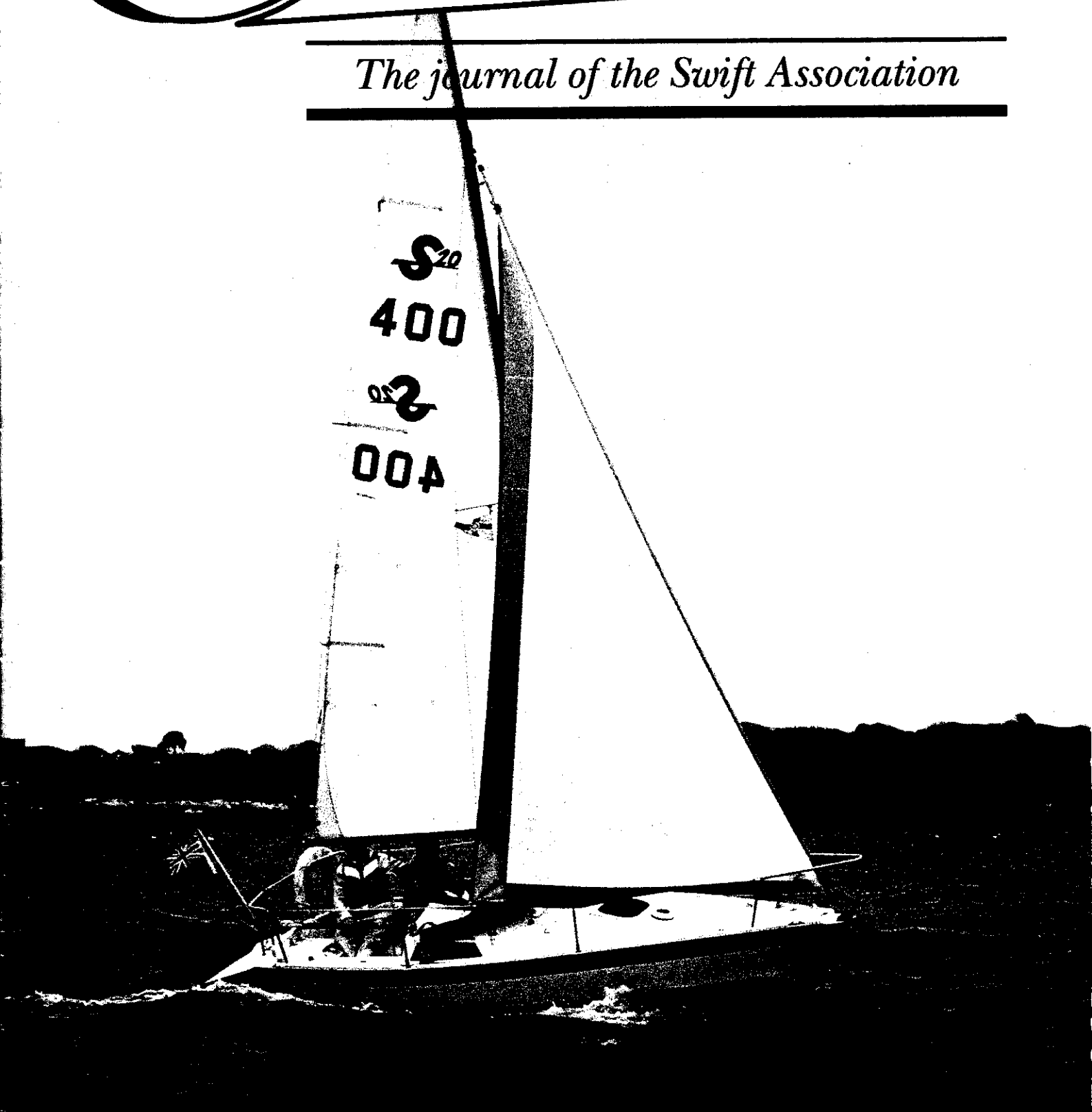


# SWIFT

*The journal of the Swift Association*



Newsletter 42 :: Spring 1993

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# ***AGM Minutes***

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**THE AGM OF THE SWIFT ASSOCIATION** was held on Sunday, 31st January at the home of Roger and Karina Pigden. 32 people were present and before the meeting commenced a hot meal was provided.

The Secretary Alan Probyn, opened the meeting by thanking all those attending, particularly Phil Newman and his family and John and Rosemary Watt who had travelled from Shropshire and Lincolnshire respectively.

The Secretary commented on 1992's generally poor sailing season in the respect of organised Swift Rallies though he was aware that at least one improptu get-together had taken place early on in the season on the South Coast. He hoped that the new season would bring better things and it was agreed to publish 7 provisional dates in the Spring Newsletter for South Coast Rallies.

It was reported to the membership that the Committee had decided to meet on a six-weekly basis throughout the year to help keep lines of communication open.

The Treasurer, Chris O'Brien then presented his Report in which he pointed out that Membership had increased and was in fact currently standing at the highest since the early eighties. There are now 105 paid-up members. Subscriptions for 1993 had been increased to £10 as agreed at the 1992 AGM. The treasurer reported that more members were paying by direct debit which helped to keep costs down. During questions to the Treasurer a member asked whether the newsletter needed to be quite so 'glossy'. In his answer the Treasurer expressed his belief that the quality of the newsletter had been a large factor in early renewal of subscriptions and in attracting new members. The Editor, Steve Hart, had managed to attract £100 of advertising for each issue, which is covering the total cost of production. The Secretary thanked Steve for his efforts in the past year.

In order to further enhance the profile of the Association it was decided to send a copy of each Newsletter to the editors of Practical Boat Owner and Yachting Monthly.

It was suggested that as there are a lot of new members it would be a good idea to repeat some of the more useful modifications that have appeared in Newsletters over the years. The possibility of putting together a compilation of all the Technical Topics featured was discussed. It was recognised that if this was to be undertaken there would be a cost. It was agreed that the Technical Editor, Alan Murphy would update the Technical Index identifying for the benefit of newer members what technical subjects had been covered in the past. This would be included in the first issue of 1993.

Business then moved on to the election of Honorary Officers. As all the Officers indicated their willingness to stand for another year and in view of the absence of any new candidates they were re-elected en-bloc. Similarly all four 1992 Regional Representatives were re-elected under similar circumstances. In addition Peter Naylor offered his services as a Northern Area Representative. He was proposed by the Secretary and seconded by the Treasurer.

The election of officers completed the meeting then addressed Any Other Business.

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• *This issue's cover photograph shows Roger Marsh at the helm of the first 400-S series Swift built by Shetland.*

The question of the Association carrying spares was again raised. With the advent of Shetland Boats taking over the building of new Swifts it was suggested that spares might be readily available thus negating any need for the Association to hold any. Roger Marsh of Marlin International (who market the new Swift) pointed out that boats were being built on a firm order-only basis, therefore he advised the association to carry essential spares. It was therefore decided to obtain a minimum of one keel winding mechanism, rudder and set of windows. These would be ordered on the Association's behalf by Shetland when next they order the same parts for their own use.

It was suggested that it might be a good idea to hold a National Rally, but members generally agreed that the trailer sailing aspect of the Swift seemed to be waning a little, possibly due to the age and condition of the trailers of a large proportion of the boats. (Members not attending the AGM may wish to comment on this and I'm sure that if enough interest was shown then something could be organised - Ed.).

It was proposed that funds be made available for Regional Representatives should they wish to organise a local rally, dinner or outing.

Also proposed and agreed was to hold a Quarterly Prize Draw of Association Boat Numbers with a prize of a £25 Gift Voucher redeemable at a major Mail Order Chandlery. It was also agreed to offer a prize for the best Newsletter Contribution of the year. This would be in the form of a £50 Chandlery Voucher.

Roger Marsh said that Marlin International could arrange special insurance premiums if we were able to get enough members interested.

The Meeting was then brought to a close. The Secretary thanked Roger and Karina Pigden for their kind hospitality and wished everyone a safe journey home and a good sailing season.

ALAN PROBYN, Honorary Secretary

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## ● *Solent Rally Dates*

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**SATURDAY, MAY 4th (Bank Holiday Weekend)**

**SATURDAY, JUNE 12th**

**SATURDAY, JULY 10th**

**SATURDAY, AUGUST 7th**

**SATURDAY, SEPTEMBER 4th**

As discussed at the AGM it was agreed to 'pencil in' some dates on which South Coast Members might like to get together during the Season. The Secretary has 'carefully' selected five weekends when Neap-y tides are expected.

In the run-up to each of the proposed dates anyone interested in joining in can give either Roger Pigden, the Solent rep. or Alan Probyn a ring and based on the response and consensus of opinion an Assembly point and Destination can be decided upon.

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# Rutland Log

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**COME DOWN FOR THE WEEKEND** and we can all have a day out sailing on our boat on Sunday.

A pleasant evening is spent on Saturday with good food (although I say it myself), plenty of wine and chat.

Sunday: One enters the kitchen somewhat earlier than usual as everyone is waiting for tea to be delivered. Face a sinkful of dirty pots and pans which there wasn't room for last night in the dishwasher. Weather inclement, the sort of day when you would normally sit with coffee pot, Sunday papers and The Archers whilst deciding what to do. Today everyone is raring to go. So usual scramble to get everything organised. Enough food to feed an army, great search in freezer for those things which all good cookery programmes say 'have been made earlier'. Search for selection of footwear as guests idea of soft shoes not really ours. Dig out few more sweaters - just in case - and we are off. Chatter incessantly in car hoping they won't realise that 'The boat is just down the road' means a half hour journey down the A1 which they travelled up yesterday and will be doing so again this evening. Much talk about the weather - bit of blue sky up there, think it is looking brighter.

Boat, which lives on its trailer is looking rather scruffy - we really must have a day cleaning it up. As there was no room in the car for the ladder' scramble inelegantly up on trailer wheels. Remove all the spiders webs - no spiders - where do they go? - really must read up about the life cycle of a spider. 'Ooh how cute' 'What a novelty, being able to sit on the loo and watch the world go by through the open hatch'. Apologise that seating headroom doesn't really mean for over 6 footers.



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Sat 8.00-4.00  
Sun 9.00-1.00  
(Sundays-Closed Winter)



Remove sail covers, put on fenders, unload car and stow everything. Get the oldest tractor ever seen from the Bosun's store, but at least its effective and does save the clutch on our car and getting your feet wet. Successfully hitch up trailer and manoeuvre down the slipway and negotiate the boat on to the short jetty which gets shorter when the good citizens of the Midlands ignore hose pipe bans and reduce our water level through the summer. A few more planks missing since last visit, why are jetties always in need of repair?

Don lifejackets and clamber aboard. Go below and wind the centreboard the requisite 44 times. Immediately the carpet gets rather wet - mental note - really must search in the loft for some black carpet which won't show the water so obviously and worry visitors who think they are joining a sinking ship before they have actually left the land.

Trailer and tractor have been delivered back so now begins the discussion about how we are going to sail off the jetty. As we are not allowed any engines on Rutland Water the departures and arrivals are 'fun'. Is the wind blowing off the shore or onto it, should we just use the jib or the main or both! Regardless of which decision is made you can rest assured that our getaway will not be a great success and we will drift towards the bank or take off like a train into the moorings much to the consternation of crews having their elevenses. This time we drift, so much grabbing of lines by other boat owners, much use of boat hook in the mud and eventually we are away. We decide to play safe and sail round the outside of the moored boats which we manage to do without too many problems.

Hooray, we are away. Get fenders in, sort out sheets and begin to talk sailing with our guests. At that moment the wind starts to get up and we start heeling over. So much shouting and persuading everyone to get up on this side - visitors not sure about it 'tipping over'. Change direction and have a leisurely sail. All very pleasant and tranquil and actually enjoyable.

Study 'the chart' of Rutland Water with our friends - a giveaway map supplied to the cyclists who hire bikes and go round the reservoir - 26 miles. After about an hour of sailing in flukey winds (has anyone been out sailing when the wind isn't flukey?) decide that lunchtime is approaching.

Fix the echo sounder - where does all the castor oil go that we keep feeding down the pipe under the sink - wonder if any other boat owner gets through such a large amount? Dreadful fear that there must be a big pool of it somewhere in the bilges (do Swifts have bilges?). Echo sounder great entertainment value when deciding where to anchor for lunch. Debate on where to go, which way wind is blowing, can't be where there are too many fishermen - Day boat Hire boats with engines! Decision made and the echo sounder really comes into its own. Anchor out - will it hold? - seems to - gas on - go down below to do the contortions to find food and drink. Pleasant social hour apart from the permanent worry of whether the anchor is holding (no big deal really on Rutland' but does interfere with the drinking) - is it us moving or have those sheep moved in that field - we seem to be getting a lot closer to that fishing boat - we have since learned they don't actually anchor so it is always them moving not us!

Well we can't stay here all day we have come out for a sail so pull up anchor. It was a mistake to anchor amongst all that weed - the next 10 minutes spent cleaning it off the anchor, boat and husband.

By now the wind is good and sun is out and so are all the windsurfers. They look very pretty

but go very fast. There are a lot of inexperienced surfers around and it really is a worrying time especially when they fall off just in front of your boat.

An E Boat comes up behind so decide to have a race with him - not that he realises - wonder why he is beating us we seem to have our sails set in the same way. More discussion on our sailing techniques or lack of them.

Would you like to helm - we ask our visitor - yes just like a Mirror but a bit slower to react. All the dinghies are now out racing - Mirrors, Cats, Lasers, Hobbie Cats, Squibs - all on a different course but all seem to be converging towards and away from the same buoy that we are approaching. Really need your wits about you with everyone constantly on the lookout.

*'Can you see that Laser bearing down on us on port?'*

*'It really is going fast!!'*

*'It is still coming and it is in the race!!!'*

*'Don't you think we ought to tack????'*

*'It is on our line!!!!'*

*'Well I didn't think we were going to miss it!!!!!!'*

. . . all rather reminiscent of the Bob Newhart driving instructor record.

Decide to get to a quieter area - there are some, it's nearly the size of Windermere - away from the many racers and have a pleasant sail. Debate whether to have fun with cruising chute but knowing how many problems we have had when trying it with experienced sailors decide against it. We suspect we don't have the right halyard and the sheets aren't quite long enough. Mind you once up there it looks very pretty.

It is getting near the time we have to attempt the getting back to land. The problems as said before is we have to sail. No engines, and there are cruisers moored fairly near the jetty. Decide we will sail through the cruisers and gently sail to the right side of the jetty. As we get to the cruisers, guess what? The wind drops which makes manouevring a little fraught. As we approach the jetty espy another cruiser beating us to it so being gentlemen have to 'hover' while he gently lands perfectly where we were going. Have to manouevre the boats again, right he seems to be out of our way let's go for it! Will take mainsail down just before we get to jetty, very little wind at all until we get within 100 yards of the jetty and suddently the wind gets up, we approach it like a bullet out of a gun. Panic all round, lower sails, hurry, fenders out on other side, 20 yards before arrival wind drops and we are stuck like lemons drifting and getting closer to the bank. Echo sounder pipping away like mad. Someone has to go overboard to give us a push. Yet another ignominious arrival back home. Would like to see those Swift people down on the south coast do it, they would realise what sailing is all about!

Now have to wait for our turn to get up slipway. Meanwhile try and fold mainsail neatly with inexperienced helpers before putting sail covers on. At last it is our turn for the tractor. It is now becoming cold and drizzling and everyone anxious to get boat bedded down for the night. Actually locate boat on trailer without too much difficulty. Back on land, unload boat. We really must swab down decks and give it a good going over . . . but not tonight as everyone anxious to get back home. That is why it is looking so neglected. The same excuse every time we go out.

Back home, find more food, 'great weekend, thoroughly enjoyed the sailing, thanks for having us, goodbye.' We are left with a hall full of sailing gear, empty plastic containers, thermos flasks and a kitchen full of washing up and chaos.

*Yes, sailing really is a relaxing pastime! ●*

ROSEMARY WATT, Swift 313 'Aperitif'



● ***QUARTERLY MEMBERS PRIZE DRAW*** ●

***- Spring Winner: ROGER PIGDEN -***

*Roger will receive a £25 Gift Voucher  
presented by Shamrock Chandlery*

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Also we are replacing one of our caravans with a  
**STUDIO CHALET (2 + 1)**  
This will hopefully be ready by July. The remaining van is fully equipped with cutlery, crockery and bedding. It has an electric heater, fridge and colour TV. Shower and toilets are close by.

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# *A Swift in the Mountains*

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**THE SWIFT IN QUESTION** is S15 'Little Cracker' and the mountains are those surrounding Kielder Water in Northumberland.

Though now ten years old, 'Little Cracker' is in pristine condition and came to us on a fine trailer complete with spray hood, boom tent, echo sounder, built-in compass and autohelm. Power is provided by a Mariner 4 hp which also charges the battery, mounted in a locker in the forepeak where it is safe, warm, dry and firmly fixed. Below, a former owner has built in a neat set of shelves over the cooker to starboard and the sink unit to port: to starboard is our crockery and cutlery, to port is the echo sounder, radio and ship's papers.

We pull the whole outfit easily with our 1.7 litre Volvo, even though the final 30 miles to Kielder are hilly.

The yacht club provides about 100 swinging moorings in the Wickhope arm of the reservoir (see map) where a new clubhouse provides two tenders, though we have our own 'Squib' which is handy on busy days. As can be seen from the map, the moorings are rather exposed to the prevailing South West winds and to Easterlies, which are fairly common in summer. Thus the mooring buoys are very substantial and we moor with a combination of stout warp and heavy chain.

The reservoir itself gives about six miles of sailing, end to end, but there are a number of places where one can pause for a meal or a brew. There are restaurants at Leaplish and at the visitor centre, simple facilities at Matthews Linn, and a number of nicely positioned mooring buoys where it is possible to spend an hour or two, or overnight, in safety and shelter. In other areas there are safe anchorages with good holding.

A non-stop sail against the wind from our mooring to the pool by Bakethin Wier takes a good two and a half hours, the return journey, if the breeze holds, about one and a half hours. Rarely do we drive the 88 miles from our home to spend a mere day at Kielder; usually it's Friday night to Sunday evening, but during the holidays we may spend a week or more on the water.

More often than not we sail with our good friends Ken and Chris, whose boat in 1992 was a Leisure 23, but who for 1993 will have 'Sea Pie' a Hunter Minstrel 23. I think the change was influenced by the ease with which we can haul out the Swift, lower the mast and be away within an hour: the Minstrel has a lifting keel and gaff rig.

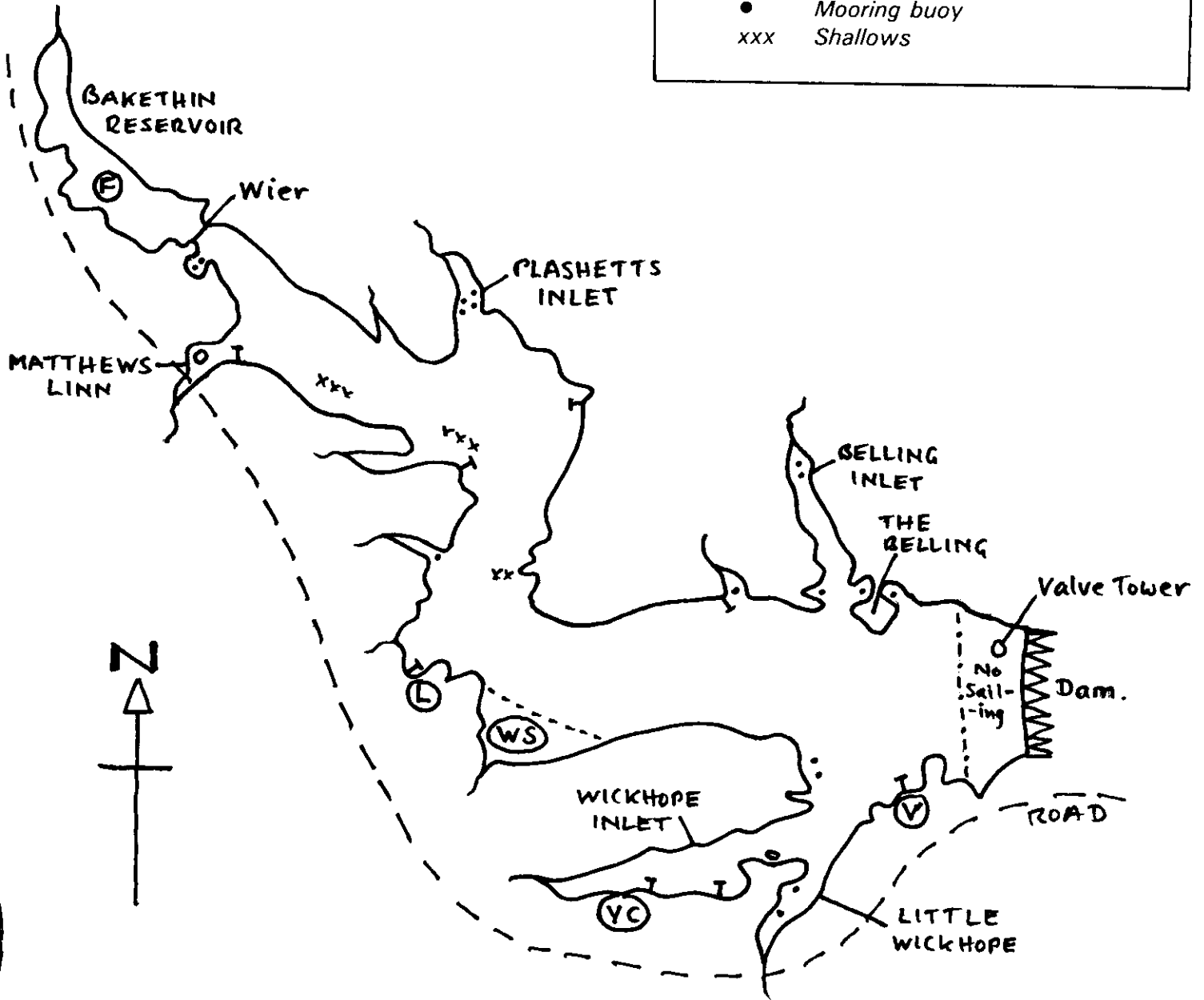
So, on a warm, fine summer Friday evening Georgia and I will drive up to Wickhope, five up Squib and bring 'Little Cracker' to the jetty, quickly stowing food, drink and general stowage, filling the water containers and making ready. The evening breeze will push us easily to a pre-arranged mooring, usually in Little Wickhope or across to the Belling Inlet, where eventually 'Sea Pie' will appear and raft up for the night. The sun goes down behind rolling, forested hills and the water resumes its typical overnight flat calm. If 'Sea Pie' is towing its dinghy we may go ashore and walk the forest rides among the pines.

The morning sun shines early on both inlets, the hills being lower to the east, and when the breeze has finally settled we make sail, reaching across to the jetty and the visitor centre,



# KIELDER WATER

- F Fishing
- L Leaplish Waterside Park
- WS Water skiing.
- YC New Yacht Club (1993)
- V Visitor Centre
- | Jetty
- Mooring buoy
- xxx Shallows



where we tie up and wander into the restaurant for morning coffee, during which we decide where we'll meet for lunch. In Easterly conditions we may decide to run right down to Matthews Linn - if it's a beat against a Westerly, we'll probably opt for Plashett's Inlet, a favourite spot.

Lunch is usually a long, relaxed affair, commonly in the cockpit, though occasionally ashore if we have a tender with us, or are at a jetty.

Bakethin Pool is a wonderful spot for a peaceful overnight, with pines down to the waterside, completely sheltered, even in a North Westerly, because the entrance is so narrow - a splendid place to wake for breakfast before planning the next day's sailing.

On returning to our mooring the autohelm is a boon. As we are not allowed to sail amongst the moored craft, we fire up the Mariner, point 'Little Cracker' towards Wickhope, set the course and can then lower sail and tidy up as the boat steers herself.

Despite the delights described above, we have had our grim moments. In one day we were aground three times, and were thankful for the lifting keel; on another occasion the spinnaker halyard became entangled with the upper point of the roller reefing gear and we had to fight increasingly blowy conditions on full genoa as we fled for shelter, where I managed to free it.

An August gale had me trapped, single handed, in Little Wickhope, while the wind shrieked in the rigging and 'Little Cracker' bucked and rolled under the gusts. Spray was being blown from the wave crests, making it impossible to see beyond the end of the inlet, where waves were crashing against the shore. Earlier, 'Little Cracker' had been unable to punch through the waves rolling out of Wickhope and I had to return to the mooring in Little Wickhope and spend eight hours propped up in the cabin listening to the noise.

I suppose to some people, our idyllic life on Kielder Water must seem at best dull, at worst boring. But then we sail for relaxation and enjoyment, not for excitement. I can't imagine a Swift being a confident and comfortable seaboat; after all, we run for shelter and reef well down when a force 3 breeze feels like becoming a force 4, and have often been thankful for a reliable and powerful engine.

I must admit to having pilot books for the West coast of Scotland, which I read and dream about, but I know that it will remain a dream. We fancy the Dutch waters described in an earlier article, as we like Holland and have Dutch friends. That particular dream may well come true.

In the meantime we're looking forward to the 1993 season on our dear Kielder Water and watching the sunset silhouetting the pines which so warmly clothe those mountains. ●

P.S. Just to reinforce the 'North-South divide' our annual costs for club membership and mooring are under £250. Naturally, there is a waiting list for moorings!

**PETER NAYLOR 'Little Cracker'**

● *In Peter's accompanying letter he asks me to say that should any Swift owner require more information on Kielder he would be happy to help. - ED.*

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# ***Low cost Swift Insurance***

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**THE FIRST** of the special group discounts for Swift Association members which we hope to obtain, as discussed at the AGM in January, is now in place.

Members can now benefit from a 5% discount on boat insurance from Commodore Marine, a specialist company in this field. Their premiums are in any case very competitive, and additional no-claims discounts are available, up to 20%; these may also be transferred from previous policies.

Without going into all the policy cover conditions here, typical gross annual rates recently quoted, without the deduction of any applicable discounts are:

<b>Swift 18 and equipment, 1987.</b>	<b>Sum insured £7,800.</b>	<b>Premium £85.80 p.a.</b>
<b>Swift 20 and equipment, new.</b>	<b>Sum insured £17,181.</b>	<b>Premium £163.22 p.m.</b>

Deduction of the full no-claims and Swift Association discounts would for example, reduce the Swift 20 premium quoted above to £124.05 p.a. or just 0.722% of the sum assured. There is a rock-bottom minimum premium of £75, however - reduced specially for the Association from Commodore's standard £100 minimum.

If this is of interest to members - and we do need to provide Commodore with sufficient business for them to be able to continue to justify these concessions - then get in touch with Roger Marsh, who is co-ordinating this and has proposal forms available, on 0725 22472.

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# Technical Topics

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IT IS SOME TIME since we last published the Cumulative Technical Topics Index - well here it is. If you find any errors please notify Alan Murphy (Technical Editor).

We will be republishing some of the earlier Technical Topics articles and so this is a good time to ask you what you want to see repeated. If you are a long-standing reader, please tell us which items you have found most useful. If you are a new reader without access to the older issues, this is the time to request topics of interest. Call or send a note to Alan Murphy - address on back cover. We will then compile a summary or selection of articles from previous issues.

Alan can often answer technical queries, but he does need your input, so why not drop him a line about your experiences. For example, Swifties have evolved a variety of aids and methods of erecting the mast, but which is the easiest and simplest system? Who would like to write 'The Idiot's Guide to Mast Erection'? If that doesn't sound like your cup of tea, there are lots of other subjects: 'Tackling Heavy Weather in a Swift', 'DIY Engine Maintenance' or perhaps 'How to Live Aboard with Four'.

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# *Jim Crick's 'Colregs' Refresher*

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**ASK ANYONE** who doesn't sail what happens when two vessels meet and they will tell you that 'Steam gives way to sail.' Sadly there seem to be people afloat with the same depth of knowledge but of course we can't easily spot this until the tension has started to mount and 'an anxious moment' is approaching. Even the textbook 'boat A gives way to boat B' scenarios tax some skippers we meet out there but, for now, let's start the new season with a dip into some other aspects of the 'colregs'.

We must begin by agreeing that nothing in the Regulations confers a right of way on anybody but the Regs do give us firstly clear directions, and secondly a measure of option. If we have decided that the chap heading for us has got to keep out of our way. Rule 17 gives clear guidance to the Stand-on vessel. First and foremost is a clear obligation to maintain your course and speed so that the Give-way vessel can work out what to do (even if, an 18 feet, you are half his size). As Stand-on vessel we are, however, allowed to take avoiding action ourselves if we don't think the other skipper is going to. The Rule concludes by giving the Stand-on skipper an obligation to take some action if the Give-way skipper cannot save the day and avoid a collision by his efforts alone. The Maritime Courts will be unimpressed by a plea of 'it was my Right of Way!' Note that, if we are exercising our option as a Stand-on vessel in a crossing situation we should avoid turning to port to avoid a vessel on our own port side.

Anyone moving from dinghies to cruising will be familiar with the actions to be taken when two sailing vessels approach each other but it is important to remember that if your engine is running and in gear you are a power driven vessel, even if your sails are set and drawing. In these circumstances you should also be displaying a black cone, point downward, in the forward part of the boat, so others can see which set of Rules you are bound by. Some Harbour Authorities are prosecuting those who fail to comply with this Rule!

If you are under power and converge on another powered vessel the rules are quite simple. If you are converging head on, or nearly so, move to starboard so that you pass port side to port side. If you are crossing each other it is the vessel with the other on the starboard side which must give way, usually by passing astern of the other craft. It can help to think in terms of a starboard navigation light which shows green over an arc of 112.5 degrees from dead ahead to 22.5 degrees behind the starboard beam. If the other chap would see your green light he is clear to go ahead. You would of course be seeing his red light, rather like a traffic light.

When we come to overtaking we start to move firmly away from the 'steam gives way to sail' concept because any vessel overtaking another has a duty to keep clear whatever the means of propulsion. Again to think in nav light terms if you are approaching from a position where you would be able to see the stern light, an arc of 135 degrees around the stern, then you are an overtaking vessel.

Rule 18 sets out a hierarchy of who must 'keep out of the way of' whom and it comes as a surprise to some to find that, under sail, we are last but one in the order of priority. Only a plain power driven vessel has to keep out of our way! We have to keep out of the way of vessels not under command (without the means to manoeuvre), restricted in ability to manoeuvre, and engaged in fishing (although this doesn't include boats with a mackerel line out!).

In addition to the situations where we must 'keep out of the way of' there are a number of situations where we are required 'not to impede' and there is a subtle difference between the two terms. These situations include confrontations with vessels constrained by their draft (virtually

any commercial shipping in a buoyed channel), vessels following a traffic separation scheme, and vessels which can only navigate safely within a narrow channel or fairway.

We gain this obligation 'not to impede' either from being a sailing vessel or by being less than 20m. in length. 'Shall not impede' is a funny one because, if you fail and do impede someone you should not impede, then the normal steering rules come back into play and the other chap might then have the obligation to keep clear of you! The Rules prohibit you from relying on this however. To put it simply there are some situation when the obligations start further out so that a risk of collision doesn't begin to develop.

I have mentioned narrow channels and it might pay to look at these in more detail. Rule 9 requires us to keep to starboard so far as 'is safe and practicable' and under power we will probably do just that. Under sail we may need to tack across the channel or if presented with a nice beam reach (a rare event indeed!) we may need to preserve our windward edge by keeping to the port side. The words 'safe and practicable' appear to give us our sanction to stray from the starboard side but remember the obligation on vessels under sail or less than 20m. not to impede vessels which can only navigate safely within the channel. Also catching this obligation are vessels crossing a channel so we could qualify three times over! In my experience there are many power boat drivers who are quite happy to give you room to get a full width of the river in before tacking but we must remember that this is a concession.

Remember, nothing in the Rules confers a right of way on any vessel. They simply establish a code of conduct for vessels to follow for, as their title implies, the prevention of collision at sea.

Don't forget Rule 5 - keep a good look-out . . . and have a good season.

*P.S. Don't quote me on your insurance claims, I disclaim all responsibility!*

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