

SWIFT

The Journal of the Swift Association



NUMBER 57

DECEMBER 1997

A Swift Word from the Editor

Welcome to what was originally planned as the July Edition of the Magazine at last! I apologise for all the delays in producing it and will endeavour to produce an additional issue early next year to compensate. It would be a great help if members had some interesting stories to tell from this years sailing and the christmas break is an ideal time to sit in front of the fire and commit those fading summer memories to paper.

You will have noticed by now the return to an A4 format for the Newsletter. This reflects changes to the printing facilities which Ivan Kirk has access to. Fitting in with whatever printing capabilities are available is very much the order of the day, as it keeps production costs to an absolute minimum -we should all be grateful to Ivan for offering to carry out this part of the process.

Included in this issue an updated membership listing. As Mike discusses in the secretary's letter the listing seems to reflect an ever more rapid turnover in membership. Please check over the details and inform myself, Mike or Chris of any errors or updating that is required.

The bulk of this issue is taken up by the "from the archives" section with a review on keels. It is hoped that this will enable some of our more recent members to benefit from the words of wisdom written many years ago. To those old hands I hope it refreshes the memories and perhaps inspires you to offer some comment from your own sailing experiences.

Seasons Greetings to you all

Ian Sturland
Editor

Secretary's Letter

Enquiries from potential new members, who have just acquired Swifts , or are actively looking to purchase one, have been brisk this season. This was greatly helped by the Practical Boat owner publication of the "Owners Association Directory" in the July issue. I have sent out over 20 joining packs and we can expect a further trickle of new members to continue to the end of the year. Unfortunately, this has been more than offset by the numbers leaving the association. I guess we are going to have to live with a faster turnover in membership and we need to brainstorm how we can attract new Swift owners to join and to demonstrate the advantages of membership to existing owners. Perhaps we should consider a sample poll of the Bucklers Hard Swifts, where less than half the boats are owned by association members.

I would also like to see more activity in sailing areas other than the Solent. Please can we have some volunteers?

Talking of turnover in membership, on the personal level Val and I have moved ahead rather more quickly in our retirement plans than originally scheduled. This means that we shall be looking to purchase a larger boat next year following our move to a smaller house in Lymington in November this year. As part of the logistics of the move we find ourselves without a house for 9 weeks so we went to Australia on Sept. 9th. This meant my opting out of secretarial duties from now until early December. We had a wonderful time and our move went reasonably well, all in all. Hard on the nerves though!

I am pleased to resume the Honorary Secretary's duties until a Swift owning member can be found to replace me for the 1998 season.

If you know anyone wanting to buy a Swift please show them the advertisement elsewhere in this issue.

Happy Sailing

Mike Knowles

Rally Events Report

May Day Rally May 3rd, 4th and 5th

After the unseasonably hot and dry weather in April, May started with a cold spell and a dodgy weather forecast for the Bank Holiday Sunday. This did not dissuade Sarah and Brendon O'Farrel who trailed their Swift 18 "Lizanne" down to Bucklers Hard from Banbury near Oxford on the Friday afternoon. By the time they got their mast up and everything ready to launch it must have been past 11 o'clock, so they had a very short night in the Marina. We launched "Catriona" earlier on the Friday, had a chat with Denise and Ivan when they came down and tentatively agreed to sail to Cowes on the Saturday, rather than any more ambitious plans, because of the poor weather forecast for Sunday.

On Saturday morning we were joined by Terri and Roy on "Windsong" and all agreed on Cowes, leaving the Swiftsure pontoon at noon.

Nick and Theresa Barlow in "Breeze" (Parker21) and Jim and Sue Crick left at the same time but both only had time for a day sail because of other commitments.

Arrived in East Cowes Marina at about 14-30 after a quiet sail in a NW force 1/2, warm weather and darkening skies behind us. A real "Warm Front". The tide did most of the work and we got a bit of speed out of "Catriona" with the Genoa goose winged.

At East Cowes we were packed in with everyone else into the first two pontoons by an over enthusiastic harbour master under new seasons orders. All very friendly We all had late lunches on board and the older ones had a nap. We all met up again on Tarim in the late evening.

We put on our new Spray Hood and Spray hood extension on "Catriona" as did Terri and Roy on "Windsong" on the next berth to us. This proved excellent protection overnight and next day but they do rather cut you off from the rest of the world! Definite contortions required getting on and off the boat and you need to keep fit - "I am a mole and I live in a hole"

Sunday was definitely a stay put day with strong wind warnings. Only John, Allison and Jonathan Palmer in "Saiorse" with Lawrence and Janet Peacock in "Salu" sailed, coming in from Bembridge in the morning after a hair-raising sail that left John at least looking very pale! Val and I took the bus to Newport, which proved to be dead on a Sunday except for just MacDonalds and the Picture House - where we saw "The Return of the Jeddi" and loved it. By contrast the Kirks tried a bit of culture and visited Osbourne House. Again, we all met up on Tarim in the evening. Very hospitable they are too.

The weather forecast for Monday was still a bit scary (Force 4/5 occ 6) but in the event we had a pleasant sail back leaving at 09-00 in a force 4, at most with "Windsong"

showing of their new day glow red storm jib, rigged behind the roller reefing genoa. "Windsong" got back in one tack without following the tide around the corner at Cowes. Sea state calm to moderate. Could have been more exciting but better to be safe than sorry.

Back in Bucklers Hard by 11-00 with ideal tide for recovering at leisure. All in all a good bank holiday rally, considering the weather.

I must remind Sarah and Brendon that they actually offered to do a Newsletter article on how they got started sailing in "Lizanne". Come on, lets have your copy!

Spring Bank Holiday Rally - May 24th, 25th and 26th

Gale warnings for the Saturday delayed our start and Val and I spent several happy hours sitting on Denise and Ivan's Hunter "Tarim" on the upper reaches of the Beulieu river in the sunshine with wonderful views. On the Sunday we set off for Yarmouth with Terri and Roy on "Windsong" and Ivan and Denise on "Tarim" (should it be on, or in a boat?, I guess on is quite good for a Swift 18!) From what I remember the wind was moderate, as was the sea. I'm afraid we failed to keep a log and I did not ask anyone else to write a rally report. I have failed dismally at that this season!

On the Sunday evening we had a very fine meal at the Kings Head with Terri and Roy who later joined their old friends for drinks on the Foxcub Rally.

On the Monday we agreed to join Denise and Ivan for a sail to Bembridge. As we left Yarmouth, quite early to catch the tide, there was no sign of life on "Windsong" with the spray hood extension firmly zipped in place and no response even for the Harbour Master collecting overnight fees. This leg turned out to be our longest sail so far on a Swift, taking about 6 hours in variable winds and motoring about one third of the way. It got quite brisk as we got past Ryde and the tide run at the entrance to Bembridge got our adrenalin running almost as fast. We were joined in Bembridge by John, Allison and Jonathan Palmer on "Saiorse" who took us on a route march through Bembridge village down to the lifeboat spit and back along the beach. Weather was super and we thoroughly enjoyed the whole thing.

We returned to Bucklers Hard on Tuesday in a steady force 3 and sunshine all the way. "Tarim" headed for Portsmouth to continue their cruise.

Summer Cruise - June 21st to 29th

This selection of the week for a summer cruise was a bad idea in the first place and the dreadful weather really finished it off. I should have suggested the school's half term week, when several of the associate members (originally Swift Sailors) had a wonderful rally.

We the "Catriona" crew did not go to Bucklers Hard until the Monday when the worst of the gale had blown itself out, or so we thought. We ended up sleeping on the boat and house hunting during the day. We finished the week by making an offer on a house in Lymington on the Friday and we moved in to said house on November 7th.

Our associate members had a very successful summer cruise down to the West Country for two weeks at the start of the school holidays. We must prompt at least one of them to write up a rally report for the next Newsletter. How about it Ivan, John, Alan and Ivan?

August Bank Holiday - August 23rd to 25th

For this one I have left my log in another file which has been packed by our furniture removers and put into storage for 9 weeks. I guess this could be seen as an excuse for a short report but its true, honestly.

Having picked Val's brains this is more or less what we think happened:-
We met on the Saturday for a barbecue in Yarmouth. Dave Courneil arrived in "Chaos" having sailed directly from Poole. Chris O'Brien and his next door neighbour arrived from Cowes having left Bucklers Hard on Friday evening. Denise Ivan and Rosemary on "Tarim" in company with Val and I in "Catriona" left Bucklers Hard at lunch time on the Saturday, joined by Kevin and Gwyn O'Neil in "Kewey Two" who were just finishing a one week's cruise having trailed their boat down from Leicestershire. They had already had an eventful week and an account of their week would make interesting reading in the next Newsletter. Hint Hint!!

The barbecue got underway at 6-30 with Val and I joining at about 7pm, having overslept our afternoon nap. There was plenty of smoke and a good variety of food and drink. The younger ones (and me) had a game of cricket and all enjoyed themselves. The final conversation centred around dreams, sleepwalking and tricks of the mind, before we all dispersed to hit the sack and dream on.

On the Sunday morning all went their different ways. David Cornell caught a very early tide back to Poole, which I later learned proved to be a very wet 6 hour sail single handed. Next time he is going to trail his boat to Bucklers Hard.

I'm afraid that's all for this season.

A Holiday Encounter...

The family had arrived at the cottage in the Morbihan, Brittany, the week before. With my boat (Mystic) left behind at Keyhaven, I was quite green (sic) with envy watching the local sail boats having enormous fun. There was no sympathy from the family as they were all non-sailors.

You can imagine my amazement and delight when I saw a trailered boat coming down the tiny village road and it looked like ... yes, yes it must be ... a Swiftly.

Not caring about my attire I rushed out to accost the driver (Judith and Martin Lascelles and daughter Sophie) with Swift "Evergreen" from Beaulieu.

It could only be an instant friendship and we were soon deep in conversation. They had rented a cottage two up from us. I enquired how the journey had gone. Judith said it was absolutely fine until they got to the local old town of Sarzeau. It was market day, the streets were very narrow and as usual unsignposted but apart from one incident that had left her fuming, it was fine.

"Yes everyone was very helpful" said Judith, "until in a narrow square we met an English woman driving a Volvo. Now I don't mind being sworn at by a Frenchman in his own country, but by your own countrywoman using some most colourful English and French which at least indicated a good education in both languages, but at a pretty colloquial level, I found a little rich."

As my wife Kate was out shopping we decided to meet later and I invited them for dinner that evening.

About an hour later Kate and my daughter Ellie staggered in burdened with the shopping from the supermache. "Thank God I have done all that." said Kate. "The town was absolutely packed and do you know I got stuck in a side street because of some stupid English people who had blocked the whole passage with their stupid little boat."

"I gave them a good piece of my mind I can tell you." ... I believed her! I winced, oh dear I thought, this was a little piece of déjà vu.

It was six o'clock when the knock at the door came. The Lascelles entered and dreading the moment I stumbly introduced the family. "Er ... I believe you may have met Kate before..." There was a short embarrassing silence ... I was waiting for the expletives. It was broken by a cough and a snigger from Sophie, bless her, followed by guffaws of laughter and not a few apologies all round.

From the Archives

As promised in the previous edition this first of "From the Archives" feature will deal with the problem of keels. This choice of subject originally resulted from an intuitive feeling that this was one of the most vulnerable parts of the Swift. On closer reading of past Newsletters this view has been substantiated by a survey undertaken by Alan Murphy (SO 217), that was published in Newsletter NL24 in March 1988. Thus this review begins by referring to that survey to get a feel as to the nature of the problems and how widespread they are. The percentage of problems by boat age looks like:-

Boat No.	Percentage within group reporting a problem
1 - 75	25
76 - 150	67
151 - 220	75
300 onwards	100

Note that this survey was based on ~30 replies, but does give some indication of how widespread problems are. Interestingly it is the newer (300series) boats which seem to have the most problems. It has been suggested that this is due to the heavier centreboard on these boats.

The two most reported problems were failure or stiff operation of the lifting gear so these will be dealt with first and in most detail. We are fortunate that Brian Hornbrey (SO 307) a Marine Engineer produced a detailed engineering assessment of the problem which was reported in Newsletter NL24 (1988) and is reproduced overleaf.

First launch was at Ullswater in Spring of 1987 which was uneventful regarding the keel mechanism. Second launch was on the Norfolk Broads and I had difficulty in lowering the keel which had jammed inside the keel box. It was eventually freed by winding about six turns back on the lowering screw, which, because the keel was jammed, came up with the winding handle. This was then tapped lightly with a block of wood until the keel freed itself and the screw dropped back into the thrust block. I was very unhappy with the 'thud' made by the keel as it was arrested, also people should be warned to keep fingers away from the screw and thrust block because forces are produced which would easily sever fingers. The remainder of the Norfolk Broads holiday passed without further problems.

When cleaning out the boat on return to Cleveland, my wife noticed that the keel thrust beaming was canted over to port and on investigation I found that the starboard connecting strap had pulled away from the bronze cross-head nut. The port side strap was badly bent and only just hanging together at the cross-head.

As manufactured the winding gear left much to be desired and contact with Honnor Marine rapidly produced a set of replacement gear plus a recommendation to modify the trailer roller bed.

It appears that other Swift owners have had the same problem which can be aggravated by lengthy trailer journeys. To overcome the problem a wooden block is secured at the stern end top of the keel box against which the retracted keel bears. This prevents the tapered section of the keel becoming jammed at the stern end. To accommodate the new position of the retracted keel the stern roller under the keel has to be lowered by one inch and the centre roller by approximately half an inch. The forward roller under the keel remains unchanged.

Having experienced this problem and read about others having problems with the keel winding gear I have decided to carry out a study on the design.

Taking moments about the hinge pin and assuming the centre of gravity of the keel to be 28 inches from the hinge pin keel weight of 375 pounds and the cheek plates 6 inches from the hinge pin, a static force of 1,750 pounds is produced at cheek plate with the keel fully retracted. This force is further increased at the crosshead pins by triangulation of the winding gear connecting straps. Without going into too much detail, a freely swinging keel produces additional dynamic forces which can easily double the static load.

I have discussed my findings with Honnor Marine and Colin Sylvester each with differing responses and reactions. Honnor Marine state that they produce the boat under licence to an existing proven design.

Mr. Sylvester believes that in excess of 300 boats in regular use must confirm the original design as adequate.

As a marine engineer I have to disagree and I have fitted the modified design, as shown in the attached sketches, to my boat which works perfectly and which I can use with confidence.

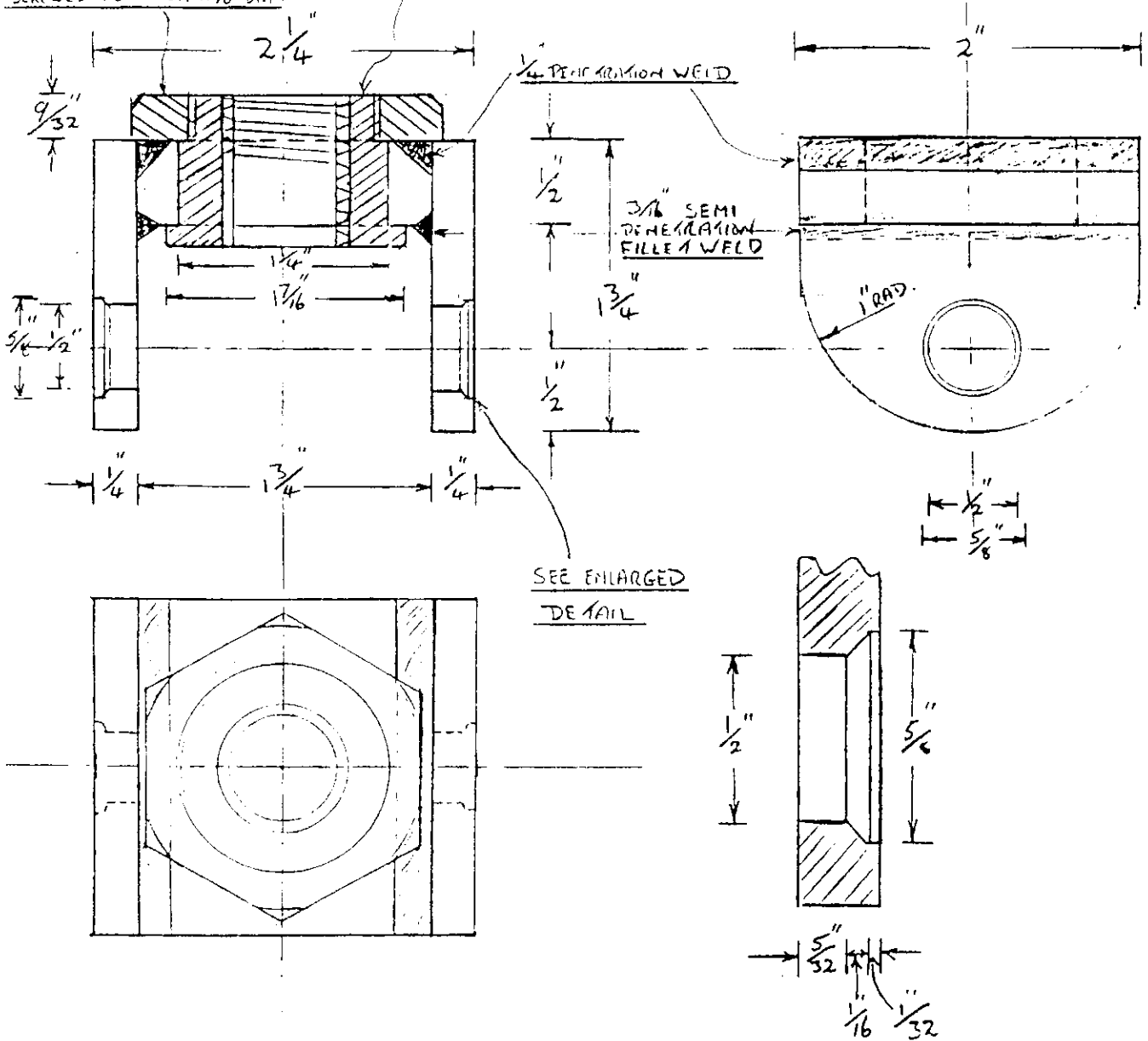
BRIAN HORMBREY (S0307)

Footnote to this centreboard problem:-

Peter Swallow (S0150) used a pair of countersunk stainless steel nuts and bolts to replace a pair of sheared connecting pins.

BRONZE REMAINING NUT
SCREWED 18 TPI ON $1\frac{1}{16}$ DIA

BRONZE BUSH INSERT SCREWED INTERNALLY $\frac{3}{4}$ " ACME 8 TPI



SEE ENLARGED
DETAIL

DETAIL OF HOLES
& COUNTER BORE

SCALE 2:1

DETAIL OF MODIFIED CENTRE PLATE WINDING GEAR CROSSHEAD.

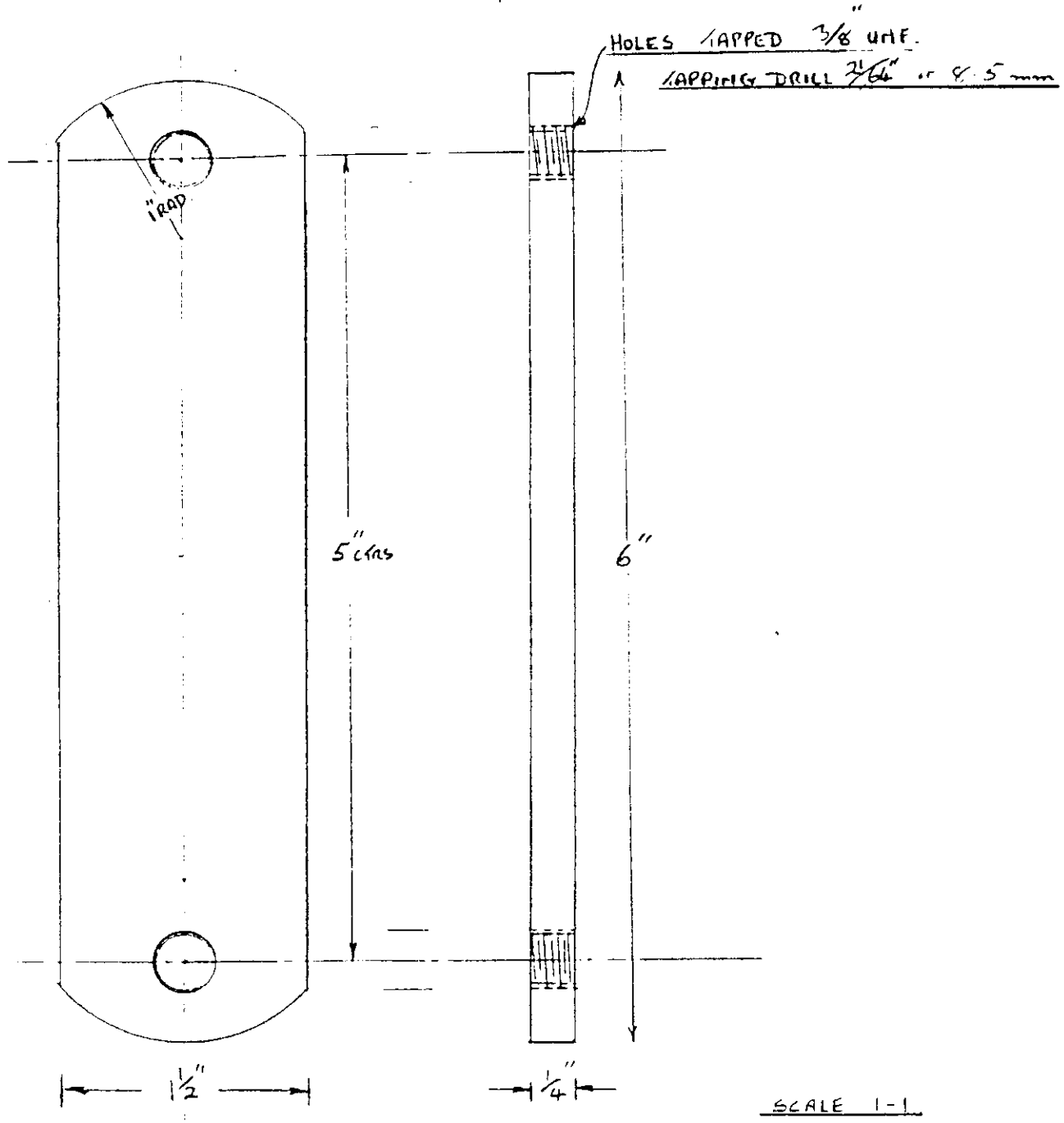
MATERIALS 18-8 T. SS BUSH PHOSPHOR BRONZE

J.H. 15-7-87

SWIFT 18

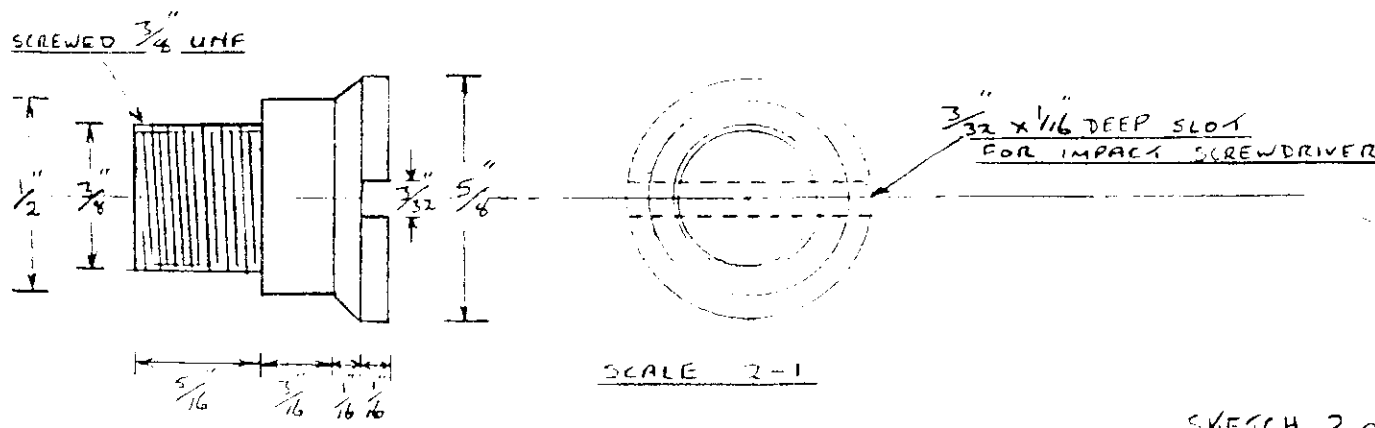
SKETCH NO 1 OF 3

81P1



CONNECTING STRAPS 2 OFF MATERIAL 18-8 Ti SS.

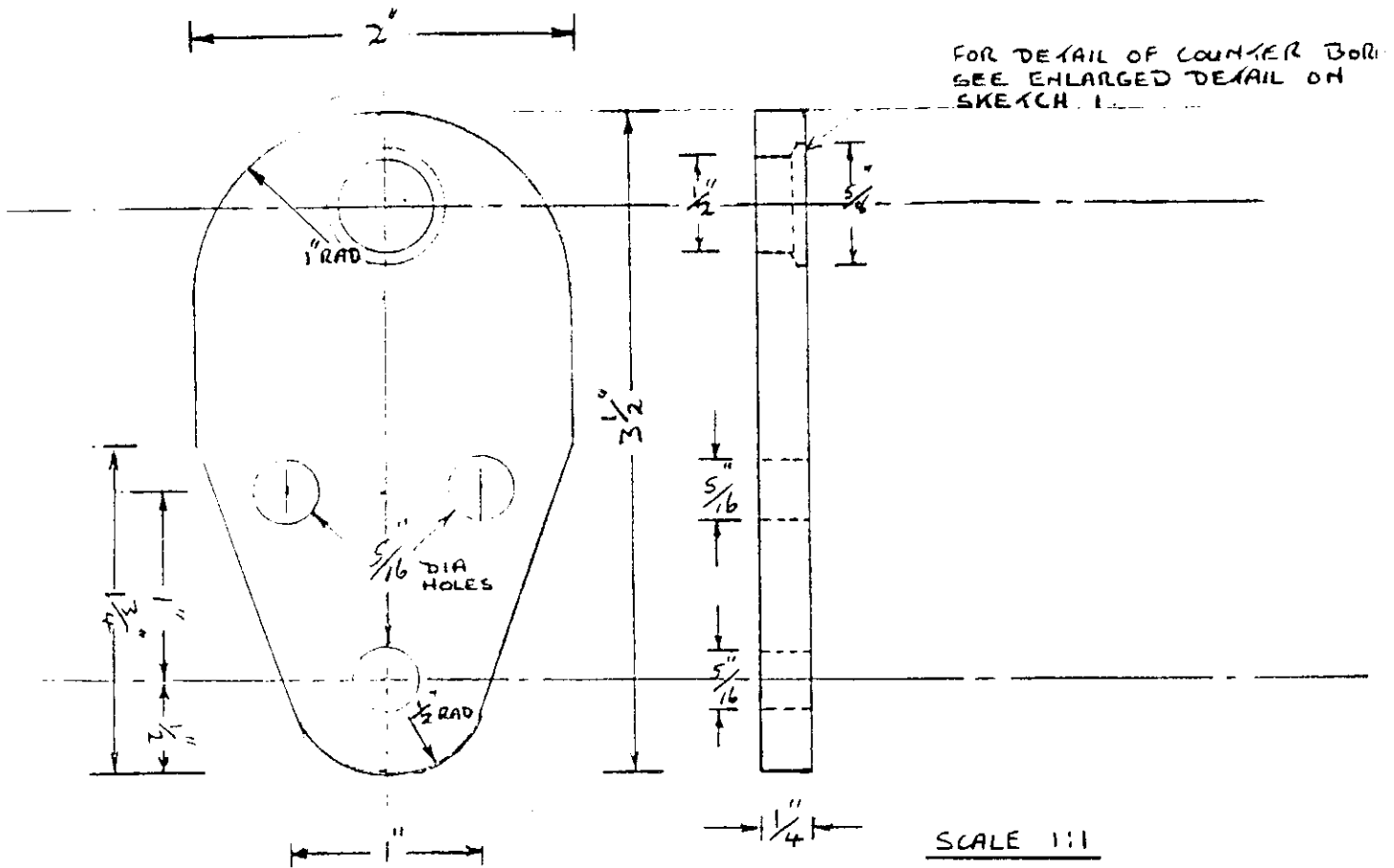
END.



F 3

CLEVIS PINS 4 OFF MATERIAL 18-8 Ti SS

SKETCH 2 of



KEEL CHEEK PLATES

2 OFF MATERIAL 18/8 Ti SS.

THE PRINCIPLE OF THIS MODIFIED DESIGN IS TO BEEF UP THE ARTICULATING JOINTS PARTICULARLY AT THE CROSSHEAD WHERE THE BRONZE CASTING IS REPLACED BY A STAINLESS STEEL FABRICATION WITH BRONZE ACME THREADED BUSH.

THE KEEL WINDING GEAR AS SUPPLIED IS PERFECTLY ADEQUATE TO COPE WITH THE STATIC LOAD OF LOWERING/RAISING THE KEEL. IT IS HOWEVER SUSPECT IN ITS ABILITY TO WITHSTAND THE DYNAMIC FORCES OF A FREELY SWINGING KEEL WHICH EITHER HAS JAMMED IN THE KEEL BOX OR HAS SWUNG FREE AFTER STRIKING A SUBMERGED OBJECT.

TO DAMPEN THE SHOCK LOAD WHEN THE KEEL HAS SWUNG FREE A 1/4" THICK NEOPRENE RUBBER WASHER IS FITTED BETWEEN THE KEEL WINDING THRUST BLOCK AND THE KEEL BOX.

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A second article by Brian Hornbrey appeared in NL28 (1989)

Stiffness in the Keel winding gear

A possible solution

I have both read of, and spoken to, a number of Swift owners who have experienced stiffness in their keel winding gear which requires much greater effort than should be necessary to raise or lower the keel. My own boat, which is of the "300" series built by Honnor Marine, was initially affected by the problem. Checks on lubrication of the screw and the thrust bearing were found to be in order, and so there had to be some other reason for the stiffness.

A study of the detail of the thrust bearing is necessary to understand the problem, and so I have prepared the accompanying sketch. The socket in which you place the winding handle is made of stainless steel, and this revolves together with the upper thrust ring inside the nylon bearing block. The nylon bearing block and the lower thrust ring remain static, and so it follows that the stainless steel socket revolves inside the lower thrust ring. Since the clearance inside the lower thrust ring is small and stainless steel and hardened steel (of which the thrust ring is made, presumably?..Ed.) are not very compatible, no amount of lubrication will prevent metallic 'pick-up' occurring between these two components.

The solution is to increase the clearance between these components in the zone of the lower thrust ring. I have modified my gear as per the sketch, and I can raise/lower the keel using one hand with little effort. The task is quite simple: with the boat on the trailer, wind the gear as if lowering the keel. This will cause the screw to rise up out of the thrust bearing. Tap out the two pegs securing the stainless steel socket and remove from the screw spindle. The socket unit should have its diameter reduced in the zone of the lower thrust ring by a minimum of 0.015". It doesn't matter if the diameter is reduced by more than this amount so long as adequate clearance is provided. The diameter should only be reduced in the zone of the lower thrust ring say about 1/8" either side of the thickness of the thrust ring.

You will require access to a lathe to do this modification, but it really is worth doing. My apologies to those who work in the metric system, but being an old marine engineer, I'm a member of the "rod, perch and pole" society. By the way, most "Swifties" are already aware that winding in the keel screw when the boat is on the trailer is a very convenient way to apply lubrication to the screw and thrust bearing. I understand that one Swift owner attempted to lubricate the gear with the vessel afloat, and he removed the circular access port in the keel box. The boat promptly filled with water and the positive buoyancy was put to the test!

Brian Hornbrey SO 307

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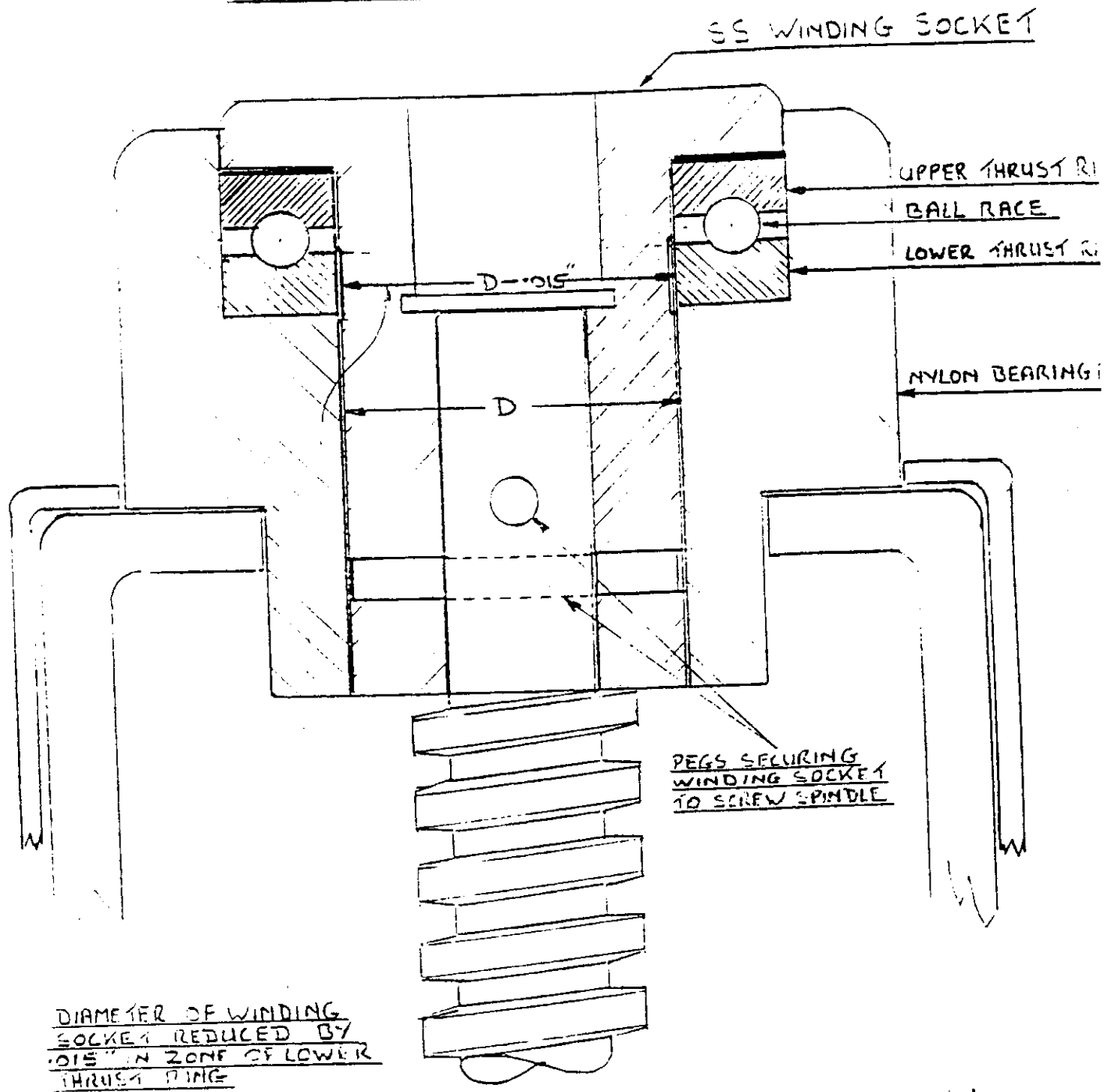
F A

BOX

E

KEEL

SWIFT 8 KEEL WINDING GEAR
THRUST BEARING



SCALE 2:1

SECTION THROUGH THRUST BEARING
AND KEEL BOX

R. HORMBURY
6-6-39

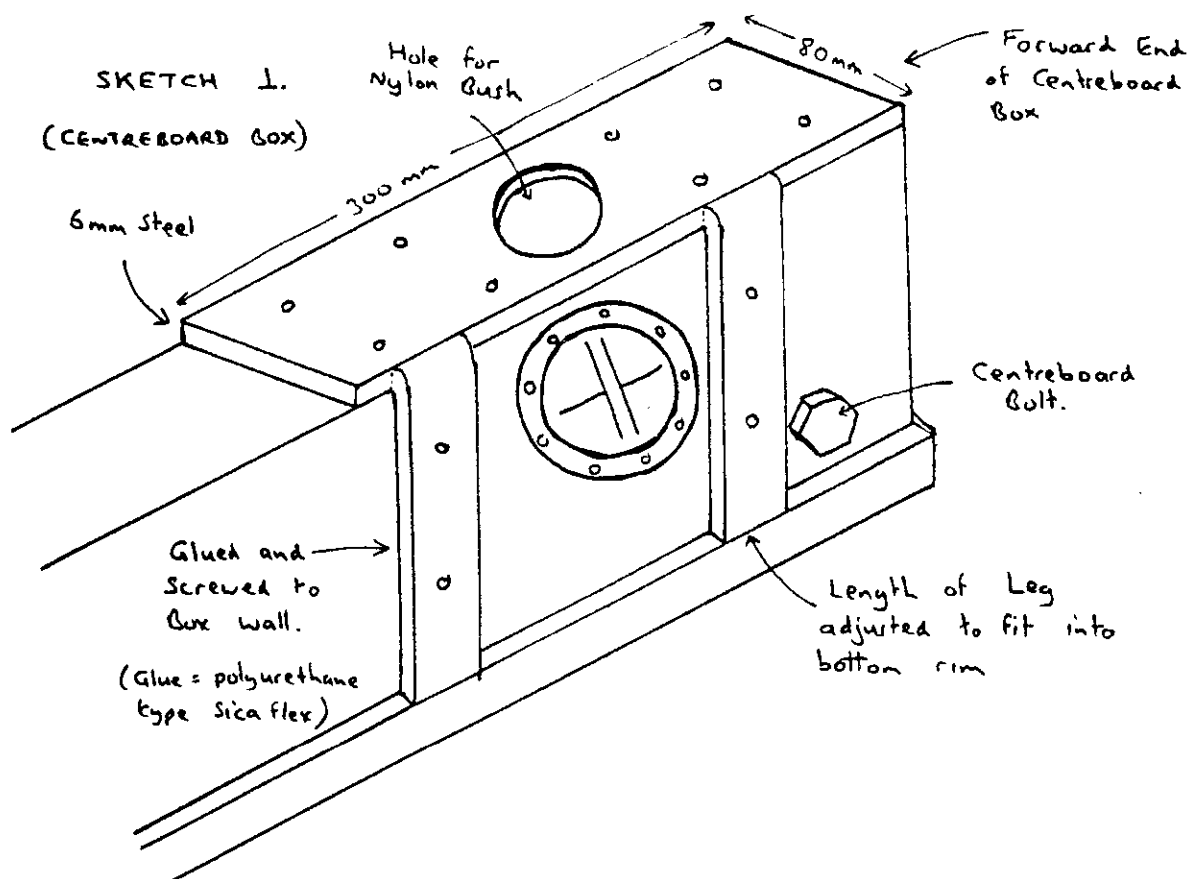
The next contribution comes from NL30 (1990) in which Hans Volland from Gilching, Germany offers a method of reinforcing the centreboard box

Strengthening the Centreboard Box

Hans has also strengthened his centreboard box by using an extra metal plate. This same problem has been reported by a number of Swift owners - it is probably caused by insufficient fibre glass on the roof of the box or by trailing the boat over rough ground without any proper support for the centreboard - (Beware!!!! See the note by Chris Butler in NL27 page 23). Thomas Coxon (Salamandra, S145) has reported that he was able to fix the problem using new fibre glass and a new metal saddle.

Hans's solution is similar. He built a new saddle from pieces of 6mm steel (see sketch 1). The detailed engineering drawings which Hans sent to me are too large for the newsletter, but I will send a copy to anyone who requests them (send me a stamped addressed envelope. Please note that the drawings are in German).

For those who wish to avoid the problem in the first place, one tip is to lower the centreboard onto the trailer after recovering the boat by unwinding the screwed rod by two or three turns. This will transfer the weight of the centreboard from box to trailer. Don't forget to take up the weight again before launching.



Should you have the misfortune to need to remove the keel from the boat a little ingenuity is required if you do not wish to incur the expense of the use of a boat hoist. An account of this was produced in NL13 back in 1985 by Chris Clayton (SO33). We join Chris's article after he has described finding a sheared hinge pin on the keel lifting mechanism...

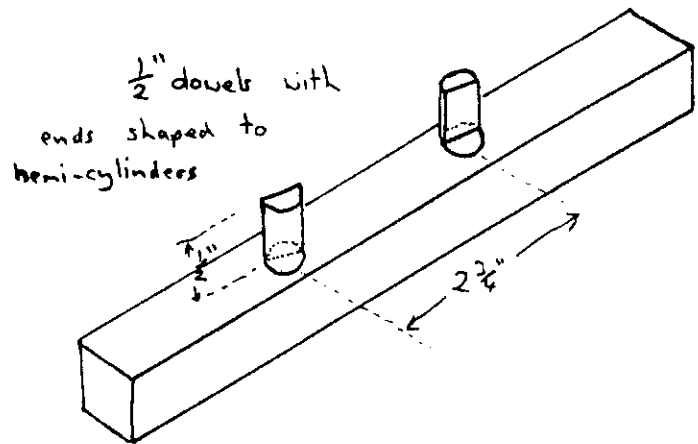
I will ring Swifts in the morning, when I did a Gentleman informed me that the best way of fixing it was to crane the boat off the trailer, take the keel out and send the lifting mechanism to them for repair. Thanks I said, and hung up quickly. I rang two local Boat Yards, for estimates, for craning the boat off the trailer and the repair, and was quoted between £30 & £50. Next came the head scratching, or, thinking time, to see if it was possible some other way. With some measuring I thought, if I could lift the boat some 10 inches I could get at the three bolts holding the lifting gear to the keel. Armed with a small hydraulic car jack and some stout timber we made a start. Take the weight of the front end of the keel and remove the pivot bolt inside also the two pins holding the handle drive to the screw, with the keel resting on the rollers, drop the front of the trailer as far as it will go on the dolly wheel, chock the trailer wheels and block up the skeg close up to the rear roller, now raise the front of the trailer by the dolly wheel checking all the time. Next jack the front of the boat just in front of the keel and block it up. While this is taking place keep pushing the docking arms in to stop the boat leaning sideways, it does not take much to hold it upright I managed to get the SW to lean on it till it was high enough then push the docking arm in and then put the securing strap on, the keel now rests on the rollers, held vertical by the portion left in the slot. The three bolts which hold the keel lift can now be got at and in the boat the lifting gear can be retrieved through the inspection cover. The whole job took about 1½ hours, the offending item repaired locally for just over a fiver, they also renewed the other three pins at the same time, putting the thing back together was straight forward. Once the boat is back on the trailer, clean off the sealant from the main keel bolt and armed with a tube of silicon rubber stick it all back together and hope it will not leak.

The next two articles by Alan Murphy of Tiger Lily appeared in NL30 (1990).

Centreboard Access Port

Whilst on the subject of centreboards (we seem to have written a lot about this lately) here is a tip about gaining access to the lifting mechanism. I seem to get many enquiries regarding this. It is often difficult to remove the centreboard inspection cover on the side of the centreboard box. I have constructed a special tool from a piece of wood and a couple of half inch dowels (see sketch 2). For some strange reason many Swifts have had their inspection covers glued with silicone sealant. It took me some time to dig out the sealant from round the cover. I now use an 'O' ring and a small amount of waterproof grease to seal the cover.

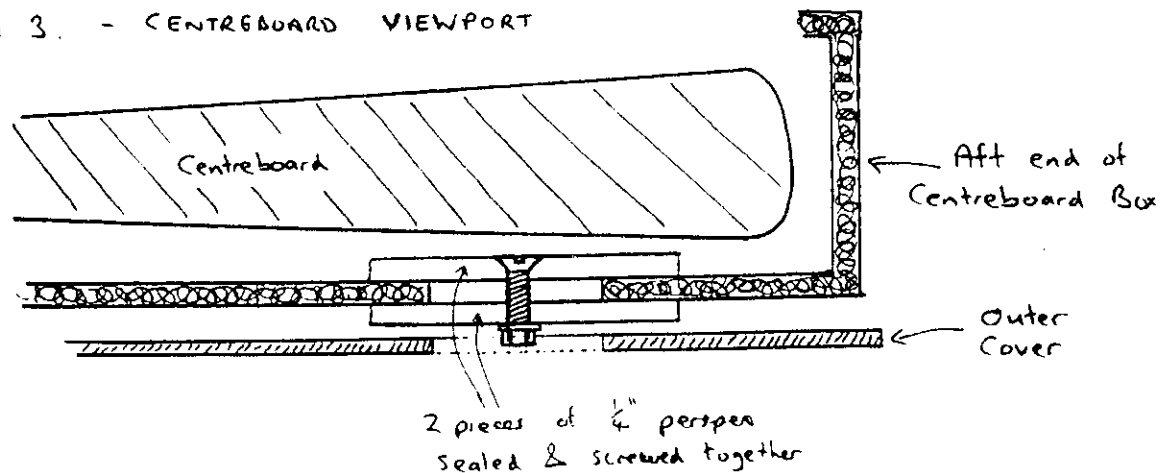
SKETCH 2.
Centreboard Cover
Removal Tool.



Centreboard Viewing Port

Another of Tiger Lily's modifications is a small viewing port on the port side and near the tip of the centreboard box. A 36mm diameter hole was drilled in the outercasing and in the centreboard box near the aft end. The hole in the box is covered by two pieces of quarter inch perspex (one inside the boat and one outside). The perspex is sealed to the glass fibre and held together by an M5 nut and bolt (see sketch 3). It is a little tricky to mount, but once fitted it provides a little viewpoint for confirming the position of the centreboard when raised - it also gives a very nice view of the water level.

SKETCH 3. - CENTREBOARD VIEWPORT



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?

This article has been selected for inclusion because it complements the previous "From the Archives" review of Keels with some interesting observations and suggestions to overcome the limitations of the existing lifting keel, whilst still recognising the advantages that the mechanism offers sailors of the Swift.

First thoughts on Swift Keels

As a relative newcomer to the class I may worry overmuch about some aspects of the Swift lifting keel, however for what its worth, these are the points I've considered:

First, on the positive side, isn't it fantastic to be able to trail such a boat - I'm well pleased with it. Then, when on the water to have the safety measure of hauling up the keel when pushing the shallows to the limit!- has come in very handy.

However, when the weather gets up a bit I have been alarmed by the movement of the keel box when heeling. I now reef that bit earlier to take the strain off since I first observed this effect. I think it could do with some bracing over to the side panels (cooker and sink), although these panels will probably need stiffening/reinforcing. The bracing could be removable, just jamming in the gaps during heavy weather, or could possibly be permanently fitted, if confined to the very front so as not to reduce the foot well for climbing into the front. Similar arrangements could be fitted at the rear of the box, where it has been reported to crack on several examples, although most of the force is exerted at the front.

Worrying further about serious failures, the pivot bolt is hard to inspect! I don't know what can be done about this, possibly it can be drifted out for inspection. Water retaining tolerances and dissimilar metals don't bear thinking about, however thick the bolt is...or was 14 years ago!

I have heard of Swifts getting knocked down, and thankfully, righting themselves efficiently. However, should one ever be rolled right over, not quite least of the concerns might be what happens to the keel. Presumably it would drop back into the box, possibly causing impact damage, and definitely reducing the chances of being rolled back up. The answer to this is to have some kind of hold-down capability for such emergency conditions. I don't think that a through-the-box pin is very practical due to water-shipping considerations. Taking a quick look at the mechanics, what is needed is a movable restraint to hold the winding screw from coming up through the top of the box, the first thought occurring is that the pivot bolt might be used to mount a swinging U-shaped strap. However, being centred on the pivot is useless, as the whole set-up would just rotate up out of the box. There is some

additional stainless plate around the pivot, and this could be used to mount an offset strap which would do the business provided that the stainless stayed put (may need additional fixings). The force the strap and fixings would have to withstand should be only a fraction of the 300 lb keel weight, as in the upside-down position, the pivot would take a good proportion of the weight. The more vertical (along the boat length) the keel is the better from this point of view, although the centre of gravity and various distances will have to be worked out. I've noticed that our keel leading edge is raked about 30° back when fully down .. is this normal?

Alan Pritchard

