

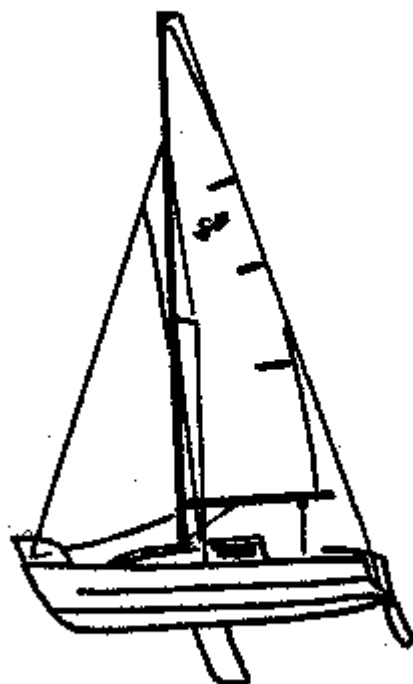


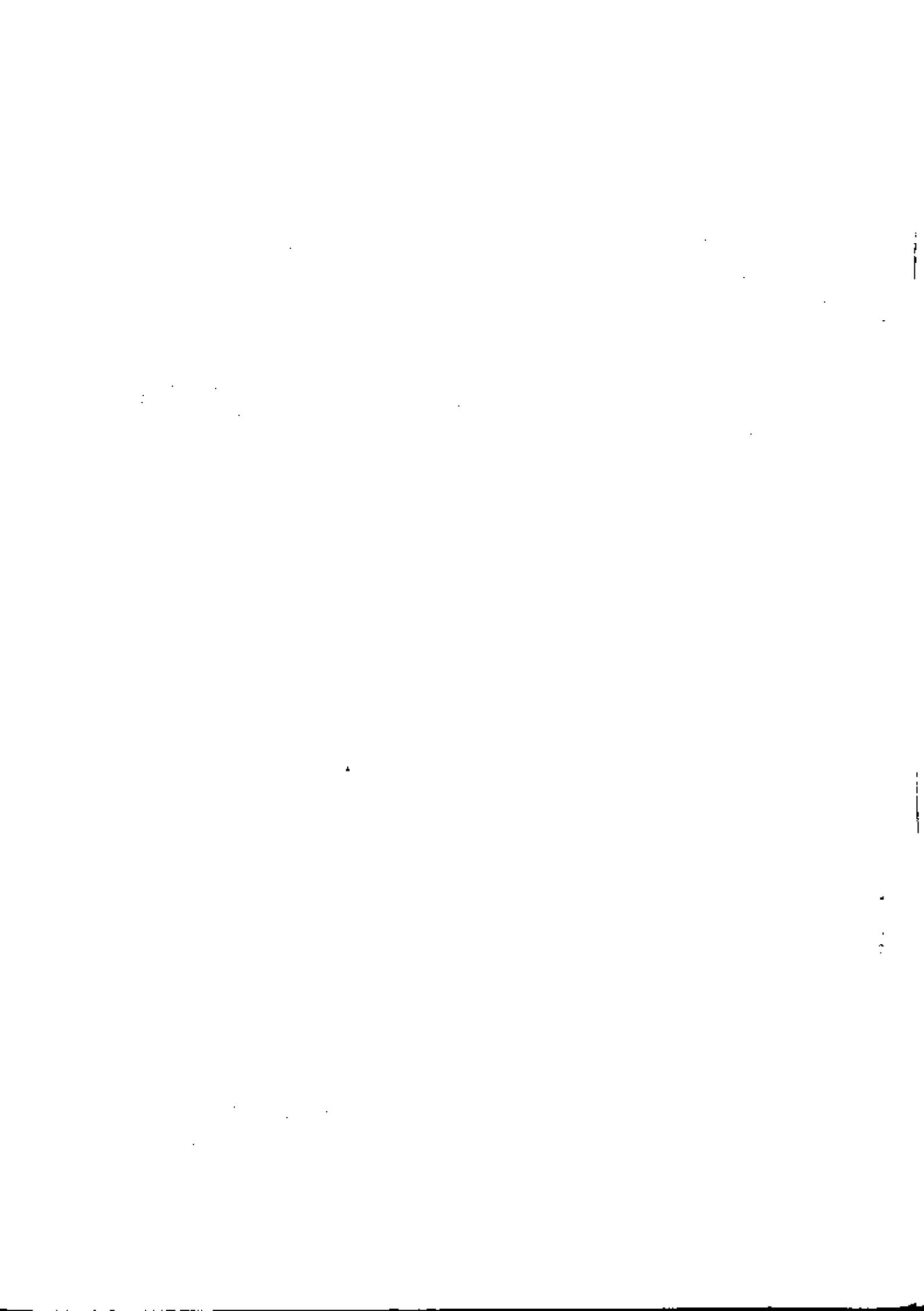
# NEWSLETTER

NL 21

MAY 1987

1. Ed's Column
2. Admin. Notes
3. Regional Round-Up
4. Technical Topics
5. Galley Tips
6. Cruising
7. Register of Owners
8. Boat Jumble
9. Personalised Leisure Wear





1. ED'S COLUMN

As Paddy Carr, who worked so hard for the Swift Association, has gone to a bigger boat therefore relinquishing his role as N.L. Editor, I, in a weak moment, volunteered for the position. I took delivery of SALU (SO125) in February '84, since then I have trailed and sailed in the West Country, the South Coast, and the West Coast of Scotland. This year I will be keeping SALU at Bucklers Hard, Beaulieu, which seems to be a popular place for Swift owners as there were nine boats at the last count.

I have enclosed an update of the Owners Register, if any information is incorrect please let me know.

Further on in the N.L. Janet has included a recipe and would like to hear of any ideas from budding 'Galley Slaves'.

A reminder that we have two annually awarded trophies. The Silvester Shield, for the best cruise log, and a Tankard for the most innovative modification. So when you are out and about this summer why not take some notes or keep a log of your travels, and send your experiences to me.

For further information on Rutland Sailing Club's Open Regatta please contact Graham Biggs (Racing Secretary) and see fact sheets at the end of this N.L.

2. ADMIN. NOTES

- 2.1 Subscriptions These are now due at the reduced rate of only £4. *Sent 16/11/87 ERS*
- 2.2 Correspondence Any correspondence should be accompanied by the SO number as this saves time. Also I would be most obliged that anything for inclusion in the Newsletter is clearly printed, if at all possible.
- 2.3 'Phone Numbers Please note that the new telephone number for Ron Puce is 0703 261742 and for Alan Murphy is 0703 253008.

2.4 Association Ties These are available from Ron Puce at £3.50 inc postage.

2.5 Burgees Members will be sent an Association Burgee as soon as delivery takes place.

3. REGIONAL ROUND UP

3.1 Midland Supper

The Supper was held at the Rutland Sailing Club on 14 March where the catering staff provided an excellent meal which was enjoyed by everyone.

16 members were present and we were able to welcome Jane and John Sharp to the Association as they had just purchased DUET, they are hoping to meet more members during the coming season.

Lawrence Peacock our Newsletter Editor came up. We were also delighted to see Keith Fallas from Honor Marine, and his wife Wendy. Keith has been connected with the construction of the SWIFT since the beginning.

After the meal everyone circulated and exchanged the usual holiday sailing experiences.

Those present:

Bryan and Pam Jones	GULLIVER	S.O.81	Newark
John and Jane Sharp	DUET	S.O.73	St Albans
Alan and Peggy Halton	PEGAL	S.O.137	Ashbourn
Paul and Glenda Smith & family	PEPPERMINT CREAM	S.O.103	Felixstowe

*+£3.50 for file*

Peter and Jean Latham	MOONSHADOW	S.O.14	Nottingham
Graham Biggs	RUTLANDER	S.O.300	Rutland Water
Lawrence Peacock	SALU	S.O.125	Solent
Keith and Wendy Fallas	Honor Marine		

Peter and Jean Latham S.O.14

3.2 Solent Start Should have taken place on 2nd-4th May but the weather had other ideas!! A few Swifts assembled at Bucklers Hard and their owners ventured to the waters edge and listened in trepidation to the strength of the wind. The sight of a much larger boat being guided up river by the harbour master - her mast having snapped in two - was the deciding factor, "Master Builders" here we come!

We welcomed a new Swift CICADO (S0319) with Chris O'Brien and crew from Bromley, who were longing to put her in the water at some stage over the weekend. When we left Bucklers Hard for home on the Sunday Morning with the wind still blowing a gale and extremely cold too, Chris and crew were planning a visit to Beaulieu Motor Museum.

Julie and Arthur GULLIA (S0119) were still bobbing around on their pile mooring, (having launched at Easter) and hoping for calmer weather no doubt. Jim and Betty Perret LITTLE WING (S042) were still safe and sound in their Caravette, wishing that they had come down at Easter instead!! Nigel Rennie CADDYSHACK (S0162) and crew were expecting us at the mouth of the river on Saturday afternoon for a sail to Yarmouth - I wonder if he made it from Warsash?

3.3 Events '87 As published in NL20 (February) with the addition of a date for the 'Clyde Bash' - 24th-27th July. Please contact Steven Hansen-Just for further information.

Let's have a good turn out at these Regional get togethers, after all the reason for having a trailer sailor is that new sailing areas are more accessible and the social side is fun too!

## **CLYDE BASH**

# **SWIFT ASSOCIATION RALLY**

### **24th - 27th JULY 1987**

**CONTACT: STEVEN HANSEN-JUST,  
17 COTLANDS AVENUE,  
LONGNIDDRY,  
EAST LOTHIAN.  
TEL: LONGNIDDRY 49 52011**

Deliberate Mistake!

Yours truly missed out the Vital Information concerning Storage Trays and Auxiliary Engine Mounting Bracket in NL20. This time we are repeating the diagrams (which our Technical Editor drew so well) plus the relevant literature!!

Our apologies to Jack Counsell (SO37) who sent Alan these useful ideas.

Ed.

4. TECHNICAL TOPICS

For this issue I have received a large number of interesting ideas. Nigel Rennie wins the accolade for submitting the most - his four ideas have been well and truly tested aboard CADYSHACK (SO162) :-

4.1 Compass Light Dimmer

I find the standard bright illumination of most compasses is fine in a well lit port environment, but once offshore I find it dazzling. I've overcome this by fitting a high power potentiometer in the compass lights circuit, enabling just the right amount of illumination. (Price about £2. NB it must not be fitted directly next to the compass to prevent variable deviation).

4.2 Cockpit Locker Lid Seals

When the boat is well heeled in a strong blow with water lashing the cockpit, I found water found its way into the cockpit locker via the leeward locker lid. (Water lying in the corner of the seat pours around the overlap). To overcome this I fitted a sealing gasket around the underside of the lids, about  $\frac{1}{2}$ " in diameter and shaped to the interior rim.

4.3 Boom Sail Ties

I'm always displacing sail ties, so decided to install a permanent system on the boom. Down the Port side I have 6 equally spaced small fairleads with a double length of 5mm diameter Bungee, the Starboard side has 5 small hooks.

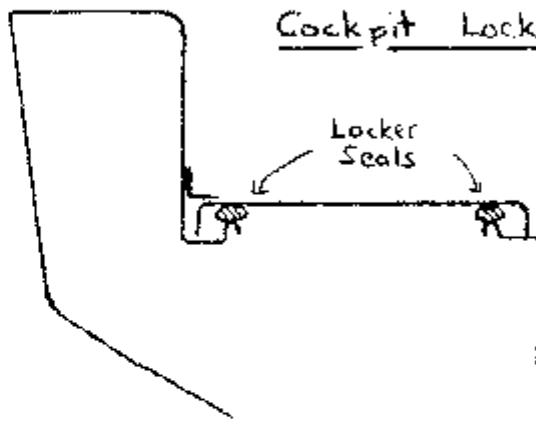
After setting a reef the loose sail may be gathered by pushing a loop of bungee through the reefing eyelet and onto the hook. Having a double length of bungee enables both reefs to be set separately or on one reef and the complete sail.

4.4 Positioning of a Radar Reflector

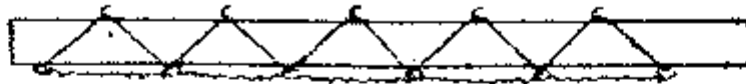
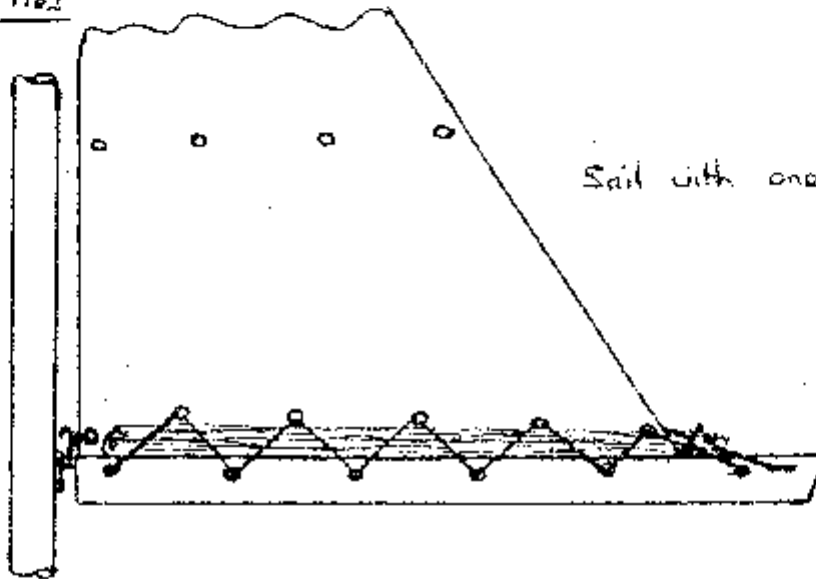
Finding the best position for a standard Radar reflector was a problem, permanently on the mast head causes windage and looks topheavy, and hoisting it on the shrouds is asking for sail damage.

Setting it outward from the backstay was the only way. To hold it central I filed a small groove with two adjacent holes for a piece of shock cord, then from the two lower corners I fitted a guy line to the pushpit corners so it cannot twist around the backstay.

Cockpit Locker Seals

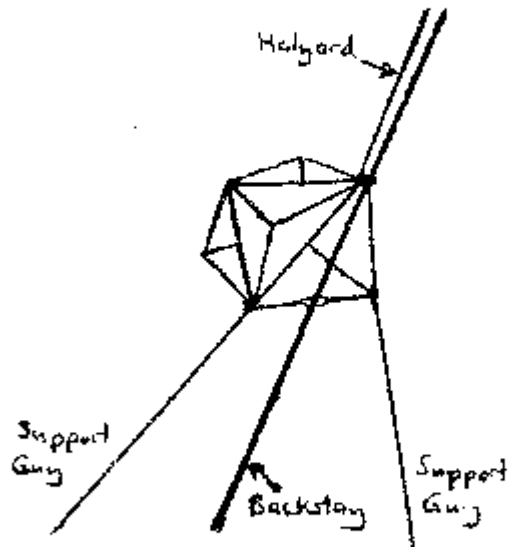
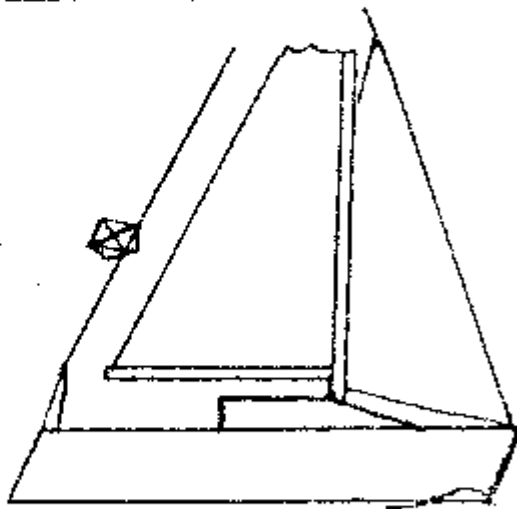


Boom Sail Ties



Plan View

Radar Reflector



#### 4.5 Storage Trays

Still fairly easy but very useful - To use the space below the cockpit, I have made two shallow drawers (see sketch). These rest either side of my battery tray (6 chloride cells) and slide to the side of the keel housing for easy access.

(see Figures 1 & 2)

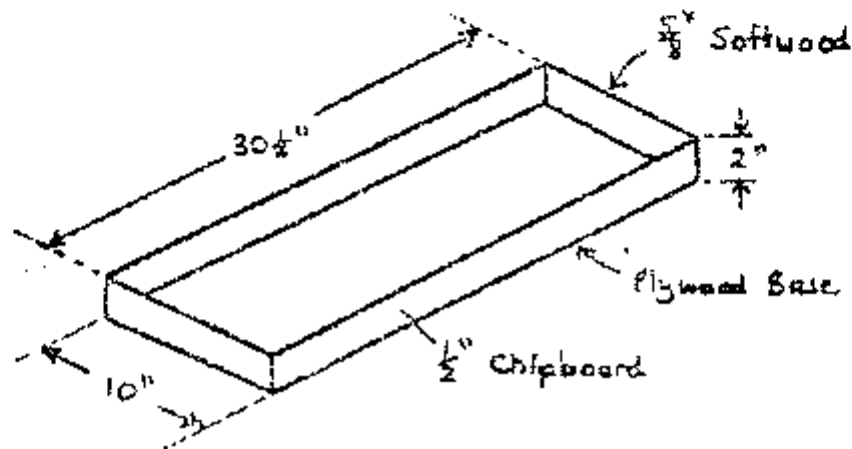


Figure 1. Tray Details

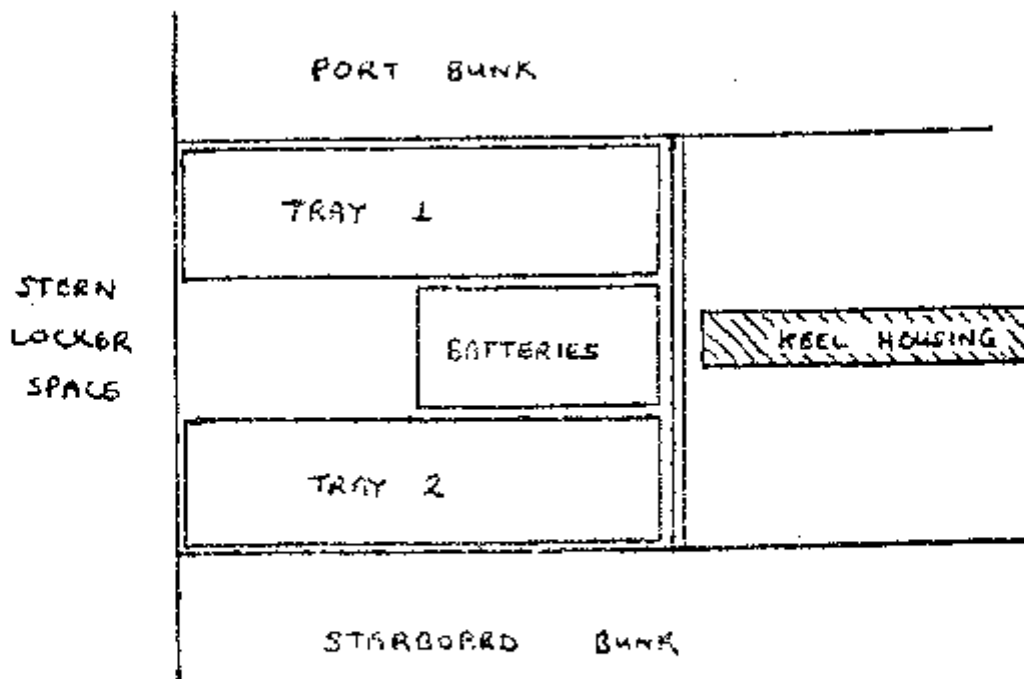


Figure 2. Tray Positions

#### 4.6 Auxiliary Engine Mounting

More complex and requiring explanation. On two occasions due to faults on the Yamaha 4, I have lifted this out and replaced it with a Yamaha 2, normally carried on the push-pit for use on the dinghy. On another occasion, battling against a force 8, I had great difficulty keeping the bow head on. Although the Yamaha 4 will push the boat at "design speed" under normal conditions it would be advantageous to be able to use both engines.

I have designed a mounting bracket to carry the small outboard engine below the push-pit with its stem parallel to the transom but when lowered, it becomes vertical. This is achieved by using the following dimensions: (see Figures 3 and 4)

Pivots on engine mounting plinth	5" centres
Pivots on support brackets	4 5/8" centres
Upper mounting bars (arms) pivot holes	12 3/4" centres
Lower mounting bars pivot holes	12 3/8" centres

Materials: Plinth 1" marine ply 7" x 5"  
 Lower bar (arm) 1" x 1" U section aluminium 13 1/2" long  
 Support brackets - same material 2 off 12" long  
 Upper bars 5/8" box section aluminium 2 off 14" long

Pivot bolts 5/16" stainless steel (2 at 7"  
 (1 at 3"  
 (2 at 2"

Shock cord 7 3/4" plus fastening extends to 17"  
 Mounting bolts, packing and backing plate.

I have made the mounting and tried it on the boat "moored" in the garden. It appears to work but I will not be able to carry out "sea trials" until this summer.

Jack Counsell (UPESI 8037)



Engine transom bracket (Figures 3 and 4)

Figure 3. Plinth on Boat (Side View)

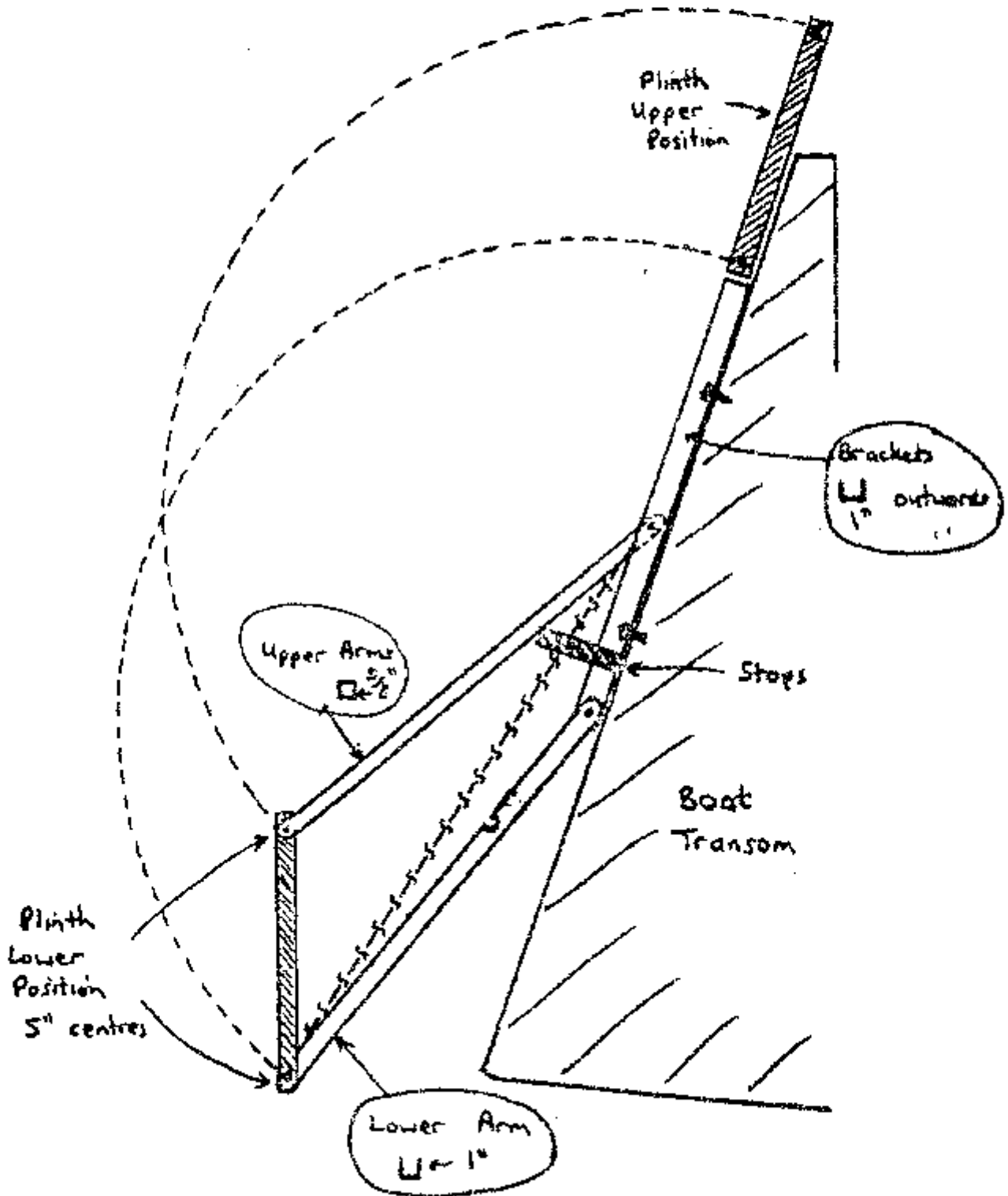
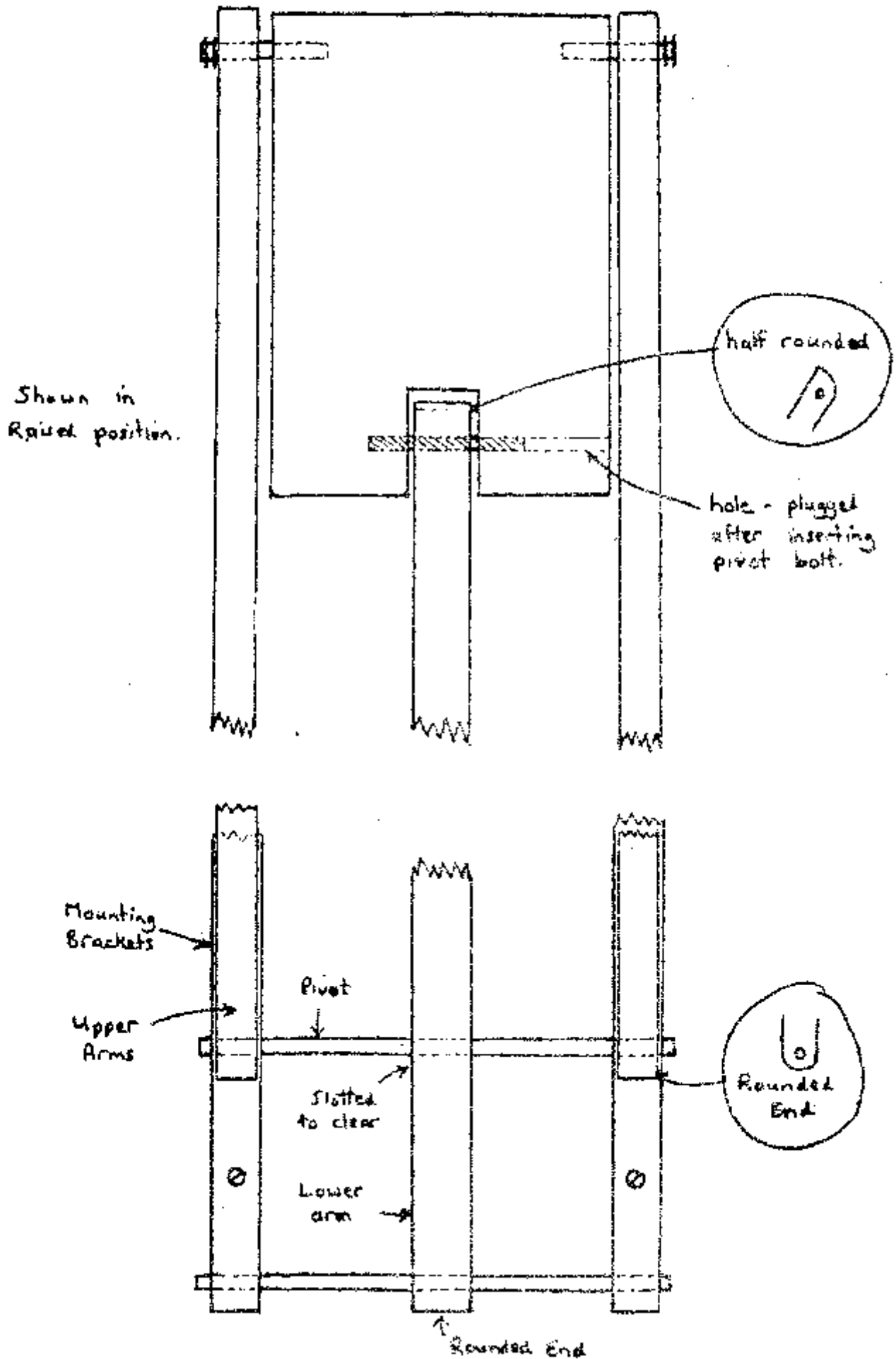


Figure 4. Plinth Details (Rear View)



#### 4.7 Commercial Break

Now for a few miscellaneous product recommendations.

(1) Nigel Rennie likes his bulkhead mounted Echo Sounder which is visible in the cockpit even when the washboards are fitted.

(2) Peter Latham (MOONSHADOW 5014) recommends 'Captain Tolley's Creeping Crack Cure' for sealing stress cracks in the gel coat. It can be obtained from most chandlers.

(3) For those thinking of fitting a VHF aerial I would recommend the Vitronix combined aerial and wind vane called the 'Great Hawk'.

(4) I have examined my trailer wheel bearings and found no deterioration at all. I attribute this to the 'Bearing Buddies' fitted to the trailer wheels. These can be obtained from most caravan and trailer retailers. One word of warning though - the adapter rings can easily be cracked if not treated carefully. They will also soften if the brakes are adjusted too tightly causing the wheel to become hot. However spare adjuster rings are readily available from the UK distributors 'BarBellaron Ltd', West Hendon.

(5) A simple idea for retaining the lighting board cable on the trailer. Half a dozen 'terry' clips pop rivetted along the trailer. It is much easier to clip the cable to these instead of winding it round the trailer section.

#### 4.8 Aft Quarter Berth Shelves (1)

Edward Millar (HIGH - KV 50218) reports on his quarter berth shelves. This idea is similar to one originally published in the August 1985 'Boat Buyer' and subsequently fitted to Tiger Lily (50217). In Tiger Lily the shelves are screwed to the under stand of the cockpit seat and are level with the shelf behind the backrest. Some Swifts have flexible 'pipe cots' in this position.

Edward's shelves appear to be mounted a little higher and sport some polished wood doors. Over to Edward:-

Christine and I always seem to take so much gear with us while cruising that stowage space is at a premium. It was because of this that I decided to utilize the upper part of the leg space for the quarter berths to make two cupboards, each able to hold three 'Tesco plastic baskets'.

A shaped piece of '5 ply' was fixed as a shelf on each side, level with the top of the 'back rest'. Blocks of wood fibreglassed to the hull and cockpit wall were used for fixation.

The choice of materials for the cupboard door will be a personal decision. I settled for thin, well polished wood, but plywood covered in spare headlining material may be a satisfactory alternative. The doors were hinged along their bottom edges with 'piano' hinges, and small wooden knobs were added, together with magnetic catches.

It took most of a weekend to complete the job to my satisfaction, but at very little cost we now have considerably increased stowage space. We have not found that it has significantly reduced the leg space for the quarter berths.

#### 4.9 Dismountable Recovery Winch (2)

Dennis Nichols (REFLECTION S0303) describes a dismountable winch arrangement for easy recovery of the boat and trailer. It is fitted temporarily to the tow bar on the car. Dennis says:-

I have recently had made a bracket which fits on to the back of the tow bar. Which in turn can be connected by a pin to another section with a normal 1400 trailer winch. In trial up my drive the trailer and boat is moved with minimum of effort and I should think that the winch will tackle reasonably steep slopes.

The permanent part of the winch is not cumbersome nor ugly in appearance. The great thing with this winch is that the trailer coupling is drawn up and connected straight up to the tow ball, unlike most winches which are connected to the tow ball and have to be removed and then the trailer manhandled for a connection.

#### 4.10 Single Handed Steering Aid (3)

Graham Barker (LITTLE HOG S0302) describes a simple aid for the single-handed sailor:-

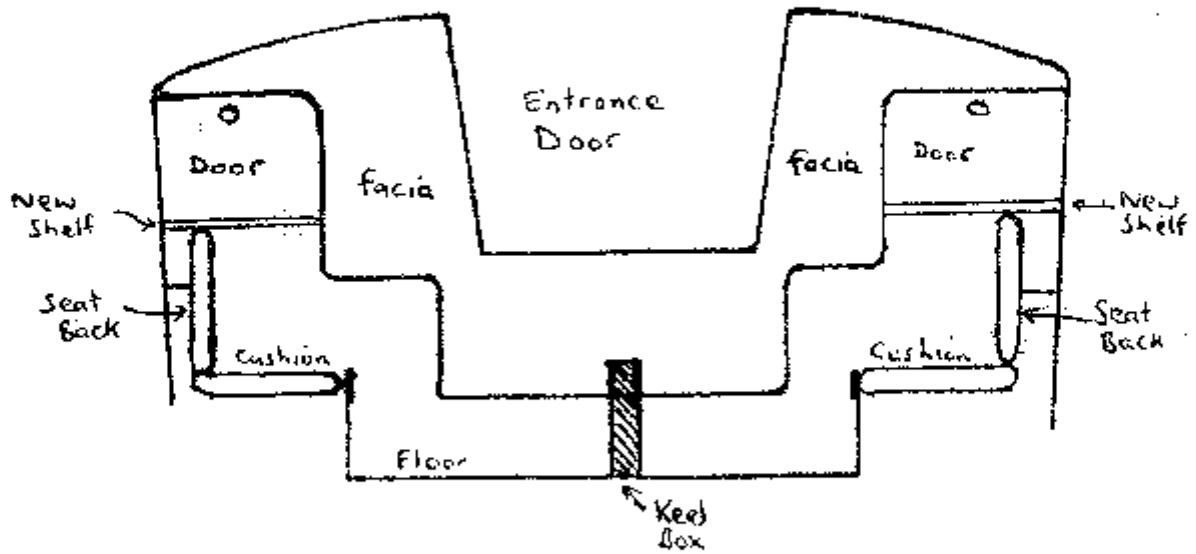
I noticed that when sailing single handed, that is whilst my wife was tending to our young son, that even when balanced the boat will quickly fall off course when "hands off" and at low speeds the weight of the rudder would cause it to swing over into maximum lock.

I attached a bungy by its hooks - one end to the mainsheet eye bolt on the side and the other wrapped around and hooked onto itself around the end of the tiller using the extension bar mount to stop it slipping off. This kept the tiller central but allowed it to be moved without adjusting the bungy. This allows "hands off" long enough to open a bottle of beer or adjust your sunglasses.

Quarter Berth Shelves

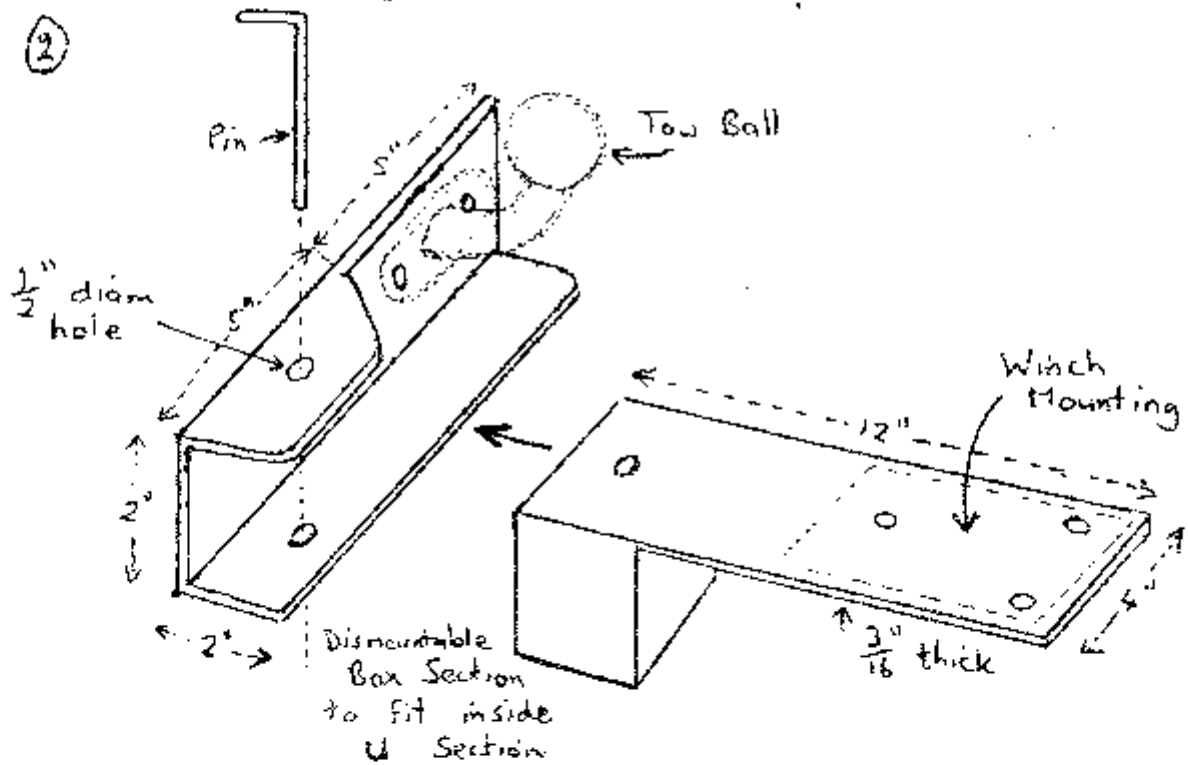
①

Looking Aft



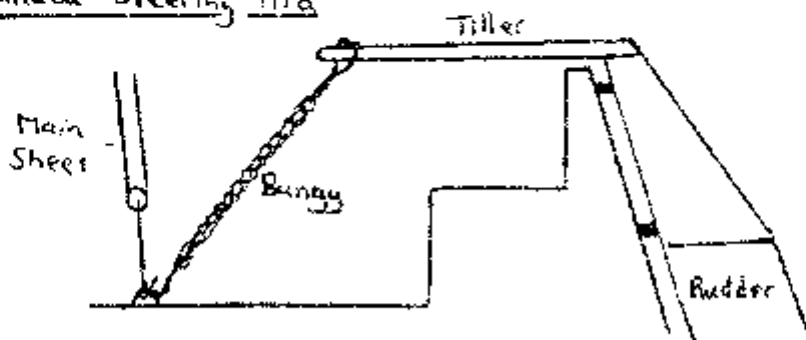
Dismountable Recovery Winch

②



Single Handed Steering Aid

③



#### 4.11 Improved Tabernacle and Mast Stepping Aids

Tony Adams (GERMANDER S010?) has sent in a number of ideas for improving the tabernacle and for raising and lowering the mast. Here they are:-

We normally sail on the River Cam at weekends, which involves lowering the mast at every bridge and lock.

Upon receipt of my Swift J immediately fitted an A frame to assist, and used in conjunction with one of the winches it does take out the physical effort required.

However, we soon found that there was great danger of the mast moving sideways and tearing the tabernacle out of the cabin top. The modification involved the manufacture of a mast pivot with lower pivot point which also allowed the mast to clear the cabin top when horizontal. This is shown on the enclosed photographs.

The next stage was to move the inner shrouds forward and anchor them at a point exactly in line with the mast pivot point. This was achieved with an extra set of taller chain plates; the shrouds were shortened by excluding the bottleneck.

The result is a mast which looks after itself when being raised and lowered and allows the operation to be carried out single handed.

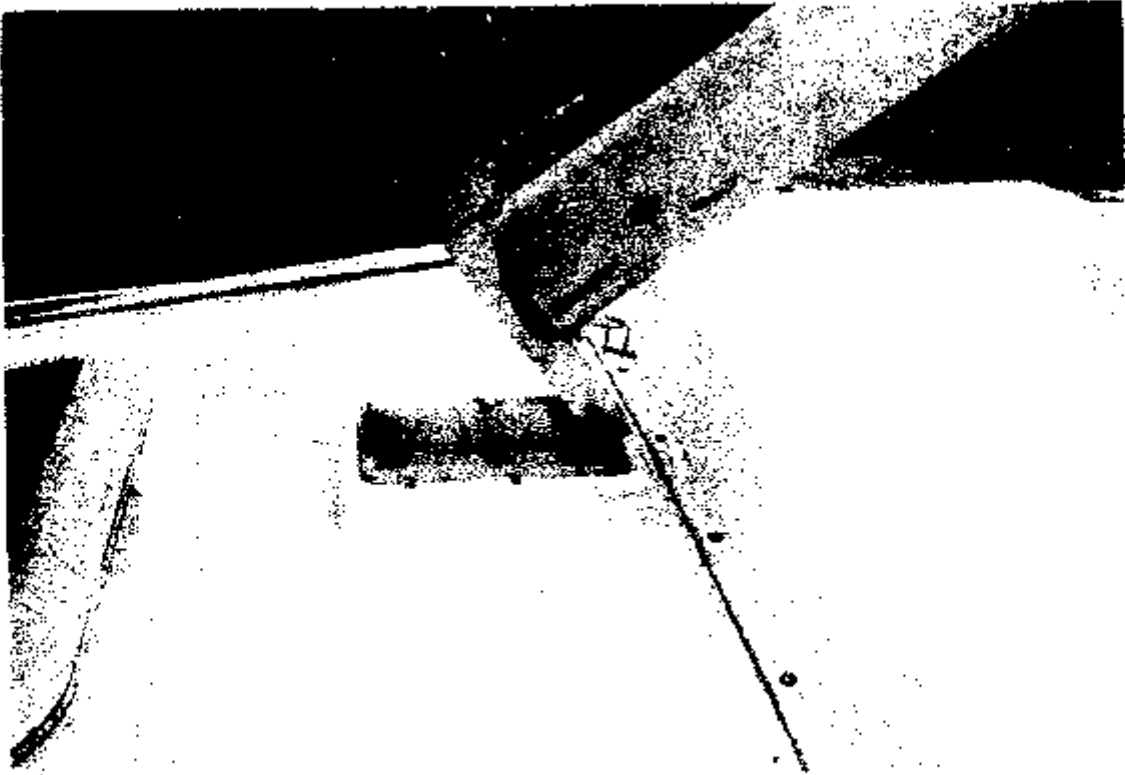
We have also added a swing away support bracket mounted on the pushpit, which allows operation of the outboard and rudder when the mast is horizontal.

The modification makes no difference to the way that the mast bends when sailing, although in theory the inner shrouds should be anchored further aft.

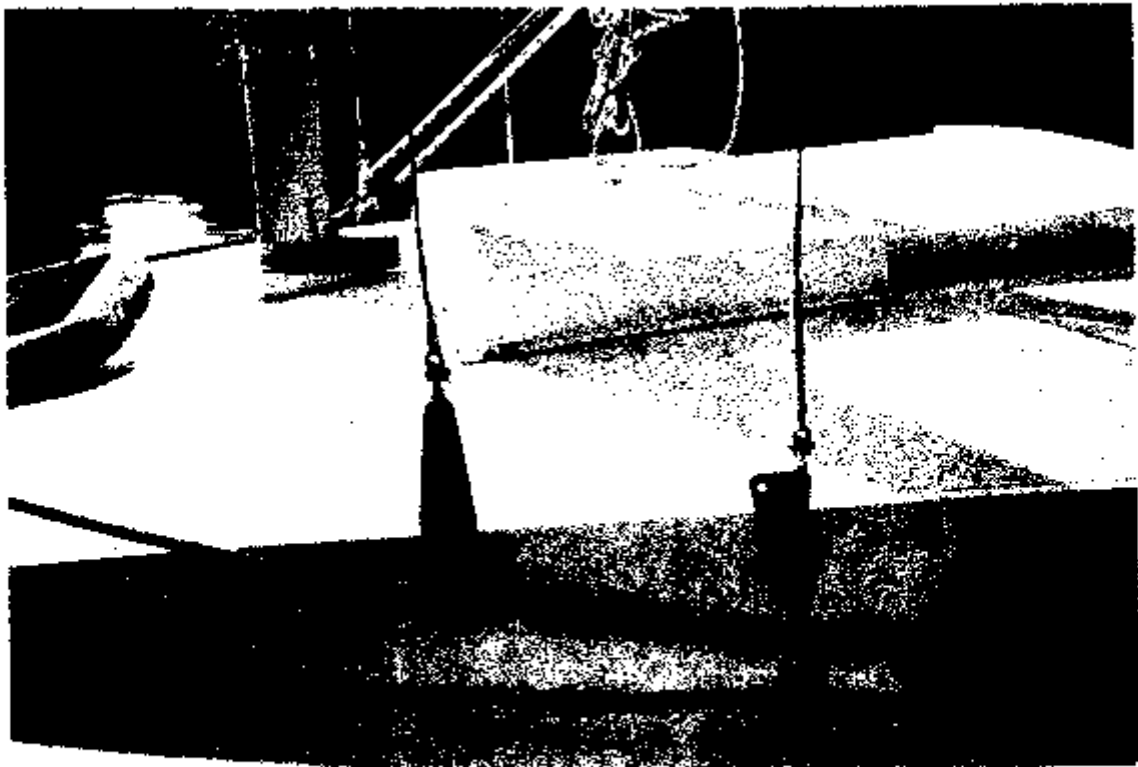
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Thank you all for a splendid number of Technical Items for this News Letter. Keep sending your ideas in - we still need more.

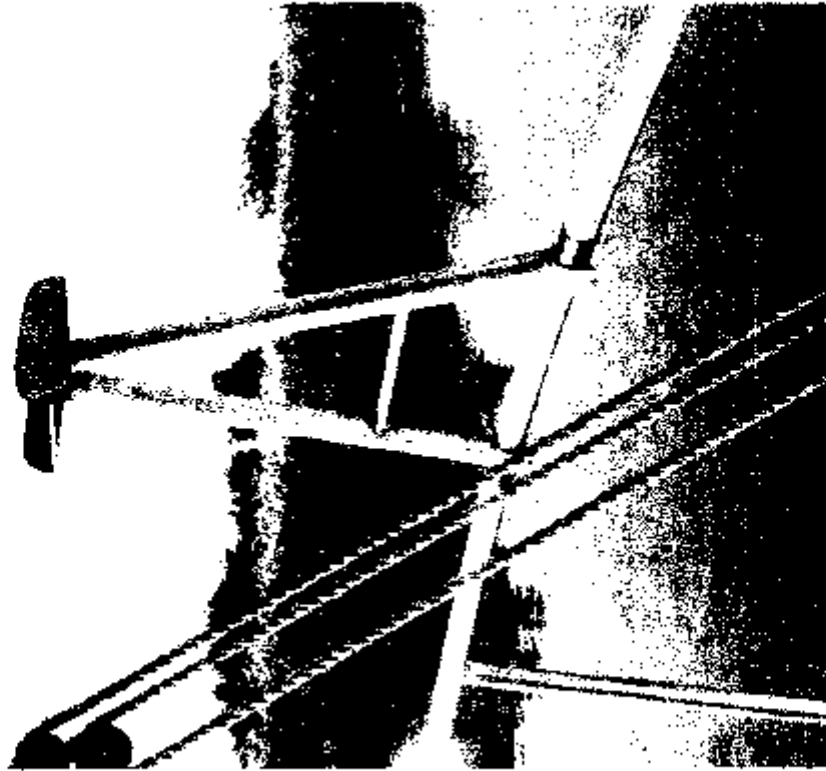
Alan Murphy TIGER LILY (S0217)



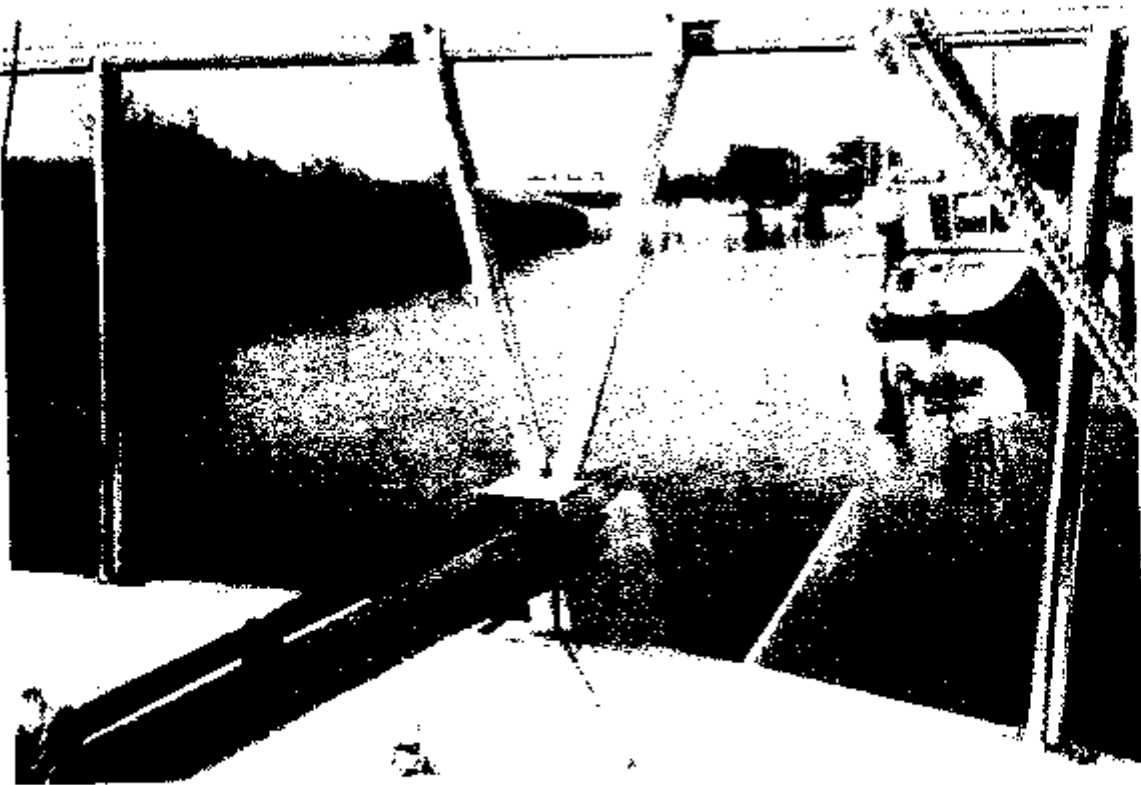
New tabernacle - mast halfway



New longer chain plate for inner shrouds fitted forward.



Support in Up Position



Support in down position.



5. GALLEY TIPS

I don't know how many of you already use T.S.P. (Textured Soya Protein) as a meat substitute, but being non meat eaters we find it an invaluable source of protein and very economical too. The main advantage is storage, as being a dried food it will take up hardly any room, is minimal in weight and lasts so much longer than fresh meat as it does not require refrigeration. I use the plain minced style T.S.P. and find that one 5oz packet will be sufficient for two meals of four servings. I am sure that once reconstituted and used in your favourite recipes the rest of the family will never know the difference, especially after an exhilarating days sailing and they are all ravenous. T.S.P. is available in most Health Food shops.

Here is my own quick Spaghetti Bolognese recipe:

T.S.P. minced style - 2½ ozs (½ pkt)  
 Vegetable/meat stock cube - 1  
 Yeast extract - 1 lge. tsp.  
 Water - 1 pt.  
 Dried sliced Onions - 1 tbsp.  
 Dried Garlic - 1 pinch.  
 Tomato puree - 1 tbsp.  
 Ratatouille - 1 lge. tin (14 ozs)  
 Oats - 2 tbsp.  
 Mixed Herbs - 1 tbsp.  
 Salt & pepper to taste.  
 Spaghetti - 8 ozs.

Place T.S.P., onions, garlic, yeast extract, tomato puree, and stock cube into a saucepan, add the water - boiling. Leave to soak for 5 mins. Meanwhile cook the spaghetti. I find that once the pasta has come back to the boil, turn off the heat and it will continue to cook with the lid on until required. I like it chewy, so 10 mins is usually enough. Add remaining ingredients to the soaking mixture, and stir well, bring to the boil, reduce heat and simmer, covered for 15 mins, stirring occasionally. Drain spaghetti, serve with T.S.P. mixture and a sprinkling of Parmesan Cheese.

J.R.P.

6. CUMULATIVE CRUISING INDEX - up to NL 20

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8. BOAT JUMBLE

We would like your support for this column. It would be a good idea to look through your kit bags etc., and see if there is any equipment or items that are of no further use to yourselves but might be of some use to another Swift owner.

To start the ball rolling we have two items for sale:-

(1) An absolutely brand new trailer which has never been used. (Deal for secondhand Swift fell through) The cost of the trailer £362.50 inc. VAT. No reasonable offer will be refused. Please contact Mr. T. J. Thomas, 'Bynead Cottage', Luton Lane, Redbourn, Herts.

(2) Peter Latham MOONSHADOW (5014) has a tender to sell. It is a Bluebird MK 2 with floorboards, outboard bracket, oars, pump and carry-bag. Price £75.00. Please contact Peter on 0602 283759.

(3) Two keen sailors are looking for secondhand cruising 'chute or spinnaker. Please contact Ed. on 0483 574069.

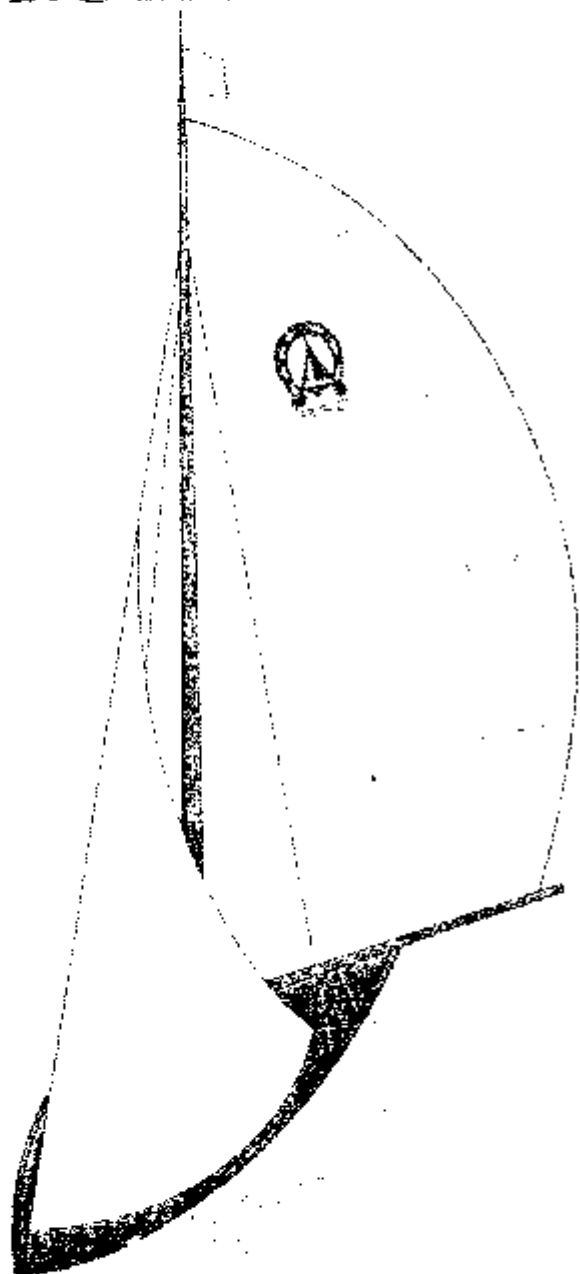
9. PERSONALISED LEISURE WEAR

I would like to remind you that Ocean World of Cowes supply S18 logos and boat names on their products, see order form enclosed. Our Association receives a small percentage from sales. Please deal direct with Ocean World.

BUPA

# OPEN REGATTA

## RUTLAND SAILING CLUB



**29th to 31st  
August 1987**

### ENTRY

Visitors £3.60 per day  
Clubs £6.00 per 3 days  
R.S.C. Members £7.00 per day  
R.Y.C. Members £6.00 per 3 days

### RUTLAND SAILING CLUB

After 5.30pm Dinner

Saturday 12.0-9.0pm  
Sunday 10.0 - 14.30pm  
Monday 10.00 - 14.00 hours

Cruiser Meet Time

Saturday and Monday 17.00 hours  
with Races will be Roundup Race

Class Starts: Fast Handicap up to 1.10  
No. 200000

Day 1 1.20 Day 2 1.30

Slow Handicap 11.00 and Above  
Cruisers all Classes  
Ketch: Optimist, Topper, Comet  
Mono: Gracie



Entry forms from

Rutland Sailing Club  
Gibbett Lane  
Edith Weston, Oakham.  
Rutland LE15 2EE

1. **Venue**  
The meeting will take place on Rutland Water. The 3000 acre home of Rutland Sailing Club, situated between Stamford and Oakham.
2. **Sailing**
  - 2.1 The event will be sailed under I.Y.R.U. Rules, the RYA Standard Sailing Instructions, the appropriate class association rules and the supplementary sailing instructions.
  - 2.2 Personal buoyancy must be worn at all time when on the water. Wet suits alone are not considered adequate but may be required under certain conditions, signalled by the flying of a black flag.
  - 2.3 Launching is off concrete slipways or banks. Competitors are advised to bring launching trolleys.
3. **Club Facilities**
  - 3.1 All competitors will become temporary members of Rutland Sailing Club for the duration of the meeting.
  - 3.2 Ample car parking space is available in the club grounds.
  - 3.3 Hot drinks and snacks are available throughout the day. Bar service is also available.
  - 3.4 Changing rooms with hot showers are available for both men and women, but no lockers; competitors must make their own arrangements for safe keeping of valuables
  - 3.5 Please note that wet clothing is barred from certain upstairs areas.
4. **Accommodation**  
Our lease precludes the use of club grounds for camping or caravanning. Camping details available from Mrs Makley: 0780 720015. Accommodations available in the club-house. Bunk space must be booked through the secretary
5. **Conditions**
  - 5.1 Competitors must have adequate third party insurance of not less than £250 000.
  - 5.2 Competitors must comply with relevant class rules and hold a valid measurement certificate with current buoyancy endorsement if appropriate
  - 5.3 It is regretted that animals and portable radios are not allowed on club grounds.
  - 5.4 This regatta is exclusively sponsored by BUPA. Competitors who win prizes in the regatta are requested to attend the prize giving each day.
  - 5.5 Starts will be for:  
Fast Handicap (Up to 110)  
Sail Boards (Div 1-110, Div H-108)  
Slow Handicap (H and Above)  
Juniors (Under 16 years)  
Cruisers
  - 5.6 Handicap Racing will be provided for all boats with a P.Y. number.
  - 5.7 Entries form on attached form, accompanied by appropriate fee to:  
Rutland Sailing Club  
BUPA Regatta  
Edith Weston, Oakham.





