



Swallow Boats

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10th Oct 2005

Dear Jonathan

Teifi skiff Data

Many thanks for your enquiry. Attached are

- A brief specification for the Teifi Skiff
- A brief write up and pictures of the Anglesey-Isle of Man boat
- Some pictures of the boat in general

Price of the boat is £2,500. The trailer in the pictures cost £500 – I think I would modify it slightly to incorporate a very wide rear roller to make it slightly easier to get on and off.

The oars need to be 8 ft 6 ins long. You might be able to get a second hand set (four needed) but otherwise you can get a set made by Collars (Tel no 01865 341277). You might be able to get a set of Carbon fibre ones, though the oars are shorter than those for racing sculls.

Collars oars are traditional spoon blades and look good. Make sure you get a quote with sleeves and buttons included as these can be quite expensive to fit.

We could make up a set of four to our design which were used by the Thames race winners for £120 each or in their lightest form in laminated cedar/ Douglas fir for £20 each extra.

Visit our website for latest prices, instructions and more photos: WWW.swallowboats.com

TEL +44 (0)1239 615140, e-mail: show@swallowboats.com

The advantages of our oars are that they are lighter than traditional spoons and they self pitch in the water as the blade is very stable in the pull. The disadvantage is that they require more precision in feathering to avoid digging in. The laminated shaft reduces the weight still further. I have to say that our oars are not as elegant as Collars but they are better performers for good rowers.

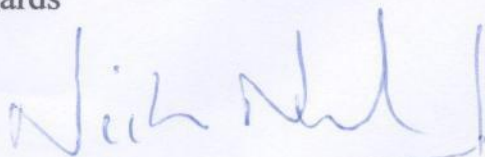
I do think that the extra cost of the laminated shaft is worth it.

All prices include VAT

I apologise for the print quality – the printer is playing up.

Any questions, please do not hesitate to ring any time up to 10.30PM

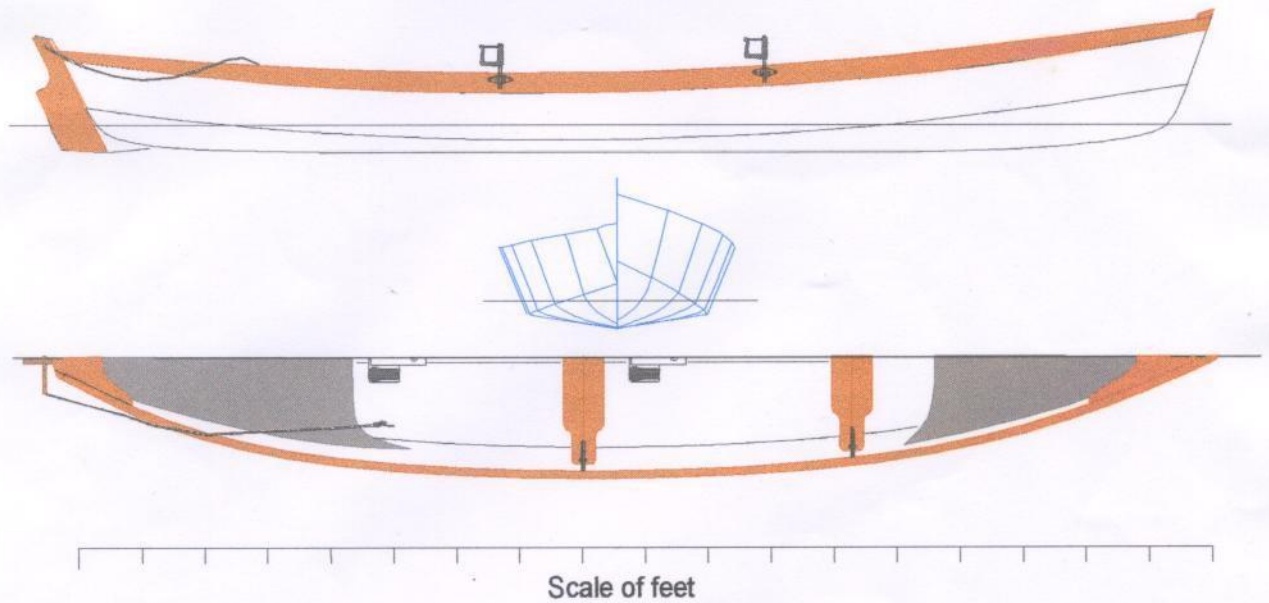
Regards

A handwritten signature in blue ink that reads "Nick Newland". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

Nick Newland

OTTERSPEED LEISURE

TEIFI SKIFF



***FASTEST ELAPSED TIME - THE GREAT RIVER RACE '98&'99
18 FT 5 INS BY 4 FT 2 INS COXED DOUBLE SCULL***

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SPECIFICATION

TEIFI SKIFF - PURPOSE

Designed as a coxed double scull for use in open water races at sea by Junior and Senior crews from the age of eleven upwards. Great flexibility was built into the design to enable oar height and footrests to be adjusted from 11 year olds to 6 ft plus adults. The skiff has proved highly competitive, completing the Thames Great River Race in the fastest elapsed time two years running.

The hull was designed to be easily driven, seaworthy, flexible in the number of rowers, and to have good manoeuvrability to reward good coxing.

HULL SHAPE

A simple double ended form is the basis of the design, the stern being terminated in a small transom well above the waterline. The single chine form was adopted since analysis of the shape indicated that there was only a small penalty to be paid in terms of skin friction. To minimise wavemaking drag the design relied on a low hull weight (130 lbs), and a good hydrodynamic shape appropriate to the high speeds possible.

The overall length was a compromise for ease of handling by juniors and for storage ashore. The beam was determined by the oar length and the stroke rate required to achieve the theoretical top speed

A waterline beam of just over 3 feet was chosen as a reasonable compromise between stability, seakeeping, and low drag, such a waterline beam not requiring excessive flare to achieve the target beam for the oars

For seakeeping a strong sheer was provided, and a reasonable freeboard at the oars.

HULL CONSTRUCTION

The hull is built on the principle that there are no point loads on the skin of the hull, which can therefore be made as light as possible. All the main rowing and structural loads are taken either by the gunwale or the space frame aluminium backbone which supports the footrests.

The hull moulding is chopped strand sprayed polyester glass with the bottom structure a sandwich composite moulding using fabmat core

A sacrificial keel strip of KEVLAR fabric protects the centreline keel. This is extremely resistant to abrasion.

At 130 lbs the boat is light enough to be lifted by two adults.

OUTFITTING

Bonded timber laminated gunwale constructed from Brazilian Cedar. This timber is durable, light, and glues and finishes well. Unlike red cedar it is not soft.

The breasthooks and quarter knees are also from Brazilian Cedar, bonded in place to securely hold the gunwales at the required angle and to resist the twisting loads across the boat.

A space frame aluminium backbone structure supports the keel, and is used as the basis for the foot stretchers. This backbone is bonded into place.

The transverse structure is a composite of cast aluminium knees connecting the gunwale to the seats, and the seats to the aluminium backbone.

At the bow and stern two large buoyancy tanks are bonded in place, the after one forming the cox's seat.

ROWING WORKS

The seats are fixed, and are an essential part of the transverse structure. The footrests are fully adjustable fore and aft, sliding on the aluminium backbone. This gives very large adjustments of the footrests to enable different sized crews to get comfortable.

The pins to take the oar gates are very long, again to enable large adjustments in height to suit junior senior and lady crews. Height adjustment is by tubes and washers fitted above/below the gate.

The cox's seat is very large fore and aft to enable the cox to trim the boat to suit different crew preferences

RUDDER

Airfoil section wooden rudder operated by lines from a yoke. The rudder is arranged so that it is difficult if not impossible to foul mooring lines.

BUOYANCY

Moulded in buoyancy is provided in interior moulds fore and aft. These provide about 200 lbs of built in buoyancy.

CREW DISPOSITIONS

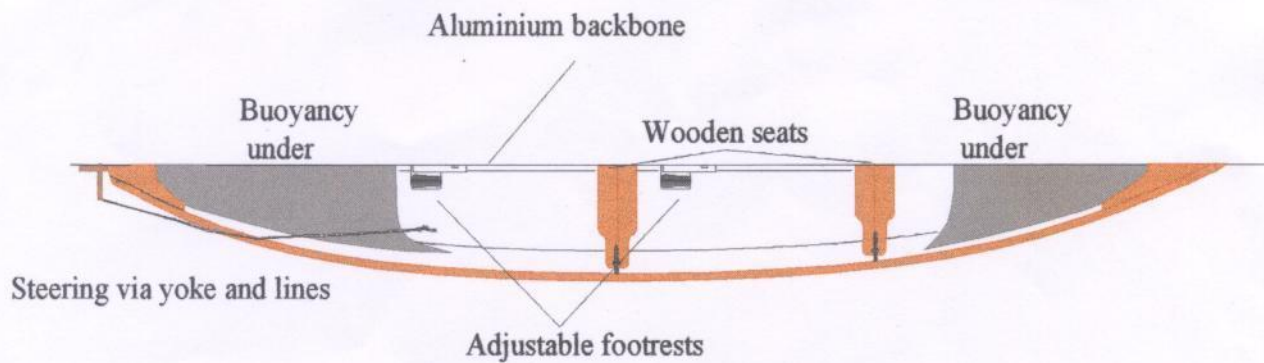
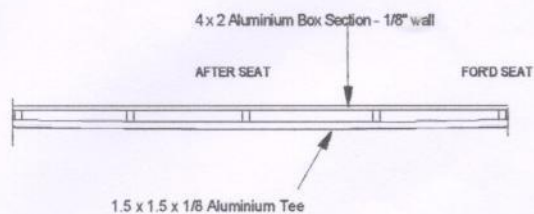
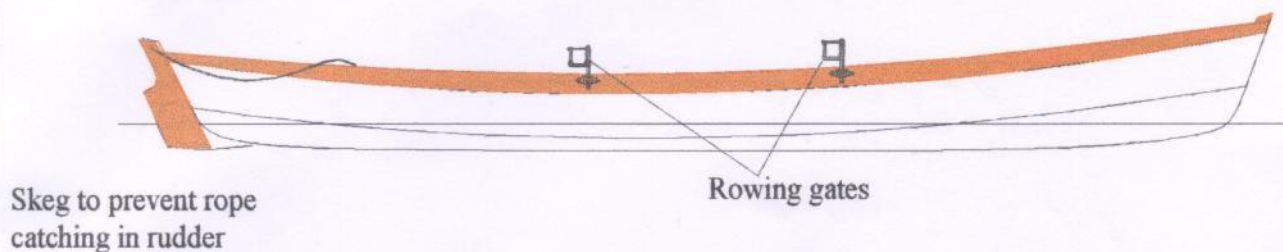
The skiff can be rowed in the following configurations

- Coxed double scull
- Double scull
- Coxed single scull
- Single scull

COLOURS

All the hulls are white. Timber is finished with 6 coats Danish oil.

Timber gunwales - Laminated Brazilian Cedar



TEIFI SKIFF

Designed as a seaworthy coxed double scull for use by a wide age range from eleven to adulthood.

Teifi skiffs have twice achieved fastest corrected time in the international Great River race on the Thames. On both occasions it was rowed by local veterans Kevin Wiseman and Hugh Foster. This is a tough test of boats and crew, with over 250 competitors from all over Europe.

The prototype has been modified for an attempt to cross the North Channel from Anglesey to the Isle of Man. For this attempt the two rowers, Robin James and Tich Craddock, wanted to avoid the additional weight of a cox, and this and the potentially stormy sea conditions dictated some changes.

- A bow breakwater was fitted to reduce the possibility of waves breaking into the boat
- Enlarged buoyancy chambers were fitted to maximise freeboard in the event of flooding
- A hatch was incorporated into the after chamber for dry stowage
- The after sculling positions were extended aft to improve the trim
- A deeper rudder was fitted to counter the lack of stern trim due to the missing cox
- A form of adjustable steering was fitted to enable the crew to trim the boat to the wind

On the first attempt sea conditions were very marginal, but they decided to go ahead as the forecast was good. The support boat (a 35 ft motor cruiser) was rolling heavily in the swell, and Tich's comment at this time was "I'd rather be in the skiff than the support boat". Ten miles one of the crew on the support boat suffered a mild heart attack, necessitating calling out the lifeboat. This left only two people on the support boat one of whom was so badly sea sick as to be useless. The attempt was therefore abandoned.

The second attempt was successful achieving a ten-hour time from Amlwch to Port St Mary in very calm conditions

During their training for the row Robin and Tich encountered some very testing sea conditions. They described the performance of the boat in the following ways

"Did much more than we ever expected of a boat of that size. And did it safely"

"We took her into places we shouldn't have and she got us out - easily"

"Bloody Marvellous"



THE TEIFI SKIFF



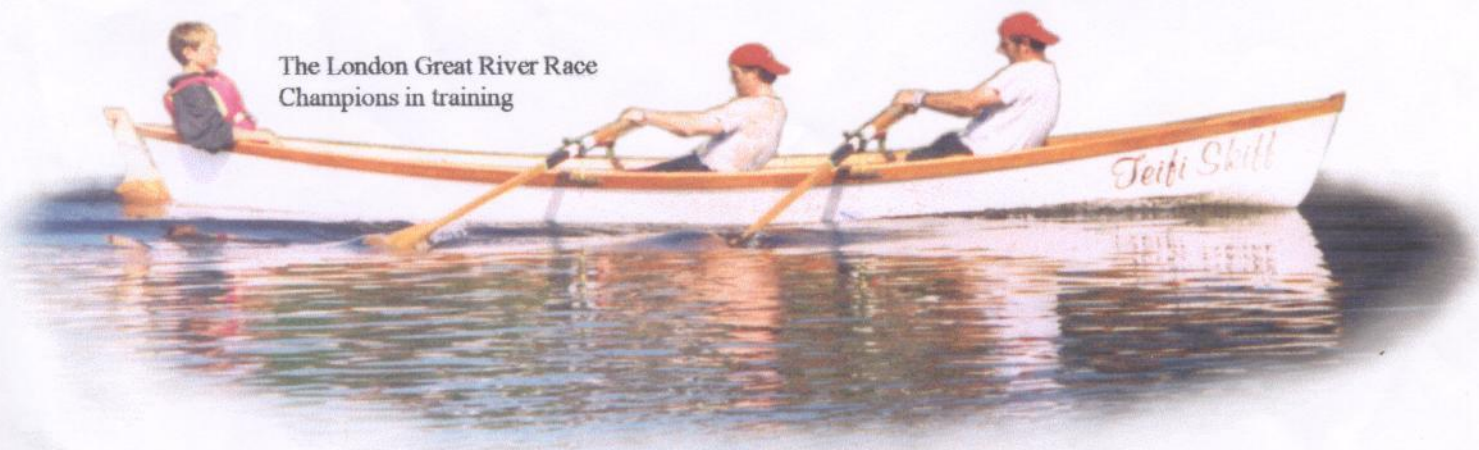
On the
Thames at Henley



A Pembroke Longboat
with similar internal
arrangements



Internal
Arrangements



The London Great River Race
Champions in training





The Great River Race. London - 5th September 1999



321 Photograph

Row: Kevin Wiseman
Passenger: Aled Forster

Cox: Pam Phillips
Stroke: Huw Forster

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