

Swift 18



YEAR 1985 | £4,000 | VAT NOT PAID | LARGS OFFICE

Summary

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Yacht Image

Manufacturer: Swift 18

Price: £4,000

Location: Largs

Year: 1985

ID no.: 76F9233289

DIMENSIONS

- **LOA:** 18' 0" (5.49m)
- **Beam:** 7' 11" (2.41m)
- **Draft:** 5' 7" (1.7m)
- **Keel:** Lifting Keel

ACCOMMODATION

- **Berths:** 2
- **Cabins:** 1
- **Heads:** 1
- **Showers:** 0

PERFORMANCE

- **Top Speed:**
- **Cruising Speed:**

TANKAGE

- **Fuel:** Petrol
- **Fuel Tank Size:** 0
- **Water Tank Size:** 0

MACHINERY

- **Engine Make:** Honda
- **Horsepower:** 4 horsepower
- **Drive Type:** Outboard

OTHERS

- **Aircon:**
- **Heating:**

Swift 18

Broker Remarks

This **Swift 18** is berthed in Largs Yacht Haven, berth available for new owner.

Lifting keel fully working 4 berth, Honda 4 hp outboard, Main sail, Furling Jib, Porta potti 12v leisure battery, cabin lights, some instruments. All cabin cushions, very dry cabin, wash boards, 4 fenders Stirrup pump, Meth Camping stove. Various lines, warps, sheets, ropes. Easily sailed single handed Check out the **Swift 18** Just needs water/wind and some TLC !

Martinet has her own Yard trailer (not road legal)

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Specification

1. Swift 18

Ex marine, airline pilot and single-handed transatlantic sailer John Charnley teamed up with designer Colin Silvester. What emerged was the Swift 18, which conformed to the French Micro Cup rules. The rules dictated design characteristics, built in buoyancy, retractable keel etc. With hull and deck made of 1/2inch balsa sandwich, 8oz woven rovings and 1 1/2 oz chopped strand mat, this made a strong boat.

The Swift 18 is light with a high aspect rig which makes her more of a racer. She was tested in a force 7 Northerly, with two reefs and she stayed light on the helm and was well balanced. The Swift has a roomy well laid out accommodation. A large double forepeak berth, and a central galley, comprising 2 ring cooker and bowl/sink. There are 2 full length settee berths aft with storage under the settee berths are 1ft 8ins wide and the forepeak berth from 5ft 6ins to nothing over a length of 6ft 6ins. there is an infill here and underneath a chemical toilet.

There is sitting head room in saloon area. She has a kick up rudder which makes it safer than a slide up type. It is controlled by a screw jack (45 turns up and 45 turns down). She also has a transom well for an inboard/outboard. This making it better protected in heavy weather. She has sturdy cleats and a large anchor well. Her self draining cockpit easily seats four people.

2. Specification

LOA Length 18 ft 0 in (5.49 m) Length waterline 16 ft 4 in (5 m) Beam Width 7 ft 11 in (2.41 m) Draft Keel down 3 ft 6 in (1.07 m) Draft Keel up 0 ft 9 in (0.22 m) Displacement 1520 lb (690 kg) Ballast 375 lb (170 kg) Rigging Fractional sloop SailsMain 94 ft² (8.7 m²) Working Jib 60 ft² (5.6 m²) Genoa 105 ft² (9.8 m²) Storm Jib 25 ft² (2.3 m²) Total sail area 199 ft² (18.5 m²) Spinnaker 199 ft² (18.5 m²)

New Cockpit spray hood 2023
Honda 4hp outboard
Includes a Yard trailer (not road legal)

3. History

The Swift 18 was unveiled at the 1981 Southampton Boat show. It was originally intended to be made from aluminium but went into production in GRP. The boat was designed to comply with the French micro copper rules with a maximum sail area of 199 ft².

However it is not an all out racing boat and is rather a comfortable trailer sailor, capable of coastal cruising for small families. The boat is virtually unsinkable with foam buoyancy built in. It was met with enthusiastic reviews from the press and went on to sell some 200-300 boats.

The original manufacturer, JCA, built about 220 boats from 1982 to 1985. The company changed name to Swiftcraft and relocated to Shamrock Quay in Southampton during this period.

In 1985 the business was sold and ended up in the hands of Honnor Marine at Totnes Devon. They built a modified boat, marketed as the 300 series. These featured a number of modifications from the original boats, reputedly for cost reduction reasons. Notably these changes include different toerails and non-tapered masts. Honnor Marine built about 35 to 40 boats.

Then around 1988 Marlin International bought the rights, moulds and materials from Honnor Marine. Some of the cost reductions that Honnor Marine had made were reversed and the new boats were marketed as the 400 series, with manufacturing returning to Southampton. Only about 10 of the 400 series boats were built before production ceased in around 1990.

4. Euroyachts Disclaimer

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Mechanical and Rigging

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Contact

LARGS OFFICE

Address:

The Boat Showroom, Largs Yacht Haven, Irvine Road, Largs, KA30 8EZ

Telephone: +44(0)1475 687204

Email: info@euroyachts.com

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