

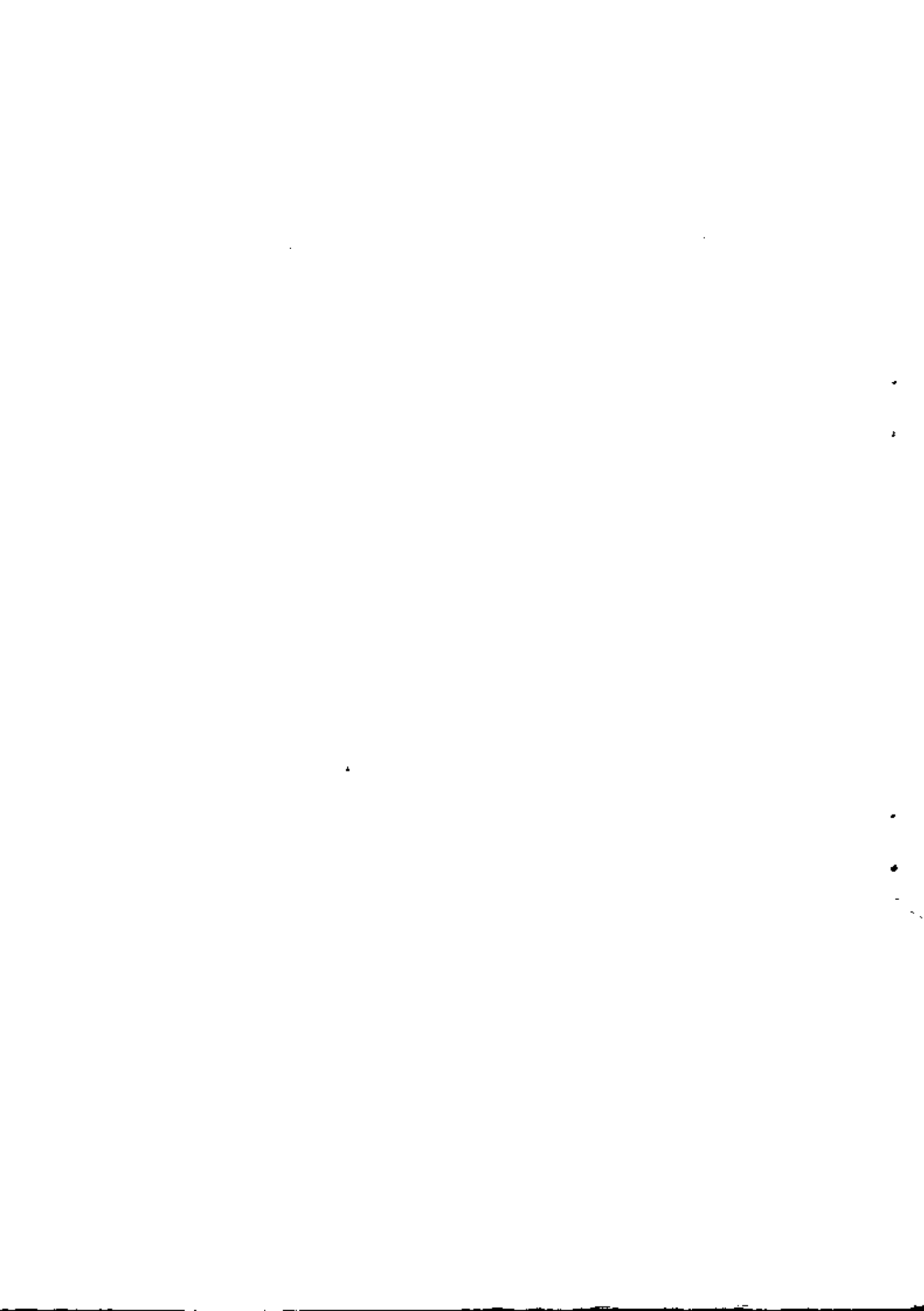
NEWSLETTER

No. 17

MAY 1986

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1. SECRETARY'S-SCUTTLES

1.1 Prospects Even in balmy Somerset it must be the coldest and wettest spring on record, so what are the prospects for the sailing season? I admit to having had some trouble raising the enthusiasm to go out and put my trailer together again however the spur of the Solent Splash had the wheels turning two days before D day. After a weekend afloat all is go and now during those quieter moments (at work) and travelling, thoughts are turned to sailing plans and ideas, still more of them. The Association Events, perhaps better described as opportunities to meet other Swift people, will either succeed or fail depending upon the level of support, and I make no apology for plugging them. Besides the social and fun sides, they can provide encouragement to the less experienced and open up new sailing areas.

Concerning Newsletters, many of you have written kind words about the content and value; support is essential in this area too and you will read later unsolicited pleas from Dido and Peter for material. It is very daunting to sit down and draft a newsletter if most of the content has to come from within. I know you've been sailing out there, you've told me, so please put down some words and let us have your experiences for the next cruising chapter.

It is now 3.30pm Saturday 17th May, the rain is beating on the windows, wind SE and we are twenty miles inland, so what else is there to write but - Good Sailing.

Paddy Carr

1.2 Notices a. 1986 Events These remain as published in February's Newsletter (16). Now is the time to commit yourselves and let the organisers know, so that the best possible arrangements can be made. Please use the reply-sheet enclosed sending the relevant portion to the named contact.

b. Subscriptions Thanks to those who are in date, which happily is a fair proportion. There is a first and only reminder slip included for those of you who have overlooked this matter. If you wish to use the Standing Order (back page NL 16) once complete please send to your own bank, not Ron Preece or the Association's bankers.

c. Register AL 1 is included as a loose sheet.

d. Trophies A reminder that we have two annually awarded trophies. The Silvester Shield, for the best cruise log, and the Dartington Tankard for the most innovative modification, the latter being given by the builders since your idea could well be incorporated into the production standard Swift.

Winners for the past year are announced at the AGM in January so think about your logs and modification sheets during this season.

2. REGIONAL ROUND UP

2.1 Solent Supper Thirty seven of us met at the Warsash Sailing Club on March 16th for a 'fitting out' supper. There was time to meet old friends and new members before sitting down to a very pleasant meal. Pether Latham, acting for the Committee presented the Silvester Shield to Sue Carr, and the Charnley Tankard to Ron Preece. The following were welcomed as new members, Alan and Lesley Probyn, Laurence and Ann Gender, Jim and Sue Crick, David and Beverley Evans, Alan and Heather Murphy and Geoff and Marjory Broomfield.

Swifts represented were 09 Indiscretion, 14 Moonshadow, 31 Teacuis, 43 Majari, 53 Waverley II, 60 Quadrille, 65 Silver Lining, 96 Catriona (with a huge crew), 113 Sateen, 132 Black Jack, 162 Gaddyshack, 165 Havoc, 188 Moondust, and 207 Tiger Lily.

Many thanks to Ivor for arranging the event. DATES for your DIARIES are Sunday October 26 'laying up', and March 22 1987 next 'fitting out'.

2.2 Solent Splash 3-5 May Eight Swifts made this opening rally, which in the event was not so gentle although the wind and rain was timed for harbour periods and overnight.

Saturday found the Calshot contingent catching the last of the tide westwards, the wind SSW F3, and backing, allowed a close fetch to Yarmouth where most had arrived before the increase to 4/5. The harbour was very full however all Swifts were moored on two adjacent trots and able to visit, talk over improvements and experiences; a rendezvous in the Kings Head completed the day.

After gales and heavy rain overnight, Sunday promised an improvement with less wind by sailing time (1300) for Bucklers Hard. Some difficulties in getting away from the piles with lack of depth and some particularly sticky mud, but seven were away for a nice sail up Solent with a moderate breeze. The rain started soon after we were moored up, but this did not stop the social calls, and after supper on board most decided that an urgent business call on the 'Master Builders' was necessary.

Monday morning's rain soon cleared and a nice forenoon allowed the company to disperse in good order and relatively dry.

Swifts present were: Havoc, Black Jack, Caddyshack, Tiger Lily, Little Wing, Selu, Bråms & Liszt, and Teacuis.

3. TECHNICAL TOPICS

3.1 Firstly in this newsletter must come an apology to those who have written to me and not received a reply, I promise you will get one! I have been away from home on business a good deal as Evelyn will confirm but I am beginning to catch up.

In Newsletter 16 I published a list of all previous mods and the task of rewriting is still underway. In the meantime the most common request has been on the subject of electrics, and in particular the siting of transducers, followed by batteries and charging circuits, so in this newsletter I will attempt to cover these subjects.

3.2 Echosounder transducer.

The first question is whether to mount the transducer through the hull or inside it and a short explanation of the principle of operation may help here. The echosounder relies on a pulse of high frequency sound transmitted through the water, bounced off the sea bed and returning to the transducer to measure the depth. Very little of the transmitted energy returns to the same point, most being deflected in all directions. For this reason the transducer must be as efficient as possible and this only happens when the transmission is through water. Almost none of the signal travels through air or other light materials. Therefore the best position for the face of the transducer is outside the hull; however, provided it can be mounted so that it is closely coupled to the fibreglass the signal reduction can usually be tolerated. If the maximum depth reading of the echosounder is 200 feet but this is reduced to 100 feet by mounting inside this should be satisfactory for most Swift owners.

The other main requirement is a smooth flow of water otherwise the associated turbulence contains air which can quickly reduce the effective signal to zero. Recognising both these factors the recommended solution for the Swift must be for an internal installation underneath the sink on the port side.

Some transducers such as those from Space Age Electronics are designed for internal installation but others, for example Electronic Laboratories were designed for

external use but can be supplied with an in-hull kit. Either will work well in a Swift. The trick is to mount it vertically and couple it well to the fibreglass. In my case I made my own in hull kit and mounted it tight up in the aft outboard corner of the locker which still leaves room for two water bottles. It consists of a plastic tube, six inches long with an inside diameter the same as the outside diameter of the transducer, glassed into the corner of the locker and sealed around the base. Into this tube is poured enough castor oil to cover the sloping section (hull) and the transducer is forced against this layer of oil to maintain a good contact. This has proved reliable, with a regular check to ensure that the transducer remains in contact with the oil. Mounting of the echosounder itself may be left to individual choice. Havoc has a bracket mounted outside opposite the compass on the port bulkhead with a second bracket to be fixed in the cabin on the same bulkhead, but other Swifts have ingenious hinged brackets to allow viewing from inside or outside.

3.3 Log transducer.

Here the situation is rather different. There is no transducer that will measure speed through the water when mounted inside the hull, all require external mounting. The general principle in the simpler speed logs is to use an impeller that rotates at a speed proportional to the speed of the boat through the water. Each rotation produces a pulse and these are counted electronically. The impeller may be in the form of a paddle wheel or a miniature propeller, but wherever it is mounted in a Swift it is liable to be damaged either when taking the ground or during launching and recovery.

There is an alternative. Instead of mounting the transducer in the boat it may be towed astern. This has the advantages of simplicity, that no hole in the hull is required, and it cannot easily be damaged; the only small disadvantage of being slightly less convenient.

3.4 Batteries and charging.

Electrics onboard a Swift are considered by some to be a luxury but others (including myself) consider that they are essential. Electrics help to provide navigation as discussed above, lighting and even entertainment! Generally a car battery is fitted to provide these services but the demands of a car are very different to those of a Swift. In a car a battery is called upon to provide a high current for a short period during starting and then be immediately recharged by the alternator as soon as the engine is running, all further power requirements being provided by the alternator. On a Swift there is no electric start (alas!), only a trickle being taken by the various instruments, lights etc. For our application a service battery is therefore more appropriate than a starter battery. It should be stressed however that given most Swift's rather humble power requirements, a standard car battery of 35 or 40 amp/hour capacity is perfectly adequate, but if anyone is interested I can provide a fuller explanation.

If a modern compact type is used a neat solution is to mount the battery securely in the tunnel that joins the stern lockers immediately aft of the engine. Incidentally, a used car battery that is poor at starting a car may well have sufficient life in it to give good service in a Swift.

Charging on a Mariner or Yamaha is accomplished by a coil that can be added to the flywheel and a regulator that is mounted in the engine if it has an external fuel tank or externally where the tank is into, rail. These parts can be obtained and fitted by your local dealer but if you are feeling adventurous you might like to tackle the job yourself. Dick London described his system in NLTG and I have used this on Havoc with good results for a year now. (An CAE to me will get you a photocopy if you have not already seen it.) The system usually provides around 3 amps with a maximum of 5 amps, depending upon engine speed, and this lasted the whole season without removing the battery for charging ashore.

3.5 Tailpiece

I began this piece with an apology for not writing, but I have to say also that I would like to have received more of your ideas. There are 217 Swifts out there and there must be some interesting ideas among them we haven't heard about. Don't be shy!

Good sailing.

Peter Goldsmith.

4. DOWN BELOW AND TOPSIDE

4.1 Black Jack has been laid-up for re-fitting in Hampton this winter and now seems in danger of submersion with several kilos of seasoned teak bits and bobs, navigation lights and a 12 volt battery. The form in the quarter berths have been replaced with a denser quality and moth-eaten sleeping-bags with cosy new Quallofil bags. These have proved highly successful in somewhat chilly conditions on the 'Solent Splash' just recently.

A pig net has been slung under the foredeck to prevent occupants from living like pigs - it was a pig to make from nylon net and bungee but excellent for storing bedding during daytime.

Expectations are still high that your ideas for comfort beneath and below will come flooding in. So far, a pressure cooker is deemed the most useful pot in the galley as it is so fuel efficient. It is a pity that a smaller one is not available.

Long woollen underwear seems to be the best solution yet put forward for keeping out the cold. However, the late arrival in the wardrobe is a Javelin type all-in-one thermal suit with added outer fleecy bits across shoulders and kidneys as worn by North Sea divers, obtainable from G.P. Heath of 18 High St., Hampton, Middx. £28 inc. VAT + P & P.

Lack of space makes one think thrice about every purchase. The new Crewsaver life jackets are light, very easy to wear and extremely compact - a great space saver but expensive.

On a lighter note - have you ever considered a space saving diet at breakfast time? Grape-nuts are more compact than cornflakes - think of all that bulky air trapped between the flakes!

Happy sailing!

BLACK JACK

4.2 Cooks to the galley.

Tuna Fish Pasta (4)

1 onion, diced	1 pt stock
1 tab oil	2 tsp sugar
1 garlic clove	salt and pepper
1 x 1 1/2 lb tin tomatoes	6oz pasta (2 lbs = 6oz)
2 tab tomato puree	7oz tin tuna
	versley chopped or mixed herbs.

Method: Cook onion, add tin of tomatoes, puree, stock, seasoning and heat. Add pasta and cook for 15 minutes or until pasta is cooked. Remove from heat, stir in tuna carefully, add herbs. Reheat and serve with crusty bread and salad.

Girdle scones

8oz plain flour
 1 tsp bicarb soda
 2 tsp cream of tartar
 1 tsp sugar
 2 oz margarine
 $\frac{1}{2}$ pt milk
 1 tub currants optional
 pinch of salt

Method: Combine dry ingredients, rub in fat, add fruit and sugar. Mix well with milk, roll out $\frac{1}{2}$ in thick and cut into shapes. Bake on frying pan on medium heat until lightly browned on both sides (5 mins each side). Eat with butter/jam. Do not keep.

S.C.C.

5. CRUISING CHATTEE

5.1 Little Wing's early sortie.

We managed to get Little Wing down to summer quarters just before Easter, but the next few weeks were spent 'land cruising', visiting friends and relatives in Cornwall and then sight-seeing in Wales, from Barmouth to Dale. We found the Centre for Alternative Technology at Machynlleth very interesting.

Eventually we managed to get down to Buckler's Hard and spent the rest of the day installing all the gear that had been removed for winter storage and overhaul.

Next day -

April 27 Sunday a.m. Easy launch, motored a little way down river, picked up vacant mooring and had lunch, by which time the rising tide gave us enough water to creep out through the channel at Needs One Point. We set out into a very fresh force - but a cold sea. Tacking against wind and tide we eventually reached the Newtown River, but were disappointed to find it very crowded, so anchored at the mouth of the Western Haven and went below. After tea we looked out to find the place deserted. Everybody had packed up and gone home! Ho - up with the anchor and over to a mooring. By now the weather had deteriorated, it was cold, wet and very windy, so down below for the evening. The new 'Perpex' weatherboards were a big improvement.

Monday a.m. Over to Lyminster, but the very strong wind and tide against us forced us to motor part of the way. After a walk up through the town (must have some exercise) and lunch in the 'local' we had an easy but damp two-reef sail back to the Newtown River moorings and another wet and windy, but comfortable, night.

Tuesday a.m. Left at low water and had a nice easy sail with tide and wind up to Cowes and then all the way up to Newport town quay. After lunch we had a pleasant stroll around the town and the Art Gallery and then back for tea. Watch the drying out, make sure that fenders and lines are carefully adjusted as boat will probably sink lower than pontoon into the very soft mud. If one has time here there are some very pleasant walks around the town and Carisbrooke Castle, to the south west of the town, is worth a visit. A very nice fish supper in a little restaurant behind the Army and Navy Store and early to bed.

Wednesday a.m. PLAN - leave early before drying out, stop on moorings at Polly Inn, have breakfast, catch last of ebb down to Beaulieu River and first of flood up to Buckler's Hard.

FACT - remove ice from cockpit tent and cast off at 6.a.m. Stop for breakfast as planned, so far so good, but a warm sun and a comfortable cabin meant that we lost the help of the ebb, and by the time we reached Cowes the tide was against us and the wind freshened considerably, and with a couple of oil tankers and a container ship taking up an awful lot of room, we were forced once again to 'motor sail' across to the Beaulieu River.

Wednesday p.m. Leave Little Wing on piles and return home.

Friday p.m. Late - return to Buckler's Hard.

3 May Saturday a.m. Off to Yarmouth in pouring rain for 'Spring Meet'

Sunday p.m. Pleasant sail back to Buckler's Hard, put boat on trailer and met rest of party in the 'Master Builder' for a very pleasant evening.

Our weekend was made when we heard what we believe was a nightingale singing in the woods behind us.

All the winter modifications and additions seemed to be worthwhile. Perspex weatherboards, quarter berth shelves, galley shelf unit, widened front shelves, stove splash-back, thrust bearing for centre board, foam lining and double glazing, 4 mm instead of 6 mm for reefing lines and new rowing position in dinghy.

The Western Haven is a very pleasant creek to explore on a sunny Spring day and a rising tide. It is sheltered from the wind by the surrounding trees. Nature lovers take binoculars and cameras.

Jim and Betty Perrett S.O. 42.

6. FROM THE POSTBAG

6.1 ".....First of all many thanks for the S.A. Newsletters; we love to receive them and keep in touch,....."

..... It's amazing to realise that we have been back a year and it has taken us about $\frac{1}{4}$ of that time to get going on the boating. We had occasional day trips on the River Swan or in Cockburn Sound off the Refinery but did not really get our act in order until Christmas when we went over to Rottneat for 6 days....

....Then at the end of Feb., we took 2 weeks holiday down at Walpole (400k from Perth) on the Nornalup/Walpole inlet system. Again the weather was good and we had a great time - we were the only boat with people living aboard. We were also reported to the police as missing after the car and trailer had remained stationary for four days.

Finally at Easter we trailed the boat down to the Hardy Inlet/Blackwood River at Augusta and had a most enjoyable 5 days just motoring!

....The world 12 metre Championships were quite exciting, and a good dry run for the America's Cup. It was very interesting to be able to go down to the harbours and see all the different 12s although the only way to watch the racing is on television. One race we took out one of the refinery work boats to test what it would be like to watch as part of the spectator fleet - hopeless, we could not get close enough to see what was going on, even with binoculars. Also it really was quite rough and unpleasant wallowing about. However, television coverage was excellent and apparently it is to be improved further for the America's Cup. Another positive aspect to the America's Cup is all the improvements to Fremantle - it really is alive and kicking, with all of the development to date very much in tune with the character of the existing town.

You must be starting to think seriously about your holidays and we are interested to hear of your plans for the S.W. Baltic. Hope you have as enjoyable a time as we did. The Swift attracted a lot of comment wherever we went - maybe part of that was our boxing kangaroo design!

If we are not in touch before you go - happy sailing for your holidays, regards to anyone who might remember us.

Bruce and Pam Seligman"



By Ed: Bruce and Pam were part owners of SO 12 AQUAVITE whilst in the UK for two years, they have now returned to West Australia and recommissioned their 22' trailer sailer "BOOTS AND ALL".

G.P

"...We are absolutely delighted with our Swift; it has already exceeded our expectations. We have sailed it several times at Poole, also on Windermere, Rutland, Abercovey, and we have just returned from an excellent 5 days between Southampton and Poole.

We intend to trail the boat to the South of France for a fortnight at the end of June and I wondered if you knew of any other owners who have done the same in previous years, and whom I could contact for advice about launching sites and safe places to keep the car and trailer.

Edward and Christine Miller SO 218"

By Ed: Can anyone offer advice to Edward and Christine?

6.3

"Dear Members,

I wonder how many of you ventured to the water over the 'Easter weekend', not many I bet. Spare a thought for Nigel, Paul and Janet who braved the gales, rain, hailstones and frosts for five days aboard 'Caddysack'. The sheltered slipway at Pucklers Hard on the Beaulieu River was necessary to evade the force 6 whilst launching and we took a reasonable amount of splash over the bow between visits to Yarmouth, Cowes and the Hamble River. Joking apart we had some pleasant sailing in the fair interludes and were even becalmed for 20 minutes off Cowes on Easter Monday, before a heavy squall blew up!

Nigel Rennie SO 162"

June:- MID SUMMER SOLTICE-

NOW is the time to drop me a line if you'd like to participate in a BBQ at NEWTOWN on JUNE 21st. Bring some food to cook and drink and I will arrange the BBQ set up!

COME ALONG AND MAKE IT A FUN EVENING

Nigel.

SWIFT 18 - REGISTER OF OWNERS AND MEMBERS AL 1 dated 1 May 86

17	Indescretion	Alan Brown	1 Eye Close	Corie Mallen	Walsome	Dorset	0002 895078
24	Gulley	Derek Fuller	Wool Glen	Forge Lane	Bredhurst	Gillingham Kent	0634 387603
25	Arctos	Ray MacArthur	1 College Close	Pecklingfield	Peckling	090 700	0000 870604
26	Alone	Bob Arnold	6 The Source	Belling	Faversham	Kent ME11 5DE	001 785 009
29	Dr Da 30	Berick & Janet Correll	10 Pelham Cres	Churchdown	Stouister	603 268	
30	Friend Colyer	John D. Day	1 Merrifield Road	Stonfield	Worcester	Derbyshire	0345 49108
328	Sau	Lawrence & Janet Pearson	15 Bostwell Ct	Marrow Park	Outland	Surry GU4 7PE	0421 034009
331	Swiftsure	Roy Thistlethwaite	21 Myrtles Road	Lytham	Lancashire	FY8 4JD	
350	Blackburn	Peter Swallow	1 Eastlake Road	Baldharbour La.	Canterwell	SES	
360	Willy Blue	Alan Townsend	24 Droveaven	Embleton	Dorset BH23 7ND		0002 870103
377	Good Line	Bob Cole & Sons units	Northampton	East Lane	St Florence	Torbay Exeter	030 461 408
380		H. Belliss	Boxley 78	6873 52 Feet	Waterpiper	Wiltshire	
390	Peep 111	Col. Macken	Peacocks Lodge	South Motor	Kings Lynn	Norfolk	0451 277078
395		Clare					
400	Parade	Tom Williams	115 Manor St	Northampton	Northants	Northants	0003 24008





