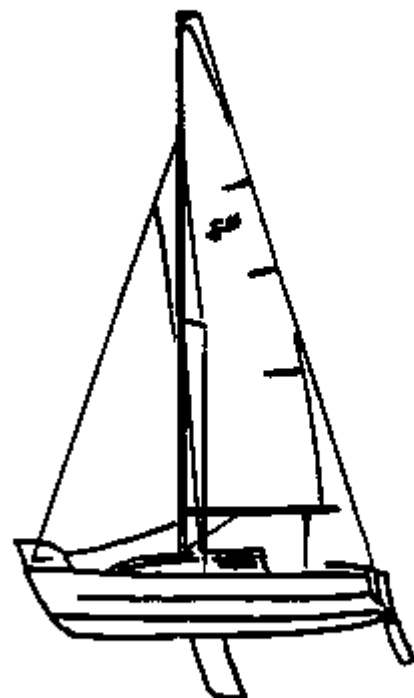
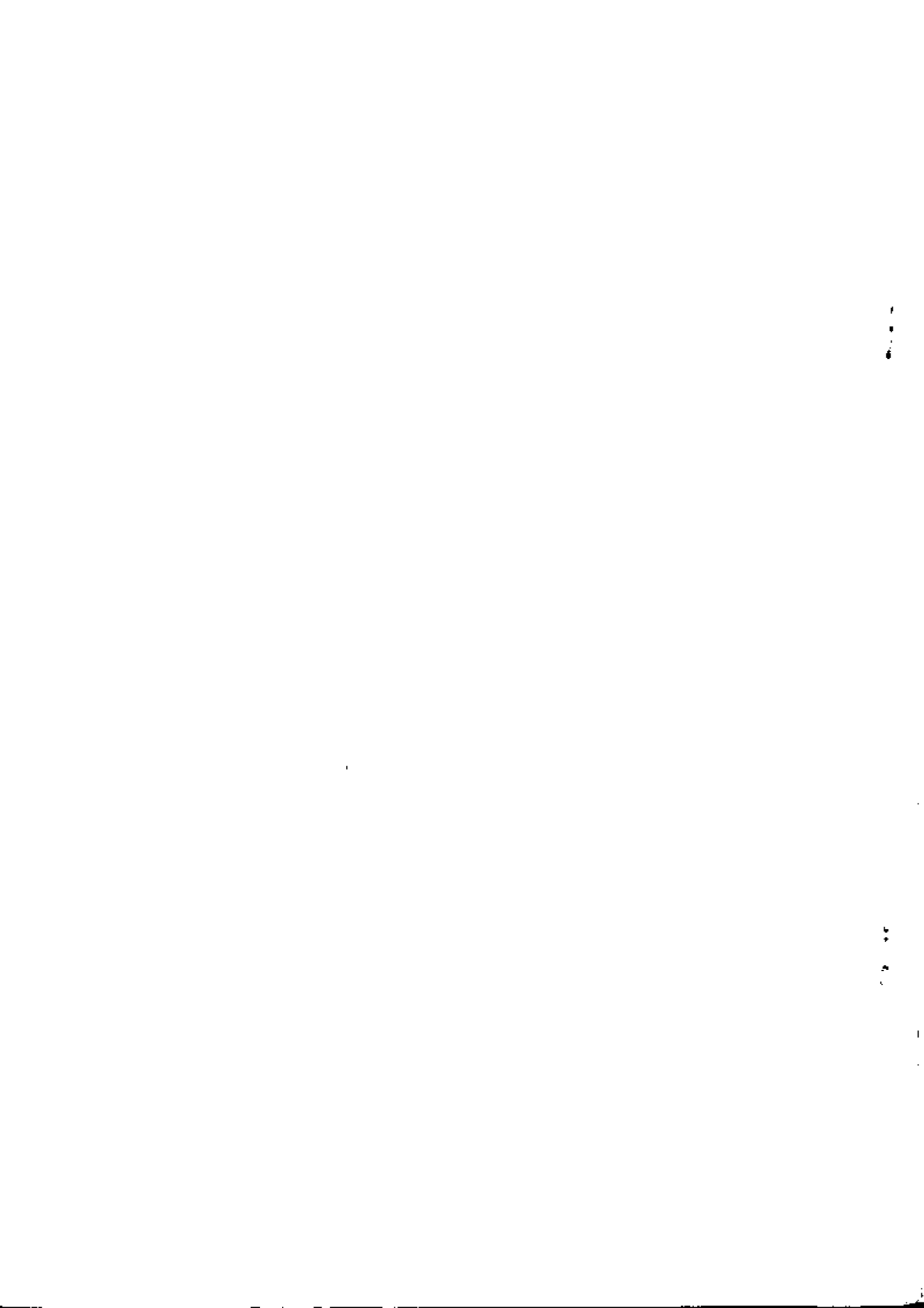


NEWSLETTER

NL 25 JUNE 1988

1. Ed's Column
2. Admin. Notes
3. Regional Round-Up
4. From The Post Bag
5. Technical Topics
6. Embarrassing Episode





1. EDS. COLUMN.

1.1 There has been a poor response for items for the newsletter This is the time to put pen to paper, anything would be useful, from one paragraph to as many pages as you can write. It can be a useful tip or a log or possibly an embarrassing moment as you know we all have these, see mine in this issue.

1.2. An item which has been spoken about in the past is a survey of good launching ramps. So let me know your favourite slipway, including things like is there parking, tap water etc. close by.

1.3. It was nice to see our own Technical Editor writing a piece for the Practical Boat Owner, this appeared in June on page 98. Well done Alan.

2. ADMIN. NOTES.

2.1. Subscriptions. There are still some subscriptions outstanding. Please send your £8.00 to RON PRUCE A.S.A.P.

2.2. Association Items Just a reminder that we have in stock Burgees at a cost of £5.40 each inc. postage. Ties and Scarves at £4.00 each inc. postage. For further information contact either Ron or myself.

3 REGIONAL ROUND-UP

3.1 East Coast Rally 24th-26th June 1988.

I propose to hold the East Coast Rally on the above weekend in late June. Last year several Swift owners (me included) had problems hauling out at the end of the meeting due to the steep ramp at Levington, together with a large number of boats waiting to be launched and recovered, consequently this year i thought we could try launching at Woodbridge at the head of the picturesque River Deben. Here the launching ramps are of a gentle gradient but are restricted to about 2-3 hrs either side of high water.

All interested Swifties please contact me as soon as possible whereupon i will send you a factsheet detailing map of Woodbridge, tides, proposed itinerary ect.. My telephone number is Felixstowe 273567, address 206 Ferry Road, Felixstowe IP11 9RT. Heres hoping we are blessed with the same weather as are meeting last year!

Paul Smith S0103

3.2 Solent and South.

The proposed round the Island Race/Cruise from Lyminster was brought forward to April this year to coincide with tidal movements. Unfortunately we received this information too late to organise anything. The Yacht Club concerned are going to send full details in time for next years event, and any other Opens that may be of interest to us.

Arthur Baker S0119

3.3 Rallies.

I would like to arrange an informal meet somewhere in the Solent over the August Bank Holiday weekend 27th-29th anyone wishing to join in please contact me.

Lawrence Peacock S0125 (ED)

I would also like to remind you that if you wish to cruise in company or have any ideas for organising meets- please do not hesitate to contact your local representative or myself-Ed.

Names and addresses of regional representatives are on the back page of the Newsletter, as usual..

4 FROM THE POSTBAG

4.1 I am writing to inform the membership of a problem I have had recently in the hope I can save someone else the trouble I have encountered.

Having taken a look inside my Swift after the winter (she is berthed on the trailer at home) I was mystified to find the boat flooded up to bunk level. After the necessary bailing out and removal of bunks etc.I traced the problem to the anchor well (this is visible when using a mirror to see up to the top of the anchor well) along the headlining and into the boat behind the shelves by the front bunk.

I have now put sealer around the joining at the top of the well hoping that this will have made the well watertight.

Further to this I would also point out that if hosing down the topsides for a length of time the anchor well will entirely fill up even with the drain hole free from blockage, because it will not drain fast enough for the input of water, and the above problem could be encountered.

Mike Bell S0165-Bluebelle.

4.2 For Sale..... Alan Turl S0315 has a Bramber trailer for sale. If interested please contact Alan on 0256 724469 for further details.

4.3 Wanted..... If anyone has recently changed their Cross Ply tyres to radials on a S.B.S. trailer. I would be interested in purchasing them. The type I am looking for is 6.40 by 13-6 ply. Please contact.....

Lawrence Peacock 0483 574069.

5 TECHNICAL TOPICS

Firstly, many thanks to those of you have recently returned the questionnaire. The new replies do not materially change the information given in the last newsletter and, as promised, I will now report on the second part of the questionnaire.

Questionnaire Report - Part II

The information given below is derived from 37 replies received and cannot be construed as being representative of all Swift owners. The comments do not necessarily represent the views of the Technical Editor, the Newsletter Editor or the Swift Association but are a summary of the questionnaire replies. As such they should not be taken out of this context.

Page 2 of the questionnaire asked a number of questions. These questions together with a summary of the replies are shown below.

Question:

"What modifications have you (or previous owner) made?"

"Please describe your favourite modification (s)."

The most popular modifications reported are (most frequent first and arranged in decreasing order of popularity):-

- a. Quarterberth Shelves
 - By far the most popular modification, either a wooden shelf or net below the cockpit seats and above the quarterberths.
- b. Interior Shelving or racks for Cutlery, Plates etc.
 - Usually just outboard of the sink and cooker spaces. However a couple of Swifts have made a space and/or locker below the cooker for holding pots/pans etc.
- c. Electrics
 - Most have fitted the battery in the cockpit lockers, although a few are fitted inside and below the cockpit sole. Previous newsletter articles have described the fitting of instruments (radios, logs, navigation lights etc.) but it is worth restating, for new readers, that the most popular position for the echo sounder transducer is below the sink nearer the lowest edge, using 'thru-the-hull' transmission.
- d. Table Modifications
 - The Swift supplied table seems to have been rejected by many owners on various grounds and many have made their own version which better suits their needs and the limitations of storage within the boat.

- e. Mast Erection Aids
 - 'A'-Frames for easy mast erection. The most popular and well received one was that made by "Abbasports" (David Sutcliffe, Barnes Hill, Milton Abbas, Blandford, Dorset, see N.L. No 13, Page 7). I wonder if this is still available?
- f. Centreboard Fixes
 - Strengthening the winding mechanism and saddle support bracket - see the last newsletter for an example.

It would be interesting to speculate about a new "Super Deluxe Swift" which had all the above items fitted as standard! Perhaps some enterprising person could be persuaded to upgrade existing Swifts to such a standard or to offer upgrade kits etc.

Some of the earlier Swifts mention modifications which are now standard. They include fitting a proper topping lift, the centreboard bearing (see N.L. No 11) and improvements to the rudder and its mounting.

A couple of singly reported modifications which caught my eye are:-

- a. Double Genoa Sheets, Alec Logan (S061)
 - a set inboard of the guardrails and another set outboard of the rails led aft to turning blocks on the toerail. This saves re-rigging the sheets between close hauled and running courses.
- b. Electric Water Pump, A B Adams (S107)
 - to make life easy and very simply fitted.
- c. Teak Grid on cockpit floor, Peter Bucknall (S132)
 - Helps to keep the feet dry.
- d. Boxing the Lee In, Peter Swallow (S150)
 - creates some more storage space.
- e. Self Tailing Winches, P Ballard (S188)
 - using Gibb 7 SCA.
- f. Taking Halyards back to cockpit, Chris O'Brian (S319)
 - again to make life easier.
- g. Spinney Pole stowage, Colin Pritchard (S321)
 - a U-bolt on the anchor locker lid. The pole is clipped between this bolt and the ring on the mast.

Question:

"What do you most like about the Swift 18?"

I have classified the replies to this question into the following categories (in order of frequency).

- a. Trailability
 - by far the most popular answer to this question. This is clearly the most liked aspect of the Swift 18.
- b. Sailability (but see Broaching in 'Dislikes')
 - most Swifts seem to be used for cruising rather than racing and I imagine that many of the replies relate to boats which are heavily equipped with lots of cruising paraphernalia.
- c. Ease of Launching/Recovery
 - a moderately popular aspect of the boat, but see Mast Erection in the 'Dislikes'.
- d. Use of High Grade Fittings
 - an interesting choice. On examining the replies further I found that all such replies came from Swifts prior to No 217 with a definite bias towards the earlier numbers. No such comments were received from the 300 series Swift owners.
- e. Shallow Draft
 - very much liked by several owners.
- f. Other Points
 - these were 'Good Value', 'Looks' and 'Outboard Well'.

Question:

"What did you most dislike about the Swift?"

The major dislikes reported were, in order of frequency:-

- a. Mast Erection
 - the major problem for many owners, particularly for those who face this problem often and/or single handed. Several articles have appeared in these pages regarding this problem.
- b. Lack of Headroom
 - almost as frequent a response as for mast erection. Perhaps the boat is just too much of a compromise for those of larger stature.
- c. Lack of Storage Space
 - the problem is caused by filling up the interior with foam so as to make the Swift unsinkable. If we want the unsinkable feature then we have to sacrifice storage space. However, the modification section has shown that improvements can be made in this area.
- d. Broaching
 - a couple of complaints about the Swift's tendency to broach when pressed really hard. Beware of this!
- e. Rudder
 - early boat owners complained about the lack of strength round the rudder and the 'Slop' in the blade.

f. Other Points

- these included the poor table, the cramped cockpit, inadequate berth cushions and bunks being too 'tight'.

Question:

"What Improvements or changes would you most like to see?"

There were a large number of different replies to this question. The most popular were for the addition of Shelves, Storage Space and Electrics. Most of the replies to this question have already been covered in the Modification, Likes and Dislikes sections above.

However whilst many of the remaining replies referred to the addition of extra goodies, one reply suggested that it would be better to keep the basic boat simple and the cost and complexity down. Thanks for the warning Laurence Gander (S053) - this is a good point and we mustn't get carried away by adding all sorts of novel items.

Another reply I especially liked came from Eric Smith (S160) who suggested the provision of much better set of notes to cover:-

- Advice to owners
- Illustrated Maintenance Manual
- Advice on fitting extras (ladder, echo sounder etc.)
- Hints of tips (mast erection, sailing etc.)
- Things to be wary about.

Such a simple addition to the boat would greatly help Swift owners and wouldn't cost too much to produce. Some advice on these lines has already appeared in the pages of this newsletter but in a sporadic fashion. New owners perhaps don't have access to back copies of the newsletter and compilation of relevant material would be appreciated by both new and secondhand owners (any volunteers?).

Question:

"Any final comments on the Swift 18?"

Most people who replied to this question said that they were very satisfied with the compromises achieved by the Swift 18 as a trailer-sailer. In general, they wouldn't swap it for another solution.

Epilogue

Well that concludes my report on the questionnaire. For the next issue of Technical Topics I need YOUR input. Send me your latest ideas and REMEMBER that if I don't receive any input then I will have to impose another questionnaire on you - YOU HAVE BEEN WARNED!!

One piece of information I would like to gather is the overall weight of the boat, its equipment and trailer. I mentioned this in the last newsletter but haven't had any replies. If you ever take your Swift to a public weighbridge please send me a note stating the overall weight, and the type (or weight) of the trailer in use.

I AM WAITING FOR YOUR INPUT

Alan Murphy (Technical Editor)

5.2 Technical Problem

Does anyone else use a jib (hanked on to the forestay) on their Swift or are you all confirmed roller reefing addicts? I find that there is a problem on where to site the fairleads for the jib, to avoid snagging the jibsheet on the spray hood. There is no problem with the genoa as the sheets travel via the fairleads on the side-deck but the jib needs a closer sheeting angle to provide pointing ability and drive upwind. Any suggestions? (apart from investing in roller reefing!)

Paul Smith S0103

6 EMBARRASSING EPISODE

6.1 Our First Day Sailing In Our Swift February 1984.....

I collected Salu in early February. It was parked outside our home and it was as if every time I looked out of the window the boat was beckoning. So in the last week in February a Wednesday I believe we hitched Salu onto the car and cautiously drove to Chichester Yacht basin. Here we knew there was a good slipway. The weather was sunny but cold, the wind we believed at the time was force 4 to 5 although it was probably force 3.

Having had a copy of a video showing John Charnley launching a Swift I had worked out how to launch Salu off the trailer without getting my feet wet this worked beautifully.

Whilst I motored Salu around the marina Janet parked the car and trailer. Once Janet was aboard we set off to the lock leading to Chichester Harbour. I had worked out if we go as the tide was dropping it would assist us in getting to Hayling Island. Once in the lock we had a lot of help from the lock keeper who knew we were not used to handling this type of boat. As we went out of the lock we shouted that we would see him later.

We motored passed Itchenor looking for more space where we could put up some sail. It has to be said that we have raced our albacore dinghy in Chichester Harbour and believed we knew the sailing area well. Once the sails were up we found the sailing quite exhilarating although at times a little out of control. We had sailed a little way up Emsworth Channel before going about and heading back to Easthead.

The wind was getting a little stronger and we found we were being blown off course when suddenly there was an almighty bang, I quickly worked out that we had gone aground. In the panic that followed the motor was started and the forward gear engaged which as you have probably realised broke the shear pin. Believing I did not have a spare we sat there with full sails flapping thinking what to do next. Then Janet said we have sailed our albacore for years without an engine. So we got to work backing the sails which slowly but surely pushed us back into the main channel. We then set sail for Itchenor.

We had reefed the main but found the boat was difficult to sail in the direction we needed. Realising the fore sail needed reefing similar to the main, this made sailing much more comfortable.

My next worry was how we were going to get through the lock of the basin. I picked a mooring just off Itchenor and pulled out my tool kit which is quite comprehensive. I could not find anything to use as a shear pin looking around the boat I decided the grill pan handle would do nicely. So taking the hacksaw I cut it to the relevant size. It was not long before Salu was under way.

With the light failing my next worry was that the lock keeper would have gone home. It was a great relief to see him waiting for us, we found out from him that the police launch had mentioned seeing us working on the engine so he waited for our return.



After taking the boat out of the water and storing the mast we trailed Salu home, arriving there at approximately 1am.

On looking back to that day there are many things that could have been avoided. One thing I should have done was read the Yamaha hand book where it would have told me there was spare shear pins under the engine cover. Needless to say we are still minus a grill pan handle but I always keep a good supply of shear pins!

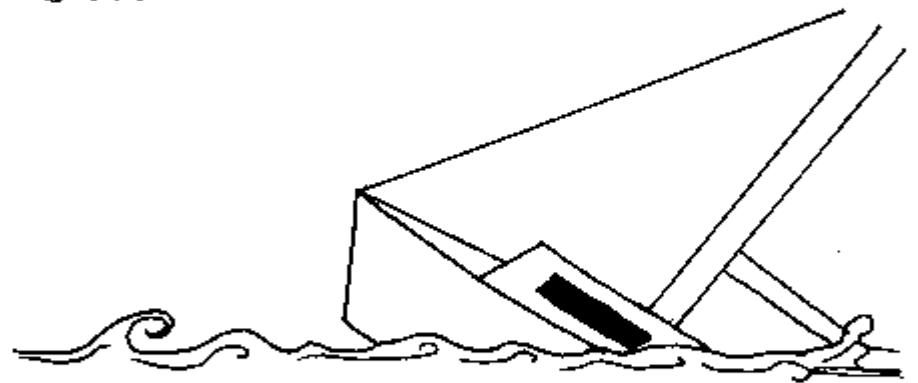
Lawrence Peacock S0125



HELP!

We need it! Input for the
Newsletter must come from You  
be it technical, Comical,
INFORMATIVE, Creative, Imaginative!!!

Without your support you will be
subjected to my stories and Alans
questionnaires!!!



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S18

'INSIGNIA'

155

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S18

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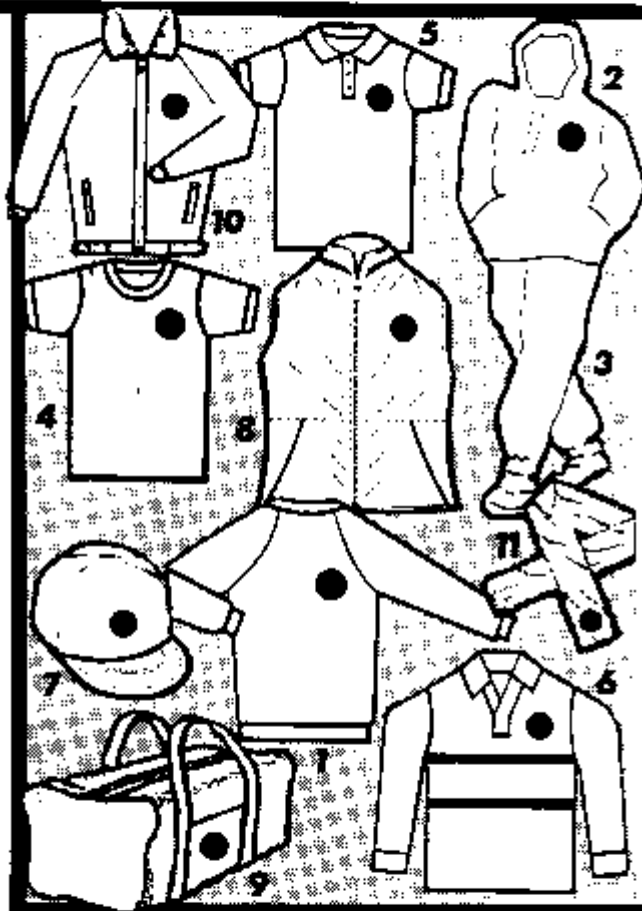
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