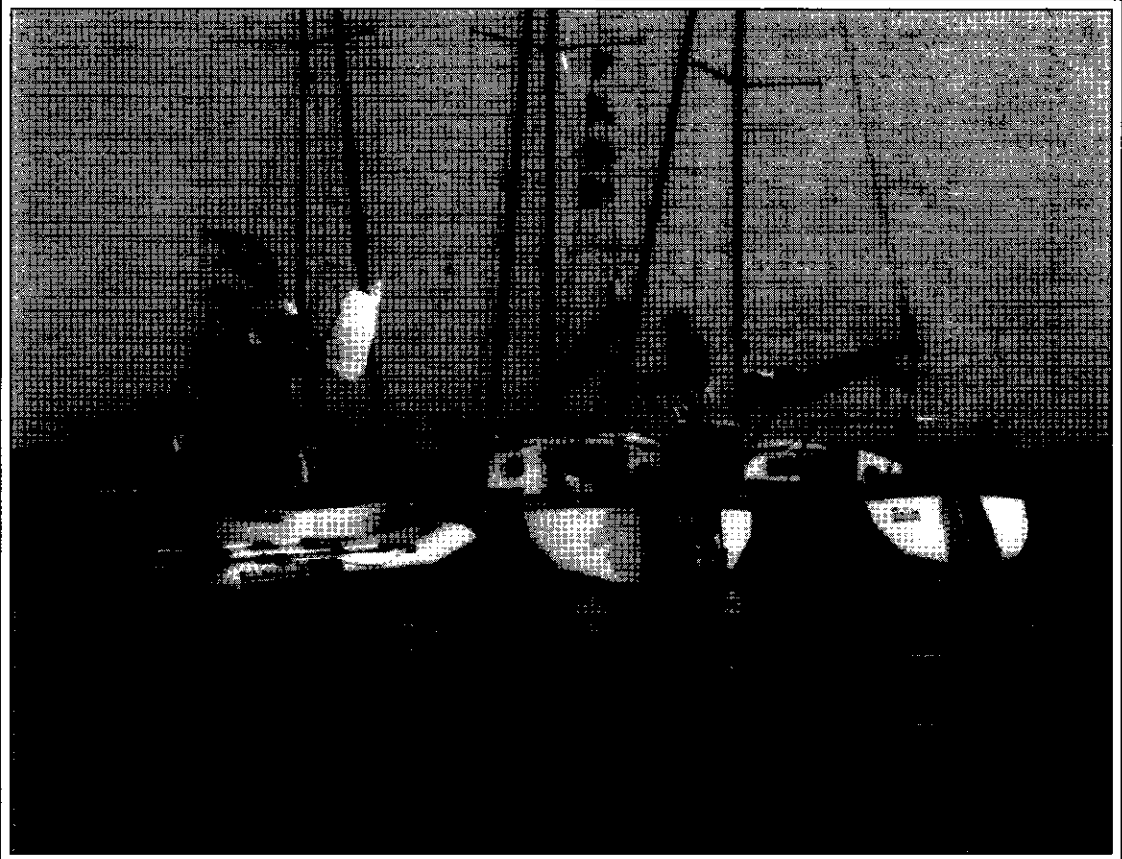


SWIFT

The journal of the Swift Association



NUMBER 51

OCTOBER 1995

EDITORIAL

Many thanks to all those individuals who very kindly sent in copy for this current issue and possible additional magazines. It was greatly appreciated and it makes the job of Editors much more worthwhile. Please keep it coming!

Enclosed in this current newsletter we have designed a questionnaire in order to find out what you would like from the magazine and hopefully enabling us to fulfil your wishes. If you would kindly complete the enclosed questionnaire and return it to us, we shall appreciate it and value all comments and contributions.

With the summer weather portraying the South of France we hope you all have enjoyed your holidays or weekends during the season. This year we decided to book a mooring at Mylor Marina for two weeks, which provided us some superb sailing ground. We also trailed to the Solent and spent a lovely time with Alison, John and Jonathan Palmer from Windsong and Lesley and Alan Probyn from Helsie. The highlight of the weekend was swimming off the back of the boat to cool off in Newtown Creek. Absolutely wonderful! Unfortunately our return was hastened with Ivan slipping off the centre board on to a glass which I had just washed, hence he cut his big toe and we had to make a prompt heading for Lymington Hospital. Of course he had to cause problems there by fainting! On his return to normality, the nurses hustled him quickly through the door, where we returned back to Bucklers Hard for the boat, so that I could drive it home. Ugh!

I would like to thank John, Alison, Jonathan, Alan and Lesley for all their help in retrieving and preparing 'Tarim' for our journey home.

This issues cover photograph is taken of us swimming in Newtown Creek just before Ivan's accident.

The cost of producing a newsletter of this quality is quite high and offset by the kind contributions of Advertisers which I hope you as members support. However, we would like to carry more advertising to further balance the books. If you would like to advertise your own business or service or can recommend a company which we could approach we would welcome your support.

Within this issue, we have printed a few photographs, the quality being poorer than the cover, but we think they are reasonable, please let us have your comments.

We would like to publish a full list of events for the whole year in the next newsletter. If you are interested in running a rally, please let us know.

As the season draws to a close and we lay up our boats, please remember the laying up supper and think about next year's season.

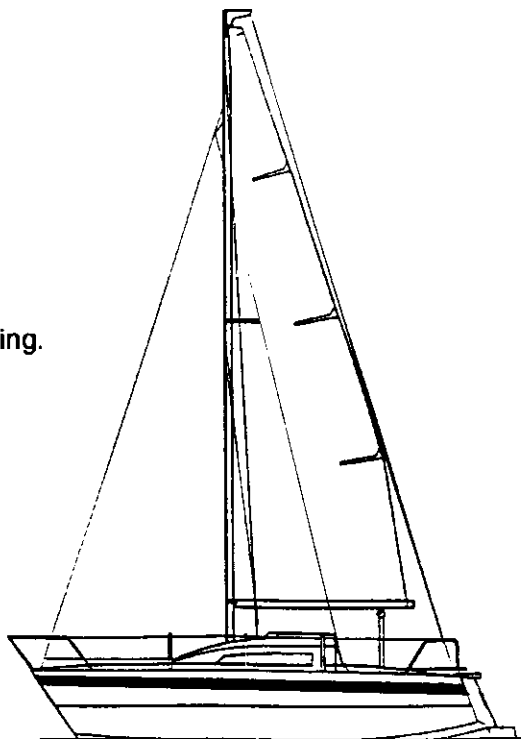
We must close now and wish everyone a very happy Christmas and hope santa brings all the goodies asked for by our Swifts!

WELCOME

During this year we have had many new members join our association. We would like to take this opportunity of welcoming them to the club.

Nick & Teresa Barlow (991)
J C Turner (115 Uhuru)
John Gorrie (21 Vino de Verano)
C G J Dailey (118 Midge)
Ken Sumpter (155 Summer Bird)
Nigel Comben (333 Lara)
John Kinsey (330 Celerity)
George and Elizabeth Gradon (211)
Ron Brooks (996 Rag Tag)
Charles and Emma Bartram (119 Guilia)
Ted Clarke (43 Majari)

Can we wish you many years of happy sailing.



LAYING UP SUPPER!

South Coast Laying-Up Supper

Once again we have chosen the Hilton National Hotel, Basingstoke for this year's laying-up supper. Details are as follows:

Date: Saturday 11 November 1995

Time: 8.00 pm

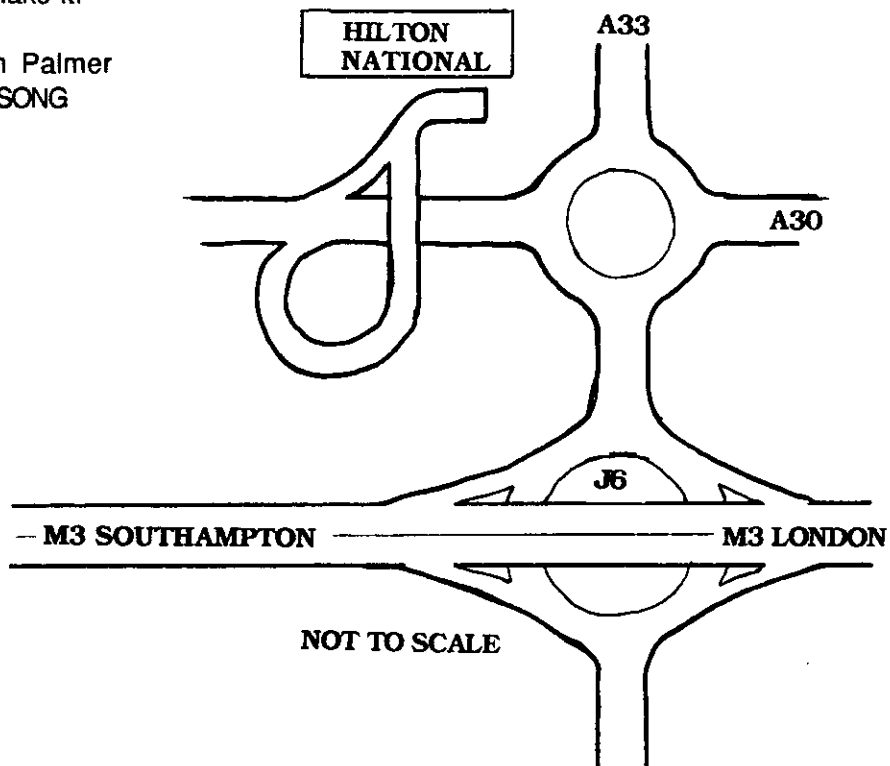
Place: Hilton National Hotel
Old Common Road
Black Dam
Basingstoke

Tel: 01256 460460

Cost: Carvery at £15.95 per person

A provisional booking for 30 is held, therefore, please let me know as soon as possible so that numbers can be confirmed. A non-refundable deposit of £5.00 per person will be required - please make cheques payable to Hilton National and forward to me with your confirmation. I hope that most of you can make it.

Alison Palmer
WINDSONG



SWIFT RALLY - 12/13 AUGUST - HYTHE MARINA

Participating yachts and crew

Charisma: Karina, Roger and Lance Pigden (plus friend)

Catriona: Val and Mike Knowles

Tich: Catrina and Colin Jones

Havoc: Claire and Colin Bellamy

Tinkerbelle: Eileen, Brian and Donna Adams

Pollyanna: Janet and Lawrence Peacock

Windsong: Alison, John and Jonathan Palmer

On Saturday 12 August at around 10.45 am, 6 Swifts left Bucklers Hard slipway, en route for Hythe Marina. Despite a forecast of yet another sunny day, the air was quite cold and the Isle of Wight still remained shrouded in mist. However, the wind was a nice F2 - 3 W, and this coupled with a spring tide gave us a relatively fast sail to Calshot Spit, where we then joined up with Pollyanna. Our sail up Southampton Water was as hectic as ever, sailing close-hauled amongst the large number of vessels which exit there, and some of us surfing through giant waves from one particular tug boat!

Once through the lock gate at Hythe we all settled into our reserved berths, enjoying some cruising chat, cold drinks and soaking up the now very hot sun.

Charisma were on a short stay only, and so after a quick lunch they left at 3.30 pm. It was a shame that they missed out on the water fight which followed - Janet, Lawrence and Claire trembling at the end of a finger pontoon, with Jonathan pointing a loaded water hose at them. Most of us got wet!

Later on that evening, the remaining 14 of us enjoyed a good meal at Hobbits bistro, finishing the evening with a few drinks. We all slept well that night!

On Sunday morning we awoke to blue sky and hot sun streaming into our cabins - wonderful. Some of us went walking, whilst others lazed around or did some fishing. Coincidentally, it was the RNLI raft race at Hythe that

morning and we were treated to a RNLI/helicopter rescue display. Whilst admiring the multitude of home-made rafts arriving for the big battle. Unfortunately the tide beckoned and so at 12 noon we all locked in for the big battle. The wind was NW F3 - 4, giving us a lovely downwind sail most of the way, followed by a broad reach on the last leg.

We all recovered around 4 pm (except Catriona who extended their stay - heading for East Cowes). Another good weekend - thanks to all who joined us.

ALISON PALMER

SINK DRAINAGE AND FRESHWATER

Trying to balance a bowl of water to throw it overboard is a disaster waiting to happen. My mind conjures up tripping over the dog and landing in a heap on the floor, transforming the interior to a bath.

When we bought "Tarim" our pump was fed by a freshwater container held under the sink and the exit consisted of water being fed into a second waste container by the drain.

Since my complaints to Ivan and my refusal to use the pump and drain, Ivan has since designed a sensible solution to my problem.

Ivan has fitted an overboard drain which is plastic tubing connecting the drain in the sink to the overboard drain positioned just above the water line. Also we now have a two gallon container under the sink with a door hatch positioned on the side to gain access. All we need to store is a funnel and a small length of tubing in order to transfer water from a gallon container used for topping up the static two gallon container.

I am pleased to report this has worked extremely well and Rosemary and I are well and truly satisfied with the results. We now have ample supply of freshwater without the hassle of balancing containers over a glass!

DENISE KIRK

SUPASWIFT - NUMBER 8

We purchased our Swift 18, 'Supaswift' four years ago, although she is an 'old lady' in terms of her age, she is still in very good condition. The only repair we had to perform was replacement of the two bent, stainless steel bottlescrews. I could not work out how this amazing feat of strength has been accomplished until two months later, with two brand-new bottlescrews and a mast that wouldn't go up that last few inches despite using brute force and the trailer winch. I found out!

The only modification I have made so far is the addition of a topping lift which came about after reading an article in the Swift magazine. Not only does the modification mean easier sail handling but reduces "sore heads" syndrome when the mainsail halyard is released at the end of the day.

Nicola and I sail our Swift on Rutland water, the great advantage with Rutland is that it is accessible at all states of tide and you are only 15 minutes sailing time from the nearest pub. The disadvantage is that in order to get out of the main body of water you must negotiate a starlem course of moored boats without an engine (Club Rules), together with variable winds, and in our case, a set of old sails which have stretched enough for us to turn into a large marquee when we have finished.

If you had ever any doubts about buying a Swift 18 they are quickly dispelled when at the end of the day, boats have to be recovered onto their trailers. I have to admire the bravery of people as they attempt the recovery of a three ton, four foot bilge keeler onto a modified Tesco's trolley. The Swift, with her shallow draft, effortlessly glides onto her Bramber trailer, much to the envious glances of the bilge keel owner. I have found, however, that I seem to spend more time maintaining the trailer than the boat! Will the day ever come when a fibre glass trailer is produced?

NICOLE AND MARTYN AYRES

Editors Note

To stop bottle screw capsizing and bend, hold vertically to the life line with a elastic bungee cord while you raise the mast.

PS How about holding a Swift Rally next season? All you need to do is set a date. I am sure others will join you or even trail.

TRAILER TROUBLES

After lots of searching for a suitable boat, we decided that the Swift 18 was the most sensible, especially bearing in mind Rosemary was only a few months old, and we did not really know whether Rosemary would take to sailing.

The next step was to find a suitable Swift. After replying to lots of advertisements and finding boats sold, we eventually tracked two Swifts at Nationwide Boat Sales. One had unfortunately been sold, but there on the trailer was the second Swift. It was clean tidy and basically equipped (motor, sails and one warp.) I questioned the trailer as it did not have brakes and also the trailer was different from the trailer with the sold Swift on it. The sales person assured us it was OK, and Denise was in love! and instantly signed a cheque and arranged pick up the following weekend.

At home I was unhappy about the trailer, so I telephoned the police. They informed me that you can tow 750 kg if your towing vehicle has a kerbweight of almost 2000 kg. Most cars are around 1000 kg, so brakes were needed. I contacted Nationwide, explaining their error, and they agreed to provide us with a braked trailer for an additional fee. Fortunately the second trailer was in better condition than the first. I collected the Swift and set to work to equip the boat for the season.

Our first outing was to trail to Buckler's Hard, this provided us with an easy launch and excellent sailing. However recovery proved to be difficult and took 1 hour, 3 people wet to their necks and a Landrover! (photo see Newsletter No 49)

The trailer was altered with more rollers and supports. Our next launch was at Plymouth again easy to access the water but this time recovery took 2 hours, again wet to my neck, but I didn't need a Landrover.

Later we launched at Kingsbridge in Devon and all went well, but whilst sailing we noticed a crack in the web at the back of the keel box. This was very worrying as to its cause and effect on the hull. Recovery took an hour again and only wet to the waist this time! During our last outing of that season (Bucklers Hard) I discussed my problem with other club members, whereby this crack opened on the trailer but closed on the water. (Launch OK recovery wet again and assistance needed.) Obviously the trailer was at fault. Denise and I made a decision that the trailer would go. SBS gave a suitable quote and their trailer specification was designed for the Swift. I collected the trailer, adjusted the docking arms and went to a local slip on the River Thames to swap the hull. The change was easy and no one got wet and no Landrover was required.

By adjusting the hull rollers and using a jack between the cockpit floor and the tray underneath the cockpit, the crack was closed. I glassed it in and fitted a well braced supporting strut from the cockpit floor to the web. This made the cockpit feel more secure to the step into and has worked well for two seasons now.

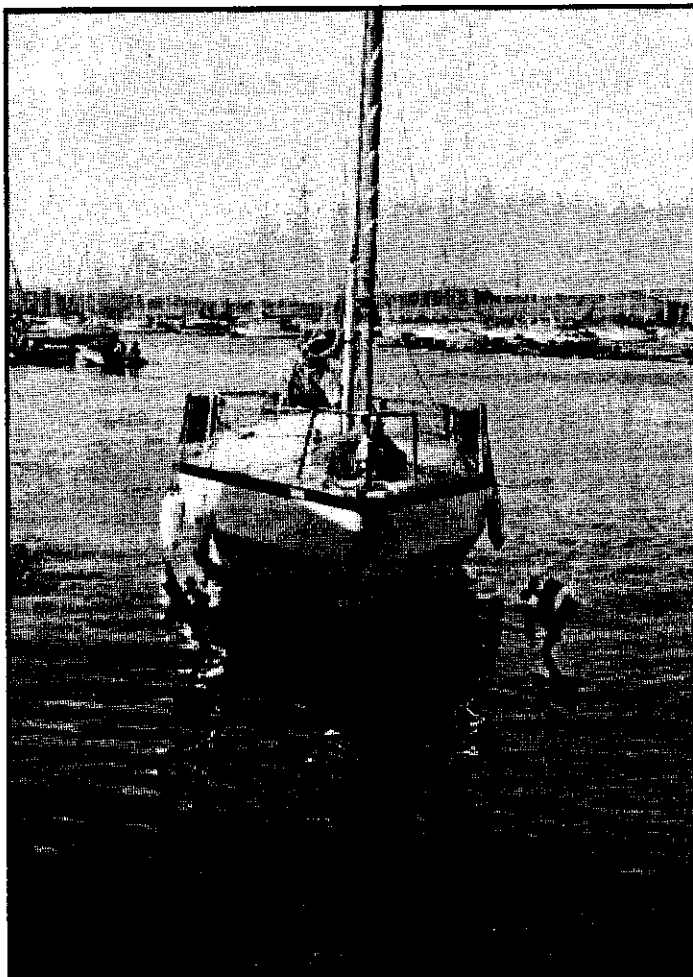
The new trailer is fully galvanised with rubber torsion suspension, even the brake parts are Hammerited.

Launches proved easy and recovery simple. Denise has no more nightmares about recovery! The second time using the new trailer, I drove the boat onto the trailer, clipped on the winch, stepped off, winched the last foot and was pulled to dry land. No wet feet! And no assistance needed!

We have now adopted this technique for recovery running the trailer into the water on a very thick tow rope when the slip is too shallow.

The Photo is of recovery at Mylor on the top of a Spring Tide. The car was not on the slope of the slip owing to the height of the tide!

IVAN
KIRK



SOLENT PRISONER : Can you escape?

WHY GO?

A rough salt encrusted fellow once gently chided me in the pub at Wootton saying that surely I wasn't one of these sailors who never left the Solent. He had just sailed single handed down the East Coast.

As a whole the large fleet of Swifts at Bucklers Hard seem to do more sailing than most boats which remain firmly tied up in the marina : but having left Bucklers Hard many do not often escape from the Solent.

Added to that my father lives in Littlehampton and I have long wanted to visit him by boat rather than via a traffic jam.

WHY NOT TO GO?

Now Littlehampton has an innocent sounding name and the sandy beach in summer is as pleasant a seaside sight as you'll ever see. It's just out of the Solent to the east and second left, first left being Chichester. Alas there are a number of features that might put one off. The tide entrance is a narrow channel with a vicious ebb. At low tide there is almost no water and the place cannot be entered at any time at all in strong winds from any southerly point. If you happened to be too late to enter on one tide you could either wait outside on a bleak featureless coast with no shelter or consider going on a great distance to Brighton or Shoreham. All this assumes that you managed to get there in the first place. The other little problem is the Bill not me but Selsey Bill, a low lying headland with miles of shallow rocks beyond it to seaward.

There are two ways to round the Bill. The first is to go inshore through the Looe channel. This is a much shorter route bound to be favoured by slower/smaller boats such as a Swift. The Looe lies about 2 miles offshore and is marked by two buoys, "Boulder" and "Street", between which you **MUST** pass. If you fail to identify these either turn back or read the Bible. The Looe is surrounded by currents and eddies that will try to suck you onto the rocks on the calmest of days if you stray from course. In poor visibility, at night or any considerable sea the channel simply cannot be used by the sane.

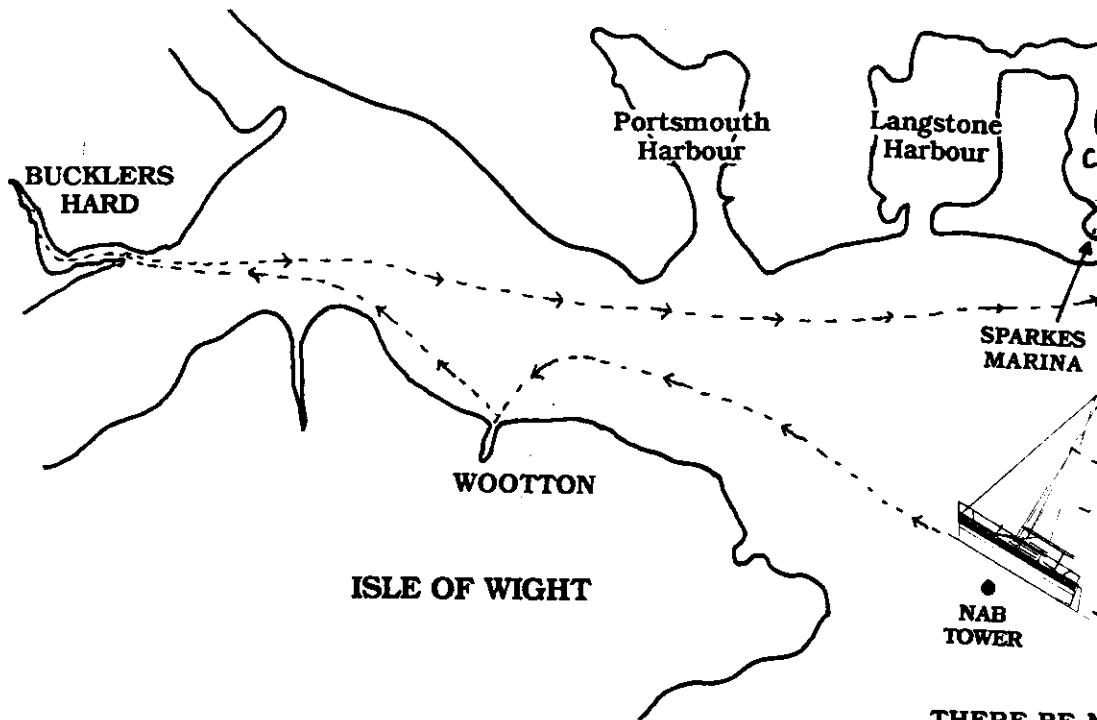
The second route is to pass offshore of the Outer Owers, this is much longer as, starting/ending at Littlehampton the Owers are to be passed ten miles out to sea. From the Bill the Owers extend about six miles to seaward.

I suppose the final reason not to go is that since our winds blow more from the west than the east, if you make it you face the daunting task of sailing back to windward.

Let me take you back to the night of Monday 4 September '95. I was well pleased with our passage to Littlehampton : a goal achieved at last, and about to tuck into a good bottle of wine and more.

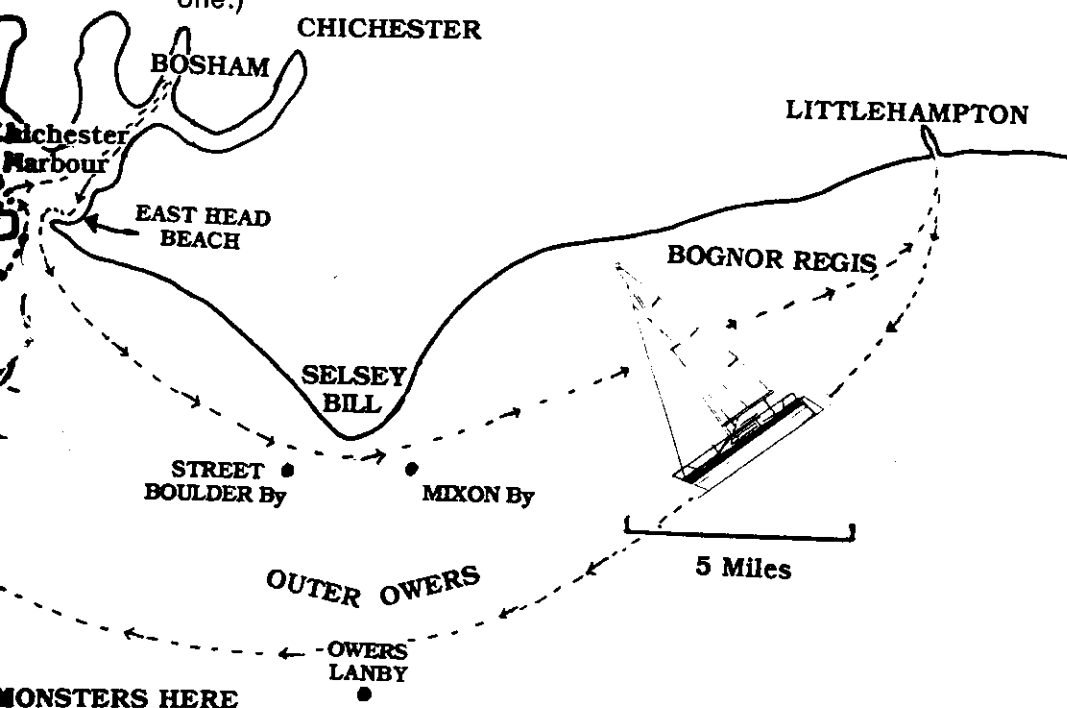
Angela, the boys and I sailed from Buckler's Hard on Friday night and anchored for a blissfully peaceful night as low down the river as is allowed by the power cable below Inchmery House. On the Saturday morning we arose to watch the birds about Gull island and left after a splendid breakfast to run under spinnaker in a gently rising breeze down the eastern Solent.

Just one incident to report en route. We were all a bit surprised by how rapidly the wind rose to one of the "30-40 knot gusts in thunder storms" that had been mentioned : the coastguard went as far as to broadcast to all ships that we should hang on (what else?) because it would only last 20 minutes. During this time vicious rain fell and a houlie blew, visibility dropped to well nothing if you wear glasses like me and may be 50-100 yards for the sighted. Yachts and ferries loomed out of this murk on any odd wild course; sailing, motoring, hove-to, bare poled , under control, not under control; their chaotic courses and close range making helming a nightmare. To add spice to the event the VHF was humming, within ten minutes there were calls to announce a flare sighted, a boat lying low in the water, some dirifting bottom-boards and finally the most emotive and distressed voice I have ever heard announced to the coastguard that he has a dead body alongside and unable to recover, near to No-Man's Land Fort.



Well five minutes after that the sun shone and it was light wind that I could barely steer. We sailed to Chichester for Saturday night at Sparke's excellent marina. Sunday was spent inside Chichester, going over to the beach at East Head to anchor and sun/rain bathe. For Sunday night we sailed up to Bosham. This is one of the prettiest villages in the harbour and the pub does food a cut above the average pub. A Harbour Masteer's launch we spoke to on the way up advised us to just pick up a vacant buoy as the Bosham HM was unlikely to be around. We found a buoy very close in to the village without trouble.

Alas Angela had to return to work for Monday so the boys, Mark aged 10 and Jeremy aged 8, and I continued to sail : its a hard life. Fair winds ran us through the Looe to Littlehampton without any problems on Monday. And so, we were at my father's house on Monday night about to hit the vino when I decide to update our long range weather info. Having left a whole week free for the return trip I felt sure of hitting a weather window somehow but first I wanted a day of rest. Well Tuesday was force 4 west, Wednesday, Thursday and Friday westerley gales! and who knows after that? OK change of plan : total sobriety, rise 5 am Tuesday to catch tide and go with determination for the shelter of the Solent. That meant returning two outward days journey in one day and to windward. It would be about 21 miles back to Chichester but that would not solve the riddle of getting from there to the Solent in a westerley gale the next day so I would have to make it to, say, Wootton, about 28 miles. The alternative was to leave the boat in Littlehampton at great cost for who knows how long and face the thunderous disapproval of my co-owner, who shall be nameless but is known to many of you. (NSPCC supporters please note that with such bloody-minded determination on board I did decide to leave the boys with Grandpa for this one.)



5 am on Tuesday was too early but otherwise just about OK as days go. Heading out from Littlehampton and catching the westbound tide I contemplated the wind against tide effect in the swirling chaos near the Looe channel and after a chat to the coastguard decided that the offshore route would be safer, after all it only lengthened the passage to Wootton to close on 40 miles. Given the problems of re-entry to Littlehampton I worked on the ideas of having two hours to abort the trip if conditions were too bad. As it happened the force 3-4 WNW (that's right on the nose if you are not a local) over a Neap tide was quite manageable.

Sailing alone for eleven and a half hours is a wonderful way to spend a day. For a start there is nobody on board to winge about when you are going to get there or the stupidity of having set off in the first place. The relief of finding the buoy off the Owers, after sailing ten miles toward France, was quite orgasmic and I rewarded myself with a bar of Cadbury's. With half hourly plots, sailing and a strict timetable of food and drink rewards I found myself occupied every minute and if anything needed more time.

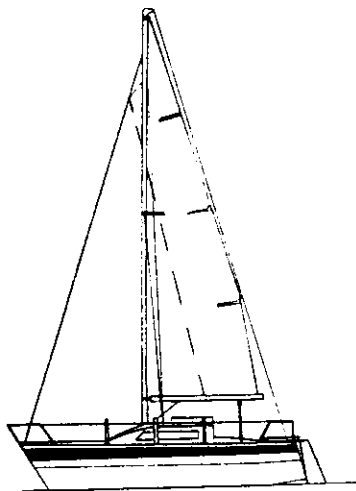
The only hard part of the trip was a squall just off Portsmouth (again!) which held me still over the ground for half an hour pushing wind and tide. Finally squeezed up into Wootton for the best pint I've ever had!

Log summary:

Friday 1/9/95	Bucklers Hard to anchor in Beaulieu River	2M
Saturday	To Sparkes', Chichester	21M
Sunday	To Bosham	4M
Monday	To Littlehampton via Looe	27M
Tuesday	To Wootton offshore of Owers	39M
Wednesday	Return to Bucklers Hard	11M

TOTAL 104 Miles

BILL EVANS
"SOLO" SWIFT 199



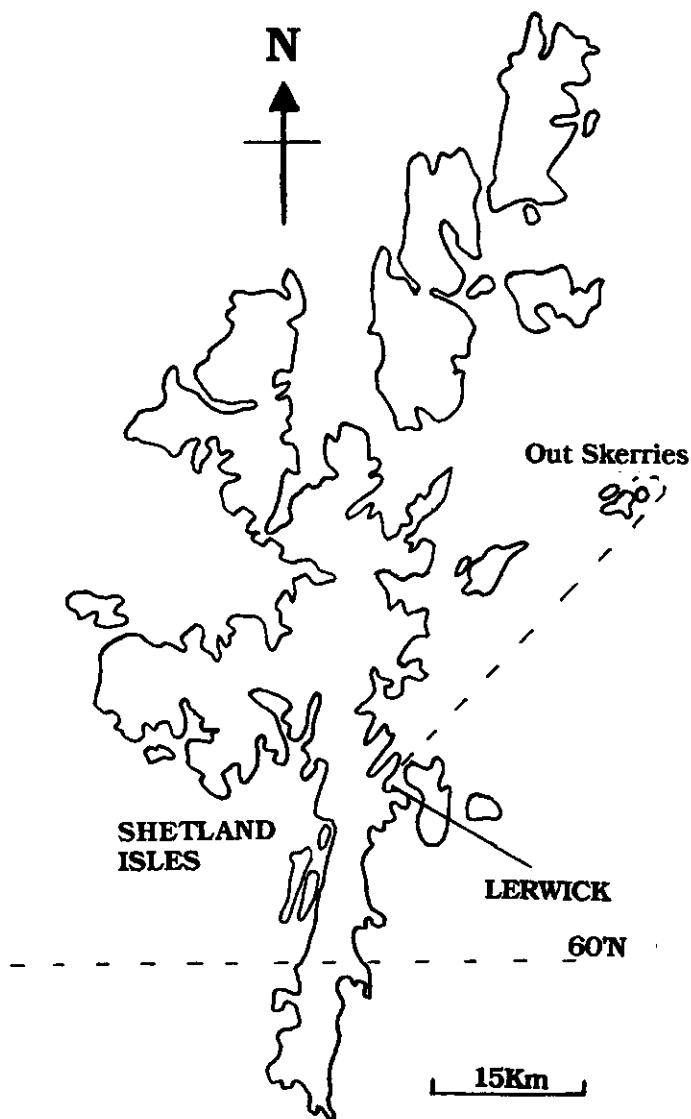
RAINGOOSE GOES NORTH

Raingoose's home port is Lewick, a busy little commercial and fishing harbour, and also the capital of Shetland. (Raingoose is the Shetland name for the Red-throated Diver whose call is said to portend rain, usually an accurate prediction in these latitudes.) She nestles at her pontoon berth only five minutes from our house so there is no delay after a day's work getting on the water for an evening's sail, taking advantage of the 'simmer dim' - the nights in summer which never get dark. The sheltered waters of Lerwick harbour are big enough for a potter if time or the presence of junior crew does not permit anything more ambitious. The coastline of Shetland is hundreds of miles long if you straighten out all the deep inlets called 'voes', the rocky headland, the sandy beaches and the numerous small islands and skerries. Peaceful anchorages can usually be found readily although one may have to share with the salmon cages now common in Scottish Waters. Tides flow with some strength round headlands or in the sounds between the bigger islands but away from these areas can usually be discounted and the tidal range is small. Shetland is reached by car ferry from Aberdeen and any Swift owners who would like to tow their boat north for the ultimate in British trailer-sailing experience are welcome to contact me!

I have enjoyed and admired Keith Jacques' account of his Skye and Mull cruises. Like him I often sail on my own; I too use a length of shock cord hooked to the toe-rail each side of the cockpit and round a cleat under the tiller as the auto-pilot. On the wind the boat will often sail herself for some time if conditions are right. Sailing to the Out Skerries last summer however I had as crew Alastair, radio ham extraordinaire who wanted to transmit from the islet known as Bound Skerry on which the lighthouse of the Out Skerries stands. This is compact though rather isolated group about 20 miles by sea north-east of Lerwick. The lighthouse stands on a separate square of the national grid so radio ham transmissions from there are highly prized. Raingoose was loaded up with transmitter (heavy), battery (heavier), and Alistair (heavier yet) as well as the dismantled dipole aerial and aerial tower (home made by yours truly 3 m long in two halves to fit into the cabin.)

We set off after lunch on the Friday afternoon taking the direct open sea course outside the string of rocks called the Stepping Stones. The wind was about a 3/4 Westerly giving perfect reaching conditions allowing us to average 5 knots for the trip. The unknown factor in the expedition was the landing stage serving the lighthouse on Bound Skerry. Could we safely tie up and unload the unwieldy radio gear? It turned out to be a slippery concrete and iron affair, awash in the swell. Landing was clearly

impossible. Unfortunately we were now being blown into a narrow blind-ended pool: sweaty moments for the skipper with the trusty Yamaha in full revs astern until we pulled clear. (Heavily laden the transom was well in the water making reverse progress difficult. I should have sent my crew forrard.) Disappointed we went round to enter the north mouth of the Out Skerries harbour where we tied up in a vacant visitors berth in their small pontoon. Out with the radio gear, up the hillside withit; Alistair pitched his tend andspend the next thirty six hours calling the world.

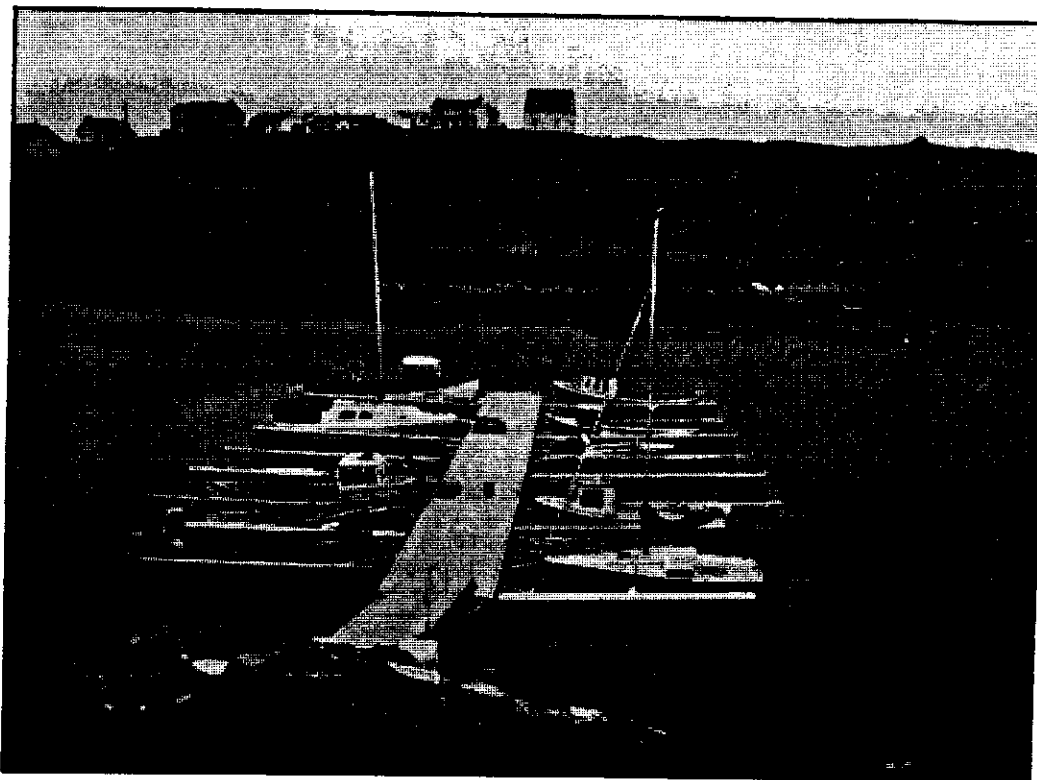


Sunday we had to get back to Lerwick. The weather was overcast and less settled, the wind when we set off a light easterly. Another broad reach! Things were not so simple however as the wind rapidly freshened and the visibility dropped with rain. Luckily I had plotted before hand the compass bearings for the trip and I tried to steer a course as best I could as Raingoose bounced from wave to wave. The wind felt like a Force 6, although of course it may not have been. The weight of cargo and crew now paid off as Raingoose did not feel over pressed and we surfed down the waves. My main anxiety was the accuracy of my steering as there are a number of rocks in the northern approach to Lerwick harbour. We emerged from the mist on track however and before long were safely on our pontoon. The wind was already dropping and it was soon a pleasant sunny evening with only a dripping crew and chaotic cabin to remind us of the trip.

On a serious note I find navigation on a Swift sized boat very difficult at least as far as chart-work goes. On this trip my crew did not want to take the helm in the windy conditions so I had to steer all the time, precluding any practical pilotage other than by compass. Do any other readers have tips about how they cope with small boat navigation?

ANDREW COOPER

Raingoose on the pontoon in Out Skerries Harbour.



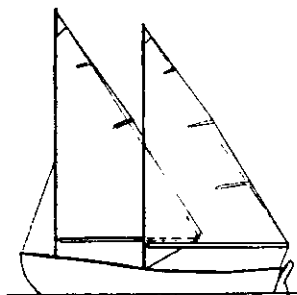
ROSEMARY'S PAGE

Unfortunately, I did not receive any drawings from my competition, and therefore wonder if there are any more little ones out there! If you do exist, I would love to hear from you. Perhaps you are learning to sail in a small dinghy. I would love to hear about your experiences, as I am very keen to learn especially after trying out a topper with my dad. My mum said I need to be prepared to spend more time in the sea with my life jacket on, and it was not for the want of trying that Jonathan Palmer one weekend kept trying to persuade me. I am still a little nervous, but next summer Jonathan you won't be able to get me out of the water!

I have certainly experienced some super sailing on our Swift 18, Tarim this season. Whilst staying at Mylor Marina, one evening with my friend Daniel and his parents Caroline and Stuart, we all sailed to Falmouth to watch the fireworks. At the end of the Falmouth Classics Regatta. It was a wonderful sight, and the atmosphere towards the end was marvellous, there was obviously many other boats out there watching too and the fog horns were blown to celebrate the climax. Stuart found ours and joined in the fun! At the end, we returned back to Mylor, feeling sleepy. Dad enjoying the night sailing.

Most days we managed to sail Tarim, albeit three days due to strong winds. We either sailed on our own as a family or with our friends, each time very different. Another great thrill we had was mingling through the Cornish Working Boats. I learn't a few nautical terms from my mum! (especially when she covered her eyes!)

It was a shame to return home after such a wonderful time. I shall now be pressurising mummy and daddy to take me away as much as possible next season.



TECHNICAL TOPICS

Keels

One part of a Swift makes me feel uneasy and that is the centreplate. Out of sight and largely inaccessible yet subjected to large stresses in a strong wind or heavy seas. I lubricate the screw-jack mechanism as recommended by winding it up into the boat. The inspection cover on the side of the case is unmoveable. Should I be checking the main bolt round which the pivots? If one does try to withdraw it with the boat on the trailer do the boat and plate remain in alignment for the reinserting it? Is there any practical and easily achievable way of completely removing the plate for shot-blasting and re-epoxy coating? If there are answers to these questions I would be pleased to hear them.

ANDREW COOPER

Sails

Most Swifts I see have roller reefing genoas which are easy to handle reef and store on the spar. But when well reefed are as efficient as an old sheet. The main reefs well and the second reef is quite deep.

A storm jib would set much better and be far more efficient in a blow. But how can I rig one and keep the roller genoa? How can tension be kept on the luff and how do I lead the sheets? If anyone uses a storm jib, how do you fit it and does it work? Please let me know!

Carrying the Dinghy

If not using marinas all the time you must have a dinghy (Tender).

We have an Avon Redstart, the problem is where to store it? The oars and pump can go in the stern lockers but what about the rest? If it is inside it is always in the way especially at night.

We have taken to strapping the dinghy to the foredeck in front of the mast. As long as we tack carefully the sheets don't catch.

Has anyone any other suggestions?

IVAN KIRK

LAUNCHING SITE GUIDE

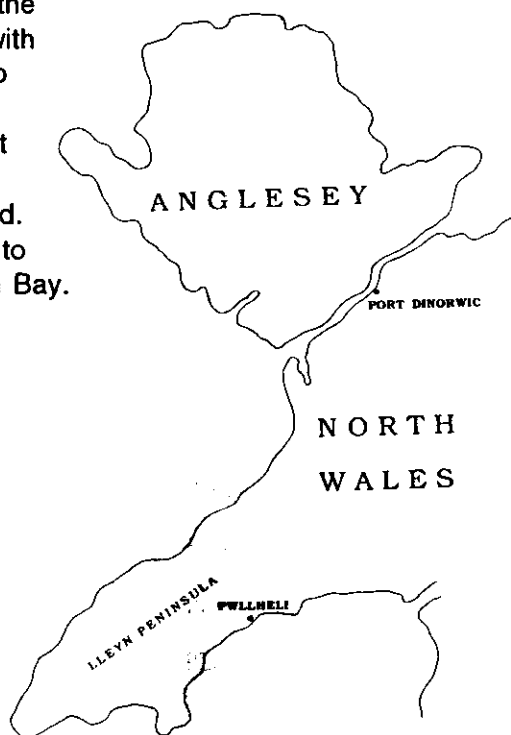
The following has been supplied by Phil and Linda Smith

Port Dinorwic Yacht Harbour, Gwynedd, North Wales

Concrete slip into a sheltered dock available at least 2 hours either side of High water. Fairly steep slip not exposed to tidal flows or crosswinds. Good access to Menai Strait, Anglesey and North Wales coast. Secure pontoon berths available, toilets, showers, etc. We rate this one excellent. Trailer and car parking not in compound but supervised. Contact Port Dinorwic Yacht Harbour, Tel 01248 671500

Hafan Pwllheli, Pwllheli, Gwynedd

Fairly wide concrete slip into Marina available 3 hours either side of HW. The tide doesn't run too rapidly but the slip is quite exposed to crosswinds. There is nowhere to tie up close to the slip so the boat must be launched with the engine running. The slip is also very busy and the powerboaters couldn't understand why we weren't very keen on launching "two-up"! Trailer and car parking in compound. Full marina facilities. Good access to sailing in northern part of Cardigan Bay. Contact Hafan Pwllheli, Tel 01785 701219



Association officers 1995

HONORARY OFFICERS:

Secretary:

John Palmer, 14 Cranston Close, Keens Park, Guildford, Surrey GU3 3HL.
Telephone: 01483 234286

Newsletter Editors:

Denise and Ivan Kirk, 8 Robinsgreen, Covingham, Swindon, Wiltshire SN3 5AY.
Telephone: 01793 613922

Treasurer:

Chris O'Brien, 74 Hillcrest Road, Bromley, Kent BR1 4SD
Telephone: 0181 857 1172

REPRESENTATIVES:

TECHNICAL INFORMATION

Alan Murphy, 8 Malibres Road, Hiltngbury, Eastleigh, Hants SO5 1DT. Tel 01703 253008

SCOTLAND

Doug Angus, 21 Binghill Drive, Milltimber, Aberdeen AB1 0JE. Tel 01224 732632

SOLENT AND SOUTH COAST

John and Alison Palmer, 14 Cranston Close, Keens Park, Guildford, Surrey GU3 3HL.
Tel 01483 234286

MIDLAND AND RUTLAND WATER

Mike and Elaine Downes, 45 Rectory Lane, Thurcaston, Leicestershire LE7 7JR.
Tel 01162 365329

VACANCIES FOR THE FOLLOWING AREAS:

Northern England and Lakes, Wales, East Coast, Southwest England.

Zinc based
Aqua lube

Duckams 'Keenol'

5227

Shoes (available)
Bearings

TRAILERS FOR SWIFT 18,20 & 23

The original Swift 18 Trailer from SBS now numbers over 200 and is available at special price to all Swift owners enclosing a copy of this advertisement.

Trailer Specification includes:-

Fully galvanised chassis and axle - 16 adjustable hull support rollers
Docking arms with rollers - Recovery winch and strap
13" wheels and tyres - 1150Kg gross capacity
Extending lighting set with full rear lighting

List price £1468.75 including V.A.T.

Swift Owner Association price £1320.00 including V.A.T

Piggy Back trailers - Launching trolleys - All types of trailer also available.

Send now for details

SBS LTD. WODEN ROAD, WOLVERHAMPTON WV10 0AS

TEL: 01902 455655 FAX: 01902 453760