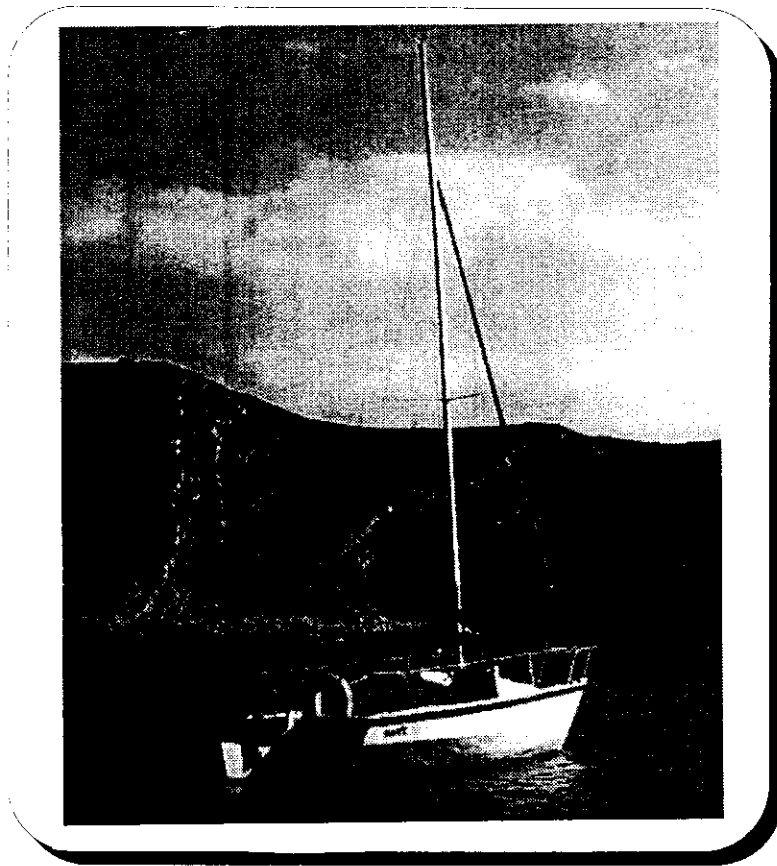


SWIFT

The Journal of the Swift Association



NUMBER 56

APRIL 1997

A Swift Word from the Editor

In traditional style I will begin this first article by introducing myself and my sailing background, which began as a teenager in a home built Mirror dinghy before moving on to a GP14. There then followed twenty years of mooching around boatyards and the occasional sail in other peoples yachts before I decided to take the plunge. Fifteen months on, and after extensive research and not inconsiderable expense buying back issues of PBO and the like from Copyshop, I soon came to the conclusion that the combination of size, seaworthy-ness and biggest limitation of all - trailing weight meant that a Swift 18 was the boat of choice. Casual discussion of my intentions at work soon found two other potential owners, and so we ended up buying a Swift 18 as a three way share. "Blue Skies II" now sits in the boatyard at Mitchell's in Poole having notched up a couple of hundred nautical miles on the log in our first season.

Why then, you may well ask is someone with only one season of Swift ownership behind him taking over as Newsletter Editor? The answer is straightforward - no one else volunteered! During my research into which boat to choose, I came across the Swift Owners Association and was very impressed with the amount of useful information that had been amassed by the association over the years -particularly all those useful little modifications and upgrades. Losing access to these ideas and the chance to share information with fellow owners about launch sites around our coastal waters (and even further afield?) seemed to be a potentially great loss to us novice Swifties. I hope all members out there appreciate the benefit the association can bring and offer the association a little support in return.

As always, many hands make light work and also result in a more varied input to the newsletter. Taking a more selfish point of view, an active owners association also helps to keep up the value of our investment. Therefore please send in your copy, however modest and on any subject with a Swift theme to it. I will try and make it as easy as possible so any format from hand-written, typed or wordprocessed would be welcomed. I will even endeavour to deal with fax or email if that's what it takes to get fresh copy in! I am particularly keen to receive photographs suitable for use in the Newsletter and promise to return them promptly.

I hope you enjoy this issue and look forward to hearing from many of you soon.

Ian Sturland, Editor

Secretary's Letter

Perhaps I should start by introducing my wife Val and I. We bought our Swift 18 "CATRIONA" from Nationwide Boat Sales in July 1994. She is "antique white" which is the colour description of the paint spray I bought that proved to be an exact match i.e. a bit yellowy! Her sail number is K9024Y and build number is 96. We have kept her at Bucklers Hard for the last two seasons. Most of our sailing experience has been in the Mediterranean, on Flotilla and then Bare Boat charters, so we have lots to learn about sailing in the Solent. Valerie and I have recently retired, so we hope to get a lot more sailing in this season and in the future. As a retirement present I got a spray hood, a spray hood extension and dodgers (purchased from one K & H Fabrics) so we should look very posh, at least for this season.

I am pleased to take on the role of secretary for this year from Ivan Kirk who, last year, valiantly and very successfully combined this task with that of Newsletter Editor/Publisher together with his wife Denise. I will also be the area representative for the Solent and South Coast, taking over from the very experienced Alan Probyn, who's advice I shall continue to need. You will find my address and telephone number on the back page of the Swift Journal and I will do the best I can to respond to your requests for information, passing you on to people with more experience, if necessary. I will aim to prepare a secretary's letter for each issue of our journal and I guess the topics will be in response to your enquiries.

I would like to take this opportunity to welcome our new group of members who were originally Swift sailors but have now moved on to more exotic craft i.e. larger! They will have joined (or are being encouraged to) under a new category of "Associate Membership" at a reduced subscription of £10.00 per annum. We value their continued friendship and the wealth of experience they bring to the Swift Association and we hope they will continue to enjoy the nostalgic memories and their social attachments to their sailing roots. That is if sailing can have roots, they would be very useful whenever the weather "got up a bit"!

We also welcome all new members and we will be pleased to help with introductions and anything else to help you get under way.

As with any association our success depends on the size of our membership

and I ask you all to promote the Swift Association when and where-ever possible. Make sure that any potential members realise that there is a very useful joining pack of information available to them (some existing members may be unaware of some of the information in this pack - if so, please let me know) so that we can put them in touch with other members elsewhere in the country. Although it seems unlikely that any new Swift 18's will be built, it is a very well founded marque with components available from original suppliers. With something in the order of 300 Swifts afloat, or on trailers, the Swift Association should continue to prosper for many years to come. **UNSINKABLE!**

Mike Knowles

**MAKE ONE FREE PHONE CALL DIRECT
TO YOUR INSURER AND
SAVE UP TO 25%**

- + FREE legal protection cover
- + FREE personal accident cover
- + FREE medical expenses cover
- + FREE 24-hour claims helpline
- + FREE protected no-claims bonus
- + Discounts for RYA members, experienced and qualified sailors
- + Special marina benefits
- + Direct access to decision makers



YACHT & MOTORBOAT
INSURERS

GJW
DIRECT

Association of British Insurers



For a free quotation call us on **FREECALL**
0 5 0 0 1 4 1 1 4 1

A subsidiary of Sphere Drake Insurance Group

Minutes of the AGM

MINUTES OF ANNUAL GENERAL MEETING OF THE SWIFT ASSOCIATION DATED 9 FEBRUARY 1997 AT 2.00 PM AT THE MASTER BUILDER'S HOUSE HOTEL, BUCKLER'S HARD

Present: Ivan and Denise Kirk
Nigel Skinner and Susan Watts (Havoc)
Alan and Heather Murphy (Tiger Lily)
Chris and Sandra O'Brien (Icarus)
Mike and Val Knowles (Catriona)
Alan and Lesley Probyn
David Foster (Helise)
Sue and Tony Brailsford (Helise)

Apologies received from:

Ian Sturland
Doug Angus
Roger Pigden
Martyn Ayres
Roger Marsh
Colin Jones

1. Minutes of last meeting published in Newsletter 53 April 1996 were read.
2. Matters Arising :
 - a) Chris O'Brien reported that the Burgee was still outstanding due to the uncertainty of the Association's future.
 - b) Ivan Kirk apologised for not having completed this but finding a suitable trophy proved difficult. Ivan will purchase and award the shields on the behalf of the association.

The minutes were accepted, proposed by Mike Knowles and seconded by Chris O'Brien.

3. Secretaries Report

Main responsibility of the Secretary was to answer the telephone and issue new membership packs. During the year there has been a considerable amount of interest in Swifts from new or potential purchasers together with existing members seeking advice. Many praised the quality of the Newsletter and were supportive of the association.

Questions are normally answered via past magazines and photocopies sent. Normally 4 magazines are issued per year however this year, January's issue was put on hold due to no members input and the future of the association being in the balance.

Currently we have 90 members and produce approximately 150 Newsletters. Advertisers offset the cost of production and Ivan noted the drop in advertisers during the year and asked for more advertisers to be investigated. Chris O'Brien stated that New Forest Autos support ceased at the end of May but K and H Fabrics are still very supportive.

Ivan also noted that limited back copies of Newsletters are available and that reprinting can be done. However members will have to pay for the copying and postage and be patient as copying takes time and has to be fitted in with work commitments.

4. Treasurer's Report

The Newsletter needs advertisers to support the cost of production. A saving of £100 per issue can be made if there is no glossy photo on the cover. Currently profit equals £76.00. Subscriptions are to increase to £12.00 and this was proposed and approved at the last AGM. Clarification was sought by Denise Kirk regarding new members, as on occasion not all addresses were supplied. Chris O'Brien reported that there was a problem, but now it has been sorted.

At present, Winsor Brothers owe the Swift Association £140.00 in respect of advertising.

The present manufacturer Roger Marsh is thinking of taking the Swift 18 off the market and breaking up the mould. Chris O'Brien is to speak to Roger Marsh re keeping certain mouldings and spares e.g. hatch, keel mechanism etc. This decision could have a knock-on effect on the Association with no new boats being produced. As good as the Swift is, it is not competitive with new boats. It is not known how many 23's Winsor Brothers have produced.

Ivan thanked Chris for his continued effort and support of the association.

5. Election of Officers and Future of the Association

It was suggested and agreed that these two items be combined in that if no one volunteered to keep the Association going its future would have to be discussed.

Newsletter Editor: Ian Sturland offered to take on the post of Newsletter editor, proposed by Denise Kirk and seconded by Val Knowles. Ivan Kirk offered his services as publisher as this is considerably cheaper than using commercial printers. So long as he is given 'camera ready' copy.

Honorary Secretary: Mike Knowles offered to take on this post. Proposed by Ivan Kirk seconded by Alan Probyn.

Treasurer: Chris O'Brien offered to carry on as Treasurer.

Representatives.

Technical Advisor: Alan Murphy agreed to continue with this post although he is changing boats. He would talk to Roger Pigden about the possibility of handing this post over to Roger as it was felt that Roger had the knowledge to fill this post.

Scotland Rep: Doug Angus offered to continue his support.

Solent Rep: Mike Knowles offered to take on this post providing he could rely on support from other members who sail in this area. Those present offered to help Mike out.

Ivan thanked Alan Probyn and Mike Downes for their help and support of the association as area representatives last year.

With this positive support for the association it was agreed that the Association will continue.

6. Any Other Business

Chris O'Brien suggested that the Association should introduce associate membership for ex Swift owners and others interested in the Swift boats. Following discussion the motion was: 'The Swift association be open to ex members and others interested in the association. With associate membership set at £10 and with associates receiving newsletters.' This was proposed by Alan Murphy, seconded by Mike Knowles and accepted by the meeting.

Chris O'Brien would contact ex members inviting them to become associates.

New design of Burgee had ceased due to the state of the Association - Chris O'Brien will review and proceed with the purchase of new burgees to the design agreed at the last AGM.

Spares - The association holds a spare keel winding mechanism which is available through the Treasurer. The cost of the part and post and packing will need to be met by the purchasing member.

The possibility of purchase of a computer for either the Secretary or Editor was raised, this is still an agreed possibility if required by these post holders as agreed at the last AGM.

The Secretary was asked to write to the Yachting press in the hope that the Association would receive some favourable publicity which may encourage more Swift owners to join the Association.

There being no more business Ivan thanked all for attending and closed the meeting at 3.30pm.

Treasurer's Report

The Annual accounts of the Swift Association have been produced by our Treasurer:-

Swift Association Profit and Loss January through December 1996

Note: figures include VAT

	<u>Jan - Dec '96</u>	<u>Jan - Dec '95</u>
Income		
6000 · Subscriptions	861	1,139
6100 · Advertising	363	349
6200 · Sales	45	
9200 · Bank Interest Rec'd	103	172
Total Income	<u>1,372</u>	<u>1,660</u>
Expense		
7100 · Purchases	38	
8100 · Newsletters	1,198	1,234
8120 · Secretary's Expenses		25
8140 · Treasurer's Expenses	20	34
8160 · Prizes	15	
8180 · AGM Expenses	25	47
Total Expense	<u>1,296</u>	<u>1,340</u>
Net Income	<u>76</u>	<u>320</u>

08/02/97

Swift Association
Balance Sheet
As of December 31, 1996

	Dec 31, '96	Dec 31, '95
ASSETS		
Current Assets		
Chequeing/Savings		
2900 · National Westminster	188	13
2910 · Capital Reserve	3,642	3,639
Total Chequeing/Savings	3,830	3,652
Accounts Receivable		
2200 · Trade Debtors	218	278
Total Accounts Receivable	218	278
Other Current Assets		
2700 · NL Editor Float	30	30
2100 · Stock	335	335
2989 · Undeposited Funds	(20)	216
Total Other Current Assets	345	581
Total Current Assets	4,393	4,510
TOTAL ASSETS	4,393	4,510
LIABILITIES & EQUITY		
Liabilities		
Current Liabilities		
Accounts Payable		
3300 · Trade Creditors	129	106
Total Accounts Payable	129	106
Other Current Liabilities		
3999 · Suspense		216
Total Other Current Liabilities		216
Total Current Liabilities	129	322
Total Liabilities	129	322
Equity		
5400 · Reserves b/f	4,188	3,868
Net Income	76	320
Total Equity	4,264	4,188
TOTAL LIABILITIES & EQUITY	4,393	4,510

Diary of Events

Rally Events

Please put the following dates in your diaries and we will do our best to keep to them. The itineraries may well have to change, depending on the weather and expert advice from members. I will aim to co-ordinate the details by the Thursday evening prior to each rally. Please contact me by telephone at that time. (phone No. on back cover)

May Day Weekend May 3rd 4th & 5th

Saturday: HW at Buckler's Hard (BH) 0830 BST
Launch by: 1100
Solent by: 1300 (HW Portsmouth 0910)
Sail to: East Cowes

Sunday: Sail to Lymington

Monday: BH by 1030 i.e. HW at BH

Spring Bank Holiday May 24th 25th & 26th

Saturday: HW at BH 1300 BST
Launch by: 1100
Solent by: 1230 (HW Portsmouth 1330)
Sail to: Studland Bay or Poole. Obviously rather ambitious but the tide times are good for going west.

Sunday: Sail to Keyhaven or Yarmouth.

Monday: BH by 1500 (HW at BH 1420)

Summer Cruise June 21st to 29th

Saturday 21st: HW at BH 1200 BST
Launch by: 1100
Solent by: 1200 (HW Portsmouth 1240)
Sail to: GO WEST ON DAY ONE.....

Please let me know if you can fit in a one week cruise at this time. It would be interesting to go east into Southampton Water and on to Portsmouth and Chichester and I need some experienced advice on this sailing area. Additionally we could combine weekend cruises on the 21st/22nd June and 28th/29th June with this one week event, ending up with as our final day:-

Sunday 29th June: BH by 1920 i.e. HW at BH

August Bank Holiday 23rd 24th & 25th August

Saturday: HW at BH 1520 BST
Launch by: 1400
Solent by: 1530 (HW at Portsmouth 1600)
Sail to: Yarmouth for a BARBECUE

Sunday: Sail to Island Harbour Medina River

Monday: BH by 1730 i.e. HW at BH

Contact Mike Knowles

[Note from the Editor: Due to commitments out of my control, it seems likely the delay in me getting this copy to Ivan for publishing will mean the May Day Weekend Rally will have been and gone by the time most members see this Newsletter. Many apologies and well done to Mike Knowles and others for phoning around likely participants]

A Swift Year

If the analysis done by our Editor is correct, for many members it is some time since their first season of SWIFT ownership. These articles may act as a reminder of those times for some and, hopefully, be of more practical use for others!

We had been looking at trailer sailers for some time before we took the plunge and bought 'HAVOC' (a boat well known to the Bealieu crowd) in October 1995. We had looked at various different classes, but the only serious challenger to the SWIFT was the TELIGA 21- which is really in a different league. We would have needed to buy a 4 wheel drive to pull the TELIGA (the SWIFT tows beautifully behind Susan's Audi 80 and my Scimitar) and I am sure that we would have had some 'interesting' recoveries of what is a much heavier boat.

HAVOC was towed from Witney to our sailing club outside Uxbridge in November 1995 with a borrowed Landrover - neither of our cars had a towbar! At the club, the wheels and tow-hitch were removed to deter thieves and the boat covered for the winter. Planning for the next year started, but not much was done practically until the spring.

We had already decided to base ourselves in Poole Harbour for our first season as it provides reasonable shelter with varied anchorage's and locations to visit for those learning a new boat. A visit to several boatyards selected from the (excellent) information provided by Poole Council lead to the selection of Mitchell's Boatyard in Parkstone as our base. We have never regretted either of these decisions and would wholeheartedly recommend Mitchell's to any SWIFT owner looking for a base.

We moved the boat to Poole at Easter, using the Landrover again. This had been planned as a 'family' weekend - in all there were 7 people to help rig and sort out the boat. This didn't help to answer some questions (like can two people rig the mast? - the answer is yes) but did ensure a plentiful supply of tea. Everything went together as expected and we launched for the first time in earnest. For our first trip in HAVOC there were 5 people on board - quite a luxury, with no-one having to do more than one job, but a little cramped for space. A trip round the harbour proved that everything worked and we returned to drop off family who had to go home. We set off again on our own. Peace, a gentle breeze and a beautiful sail to the far side of Brownsea Island to anchor for the night. This is what it is about! Sat in the cockpit with a long drink watching the sun go down and cooked our evening meal in a snug, warm cabin. The following day we pumped up the dinghy and went ashore on the Island for a walk. Problem 1. The dinghy leaked air (out) and water



General View of the
Slip at Mitchell's
Boatyard,
Parkstone, Poole



Swift 18, ready for the off, from the quay-side at Mitchell's

(in) and deposited yellow stains on everything it touched. A new dinghy went on the shopping list. Luckily we had taken the pump with us as we suspected that the dinghy leaked slowly, and were not marooned on the Island. A longer sail around the harbour followed before we returned to Mitchell's to try our first 'real' recovery.

We learned a lot in the next hour! First, a SWIFT laden with engine, equipment, clothing, food, utensils and other gear is a lot heavier than a bare boat. Two people need almost as much gear on an 18 footer as they do on a 30 footer. Second, the extension pole for the trailer hitch which we bought with the boat was complex and time consuming to use as it bolted between the trailer and the tow-hitch, requiring a lot of fiddling with greasy parts to fit and remove. We later abandoned it in favour of a strong rope. Third, the trailer must be well immersed to allow the boat to float on. For our trailer, this means that the mudguards must be 2 to 3 inches under water. We found that it is not a good idea to try and winch the boat on if the trailer is not sufficiently wet!

Having made these discoveries, we found HAVOC easy to launch and recover and have only subsequently been troubled by strong winds leading to swell on the slip which can make recovery tricky. Mitchell's does however have a good, shallow angled concrete slip with a quay at the side so one person can walk the boat on or off the trailer with mooring lines whilst the other gets wet and deals with the car, trailer, rope and winch. We drove home from Poole very pleased with our SWIFT and looking forward to further weekends away.

Nigel Skinner and Susan Watts

[Editors Note: Mitchell's plan to dredge the approach channel to the slip in early 1997. This should allow 24hr access to Poole harbour from the Yard. Currently access is possible at all times except \pm 1.5 to 2 hours of low water for self slipping boats of the size of Swifts]

Technical Notes

Technical notes from recent correspondence. Please help us make this feature as interesting and relevant as possible by sharing your ideas for modifications and upgrades that you have carried out, or seen on other boats. Even if you don't have any ideas of your own, perhaps you have a particular problem that you would like solved?

Mast head Electrics - VHF and Masthead Light

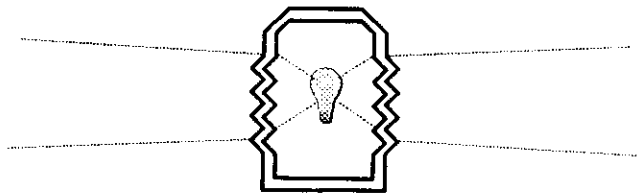
This is the first of a two part article on carrying out an electrical refit on our Swift 18, "Blue Skies II". In part one the fitting of a masthead light and VHF Antenna is described. The second article will deal with deck level lights, cabin lights and instrumentation. To complete the refit a new control panel was built and provision made for charging the battery from either an internal coil in a Yamaha 4AC outboard, or alternatively (e.g. when left in the boatyard mid-week) from a pulpit mounted solar cell array.

At 18' long the International Collision Regulations only require a Swift to carry an all round white light. However if at all possible the carrying of side lights is highly recommended. Our Swift was originally fitted with a bicolour mounted to one side of the anchor roller at deck level and a stern light fitted on the port hand side of the rear transom. This resulted in poor visibility over most of the 112.5 degrees of coverage to vessels on our starboard side and we felt this ought to be improved upon.

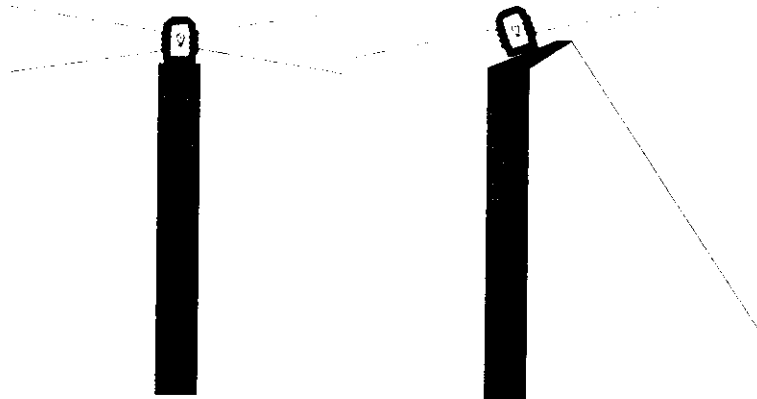
After due consideration of the relative visibility of masthead verses deck mounted lights, the significantly greater cost of a masthead tricolour and the disproportionate size of such a light on a small boat, it was decided to opt for an all round mast head light. This would be supplemented by the original stern light and a re-sited bicolour mounted higher up on the pulpit.

Under most conditions it is intended to display the pulpit mounted bicolour and stern light under sail, adding the all round white when motor sailing, gaining the added reassurance of increased visibility because of the mast head positioning. However even under sail it would be legitimate to display just the mast head all round white light. This may be particularly useful in a swell where low level lights would not be very visible, or in case of bulb failure.

Inspection of other mast head light installations revealed a problem associated with the fresnel lens commonly used on Nav. lights to efficiently direct the light from the bulb outwards rather than uniformly in all directions. The fresnel lens assumes that the light assembly is mounted vertically, whereas the mast head arrangement on the Swift is inclined due to the strut on which the backstay is fixed:-



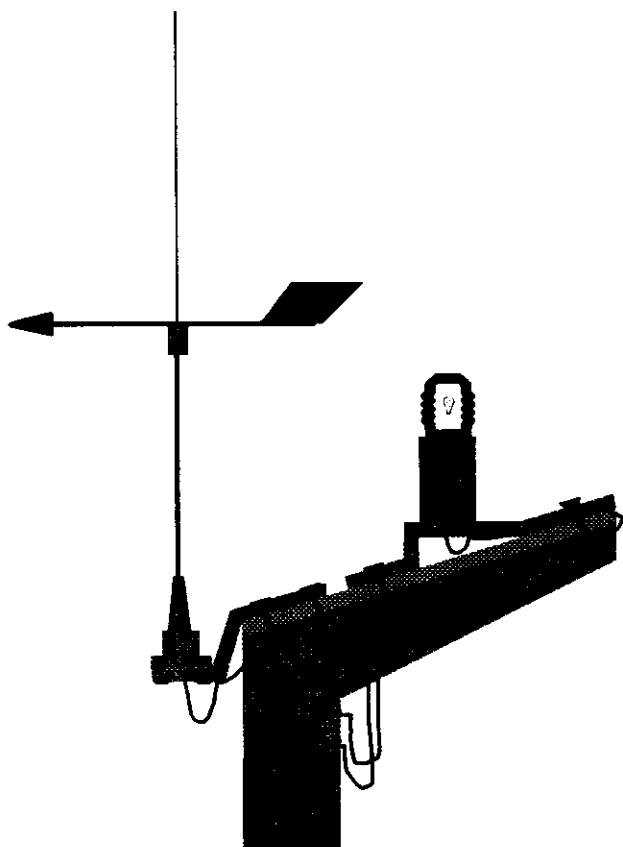
Schematic of Fresnel Lens



1) Illumination from a vertically mounted Nav light

2) Illumination from a Nav light mounted flush on top of a Swift Mast!

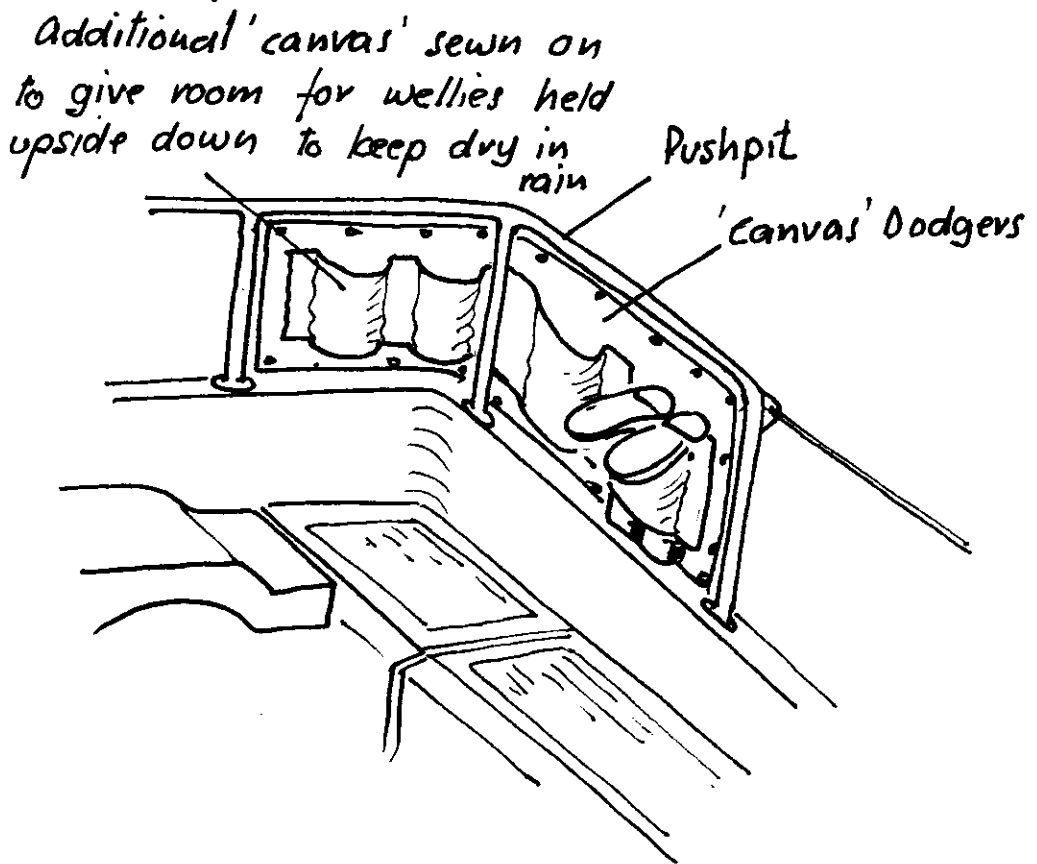
This complication, as well as a desire to fit a VHF antenna and re-use the existing wind direction indicator, led to the design and manufacture of two aluminium brackets. They were made of 3mm thick aluminium sheet that was drilled and folded to give a horizontal platform on top of the mast to house all three instruments.



The Nav light itself (AquaSignal, £15.99) was fitted to the aluminium plate along with the wind vane and VHF antenna (GlowMex, £29.99). Heavy duty multistranded three core extension cable was used for the lighting, whilst the 50 ohm coax cable supplied with the antenna was used for the radio. Multistranded wire offers superior resistance against fatigue compared to solid copper conductors and the use of heavy duty cable minimises voltage drop. The completed assembly was bolted to the masthead and the cables lead into the mast at one side of the sail track after removal of a spare pulley sheave . The cables were drawn down the mast, leaving behind a U shaped wire loop, to prevent water ingress into the mast. Previous articles (Andrew Kaye, Progress SO189, vol.48, p14 and Alan Murphy, Tiger Lily vol 46, p8) have discussed the merits of using sponge lagging or gluing the cables against the interior of the mast, by pouring in diluted Evostick. Obviously one has to ensure that the cables are lying correctly and that no halyards are going to become stuck! In the end we chickened out of this performance - time will tell whether we get much cable rattling and how annoying this will be!

Ian Sturland, Alan Pritchard, Blue Skies II

Doug Angus ("Cir Mhor", SO 126) writes in with a useful and well tested modification to his Pushpit mounted Canvas Dodgers. He reports that this has proved a very effective storage system for "wet gear" since 1984.



From the Archives

The Swift Association has been in existence since July 1982, far longer than most members have been sailing their own Swifts. With this in mind and feedback from recent questionnaires it is obvious that there is a demand to look back in the archives, particularly for information about modifications and fitting out that previous owners have carried out. It is intended that the 'from the Archives' section will become a regular feature of our Newsletter, taking a different theme for each issue. The series will begin, in the next issue, with archive material on keels. The editor would particularly welcomes suggestions for topics of interest for subsequent issues.

Association Officers 1997

Honorary Officers:

Secretary:

Mike Knowles

33 Mardley Wood, Welwyn, Herts. AL6 OUY.

Telephone 01438 718531

Newsletter Editor:

Ian Sturland

27 Gadshill Drive, Stoke Gifford, Bristol. BS12 6UU

0117 9799048

Treasurer:

Chris O'Brian

112 Kings Road, Biggin Hill, Westerham, Kent. TN16 3NQ

Telephone 01959 701175

Representatives:

Technical Information

Roger Pigden

Caraway Lodge, Long Lane Shaw, Newbury, Berks. BS19 9LR

Telephone 01635 202183

Scotland

Doug Angus

Acarsaid, Church Street, Loch Carron, Strathcarron. IV54 8YQ

Solent and South Coast

Mike Knowles

33 Mardley Wood, Welwyn, Herts. AL6 OUY.

Telephone 01438 718531

Vacancies for the following areas:

Midlands and Rutland Water, Northern England and the Lakes, Wales, East Coast and Southwest England.