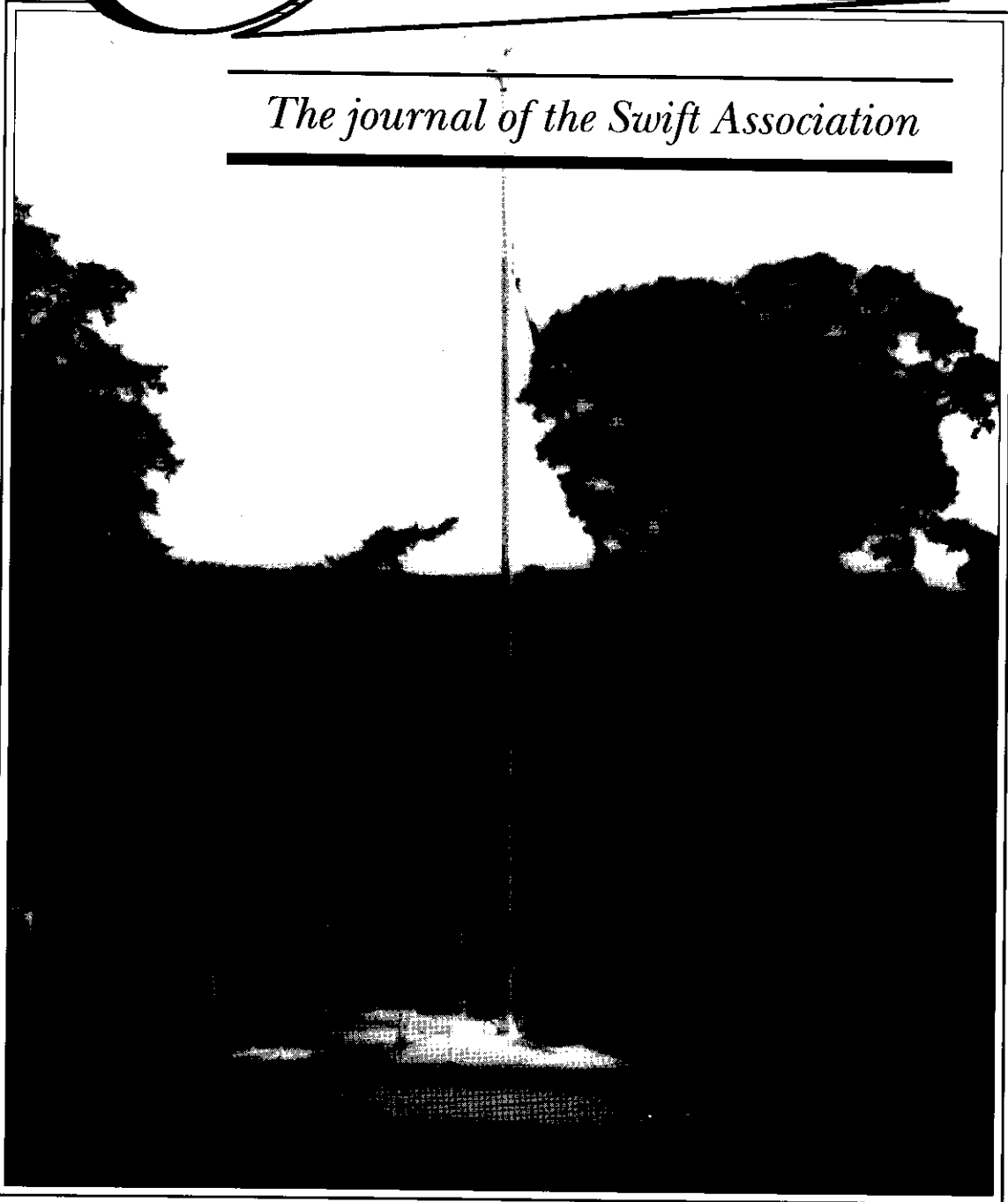


# SWIFT

*The journal of the Swift Association*



NUMBER 50      JULY 1995

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## EDITORIAL

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In connection with the new Burgee design which was proposed at the Annual General Meeting, we only received 5 responses for design number 5. As we have over 100 members, perhaps the reason for the poor response is that many Swift owners are satisfied with the existing burgee! We do need feedback, if the club is going to run smoothly. Also we have had very little copy for the Swift magazine, if the journal is to survive, we will need a more active response from members. We are extremely sorry to have a moan, but without your reports, letters etc, the magazine cannot exist in its present format. We feel very strongly that the journal is the voice of the Swift Association as it is very difficult for all members to meet, bearing in mind geographical locations.

So please, please, make an effort, we need your help!

Many thanks to Mike Downes for offering to run the Midland and Rutland Area. There are around 15 Swifts on Rutland and hopefully a few events can be arranged possibly some friendly racing.

In a recent letter, received from Bryan Elliot, he describes the Lake District. I have copied his notes below:

"We have sailed Ullswater for a number of years, first in a Leisure 17 and latterly in our Swift 18 'Frenesie' (formally Zest). Due to a speed limit, the lake is devoid of water skiers and fast power boats, only the odd cruiser trundling along and of course, the lake steamers plying the nine miles between Glenridding and Pooley Bridge. Midweek only a handful of boats are moving and even at weekends, in the high season, it is relatively quiet.

The surrounding are superb and there are a number of good moorings. We are on a jetty at Ullswater Marine which is quiet and extremely well managed and has a small chandlery. A number of yachts moored at the Ullswater Yacht Club - racing Saturday and Sunday most of the summer. Launching places are not in abundance but are available some on a weekly basis. There are plenty of excellent eating houses in the area, our favourite the Gate Inn at Yanworth near Penrith, which is a typical Lakeland market town.

Swifts? Well there are at least five regulars - three on our mooring"

Cover photograph last issue was John, Alison and Jonathan Palmer S18, Windsong, sailing nicely in the Solent. This issue's is Bryan Elliot S18, Frenesie moored on Ullswater.

It is hoped that we can prepare a programme for 1996 to cover other areas like the Lake District, Rutland Water etc. If you are willing to organise a rally from a different area, please contact us. It would be lovely to see other 'Swifties' enjoying themselves as we have on the South Coast Rallies.

Roger Marsh, from Marlin International is interested in producing Swift Models in kit form (static or working), if you are interest please contact him on 01725 512472.

You will find enclosed with your newsletter a Trailing and Sailing newspaper with features of Swifts 18s.

Please don't forget, if you know of any advertisers for the magazine, please let us know.

Wishing you many joyous hours of sailing.

DENISE AND IVAN KIRK

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## 1995 SOLENT RALLIES

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- Saturday 12 August:** Depart Bucklers Hard 1000 - sail to Warsash or Hythe
- Sunday 13 August:** Warsash or Hythe to Bucklers Hard
- 
- Saturday 26 August:** Depart Bucklers Hard 1000 - sail to Island Harbour Marina (Booked)
- Sunday 27 August:** Island Harbour Marina to Yarmouth or Keyhaven
- Monday 28 August:** Yarmouth or keyhaven to Bucklers Hard.

Once again departure times are based on our home port of Bucklers Hard, however we hope that Swifts from elsewhere will join us. Provisional space have been booked where indicated, so please let us know as soon as possible if you can join us, so that numbers can be confirmed. All rallies are weather permitting, so fingers crossed!

Don't forget the 'Laying up' Supper which will take place late November or, early December - A date to keep clear - Watch this space!

See you then!

JOHN, ALISON AND JONATHAN PALMER

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## WELCOME - MIDLANDS REGIONAL REPRESENTATIVE

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We recently purchased our boat "Papillion" SO141 from Don Harvey back in October 1994. This was not our first "Swift" - my original being "Tich of Rutland" S)205 now residing at Bucklers Hard and known simply as "Tich". I consider myself a bit of a "nut" as far as Swifts are concerned. Having spent many hours looking at various boats all over the UK and being a friend of none other than Charles Frisby, who up till recently was Midlands Rep, until he sold his much beloved "Chaos" SO 209.

Tich and myself (Tich being her indoors - my wife Elaine) sail out of Whitwell Creek at Rutland Water, occasionally trail to the Solent and every summer we spend up to three weeks sailing in Mounts Bay and the Scillies off Cornwall, basing ourselves out of Mousehole.

At Rutland Water there are now some 15 Swifts split between the posh side "The Sailing Club" and the Whitwell Creek Codgers" located on the eastern side of the lake. We generally spend our weekends meandering around the many beautiful bays to be found along Rutland's 25 miles of shoreline. So you may ask why am I now once again sailing a "Swift". Having regretted selling one Swift I decided to look for another and after many months of searching I finally met up with Don Harvey at Bucklers Hard. Don introduced me to "Papillion" and the deal was done. We decided to bring our boat back home to work on it over the winter. The mast was lowered and everything checked prior to lunch in the Master Builders. We had only travelled 2 miles when rounding a bend I experienced a violent vibration from the rear end and immediately noticed through the mirror something coming off the nearside of the trailer.

On examination I discovered that my nearside wheel had come completely off and was lying in a nearby field. The good news was that the wheel drum had come to rest on the grass verge with only minor damage including two bent wheel studs. Luckily I had a hydraulic jack with me, but my wheel now retrieved by her ladyship was kaput. We decided to walk back to the "Hard" and borrow a wheel to get us home. A note was left for "Charisma" explaining our predicament and the borrowed wheel was fitted and held in place by two good nuts and one very suspect one with little or no thread. The trip home was uneventful and 160 miles later we pulled into our drive. The wheel was later returned to "Charisma's" trailer and I guess the owner was unaware that we had borrowed it to get us home - Thanks - you saved our bacon and probably my marriage.

The morale of our story is always check your wheel nuts before setting off - We were extremely lucky. The loss of a wheel particularly at speed could easily result in the loss of your boat and possible horrendous damage or worse to other vehicles on the road.

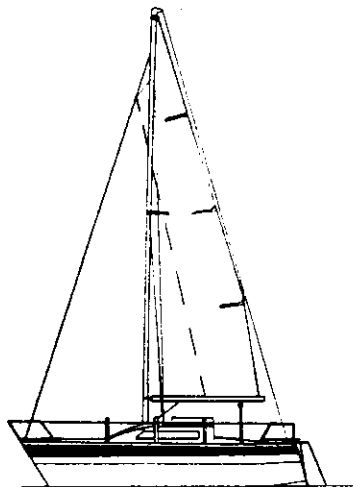
Having got home safely "Papillion" was then striped out for the winter and a list of tasks was produced to bring it up to our specification. The boat itself was in a very good condition but just needed a bit of TLC. A set of virtually new Holt sails was acquired from Charles Frisby at a very reasonable price along with matching red cockpit floor cushions. I then carried out some modification including fitting a wooden cockpit floor grating, teak washboards courtesy of Bell Wood Working at £7.50, Teak cockpit tow rails and interior fitted carpet (very posh). Most of the cordage was replaced with new colour keyed ropes mainly purchased as off cuts courtesy of Alladins Cave of Bursledon. Last but not least I visited my local scrap dealer and purchased an almost new 165 radial including wheel rim for the princely sum of £5.

The only major work to be done involved the SBS Trailer. On examination it was clear to me that constant salt water immersion had taken its toll and a lot of work would be needed to bring the trailer back up to scratch. I decide to take it back to SBS in Wolverhampton who advised that it would be cheaper to replace the entire axle unit with brakes/drums rather than try to repair. A keen price was agreed and SBS even threw in a new hitch unit and a jockey wheel along with the new rollers were needed. I can't speak highly enough of the work that SBS did and having repaired the entire chassis with "Hammerite" the trailer is now in an as new condition at approximately one third of the cost of a new trailer.

On or two other novel improvements have since been made and these I will be happy to divulge in the next newsletter.

So if your thinking of visiting Rutland Water then please do come along where you can be assured of a warm welcome, good company and really great but relaxed sailing.

MIKE AND TICH DOWNES: PAPHILLION SO141



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## MAY BANK HOLIDAY 1995

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### Participating yachts:

Catriona & Colin Jones	-	Tich
Colin & Claire Bellamy	-	Havoc
Alison, John & Jonathan Palmer	-	Windsong
Janet & Lawrence Peacock	-	Pollyanna
Mike & Val Knowles	-	Catriona

It was hot - really hot, as four Swifts and a Parker 21 set off together down Beaulieu River at midday; most crews were in shorts and T-shirts. A NW force 1-2 ensured a leisurely run, with Windsong and Havoc sporting their colourful spinnakers, across to Fishbourne at the mouth of Wootton Creek.

Arriving together, with temperatures still in the seventies, crews happily surprised at such good luck so early in the season, sat about or gently strolled. Most of us took an excellent dinner at the adjacent Royal Victoria Sailing Club and would recommend it to other visiting yachts. The showers are available for visitors; there are loos only at Fishbourne Boatyard.

Sunday's leaving time was set for early afternoon so there was time to view the two Quarr Abbeys; the pink brick, exotic, early 1900s version, and the equally picturesque fifteenth century ruin.

All yachts left at 2 pm and enjoyed a lively NW force 3-4 sail to the Folly Inn, up the Medina River from Cowes. Listening in to the progress of a mayday and a pan-pan call, watching the rescue helicopter, all added to the colour of the day as we approached Cowes; our sympathy was with those in trouble.

Folly Inn pontoons were busy with as many as six boats rafted together. But thanks to Alison Palmer booking ahead for the rally, Swifts had their own signed berth and only needed to go two abreast. Some stayed aboard; Havoc watching TV! Others, those less experienced, fought for the last table available at the Inn. Crowds of noisy sailers filled the place and sang along to the VE Day entertainer's medley of wartime songs - great fun - the atmosphere was just right! The water taxi took the diners back to the boats to find Lawrence and Janet playing generous hosts on board Pollyanna; there was room for more on the Parker 21!

At some point the next day the brave (?) captain of that parker 21 took on young master Palmer in a dingy race. It was a serious event; Jonathan pulling with his full weight and his bottom off the seat! Stick to the 'round the island' Lawrence!

Monday dawned cloudy and cool. Departed Folly Inn at 10.30 am. Beat across to Beaulieu River entrance in a NW force 3-4 with occasional, odd, sharp gusts about force 6; quite disconcerting. But the final leg, added further spice to an already, thoroughly enjoyable weekend.

Congratulations to Alison and John for organising such an excellent weekend.

VAL KNOWLES - CATRIONA

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## YARMOUTH BBQ - SWIFT RALLY 1 & 2 JULY

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### Participating Yachts:

TARIM - Denise, Ivan and Rosemary Kirk  
CATRIONA - Val and Mike Knowles  
CHARISMA - Karina, Roger and Lance Pigden  
SOLO - Tish, Tony, Jenny and Nick Grewal  
GULLIVER - Peter Forey  
SILVER LINING- Jim and Ben Crick  
PASSING WIND - Kaye and Jon Sims  
LAUVIC - Janette, Mike, Laura and Victoria Edwards  
POLLYANNA - Janet and Lawrence Peacock  
and ourselves - WINDSONG - Alison, John and Jonathan Palmer

On Saturday 1 July, with a strong wind warning in force, a small flotilla of Swifts and a Parker 21 left Bucklers Hard. Gulliver was the first to leave at 10.30, hoping to stop off at Newtown for lunch. Tarim, Catriona, Charisma, Solo, Silver Lining, Pollyanna and ourselves on Windsong left at 12 noon. Despite the strong wind warning of a F 5 - 6 and most of us initially with a reef in, we found the wind to be a pleasant F 2 - 3 in the Solent. With the sun shining and the wind behind us Pollyanna and ourselves even changed to spinnaker and cruising chute.

At Yarmouth entrance we met up with Passing Wind who had experienced a much lumpier sail from Mudeford! We eventually tied up - most of us on the piles and two of us on the beach pontoon. The next two hours were spent inflating dingies, tying warps to piles and generally enjoying the sunshine and good company.

At 6 pm we all headed for the beach with various BBQs in tow - pocket size, briefcase size and even Ivan's suitcase size! Most crews however came with the ever popular disposable BBQ - the one which you set fire to the exterior cardboard packaging first. A great source of amusement!

Shortly after the BBQ's were lit, it was good to see yet another Swift arrive - Lauvic. We were now 10 yachts - and needless to say plenty of food and drink was consumed amongst us. Unfortunately at around 9 pm my disposition became very fragile and I was taken back to Windsong to recover. However, John tells me that the evening continued to be a great success, with both adults and children enjoying themselves. (By the way did anyone find my 'Cumberland sausage' that I never got to eat?)

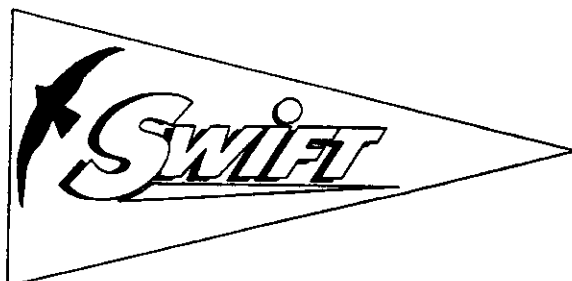
The next morning we were greeted with rain, which cleared around 11 am. Catriona decided to stay another night and ventured of to the Needles by bus. The rest of us left for Bucklers Hard, except for Passing Wind who would return home on the afternoon tide. The wind was light and variable and after struggling to fill the sails we gave in and put our engines on. We had all recovered by 3 pm. I am sure that everyone will agree that the whole weekend was a great success, with good food, good company and ideal weather.

Thanks for attending

ALISON PALMER - WINDSONG

#### Editor's Note

I would like it noted that Alison failed to inform everyone of the true events which took place during Saturday Evening. Unfortunately for Alison, evidence was collected in the form of photographs showing her in an opted out state, taking up residence in Jonathan's tent. The evening became too much! Sweet Dreams!





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# LAUNCHING SITE GUIDE

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## PLYMOUTH

### QUEEN ANNE'S BATTERY

Well signposted from A38 and A379

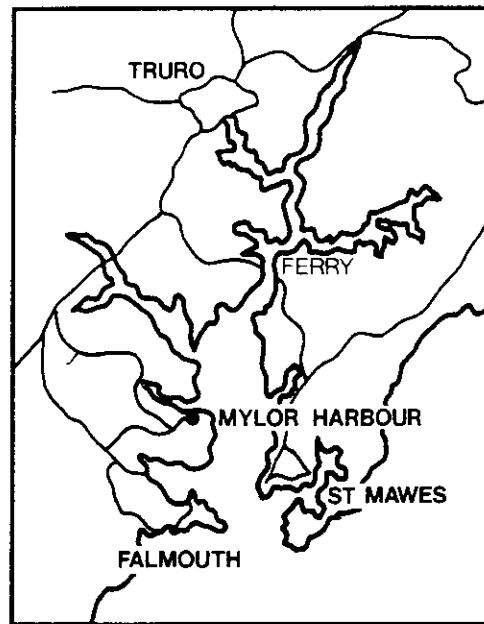
Wide gently sloping concrete slip with adjoining pontoon at all states of tide, except LW springs as slip ends abruptly. A quiet and sheltered slip with no cross tides. Marina is busy with all facilities. Harbour master very accommodating for Swift, placed behind the main pontoon.

Car park is busy and fairly secure. Some space to rig boat in the car park or near the slip, it depends what's on and what's already on the slip!

## FALMOUTH

### MYLOR YACHT HARBOUR

Situated in an area of outstanding natural beauty, facing the open waters of the Fal Estuary. A wide concrete slip with a gentle slope - no traction problems. Available at all states of the tide. Full marina facilities available, including showers, launderette, and the Ganges restaurant (scrumptious cream teas!). Holiday flatlets also available. Safe and ample parking for car and trailer, only hazard is the steep road leading out of Mylor - one needs to take a run at it in first gear when towing (also has a sharp bend). Many creeks to explore in the Carrick roads - ideal for SWIFT owners.



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## ROSEMARY'S PAGE

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Unfortunately, due to illness for the Mayday Bank Holiday, I was unable to go sailing, I was right upset I can tell you! Everything is back to normal now and I thoroughly enjoyed the BBQ Rally at Yarmouth.

I hope you enjoyed my word search and that you found many of the answers. The response to my competition has not been as successful as I anticipated, perhaps this was due to the late publishing of the spring magazine, so I have extended the time to allow you to produce something during the Summer hols!

In this season's newsletter, I have provided you with a picture to colour in, ideal to pass time whilst sailing.

ROSEMARY KIRK



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## TECHNICAL TOPICS

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The following technical topic is from Newsletter No 8, January 1984.

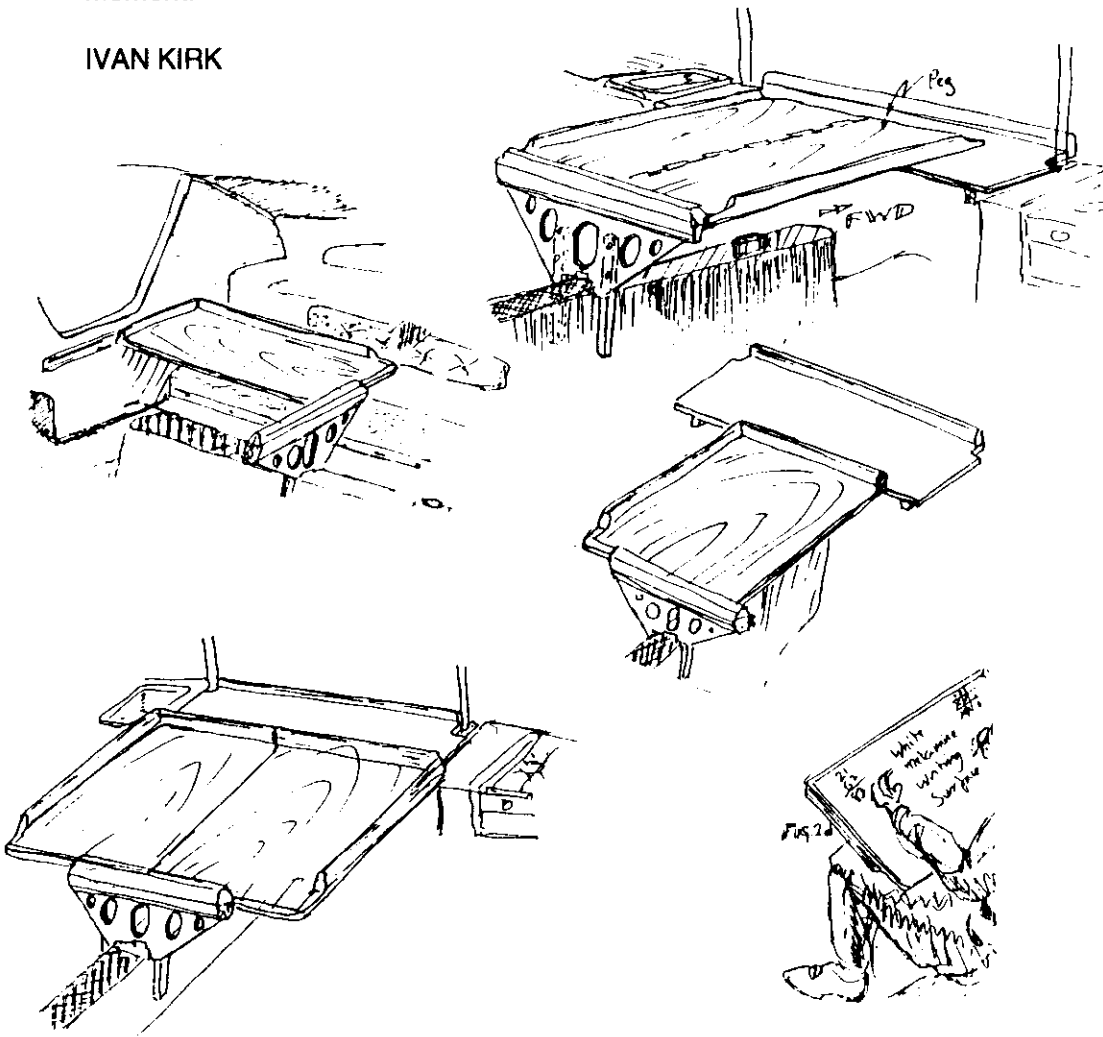
These are table modifications by Dick Landon (Cucumber Sunbeam, Swift No 036).

He remade his table as a light weight composite of 3 mm ply, 11 mm aluminium honeycomb covered with 1 mm melamine.

The table wider and shorter than the original was made in two halves so that it is very versatile as can be seen in the sketches. It could even be fitted into the cockpit for outside use.

I may well use these ideas to improve my table, we don't use it at the moment.

IVAN KIRK



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## WEATHER HELM AND KEEL ANGLES

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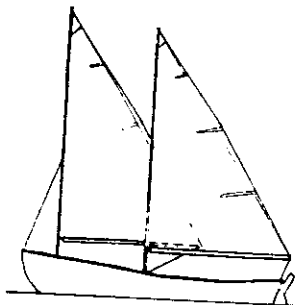
Keith Jacques adds the following comments to the debate following his circumnavigations of Mull and Skye.

For what its worth I always sail with the keel full down, ( I know not what the angle of the leading edge is), and do my best to balance the run of the boat by adjusting sail tension - as per good dingy practice. This works well in virtually all conditions (I've referred to my 'elastic' autopilot, which gives brief spells to go below, or even to the foredeck to adjust things, in previous articles). ballast trim is also influential.

The only time lee helm is detectable is in very light airs with big genoa and full main, going upwind. Over-tightening the main has the 'surprising' consequence of causing the head to pay off; a 'softer' mainsheet corrects this. I conclude from this that, with the drive of the mainsail pushed well forward of the luff, there is a small fraction of the mainsail power ahead of the centre of action of the keel. But sail adjustment completely balances this - indeed a 'softened mainsail belly is always better anyway in light airs.

In strong gusts F5-6, reefed with small genoa or working jib, by contrast, there is some windward helm and a definite tendency to luff up. Sail balance again is the key; broad reaching down the Sound of Sleat, the occasional use of the boom uphaul to de-power the main in big gusts resulted in total helm balance being recovered instantly.

I hope these observations do something to 'defuse' the 'keel angle' debate. Frankly it is not the issue to worry about, sail balance and fore/aft and lateral weight distribution are the key factors.



# Association officers 1995

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