including beer, meat, saucepan nest and dog harness; change Francs and Sterling to 980 Kroner (£70).
1400 Dept. Svendborg and motor round to Troense with current.
1430 Arrive Troense - 2.8m. Weather beautiful, calm and warm though

which can be imparted on the tabernacle if the mast swings sideways. Any ideas from members?

I have also been wondering if one of the more learned members of the SA could write an article on the science of mast bending, using the back stay. I imagine that there are many members like me, who just do not know what to do with it.

I hope these notes will help fill out the Newsletter.

Yours sincerely

Tony Adams

Ed comment on Tony Adams letter:

The ball race in the winding gear sounds a very good idea, and I agree that winding becomes progressively more difficult as the assembly heats up. SWIFTCRAFT's initial reaction was in favour, and they commented that corrosion resistant measures would be necessary.

4.3 FEEDBACK

Many owners are seeking advice on sizing outboards, see Tony Adams' letter, especially where they have to contend with fast tidal streams. I know some of you have fitted larger units than normally specified, could we have some experiences retold.

Mast setting, rigging and turning; this too is a frequent question and an article for the Newsletter would be welcomed. To relate an inexpert view; I rake the mast to achieve a slight degree of weather helm in F3+, I set the upper shrouds nicely taut (how do you rate nicely - mine would not succeed in an audition for the LSO, but do not appear slack). I use the lowers to keep the mast straight below the upper triangle. I play the backstay, tensioned when sailing on the wind, relaxed when downwind (if I remember) and relaxed when not sailing (an important note).

Paddy Carr

4.4 TRAILER DESIGN

Paddy's item on 'bearing buddies' - incidentally this is the American/Australian name for these devices, they tend to be known as 'bearing savers' in this country by the few people in the trade who have heard of them - has prompted me to put down a few thoughts on trailers and their design. These have been based on my experience in Australia which is well ahead of the UK but probably still behind the US where most of the innovations have been developed.

A well designed trailer would have the following features as standard:-

- tilt or break-back
- submersible lights
- hydraulic marinised disc brakes
- bearing buddies
- a roller configuration which allows the boat to be rolled, rather than floated, off and on the trailer

The last of the features is the most important. The concept of unhitching the trailer from the towing vehicle, having it virtually out of control on the end of a rope, and wading about in feet of water is just not

Some points to consider:

- a) Use tidal data to predict your period ashore and refloat time.
- b) Be in a lee.
- c) Survey the bottom picking a clear area.
- d) Observe send or swell, it is very unnerving to bump appreciably.
- e) Find some slope to achieve control set down, and quick refloat.
- f) Double check keel up, rudder blade positively secured up, and motor cocked/early boats propped up.
- g) Anchors bow and stern.

It will be a very very hard bottom if the keel section does not sink in allowing the hull to rest on the flat first chine. At Mousehole it didn't and one should sleep apart to avoid rocking the boat (ged it).

With apologies to those owners who regularly put their SWIFTS down on purpose; but some may not yet have reaped the cruising benefits of this simple exercise.

Paddy Carr

5.4 DANISH DASH

I have been asked to include something covering the quick visit we made to S. Funnen in Denmark on Aquavite (SO 12) so that other potential foreign voyagers can see how easy it is. I have attempted to put the following extract from Aquavite's log into better perspective by a Question and Answer section at the end.

Wednesday 25.7.84 BRADWELL MARINA TO HARWICH - Trail 55m.

- 2030 Prepared A for trailing; checked nearside wheelbearing, very hard to remove hub cap; good! Lots of grease so assume bearing OK. Left departure note and shower key at tower - in theory they owe us £1 deposit refund on key.
- 2130 Dept. Bradwell Marina; straightforward trail to Harwich.
- 1045 Arr. Harwich - Parkeston Quay 55 miles - 44 m.p.h. Left A in corner of Sealink carpark on instruction of parkingmaster.

Friday 27.7.84 HARWICH - LOAD TO TOR BRITANNIA TO ESBJERG

- 1530 Picked up A from carpark and onto DFDS Tor Britannia after about 15 minutes bureaucracy to pay £6 for 2 days parking.
- 1700 Tor Britannia sld Harwich.

Saturday 28.7.84 ESBJERG TO NYBORG (KNUDSHOVED) - Trail 105m.

- 1250 Arrive Esbjerg; last but one off ferry - customs apparently going slow.
- 1350 On quay at Esbjerg and quickly through
- 1400 Depart Esbjerg; straight forward trail to Nyborg - Knudshoved via Kolding, Middlefart and Odense.
- 1615 Arrive Knudshoved - 105m - 46 m.p.h. left A in carpark at ferry terminal.
- 1705 Ferry to Korsor - Halsskov.

Sunday 29.7.84 TRAIL KNUDSHOVED TO SVENDBORG - Trail 58m.

- 1650 Arrive Knudshoved ex Halsskov (last car on ferry!); pick up A from carpark.
- 1700 Dept. Knudshoved and trailed to Svendborg in search of launching ramp, beginning at Troense, then Rudkobing, then Troense, then Vindeby and finally back to Svendborg, eventually locating one at the small area for elderly fishermen adjacent to circular yachthaven.
- 2015 Arrived Svendborg 58 miles - 18 m.p.h.! incl. stops. Mast-up and ready to launch - excellent well-protected ramp though difficult

access.
 2215 Successful launch in Gathering gloom; moored to S.W. side of S.W. jetty to launching ramp. Food and bed by 0045.
 Note: No problem getting A to roll off trailer - but had eased out rear set of guidepoles a couple of inches.

Monday 30.7.84 SVENDBORG TO HJORTO Sail 8m. 2h10

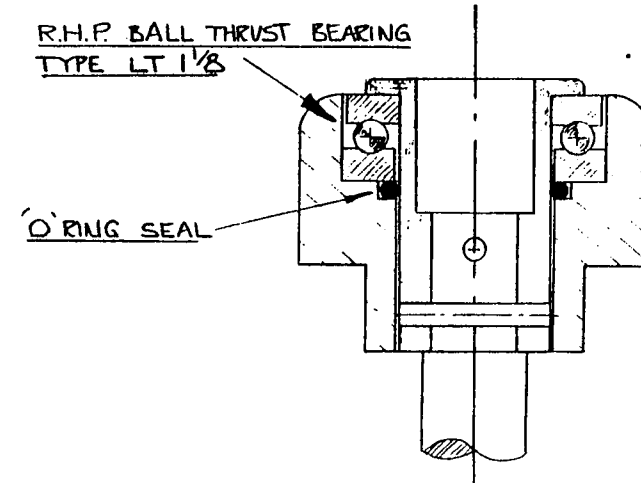
Weather misty and rain early; several tasks to achieve including 51 of petrol from yachthaven; weather forecast from yachthaven "fresh S/SW winds"; water; saucepan and kettle; hotel booking at Troense; and search for harbour master which provided the initial meeting with Skipper (and Fyn) who assured us no problem with leaving car and trailer on site and that he had fixed it with harbour master; asked S + F re harbour at Hjorto (Deer Island). Weather cleared to gentle breeze from S.W. and warm sunshine.
 1220 Motor out from Svendborg and head S.W. under bridge; quite strong current running in from S.W. Jib and main up; and down again as little wind and from S.W.
 1330 Decide to head to Faborg to take advantage of steady S.W. breeze but caught up by Skipper and Fyn, this time in a large old fishing boat; they also heading for Hjorto and prevailed by them to do likewise.
 1350 Given a helping hand at insistence of S + F by way of a tow alongside to Hjorto harbour entrance; several beers consumed en route!
 1430 Arrive Hjorto after sail of 8.5m including 2 hours of motor. Moor to N.E. side of S.W. harbour wall; off with our new found friends to visit tiny shop/tavern and returning 4 hours and ? beers later via Peer's house - 3 very jolly crew.
 1830 However, S + F boat moored broadside at inshore end of harbour and now blocked by at least 20 yachts (all very large by Swift standards) and all in the harbour only 20 x 25m include space for ferry. Skipper's approach was to start the engine, smile benignly on the hordes in the throes of dinner preparation and insist "there is no problem". The scene which followed was hilarious, and exceptional for the good humour and mirth shown by all involved. After $\frac{1}{4}$ hour of boat juggling and the eventual exit of S + F in the fishing boat, boats and crews once more settled down to resume interrupted meal preparations. After Spaghetti dinner shared with Peer, invited by Fleming and ? on board 'Funny Girl' for coffee and drinks. Everybody seems so friendly and hospitable. Harbour dues 30 Kroner; simple but very adequate loo. Well protected small harbour 1.9m water; bed at 0100. Told by harbour master that A first Australian boat to visit! (flying our Boxing Kangaroo flag).

Tuesday 31.7.84 HJORTO TO AEROSKOBING - Sail 8m. 2½hrs.

Overcast and fresh S.E. wind; rain then thunderstorm and more rain; weather clearing by 0940 and preparation for departure.
 1040 Dept. Hjorto for Aeroskobing, run down harbour channel under jib only in F3/4 and out to Hojestene Lob channel; wind strengthening and main up with 2 reefs, overpowered so beat into S.E. with 3 reefs and very small jib, with wind probably F 6. Small coaster appeared to alter course to check us out - mate horrified. All in all an invigorating sail to Aeroskobing.
 1310 Berth in new Yachthaven at Aeroskobing after sail of about 8½m. Good piles mooring to W side of E. wall. After the celebratory drink and change out of wet gear off to explore the town - absolutely delightful - said to be one of the prettiest in Denmark. Most enjoyable afternoon with the weather by now clear and wind died away completely; visit to have a look at Maxi 95; drinks with Danes from next boat; harbour dues 42 Kroner, excellent loos,

Upon investigation it was found that the pressure and resulting friction was causing enough heat to be generated to soften and half seize the Delrin bush.

Because we sail on a river the plate is wound up and down several times a day. The modification uses a half thrust race (capable of supporting 6000lb at several thousand R.P.M!) and an 'O' ring to seal out the water, the assembly is also grease packed. Instead of standing over the centre plate case and holding the handle in two hands it is now possible for any member of the family to wind it up or down, one handed sitting on the bunk. 100% success!



I wonder if it is possible to canvass members regarding the selection of a suitable outboard motor, my requirements are:-

- a) Low noise - for use on the river when there is no wind or a head wind in the narrow parts.
- b) Shallow draft - because the cut out does not allow the motor to swing up fully when we hit underwater objects.
- c) Low R.P.M. - for a relaxed feeling.

Saildrives are available with high thrust props but they are all long shaft units. I find that the outboard well amplifies the noise in the cockpit rather than muffling the noise and am tempted to mount the motor on the transom which would also have the advantage of letting it swing clear of the water. My present choice would be a Johnson 5 with $9\frac{1}{4}$ dia x $6\frac{1}{2}$ " pitch prop (as used on the 6 and 8 "Sail-master" units).

However it's a lot of cash to spend and find I have an unsuitable unit. Any suggestions and experience from members?

We have made a very neat 'A' frame ($\frac{7}{8}$ dia stainless steel) which utilises the sheet winches for mast raising. This operation is carried out several times a day, at every bridge and lock, but I do wish that there was a method of obtaining lateral stability in order to prevent the enormous strain

them!!! The sail to Rhum going around the south of Eigg was in good conditions for sailing and in Loch Scresort under the majestic peaks of Rhum we anchored close enough to the slip for a short row, but far enough out to stay clear of the Rhum midges which are a breed of their own and worthy of due consideration.

Our sail back to Glen Uig was in a forecast of 4-5 but the way the yachts which left ahead of us heeled prompted us to put in a reef, and Cir Mhor felt comfortable as she caught the wind. Poor visibility meant a compass course in reaching across to Lochailort, picking up the northern tip of Eigg which comforted both crew and navigator, before making up towards Glen Uig and a final night aboard.

Reflections. We had good weather, not having prolonged periods of rain, but we were convinced our choice of craft had been the correct one. The boom tent and dodgers proved their worth in wet conditions a foreward spray dodger would improve conditions even more.

The use of a tent to allow only three to sleep aboard allowed us, a family of five, to use the boat to good effect.

As a family we could handle the launching and recovery and rigging adequately. Our dingy was only once stowed aboard.

The first mate (my wife) catered with mainly convenient or quickly prepared meals and we all usually ate aboard.

We did not take the cabin table with us and seldom felt the need for it.

The additions to the interior had allowed us to put a new dimension to our sailing and gave us fresh seas to sail and explore.

5.2 COOKS TO THE GALLEY

SKIP STEW

Start:	1lb stewing lamb shoulder, cut 1" pieces	later:	4oz Yoghurt
	1 onion		1 tin peas
	1/4 Pint orange juice + rind if you have it		
	Grated carrot		
	Seasoning, majoram and garlic		
	A little water or stock.		

TO STEWPOT add all ingredients, season and cook slowly until meat is tender (40 mins.). Add 4oz yoghurt and peas and reduce until gravy is thick.

Note - I cook this at home, add a tin of peas when onboard, reduce and then serve with packet of mashed potatoes and salad.

By Sue Carr

5.3 GROUNDING

The mariner has a natural aversion to this, and many have been Court Martialed for hazarding their vessels. However given the right time and conditions, a SWIFT on a beach, what could be a better way to be secure for a while.

During my cruise to the Scillies this summer, and I must write up the official log for this, we took to the beaches frequently; for walks, exploration and a quiet night in. The best being eight hours on St. Martins, a touch bows up but not to disturb ones comfort.

on. A good operator should be able to reverse his rig into position at the top of the ramp, unlock the tilt or break-back mechanism if fitted, unhook the winch cable from the bow eye, back down the ramp, brake when the rear roller is suitably submerged and then off she comes! You certainly don't need to get your feet wet and you may not even need to get out of your car when the boat finally goes into the water if it has been set up properly. I have watched a Septuagenarian put 3 tons of boat on a triple axled trailer into the water without getting out of his Landcruiser.

Having something of a phobia about trailers and intending to trail our Swift quite extensively - France and Denmark have been included this year - we upgraded the original overloaded Snipe trailer which came with Aquavite by buying one of the SBS trailers supplied by Swiftcraft with current Swifts. The suspension and general quality of construction of these is superb, however first time out with the new rig we could not get the boat off the trailer without uncoupling it and letting Aquavite float off with the trailer on the end of a rope. On retrieving the trailer from the water we found that the rear centre roller was about 1½ inches higher than the other more forward centre rollers. This configuration is so designed in order to take some of the boat support on the skeg which is that much higher than the keel. However it also means that if you try to roll the boat back on the rollers it stops when the rear of the keel comes to the (proud) rear roller. We overcame the problem temporarily by lifting the whole boat up 1½ inches on its trailer by raising the side rollers. This is slightly undesirable as it results in all of the weight of the boat being taken on the side rollers, so at the first opportunity we got Swiftcraft to lower the offending rear roller. Since then no problems and we have not had to, nor do we, contemplate unhitching the trailer from the car for launching or retrieval.

On the question of bearing buddies, I questioned Snipes and some of the other trailer manufacturers on why they did not fit them. The few people who had heard of them responded that they felt that there was a danger of grease oozing out the back of the bearing seal. For me rather some grease coming out than water going in! My own experience with them in Australia is that after a year's operation which covered some 10,000 miles of trailing and about 30 launchings/retrievals the bearings remained in perfect condition. This was probably helped by the procedure I adopted of giving each grease nipple a squirt with a grease gun before trailing, after trailing and before launching (most important), and after retrieval.

Submersible lights are obviously a convenience but they do work. My experience with them (again in Australia) is that after many hours underwater and many miles on the road not a single problem has occurred.

Tilt or break-back trailers make the roll on/roll off exercise easier and allow launching/retrieval in shallower water than with a trailer without this feature.

Hydraulic, marinised disc brakes are obviously a luxury for a rig the size and weight of the Swifts. However I have found that apart from the more effective braking provided by discs over drums they appear to be less prone to corrosion and seizing problems. We have already had seized brakes on the new SBS trailer after 6 months although the braking performance on the road has been first class and faultless.

Some other ideas which I have tried and can recommend which are of less relevance to Swifts but may be of interest to anyone who may ultimately move on to larger trailable yachts:

- an extendable towbar which put an additional 7 to 12 feet between car and trailer

- load equalising hitches - generally fitted only to large caravans but just as applicable to large boat trailers and really improve towing stability dramatically
- large inflatable jockey wheel which aids 'ground' manoevrability significantly
- electric winch. Perhaps a luxury but it may mean the difference between a ruined back and normal life!

Bruce Seligmann

5. CRUISING CHATTER

5.1 A SWIFT AND A GOOD COMPANION

We acquired our Swift (No. 126) just before Easter as a home completion boat and six weeks of work at weekends and evenings saw it complete. Our choice of the Swift was made on several counts not least that we wanted a trailable boat which we could launch and recover ourselves. This restricted the length of boat, so with a family of five we had to adapt our cruising. As a crew in a Swift 18, three is perfect, two is workable, four is cramped and five is hysterical. We were five. We were off for a Swift one of five and a half weeks duration.

Our intention in this first summer, was to have a shakedown cruise to enable us, as a family to adapt ourselves and the boat respectfully to each other.

To give an impression of increasing its size we undertook various innovations, the most important being our Good Companion tent called Thomas. Boat additions included a boom tent, spray dodgers with welly boot pockets, storage shelves above the quarter berths, plate mug and food racks either side of cooker and sink and a restriction on clothes, but a good supply of soap powder.

The boat was named Cir Mhor with apply juice at a weekend sail in June. It was named after the peak in the Isle of Arran, which although not as high as Goatfell the highest peak on the island, surpasses this mountain on all other aspects. (See Newsletter Back cover - Ed).

We were wanting to make full use of the versatility of a trailer/sailer by trailing it to three different locations.

The Sound of Mull

Our first port of launching was Oban where we entertained the tourists who had nothing better to do than watch our family efforts and left disappointed as it floated free of the trailer. That night we slept five aboard and caused a few raised eyebrows as different heads kept popping up from this, the smallest boat at the pontoon. We could imagine the various comments made

"It must be this gin"

"They must have visitors"

"I would imagine it draws about six feet"

"That's the coming tower".

We slipped away next morning under motor towards Lismore and the Sound of Mull, and with much else to occupy the skipper he did not check the tides and we all spent a fairish time creaming through the water at five knots off Mull and standing still. The tide turned at last and soon we were making way

against an increasing headwind under full sail. A force 5 gusting 6 saw us beating with one reef in to finally make the lee of Ardtornish Bay and a peaceful anchorage with only two other yachts of vast dimensions and very understaffed!! We put the tent ashore which relieved congestion aboard and this was the format we adopted whenever space or time permitted. (Oban waterfront had been a bit restrictive). We never had any difficulty in finding a camping site on the foreshore, it proving much easier to find secluded spots from the sea than the land.

The Sound of Mull provided us with headwinds in both directions, but was noteworthy for the anchorage in Loch Drumbay at the mouth of Loch Sunart where we had our best campsite, Calve Island opposite Tobermory where we anchored in solitude away from the crowds of the town anchorage, and the very smart lowering of her ensign by an R.N. Destroyer in reply to dipping our. A great thrill for us - well done the Royal Navy. Our biggest sailing thrill was taking the tidal 'race' by Lismore Light under sail following behind the MacBraynes steamer. The boat handled very well in the lumpy sea.

The Firth of Clyde

We trailed the boat to the north shore of the Clyde for our next mini cruise, and having seen our two eldest daughters off to camp in Arran by train and steamer, we launched at Toward Sailing Club and sailed on a glorious July day on a beams reach in a force 3-4 to Lamlash and picked up a mooring near Kings Cross point where we were able to visit the camp. The sail down the Firth was in brilliant sunshine and will be remembered as we appeared to be centred on the same spot of water as a new frigate undergoing sea trials testing her sonar equipment against a submarine which kept approaching us at periscope depth. A worrying time for skippers and crew. Statements such as "we aren't so small we cannot be seen" did not bring any comfort. It did surface, spotted us no doubt, and scuttled away for bigger fish. We stayed one night in Milport on our return, finding the holding ground poor in the shallow waters close inshore.

Our commodious quarters became congested again with the return of the Bosun and 2nd mate from camp, but we sampled the delightful waters of the Kyles of Bute going through the Narrows to camp and anchor in a peaceful and serene bay at the mouth of Loch Riddon. On our return down the Kyles we spoke to another Swift on a cruise on the Clyde - it is getting popular.

The Small Isles

The final episode of this trip, took place in the waters north of Ardnamurchan point around the Small Isles. We launched at Glen Uig on the southern shore of Lochailort, missed the morning tide and launched in the evening and sailed to Gortenfarn, anchoring in three fathoms in the gloaming of a perfect highland evening. The following morning we took advantage of our shallow draft and nosed into the sand and enjoyed the solitude of the white sands for an hour or two. As it became crowded with a lonesome lass and her dog we left making for the northern shore of Ardnamurchan. The advantage of local knowledge allowed us to stay on this rather hostile coast. A force 8 possibly 9 forecast prompted us to shelter in a small cove at Kilmory where we allowed Cir Mhor to dry out behind a bar. The gale eventually blew itself out but not before we were nearly caught by the Spring tides falling and all hands had to dig a small channel to float her out to deeper water at 11.00pm.

We sailed to the Isle of Eigg where in the anchorage behind Eilean Castle, we got to know some larger cruisers and their crew so things were looking up. As yet we have not been invited aboard but we will keep trying. Perhaps the claustrophobic conditions of a return visit to us inhibits