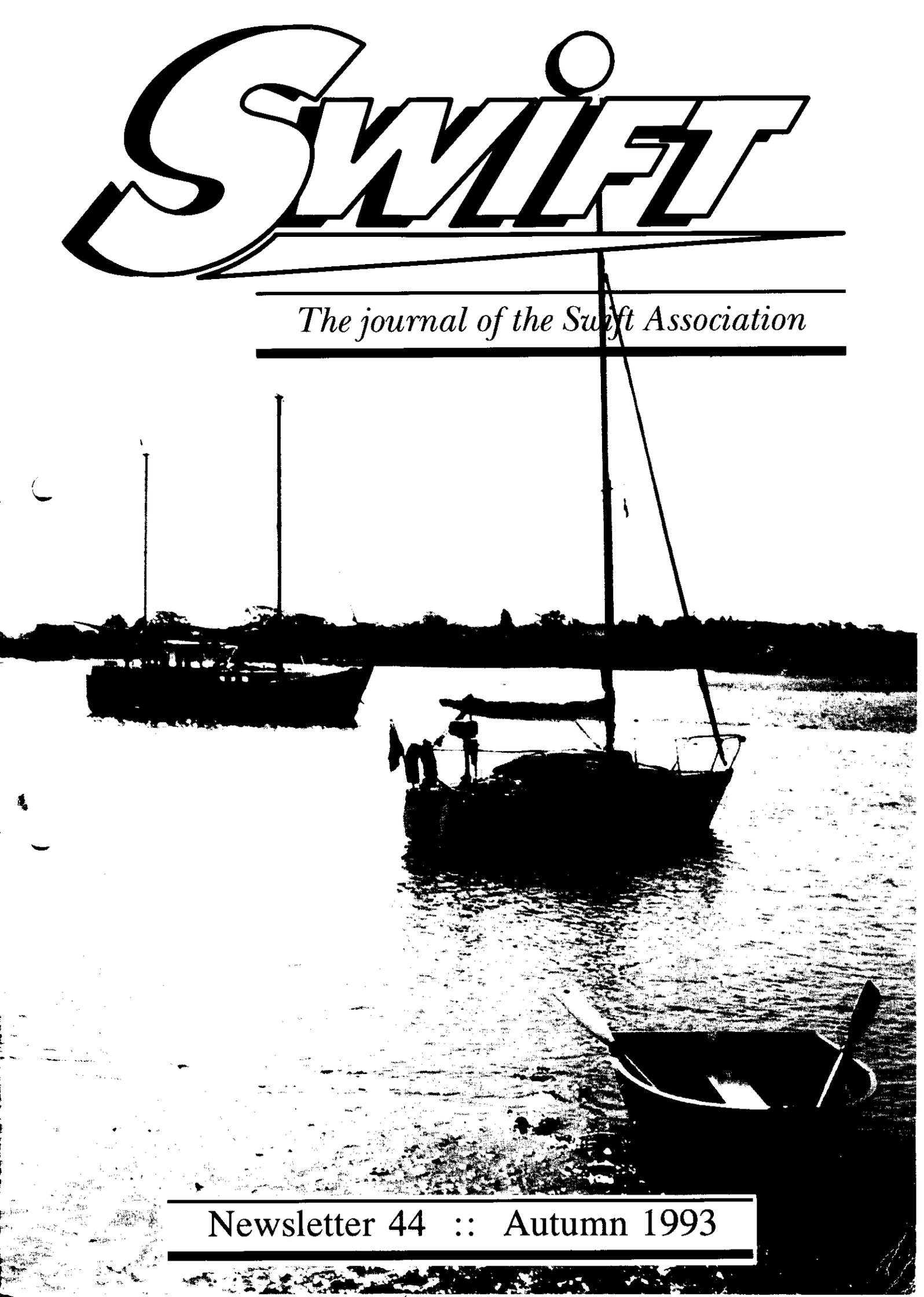


SWIFT



The journal of the Swift Association

Newsletter 44 :: Autumn 1993

Secretary's Log

AS THE SEASON DRAWS TO AN END . . . it's close for most of us . . . I have to report that despite a poor summer I've had a good sailing season. My two teenage daughters are for the most part doing their own 'thing' which leaves Lesly and I lots of extra space on board. I fulfilled an ambition to visit Chichester but still didn't manage to get round the Isle of Wight! Still there's always next year.

Amongst my correspondence was a letter from Winsor Brothers of Fareham who are now marketing and producing the Swift 21 and 23. They invite the membership to call in at any time to view.

Lastly the South Coast has had three successful 'meets' this year and is in the process of arranging a laying-up supper . . . but no news from elsewhere. Come on you regional reps!

- **AUTUMN QUARTERLY DRAW WINNER: SO183 'Martinet'. H. Ellis** •
Harry receives a £50 Voucher to spend at Shamrock Chandlery.

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- *This issue's cover shot supplied by Roger Marsh he appropriately entitles 'Waiting for the Tide'.*

My Adventure

by Rosemary Kirk . . . aged 14 months!

MAYDAY WEEKEND was my first ever adventure aboard a Swift 18. I should straight away point out that I am only 14 months old, but am part-owner of our boat 'Tarim', named after my Pekingese. It was so named because mummy and daddy used my doggy as a pretend boat when they were practising for their radio licence and when they bought a real boat, the name stuck! It is a short name and mummy and daddy use it often saying things like 'Tarim, Tarim put that cat down!'

Anyway, when Saturday morning arrived we left grandma's armed to the gunwhales with provisions for ME: milk, jars of food, safety harness and of course my life jacket. Daddy ingeniously adapted a car seat to make my journey as comfortable as possible.

We stopped off in Lymington to buy a few spares and replacement parts for the Swift. Both of the Chandlers in Swindon have shut up shop which means mummy and daddy have to travel a long way for their boating bits and bobs.

When we got to Buckler's Hard, my dad started to prepare our Swift and with my mummy's help raised the mast. Unfortunately something buckled and a return trip to Lymington was in order. I wouldn't have minded but daddy drove off with my nappies and drink!

Two hours later we were ready for the off. As I have no sailing experience, I watched mummy and daddy's reactions very carefully as we boarded the boat. Daddy looked very enthusiastic but mummy strangely apprehensive. Still, I wasn't going to worry, not as long as my weasel and my teddy 'flower' were with me - at least then I would sleep.

The Swift was set for the launch with me, my toys and my pet doggies, Tarim and Gillie on board. Mummy and daddy looked a little unsteady putting the Swift in the water, I don't think they have much experience of launchings (apart from me at bathtime!)

Whoosh! We were lowered at great speed, fortunately daddy managed to hook the tow rope onto the car and we avoided arguments over who would be skipper - it would have been me of course!

We set sail. Our Swift handled like a dream and fittingly I fell asleep. I woke up at Fishbourne Quay, down Wootton River on the Isle of Wight. Here I met members of the Swift Association who made mummy, daddy and me feel very welcome. I was especially impressed with a new friend Kieran, aged 6½ months.

My very first night aboard Tarim was a disaster! I played up, not the slightest bit interested in sleep. However after mummy putting me back into my sleeping bag numerous times I finally gave in. When I awoke it was to find my head stuck between my safety bars and the cushions! I naturally gave out an ear-piercing shrill. There was sudden panic and the whole boat was completely re-arranged - so mummy could sleep with me. I couldn't play up now!

In the morning we woke to a lovely sunny day and I had breakfast outside, a wonderful experience. We set sail at about 10 a.m. and headed for Cowes. It was very windy, about a force 4 which I thought was great. I showed my enthusiasm as we cut through the waves like a transatlantic racer.

We arrived at the Folly Inn, a very pleasant public house, where I had lasagne, beans and chips! We also saw some lovely vintage cars. After our rest we said our thanks to members of the Swift Club for giving us such a lovely time and set sail back to Buckler's Hard.

Monday was definitely the highlight of my trip, watching mummy and daddy trying to retrieve the Swift. In the end, as it was Ebb tide, we had to get help (bad planning somewhere daddy!)

I, and mummy and daddy too, want to thank everyone who helped us and made our weekend such a success. Thank you.

ROSEMARY KIRK - P.S. Mummy gave me a little help in writing this!

IOW August Rally & Barbecue

PARTICIPATING SWIFTS:

- Don and Brenda Harvey in 'Papillon'
- Alan, Lesley and Elise Probyn in 'Helise'
- Colin and Claire in 'Havoc'
- Steve, Maria, Katie and Fraser Hart in 'Layla'
- Peter, Simon and Matthew in 'Gulliver'
- Jim, Sue and Ben Crick in 'Silver Lining'
- Mike, Janette, Laura and Victoria Edwards in 'Lauvic'
- and ourselves: John, Alison & Jonathan Palmer in 'Windsong'

Our day began at Bucklers Hard at 0530 on Saturday when we were rudely awakened by the ringing and vibrating of our alarm clock on the instrument panel. After coming to my senses it was hysterical to watch John scramble out of his sleeping bag, stumble over the keel box and grab the clock, unable to turn it off due to the complexity of its wind up mechanism! No wonder I picked it up cheap at a car boot sale! Needless say Jonathan slept through the whole commotion!

Half an hour later we launched, trying not to disturb the sleeping crew on 'Havoc'. At 0600 we were making our way down the river, lost in thought with the beauty and peace of the area at that time in the morning. The wind was light and variable, so we set the sails and drifted with the tide. An hour later what little wind there was had died completely and with time running out for the tide turning, we motored the rest of the way to Yarmouth. We chose to travel on the morning tide to enable us to spend a day on the beach with Jonathan and to

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this end we arrived at 0845 mooring on the usual pontoon. 'Layla' had arrived the previous evening, intending to return to Bucklers Hard on Saturday (due to Sunday commitments). However, the temptation of the BBQ was too great and we were all pleased when they decided to stay.

Meanwhile, John inflated the dinghy and the rest of our day was spent enjoying the warm sunshine, exploring the creeks with Jonathan and generally relaxing. During the afternoon the wind increased to a F4 SW and around 1600 hours the other Swifts began to arrive. It seemed a good brisk sail was had by all (another wet sail Brenda!), with the Fastnet race spurring on everyone's competitive spirit.

We caught up on gossip and then John, Jonathan and I retired to our boat to 'people watch'. Mike and Janette on 'Lauvic' decided to try 'woman overboard' drills in the harbour, whilst Laura and Victoria asked 'is mummy all right daddy?!' Alan did a good impression of Goldilocks, trying out 5 different moorings before he got comfortable!



Later on that evening we all gathered at the BBQ area where we compared quality and sizes (of our BBQ's that is!). The wine began to flow and spirits were high. We watched in amazement as Steve tried to negotiate placing a 3ft. x 2ft. steak on his 2ft. x 1 ft. foil BBQ! The food was shared and relished by all, apart from Colin who had no takers for his black charcoaled burgers! A very enjoyable time was had by all. The evening came to a close around 2200 hours with Janette's parting words 'has anyone left their balls behind?!'

The next morning, surprise, surprise, Alan had moved again! 'Layla' had left very early for their 1400 hours cricket match in Kent. Did you win Steve? (out for a duck first ball if you must know!!!! - ed.)

At 11.00 hours ourselves and 'Papillon' left Yarmouth with 'Gulliver', 'Helise', 'Silver Lining' and 'Havoc' following close behind. 'Lauvic' stayed for a further night. The wind was F2-3 NW, giving a very gentle sail home to Bucklers Hard.

I am sure everyone will agree that this was a delightful weekend and one which we all hope will be repeated again. Many thanks to Alan for the organisation.

Alison Palmer - assisted by John and Jonathan :: 'Windsong' SO133

Solo round the Isle of Mull

I'M SURE IT'S ALL BEEN DONE BEFORE by migrant 'Swifties', but this was probably the first 18 foot circumnavigation of Mull this year, and anyway, the first to be written up for the Association magazine. Was it the first 'solo' trip? It certainly won't be the last time I attempt this most rewarding of voyages!

The map and the outline log for the six days tells the basic story; photography is not my strong suite but Fuji and Kodak 'cardboard cameras' do a fair job, and are low-risk when you're steering with your knees in a force 4!

My base this year has been Creran Moorings, Barcaldine, in the safe and ever-helpful hands of Jock and Jonquil Slorance - I can't speak too highly of their enthusiasm and encouragement for the 'smaller yachts'! (Two other Swifts are currently here too - Piton II has been spotted and another guy with multi-coloured sails . . .)

I tend to start my little expeditions from South Shian or nearer the mouth of the Loch - this means I can up anchor and catch a full tide in the Lynn of Lorne, which is inevitably one of the two choices for the first 'leg' on the way to the Sound of Mull.

The early part of my cruise was characterised by strong North Easters (it had snowed on me a week before . . .) F4-5 and some F6 gusts. The land mass of Morvern provides partial protection but even so, once past the Lismore Light into the Sound of Mull things were fairly frisky: the south going ebb from the Sound itself collides hereabouts with the flow out of the Lynn of Morvern and turns across shallows to the East. Accurate sail balance (need to keep the jib somewhat tight to counterbalance weather-helm), and wave-by-wave steering make this an exciting and challenging passage, but 'Owaar' gave no bad moments at all. Blue sky, sunshine and the occasional wave hissing across the deck made this a memorable time on my first day.

Loch Aline was a haven of calm after the brisk passage, but I made the mistake of trying to enter at low water. A 2-3 knot flow persists out of most of these sea lochs for up to an hour after true low water, so that I had to fire up the Mariner 4 to make decent progress into the Loch.

Wednesday, May 26th 05.55: Malin Sea area forecasts of NE gales filled me with trepidation, reinforced by a good amount of howling and shrieking from 'Owaar's' upper rigging. Suitably reefed down, I put my nose out into the main sound and found I could run with a quartering wind quite comfortably on the 4ft. swell; another glorious ride and photo opportunities across to Salen and Ben More on Mull.

By the time I was up to Calve Island (Tobermory) the wind was down to F3, so shake out that reef!! From Tobermory, close hauled on starboard across to Auliston point and on into the entrance of Loch Sunart, keeping a sharp eye for the Stirk Rocks to port about quarter of a mile. The Stirks are one of three major groups of rocks, awash at half tide, which guard Loch Sunart and its approaches - so accurate navigation is essential.

My aim was Loch Droma Buidhe, South Oronsay; the pilot instructions are clear, but somewhat unhelpful, being based on sightings of a 'red-roofed' cottage on the Ardnamurchan side - it's there alright, but heavily disguised by trees! A 135 mag. bearing from the apparent 'nose' of rock below Ben Hiant takes you into the deep bay at the South West end of Oronsay, and lo! the entrance to 'Drambuie' opens as if by magic, on a close 100M bearing. Like so many of these wonderful anchorages, you need the eye of faith to sail up to an apparent rock wall believing that a navigable channel lies beyond!! A place of great peace and natural beauty, anchoring in 15ft. of utterly clear water near the Eastern end, to a wonderful chorus of birdsong.

I could have happily stayed in Drambuie for a day or two, but Thursday's early forecast spoke of 'moderating winds' and 'settled conditions' - so the die was cast! To get at least part-way round the West coast of Mull, and then assess the further weather prospects. I ran out under 'Maclean's nose' into Kilchoan Bay (thus leaving the New Rocks and Macparlin shallows to port) on the Ardnamurchan coast, before turning across towards Caliach Point; with the wind down to a whispering F1, it was fortunately an efficiently angled beam reach under full main and genoa which enabled me to catch the southerly drift of the ebb down the west coast. Even under these gentle conditions, the overfalls beyond Caliach Point reached out a good half mile westwards and these would provide tough going in a strong wind against tide situation.

A 'lazy' afternoon, drifting past the famous Calgary Bay, Treshnish Point (with those battleship-like silhouettes of the Treshnish Isles away to the west) and then more smartly across the mouth of Loch Tuath (which seemed to be drawing its own local NW2-3 sea breeze in towards the mountains of central southern Mull).



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South Gometra harbour was my aim for the night. It is not too difficult to find **providing** you identify Little Colonsay correctly: this is about 1.8 miles beyond the 'end' of the Gometra rocks, and not to be confused with a long flat-topped rock (Maisgeir) which lies about 200 yards off!! I spotted the floating seaweed just in time (a sure sign of 6ft. or less of water!) and avoiding the tempting short-cut channel, basically, one turns east when Staffa and Little Colonsay are 'in line' and then a strict 005M from the west end of Little Colonsay (to avoid rocks to starboard). With care though, there was no need to drop sails until within about 400 yards of the long rocky promontory which protects the western lip of this beautiful harbour. I usually motor into these 'narrow holes'; it is simply not worth the risk of trying to 'sail to anchor', especially since the winds are usually very light once 'inside'; however I'm often happy to sail off anchor the following day, with the Mariner ticking over, just in case!

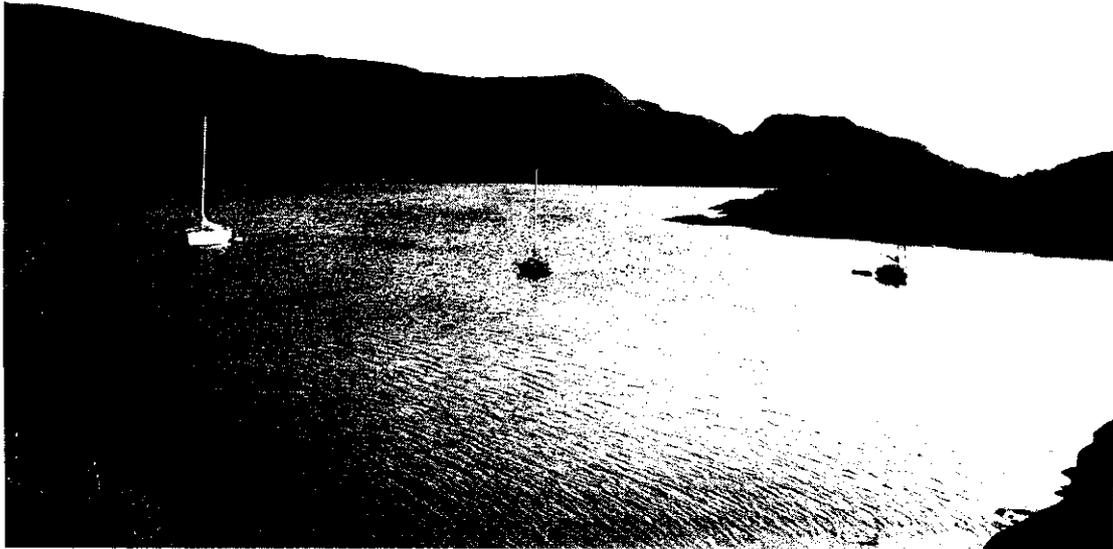
Friday 28th was in some ways the least interesting day; the wind sulked to F1-2 SW with an obvious shallow front approaching from the south. The basalt cliffs of Staffa were fascinating however and I managed to get underway, tacking towards Iona before the two tourist motor boats turned up!

No reefs today, the big genoa hauled back to get some reasonable pointing in the light breeze, and the ebb just beginning to work in my favour. Persistent drizzle by the time I had tacked into the Iona Sound; not my favourite conditions! It's vital to get on the right 'line' between the Cathedral and the Southern tip of Eilean nam Ben (which guards the Bull Hole anchorage), and to avoid the shallows to starboard. Luckily, I laid this in one starboard tack and then drifted down the Mull side past Fionnphort and the ever-busy ferry, before turning 225 across again to the Iona shore between a prominent mid-channel South Cardinal and a green conical (leave to port going south!).

An hour later, I tacked across to Erraid in search of the entrance to 'Tinker's Hole' but found the outlying skerries unnerving in the poor light, so laid off again until clear of the last outliers before turning on to 112M with my back to Soa Island (readily identified, beyond the SW tip of Iona) and running just outside the broken islets which cluster round the foot of Mull. This 'close to shore' course is certainly safe at low tide: you can SEE all the dangers - and equally essential at other times. The notorious partly submerged reef called Bogha nan Ramfear lurks less than half a mile off the line to starboard; well, I've seen it, and it's much closer than you think!! It's also much closer than the prominent rocky island with a 'square tower' silhouette nearby, which is just one of the many lying off to starboard (the Torran rocks).

In growing early dusk, fading wind and tide on the turn, it was essential to find the 'hole' west of the Ross of Mull (Ruh Ardalanish). Perhaps the most dramatic anchorage of all on the trip, tucked away in the north east corner immediately inside the Ross. Once inside you are virtually surrounded by steep sea cliffs; sea birds and seals calling late into the evening; anchored in 20ft. in total calm, the evening meal of Canelonni (thank you St. Michael!) and Dundee cake washed down with much tea and an apple was a princely feast well earned. I had 'made it' round the corner!!

Saturday morning, a 05.00 rise to catch the early part of the flood (by 07.00) up the Sound of Lorne. Sea mist, visibility less than half a mile and a SSW 1-2 greeted 'Owaar' as we came out round Ardalanish Point to face 090M towards Frank Lockwood's Island, 24 miles away along the lonely coast. I managed to keep eye-contact with the coast most of the way;



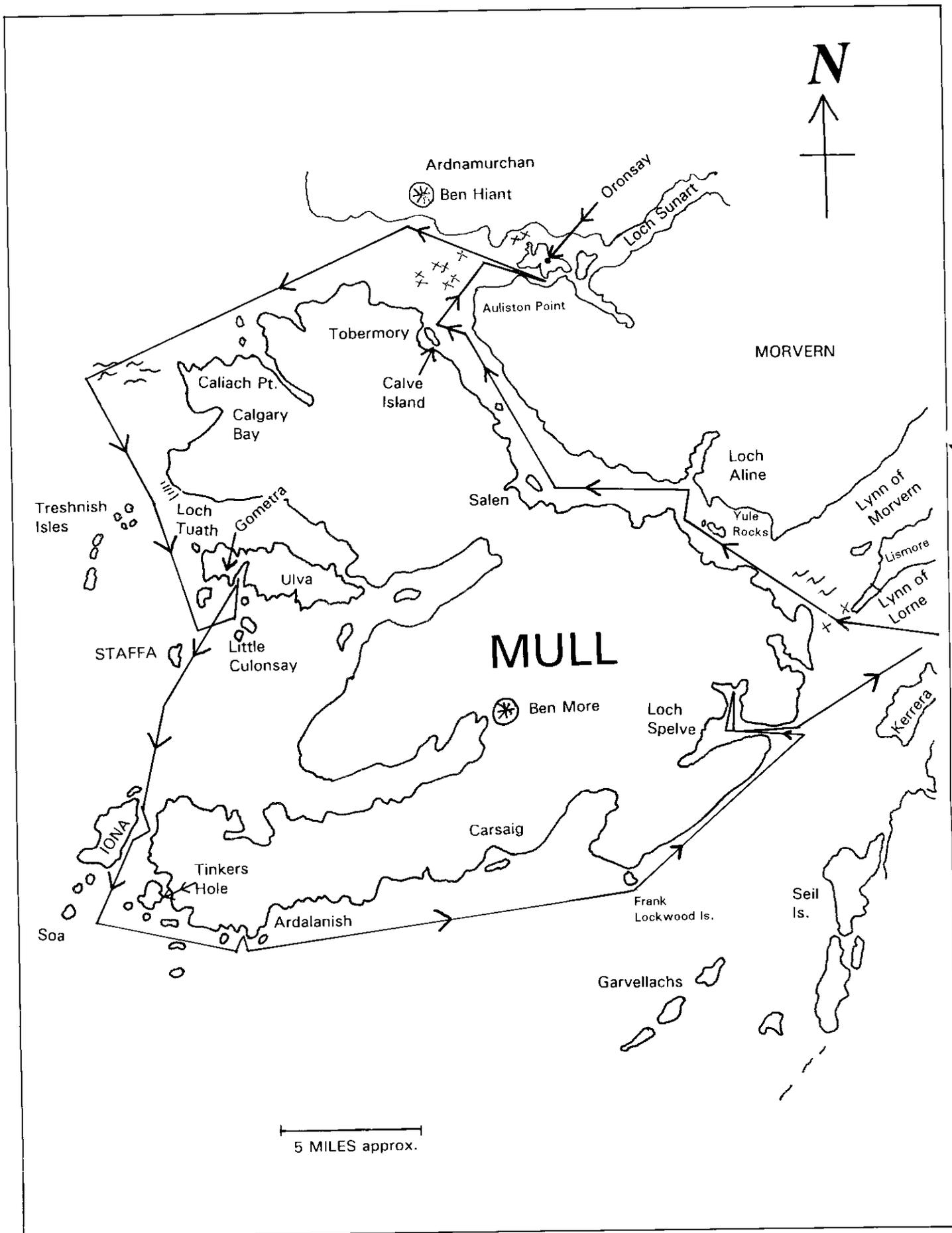
● *Evening anchorage: Dram a'Bhuide, South Oronsay.*

the 'scary' part was not the immense feeling of isolation and loneliness, nor the uncertainties created by the mist (was that the second or the third headland that loomed to Port?), but the bald statement of 'local magnetic anomalies' on the chart!

This is certainly not a coast to be caught in a sou'wester - a close 'ear' to the fishing forecasts is essential. My micro log was really invaluable along the Carsaig Bay stretch in confirming my position, and Lockwood's Island was 'on the nose' when it finally came out of the mist. Turning the 'corner' onto 030M 'Owaar' entered an entirely new world - sunshine breaking through, glimpses to the south, in turn, the Garvellachs, Seil Island and Kerrera, shielding Oban (Bougha Nuadh and Bach Island are well away to starboard too and eventually the Lismore Light to the NE).

Goosewinging on the last of the tide brought me to the tip of Loch Spelve, my final anchorage. Still another day needed to get 'home' to Loch Creran. I need not have worried; by 0600 on Sunday the North Easter was back, moaning in the rigging ('gale later' forecast, but it didn't really mature). So - back to 'action stations', hatch closed down and a fine close reach with plenty of spray, across to Pladda and up to the mouth of Loch Crearan past the Branca Rock. 'Owaar' was hauled out by 15.00 hours on Sunday after one of the best week's of sailing I've yet experienced.

FINALE: There was an element of luck in my timing for wind and tide in completing this circumnavigation. While I set out in hope of the outcome, I would have happily settled for a 'peep' at the West or Southern coasts of Mull had the conditions been less fortunate. It's a 'waiting and listening game' with enough water and stores on board to be able to ride out a 3-4 day gale in harbour 'somewhere' if necessary. This time it worked, and I shall certainly be doing it again (clockwise next time? Only the tides and winds will tell . . .) There must be a lot of Swifts out there who could join me in a flotilla venture next Spring. Any takers for Barcaldine in late May 1994? Nothing dare, nothing do; but bring a lot of warm clothes . . . !



P.S. I'm told that some of my personal fittings to 'Owaar' might interest the technically minded; more anon, if there is a call:

- Hatchway cabin 'shields' which double as hand holds;
- Extra foam filled buoyancy around the outboard well to reduce the volume of water slopping around down there.
- Offset cabin partitions which greatly strengthen the mast-foot area and create easier access to the forecabin.
- All 'raw' fibreglass edges sandwiched between mahogany strips.
- Mid-deck cleats, absolutely essential for single-handed docking.
- Sternward mounted running blocks for the jib/genoa sheets, to improve the 'angle of draw' to the winches.

P.P.S. Since making this passage, I've been down to the Sound of Jura, visited the Garvallachs and 'gone North' round the Ardnamurchan Point to the Isle of Muck. These 'feeler expeditions' confirm that with weather-care and patience, much can be achieved by 'oor wee bouts'!?

SUMMARY OF LOG 'OWAAR OF MERCIA' CIRCUMNAVIGATION OF MULL - MAY 1993

	Duration	Distance	Motored	Sails	Wind
● TUESDAY, MAY 25 LOCH CRERAN to LOCH ALINE	5½ hrs.	20.1 nm.	40 min.	J2 + reef	NE4/5
● WEDNESDAY, MAY 26 LOCH ALINE to SUNART & STH. ORONSAY	6 hrs.	22 nm	20 min.	J2 + reef shook out reef for 2 hr.	NE4 mod. to 2/3
● THURSDAY, MAY 27 SOUTH ORONSAY to West Coast of MULL to STH. GOMETRA HARBOUR	8 hrs.	26.5 nm	30 min.	Genoa + full main	Mainly light ENE2/3
● FRIDAY, MAY 28 STH. GOMETRA to STAFFA, SOUND OF IONA, ROSS OF MULL, ARDALANISH	11 hrs.	27 nm	45 min.	Genoa + full main	Light SW2 drizzle
● SATURDAY, MAY 29 ROSS OF MULL to CARSAIG BAY, LOCH SPELVE	9 hrs.	28.5 nm	1hr.15min.	Genoa + full main goosewing	Light SW1-2 sea fog
● SUNDAY, MAY 30` LOCH SPELVE to LOCH CRERAN	7 hrs.	23 nm.	1hr.15min.	J2 + full main	NNE 3-4
6 DAY TOTAL:	37½ hrs. at helm	147.1 sea miles	4hrs.15min. (6 litres fuel)		

KEITH JACQUES :: 'Owaar of Mercia' SO335

Technical Topics: Lee Helm revisited

IN THE LAST ISSUE Campbell Cowan discussed the problems of Lee Helm. Unfortunately there was an error in the reproduction of the diagram which explained why Lee Helm occurs.

The topic is an interesting problem, but first let us start with some definitions: **LEE HELM** is when the natural tendency of the boat is to turn away from the wind unless rudder correction is applied. **WEATHER HELM** is when the natural tendency of the boat is to come up into the wind unless rudder correction is applied.

A perfectly balanced boat has neither weather nor lee helm - if, when the sails are trimmed, you let go the rudder, then the boat continues in a straight line. Lee helm is considered to be a bad characteristic as it can lead to a more dangerous sailing situation. A small amount of weather helm is safe as the boat turns up into the wind and so starts to spill wind from the sails.

Correct balanced is achieved by matching the combined Centres of Effort of both sails to the Centre of Lateral Resistance Forward and this will increase Weather Helm and reduce Lee Helm.

We now come to the problem of where the centreboard should be. Campbell Cowan and Peter Strong both report that they have excessive Lee Helm. Peter's boat has the centreboard fully down at a 30 degree rakeback, whilst Campbell reported that this was at 33 degrees. One fine day last month, I donned my snorkel gear and went underneath Tiger Lily when afloat with a large wooden protractor. I measured her centreboard rakeback at 25 degrees from the vertical. Tiger Lily seems to be pretty well balanced in most winds.

Colin Sylvester's design drawing in the last newsletter showed the angle as being 15 degrees. The big question is what should the angle be and what is the variation between Swifts? If members would care to measure their own boat's centreboard angle when fully down and write to me stating if they suffer from lee or weather helm, then I will compile a table of results. Just measure the angle (either afloat or ashore) then go sailing, trim the sails properly, let go the rudder and see if the boat heads up or away from the wind. If your boat has weather helm, then how many turns UP of the centreboard are needed to balance the boat? If your boat has lee helm and jib roller reefing, then how many rolls of the jib need to be put away before the boat is balanced?

Write to me with your findings - Alan Murphy (address on back cover). Let's see if we can find some answers to this problem. Don't forget to give me your boat number in case there is a variation between the different build series.

ALAN MURPHY - Technical Editor

Doug's Guide to Trouble-Free Trailing

ONE OF THE MOST IMPORTANT features of the Swift 18 is the trailability. Cir Mhor has an Aqua trailer well galvanised and very soundly built and is now nine years old and is still in good condition. It is worth spending a few hours every season maintaining it. To help you with some trouble free trailing I list below some pointers to help you, picked up from the magazine and our own experience.

1. With the boat on the trailer always lower the keel onto the roller, so that the roller takes the weight and not the winding mechanism.
2. Put carpet covers around the side rollers to stop the black marks spoiling the topsides.
3. Secure the winding handle of the jockey wheel from turning during trailing, as it can unwind. I secure it with rubber bands cut from an inner tube.

4. Always with draw bearings each season and regrease.
5. I have a 1 inch stainless steel tube which fits into the light board tube and is bent at right angles and can be turned down as a back support. Stops boat tipping back when unhitched from the car.
6. Secure jockey wheel in raised position with an odd piece of rope to prevent wheel lowering involuntarily when trailing.
7. Keep split rubber tubes to fit over pushpit and pulpit to rest the mast on. They are also good for protecting anchor warps at the fairlead.
8. Offset mast to one side to give easy access to cabin.
9. Raise wheels off ground and support at rear. Keep boat with a backward tilt to allow it to drain.
10. Cover wheels from direct sunlight.
11. Cover brake cylinder and tow bar at front, winch, and any other vulnerable parts with old poly bags tied securely.
12. Oil and WD40 all parts likely to seize.
13. Never leave brake on, always block wheels. The brakes will lock on if left after immersion.

We are contented sailors, once Cir Mhor is afloat at her pontoon and the trailer rests contentedly in the boat park until the summer cruise when we will trail over to our selected cruising grounds.

DOUG ANGUS :: 'Cir Mhor' SO126



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