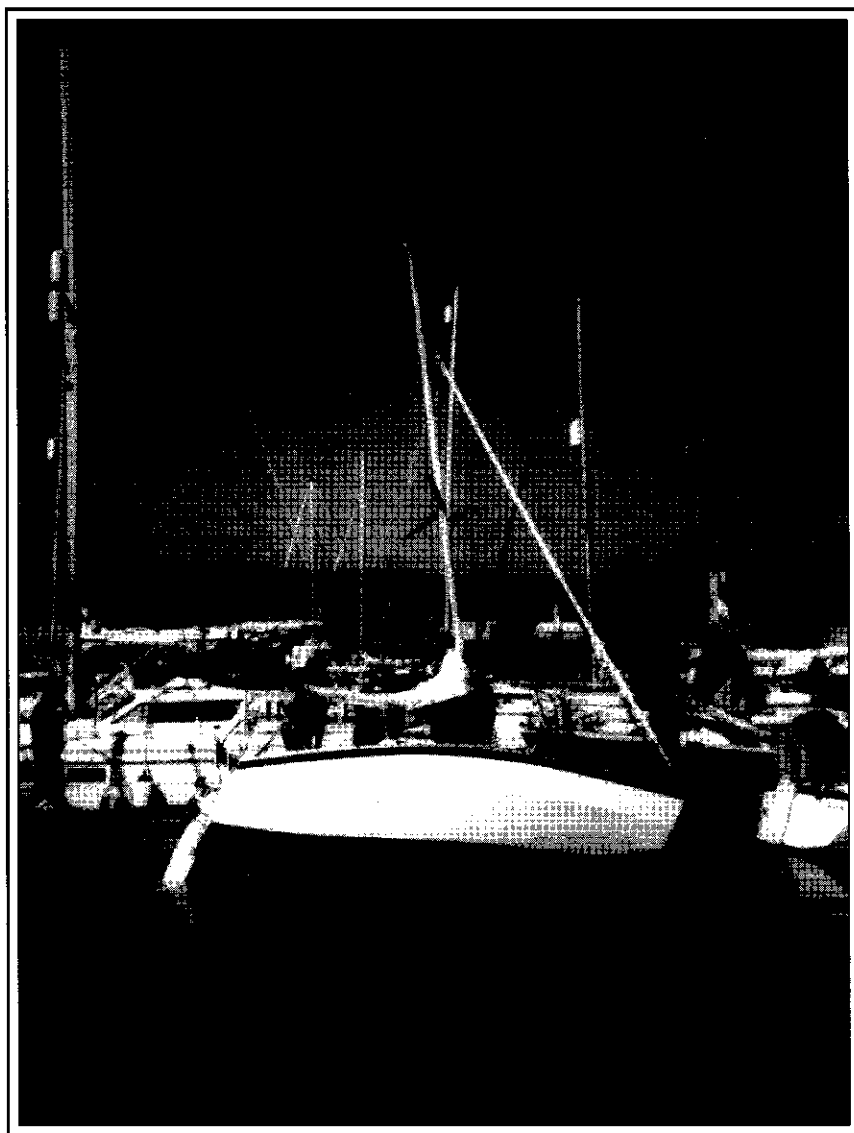


# SWIFT

*The journal of the Swift Association*



NUMBER 54    JULY 1996

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## EDITORIAL

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For the Kirk household, we have certainly had a few dilemmas over the past couple of months. I am sure that many Swifties will relate to them. Firstly, as Rosemary grows older, and our weekends away become more frequent, we have been discussing 'The Question' Do we sell our Swift and go bigger? and secondly, what do we go for? Thirdly we are attached to our Swift and really do not want to see him go. During the month of May we decided to taken my nephew away, to give him the opportunity to experience sailing, I was rather worried how we were going to cope with two adults, and child of 4 and a guest aged 12, and the dog. Surprizingly to me, we managed extremely well and had a great weekend, even though we were stranded in Cowes due to high winds. This made the situation worse for us, as we have a great deal of confidence in our Swift and have become even more attached. However, the question still loomed over us, we enjoy sailing and is now the time to move on? Our response was yes, but the Swift is still brillant and do we really want to sell him.

After seeing John and Alison Palmer, happy with their Hunter Duette, and obviously envious of the size, we still pondered the thought - going bigger. We had looked at Janet and Laurence's Parker 21 a couple of times and felt this would be a logical move.

To our surprise, Alison and John had been approached regarding any Swifts on the Market and recommended that the person contact us, as ours might be for sale. There were two grown adults, both hit by a steam roller. We told the gentleman, that we would need time to think about it and to contact us later, which he did. Well under our own steam we began to explore possible Parker 21s and Hunter Horizon 23s. Again the question - What do we go for? What do we want from our sailing? We love the Beaulieu area, we have made some great friends who we would like to still continue saifing with. We also would like to explore other areas going slightly further afield.

Well we have done it! We should have by the time you see us at the next Swift Rally a Hunter Horizon. The only snag now is what do we use?

Oh by the way, we will still have the same name of the River which runs through the Black Mountain of China - TARIM.

If you know of anyone wishing to buy a Swift, please do not hesitate and let them have our number. If you are the gentleman who called us, then perhaps you could give us a ring as we do not have your number.

Well our season certainly started well. Ivan and I are absolutely exhausted with all the decisions we have been making. We are extemely sad to be loosing the Swift but we are looking forward to are new adventures.

Well that is our news, and now back to the mag. Unfortunately, the magazine this month is very limited as we really have little, to no copy at all. So please, please let us have lots of your news, adventures and technical information, is really needed, as you will see.

We all had a superb May bank holiday weekend for the first Swift Rally and ended up having a party on the pontoon outside John and Alison's Hunter Duette. Tut... Tut...

The second solent rally we decided to duck out of due to the weather warning. We must say that on the Saturday (25 May) Ivan and I sat in the garden feeling quite peeved. However, gloated on the Sunday as the weather turned wet.

A special welcome to Janet and Gerry of Gulliver and Windsong's new owners: Terri and Roy. We also welcome Trevor Roberts from Merseyside. We hope you have many pleasurable and safe hours with your crafts, which we are sure you will.

We hope to see you during the summer months and wish you all happy sailing.

DENISE KIRK

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## **Treasurer's Comments**

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This is the last NOTICE in respect of subscriptions. Please ensure that these subs have been paid, otherwise this will be your last newsletter.

CHRIS O'BRIEN

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## **HELP, FOR SALE AND WANTED**

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### WANTED

Spinnaker for Swift 18. Telephone Jim Crick 01635 253134

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# ULTIMATUM

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## THE SWIFT ASSOCIATION

We need to explore the future of the Swift Association.

Prior the last AGM, we had no volunteers to take the position of Secretary, of which Ivan stepped in to save the position. However, with our new purchase of a Hunter 23, the Association will need a new Editor and Secretary starting at the AGM 1997. Ivan and myself are prepared to continue with our existing term of office, but replacements for the positions will be needed.

Should you be interested in taking on either of these two roles, please do not hesitate to contact us and we will gladly discuss the situations vacant with you.

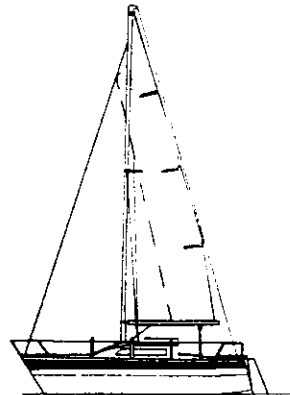
Personally, I would feel very sad to see the Association fold, due to lack of interest, Ivan and I have over the last four years received so much from the Association in respect of friendly help and advice, friends and the sheer pleasure insailing and discussing topical issues concerning the Swift over a drink! I feel without the Swift Association my love for sailing would never had developed. This experience I would like to see passed on to all future Swift owners.

The existing problems at the moment are lack of copy (as can be seen from this magazine) and secondly we need 2 individuals willing to take on the the 2 jobs.

The vacancies will remain open until the end of October, but if no one comes forward, we have no option but to wind up the Association at the next 1997 AGM and the January magazine will be produced in March 1997 and this will be the final copy.

I am writing to urge you, if you can do any of these jobs please, please let us know. The future of the magazine and Association will depend upon it.

DENISE KIRK



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## RALLY EVENTS

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### MID SUMMER RALLY

Saturday 20 July - Leaving Buckler's Hard heading for Keyhaven

Sunday 21 July - Leave Keyhaven and return to Buckler's Hard

### SUMMER CRUISE

Saturday 3 August - Ashlett Creek for Lunch, Hamble River Saturday Evening

Sunday 4 August - Return to Buckler's Hard

These dates are set but the venues may change depending on the weather. For more information, please telephone me.

Swifts from other bases are welcome to join us at destinations.

ALAN PROBYN

SOLENT AND SOUTH COAST REPRESENTATIVE

### RUTLAND WEEKEND

26th - 28th July

There will be a rally at Rutland Water Friday 26th July to Sunday 28th July. The full details are not available as yet but the weekend will include sailing and a social gathering on the Saturday evening. There is the possibility of including camping or accommodation and sharing boats. Rutland offers a large lake to sail on with many places of interest around its 25 mile border.

For more information contact MIKE DOWNES Tel 01162 365329

### END OF SEASON FLING

Saturday 14 September - Leave Bucklers Hard for Yarmouth

Sunday 15 September - Leave Yarmouth for Bucklers Hard

Please contact Denise or Ivan for more details.

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## SWIFT RALLY - Mayday Weekend

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### SATURDAY

The rally season got off to a bright start in sunshine but with a very cold wind. It was hot water bottle at night, at least for the First Mate of Catriona, it was!

While the Swifties got their boats in the water at about 1 pm we had a suitably saluted "sail past" of SAIORSE (Hunter Duette), the new pride and joy of the Palmer crew.

The fleet was:

- \* Alan and Lesley Probyn in Helise ... Our Leader
- \* Ivan, Denise and Rosemary Kirk in Tarim
- \* Gerry and Janice Booth (Welcome new members!) in Gulliver, which is to be renamed .....
- \* Mike and Val Knowles in Catriona

Also in their "posh" boats:

- \* Lawrence and Janet Peacock in Pollyanna
- \* John, Alison and Jonathan Palmer in Saiorse, which we are all trying hard to pronounce!

Took lots of snaps of each other on the way down the Beaulieu River. Then with a mixed and fitful wind, sailed to Yarmouth finishing with a brisk beat into a westerly force 3 ish. Helsie lost a clevis pin from a shroud toggle (I looked this up in Macmillans to get the term right!) and missed the last beat. A bit of bad maintenance that, after such a major refit too!

Not easy getting into Yarmouth on the beach pontoon, with strong tide running, at least that's my excuse. Gulliver in trouble with keel permanently down and lifting mechanism bust. Much consultation. More of this later. Lot of blowing up dinghies and visiting of "posh" boats on pile moorings.

In the evening we visited the new harbour facilities just completed. All very new, clean and warm but closed at 8 pm so no midnight hot showers. Yarmouth very crowded but found a large table in back room of last pub and my 'nest of ribs' was excellent and big too. Not so sure others did so well but lots of laughs and chatter. Jonathan went to sleep on a narrow shelf, he can sleep anywhere that lad.

## SUNDAY

Up early to get away by 9.30 am to catch tide for Medina River. Ran out of time for nice hot showers. Helise brand new dingy had leaked, hard luck Alan!

Good beat all the way up to the Medina. The "posh" boats showed off and came to see how each of the Swifts was doing. Catriona was last as usual.

Plenty of room at East Cowes, but of course Alan had booked ???  
Fleet tied up close together and out came the sun to warm up late morning drinks. Restful afternoon while two visited Osborne House, Gerry played with his broken keel mechanism, some went to East Cowes and I slept.

Jim and Sue Crick in Silver Lining joined us after a nice quiet sail over from Bucklers Hard. They joined the drinks party in the evening and, as the night wore on, the noise of happy voices went up a few decibels or ten! The quote next morning was "unneighbourly as a newt" or was it lots of newts!?

## MONDAY

A nice lazy start in quite hot sun. Breakfast at Lou's Place with giant doorsteps of fried bread. All hands back to do a controlled lift of Gulliver's keel, while the girls talked a great deal, and, after a couple of tries and a suggestion from Jim Crick we got a controlled lift and Gerry put the lifting screw back in. He was obviously relieved and we all felt very virtuous!

Left at noon with fitful SE breeze allowing goose-winging back to Beaulieu River. Able to sail up river and Catriona managed to overtake Tarim without cheating. Just for once we weren't last!

Back to Buckler's Hard at about 2 pm with a flurry of delaunching (or whatever you call it), overseen by Alan Probyn, who was always there to assist us and keep us in good cheer over the whole weekend. The Cricks returned a bit later after exploring a bird sanctuary, but were put off by difficult winds. Lots of chat and all seemed to have had a good time. We certainly did.

MIKE KNOWLES - CATRIONA

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## COVER STORY

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This was the main talking point of the May Bank Holiday Rally

As the fleet assembled in Yarmouth, Gerry asked if anyone had experienced the lifting screw coming out of the keel mechanism. Looking at the screw, it was not broken but had just wound out of the lifting strop. There was no end stop to prevent this happening.

There then followed discussions about MK I and Mark II versions and we decided that this was either very early or a replacement without an end stop.

However the problem remained how to relocate the lifting screw so that Gerry could raise the keel to recover on Monday.

Many solutions were put forward in respect to solving this problem: beaching, heeling, lifting and pulling.

At Cowes, many Swifties spent time trying out various ideas. The first was to heel the boat over so the keel would drop back a bit and allow the bolt to be replaced. This was when the photo was taken. This didn't work, as the keel locks as the boat heels.

Plan 2 was to raise the keel using ropes under the boat. This moved the keel slightly but holding it in place, keeping the lifting saddle vertical and threading in the bolt was just too much to ask.

The next plan was to secure the boat to the pontoon with many warps and springs. Use a long loop to pull the keel back and up and support the keel with another rope between the winches. After a few attempts this worked and moved the keel up enough to get the lifting bolt into the strop.

A metal coat hanger was bent to shape and would support the strop so that the lifting bolt could be threaded back in.

Obviously a cheer went up as the keel was raised.

Gerry sailed back gently winding down only 35 turns (48 ish is fully down), recovered his Swift and then modified the mechanism to prevent re-occurrence.

The moral of this tale, please check your keel mechanism carefully when the boat is on the trailer.



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## TECHNICAL TOPICS

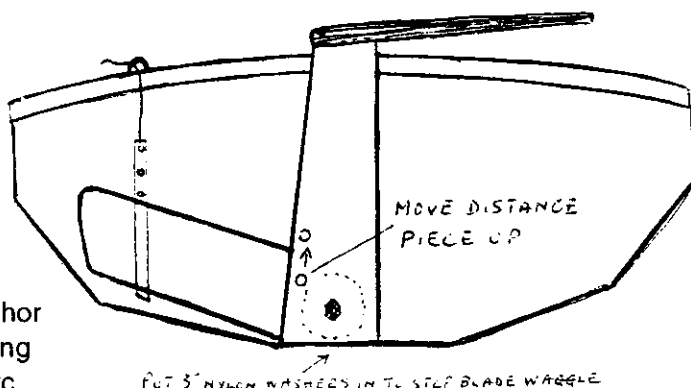
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Ken and Nancy Gummerson from Swift Number 157 have very kindly sent the following modifications which they have made to their Swift to make sailing much easier.

### Rudder Blade Support

#### Advantages

No more sleepless nights.  
Secure on mooring or at anchor  
Safe for trailing and launching  
No damage to rudder stock etc.

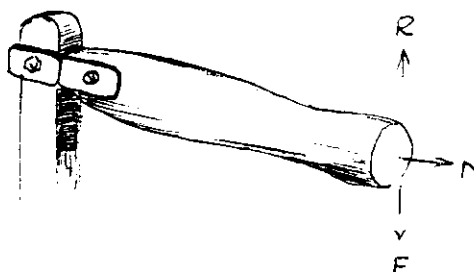


### Yamaha 4 AC Gear Level

This simple modification takes all the hassle out of the engine room, especially for the ladies. No need to bend down and fumble - use your foot or hand. Down for forward, level for neutral, up for reverse.

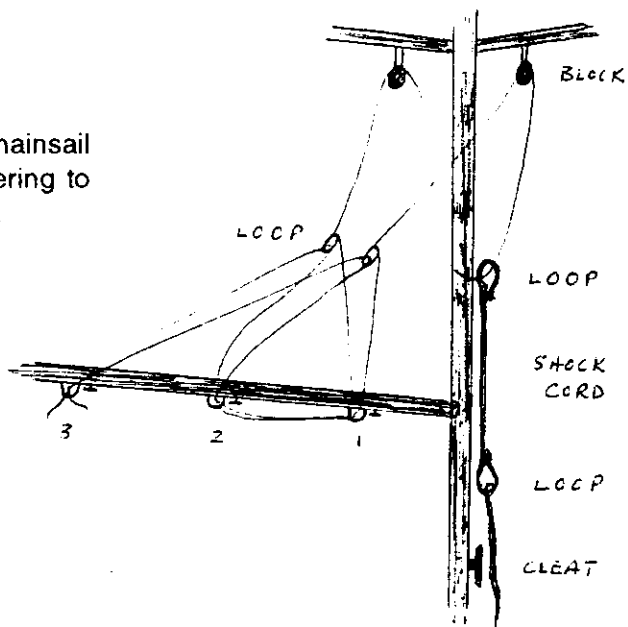
Using the hole already in the Yamaha gear shift attach a SS swivel coupling, which fits over the operating lever, with SS bolt, washer and nut.

Make a wooden handle (old hammer shaft) fixed with two SS screws onto the other half of swivel coupling. Spray finish with Halfords' acrylic spray paint 'TOYOTA DARK BLUE (MET)!



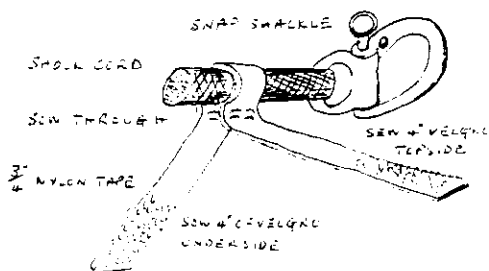
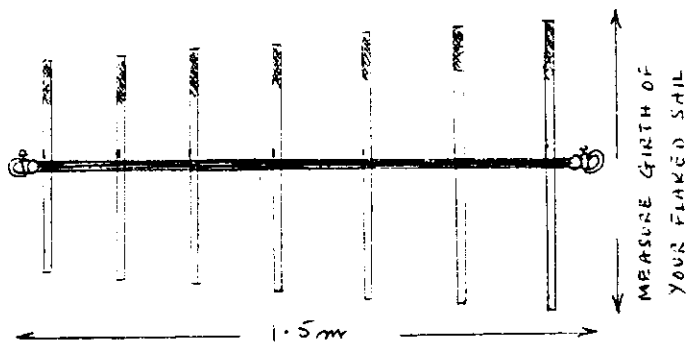
## Lazy Jacks

A means of containing mainsail on the boom whilst lowering to stow or taking in a reef.



Attach a small block about 3" from the mast on the underside of each crosstree (shroud spreaders). Put 3 sliding 'D' rings (screw locking) into the boom slot. Using 4 mm line in one length, with the half-way point at the top loop of SHOCK CORD, pass up through the crosstree block. Now make a loop in the line about half-way down to the boom, continue down and through number 1 'D' ring, then along to and through Number 2 ring up to and through the loop, then back through number 3 and tied off. Do the same for the other half of the line. The whole system should self tension and line up when shockcord is tensioned on cleat.

## Mainsail Centipede



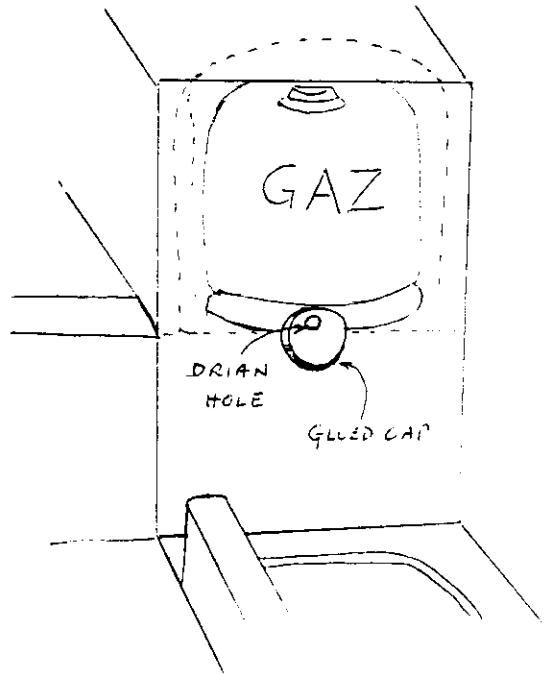
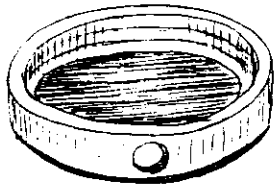
## Mainsail centipede

Clip centipede to both ends of boom. Flake sail down onto boom, lazy jacks are helpful her, pull tape around sail and secure with the 'VELCRO'. Simple, even with cold hands!

Gas Locker Drain

RUSTY GAS BOTTLE?

WATER IN THE GAS COMPARTMENT?

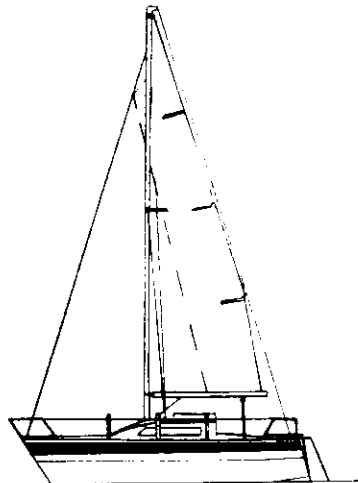


CAUSES - Rain water or spray water in engine compartment finding access through gas drain hole.

REMEDY - One plastic milk container screw cap. Drill a 1/4" hole in the side edge. Apply two-pack Epoxy glue around the bottom ring of cap and fix to clean outer surface of gas locker, with drilled hole at the bottom and the gas drain hole at the top inside the cap.

RESULT - Bone dry, after two years including very rough weather - West of Scotland Cruising

KEN & NANCY GUMMERSON



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## ROSEMARY'S PAGE

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Hello, I hope you are all enjoying the sunshine which has eventually arrived. I have decided for this month to continue with my theme on recipes. This recipe is dedicated to Alan and Lesile Probyn, who were rowing passed TARIM as mummy was cooking the dinner! The aromas were certainly inviting.. I am not terribly sure what to call this dish as mummy was going to cook beef in peppercorn sauce but forgot the sauce and had to nip into Lymington for a replacement, of which she bought a packet of black bean sauce instead. Anyway here goes:

### Ingredients

Thin slices of beef

1 packet of Black bean Sauce

Mushrooms

New potatoes

1 Packet of sainsbury's or Marks and Spencers sliced carrots and sliced courgettes with two knobs of garlic butter.

### Method

1. Boil the potatoes, at the same time fry the sliced carrots and courgettes in a frying pan with the garlic butter.
2. Once the carrots and courgettes are cooked, remove to a plate or bowl, placing on top of the saucepan to keep warm.
3. Slice mushrooms and fry gently in olive oil, when cooked, remove to a bowl and place on side until further use.
4. Place sliced beef into frying pan and cook. Once cooked add black bean sauce (which has been made up - following packet instructions) and return mushrooms to the frying pan.
5. Heat and serve.

Bon Appetite, ROSEMARY

# Association Officers 1996

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### **VACANCIES FOR THE FOLLOWING AREAS:**

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