

SWIFT

The journal of the Swift Association



Newsletter 40 :: Autumn 1992

Secretary's Log

AS THE SAILING SEASON COMES TO AN END for most of us, I look back as always with the feeling that I should have been out sailing more.

Of course family commitments, work, and even the recession to some extent takes its toll. Never mind there is always next season to plan and look forward to . . .

I recently received a letter from Mr J. T. Robertson who lives in Sutherland, Scotland. He had a very sad tale to tell regarding his boat 'Kylesku.'

He kept it on a swinging and drying mooring on the Dornoch Firth, so obviously always left it with the keel raised. Unfortunately during the Easter weekend, gales battered that part of the world and 'Kylesku' capsized losing her mast, some of the deck fittings and most of the cabin fittings. The repair quotation was more than the insured value so Mr Robertson decided to sell what was left - the hull was intact - together with the trailer to a local boatyard. Hopefully 'Kylesku' will sail again.

This is the second time I have heard of this happening when the keel was left up. At the risk of teaching you all to suck eggs its worth remembering that all the ballast for the boat is contained in the keel, therefore a drying mooring would appear to be unsuitable for a Swift. I'd welcome any comments . . .

Alan Probyn

Editor's Column

ALAN'S OPENING PARAGRAPH perfectly describes my own sailing season. Though the weather didn't help - work and other family commitments (not to mention journalistic) contrived to virtually end my sailing season in July, though both the occasions that I did manage to get onto the water during August were memorable.

On the first I accompanied Don Harvey in 'Papillon' in a day trip around the Isle of Wight. This included what I can only describe as a 'white knuckle ride' through the outfalls off St. Catherine's Point - if only we had not been so pre-occupied we'd have the photographs to prove it! Don has promised to produce a report of our adventure for a future issue.

Thereafter I'd planned to spend a week in August cruising the Solent with the family, but such was the appalling weather and the absence of any forecast change we headed north to the Lake District - without the boat. Whilst there we happened across the pontoons of a yacht charter company in Windermere just as they were about to start filming a promotional video. Unfortunately the 'typical family of 4' they'd lined up had let them down. Five minutes of negotiations saw us agreeing to star in their feature in return for a day's hire of a 28ft. Benetau. Worth getting into this acting lark!

You'll see this issue contains another new advertiser joining the ranks of the Association's supporters - Shamrock Chandlery of Southampton. I'm sure you'll join me in thanking all our advertisers and in turn take any opportunity to support their businesses.

Steve Hart

• **Cover: Eric Smith's Swift 23 Xia Yi leaves her home port of Moraira, Spain.**

The Swifts fly again

IT WILL BE GOOD NEWS to all Association members to learn that the Swift 18 and 20 are back in production.

In a deal struck between Marlin International Ltd. and Shetland International Boats Ltd., the boats are now being built at Shetland's works in Diss, Norfolk and marketed direct by Marlin throughout the UK.

The new 400-'S' Series Swift was exhibited by Marlin on Shetland's stand at the recent Southampton Boat Show.

'These are the prettiest Swift 18's ever built,' says Roger Marsh of Marlin International 'Shetland's 25 years of experience in GRP boatbuilding count for a lot, and the quality of build and finish really shows. We are delighted with the result, and as the Swift 18 goes into its second decade we believe it has a great future with Marlin and Shetland.'

Despite more than 25 years in the business the Swift 18 is the first sailing boat ever manufactured by Shetland, well-known for their popular range of powerboats - seaworthy family power cruisers, dayboats, fishing boats and sportsboats. 'A boat's just a boat, through,' says Shetland's Bernard Reinman, 'and we've built thousands over the years. Get the moulding right and the rest should follow. Masts, rudders and keels may be new to us, but they're just different bits of equipment to install. No problem.'

Association members who visited the show will no doubt have judged for themselves. Several changes have been made to the interior - for the better Marlin think. A fixed stainless steel basin with a proper drain and a cupboard beneath replaces the GRP 'bucket and chuchit' arrangement; there is a redesigned and much neater folding table for use below in the saloon or in the cockpit; the co-ordinating upholstery, curtaining and headlining fabrics give a significantly different atmosphere inside.

All the best exterior features have been retained, such as tapered mast and sliding gooseneck, and top-quality fittings chosen (Lewmar winches, for example); the now-familiar 400-Series decor has been retained (white hull with 2-tone blue stripes), but an aluminium rubbing strake with matching blue infill replaces the former teak strake.

'We want the 'S'-Series to be and to look a bit different,' said Roger Marsh 'and to give an impression of higher quality than ever before. We think this has indeed been achieved and that, with all due respect to the style of previous models, those now thinking of buying new Swifts will readily notice the difference. They can really see what they are getting by buying a new boat.'

The Association stands to benefit from the continued marketing of the Swift 18 as a current model, both in the reputation of the boats and in swelling its ranks, since all new owners of 'S'-Series Swifts will benefit from a year's subscription offered by Marlin with every new boat sold. That's got to be good news. ●

...stop press...**Membership**...stop press...

SINCE the publication of the complete 1992 Membership List in the last issue the following people have joined the Association - they are most welcome:

<i>Member</i>	<i>Boat Name</i>	<i>Sailing Area</i>
<i>Ken Hooson, 10 Shiel Street, Walkden, Manchester M28 5LD. Telephone: 061-790 9545.</i>	<i>Olwin</i>	<i>Lake District & North</i>
<i>Stuart Bland, 44 Links Road, Birmingham B14 4TP Telephone: 021-430 6879.</i>	<i>Web Feat</i>	<i>South West</i>
<i>David & Jan Palmer, Rivendell, 128 River Way, Christchurch BH23 2QU Telephone: 0202 483107.</i>	<i>Candes</i>	<i>Solent & South Coast</i>
<i>R. W. Foster, Peake House, Main Street, Seaton Oakham, Leics. LE15 9HU. Telephone: 0572 87833.</i>	<i>Moondust</i>	<i>Lake District & North,</i>

MARLIN

Chartwood House, Breamore, Hampshire SP6 2EF
● Telephone 0725 22472 ●

Thinking of Selling?

Even the most dedicated Swiftie may one day need a change!

If that day has come for you, you may be interested to know that Marlin runs a successful brokerage service for good used Swifts - 18s, 20s, 23s or Explorers.

We advertise every month, run a regular newsletter to circulate the boats' details, and have a 4-figure customer database to work on, having been selling and marketing Swifts for 6 years now. Some of you will have originally bought your boats - new or used - from us. Others may even have one of our own Marlin-built 400 Series Swift 18s or 20s. We are in an excellent position to get a fair price for your Swift within a reasonable period of time, as many satisfied users of our service will testify.

Should you be interested in purchasing one of the larger craft, sail or power, for which we are dealers, we can most likely even take your existing Swift in part-exchange.

Do give Roger Marsh or Marlin a call, without obligation of course, if you think we can be of help - we shall be more than glad to discuss the details with you.

A Swift by any other name . . .

IT WAS about three years ago. I was sitting in the office day-dreaming probably. Someone had put a notice on the wall. It read:

• *NO SMOKING* • *NO EATING* • *NO DRINKING*

I started to consider what else could be added to the list. How about *NO F--TING?*

No. Too near the knuckle. But . . . *NO PASSING WIND* would be more acceptable! Ding! *PASSING-WIND* would be a splendid name for a sailing boat.

Our first *PASSING WIND* was a Seafly sailing dinghy. The name was emblazoned in bold yellow letters along each side. Our Swift 18 now carries the name in a rather tasteful lavatory blue. *Watch out! Don't get downwind of us . . .*

Bob Payne

Laying-up Supper

• SATURDAY, 7th NOVEMBER :: NEWBURY, BERKSHIRE •

This year we have decided to try something different for this event. Outside caterers are laying on a buffet at the home of Roger and Karina Pigden, Solent and Southern regional representatives.

A remittance of £12.70 per person will ensure a place, as numbers will be restricted to about forty people. It would be most appreciated if those wishing to attend would send your cheque as soon as possible payable to **R. Pigden, Caraway Lodge, Long Lane, Shaw, Newbury, Berks. RG16 9LR. Tel. 0635 202183.** This will enable us to organise the seating and advise the caterers accordingly.

To whet your appetite the following Cold Buffet Menu will be served:

*Roast Sirloin of Beef • Roast Turkey • Baked Leg of Ham • Whole Poached Salmon
with Mediterranean Salad • Mushroom Salad • Waldorf Salad • Beansprout Salad
Mixed Salad • Coleslaw • Hot Potatoes
and a selection of Pickles and Sauces, French Bread and Butter
To follow: Oranges in Grand Marnier • Sherry Trifle • Pavlova Cake • Coffee*

This promises to be an enjoyable evening, with good food and drinks. We're looking forward to seeing as many of you as possible on November 7th between 7 and 7.30 p.m.
If you have any queries or require directions don't hesitate to give me a ring.

Doug and Alison go Dutch

EIGHT YEARS of sailing Scotland's West coast and Moray Firth had ironed out the few wrinkles of *Cir Mhor*. We had eventually settled into a working routine, could launch and recover and not be embarrassed at the minor epics which ensued. Refinements and additions had worn thin on one half of the crew, while the other half had learnt to curtail requests within the bounds of possibility. We had electrics but an untried charging system, a second hand motor cycle battery and a fail safe oil lamp. This was the year we would go Continental.

Coming back from a walking holiday in Switzerland in 1991 we had driven through the Netherlands to view the Dutch Delta Scheme. It was here we discovered the *Veerse Meer* - an inland salt water lake given over to sailing. A pamphlet from the tourist board was studied over the winter and plans were made to take our *Swift 18* from Aberdeen and spend our holiday on the Dutch waterways.

The reader, like many in Holland is left to ponder how we travelled to the Netherlands. Suffice to say that our landfall was Rotterdam after a very uneventful crossing??



● *Cir Mhor* nestles between two Dutch sailing barges with the town of Veere in the background.

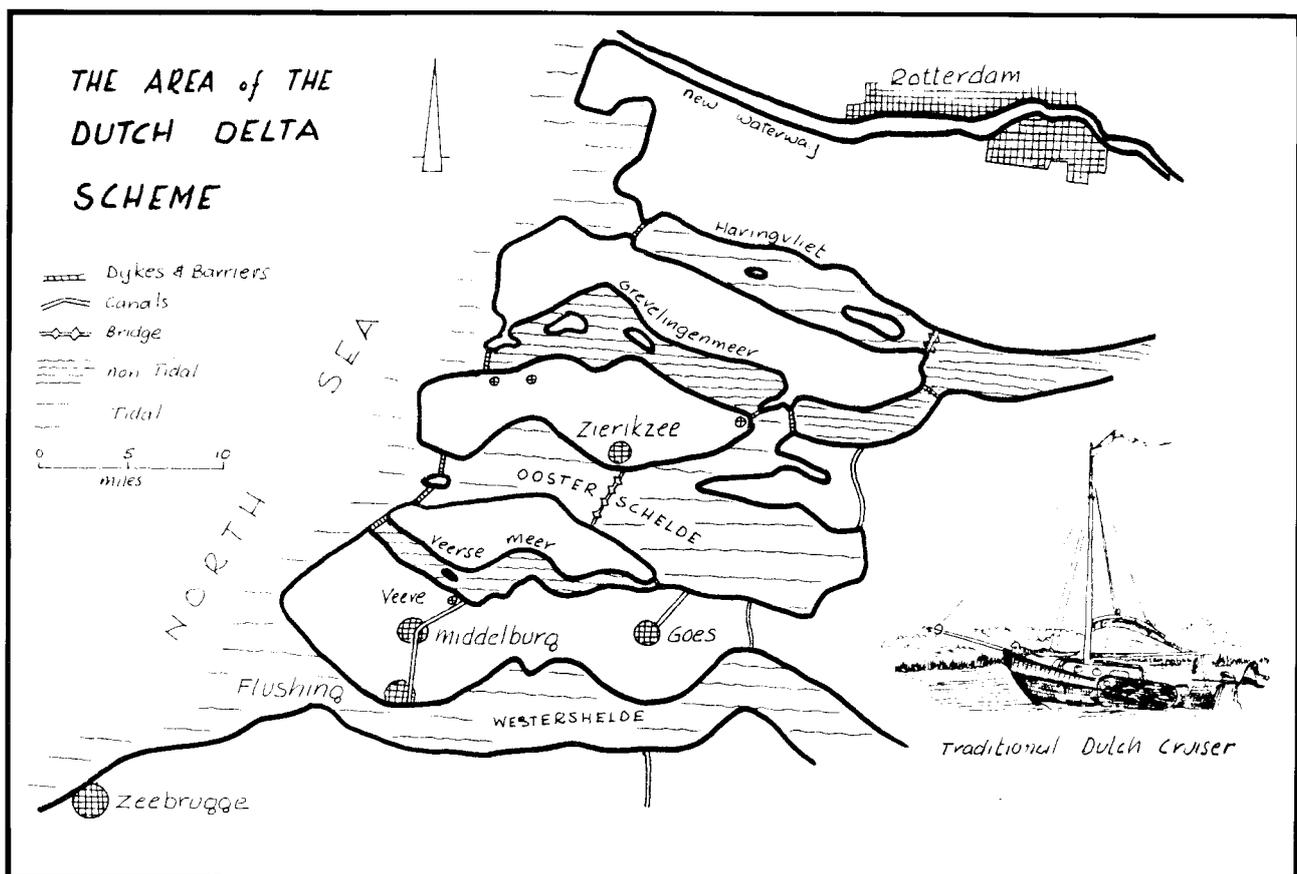
So what is the *Veerse Meer*? "An ocean of recreational possibilities in the heart of the Zeelands delta." That's what the pamphlet says and we found our weeks bore this out. The *Veerse Meer* is just one of several inland waters. It was twenty kilometres in length and up to a mile wide and was formed in 1961 when the sea was shut out at the western end by a dyke - the *Veerse Galdam*. The *Zandreekolam* on the inland end cuts it off from the *Ooster Scheldt* although a lock allows access to the *Scheldt*.

For 10 guilders (£3) we had free use of all the facilities provided on the lake for one year. There is a Recreational Board which manages the area and they have been responsible for providing landing stages, small enclosed harbours and box moorings for the use of all. Many of these areas were provided with rubbish and chemical toilet disposal, and toilets. Around the lake there are six marinas which provided all the normal yachting facilities of fuel, chandleries, showers, moorings and launching slips. These cost from £3 - £5 a night for us. Woods and thickets planted on the banks of the naturally formed and partly artificial islands gave the area a charming enclosed character, and most were open to the public.

But the sailing waters were much more than the Veerse Meer. There was also the tidal waters of the Ooster Schelde and further north the much larger Grevelingermeer and Haringvliet.

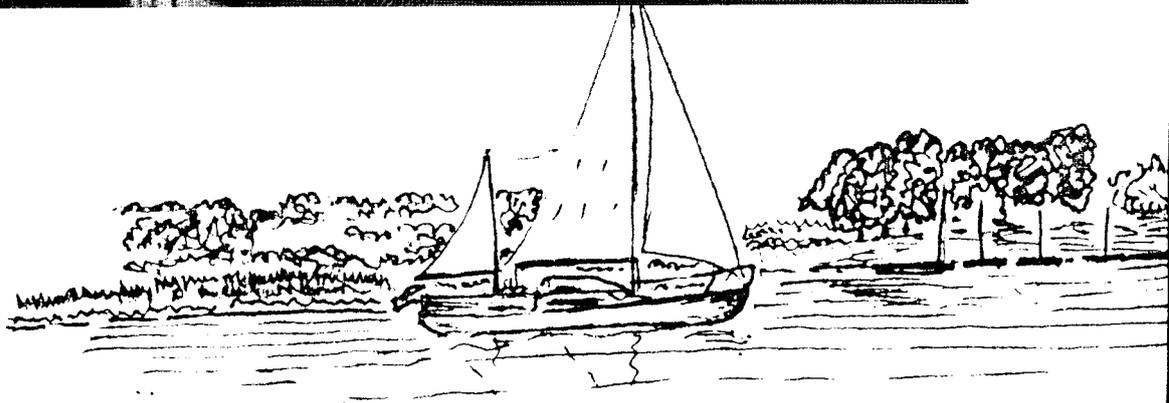
Launching was no problem. We found a sailing centre at Kamperland with a good concrete slip and they allowed us to leave the car and trailer in their empty boat shed for a modest price. The buoyage system was very clear and the shallow waters below 1.5m. were marked with port and starboard withies. We purchased the very good charts produced by the Dutch Marine Hydrography and found these very clear.

Because of the enclosed nature of the waters, weather forecasts were not so critical and we mainly used the BBC shipping forecasts. The weather for the first three weeks (we both teach!) was brilliant - shorts and tee shirt, while some strong winds in the last week favoured the windsurfers who swarmed like locusts whenever the winds became impossible for others.





- *Above: Our box mooring in the centre of Browershaven.*
- *Below: A rather more secluded place to spend the night.*



If you wish to anchor the authorities were strict on showing the appropriate symbols day and night as well as a black triangle when motor sailing and most complied with this.

So as a gentle introduction to sailing abroad, we could recommend the Dutch inland waters of the Delta Scheme. Sail the canals and marvel at the ingenuity of the Dutch in protecting their land. We admired the efficiency of their locks and bridges which were all free and built to take large barges as well as pleasure craft.

Go and meet the Dutch who mostly spoke very good English and were always most welcoming and intrigued at how such a small yacht could have traversed the North Sea - from Aberdeen!!! Sail into the heart of delightful towns such as Middleburgh, Zerrikzee, Goes and Browsershaven, and moor alongside the town streets. Enjoy the panic of being confronted with box moorings for the first time, or being spoken to by the harbourmaster through a tannoy and be told where to moor. Have days off and go cycling on Dutch bikes with no gears and nearly no brakes (until you back pedal). Visit the great dams and storm surge barriers, view the Dutch Delta and Haringvliet exhibitions, eat pancakes and treacle in a Dutch tearoom, and when strong winds are blowing from the West stand atop the great dyke and watch the North Sea come roaring in while you are secure on a staging on the lee side.

Should anyone wish to go, we would be willing to lend our charts of the area which cost £10 provided they were returned. We found the cost of living comparable, and were pleased to be one of a fair number of British yachts, as well as large numbers of Belgium and German.

So start planning now, and do not be too concerned about the hazards of the North Sea. With careful planning and diligent use of available resources there are ways to cross it in safety and comfort - even from Aberdeen.

Doug and Alison Angus

Hydrografische Kaart 1805 (1992)

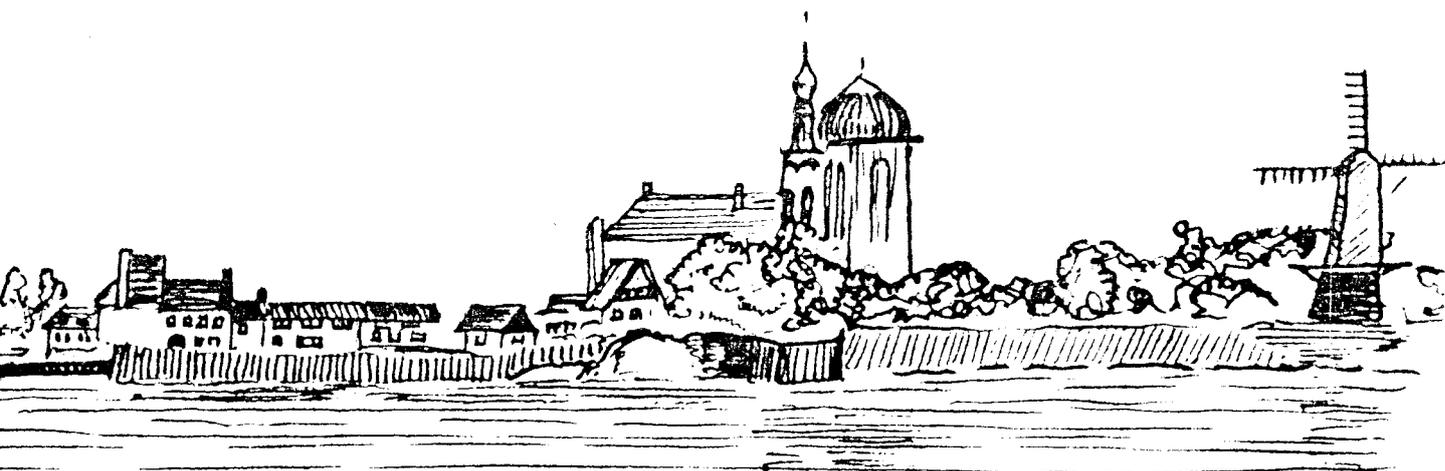
Oosterschelde, Veerse Meer, en Grevelingenmeer.

Dutch Inland Sailing Pilot

Henry Levison, Stanfords Cruising Guide 1988.

Through the Dutch and Belgium Canals

Philip Bristow. Nautical Books. 1988.



● *The old town of Veere from Mosselplaat.*

Of Isinglass and Balsam

YOU WILL HAVE READ that the Hydrographic Office have at last recognised both the needs and commercial value of yachtsman and are now producing some of their charts in a folded version and on high wet strength paper.

This change has brought to mind something I read in *Wrinkles in Practical Navigation*, written at about the turn of the century by S. T. S. Lecky, Master Mariner, Commander, R.N.R., F.R.A.S., F.R.G.S., Late His Majesty's Indian Navy).

Lecky has a lot to say about charts which at that time were generally not provided by the shipowners and were not often made available to the officers.

He goes on to describe the lengths to which he went to weatherproof his charts (being some eighty years too soon for synthetic paper) so that he could navigate from the bridge through the many hundred miles of intricate channels from the Magellan Straights to Chiloe, an area he tells us is 'about the most rainy and tempestuous in the world.' I will quote him verbatim.

'First of all, the sheets of the various channels were cut up into convenient lengths, and the carpenter was brought into requisition to make teak-wood backings for them of well-seasoned half-inch stuff, dressed smooth. The backing was made an inch longer and broader than the chart it was intended to receive.

Next some 'size' was made by filling a breakfast cup with isinglass, and pouring on it as much boiling water as the cup would hold. After the 'size' had cooled, and was just beginning to thicken, both sides of the chart got several good coats, rubbed in with a soft brush as fast as the paper would take it. When the 'size' was well absorbed and had partially dried, the back was treated with flour paste free from lumps, and laid on smoothly, after which the chart was put down on the teak-wood: this had to be done very carefully to avoid creases.

To make the paper lie evenly and to prevent air-bubbles from remaining underneath, a wooden roller was run from top to bottom and back again. This rolling process must not be overdone, or it will cause distortion; and it is as well to place the roller on the middle of the sheet at starting, and roll from you, and then back again the whole way; this with a turn or two sideways ought to be sufficient.

When the chart had thoroughly dried on the board, both it and the teak-wood received three flowing coats of white varnish, made by mixing Canada balsam with twice its weight of best oil of turpentine. Each coat was laid on with a broad, flat, camel-hair brush, and allowed to get perfectly hard before the next was applied.'

'Treated in this manner,' the Commander tells us, 'the charts were completely weatherproof, and equal to any amount of rough usage.'

I'm just off to the chandlers to see if I can pick up some isinglass and balsam!

Jim Crick

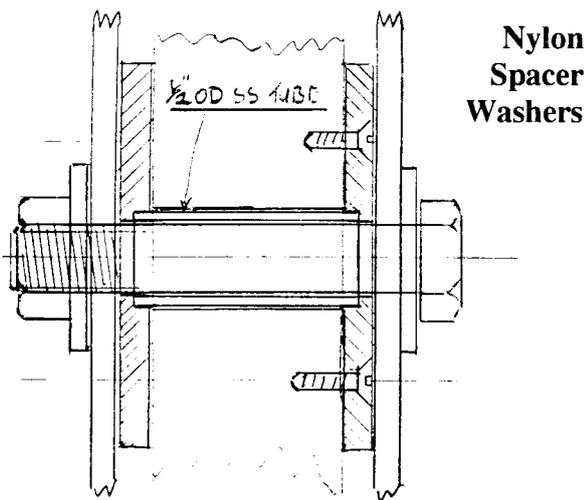
Technical Topics

MODIFICATION TO SWIFT 18 RUDDER TO PERMIT EASIER HANDLING

I AM one of those Swift owners who trails the vessel from home on each and every sailing occasion. This entails removal of the rudder and stowing in the cabin for the road journey.

The rudder assembly is not only heavy, it is an awkward lump to handle containing two possible guillotines, each of which have hitherto trapped my fingers. The air at launch and recovery has often been "blue".

The purpose of this modification is to enable easy removal of the rudder blade from the stock thus reducing the weight of components to be lifted in and out of the cabin.



Section through Rudder Blade
and Stock at Pivot Bolt

When the rudder pivot bolt is removed the two large Nylon spacer washers drop out and these are difficult, if not impossible, to re-locate with rudder stock mounted on the transom. The essence of this modification is to fix the spacers to the rudder blade so that it can be lifted into the stock and the pivot bolt inserted without difficult. To achieve this the rudder blade pivot hole is enlarged to $\frac{1}{2}$ " diameter. A piece of half inch O.D. stainless steel tube, bored to suit the pivot bolt, and of such length to protrude $\frac{1}{8}$ " each side of the blade, is fitted into the enlarged hole in the blade. The two nylon spacer washers are counter bored $\frac{1}{2}$ " diameter to $\frac{1}{8}$ " depth so that they can be

centralised on the ss steel tube. The nylon spacer washers are secured to the rudder blade by two small countersunk self-tapping screws. It will be seen that the counter bores in the spacer washers now secure the stainless steel tube in the enlarged pivot hole in the rudder blade.

Another part of this modification is to unsplice the downhaul from the front edge of the rudder, and after remaking the spliced loop in the downhaul, use a small flat section shackle so that the downhaul and rudder blade can be easily parted. The uphaul is already fitted with a shackle so no problem there.

Finally, I use a "Midshipman" fitting on my tiller and this keeps the rudder stock firmly in place while I fit or remove the rudder blade. Result, no more chipped gelcoat or trapped fingers!

B. Hornbrey (SO 307)

Windsong finds the Quay

FOR THOSE who go in search of peace and tranquility in the Solent, then King's Quay Creek is the place for you.

Ever since we acquired our Swift 'Windsong' almost 2 years ago and began reading 'Creeks and Harbours of the Solent' - King's Quay Creek was one of our goals.

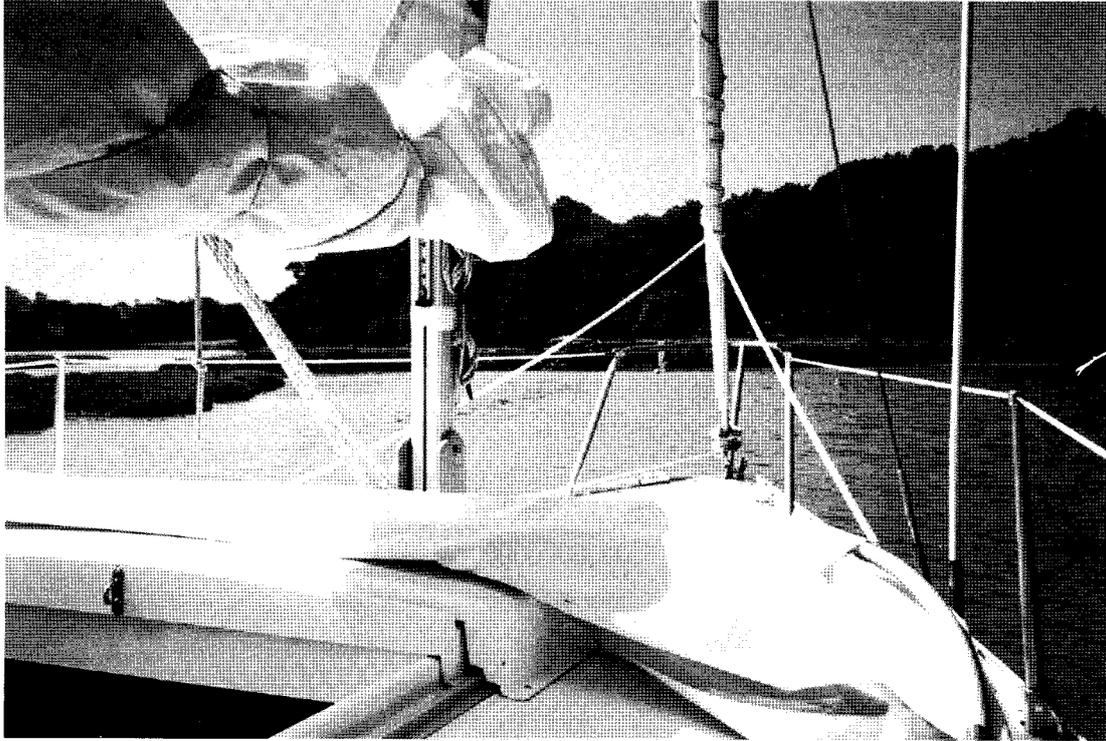


● *Windsong in the main pool area of King's Quay Creek*

So a few weeks ago on a very light and variable day en route to Wootton Creek we knew that this was 'the day'. We knew vaguely where the entrance was, and eventually found the channel by keeping the keel down full as a safeguard. Even at high tide the area around the entrance is very shallow and several times we ran aground on the Sandbank.

As a rough guide, approach the Western end of the beach, turn to port and run parallel to the beach between the two small perches. On approaching the first right hand bend into the creek, keep well to the outside of the bend. The Creek now heads inland past a broken down landing stage, after which the channel is fairly easy to follow up to the old stone bridge and main pool area. According to 'Creeks and Harbours of the Solent' some 4 feet of water remains in this pool when the channel has virtually dried out. The land around the Creek is private and landing is forbidden.

Despite the smallness of the Creek our view from the boat was one of outstanding natural beauty. Our only disappointment was that we couldn't stay longer, to enjoy the peaceful atmosphere, we were meeting friends in Wootton and the tide was ebbing.



● *Windsong approaching the bridge in King's Quay Creek.*

So, our message to those of you who have always wanted to visit this beautiful and secluded spot but never got round to it is . . . go for it! Happy sailing.

John, Alison and Jonathan Palmer



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Mon-Fri 8.00-5.30

Sat 8.00-4.00

Sun 9.00-1.00

(Sundays-Closed Winter)



Jim Crick's tips: Warps & Fenders

ONE OF life's less sympathetic pastimes is to while away a few hours overlooking a busy harbour or marina. I'd be prepared to bet that from your vantage point you will see many disasters and near misses and you will be able to see them long before they happen.

One of the key factors which will make the difference between a calm, controlled, arrival and a confused shouting match is the amount of preparation that you do. And by preparation I mean briefing your crew, not just preparing the boat. Now I know that on a busy Solent Saturday you risk losing your place in the queue but if you are not ready to come alongside, the discipline must be - go round again until you are ready.

How much you need to brief your crew will of course depend on their experience and how well they know your funny little ways (what we skippers call our style!) but they do need to have a clear idea of what you have in mind. It is also a good idea for them to know what "Plan B" is and under what circumstances it is deemed to have come into play. I hate to see people leaping ashore with a warp and "Plan B" for me comes into effect if I stop short of the pontoon. We adopt the motto "If you can't step ashore - don't go ashore."

We all have our own peculiarities about how to fasten warps and fenders and it is a good idea to get this sorted out before you are on the final approach to touchdown. Some skippers have a fit if you put the fenders on with a slip in the hitch, others consider it vital so that you can reposition them quickly. Whichever your preference your crew will appreciate knowing before they have tied them on the 'wrong' way.

With warps you will need to communicate all sorts of choices probably starting with whether you want a bowline over the cleat, or a figure of eight which you can adjust on board. I have mixed feelings about eye splices in warps. I put some in but I use them with caution since we dried out badly alongside a pontoon some years ago and nearly had the cleats out of the deck because I couldn't ease the tension.

One of my hates is pontoons which have a hoop rather than a cleat. These can confuse the novice crew who take a turn on the cleat to slow or hold the boat but by the time they have poked forty feet of string through the hoop it is too late to be any use. Teach them to bend the warp double and only push through the length they need. Tell them also that if they are tying a bowline to a hoop or ring, taking the rope once right round the metal before putting the rabbit up the hole and round the tree will save wear by putting five times as much rope in contact with the metal.

Before making your announcement about which side you want your warps and fenders you will have been making mental calculations about the natural forces and assessing the relative strengths of wind and tide.

To recap on the basics it is fair to say that unless you sail a very odd shaped yacht, if you stop dead in the water with your sails furled the wind will blow the boat round until the stern is facing the wind. The principal means of preventing this is by moving the boat through the

water. Motion through the water equals control. Bear in mind that loss of control may come before you have lost all boat speed. The stronger the wind the more speed you will need to maintain and Swifts, carrying little of their hull below water, are quite sensitive to a gust of wind.

If speed through the water is important it follows that an approach to your mooring into any tide that is running will give you a higher speed through the water, and a lower closing speed to your mooring, than if you did it the other way about. If you need 1 knot through the water to keep steerage way and the tide is running at 3/4 knot you can approach your mooring into the tide at 1/4 knot or come downtide at 1 3/4 knots.

My first sailing instructor reckoned that if you had to use reverse when you reached the chosen spot you had come in too fast. This is a fine ideal but if you are new to your boat, or if you have chartered a strange one, I favour keeping a little margin of control up my sleeve. I think a touch astern as you safely arrive is preferable to blowing out of control about the dock although I must say Brian Hornbrey's elegant gear lever extension (see last newsletter) would allow this to be timed with more precision!

In close quarters you will look upon both wind and tide variously as ally and adversary. What you must never, ever, do is ignore them!

Shamrock Chandlery

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