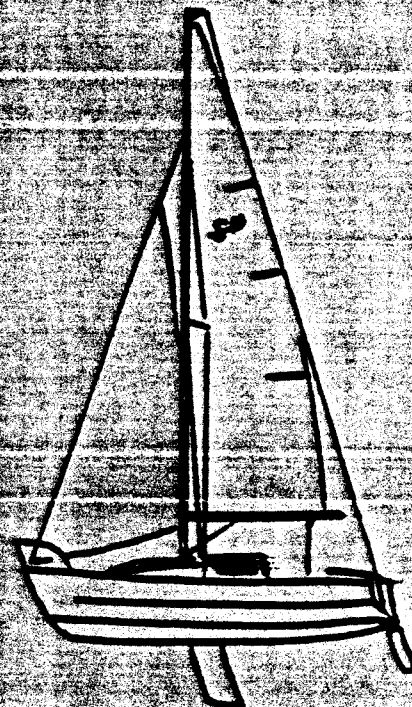


# NEWSLETTER

NL 27 FEBRUARY 1989

1. A.G.M. REPORT
2. ADMIN. NOTES
3. EVENTS '89
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## STATEMENT OF ACCOUNTS

SWIFT ASSOCIATION

At bank December 1987	£587-69	Current A/C	£440-00
Income over Expenditure	196-51	Deposit A/C	£43-00
At bank December 1988	<u>£784-20</u>		<u>£784-20</u>

1987	Income	1988	1987	Expenditure	1988
£484-00	Subscriptions	£631-00	£712-50	Newsletters	£486-64
63-00	Sales	76-80	68-20	Sundries	40-25
93-76	Interest	19-89	11-40	Sec's. Expences	- -
108-00	Subs. (Honor Marine)	35-00	21-89	Treasurers Exp.	12-25
			13-75	Trophies	13-75
			23-48	Bank charges	13-29
			27-89	Lay-Up Supper	- -
			221-88	Ties & Scarves	- -
			764-18	Burgees	- -
					<u>£566-18</u>
				Income over Expenditure	<u>196-51</u>
		<u>£762-69</u>			<u>£762-69</u>

Stock in hand at cost:-	Ties & Scarves	£107-43
	Burgees	<u>173-34</u>
		<u>£280-77</u>

Item 3 Subscription Rate for '89

The Treasurer proposed that the rate should stay at £8. There were no objections to the proposal.

Item 4 Appointment of Voluntary Officers

- (a) Treasurer - - - Ron Pruce was willing to continue until end of year.
- (b) Newsletter Editor / Secretary - - - Lawrence Peacock will continue in both roles, but would like to hand over by the end of the year.
- (c) Technical Secretary - - - Alan Murphy was again re-appointed.

Item 5 Election of Regional Representatives

Paul Smith - - East Coast - - willing to continue.  
 Peter Latham - - Midlands - - willing to continue.  
                   Scotland - - - volunteer required.  
                   Lakes & N.W. - - volunteer required.  
 Nigel Rennie - South Coast - elected in again.  
                   S.W. & Plymouth - volunteer required.

Item 6 Events for '89

A West Coast Rally ( Scotland ) will be organised by Lawrence Peacock for Mid May.

Paul Smith hopes to organise at least one East Coast meet - maybe August or September.

Nigel Rennie suggested the Round the Island ( Isle of Wight ) Sail and Power Race - as did Micheal Spencer - both of whom entered 2 years ago. Nigel also suggested a Spring Bank Holiday Solent Rally, and a Barbecue in June. He stated that the Laying Up Supper should be organised earlier in order to allow for any last minute hitches.

Mark Fawcitt ( SO 313 ) mentioned that in July Benfleet Yacht Club hold a Nor/Est Race in the Medway ? More details later.

Brian Hornbrey ( SO 307 ) showed interest in the Scottish week and/or the Round the Island Race. He also suggested a rally on the Lakes, Windermere or Ullswater, at some time.

Item 7 Any Other Business

Alan Murphy stated that he required more input from members i.e. response for Cruising & Launching Guide was very poor.

Paul Smith suggested that members submit their ideas for launching and trailing of Swifts.

The question was raised about the format of the Newsletter, those present were satisfied with the layout, and it was agreed that the format would be unchanged.

The Treasurer mentioned that to anyone interested there were still Burgees, Scarves and Ties in stock.

Would members remember to put their SO number on all correspondence. Also if selling their boat, please let us know to whom.

It was suggested by Chris O'Brien (SO 319) that a Sail into Southampton Boat Show en masse, might be an idea to promote the Swift Association. To further promote the S18 Lawrence Peacock was willing to send an article to the Practical Boat Owner on the merits of the boat and the Association.

## 2. ADMIN. NOTES

**2.1 Subscriptions** These are now due at £8 as agreed at the A.G.M.

**2.2 Association Items** There are still some Burgees available at a cost of £5.40 each, including postage. Also Ties, gold stripe on navy with a small logo, at £4.00 each, including postage. A neck scarf (not a head square) in dark blue with a white border and small logo, price £4.00 including postage.

**2.3 Team '89** Names, addresses and telephone numbers of your team are listed on the back page of this Newsletter.

**2.4 Membership Information Update** Enclosed with this Newsletter is a form which I hope everyone will fill in and send back as soon as possible, to help update our membership list.

## 3. EVENTS '89

**3.1 Scottish Week 13th -20th May** Janet and I will be travelling up on Friday - Saturday, hopefully arriving at Creran Moorings, Barcaldine, Oban. on Saturday(13th) afternoon. Anyone interested in joining us for all or part of that week please contact me. An itinerary will be produced nearer the time. We were sailing in these waters in 1986 and found them exhilarating. If anyone needs their appetite whetting more just turn to Doug and Alison Angus (SO 126) summer '86 Log in NL26.

Lawrence Peacock (SO 125)

### 3.2 Solent and South

For some strange reason I was voted back into the hot seat for the Solent and South area. As many of you know my job keeps me on the move, so we may be looking for someone else to take on the job next year.

Last October's laying up supper had to be cancelled due to lack of response, although the postal strike was responsible for the late distribution of information. I will be arranging another 'laying-up' supper this October and let's hope we can repeat the successes of past years.

Our main stronghold seems to be 'Bucklers Hard' with about ten Swifts in the trailer park, along with our other smaller groups there is lots of scope for mini cruises in company, if only to the Isle of Wight for the day.

I propose to arrange the following events:

MAY 27-29	Spring Rally.
June 10	Royal Lyminster Yacht Club power and sail race around the Isle of Wight (Lawrence Peacock liasing)
June 29	B.B.Q. Newtown river.
August 26-28	Bank holiday Rally.
October ---	Autumn meeting and laying up supper (to be confirmed in the next newsletter).

So get them penned in your diaries!

The Spring Rally will consist of a meet up on Saturday evening in The Island Harbour Marina, ( $\frac{1}{2}$  mile beyond 'Folly Inn' on Port side of the Medina) Isle of Wight. On Sunday we will have to exit the locked marina at about 0800 then move onto Yarmouth (via a detour?) for the night. Dependant on conditions and crew we'll decide on Monday's programme on the day.

On June 10th the Royal Lyminster Yacht Club are holding their Power and Sail Race around the Island, it is a race well suited to the Swift 18 and Micheal Spencer in 'Rollo' won it two years ago. Engines may be used for up to  $\frac{1}{3}$  of elapsed time and the

start is planned so that a fair tide can be kept for the whole race.

Do not be put off if you are not into racing, it's quite a low key fun day and it would be good to see a good turn out of Swifts.

The Mid Summer barbeque will be on June 24th at Lower Hamstead in Newtown River, bring along your own food and drink and I'll sort out the 'barbie'.

If you have any ideas for events or know of any events of interest to other Swift owners let Lawrence Peacock or myself know so we can pass on the information.

NIGEL RENNIE (SO 162)

### 3.3 A Plea From The East Coast

After a quiet 1988 season and a rather disappointing turnout for the rally at Woodbridge (see separate report), your friendly east-coast rep. Paul Smith, would be delighted to hear from anyone with ideas for 1989. It is proposed to hold an East Coast Rally for Swifts at Levington Marina, on the river Orwell, possibly during September. The marina facilities are good, with parking for cars and trailers, and with easy access to sheltered waters, or, for the more adventurous the open sea. Anyone interested in this, or if you just want to chat about boats, give me a call on Felixstowe 273567.

Paul Smith (SO 103)

3.4 Other Areas As Scotland and the N.W. & Lakes are without reps. at present, any member wishing to organise a meeting or sail in company in those areas, please contact the Editor who will assist in the organisation of any mailshots etc.

P.S. Chris Clayton and Steven Hansen—Just former N.W.& Lakes and Scottish representatives have either sold or are in the process of selling their Swifts, hence the vacancies in those areas.

Editor.

#### 4. FROM THE POST BAG

4.1 - I am writing to inform you that we have just purchased "Early Bird" from Howard Bennett, which we hope to re-name "Amadeus". After some winter and spring sailing in the Broads and the Solent, we plan to spend three weeks in Yugoslavia; Mr. Bennett has given us some old numbers of your Newsletter which have been very useful to get to know more about the boat and the owners. I would be most grateful for any advice from experienced Swift sailors in the Eastern Med.

I enclose a cheque for £8.00 to cover this years subscription to the Association.

With best wishes, Susana & Jim Price  
The Old House,  
18 High Street,  
Sevenoaks, Kent TN13 1HX

4.2 - I regret to advise you that my Swift 18 (no. 182) will be sailing away without me (albiet by road) as I am moving upto a larger craft.

I have enjoyed my Swift, it was a good introduction to 'proper' sailing after dinghies and has whetted my appetite to explore further afield hence the larger boat which I hope will give me and my family as much pleasure as our Swift.

I have passed all my Swift newsletters on in the hope that the new owner will join the association in due course.

Yours sincerely, D H Wadsworth

4.3. - I am regretfully required to part with my 'Swift 18' and would be obliged if it were possible to place the following notice in the next Newsletter. Many thanks.

Gemini Lady (S.O.89) Swift 18 deluxe.

Classic, superior fittngs, one owner, Little used, roller jib/genoa, pulpit, pushpit, contest bulkhead compass, cooker, toilet, yamaha 4, full inventory. Galvanised road trailer also patent mast raising gear.

Ready to trail/sail.

£5000

Tel. 0506 842287

T. Davidson  
"Thrift Cottage"  
Friarsbrae,  
Linlithgow EH 49 6BQ  
West Lothian.

4.4 - -After three most enjoyable seasons with Waverley II we have now bought a larger boat with which we hope to be able to use to extend the sailing season. We have had great pleasure in meeting other 'Swifties' and hope that Mr. Hall, who now owns SO 53, will get as much pleasure out of the Swift 18 and the Association, as we have.

If any Swifts come across a Moody 28 "Moody Magic", they can be sure of a welcome, use of a sea toilet and a shower! Please feel free to come alongside. - - - - -

With our very best wishes

Laurence & Annie Gandar

ex. SO 53

4.5. - - Bill phoned to say that he was having to part with his Swift 18 earlier than anticipated, as an Etap 26 that he'd had his eye on at the local Sailing Club, had come on the market sooner than he thought. He'd enjoyed his time as a 'Swiftie' especially the freedom of trailing and sailing around the country, and there was definitely a hint of sadness in his voice as he read out these details :-

Socrates (SO 36)      Swift 18 Deluxe      £5,000

Cream with Coffee Stripe.- - -Spray Hood- - - Full Electrics- -  
V.H.F. - - -Navigation Lights - - -Outboard charged 12V. Battery -  
Spinnaker - - -

Bill and Wynn Stevens      Tel. No.

Woodchurch 360



4.6 - - -As regards events,Oban can be very busy and in that vicinity I would recommend Barcaldine on Loch Creran.

Windermere Marina has now an excellent 'complex' -swimming,sauna,bar, restaurant etc.- but it is also busy and commercial,and there may be complications such as registering boats. The sailing, however, is first class and there were 7 Swifts moored on the Lake during 1988.

Regards

Jack (Counsell) SO 37

4.7 - - Dear ladies and gentlemen,

Last year (1987) I bought a Swift 18 in Greece, second-hand from Mr.Stef. Diamontopoulos and found some technical problems to be solved.

Since then ,i.e. since 1 year I tried to get in contact with somebody of the manufacturer (Mr.John Charnley, Swiftcraft and Honnor Marine)by writing many letters and technical sketches/drawings and by telephoning.The result: No answer.

Now I learned that there is a Swift Association and since the members of it have met similar problems with this boat, I address myself to you.- - -

I would be pleased and very obliged to you if I received some answer.- -

Many thanks in advance for your help,

Yours sincerely,

Hans Volland  
Am Steinberg 22  
D-8031 Gilching  
W. Germany.

I have already replied to Hans, and his 'Swift problems' will be sent to our Technical Editor to be sorted out. I have printed Hans' address incase anyone would like to write to him. ED.

## 5. TECHNICAL TOPICS

### 5.1 Luff Tension

A suggestion from Andrew Cooper:-

One thing I have always found difficult is getting decent luff tension in the mainsail after putting in a reef, the wind and sea are rising making perching on the cabin top to get a good heave on the halliard tricky. The first mate has the tiller and wants to give it back to the skipper as soon as possible. A combination of baggy main luff and roller reefed jib is guaranteed to give very soggy windward performance.

My suggestion is to haul the sail up until the luff reef cringle is a few inches above the boom and then use the cunningham hole tackle to sweat it down again. I have a loop of cord which passes from the upper block of the cunningham hole tackle on one side of the sail through the cunningham hole and loops over the ramshorn on the other side of the boom. For reefing this cord could be passed through the reef cringle instead.

I freely admit that this idea has not been properly evaluated yet. This is because :

- (a) I've only just thought of it (everybody else has probably been doing it for years)
- (b) The combined age of the two junior crew members is only 20 months so most of our sailing at the moment is in sub-force 1 wind.

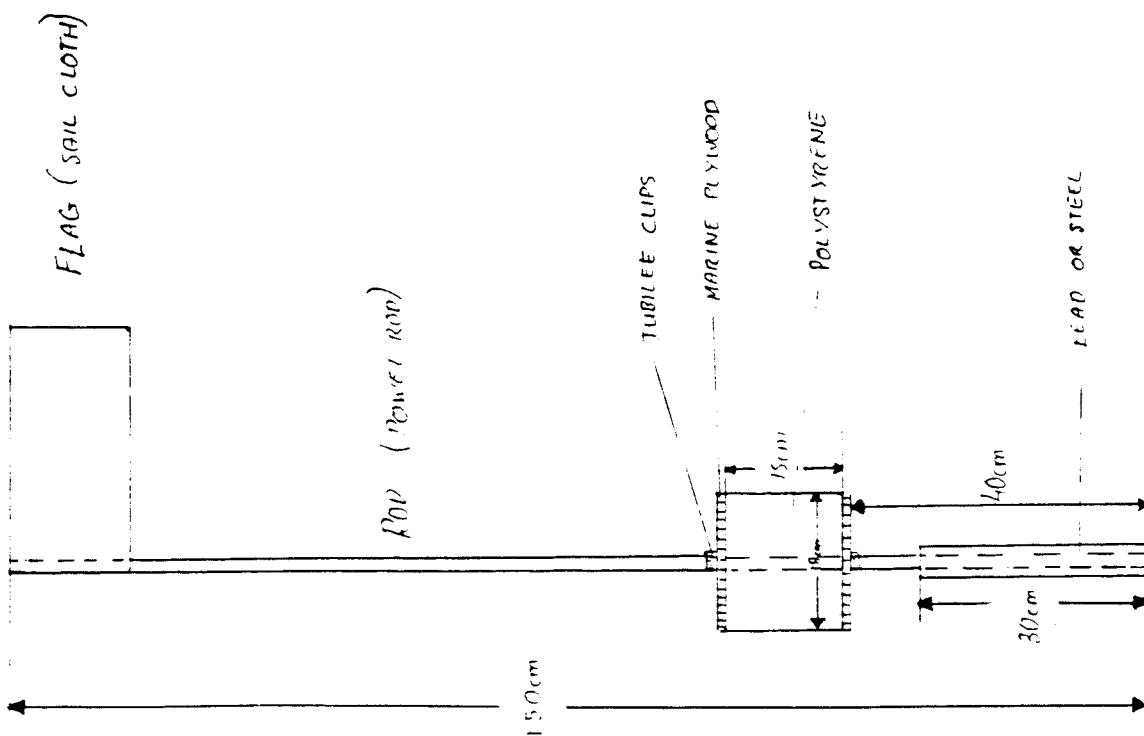
If anybody has a simple arrangement to lead the main halyard aft without snagging the main hatch or using too many turning blocks please could they let us all know!

Andrew Cooper S.O. 176

## 5.2 Inexpensive Dan-Buoy

My father is always moaning that I don't do enough for the boat so when my tutor for C.D.T.(Craft Design and Technology) told us we could make anything I looked towards the boat for ideas (just to please my dad). Because sailing can be dangerous I thought I would make somekind of safety device. Sailing at sea or in choppy water, or in anykind of water, can result in someone falling overboard. A Dan-Buoy was needed! I went to work designing a buoy and came up with the design as shown. It is simple and cheap to make (£5 instead of £65). When fastening to the boat it is best if you take a small section of drainpipe and fasten it to the pushpit using large jubilee clips, you then can place the buoy in its holder

M.Smith( son of Paul)S.O. 103



Nigel Pennie sent these original instructions for the care and launching of the S18. I am sure that some members will find them very useful.

### 5.3

#### CARE OF YOUR SWIFT 18

Your SWIFT 18 is made from the finest materials and should give you years of trouble-free sailing. To keep your SWIFT 18 looking at its best, we would suggest the following maintenance.

##### Pre-Season

Undo centreboard inspection cover and liberally coat the screw-jack with underwater grease. Replace 'O' ring if necessary. Alternatively, and more simple, if the boat is on a trailer with the centreboard raised, you can just wind the mechanism up in to the boat to grease it. Wash the boat down using a good quality washing-up liquid. Polish top sides of hull with good quality fibreglass polish. Rub down old antifouling and apply new coat.

##### During Season

Wash down top sides with good quality washing-up liquid. Remove stubborn marks by lightly rubbing with Jif or similar cleaner. Remove any oil or tar from sheets and sails.

##### End of Season

Wash boat inside and out with fresh water. Remove sails and sheets and wash in fresh water. Clean off all hull and deck marks with Jif or similar. Grease screwjack with underwater grease as pre-season. Lightly oil hinges. Remove cushions for dry stowing over winter.

#### SAFETY ON BOARD

Gaz bottle - Always turn the gaz OFF at the gaz bottle as well as at the cooker.

TRAILING THE SWIFT 18

The SWIFT 18 is designed to be easy to trail, launch and recover. Launching is made easier by using a reasonably steep ramp. The standing rigging (except the forestay) can be left attached to the boat and the mast if desired with the foot of the mast resting on the pulpit and projecting forwards over your car. You should not have any mast overhang to the rear of the boat.

STEPPING THE MAST

Stepping the mast is easier to do with the boat on the trailer than on the water. If there is a strong wind blowing, we suggest you turn the boat stern to wind. Lay the mast on the deck with the foot on the pulpit. Fully extend the bottle screws and attach to chain plates, the Upper Side Stays going into the aft chain plate eye, and the Lower Side Stays in to the forward eye. Attach back-stay and keep slack. Remove tabernacle bolt and if you have a Rotostay, remove the clevis pin from its base. Keep both the bolt and the pin near to hand. Push the main hatch forwards and have one person standing in the cockpit. The person on the foredeck secures the foot of the mast in the tabernacle, whilst the person aft holds the mast. When secure, the person aft walks the mast up, with the other person pulling forwards on the forestay. N.B. As the mast is raised care should be taken that the bottle screws do not twist. When the mast is raised and the forestay attached, tighten bottle screws equally on Port and Starboard until there is no looseness. DO NOT OVER-TIGHTEN THE RIGGING.

To Lower Mast - Slacken rigging screws and then with one person supporting the mast from behind, undo the forestay and gently lower the mast down.

Headsail Roller Reefing

Study the attached sheet on the headsail roller reefing. You should ensure at the start of each season that the bottle screw inside the drum is lightly greased and that BOTH LOCKNUTS ARE TIGHTLY SECURED - PARTICULARLY THE TOP ONE INSIDE THE HEADFOIL.

OUTBOARD ENGINE - See manual

OPERATION OF THE CENTREBOARD

The centreboard is cast iron and epoxy coated. It is an aerofoil section with a stainless pivot bolt that goes through the centreboard casing. It is operated on a stainless steel screw-jack running on delrin bearings. It operates with approximately 45 turns with a standard winch handle, and is turned clockwise.

to raise and anti-clockwise to lower it.

To lower the centreboard.

The easiest way to raise and lower the centreboard (as with any winch) is to stand over the handle and to turn it as quickly as possible, counting each turn. Turn the handle anti-clockwise approximately 45 turns. The handle will go slack at this point, and you should then wind it back one turn or so, so that you keep a little tension in the system. If you were to go on winding you would come up against a stop on the screw thread, so that you do not wind it right off.

To raise the centreboard.

Turn the handle clockwise approximately 45 turns. When raising the centreboard you will know when it is fully up when you hear a slight 'clunck' as it comes home into the centreboard case and you cannot turn the handle any further.

The only maintenance it will normally require is as outlined above, in pre and end of season maintenance.

Rudder.

The boat should normally be sailed with the rudder blade fully down. Thread the line from the eye in the leading edge of the rudder blade up through the stock, and forward through the camcleat. This downhaul line should be kept tight, and will keep the blade in the fully down position. You should push the rudder blade into the fully down position and then tension the line.

The same line is then taken from the camcleat back through the stock and passed through the eye in the trailing edge of the rudder, and secured with a figure of eight knot. To raise the rudder it is easiest to lean over the transom, grab the line, and pull the blade up.

Launch & Recovery.

We have found that the easiest way to launch the SWIFT 18 is as follows (and you don't get your feet wet):  
Rig the boat, remove trailer light set and tie down strap. Back the boat to the waters edge and remove the winch hook from the bow. Tie a long line round the front of the trailer and lead it to your car. Firmly apply the trailer brake, and uncouple trailer from the car. Pass the rope a full turn round the tow ball of the car. Make sure that the rope is free to run and that you are not standing on it! Normally then with one person on the foredeck of the boat, release the brake and allow the boat and trailer to run back into the water until the boat floats off. The person on the boat can then start the engine, and put on the rudder. An alternative to having someone on the boat, is to have extra lines onto the boat, and lead them to a convenient jetty nearby.

To recover the boat again tie a long line on the trailer, and let the trailer run back into the water deep enough to float the boat on.

On the boat raise the centreboard and gently motor the boat onto the trailer..(Half a knot not five knots!) When the boat is located on the trailer the skipper should go forward, lean over the bow, attach the winch hook and winch the boat firmly into the snubber. Switch off the engine and lift off the rudder. Then go onto the fordeck.

On shore the crew secures the trailer line to the tow-ball of the car with a knot that won't slip, and then gently drive the car up the ramp - towing the boat and trailer up the ramp. When the front of the boat is clear of the water, the skipper can step ashore and apply the trailer brakes. You can then reverse the car back to the trailer, and couple up.

IT IS VITAL TO USE A GOOD STRONG ROPE OF AT LEAST 10mm DIAM.

This is much easier in practice than it sounds on paper. However, it always pays to be safety conscious and to make sure everyone knows what they are meant to be doing! Always rinse the trailer with fresh water as soon as you can - and follow the greasing programme! THIS IS ESSENTIAL.

GOOD SAILING!

Once again I appeal to you for any technical snippets for this column, and may I remind you that in order to make anything out of the Cruising & Launching Guide that was 'launched' in NL26, I need more returns.

Alan Murphy SO 217 Technical Editor.

## 6. SAILING CHATTER

### 6.1 El Nasr 1988

1988 has seen a move of El Nasr from Cadaques to Moraira, a small marina half way down the Mediterranean coast of Spain between the French border and Gibraltar. We took our leave to coincide with the Farnborough Air Show and after a one sided discussion with Rolls Royce, my company, I had to split our holiday into two. My wife and I arrived by separate transport into Spain, around the 13th August, meeting up at Figarus.

I had had a very interesting letter from Alan Murphy (SO 217) giving his itinerary for Tiger Lily, in our old area, and we had hoped to at least meet up for a G&T or a pint or two. Unfortunately, the British Airways flight from Beijing to London was late and we missed an opportunity to meet up at Ampuriabrava. I hope that he had a wonderful holiday.

Because Sheena's car is only a TR7 I thought that El Nasr should be towed over the mountains by some thing more powerful. This put a delay into our departure from Cadaques, but in the end we were on the road and arrived happily at Javea, and our holiday villa by night fall on the 15th August. Domestic issues then took command of time until the 19th, when I was finally able to slip El Nasr into the water and motor to my new berth, No .91. Moraira Club Nautico.

The Costa Blanco is blessed with having a more kindly weather pattern than that experienced on the Costa Bravo, but the coastline is less inviting. There are fewer beaches for informal picnics, sheltered from a prevailing onshore wind. Marinas and harbours seem to be in abundance, but there is not the freedom for "self expression" that I had enjoyed so much in the North.

Preparation for this holiday had seen Sheena visit our new building yard at Honnor Marine. I had requested that I be sold a spare tiller, a kit to allow me to install a topping lift, instructions on how to grease my self-furling jib (still not done) and a log. She collected everything but the log, and I am still awaiting delivery! However this did not dampen the enthusiasm to get started and on the 20th I was back at berth 91 to get El Nasr ready for serious sailing.

The first job I found I had forgotten was to lower the keel. Add to that



the vexing thought that I had forgotten to take advantage of the boat being on the trailer to grease the mechanism, and I had a small problem. In the end I did not grease the lifting gear and do not seem to have suffered any problems.

The first big difference that I found by being berthed at a marina is that one has access to a proper weather forecast. Well that is the theory. In practise, the problem of understanding the Spanish did lend a degree of imagination to my interpretation. A word with the local fishermen however gave a confidence inspiring boost on questionable days, and fortunately we seemed to get it right. Generally the winds were light F2-3, with a few days during my first spell up to F4, and a maximum of a F5-6. Sailing with 1 reef in when we had a F4 or more seemed to restore equilibrium, but occasionally I did notice that I seemed to require a lot of 'weather helm'. Am I doing something wrong? Advice would be welcome.

On the 25th August we had our first interesting problem. All canvas up in a pleasant F3/4, there was a sudden 'twang' - I wondered what disaster had struck. A quick glance around revealed that the cap shroud had pinged off the port spreader. I pointed into wind and quickly got all the sails down and motered back to our berth. Now came the real problem, how to repair her?

I did not fancy lowering the mast for what seemed a fairly simple job, if I could only get up, safely, to spreader height. In the end, with a short set of steps very firmly lashed to the mast due repairs were made. For interest I did check and duly renew the starboard shroud fixing wire at the same time, as I found it too had a degree of 'old age appearance' about it.

On the 27th, I enjoyed a fairly leisurely sail, returned to the marina and tidied up after the end of my first half of my summer vacation. I left the sails on, the main under its cover, the spray hood and tent were securely fastened, and I was most pleased to note that when I returned on the 16th September, that all was well and no problems had occurred during my absence.

For the last half of my time in Spain I was solo. I therefore took up residence on board and I was very happy to discover that the Swift offered ample accomodation for one, particularly when there was all the marina facilities so readily available.

I also fitted up a remote plug to allow me to tap into the mains electricity that was on tap at the berth, and this made life even easier.

Before my departure I had ordered 30m of chain to make my main anchor all chain. This had duly arrived, and my first job was to get this installed. I also fitted another mounting bracket for my Echo Sounder inside the cabin so that I could stow the indicator unit properly, rather than have it lying on the quarter berth.

Sailing single handed was great fun, but I did discover, very quickly, the problems. You could not leave the tiller for any length of time and expect the boat to still be pointing in the same direction when you returned to the cockpit armed with a can of beer and a contented pipeful of tobacco! Something had to be done. I spoke to the local chandler and eventually came up with, which I am sure to most of you, was a simple answer. I fitted two clam cleats, one either side and just aft of being level with the front end of the tiller. A thin rope with a loop half-way to accept the end of the tiller, completed the modification. It works well and frees the skipper for the mundane, but essential tasks that make life aboard more comfortable and relaxed.

The weather in September continued to be kind with the winds being generally southerly F3-4. I got a bit bolder and started to explore further afield and now noted that there would appear to be quite a bit of drift (lee way to the experts ?) when sailing in a moderate wind. Attempting to measure this proved interesting and I believe it could be some 7-8 degrees. Again maybe I am doing something wrong, so I would welcome advice.


Over the period I inspected all the bays and small harbours down to Calpe, noting on my chart which might be used in which winds in an emergency. But the end of my vacation was fast approaching and I had to decide what to do with El Nasr. In the end I have decided to leave her in the water, with a new coat of anti-fouling, all canvas off, but spray screen and tent up. It will be interesting to see how well she fares over the winter.

Now for the costs. The move to a marina berth has increased expenditure considerably, but the convenience is greatly appreciated. Mains electricity and water are available, along with the usual facilities within 100 yards. Security seems more than adequate and there are several 'yachties' living on their boats all year round. In all, it would

seem to have been a good move. Certainly the amount of sailing has been nearly doubled in the time available compared to our last location. It is also noteworthy that my motoring time has been reduced dramatically. This must be good!

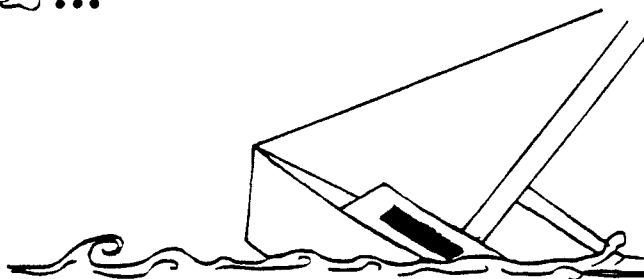
Total 'time at sea'	52.50 hrs.
Total time under sail	35.30 hrs.
Time motoring	6.25 hrs.
Cost of berth	£1,000 +

E.J.E. Smith ( SO 160) El Nasr.



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!!!



6.2.

EAST COAST RALLY 24-26 June 1988

Only two Swifts , MOONSHADOW and PEPPERMINT CREAM attended this years rally held for the first time at Woodbridge on the river Deben. After launching at Robertson's Boatyard we motored to the Tide Mill Yacht Harbour for the evening . Here, we gave Wan and Tony , potential Swift purchasers, the opportunity to examine a Swift first-hand and they were suitably impressed. Also , whilst in the marina , we were joined by what appeared to be half of the Dutch pleasure fleet who filled the marina to capacity. They used the 'try -it-and-see' method of measuring the depth of water over the sill at the entrance to the marina resulting in some rather abrupt halts for some craft!!

A cool north-easterly wind with dull, overcast conditions greeted us on Saturday morning. We left the marina at approx. 1000hrs and sailed with the wind and tide to Ramsholt where we turned around and motored against the conditions back to Woodbridge. On the way MOONSHADOW had engine problems with a fouled plug which was soon rectified by the skipper.

Following an evening sail in falling wind and failing light we rafted up on a vacant mooring at Woodbridge. A calm evening was spent yarning about Swifts, caravettes, plants, etc. etc.....

Sunday morning was greeted by Mr. Latham's (skipper, MOONSHADOW) impression of the mating call of a sick donkey -well , actually, he was inflating his dinghy with rather noisy bellows!. PEPPERMINT CREAM decided to haul out on the morning tide so motored back to the boat-yard and pulled the boat out smartly, greatly impressing a sailor on the slipway who needed twice as much effort in launching his considerably smaller dinghy . It seems that wherever the Swift goes it still draws an appreciative audience.

MOONSHADOW decided to stay afloat for a few more days . I thank Jean and Peter Latham, MOONSHADOW'S crew, for their loyal support for this rally.

### 6.3 The Saga of the Stolen Trailer

After a fortnight holiday we returned to Polly Steps Slipway and car park at Teignmouth to find that our trailer had been stolen. It had been chained and padlocked to the drawbar of the car and parked alongside several others - most of which were not locked in any way. A lift ashore was accepted from the owners of a Sadler 32 so as to have a look around. As it was nearly nightfall, we decided to report the matter fully to the police next morning; we had already reported it to Reg, the Harbour Master. The next morning was Bank Holiday Monday and having spent the morning at the police station, started chasing possibilities of trailer replacement. The police stated that there was little or no hope of recovery and made several suggestions regarding local trailer suppliers etc. However, being a Bank Holiday, we drew blanks all day.

At 0830 next morning, we were waiting outside a trailer supplier. No luck. Went up to Exeter to the next on the list. Very sympathetic and all that...no luck. Bramber trailers...no luck. Tried to do a deal with Honnor Marine for a trailer they had ready for a customer who "doesn't want delivery yet...If you can get a deal with Bramber to make a replacement within a fortnight..."No luck. To cut a very long story short, we eventually managed to persuade an Indespension dealer in Bournemouth to make up a Roller Coaster Four for us, which we collected and drove back to Teignmouth having been assured that we had just bought the Rolls Royce of trailers and that we would have no trouble using it. Although somewhat upset by the loss of our own trailer and two days of hassle trying to get a replacement, we were pleased to be given such an assurance - backed by the write-up reprinted from Motor Boat and Yacht magazine.

At 1900 hours we arrived back at Teignmouth and set about retrieving the boat on the rising tide. After fighting the trailer for an hour and a half with help from various people also launching or retrieving their boats - with sickening ease, I might add - we finally managed to get our boat on the trailer although both we and the boat were somewhat damaged by the ordeal. With a sigh of

relief the car pulled the trailer almost to the top of the slip when there was a terrible screech as the brake cable support bottomed out. By raising the jockey wheel and the help of bystanders we were able to park it for the night. It was now dark and we were exhausted. We felt it was unsafe to sleep in the boat and therefore slept in the car. Next morning we began Round 2 in an attempt to make the outfit towable.

The boat was lying more or less horizontally but was resting on the mudguards and the nose weight was massive. As the tide was running at 4 knots and the wind was Force 5, we decided that launching was not practical. We therefore altered the position of the rollers and/or boat a bit at a time with the help of jacks, blocks and anyone who would lend a hand. (Enter Guardian Angel called Nick.) Nick not only had good ideas, he also sent his lad home for a socket set as this would prove much easier to use than my collection of spanners. "Now, I don't want any arguments, I want you to keep this set of sockets as I was lucky enough to find them in the boot of an old car I bought. I've already got a set and these have been sitting on the bench for five years without being used once. Isn't that right Matthew? (Matthew agreed and added that "Dad has at last got rid of something. Mum calls him a squirrel.")

The sockets made life much easier and by mid afternoon we decided that we had done as much as we could and at least the boat cleared the mudguards and the nose weight was acceptable. She towed home beautifully.

We were aware, however, that all was not well and at the first available weekend we towed her to a lake some 50 miles away and spent the day launching, adjusting and retrieving, many times. Retrieving we only found possible by letting the whole of the trailer tip backwards which meant winching with the winch handle high in the air. We adjusted the distance from the wheels axle to towing-hitch according to the distance measured from other trailers which carried Swift 18's (though none were Hallmark); the nose weight was therefore correct. We drove home in the dark, very tired, sore and dispirited as we still couldn't launch the boat without the help of three other boat owners and without totally immersing the wheels- no chance at all of keeping the bearings dry. (Another job which has to be done, removing and regreasing the bearings).

We then wrote to Independence Trailer Co. in Bolton and were delighted to receive a phone call asking for the opportunity to drive down to Derby to reposition the swing beam rollers, and add extra rollers etc., in a positive attempt to give customer satisfaction. This duly happened and after a long day the trailer had been set up to enable the boat to be launched and recovered single-handed without getting the bearings wet. I joined the rep. after work and despite near gale force winds was satisfied that single-handed launching and recovery was indeed possible. The company rep. who did the work, later checked if the trailer had towed home safely and sent extras he did not have with him at the time:- bearing savers (just incase), grease, rubber buffer pad and replacement winch-tape. They now believe that their Roller Coaster 3 could have been a better choice in that it is shorter, yet still long enough to take the Swift.

However, our story is still not over, as I noticed that the keel had dropped in transit. You're right, with no central keel roller support the weight of the keel had destroyed the phospher-bronze lifting gear inside the keel housing, necessitating a replacement. Thank goodness for back issues of Swift Magazine! A phone call to Brian Hormbrey in Cleveland gave immediate reassurance, backed up with a stainless steel replacement by return of post! Thanks again Brian! We have now fitted the replacement and taken the opportunity to repaint the keel while it was dropped down. When we use the outfit next time, it should not be too difficult to give proper support to the keel whilst driving, and we look forward to launching without further problems. Of course there is the problem that the new trailer will prove too attractive to a potential thief.....!

Perhaps this point might prompt some correspondance on the security of our trailers when our boats are on the water. Perhaps some remove their wheels or only use marinas with locked compounds? We would certainly be interested !

Chris and Kate Butler ( SO 86 )Topsy II

7. ED'S COLUMN

7.1 I start my column off this year on a sad note. Arthur (Baker) died suddenley on 7th February of a heart attack. He will be greatly missed down at Bucklers Hard, and around the Solent. I am sure that you will all join me in sending our condolences to Julie (Hiscock).

Here is an extract from Julie's letter to me :-

- - - This means that I shall be selling GIULIA and should be grateful if you would let this be known - - - she is in the garage at home, on a trailer (SBS) new last season.

She gave us three years of happy memories, not least the lovely friends we met through the Swift Association who were so welcoming and so tolerant of our inexperience and ineptitude, coming to sailing later on in life than is usual. I shall treasure those memories and hope to continue sailing myself ( but in other peoples' boats! )

Please convey my thanks and good wishes to all our fellow 'Swifties'.

7.2 An apology is due, once again!, to Doug and Alison Angus -Cir Mhor - SO 126 not SO 18 as misprinted in NL26. It was us that had 'egg on our face' this time!!

7.3 I have recently spoken to Roger Marsh of Marlin International Ltd., they are the company building the S18 and S20. He informs me that after a few teething problems (organisational not Swift wise ) it won't be long before the first of the 400 series will be delivered to it's proud new owner.

As you may already know, the S20 is an 18 with an extended back end. Roger is going to have one of the first 20's for his own pleasure, and he has asked if the Association would include the 20 in it's membership. Myself and the rest of the committee members see no objections to this proposal, if anyone has any strong feelings to the contrary please contact me as soon as possible.

Marlin International have agreed to carry on paying the first years' membership to the Association on all new boats sold.

7.4 This year I will endeavour to support as many Rallies as possible, both at home and away, and would encourage other members to join in too, a good turn out adds to the fun!!



7.5 Bob Goddard returns to the fold

Swift Association founder and original secretary/newsletter-editor Bob Goddard has returned to the Swift 18 after 5 years in the wilderness.

Bob has bought 'Gold Rush' S.O.30 from Paul Rees of Folkestone, and will be sailing her out of Poole Harbour (berthed ashore at Rockley Point Boat Park).

Aquapus, (S.O.19) Bob's first Swift, was sold at the end of 1983 after the birth of a third child made the boat too small for 5, and too tippy for a toddler.

A Hironnelle (23 foot, 5 berth catamaran) solved most of the practical problems, but did not persuade Bob's sea-shy wife Viv to take to the water again. Perhaps what was needed was an even bigger, more stable craft ....

So, two years later Bob bought an Iroquois (30 foot, cruiser-racer cat. ) only to discover that the problem was the water, not the shape and size of the boat; the bigger the boat, the greater the hassles, cost and worry!

After a year as a landlubber, Bob realised what was missing - the fun and freedom of the Swift 18 ! Now he's looking forward to meeting old friends and making new acquaintances in the future and joining in sailing and social events during the year.

Welcome back Bob! We must meet up some time and compare notes! I am sure that you have made the right decision, and hope that this first season back with a Swift will be a good one.

Lawrence Peacock (Editor)

SALU SO 125