

The Silhouette Owner

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*The Journal of
The Silhouette Owners International Association
The Association for Silhouettes and Cruisers*

The Silhouette Owners International Association

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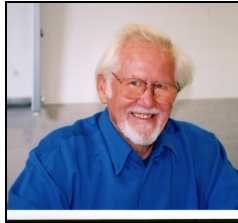
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Commodores Review



Regrettably, I am not able to report on any events at the National Rally as, due to unforeseen circumstances, I was unable to be there. Although Heather and I spent an enjoyable weekend at the Rutland meet my report did not make it to the last edition of our journal. Either our editor lost it or more than likely he could not read my writing. One more regret is that I put the boat to "bed" for the winter on the 24th as the weather and the tides were right but what did we then get – an Indian summer!

A sad piece of news to relate – the demise of a Silhouette.

After helping Dennis Lynch and myself to retrieve our boats and put them away for the winter at Paynes yard at Emsworth, Mick Polly was homeward bound towing 3 *M's* at around 7.30 p.m. During the journey a cyclist came out of the dark right in front of him. Mick swerved to avoid him and unfortunately lost control turning car and boat over – both a write off! I am pleased to say Mick was not hurt. Both he and the cyclist were unharmed.

Well once again the season is over - how time flies! We of the Solent group have been lucky with the weather on all our jollies and no doubt you will hear all about them in a forthcoming issue of this journal from Clive.

Our season finished with our annual barbeque in the pleasant garden of Mary and Mick Polly and as usual a good time was had by all.

Let us hope that the winter is not too hard and that spring comes early so we can get those boats afloat again.

Take care all of you especially if you are trailing.

Frank Haddon
Commodore

Our cover picture is reproduced courtesy of the Dutch magazine *Zeilen* and there is an article in the magazine headed "Op z'n Brits" That's our boys. See Bob Legg's log on the visit to Holland on page 10. (Pictured are Adrian Piggford, Alf Baldwin, Bob Legg and Roger Titshall).

A minute with the Secretary



ANOTHER NEW FACE ON THE BLOCK!

Yacht racing has another new 'glamour' girl who is helping to attract a string of multi-million pound sponsorship deals to the sport.

She is Emma Richards, remember the name!

She recently launched Cowes week and has tied up a £1 million deal for herself from the media group 'Pindar'. Not surprisingly that is the name of her yacht. She has entered the 'Around the World Alone' race and the organisers believe that her presence together with Ellen McArthur have brought success to the sponsors.

Richard Cooper, who is the managing director of Clipper Ventures said, "Yacht racing is becoming more attractive for sponsors and Emma Richards is great for the race. She is British, has a good chance of winning and it is one of the few sports where women can compete on an equal footing with the men".

In the first leg of the race Emma set a solo female record for the transatlantic passage, but was beaten into 4th finishing place just 13 minutes behind Patrick De Radigues' boat 'Garnier'. Emma, sailing 'Pindar' said, "Even after sailing 3000 miles, just for those minutes I would have thrown out my reef and put up a bigger headsail if I had only known." Leg 2 of 'Around Alone' started from Torbay on 13th October at midday with the leader expected to finish in Cape Town on November 8th.

So - not the World Cup but another occasion to wave the flags as we do have a British entry for the first time in 15 years. The first hurdle is the Louis Vuitton Cup (and luggage) This is to ensure that the best challenger will win through to face New Zealand to compete for that Holy Grail of Yachting - The America's Cup!

On the Home Front I do have some dates for your new diary for 2003.

May - 2nd week (to be confirmed) **Windermere Rally Week**

June- 14th / 15th Rutland.(to be confirmed) **International Paints**

Trophy

August 16th - 22nd International **Rally Week** at Plymouth.

Other dates organised by various groups will appear in the Journal later.

Letters to the Editor. – Letters to the Editor. – Letters to the Editor.

Dear Editor,

We have been captivated by Colin Campbell's series of articles in recent months aimed at improving our sailing skills. It has occurred to me that whilst learning from a written article is one thing, a practical approach would help us to learn more. It has been suggested that Colin Campbell be asked to provide us with a "Sailing Workshop or Master Class" at the 2003 Windermere Rally. Would anyone interested in attending such an event contact. If so contact Frank Cooper on 01772 455383 or Email:

fracooper@lineone.net. Thanks. **Frank Cooper.**

Dear Editor,

I notice contributions are always needed to fill these pages so I thought I would write to you to see if I can remind members that their articles, hints and tips, cruises or stories of rebuilds are always most welcome. I suppose if anyone wants to get something off his or her chest, such as sail areas or yard sticks or funny shaped bilge keels they've seen then you would like them to write or e-mail you.

I would like to say what a great time I had at the Plymouth Rally this year. I wonder why, even though we have got more than 300 members, we can't get more boats at the rally?

Do members think that the rally is too competitive – too many races and not enough of the good old cruising in company and tying up somewhere (Dandy hole?) and having a barbeque and a knees up and sleeping the night on board. Is this what memories are made of?. Do you think there is too much "organised" fun? It would be interesting to know if more members might come if things were done differently. No offence to SW group who do a great job.

Peggy Nomad

The letters published do not always reflect the views of the Association. All letters must be signed but names will be withheld upon request.

Dear Editor,

It is good to hear about the 'early' days of SILHOUETTES and I must share these with you. They were from a new member, Richard Blomfield, who has bought a Silhouette- (to go smaller as my age increases). His father did likewise for the last years of his life, in Jersey, and had much enjoyment from his Silhouette, an S11, No 984 which he called 'Leprechaun' (I can confirm that she is still on the island under the same name). Very early on a young Jersey lad came up to my father, who was working on the boat, and said, 'What does 'le prechon' mean?'

Thereafter she was always known as 'le prechon'

Richards's father was able to tell a story and this is one of them.

He took delivery of his new Silhouette from Hurley's, went for a shake-down sail around the Sound and the very next day set off for Jersey, 120 miles away with no qualms at all. Hurley's charge-hand went with him and it was the first time the Hurley chap had been to sea. If the story is true, the poor fellow must have been petrified.

I did a little of my own research, after all Blomfield is an unusual name. Sir Reginald Blomfield was an architect who designed the Menin Gate and Lambeth Bridge and wrote books on architecture and garden designs. Any relation I wonder.

B Heald

THE CALEDONIAN CANAL.

Since I have been sailing, I have read a number of articles about the Caledonian canal, which have given me an ambition to sail it coast to coast one day, having spoken to some members of the SOIA, they have also shown interest, so this has given me the incentive to organise a trip next year.

I plan to go early in the season, end of May beginning of June, (I am told the midges turn into Kamikazes later in the season) fitting the trip in between Windermere & Rutland.

The plan will be to launch on the West Coast, retrieve on the east, perhaps organise a bus trip from Inverness to Fort William to collect cars & trailers. The canal is 60 miles long, but I do not plan to rush, I anticipate the long drive there & back taking 4 days & 6 days on the canal.

It is early to be planning things for next year, but it would help me to have some idea of members that are interested when I am booking launching, parking, retrieving, & a method of getting from Inverness to Fort William.

Please contact me, Tony Eden, on;

0115 989 2199 or e mail blessim295@msn.com

*A very good map of the glen can be bought (£5.75) from
GeoPubs, 4 Glebe Crescent, Minehead, Somerset, TA24 5SN, Tel; 01643
709001.*

Another very useful source of information www.scottishcanals.com.

Arrangements so far;

Finding a launching site has been a problem, the only one I have come up with so far is not a public slip, but is owned by Argo Wiggins a paper & pulp mill adjacent to the Corpach basin (the Western entrance to the canal) the information I have is that you can become a member for a year of their sailing club for £ 20, I was given a phone No; 01397 903300 of the gate house to the mill which I rang, and was informed that the gate house is manned 24 - 7 you can fill out an application form pay your £ 20 and become a member on the spot, they then hand you the key to the slip, you launch & hand the key back, the gate house man also said parking for 5 or 6 nights would not be a problem, I am not very happy just arranging this on the phone, and would like to find a way of checking it out, perhaps one of our Scottish members might be able to help.

The canal licence fee (£ 16 per metre) has to be paid as you go into Corpach sea lock this gives you 7 nights on the canal, and you will be

allowed to go out into the North sea at Inverness & back in again, providing it is done within the 7 nights.

On the canal web site they say you have to have a safety check, but this apparently does not apply if you are on passage through the canal.

Getting the boats out at Inverness is no problem, there are a couple of slips, Caley Marina phone No; 01463 236539 is virtually in Inverness, they charge £ 6 for use of the slip, & £ 1.43 per metre over night

Getting back from Inverness to fort William has proved to be easier than I thought, City Link operates in Scotland, www.citylink.co.uk or phone 08705 505050, They operate a service between the two towns every two hours from 08.30.till 15 30, journey time is also two hours cost £ 7.80.

Look forward to hearing from you,
Tony Eden.

This months caption competition – win an SOIA tie or broach.



Two great characters of the SOIA. But who are they and what are they thinking?
Answers, by email only, to info@soia.org.uk before
30th November 2002

This Month's log.....by Bob Legg

Going Dutch 2002

Cast Alf Baldwin & Adrian Piggford in *Misty* (East Midlands Group)
Roger Titshall & Bob Legg in *Omebac* (Anglia Group)

Sunday 2/6/02 7pm.

All packed and ready to go after months of anticipation. I'd really been looking forward to this trip ever since we came back from last years rally in the south of Holland and this time we planed to explore the Ijsselmeer. It would all be new to me but Roger and Alf have both been to parts of it before and Alf wrote up his adventures for the S.O.I.A journal. which was the inspiration for last years trip.

Roger and I had an easy hour drive to Harwich to meet up with Alf and Adrian for the night at the ferry terminal. We had booked cheap tickets (£249) through the Caravan Club on what turned out to be an extremely smart freight ferry. There was some initial confusion while officialdom decided whether a Silhouette is a lorry or a caravan. They decided on the latter and sent us back across the dock to queue with the caravans. A & A joined us and after emptying a few cans (first of many!) off to bed.

Monday:

Up early to get onto the ferry. When we went through Customs and Immigration we were stopped and quizzed about our flares and ships papers which we had available but they didn't actually ask to see them. *Omebac* is SSR registered and we even have a VAT certificate. A & A had left their passports in *Misty* so Adrian climbed aboard to get them and passed them down to Alf. Before he could climb down Alf drove through the barriers with Adrian clinging on in the cockpit looking like an illegal emigrant. Thought they were bound to get stopped and Alf doesn't bother with papers or bureaucracy but they sailed through.

On the ferry at 0730 and breakfast was waiting for us. Self service with unlimited amounts of free good English and continental food. Fortunately lunch, also free and very good, wasn't served until 2.15pm so Roger had time to finish breakfast in time for lunch.

Docked in Hoek Van Holland 4.15pm continental time. We had an easy 60 mile drive to Naarden although it was a bit busy around Amsterdam in the rush hour. The marina a few miles out of Naarden is superb. Three easy ramps, showers, secure parking and very reasonable. We rigged in the

middle of a rain storm with thunder and lightning which made it feel like a proper Silhouette rally. Felt rather silly erecting a metal pole in lightning. The storm passed over and we were ready to launch when A & A decided they were thirsty. They were devastated to find that the bar is shut on Mondays and asked a passing Dutchman where they could find a beer. He told us to get into his Mercedes and took us to the ancient fortified town of Naarden to the oldest and quaintest bar and bought us all drinks. I do like the Dutch!

The barmaid was the usual stunning blue eyed blonde that is so common over there I expect the Dutchmen get bored stiff with them - or not!

Great evening networking with the locals. After a few beers I vaguely remember boring the socks off of a Dutchman about carrots. I read somewhere that they should be purple but the Dutch bred them to be their national colour Orange. Alf meanwhile turned into John Cleese and was busy explaining to a young chap that if he hadn't faced up to Hitler the lad would be part of the third Reich now. Remarkable as I reckon Alf would have been five at the time! When he started practising his German on the poor barmaid she decided it was time to pour us into a Taxi. The driver had security passes to both barriers at the marina and took us right to our boats still in the car park. "Jesus Christ you cant seriously be sleeping in those?" He felt so sorry for us we almost had to persuade him to take the fare. I felt I should sell him a copy of the big issue.

Tuesday:

Alf and Adrian were taking their new membership of the caravan club too seriously. Adrian could have settled in for the duration but Roger and I would not have been able to face Elizabeth and Brian so we launched and ghosted out onto a benign Ijsselmere heading for the island of Marken arriving at 16.00 with much help from the iron topsail.

Marken is like a living museum of green and white wooden fishermens cottages. We explored the village, saw some unusual birds including spoonbill, merganser and others we couldn't identify and finished up with a good meal and coffee at a bar on the quayside watching a vivid sunset to end a perfect hot and sunny day.

Wednesday:

I was awoken at 2am by squeaky fenders, thunder, lightning and heavy rain. When I finally got up, the weather had improved. We had another look at Marken and visited a cottage which had all the original furnishings including the sleeping cupboards. The bottom one with wooden doors was for the husband and the top bunk was for the wife with a curtain and a small trough on the wall for the baby.

There was even a guest cupboard and the walls were covered with ornaments, lace and pretty plates. It reminded me of a larger version of a traditional English Narrow Boat cabin. The lady of the house wore native costume and answered all our questions. Marken is a little expensive but not to be missed.

We pottered across to Monnickendam ahead of some very nasty clouds. It is a rather sleepy town with some industry and shipbuilding but very pretty and interesting. We had the local snack lunch of fried eggs, bacon and cheese on bread. Went for a splendid sail in the afternoon out to sea and then returned to Vollenham. This is a lovely spot with lots of interesting ships, cafes, bars, grockle shops and a diamond factory. We ate out again in a lovely bar overlooking the harbour generally putting the world to rights and thoroughly relaxed.

The Silhouettes drew much attention and disbelief and everyone asked whether we sailed here from England. I found myself itching to lie about our dramatic crossing.

The harbour entrance faces south and the southerly wind sends the swell straight into the harbour and it bounces around making things uncomfortable. The wind also sounds worse at night.

Thursday:

Bought some bread and fruit from the supermarket and set off for Hoorn following a 26' English boat called Demon King. He has a secure marina mooring at Medemblik costing £300 p.a. when he is not on his home mooring at Heybridge basin. He had just fitted a radar set so we chased him and asked if we appeared on his screen. We were invisible so we hoisted Roger's slim cylindrical reflector and we were relieved to hear that he could now see us. I suppose a "stealth" silhouette might be useful for smuggling?

Roger worked out the course for Hoorn at 350 degrees and we set off over the horizon. When I sailed between the narrow entrance piles hours later I was still steering 350. Like threading a needle from twelve miles away. No tide to worry about but still good navigation.

We rafted up with Misty in the town centre and had boat stew aboard ship much to Alf's disgust. Mollified him with a few beers in the yacht club and town bars before exploring the town. There are some classy and expensive shops and ornate buildings. Adrian was busy taking photographs (he is very knowledgeable) and with his big blue baseball cap, oversized camera and usual neat and compact appearance he gives a good impression of a Japanese tourist.

On the quay opposite our mooring was the Grasshaven Cafe (the clue is in the name) and cars and motorbikes came and went late into the night so the occupants could collect their wacky backy.

Friday:

On our side of the harbour there was a small park with large trees overhanging the moorings. I was awakened early by what sounded like squealing pigs waving football rattles. High in the trees above baby Herons were demanding breakfast from their parents. There were lots of large nests and a woodpecker was also nesting in a nearby tree. The noise didn't wake Roger but few things do until I get the kettle on.

The wind was still in the south and had risen a bit overnight so we reefed before we went out. It was OK with the wind on the beam but when we turned north for Enkhuizen with the wind astern it became a bit uncontrollable. The waves were only about 5' high but with the shallow water they became rather steep. We dropped the main which left us with just the small jib and it was much more comfortable but almost as fast. Misty did the whole trip with just a reefed main and seemed to cope very well.

We met a constant procession of old Dutch working boats including some square riggers all beautifully restored and used for sail training kids which we were told is heavily subsidised. From where I wrote this in Enkhuizen I could see 65 masts of old boats.

This was another lovely old fishing town to explore. Whilst looking at the menu in the window of Georgio's cafe and speculating whether this was Italian translated into Dutch Georgio came out to help us. He didn't speak a word of English but he was so anxious to please that we felt obliged to go in. He turned out to be Egyptian and the food was just sublime but far more than even Roger could cope with. He even gave us large coffees on the house and the bill was about £8 each. This was another lucky find due to Adrian who has a habit of wandering off down side streets muttering that serendipity will show him the way. Some sort of spirit guide perhaps but it has worked so far.

Our quiet mooring had become very noisy due to a wedding reception and a very good band played all the English party favourites. When they finished the Carillon clocks took over playing tunes every 15 minutes through the night.

Saturday:

Lovely bright sunny morning. We went off to the shops for basics and stopped off at a bar for al fresco coffee. An old open top Leyland bus pulled

up and the occupants were a blues band with two guys dressed as the Blues Brothers. They were good fun and when they finished their routine they drove off and we went back to the harbour where there was a folk festival. The cloggies certainly know how to enjoy themselves.

We thought about visiting the Zuider Zee museum village but we were told this would take all day and we wanted to get on to Medemblik. Running goose winged Misty overtook us, a botter and a couple of local yachts. I think Alf has a winner on his hands especially when his new sails arrive. Medemblik harbour was packed as it was Saturday night but you can always fit in a couple of Silhouettes. Our cats cradle of ropes was obstructing the Dutch yacht in the corner of the harbour. Roger asked him if he was likely to want to leave and he replied "I haf knife - no problem!" Yet another lovely harbour with masses of character and old boats. We went for a stroll and got led astray again. At least we are saving on gas.

Sunday:

Woke up to blazing sunshine and blue skies. Strolled to the bakers for breakfast and coffee, a perfect start to the day. Not having to worry about tides makes you oblivious of time and very lazy.

Sailed out of Medemblik and headed 60 degrees to Stavoren on the east side of the IJsselmeer. There wasn't enough wind to sail for most of the crossing so we motored at a steady 3.8 knots until the wind picked up. The breeze was a blessed relief as apart from the heat we had encountered a plague of gnats and the breeze blew them away. What are they doing 6 miles out? We hoisted the sails and finished the crossing in fine style.

Stavoren is a modern harbour with some interesting architecture but is still stuffed with traditional craft. There are toilets and showers but not as many and not as smart as all the other ports. At £2.30p per night its one of the cheapest, we have been charged as much as £4.50p which is still a fraction of the cost in a soulless UK marina and no harbour dues either.

It's just as well it's cheap as I was dragged struggling and protesting to the Posthoorn bar for pints of Murphy's Red and another great meal. We had coffee back on Misty and went to bed feeling guilty. Yet another group of Dutchmen were admiring our seamanship at crossing the north sea and we didn't have the heart to disappoint them.

Adrian was suffering badly from gnat bites. The rest of us are clearly not as tasty and we decided that alcohol deters them and resolved to work on keeping up our immunity. Omebac has a red ensign on a flagstaff but since hearing that England beat Argentina in the world cup we have been flying a large cross of St. George on the backstay. The Dutch cover their boats with flags and we think it looks very nice and is a good guide to where our little boats are hiding when we come back from the pub. Sadly nobody knows what it is. One man told us off for flying a white ensign when

Omebac was clearly not a warship. Worse, a man off of a boat from Maldon asked us why we were flying the Scottish flag!

Monday:

Awoken at 4am by a tapping halyard. Lay awake blaming Alf until I realised it was our mast and my fault. I'm too fat to go through the fore hatch with all the junk stowed in the forepeak so I had to do a balancing act getting around the tent. I wore a lifejacket as I have very nearly fallen in doing this before and the others were all in the land of nod despite the racket. It was wet cold and windy and not my favourite start to the day. Thought it could be worse I could be working today and immediately felt better.

We needed to get to Lemmer but the forecast was SW5-6 possibly 7. Fifteen miles in shallow water on a lee shore with no bolt holes and a fetch right across the IJsselmeer seemed suicidal. We got the charts and maps out and Alf worked out that if we could do a short trip south to Stavoren Marina before it got too bad we could lock into the canals and lakes and get to Lemmer by the back door. A 25

mile trip via the Johane Frisco and Princess Margaret canals. It was only 4 or 5 when we left the harbour but a few rollers had us on our beam ends and we were glad to reach the lock. Inside was a different world very like the Norfolk Broads but much bigger. Creaming along with just a reefed main the weather soon deteriorated to force 7 with driving rain. There were a few bascule bridges where we had to tack and dither about while the bridge keeper waited for other boats to arrive and then open the bridge. Tacking about with large motor cruisers doing circles was a bit hectic.

The last part of the route was more commercial with large barges and as the wind was on the nose we motored into the waves of the last mere. A few hundred yards from sanctuary Alf's engine packed up so we took them in tow till they got it going again. Alf later worked out that although the tank wasn't empty the engine stops when the fuel drops to a certain level. A hole in the tube inside the tank perhaps.

We moored up just inside the sea lock in Lemmer town centre. This is another nice port and we had a meal before retiring early as we were shattered.

The forecast for tomorrow was still SW5 or more and no better for the following two days. We had to get south and through the Kettlemere and into the shelter of the Randmeren by the following night to give us two clear days to get to Naarden and complete the circle. Again there appeared to be an inland route but we would miss out Urk and have to motor part of the route with the masts down. Lying in my bunk listening to the wind in the trees it seemed like the sensible option.

Talking to the locals they seemed divided on whether the route was possible, certainly only in a small boat but all agreed the sea was too rough and we should stay a few days, drink, eat and forget schedules, return ferries and such trifles.

Tuesday:

This day did not go according to plan. Does it ever? We came out of the sea lock leaving Lemmer having disgraced ourselves by sniggering at a yacht named Wankje which misjudged his turn into the lock and rammed the wall. We got our comeuppance when we reached the lock into the Flevoland canals. The bridge next to the lock was being repaired and had been replaced by a non lifting structure made mostly of scaffolding. This meant that we had to drop the masts whilst bobbing about in the harbour and as we had left the crutches in the cars we had to lash together any bits of stick we could find to support the masts.

There was a 6 meter drop into the first stretch of canal which was very boring.

The next part had lifting bridges so we put the masts up. The wind was in our teeth again so we motored along this very pretty stretch until we came to the last lock and bridge into the main canal into the Kettlemere. The lock didn't open so we went and saw the keeper who told us the road surface on the bridge had just been replaced and was still runny so it wouldn't be opened until the following afternoon. Further the two bridges ahead of us would shut at 7pm. We said "(?) oh deary me" and derigged the boats again. Only 15 mins. we were getting good at it.

This was a lovely spot and we would happily have waited but we had made the classic mistake of not allowing enough time for the return trip and we were determined to reach Schokkerhaven Marina on the Kettlemere so we could relax over the last two days.

We had 10 miles left to go with the masts hanging over the back. The wind was blowing straight down the Swarte Meer and the masts became a problem in the choppy water and frequent barge wakes. At one point our lashings started to slip causing a few tense moments but we got it sorted and kept going. This trip turned into a marathon 30 mile slog and to cap it all the bridges weren't shut and on a grey damp windy evening the Marina seemed very drab. We had a boat stew and Alf and Adrian joined us for cheese and biscuits and a serious assault on Rogers supply of Port.

Wednesday:

When I woke there was a horrible little man trapped in my head with a hammer trying to beat his way out! I swear I won't touch Port ever again. The wind was howling and the rain lashing down, this was supposed to be the middle of June for goodness sake. After some paracetamol and a nice shower things were looking brighter.

We set off on the 2 mile crossing of the Kettlemere and into the Randmeren for the last 45 miles to Naarden and our last 2 days. We had sunshine and showers and the whole of the Randmeren turned out to be very pretty. Surrounded by woods with narrow navigable channels through large lakes with small uninhabited islands to visit.

There are lots of campsites and water sports centres and a number of ancient towns and fishing villages on the southern shore. The northern shore is a huge island reclaimed by the Dutch from the Zuiderzee and completed in 1967. There is plenty of scope for a very relaxed holiday in this area alone.

We visited the fortified town of Elburg for lunch and moored up in the 12th century Hansiatic town of Harderwijk in the evening. The town is much modernised but we found an interesting bar for our last meal out. Inevitably we went back over the trip and agreed that we had had some great times, seen some lovely places, eaten great meals and the majority of the weather was kind to us.

This time we were going to make it back to where we left the trailers without the use of a taxi. Alf unkindly said this must be a first for me but it only happened twice last year and one of those wasn't my fault.

I felt rather sad that we were nearing the end of the trip. The four of us make a perfect team. We didn't have a cross word and even when it was raining, blowing and things weren't going to plan we still had a giggle. I couldn't have wished for more amicable companions. (must have been drunk when I wrote this!)

Thursday.

It was raining and blowing from the wrong direction again but on the plus side I hadn't got a hangover. Stuck to the Grolsh last night. Left at 10am, one of our earliest starts, and motored to Spakenburg for lunch.

There were loads of dredgers taking soil from the meers and offloading it to build sea walls and reclaim more land. Roger wondered what the Dutch will do when they have finished building Holland but I think they are trying to build it higher to allow for global warming.

Spakenburg is a fascinating little place with a Botter museum and a working boatyard where they were replanking a botter which was commissioned by Herman Goering as a luxury yacht. 1.5" oak planks were being forced into incredible curves by two lads and a girl using lots of bottle jacks and hammers. All the fixings were countersunk and plugged and were almost invisible.

We wanted to do some shopping but couldn't understand why most shops were shut and the people standing around looking nonplussed. Alf realised they had a power cut and Adrian explained that this was because the wind had dropped and the windmills had stopped - obvious really.

The last sail to Naarden into a stiff breeze was the best so far and when we arrived at the marina we had our photos taken by a yachting journalist who wanted to do an article for a Dutch yotti mag. He had read about Silhouettes when he was a child and was interested in our trip. We must have looked a sight after eleven days afloat and Alf in his chest waders. Headline will probably be "Invasion of the scruffies."

Had a meal aboard, only the third one, and slept in the car park.

Friday:

Bit damp but it wasn't a bad day and not a breath of wind. Drove to Hoek van Holland in 1 hour 10 mins. After buying some beer and wine we boarded Stena Hollandica for a misty crossing and another two free meals. It was quite an anticlimax after such a splendid holiday during which we sailed and motored 190 miles and visited 13 towns in ten days. I'm sure we will be back.

A warm welcome to 7 new members this month

Mr Christopher Smith,
17, Jubilee Close,
Harwich. Essex.
CO12 4XC
S III - No 95 ' Tara' moored at
Harwich.
Tel: 01255 552763

Mr T.J. Wright,
4, Waen y pandy,
Tregarth, Bangor .
Gwynedd. LL57 4RB
S III- No152

Mr Howard Orrom,
Barn Ridge Cottage,
Kinds Cross Lane,
South Nutfield. Redhill.
Surrey. RH1 5NY
S II- No1484 - on Medway & trailed
Tel: 01737 823422

Mr Peter R.P. Ingall,
' Casita' ,56, Raymill Rd West,
Maidenhead. Berks.
SL6 8SQ
Tel: 01628 628052

Mr. Steve Clark
24, High St.,
Lode.
Cambridge. CB5 9EW
S II - ' Ballerina' restoring.
Tel: 01223 811927

Mr Harry Morgan,
8, Holyrood,
Park Drive, Blundellsands.
Liverpool L23 6WG

Mr Cheyne L. Marley,
' Magna View,' 100, Middlehill Rd.,
Colehill, Wimborne. Dorset.
BH21 2HG
S III - (more details to follow)
Tel: 01202 885219

Elizabeth's Extract.....

THE EXTRACT: from 'The Art of Coarse Sailing' by Michael Green describes an incident at Reedham Swing Bridge! Mike Atkins lent us this book, saying that he saw absolutely no similarity between Beaver and Brian

"The bridge was open as we came round the bend and very pretty it looked in it's white paint. It had an odd air of Victorian gracefulness. Beaver sprinted for the gap, if one can say that of a yacht. Through turning, however, the wind was against us and partly blanketed by the bridge, so we didn't approach it very swiftly. When we were a few yards away the signalman opened the window of his box, shouting a warning and started to close the bridge.

We had the choice of swinging round and retreating or trying to tack through the narrowing gap before the bridge closed. Beaver, as might have been expected, decided he could beat the bridge and we watched in horror as a collision between it and our mast became inevitable. Beaver's mind works in an odd fashion. It didn't occur to him to give way; he decided the bridge ought to retreat, and stood up in the well making winding motions at the signalman. Mercifully the bridge beat us to it, and it's vast bulk swung past the mast, missing the forestay by perhaps two inches. As it did so the wind dropped away and we paid off into the piling posts beside the bridge where Harry jumped off and made us fast. I don't think Beaver noticed we had stopped. He was still making winding motions at the signal box."

A deep draught ...

At the dinner dance at the National Rally, Denis and I won a ' special' prize in the raffle. It turned out to be a bottle of ' wine from the deep ' . It was recovered from the ' Borri' after she sank to 142' in the dark depths of Windermere. I was quite apprehensive, especially when we discovered that the pressure of water had forced the cork down into the neck of the bottle! Nothing daunted, we drank it, and amazingly we are still here to tell the story. Another one for the collection!

Barbara M. Heald

Picture Parade (Send us your favourite photo memory for this monthly feature)



Nomad (aka IONA) S111 Sail No. 208

being sailed properly in her early days by Dennis Heald and crew(?)

The Minutes of the 45th Annual General Meeting of the S.O.I.A., held at the Royal Plymouth Corinthian Yacht Club, on Sun 18th August 2002 commencing at 19.30 hrs.

Members attending: Mr Tom Eaves, National Vice President, Mrs Mary Jones, National Vice Commodore, Mr Mike Bolton National Rear-Commodore, Mrs Joan Broadway, Immediate Past National Commodore, S.W Group Commodore Mr John Gordon, Hon. Sec. Mrs Barbara Heald, Mr John Clawson, Mr Denis Heald, Mr & Mrs M.Polly, Mr Cyril Longson, Mr Charles Bissaker, Mr John Bevan, Mr Tony Kennedy, Mr & Mrs D.Milner, Mr & Mrs N.Coventry, Mr & Mrs F.Watt, Mr & Mrs E.Hamley, Miss Marion Jones, Mr Iain Jones, Mr Colin Robinson, Mr Ken Partridge.

Welcome – in the absence of the President, Mr Neville Povey, the meeting was chaired by Vice-President Mr Tom Eaves who welcomed everyone who had made the effort to attend.

2/02 **Apologies** – were received from Mr Neville Povey, Mr Frank Haddon, Mr Peter Derry, Mr Matthew Clawson, Messrs Denis & Tony Lynch, Mr Adrian Piggford, and Mr Barry Noble.

3/02 **Minutes** of the 44th A.G.M. held on the 19th August 2001 were published in the journal in November 2001. These minutes were taken as read.

4/02 There were no matters arising.

5/02 **Commodore's Report** – The commodore, Mr Frank Haddon had sent no report. In his absence Vice-Commodore, Mrs Mary Jones welcomed everyone to the Rally and hoped they would all enjoy the week.

6/02 Hon. **Secretary's Report** – Mrs Barbara Heald

“ 2002 The Ruby Rally.

For the S.O.I.A this is another occasion for celebration that the Association has achieved 40 years of sailing, friendship and fun with our little boats.

Ruby is red, and red is the colour of danger.

It has all sorts of connotations – from the red of traffic lights, which means 'stop' to the red districts of certain areas, which also means stop – for a while!

We should take heed of the colour – red!

Since 1962 many things have changed. The Association is in some danger particularly from a financial point of view. Falling numbers of members means less revenue although there is no lack of interest and we are beginning to get some feed-back from the internet.

All the Flag Officers and Committee are voluntary workers and many spend much time and effort on behalf of the Association. I would ask you to give careful consideration to the proposals at this meeting.

The S.O.I.A is a jewel worth saving”

7/02 **Hon. Treasurer's Report** – In the absence of Mr Pete Derry the report was read by Mr Tom Eaves.

The Audited accounts for the year ending 31st October 2001 were presented to, and accepted by, the National Committee at the 6th April 2002 Committee Meeting. Although most items on the Accounts are straight forward there are a few that perhaps need some clarification.

INCOME/EXPENDITURE

PRINTING AND STATIONARY The sum of £1060 for the year 2000 includes the cost for printing 'Grand Rally 200' and Silhouette and Cruising Yachts brochures.

COMMITTEE MEETINGS. These costs over one meeting held during the financial year as against the usual two meetings.

PROFIT (DEFICIT) FOR THE YEAR. The accounts show a profit for the year ending 31st October 2001 of £45.

BALANCE SHEET. Rally Reserve Fund – the balance of this fund was restored to £400.

Barclays Premium Account – this account which is the Association's Reserve Fund by £900.

Finally, on a personal note may I offer my thanks to the South-West Group for managing the National Plymouth Rally Accounts.

In accordance with the rules and constitution of the S.O.I.A. the Balance Sheet is being offered to this meeting for ratification. The accounts were included in the June/July issue of 'The Silhouette Owner'

Ratification of the Balance Sheet was carried unanimously. At this point Mr Tom Eaves read out the Treasurer's notes on his reasons for changing the constitution.

In summary these are:

1. Fall in members of 25%
2. In the Annual Accounts for 2001 there was only the cost of one Committee Meeting. Had the November Meeting been included the balance shown would be a deficit of £265. Also in an estimate of costs for the year 2002 (including three Committee Meetings) there would be a deficit of £965.
3. Since 1999 the Accumulated Fund has seen a reduction of 37% in two years.

Mr Peter Derry proposed: The affairs of the Association shall be managed by the offices and one representative from each of the groups to be elected at the A.G.M. The proposed National Committee would consist of the Commodore, Vice Commodore, Hon Secretary, Hon. Treasurer and one member from each group.

There was a lively discussion with many members offering various suggestions and querying the points raised by the Treasurer. The meeting was also confused by the many Rule changes that the proposal involved.

Finally it was minuted that the best solution would be if the Treasurer were present to justify the reasoning for the changes.

Mr Tom Eaves read out the proposal again, it was seconded by Mr Tony Eden and put to the vote.

There was 1 vote for, 15 votes against and 6 abstentions. It was not carried.

There were many suggested alternatives – none of which were put to the vote.

8/02 **Hon. Editors Report.** Mr Mark Juggins reported that printing costs for the journal were likely to rise steeply and that members should consider the possibility of bi-monthly Journals i.e. 6 a year. The meeting debated whether to turn this into a positive proposal but decided that more information was needed. Mr Mark Juggins again stated the on-going need for 'copy'.

9/02 **Election of the Officers** – all the officers were returned, including Mr Peter Derry, Hon. Treasurer, Mr Anthony Eden, Committee Member, and John Clawson was elected to the Committee.

10/02 **The George Smith Trophy** was presented to Mr John Clawson for his work on the Internet and the S.O.I.A. web site.

11/03 A.O.B

Proposed changes to the constitution and (B) the review of Annual Expenditure had been dealt with under the heading of the Treasurer's Report.

Mrs Joan Broadway wished to point out that Plymouth is the venue for the INTERNATIONAL/NATIONAL RALLY and should not be denigrated by advertising the occasion as the 'Plymouth Rally'

There being no further business the meeting closed at 9.35.p.m.

(You don't have to rip this page out! See note below)
SILHOUETTE OWNERS INTERNATIONAL ASSOCIATION

ANNUAL RETURN

Membership subscriptions are now due for renewal.
Please send the details requested in this form at your earliest convenience and forward with your subscription to,

Pete Derry
23 Maes Hyfryd
Moelfre
Isle of Anglesey
LL72 8LR

The Subscription rates are the £13.00 for the UK and Northern Ireland and £15.00 for all other members. Please make your cheque payable to 'SILHOUETTE OWNERS INTERNATIONAL ASSOCIATION'
If you wish you can now pay by credit card via the internet at www.soia.org.uk
An extra charge is made for payment this way to cover the transaction costs incurred by us. Please remember to email the webmaster with the following details if you have paid by credit card or to let Pete Derry have your cheque and the following details:

SURNAME.....FIRST NAMES.....

ADDRESS.....
.....
.....

POSTCODE.....TELEPHONE No.....

BOAT DETAILS

Please complete the following questionnaire so that the Sail Register can be updated.

CLASS OF BOAT.....

SAIL NO.....

MOORED AT OR TRAILED.....

OWNED SINCE (YEAR)

PLEASE NOTE

Although you may pay your subscription via a regional group please send your details to Pete Derry. You do not have to send this form, we only need the **DETAILS** on it. These details are needed for association records and the sail register.

Note Pad

Editors notes.....

You will find an annual return on page 25. . Yes it's that time again when you have to dig (not deeply mind) into your hard earned and settle up for next years' membership. This year you have the added facility of paying by credit card on the internet. Just go to www.soia.org.uk and click on the members button and follow the instructions. We are making a small extra charge for this facility as we are charged by the bank (don't forget you will save on the postage!) Promptness is appreciated as it's an awkward job at the best of times and due to late payers it often drags on for six months or more.

Another point, we are now having these journals printed by John Clawson who has kindly offered to use his facilities to set, print and mail.

Mark

Silhouetters abroad

The unexpected arrived this month in the form of a magazine. It was the Dutch equivalent of *Sailing Today*

Inside was a full page article about the "doings" of a small group of Silhouetters and their boats. A very well-presented piece complete with coloured photographs of Messrs Alf Baldwin, Adrian Piggford, Roger Titshall and Bob Legge. Unfortunately the whole article is in Dutch! Any offers of a translation will be gratefully received!

I did write to the author with thanks and a request for a copy of the article in English but as yet no reply. The author is also under the misapprehension the Mr. Robert Legge is in fact Mr. Robert Tucker! I wonder why? Was this the "funny" card played by our four jokers? However it seems that our ambassadors abroad have done much to improve international relations. How about a visit to the Gulf boys.

Barbara Heald

Surfing

We have had 3 new members in the first week of the subscription being available on the website. Don't forget you can now do your Christmas shopping on our website. Click on to the news page then click on to the entry into our Supa store.

Adverts: Rates: Members small advertisements: 10p a word (minimum £1) Non Members 15p a word (minimum £2) Please send payment to the Hon Editor and please notify when items are sold. Cheques to be made payable to the SOIA. Adverts are inserted for three months.

For Sale

(Please remember to inform us if you have sold the item advertised)

For sale 'SALAAM' Silhouette Mk 2 all grp 2 berth, cushions c/w mast main jib long shaft seagull outboard seafarer 501 echo sounder anchor chain/rope pulpit, pushpit 4 wheeled braked trailer needs rebuild inside £900
Contact john 01732 849661

For sale. SII Marine ply, sailed on Broads for past five years, previous on Essex coastal waters. Recent complete strip down and repaint, Stored under cover. Seagull o/b with clutch. Road trailer. £1150 Mike Wood.
01603 415577

For sale; GRP SII, black hull, white deck. Longshaft seagull o/b, new antifouling, log and depth gauges, anchor and other bits and pieces inc 2 jibs and main, requires fitting out or leaving open No trailer, currently moored River Blackwater. Swap for small car or dinghy/trailer or sale for £500 Bob Searle,
01908 5677400 or 01908 218844

SII 1533, GRP New rigging, furling jib, new bilge keels, new rubbing strakes and rudder tube. Two quarter berths and one forward berth, all new cushions. Gallery to port side, bolt on windows. Main and jib in reasonable condition. £950 or with excellent road trailer complete with spare wheel, £1350.
Tel; 01590 673606

Wanted. SIII in good condition. Trading up? Could exchange with cash adjustment for 20ft.sailing cruiser with Yamaha o/b (winter), value £1950.
Ashore at Chichester.
Derek Coombe on 01243 572500

Wanted Foresail and roller reefing. Pushpit and stanchions. Cockpit locker lid and stern locker lid.
01243 572500

Set of stanchions 18" high with double S S lifelines with SS mounting sockets suitable for an S11 or S111 - £75
Mainsail and Jib for S11 – years old but hardly used - £120
Mainsail and Jib for S111 – Fair condition - £90
Genoa for S111 - £50
Tel 01590 6736076

Eventide 24 Bilge Keels Alluminium mast and spars SS rigging (new 2002)
Cutter rigged V G Sails Watermota Mk2 7hp diesel (only 350hrs from new)
Seafarer sounder and speed log. Compass anchor etc Pneumatic tyred launching trolley on SBS 4 wheel hydraulic tilting road trailer.
Ashore Emsworth for winer.
Offers Phone 01753 663371

Come and join us!

If you are not a member of the SOLA and would like to join, then please write, telephone or email for an application form to the Hon. Secretary, Mrs. Barbara Heald, 18 Bitterne Way. Lymington. Hampshire. SO41 3PB. Telephone number; 01590 673606 or at: www.soia.org.uk Subscription payment can be made on the website

SOIA Publications.

The Silhouette Handbook 3rd edition – 48 pages A5.

Covers all types, plywood and fiberglass construction. Mk's I to V, S20 and S21. Contents: *Acquiring a Silhouette, buyers and maintenance guide. Hull trim and rigging, safety, trailers, launching and retrieving, sailing technique, sailing care. Engines (inboard and outboard), make and mend – a selection of projects.*
Price £3.50

The Best of the Builders. 20 pages A4

A compilation of articles by members over the past thirty years describing a number of approaches to building/ rebuilding and refurbishing silhouettes.
Prices £3.00

SII Mini Plans

Sets of drawings for the SII reduced to A4 size (9 sheets).
Price £2.00

All prices include p+p. Available from the Hon.Secretary. please make cheques payable to the SOIA.

Bosun's Stores.

The following items may be obtained from: Mrs. Mary Jones, SOIA Bosun's Stores, 95 Wickham Avenue, Cheam, Surrey. SM3 8EB. Tel: 0181 641 2063. or by shopping at our store on our website
SOIA Terylene ties – navy or black £8.00
SOIA Brooch badges £6.00.
SOIA Bugees £8.00
Sweatshirts: Warm navy blue Sweatshirts with motif (vee necks only):
Adults – small & medium £11.75. Large £12.50. Extra large £13.50
Navy blue Sweatshirts embroidered with the SOIA logo (state whether round or vee neck required): M (38-40") £16.50. L (41-43") £17.50. XL (44-46") £18.00.XXL (48-50") £18.50
Tee shirts (Black with white motif) Adults M £7.00, L£7.50, XL£8.00.

All prices include p+p. Please make all cheques payable to the SOIA.
IF YOU WISH TO PAY BY CREDIT CARD PLEASE SHOP ON OUR
WEBSITE www.soia.org.uk