

# SWIFT

*The journal of the Swift Association*



Newsletter 46 : Spring 1994

# Secretary's Log

**BY THE TIME YOU READ THIS** a lot of you will already be sailing. My own boat is just about ready to go. I've had to repair my rudder this year and replace the standing rigging so it's taken a little bit longer than normal.

A few weeks before the AGM I started looking through some old Newsletters - the '86 vintage. It seems from reading through, that things don't change too much. Paddy Carr who was Hon. Sec. at the time was pleading with the membership for more input for the Newsletter! The same applies today, though I believe Steve has had a good response for this current issue. So if you haven't written in to the Newsletter in the last six months then please put pen to paper. We all like reading about other people's exploits. They don't have to be dramatic . . . just interesting!

Well that's about all for now. I look forward to seeing some of you on the water soon! Good sailing.

ALAN PROBYN

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- *This issue's cover picture captures your Hon. Sec. gazing aloft at 'Helise's' standing rigging with some concern . . . (see above!)* *Photographed by Don Harvey.*

to all sailing areas last season. It was suggested by Alan Murphy and seconded by Mike Edwards that we offer free subscriptions to any member who submitted an article to the Newsletter. After a lot of discussion on this matter a vote was taken and it was decided not to proceed with this idea.

The Honorary Officers for 1994 are the same as last year as all were willing to stand again and no other nominations were put forward.

Roger Pigden has stood down as the South Coast Representative. Alan Probyn proposed John and Alison Palmer as Roger's replacement. This was seconded by Brenda Harvey. Although Charles Frisby has sold his boat he is still willing to continue to be a point of contact for Swift Owners in the Midlands until someone else comes forward.

The meeting then proceeded to any other business. It was decided to keep the subscriptions at the existing rate. This was proposed by Chris O'Brien and seconded by Jim Crick and carried unanimously by those members present.

The question of an annual Trophy or Shield being awarded by the Newsletter and Technical Editors for the best contribution to the Newsletter was discussed. In the past the Association purchased a Trophy each year but this had been discontinued. Alan Probyn proposed that we should start the award again. This was seconded by Harry Ellis and the motion was carried by the members.

It was also suggested that each member carry a list of current members on their boat. This would enable them to see if a fellow Swift was a member and if not try to persuade them to join the Association. In conjunction with this idea it was proposed by Alan Probyn and seconded by Chris O'Brien that each member receive a burgee for their boat to acknowledge that they are Association members. This idea was carried by the members but the exact design of the burgee has yet to be decided and a competition will be ran in a future Newsletter for the 'best design'.

There will also be details carried in the newsletter from Don Harvey about an Offshore Cruising section, i.e. the possibility of members getting together and chartering a boat to cross the channel.

It was suggested that back numbers of technical data be re-published in future Newsletters.

The offer of funds to regional representatives will continue as the main aim of the Association has always been to promote get-togethers, keep people in touch, exchange experiences and ideas and hold social sailing meets.

Paul Winsor from Winsor Brothers then gave a talk to us about his company and how it can benefit our boats. Although they only make the Swift 23 most of the spares are interchangeable with the Swift 18. He made it clear that he is happy to supply us with fittings. For those of us on the South Coast he is also able to supply us with chandlery, outboard and trailer servicing, even a pre-season check of the boat. Details of these services will be appearing in an advertisement in future Newsletters.

Alan Probyn then thanked everyone again for attending and closed the meeting at 4 p.m. ●

# 1994 Solent Rallies

**HELLO EVERYONE.** Our names are John and Alison Palmer and by now you will be aware that we are the newly elected representatives for Solent and South. For those of you who don't know us we have a 4½-year-old son Jonathan and a Swift named Windsong, which we now take into its' fourth season. We sail almost every weekend in the season and in our spare time write articles for the newsletter!

Listed below are this years proposed rallies, and provisional space has been booked where indicated. Please let us know as soon as possible if you would like to join us, so that we can confirm boat numbers to the marinas nearer the time.

We hope to see both old and new faces for some good social sailing. We also plan to hold some impromptu rallies besides those listed below, so if you are interested please give us a call. We look forward to meeting you all again soon and wish you enjoyable sailing.

## ● MAYDAY BANK HOLIDAY

Sat. 30th April Depart BUCKLERS HARD 1200 sail to LYMINGTON (booked)  
Sun. 1st May LYMINGTON to WOOTTON (booked)  
Mon. 2nd May WOOTTON to BUCKLERS HARD

## ● SPRING BANK HOLIDAY

Sat. 28th May Depart BUCKLERS HARD 1200 sail to KEYHAVEN - BBQ  
Sun. 29th May KEYHAVEN to FOLLY INN (booked)  
Mon. 30th May FOLLY INN to BUCKLERS HARD

## ● JUNE

Sat. 4th June Depart BUCKLERS HARD 1000 sail to NEWTOWN - Lunch  
Sat. 4th June NEWTOWN to EAST COWES (booked) - BBQ  
Sun. 5th June EAST COWES to BUCKLERS HARD

## ● JULY

Sat. 9th July Depart BUCKLERS HARD 1000 sail to YARMOUTH  
Sun. 10th July YARMOUTH to BUCKLERS HARD

## ● AUGUST BANK HOLIDAY

Sat. 27th Aug. Depart BUCKLERS HARD 1100 sail to FOLLY INN (booked)  
Sun. 28th Aug. FOLLY INN to WOOTTON (booked)  
Mon. 29th Aug. WOOTTON to BUCKLERS HARD

## ● SEPTEMBER

Sat. 24th Sept. Depart BUCKLERS HARD 1000 sail to WARSASH  
Sun. 25th Sept. WARSASH to BUCKLERS HARD.

**NOTE:** Departure times on first day of each rally are based on our home port of Bucklers Hard. However we hope that Swifts from other ports will join us along the way!

**BUCKLERS HARD TIDETABLE USERS:** Please note that there are two errors on the 1994 tidetable issued by Bucklers Hard.

- JUNE 27 and 28 - both printed as Fridays.
- JULY 24 and 25 - both printed as Sundays.

This puts the subsequent days in June and July one day out.

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# Autumn Charter

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**LAST OCTOBER I CHARTERED** a Jeanneau Sunshine 38 and with a crew of five, Roger Pigden and Ivan Kirk plus three colleagues from work, set off for a weekend trip to Cherbourg. The forecast was 4 to 5, possibly 6 later, sea moderate with a low over Lands End. It seemed ideal to make a departure from the Bembridge/Southampton exit from the Solent.

After picking up the boat on the Friday night the run down from Ocean Village was idyllic as we cruised under the stars munching on hot Cornish Pasties hoping this was a foretaste of things to come, How wrong we were.

The first problem came near No Mans Land Fort when I asked for the large Genoa to be reduced. After a few turns winching became difficult. Guessing the problem I grabbed a torch I saw a familiar problem which I often suffer from on the Swift. The Spinnaker halyard had wrapped itself around the jib as it furled. Pulling the jib sheet to unfurl had no effect so Ivan hooked on to a jack stay, went forward, freed the jib and held the spinnaker halyard while the jib was furled.

As we passed Bembridge, it was evident the low had moved East quicker than forecast causing the wind to veer so that it was now on the nose. Not only that but the sea was more 'rough' than 'moderate'. It had also become overcast so that one was unable to discern the horizon. Without any reference points to concentrate on the predictable happened. All but one of the crew were effected by seasickness, three became totally incapacitated.

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For the crew, the only cause for merriment during their suffering was the sight of yours truly occasionally flying past the cabin entrance as the boat pitched about, being unable to maintain a position at the plotting table.

Though the Jeanneau was 38 feet long, it seemed impossible to get more than 3 knots boat speed as we drove into a worsening sea. At 2 a.m. I decided that to press on with two crew, one who had been ill but was manfully struggling on, was unwise.

We were likely not to make Cherbourg for another ten hours at best and had been on the go since about seven that evening. I gave the order to free off and worked out a course back to Bembridge. The only light I could see was Owers light which is south west of Selsey Bill. This gives you some idea of what little progress we had made but a starboard course had been favourable in order to lee-bow the tide. In any case the alternative course would have taken us towards St. Catherine's over-falls, which even in a 38 footer I had no intention of crossing in this sea.

Once we had freed off the boat took off topping ten knots at times. The fact that we were lashed with the sea breaking over the bows was of little concern as it had now started to pour with rain as a thunderstorm neared.

Approaching Bembridge buoy I decided to head for Cowes as we were by this time exhausted and it was a harbour I was well acquainted with.

Entering the Solent the sea flattened out. It was hard to believe the difference from what we had just been through.

Approaching Cowes, the thunderstorm struck. There was often no time period between the lightning flash and the bang, which meant we were in it.

Cowes was almost continually illuminated with the flashes. There were no other boats to be seen. But then, who would be out at 6 a.m. in the morning in a thunderstorm!

I was concerned that the mast might be struck but we had to get the sail down which we did in record time. At last we entered West Cowes marina. There were no shortage of empty berths. By half seven we were dead to the world.

About mid-day on the Saturday those who had fitfully slept through the previous night's excitement, began to stir and breakfast was started.

Dave, who had been the first to succumb to sea sickness, was the first on to the jetty and a little puzzled asked why there was a Union Jack on the doors of the hangar opposite . . . In Cherbourg!

Of course, Saturday was a fine, breezy sunny day! After brunch, I asked if anyone wished to be taken back to Ocean Village but though some still felt a little sore, no one did.

We then had a marvellous sail up to Hurst Point before pulling in to Yarmouth for the night. A good evening was spent in the Wheatsheaf recounting and laughing about the previous night's experience.

Sunday morning dawned with hardly a breath of wind under a beautiful clear sky.

We coasted down the Solent under the Jeanneau's huge cruising shute. The contrast to Friday couldn't have been greater. At last we arrived back at Ocean Village all now fully recovered and eager to go again.

In conclusion, at the AGM I offered to organise a bi-annual charter for those Swift owners who would like an occasional change from the normally restricted range of the Swift. If anyone is interested, I intend to charter a boat around late April/early May. If anyone is interested in coming along (after reading this article!) please give me a call on 0628 32900.

**Don Harvey :: Papillon (S141)**

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# Technical Topics

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## ● Boat Security

**IT IS A SAD FACT OF MODERN LIFE** that boat crime is on the increase. How safe is your Swift and its contents? It almost goes without saying that you should make it as difficult as possible for prospective thieves. Here are just some of the things you should consider.

1. Put good locks on all hatches (Washboard, cockpit locker, anchor locker).
2. Immobilise the trailer (tow hitch lock, wheel clamp etc.)
3. Install a car type security alarm with tamper loop.
4. Internal Passive Infra Red detector.
5. Post code mark all valuable items including trailer and engine - alternatively personalise them with say orange paint.
6. Note down serial numbers of all valuable items.
7. Add warning signs.
8. Properly secure engine (that means with more than just the standard padlock through the clamp handles).

If you are leaving your boat for any length of time then leave the mast erected, remove the wheels and block up the trailer (see NL 41-8) and take the engine and any valuables home.

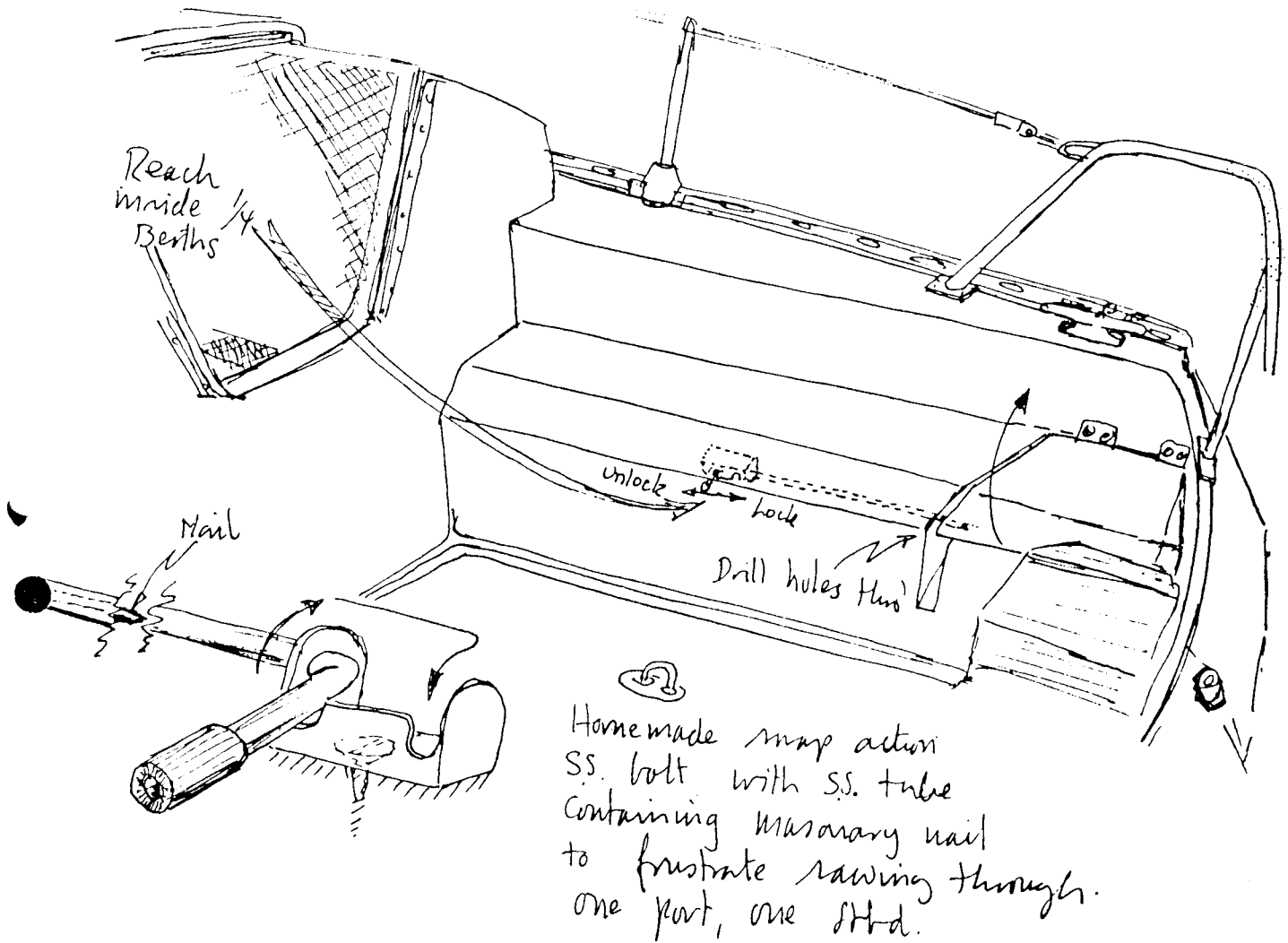
One of my favourite ideas is Dick Landon's solution to locking the rear cockpit locker lids (see the diagram taken from Newsletter No. 6). These locks are concealed internally operated bolts. I made Tiger Lily's from a pair of ordinary 3" door bolts, some ¼" wooden dowel and a few inches of ¼" stainless steel rod. Drill ¼" holes in the aft bulkhead and locker lids, Araldite the door bolt to the underside of the cockpit seat and then join the dowel to the rod and bolt using pieces of neoprene tubing (or similar). Dick Landon used a single piece of stainless steel tubing, but I have found the bolt, dowel, rod combination to be satisfactory. This solution is neat and there is no possibility of losing padlock keys.

## ● Stop those wires rattling

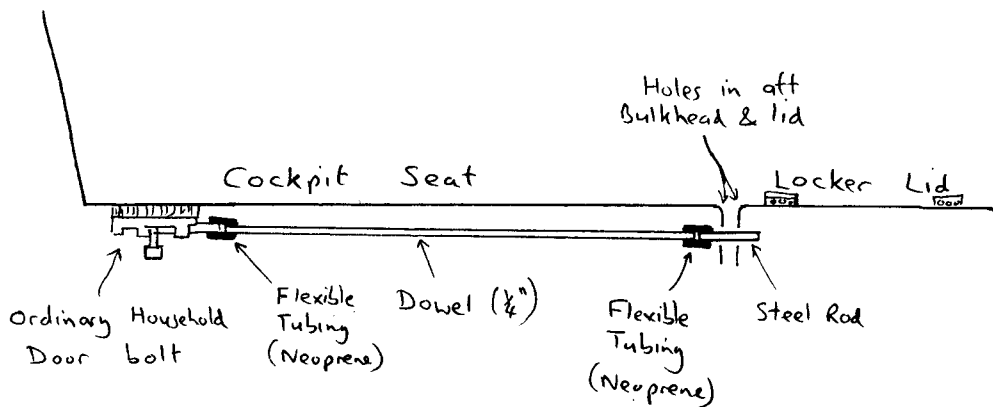
**TO STOP** electrical wires rattling in the mast, glue them in. I glued Tiger Lily's mast wiring in more than 7 years ago and it has not yet become unstuck. First replace the existing ropes with draw lines (you do not want to glue in your main halyard as well!). Lay the electric cables in the channel which is on one side of the mainsail track. Now dilute part of a can of Evostick with Evostick Cleaner and pour the liquid down the channel containing the cables. You should of course only do this operation in the open air and away from any naked flame. Wait until the glue is dry and then draw your ropes back in to the mast.

# LOCKS FOR STERN LOCKERS

Dick Landon's design (from Newsletter No. 6)



# Tiger Lily's Locks





## ● Association Yellow Pages

AT THE AGM it was decided to construct a 'Yellow Pages' directory of Swift services. The newsletters do carry regular advertisers and you are encouraged to use them whenever you can, as they do support the association. Here are a few extra items which may be of interest to other members:

1. The Association now has a spare centreboard mechanism on the shelf which is ready to post at a moments' notice. If you need it in a hurry, call Roger Marsh of Marlin International 0725 22472.
2. Harry Ellis (a member) manufactures a forward/reverse engine control lever extension. I found it most useful throughout last season. It costs £39 - call Harry on 0252 878677.
3. Winsor Brothers can supply many Swift items, including centreboard mechanism, stainless steel pushpit etc. They are based in Fareham. Tel./fax. 0329 829100.
4. Insurance - Commodore Insurance offer 5% off their normal rates for Swift Association members - call Roger Marsh at Marlin for the details (also see NL 41).

If you know of any other suppliers who should be included in this register please send a note to the editor or myself.

Alan Murphy - Technical Editor



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## ● Reduce Engine Noise

**IF YOU'RE TIRED** of having to suffer the noise and vibration of the engine, try mounting it on a rectangle of hard rubber - you will be surprised at the improvement. The rubber should be long enough so it falls below the back plate of the engine bracket and the cups of the bracket screws. The rubber needs to be fairly tough. Mine is a piece of lorry mud flap.

## ● Simplify Refuelling

**I OFTEN** seemed to run out of fuel at the most awkward of moments: entering Cowes, in front of the Yarmouth Ferry etc. Then to have the problem of having to remove the engine cover while steering a course with the tiller held vertical in order to get at the filler cap (sound familiar?). Well I partially solved this problem by simply cutting a round hole in the engine cover large enough to get at the filler cap without having to remove the engine cover. If anyone at Bucklers Hard with a cream Swift intends to make this modification, please give me a call and we'll swap engine covers. Having had enough of the Yamaha, I am going to fit a 5HP four stroke Honda. Not only quieter but with a separate tank, so don't need the hole.

## ● Boat Hook/Whisker Pole

**THIS IDEA** I got from Lawrence Peacock and is worth passing on: If you want one pole to fulfil both roles of boat hook and whisker pole to simplify storage, get yourself an expandable boat hook and fit a spinnaker hook to the handle end. It may look odd to anyone who looks closely, but it works a treat.

Don Harvey :: Papillon (S141)

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# Bramber trailer upgrade

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**BETWEEN 1986 & 1988** a number of Swifts were sold with Bramber Trailers. Though the frame and design is good and solid, these trailers were, I have been informed, designed 'to a price' - a low one! The result is that the maximum gross weight (see the plate on the side of the trailer frame) is 1000 kg., and of this the trailer weighs around 280 kg. leaving only around 720 kg. for the boat and all its gear. The net result is that if like us you want to load all the holiday gear for ourselves and three children, plus inflatable dinghy and second engine - your trailer will be overloaded and illegal. If you don't then you have no need to read on any further - unless like our trailer age is beginning to take its toll. So, after one eventful relay by the AA (perhaps a subject for another article Ed!) I decided to seek advice from Bramber Trailers, now called Devon Trailers, at Cullompton (tel. 0884 35044).

Well, Eric and Peter could not have been more helpful and the effect of their advice was to relieve me of around £460 in exchange for two new suspension units and a new coupling which together with larger wheels/tyres can increase the gross weight of the trailer to a maximum of 1300 kg. (depending on the wheels/tyre combination used) providing a very useful increase in carrying capacity. To complete the package Bramber supplied a new Rating plate to replace the old, thus making the conversion legal - all trailers must stage their maximum gross weight rating.

The next problem was to remove the old units and fit the new, with Marguletta still on the trailer. So this is how you do it:

**Step 1:** Jack up the trailer on one side, support carefully with axle stands and remove mudguard and road wheel.

**Stage 2:** Unscrew the six 9/16" bolts securing the suspension unit to the main axle. (This is the difficult bit! - It helps to soak rusty bolts with WD40 a week before and use a Perfect Lock socket (from Halfords) which grips the flats not the corners. If the nuts are round, as they will if very rusty, try mole grips. Otherwise the best way is to drill out the centre of the head and use a cold chisel to take off the head allowing the bolt to drop through - never mind there are only 12 bolts!!

**Stage 3:** Once off, the rest is easy, the suspension units are 'plug' compatible. Offer up and insert new bolts and torque up to around 40 lb. ft. tightening diagonally. Fit the new Bowden cables and refit mudguard and road wheel (make sure you refit the mudguard frame when fixing the suspension units).

**Stage 4:** Now do the other side.

**Stage 5:** The front hitch is easy. Remove the old, slightly elongate the rear hole through the drawbar if necessary, and fit using the packing pieces supplied by Eric & Peter, using new bolts and existing holes.

**Stage 6:** Connect and adjust handbrake. (This needs an article by itself but I haven't worked out how to do it yet, so perhaps next issue).

**Stage 7:** Replace existing 185 SR 13 tyres with 175 SR 13 tyres which should fit on the same rims. Strictly speaking the tyres limit the gross weight and this size tyre will give the trailer a load rating of 1166 kg. If you need more fit 185 SR 13 tyres which will need new wheels, but which takes the rating up to 1232 kg.

Generally take care to support boat when jacked up - one tonne of boat and trailer will not do your hairstyle much good if it collapses whilst you are underneath. WD40 cures many ills, do not over-tighten nuts or you will strip threads and reduce strength and always use new nuts and bolts. Good and safe trailing.

**Julian Smith :: 'Marguletta' 320**

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# Restoring Moonshadow

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**MOONSHADOW - AN AGEING SWIFT 18** was first seen on a wet, grey November day. She was under several large green tarpaulins that in turn were covered in autumn leaves in the owner's front garden. That strange feeling swept over us and we knew that we would become the loving custodians before the day was out!!

The owners let me disappear under the covers to inspect the inside whilst Luana, my wife, was invited indoors out of the now pouring rain for a pot of tea. About an hour later a very wet self went indoors and, after consulting the boss, pronounced that I would arrange for the payment and collection as soon as possible. I was lucky to have arrived first as their phone rang with several enquiries whilst we were there, all eager to buy this Swiftly at what was a very fair price although I knew that there was some hard work ahead.

The following weekend an excited but anxious couple and their dog travelled up from Southampton to Buckinghamshire to collect their newest member of the family, again in the pouring rain, and arrived to find the boat being manoeuvred and lashed down ready for the road. In our eagerness to get going I was perhaps a bit lax in checking how she was sitting on the trailer but seemed well balanced on the trailer so off we set!!!! Several minutes later we arrived very slowly back outside the seller's house with a Swift that now had taken a rather precarious attitude on the trailer, i.e. about to slip off the rear roller sideways.

This is where the true nature of marine oriented people shines through, despite the now torrential rain. The seller and some of his neighbours came to the rescue with hydraulic jacks and muscle and the boat was soon restored to the correct position and very much lashed to stop the same happening again, not to say some long term thoughts on keel roller changes to help with this problem.

Once home after an uneventful journey and some study of the work to be carried out I set the agenda for the winter months.

1. Remove the interior linings as there was a degree of wet behind them in some areas and they were coming away on their own anyway.

2. Inspect all fittings covered by the linings for water ingress.

3. Repair sadly distorted rudder blade.

4. Rectify a rather wobbly pulpit.

This list seemed to cover most of the immediate needs and probably as much as we could tackle in the few months of the winter.

The interior first had to be dismantled, the headlining and bulkhead being unscrewed and removed, along with the windows. Next the linings were very carefully peeled away. All material was kept intact to use as patterns later. The source of some of the deckhead leaks started to become apparent as the wet and mouldy foam backing showed the locations reasonably well.

The obvious leaks came from - a: The windows. b: The pushpit through bolts in the quarter berths. c: The anchor locker area (more later).

The windows did not worry me as they would be cured when replaced with new sealant, again the pushpit bolts could be easily sealed with poly-sulphide rubber to be used on the windows.

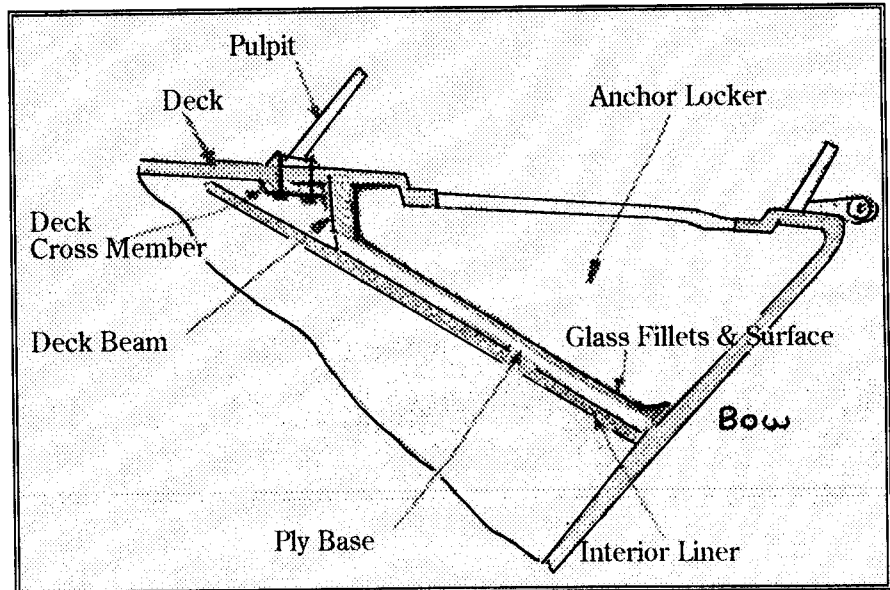
The anchor locker was the biggest problem as I could see the ply base was wet and got wet when it rained and then worked its way back along the deck/hull joint but why? The answer turned up when I looked at the wobbly pulpit, the mounting was by three bolts on each base plate just inside the anchor locker and these were loose and the glass area around starting to crack. Water went down these defects into the locker but tender to run back along the deck/hull joint towards the stern. The base of the locker is formed by a triangular piece of ply bonded to the hull and deck with a hard foam filler and glass matt, because this was not a good fit it allowed water

to find a way past and once the capillary action had started just seemed to suck all the water from the foredeck into the cabin.

The answer to this was removal of the locker by cutting and grinding and rebuilding with a small deck beam, cross member and ply base all glassed into position, the beam being made of two parts as in the sketch to provide better fitting therefore sealing and giving improved support for the pushpit mounting. Incidentally when mounting fittings with the polysulphide sealant only lightly (finger) tighten bolts until the sealant has cured as it all squeezes out otherwise.

The whole locker was then given a coat of resin, painted with grey deck paint and fitted with a mat made from an old bit of cockpit flooring to stop the anchor and chain sliding about.

All other fittings were checked for water ingress and damage and the whole of the interior wire brushed and cleaned with a variety of solvents to remove as much of the old glue and gunge as possible.



The next task was to clear the lounge and lay out all the old linings to estimate the material required. We decided that the latest boats lined with the grey polypropylene hull carpet looked pleasant and went to a company called Odyssey in Park Gate, Nr. Southampton for samples.

There were several patterns and colours and it could be supplied in self adhesive or with a big can of smelly glue!! I tried the self sticky samples and didn't think that this stuck on to raw glass-fibre very well but was surprised to find that a sample left in place for a week or so was stuck fast!! I wished that I had used this type but I opted for the smelly old glue job.

Cutting out the pieces was easy, being done in the comfort of the lounge again, gluing was not. I found that trying to get what appeared to be Evo-stick transferred from brush to material was an acquired art and very tiring. Precoating the boat surface was a very heady affair even with several fans blowing air in from the cockpit and out of the windows and forehatch. I was particularly worried and careful about having anything electrical anywhere near the inside as these glues are somewhat flammable when first applied and perhaps didn't get the best of airflows. This resulted in many short dives into the inside to apply and then exit for a breath of air, failure to do so gave me a rotten head (I can't see why anyone would want voluntarily to sniff the stuff?) I think if I were to repeat this exercise some experimenting with a snorkle and long tube might be worth while even if it might appear eccentric to passers by.

Once coated each section was offered up, there was sufficient slip to position it as long as the glue was not left to dry too long. It was smoothed from the centre out to ensure wrinkles didn't form, stretching and forming around complex shapes was not as hard as I thought it would be, I found that overlapping, as the original linings did at some joints, was easy and resulted in a professional looking finish as well.

I used the original deckhead and bulkhead ply which was also covered and refitted giving an easy way to run all the electrics out of sight.

During this work I also reinforced the aft cabin/deck corners that had some cracks with a

layer of carbon fibre and then glass matt; I have seen these cracks on several Swifts that I inspected prior to seeing Moonshadow.

The last job was to construct a new rudder blade. This was made for me by a very competent young furniture maker out of laminated strips of mahogany, all being coated with a layer of glass cloth.

**DID IT WORK?:** I have used the boat now for a season and I still have a small, intermittent leak around a window but this has not damaged the material in any way and if it gets wet, rapidly drains off and dries. All in all the material is modern to look at and cheaper and lighter than vinyl. The new rudder has performed perfectly.

**LESSONS:** The lessons to be learned from this 1982 Swift restoration seems to boil down to trying to arrange access to all the fittings that the interior neatly covers up, to ensure that water does not get in from the windows and that items such as the pulpit are mounted with adequate backing material and decent washers on the bolts to spread the load and reduce flexing of the glass fibre. It may also be wise to reduce the stress on the pulpit from the mast during trailing.

David & Luana Franklin :: 'Moonshadow' S14

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## ● Anyone fancy 'round-the-island' trip?

Would any club members be interested in sailing around the Isle of Wight this season, on one weekend? Please contact Mike Edwards on 0256 841107 to arrange a weekend, boat etc. If the response is good then he will contact John Palmer the Southern Area Representative with a view to turn it into a rally weekend.



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#### **LOCHSIDE STUDIO**

Spacious accommodation for two.  
Magnificent views over the Strath of Appin and Westwards to hills of Morvern and Mull.

#### **EVERYTHING FOR A GREAT SCOTTISH HOLIDAY!**

- Superb coastal sailing area
- Quiet lochside camping
- Friendly people
- Tractor assisted launch and recovery
- Safe car and trailer parking.

Creran Moorings, Barcaldine, Oban PA37 1SG

- Telephone (0631) 72265 -