

The Silhouette Owner

No. 434 November 2002



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

The Silhouette Owners International Association

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Commodores Review



Now it is late November and with a prompt from John Clawson, I have taken up the pen to keep in contact with fellow members. I must confess that although half of one yearns to be tinkering about with the boat, the other half sits indoors with boating books and magazines and playing about with daydreams one has of voyages yet to be made. With the new boat in the drive at home I am able to work on it, so I am looking forward to an early launch in March – don't you?

I feel a bit of a traitor as my new boat is not a Silhouette as I had intended, but at 73 that little cabin and cockpit after two or three days sailing is not conducive to my recent aches and pains, but the new boat is a Four 21 which is quite roomy and more comfortable. By the way if anybody knows anything about the Four 21, I would be pleased to hear from them. I had a nice day out with Mick Polley and our Solent Commodore Bev Summers at a boat Jumble at Portsmouth where we managed to find a few bargains. There is another in February and Mick and I propose to dispose of some of our unwanted jumble that has accumulated over the years. Well, that's enough of my ramblings.

Frank Hadden

A *minute* with the Secretary



Hope.

She stood on the quay
With her long flaxen hair
Watching the lad with a sky blue stare.
And the lad knew that she
Would steal his thoughts
Everyday while at sea.

The Mariner smiled
He had seen her before
As she wandered the shore
Searching the waves
For the sight of a sail.

'What is her name?' whispered the lad
'Hope' said the Mariner, rolling a chart
'She waits for all those who wish to return'.

The lad looked again
And saw with a start
The vision was gone.
Then the Mariner cried,
'Tis time to depart.
Say your goodbyes
For now we must go.'

'Bring in the gang-plank
And let go the warps.
Haul in the main
And head out to sea.'

Stood at the stern
The lad gazed at the quay
He was certain he heard
The faintest of sighs.

From 'The Albatross Tales.'

Letters to the Editor-Letters to the Editor-Letters to the Editor

Dear Ed, Hi I'm a member (Jenny Wren - Sail No. 1899) and recently tried to access the members area of the web site, unfortunately I do not know the password. I assume it was published in an article in the Journal which I somehow missed. Can you email me details please? On a more practical note, I noted in the latest journal the remarks about the rising cost of publishing and circulating the journal. I assume that the journal is already produced in electronic format prior to publication. Would it be possible to provide the option of making the journal available electronically (e.g. PDF format or similar), either via the members page or by email subscription? I believe that this would be a useful alternative for people like myself who travel extensively during the course of their employment and it may help to reduce the cost of publishing and circulating hard copies. Gary Swift *Hi Gary. You will probably have noticed that the journal is now in the members area in PDF format. The passwords are detailed below.*

Dear Ed.

I have just tried to access the members page on the SOIA web page, and guess what! I could not get in!! What is the Magic Password? Hope that you are all well, and I wait with avid anticipation for your reply.

Bill Lutley

Hi Bill, the User Name is soiaMEMBER and the Password is Fby72c Please remember this will change next year and members will be notified after subscription renewals are in.

Dear Ed

Hello everyone from us down under in Westport New Zealand.

www.westportharbour.co.nz

We have not received the November journal which would normally have the annual subscription form in it. As we want to order the Bank draft can you please let us know if subs for overseas members are still 15 pounds sterling?? David and Madeleine Barnes
Hi David and Madeleine Greetings to you all down there, Yes the overseas subs are still 15 pounds and here is the Nov journal. It's great to hear from you

Dear Ed,

Hi, I am an ex-member who used to own and sail SIII 253 'Chafay' years ago. I have a Stuart Turner R3M 1 1/2 HP two-stroke engine ex an SII plus its Keel weight casting. Anyone building/refurbishing an SII likely to be interested? The engine is enormously heavy. I also have the prop and stern tube but not the shaft (it was sawn through to get the engine out!)

The SII it came from had an unrecognised sail number pinched from an old Hurley allocation .regards Chris Lane

Dear SOIA,

I used to be a member of the SOIA club at Hullbridge on the river Crouch for over six years. Every year we would all trail down to Plymouth for the General doo presented by the mayor of that city. Great fun! This was between 1964 and 71 when I changed to a Rival. My old sail number was 1757 and the boat was called Nephthys. Just out of curiosity I wonder if she is still around and if someone in the club would know .Happy memories!

Good wishes

Ronald Strong Hi Ron It's great to hear from you – Does anyone remember Nephthys?

Our cover picture shows S11 631 Pixie with Tom Eaves and crew sailing in Plymouth Sound towards the entrance to the Tamar (I think)

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

Dear Ed,

Have just bought a Mk II ply boat in need of a fair amount of attention. The keel bolts need replacing, as nuts are just about rusted away. My reasoning tells me that I should chisel off the nuts, remove the base plate and then tap/hammer the bolts out. Is this possible, or is there a better way? Also have a fine wooden mast which I would like to store correctly. At present it is lying on a concrete, warm, dry floor.

I would appreciate any thoughts on the subject.

Many thanks, Richard.

Dear Ed

Please find attached a picture of my boat. What type of silhouette? If you could please give me some detail about the keel (relative to that model) such as the ballast weight and displacement since I have doubts if the existing keel is of the right weight - boat rolls a lot when on anchor. Some boat details - LOA - 17' 3", Beam 6' something plywood. Thanks again for your help

Regards Frank Farrugia Malta



Dear Ed

Some time ago I mentioned in despatches that a type of high speed ship which would operate in ground effect, and travel at speeds of up to 200 miles per hour was being seriously discussed as a possibility. The Boeing company of America is at the design stage of a fixed wing freighter with a 50 foot (yes a 50foot) wing span designed to fly at an altitude of 20feet(yes – 20feet) over the sea, operating in ground effect, or if you prefer, flying along on a roll of air like a giant swiss roll below the wing. It will rise to 20,000 feet when over land of course, but I really don't fancy crossing the channel at night when one of the damn things passes over. Might give a fellow a bit of a fright What!! Tom Eaves

Rutland Water - Winter sailing.



(Not winter but Silhouettes at Barnsdale)

Over the weekend November 3rd-4th Alf Baldwin & myself decided that, what ever the weather we would sail on Rutland Water.

The weather forecast was bad, high winds & rain, but we had made up our minds, so we arrived at RSC 09.00 hours.

Alf with his former friend Clive me with my son Rob with his partner Jill. & my grandson Carl.

With the poor forecast in mind we both put a reef in as we rigged & launched, but by the time we got sailing (11.00 hours) there was little wind,

we looked a couple of wimps sailing in light winds with mainsail reefed, however strong winds were forecast, so we left the reefs in & enjoyed a very pleasant sail until lunch when Alf insisted on retiring to the club house on the pretext he was hungry, funny how these lunch breaks always end up being liquid.

By the time I finally managed to drag Alf away from the bar it had started to rain but there were still only light winds so out came the reefs & we set sail again, as the light started to fail it was raining steadily but it did not alter our opinion that we had had a good days sailing.

Sunday morning found us back at RSC bright & early in brilliant sun shine, the wind was living up to the forecast now, so we felt justified in putting the reefs back in, the sailing was superb the sun shone all the time were on the water, we sailed up & down both legs of the lake, & went into Barnsdale creek to admire the autumn colours in the trees.

On the way back to the slips after about 4 hours sailing Alf had a close encounter with a wind surfer, who ended up leaning on Alf's boat & getting a tow for a few metres before getting himself sorted out.

Talking to other wind surfers going by they said they were doing a marathon, no wonder the poor chap needed a rest.

When we got back to the slip John & Sue Clawson had arrived. John said they had come down to clean up Nomad, but it looked as though Sue was doing most of the cleaning with John supervising.

The lesson from this weekend is that winter sailing can be just as good as sailing during the summer, OK we did get a bit damp Saturday afternoon,

but that happens plenty of times during the season, Sunday was superb, as good as any days sailing this season.

Alf & myself will certainly have another couple of trips this winter.

Tony Eden.

(This is first of a series of articles by Denis Heald.)

S III – REBUILD

Any sketches, measurements, materials, sizes and much of the text refers to Mk III Silhouettes, but a great deal of the information will also be useful for work on Mk II Silhouettes, especially G.R.P. ones.

Part 1 – PREPARATION / GENERAL.

I am assuming that the boat is moulded by Hurley's, I think all but the last two were, and also fitted out by Hurley's. Only a few were finished private and those were almost all using Hurley kits.

There were basically two versions built.

1. The 'Standard' version with two berths in the saloon and two deck lockers.
2. The 'Suzanne' version with one quarter berth, usually on the port side, a gallery forward on the port side, a saloon berth on the starboard side with just one deck locker also on the starboard side.

In the article to follow I will refer to these two variations as 'Standard' and 'Suzanne'.

With a G.R.P. boat the most important part of the rebuild is to make sure the whole boat is dry and I mean DRY before you do any repairs of any kind, but in particular any jobs requiring work with glass and resin, or sealing compounds.

Almost all of the Silhouettes I have been to see which were not in immediate use, were wet inside, some of them very wet and sometimes with more than a few inches of water inside!

If you can work on the boat indoors then it is just a matter of leaving it, well ventilated, until it is dry. This will take 2-3 weeks.

Most people will not have a building large enough and will therefore have to do the work outside. Invest in a good quality translucent cover in white reinforced plastic. It needs to be as long as the mast i.e. 22'6" or so, and wide enough to reach at least 6" down the boat below the rubbing strake with the resting on a pad on the pulpit and a support about 10" to 12" high in the tabernacle and a suitable support on the rear deck.

You should be able to crawl into the boat over the stern. The hatch board should be in two halves with an overlapping bead on the top half to make it weather proof.

This enables you to remove the hatch boards with the cover in place.

The support for the cover can be the mast itself or a suitable length of timber about 3"x2" in section.

If you use the mast you should protect the cover from chafe at any projections, bits of carpet are ideal! If you do not do this tie the cover down using strong bungee or pieces of car inner tube, to avoid the eyelets being pulled out.

Remove the hatchboards, pop open the forehatch and leave for a few weeks to DRY OUT! Then you can start the rebuild by first of all doing the jobs that will make the boat watertight.

Part 2 next month – WINDOWS.

In Praise of Wheelhouses.

By Tom Eaves.



About five years ago, Chris and I were in Brixham on board Erini, our Sabre 27. It was the time when Hong Kong was being handed back to China after 100 years of colonial rule. In Brixham it was raining as usual, after all it was summer. We set off for Dartmouth, not a breath of wind, and the inevitable drizzly rain.

Standing in the cockpit in my oilies, with a towel round my neck, trying to keep dry, a vision occurring at odd moments. Why not get a boat with a wheelhouse, then I wouldn't get wet when it rained, or when bucket loads of seawater came flying back from the bow. Since then we have reluctantly said farewell to Erini, and said hello to Venture. Venture is a 34 foot heavy displacement motor cruiser with a wheelhouse, and my oilies are all but redundant. True, they are needed from time to time when going ashore, and occasionally when something has to be done on deck at sea, but for the most part, they are on their hook in the wet locker. The wheelhouse is all I wanted it to be. There are one or two downsides to it, of course, there's always a downside to everything.

From the wheel, it is impossible to communicate with someone on deck or on the bow, and so we have had to provide ourselves with a pair of small personal mobile radios (PMRs). No licenses required, and they have a range of about three kilometers over water. They are ideal for use with a dinghy, or from shore to ship, and of course, none of the usual VHF type of procedures required. You don't have to say "out" when you finish speaking.

Another downside is that the bow is quite a bit higher than on Erini, and making fast to a buoy is something of a performance, but so far we have always made a reasonable fist of it.

In case any of our readers think that I'm getting soft in my early old age, they are probably right. I do still have a Silhouette however, and in the last few years at both Rutland and Windermere I have been wetter than I ever was on board Erini. One or two days at the National Rally in Plymouth in the last year or two have been somewhat damp, too. May I take this opportunity to wish all members a very Happy Christmas, and a Prosperous New Year. Good sailing when it comes around again.

Op z'n Brits.... or

The British way

by Michiel Scholtes



They had drawn attention before at Naarden Jachthaven, these four men, approximately in their fifties, with their two small boats flying the British ensign. Not because they acted weirdly or dressed outrageously. No, rather because they had this English manner of being abroad as well as imperturbably themselves, splendidly autonomous, of quietly looking for classic adventure with old fashioned gear that God knows how long resists the ravages of time.

Now they are here again, moored in front of the slipway, cabins full of charts, clothes and bags. Apparently they are preparing to go home again. They introduce themselves: Bob, Roger, Alf and Adrian. I was right, there boats are not new. They are called Silhouettes, designed by Robert Tucker in 1953 as mini-cruisers for do it yourself boatbuilders, measuring exactly 17 feet, 3 inches. You recognize them easily among thousands of others because of this funny wave in their sheer that keeps the foredeck dry when the boat sails closehauled. The white one is called Misty, a MK III that must have been built after 1962 by Hurley. The blue one is much older, a little worn and is called 'Omeback', a play of words referring to 'humpback' and 'Oh my back', a common complaint of Silhouette owners that spend the night on board.

Nice

No, they haven't crossed the Channel with them, although many a voyage was made with silhouettes. They put the boats on trailers and sailed on the Felixtowe ferry, with the intention to 'do' the IJsselmeer in two weeks. Yes, it has been nice'. Very nice even. Because when they arrived at the Naarden Jachthaven, everything was closed, but someone on board of his yacht took pity and took them in his car to Naarden-fortress and treated them in a pub. 'The Dutch are such a friendly people.' (Writer Erskin Childers would not agree, he and his boat had repeatedly stones thrown at them when passing through Holland in his time).

They sailed the next day. Volendam, Hoorn, the entire coast of this inland sea. Yes, that's the way of the Silhouette-sailor: over land to the Baltic, to the Med., Bretagne, and from there sailing, sailing and sailing again. Alas! Their holiday is spent, they'll be going 'back to their wives'. The red Vauxhall and the blue Mondego approach the slipway, pushing the trailers into the water. Alf follows in, straps tight his Silhouette, and a while later Misty shows her dripping bilgekeels.

As a goodbye-gift they spell out the URL of their association:

www.soia.org.uk. All their free time goes to SOIA: regattas, summer meetings, collective cruises, restorations. You name it. Such devotion and enthusiasm. They take to the road, masts lowered on the decks, homebound. The last glimpse I get from them is the British ensign disappearing behind the trees.

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Elizabeth's extract

**Why not
join us for
a New
Years Day
Boules
Match on
Gunfleet
Sands?**

The closest I have been to the briny this month is to watch the waves crashing on Cromer beach during the recent gale. Brian on the other hand, and his equally fearless brother Graham, (suggestions for a suitable name for the duo on a postcard please) sailed 'Avocet' down to the North Wales coast and back for a last adrenalin fix before winter. Graham has written up the log in his usual entertaining fashion and it *might* be included with this journal... (no -it got substituted....)

Although SII Sula is safely outside my kitchen window where I can eye her dreamily while I wash up – poor old drudge – Avocet had to endure the gale on a staging on the River Wire. She was fine, but a neighbouring keel-boat broke it's mooring and keeled over onto Avocet as the tide ebbed. The main damage was where the masts collided, bending the roller reefing foil and damaging the mast-top gear. Luckily the other boat was insured.

SOLAS V

The imposition of the new regulations on small craft

By T C Eaves. MRIN.

This year saw the inclusion of small leisure craft into SOLAS Chapter V by Mandatory regulations covering their navigation. You might have difficulty in recalling if or when you were consulted about this. The relevant clauses were reported in an earlier edition of The Silhouette Owner, together with my own interpretation of what was meant by the preparation of a passage plan, as at the time, there was no official definition thereof. The Marine & Coastguard Agency (MCA) have since produced and issued two A4 sized sheets covering both "SOLAS V for Pleasure Craft" and "Lifesaving Signals" as used by other marine craft, aircraft, etc. These have been reproduced in such publications as PBO, etc, as pullouts. Small craft must now carry these documents, and the Life saving one must be to hand for the helmsman when under way.

The official definition of a passage plan has emerged at last, and the message is that a passage plan is from berth to berth. At the moment there are said to be no plans to make a skipper provide the MCA or anyone else with a copy of it before setting out from the berth. Not yet.

However, should you be unfortunate enough to be involved in a situation which results in any form of litigation, you can bet your cotton socks that the marine legal eagles in the form of the Marine Accident Investigation Board (MAIB) will be on hand to ask you for it, tout suite. It doesn't have to be an actual collision: a near miss is enough to trigger the action, especially if one of HM ships is involved. You have been warned.

On a different note, it is now recognized that the use of mobile phones in close proximity to electronic navigation equipment such as GPS can result in severe interference to the performance of such equipment. When on stand by, a mobile phone transmits short pulses of information from time to time, to keep the cell equipment in whose area it is situated informed that it is present, and is on standby to receive incoming calls.

Again, at meetings of the RIN, concern has been expressed about the ramifications of any failure of the GPS system. There are a number of diverse causes which can result in incorrect positional information, all of them being interference of one sort or another. International jamming of the signals is one of them, and as GPS has been and is used for the apprehension of criminals, the availability of low cost jamming equipment is expected to proliferate. The message is clear: if you have a GPS system in use on your boat, make sure that you have plans in place, and have the ability to cope until the signals return to normal.

The consultation as to whether small craft under 150 tons should be made to pay light dues has taken place by now (Nov 2002) but the outcome has not yet

been promulgated. Sums such as £100.00 per annum have been suggested, (for starters!) payable by small boats and pleasure craft, whether or not they actually use any of the General Lighthouse authority's aids to navigation. The RIN has taken a neutral stand on this one after considering all the views sent in. The marine Traffic & Navigation Group saw no reason why yachts and small craft should not pay light dues, and the Small Craft Group saw no reason why they should, and the matter of representation has therefore been left to the RYA. Now, there's democracy in action for you. To summarize all this, obtain a copy of the MCA publications mentioned above, and put it aboard your boat. If you use GPS, keep in mind that it might fail, and keep reasonably up to scratch with the old traditional methods using compass, log, sounder and chart, and a sextant if you have one, and keep in mind that a raid on your wallet is planned if they can get away with it. Britain is the only country which demands payment from mariners for the use of navigational aids. Everyone else funds them from their General Taxation. Please contact your MP if you have any feelings about this matter. A tax by any other name is still a tax. It is not too late yet, but once the machinery to take yet more money from you is in place, it will need a revolution to get it lifted (see American War of Independence).

Vice President SOIA

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

Result of last months competition

There was no winner of last month's competition as there was not one reply - I take it you don't want to play this game!

Only four of the seven new members are listed on page 18 as I don't have the full details of the other three members. If you are one of the three sorry but your details will be included in the December issue.

This Month's log....

'Smokey' – Lancaster Canal **July 6th 2002 by Graham** **Platts**

It was a spur of the moment thing, I'd suggested on several occasions that it might be a good introduction for Tanya to *Smokey* in the relative safety and convenience of a local canal trip.

Tanya suddenly found a free weekend so on the Friday evening I frantically prepared for the trip. With sails not required on the canal I removed all the surplus gear to make more space but still couldn't find room for the television, dishwasher or kitchen sink.

Tanya didn't take long to make the cabin nice and cosy though.

The ramp at 'Moons Bridge' marina by the canal did not open till 09:30 so we had plenty of time but still it was 10:00 before we got there. Although we tried our best I couldn't help feeling that our launch programme was the main entertainment event of the day. I thought it went reasonably well, I was the only one that got wet, the engine started no problem and we didn't hit a single boat on the way out of the marina.

Using The Complete Guide to the Lancaster Canal purchased for £5 at the marina and as suggested we turned right onto the canal heading North. After the excitement and exhaustion of the launch and having passed under a few canal bridges we needed to decide whether to stop for a cup of tea on the boat or a beer at the next convenient pub.

The White Horse it was then, only a few more bridges to go, but on arrival we found nowhere suitable to moor and a much too far 600metre walk besides it would be nicer to find a canal side establishment. We then recognised a popular regular haunt 'Owd Nells' but decided it was too popular and not wanting to embarrass ourselves demonstrating newly acquired mooring techniques we motored on, waving.

Our mounting thirst and a few more hundred yards forced us to stop at a canal side watering hole 'The White Bull' advertising traditional Theakstons bitter. As it was not the warm, inviting, picturesque location expected we soon climbed back on board and drank on the boat under steam, how civilised! Perhaps we'll return the glasses on the way back.

Establishing our 'canal legs' we just meandered along for a while enjoying the peace and quiet and tranquillity of the changing country scenery including passing by the back garden of a walking and cycling partner and ex colleague of mine, then a little later another ex colleague/ex boss celebrating his wife's 40th birthday on a hired canal launch.

I suppose it was too much to ask to go the weekend without fitting a visit to the shops somewhere along the way. This was provided by the Bridge House Marina at Garstang but it did give us the opportunity of practising our reversing and mooring skills. We also bought some much needed larger new white fenders for *Smokey*. We watched a couple of pensioners launch a small canoe and paddled away before returning to the boat.

Our initial thoughts were to reach Galgate where we knew of a nice little canal side café that sold a good selection of extremely nice home made cakes. The progress was a lot slower than we anticipated and with the fuel tank starting to look a little empty, our new target was a small garage at a place called Winmarleigh.

The handwritten sign on the garage door said 'closed all day Saturday, that was today! But I am lucky sometimes, I introduced myself to Dave who hired small launches for day trips on the canal and paid over the odds for his last spare 5 litres of fuel. Re-fuelled with petrol and another cup of tea we decided enough was enough and headed back home.

I could sense that Tanya was getting hungry and suffering from alcohol withdrawal symptoms so I reluctantly agreed that we could moor up near a canal side bar and restaurant where I could revive her then collapse on the boat for the night. I might know just the place.

The 'Old Tithe Barn' had character, predated the canal by 100 years and built of brick, a rarely used material of the time but now a restaurant with old industrial and agricultural artefacts hanging from the roof and walls. The seating arrangement was long communal tables with benches and we joined a group on the end of one table soon realising they were canal boaters.

They were discussing a strange little green thing moored next to them that was a complete stranger to these waters, we continued listening, kept our heads down, enjoyed the meal and the drinks but later confessed to being the proud owners.

I was stopped on the way out by another boater who recognised a boat

when he saw one and informed me of a silhouette moored at the top end of the canal that as far as he knew had never moved for ages. Maybe we should take a look.

The makeshift tent using plastic downpipe for the ridge pole wasn't too pretty but worked a treat and after a last cup of hot tea we snuggled down for the night with sleep delayed only until the noise of the floating stag party disappeared out of earshot. The only other interruption being for natural necessities whereupon Tanya added a more up market toilet to our shopping list, (the buckit and chuckit facility not acceptable).

I got up, dressed early (07:00) and strolled down the towpath, I have to admit in preference to using the bucket. Looking over the Wyre aqueduct I recognised the 14th green of Garstang Golf and Country Club that I have played a few times. This reminded me I still need to decide if sailing is going to replace Golf. A tough decision!

It seemed a good idea to make headway while the neighbours were still asleep before they became jealous of our 'little green thing'.

As we were already on the way back, our ETA at the Moons Bridge Marina was about 12:00 even though we decided not to be any later than 15:00. The ETA in danger of being earlier especially with Tanya at the helm winding the throttle up to Warp 5.

We stopped for a late breakfast (comprised of the remaining sandwiches Tanya had prepared earlier) in an open area of the countryside just before Brock aqueduct and of course another nice cup of tea. I took a few more

photographs for the record and set off.

We reached the slipway at Moons Bridge relatively easy and again without hitting a single boat, moored up and prepared the trailer. We

decided that I was the only one going to get wet again so I waded down the slipway to guide *Smokey* onto the trailer while Tanya operated the car. Then it all happened!

We demonstrated the quickest and easiest method of launching from trailer onto a dry slipway. It was all my fault of course. As soon as I gave Tanya the signal to drag *Smokey* out of the water the ratchet locking mechanism on the trailer winch decided to break free and the handle spun round like crazy, the front of the trailer sprung up in the air and deposited the boat on the slipway with a few horrible scraping noises. I feared the worst, but fortunately,

apart from a couple of minor scratches on the stem and under the rudder all seemed to be O.K.

I have to admit I panicked, ran around like a headless chicken and soon ran out of ideas of how to get the boat back on to the trailer. Somehow we had to get *Smokey* back into the water.

The embarrassment and the show being over help was soon at hand and we dragged the boat back down the slipway and made extra precautions this time by securing *Smokey* onto the trailer before pulling out of the water.

With lessons learned and a few more experiences under our belt we quickly made tracks after confiscating all the 'You've Been Framed' video cameras.

Maybe sailing might prove more successful?

A Date in your diary

Anglia Group Spring Cruise – Possibly 2nd to 5th May, venue still being mulled over.

Windermere Rally – 10th and 11th May. Contact Ken Hooson, 01617 480785.

Caledonian Canal Cruise – Late May/Early June. Contact Tony Eden, 01159 892199.

Rutland Water Rally – 14th and 15th June.

Brightlingsea Rally – Provisional date – 12th and 13th July.

Plymouth Rally 2003 – Saturday August 16th - Friday August 22nd.

Racing at Rutland

By Bob Legge

I always thought Silhouettes are to the world of yacht racing what the donkey derby is to Ascot but those excellent and informative articles by Colin Campbell gave me food for thought. They contain much sound advice for the thoroughbreds but perhaps missed a few points for us donkeys and lesser mortals.

I confess I've only raced properly on three occasions, always at the Rutland rallies and against my better judgement. I only went because the people are so nice and they all assured me it's just a bit of fun not to be taken seriously. What a bunch of liars!

For a novice it is a very steep learning curve and perhaps I can pass on a few things I've learnt so far.

Preparation is the key to not having a nervous breakdown. Fine tuning the rigging and go faster gadgets will make a marginal difference but first make certain nothing is likely to fall apart under the unaccustomed strain. When Dave Milner hoisted his sails and his mast fell down I laughed so much I nearly bought a round.

Before adding water check there are no holes in the hull. Insultingly obvious you might think but Alf Baldwin, a belt and braces man if ever there was, had to retrieve Misty in a hurry when she was filling due to a small hole out of sight between the keels made during recovery at the previous rally. A ten minute fix involving a gutter bolt, mastic and a bit of rubber from a discarded tyre

was so effective he went around Holland before doing a proper repair.

Check you have all the odds and sods before leaving home. Bob Nicholson, a first rate craftsman, was seen whittling a pair of spreaders from a bush just prior to launch.

A lot has been said about levelling up the boat with hose pipes full of water or spirit levels to ensure a vertical mast. A full glass of G&T works well and is easily stowed afterwards but why struggle to level the boat on uneven ground? Just raise the mast, bring the main halyard down level with a chainplate and cleat off the tail. If you then take the halyard to the opposite chainplate you can see if any adjustment is needed and this method works afloat as well.

I generally just stand a few yards in front of the bow and check the mast is roughly in line with the stem by eye. I haven't perfected this on the water yet!

Colin says to tighten the shrouds until they produce a good base 'C' when twanged. In future I'll use a tuning fork partly because I'm tone deaf but mostly because being seen "Tuning" the rigging sounds like good psychological warfare. "You don't stand a chance old man, your rigging is flat!" Does anyone know whether the shorter rigging on a Mk2 resonates at a higher note? I bet Bob Nicholson could get a tune out of Amy!

Talking of nice old gaffers I've sailed a few on the Broads which generally have their leeward rigging flapping in the breeze and having mostly owned tired old boats I am a bit nervous of overstressing anything (especially me). I find that as long as the shape is reasonable and nothing is actually sagging the old girl goes well enough – no lady likes her stays too tight! Colin makes a good case for tell tales on sails and I will take his advice. In the meantime thin strips of Tesco bag tied to the shrouds enable you to judge wind direction without taking your eyes off the opposition or getting a crick in your neck staring up at a burgee. Don't try and go up market with Harrods bags, far too strong and heavy. To quote Brian and Elizabeth they should be "featherlight for extra sensitivity to every puff"

It's too much to expect you not to have a post race supply of beer but for Mk3s at least it should be stowed in the inaccessible depths of the bilge keels. This will help the stability of the crew and possibly the boat as well. It will also be nice and cool by the end of the race. If you have a helmsman who is too handy with a knife and fork and drags his transom put as much weight forward as you can.

The Skippers Briefing. Make certain you understand what is going on. Don't be afraid to ask stupid questions. If in doubt ask lots of stupid questions. They will rightly assume that this is a ploy but they won't know which stupid questions are the questions you don't know are stupid! (see it was just a ploy – honest)

The Start. You need binoculars and a stop-watch. Make certain you write down the exact details of the course and draw a diagram. If you are not

sure which end of the start line is best try and shadow someone who is consistently good. I follow Dave Milner so I am never first over the line but I have been second a few times. Don't make it too obvious they might lure you over the line just before the gun .

Rules. Hopefully everyone knows basic collision regs. but racing rules may as well be written in Greek. All is not lost however. Just remember that they were devised on the fundamental principle of giving the other boat a fair deal. If you can't remember the appropriate rule ask yourself if your proposed course of action would be fair. Your conscience will tell you the answer and the probability is the appropriate rule will be the same. Avoid Colin Robinson who knows the rules and derives sadistic pleasure in using them to make your life difficult. He is one of the rotters who will yell Starboard at you when he is on port just to see if you are awake, stare at the top of your mast to break your concentration and any other devious trick he can think of; and such a nice fellow when he isn't racing! If you make a mistake pray to your god that Tony Eden didn't see it He can turn a small gaffe into a legend and is usually right!

Anomalies. Is there a standard Silhouette? Most have been altered a little and even large alterations will be tolerated and considered interesting or even innovative provided they don't work. If they work it's called cheating! Make all alterations below the water line out of sight and mind and launch early before the others arrive. Under no circumstances add a bowsprit. Every inch of stick you add to the bow will be repaid in yards of the same in the bar. Lastly if you want to enjoy the racing and remain popular enough to

enjoy the socialising don't make the mistake of winning.

New Members

A welcome to 4 new members who have signed articles this month.

Mr Robert Woolsey 6 Byland Way, Loughborough
Leics LE 11 4FS

Mr Frankie Farrugia Opal Dr. Anton Tabone Road Victoria
Gozo VCT107 MT Malta

Mr Kenneth I Johnson Millbrook Cottage Mill Lane Wombourne
S Staffordshire WV5 0LG

Mr Dave Carney 24 Seafire Court Mitchell Close Woolston
Southampton Hants SO19 7SP

Cartoon – by John Greengrass



Note pad

Editors notes....

Your proper editor is busy working at his proper job (poor fella) at the moment and I am giving him a hand in getting our journals up to date. You should have had the October one by now and now this is the November one. Yes I know it's December but the December journal is almost finished and will be mailed (I hope) just before Christmas. We are then up to date and I will try to get the January one out early in that month. The journal is being printed on my laser printer and after the last issue I noticed some "dirty" marks and called the maintenance man who charged me an arm and a leg and off he went and lo and behold it's doing it again. So if you have got some funny scorch type marks on your copy I'm sorry. I'll try and get rid of them in the future.

Surfing

Keep clicking onto our site. It now has the members list in the Members Only Area and these copies of the journal are being downloaded as PDF files so you can print out either the full copy or just the pictures. The pictures are loaded as full colour when they 're sent to me in colour. We still need someone from the South West group, Solent and the North West group to look after your group news pages. Please email me if you are interested.

Subscriptions

It's that time of the year again. Don't forget you can now pay on our website. The annual subscription is £12 for UK members and £15 for overseas members.

Christmas Greetings

Your Association officers all send you Christmas greetings and wish you good sailing, good health and good fortune in the coming new year.

John Clawson

(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.

For Sale

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

Sell your Boat

Use this space to sell
your boat

Include a picture

Total cost including
scanning your picture is
£15 for 3 insertions
Tel 01636 605298 or
email the website for
details

Silhouette for sale

Be Noticed

Sell your boat or boat bits
A display advert this size for 3
months is only £20

We will include a picture of
your boat.

01636 605298

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 S11 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 S11, 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

S11 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

For Sale New rubber window beading to re glaze a Silhouette plus a set of S111 windows – used but in good condition - £50 S11 Mainsail and jib - years old but

hardly used £120 Mainsail Stacking System with lazy jacks, Pack away sail stowage and mast boot in UV stabilised acrylic. As new, at less than half price £100 tel 01590 673606

BOAT FOR SALE There is a wooden boat for sale at Woodham Ferrers – S11 no 12. She has had some restoration and is going cheap – for the amount owing to the yard. She is owned by Jim Copeland (01245 328087) and details can also be obtained from the Commodore of the sailing club: Robin Townsend, 40 The Spinnaker, Woodham Ferrers, CM3 5GL

For Sale 01763 241464

Large 40-43" Splashdown ' Fremantle' heavy duty foulweather jacket in Teal/White (cost £144)

Splashdown Hi-Fit trousers 32" leg, (cost £ 60)

The jacket has extra fitted safety harness and inflatable liner.

Both items are virtually unworn. £100

Suzuki 2.2 HP Outboard, used for approximately 15 - 20 hours (cost £300), £175

8' GRP Tender, c/w launching trolley, buoyancy, oars and patent rowlocks, £120

Navico Pilot TP100 in as-new condition, (cost £220) £150

Crewsaver adult (150N) automatic lifejacket c/w spare refill cartridge £35

Unused Large 40-43" Wetsuit and size 11 neoprene boots, will separate £20 & £10

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 winter Offers tel 01753 663371

Wanted. S111 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

WANTED Well upholstered indiscriminating lady to share Silhouette sailing. Poor eyesight, loose morals and lack of musical taste essential. Preferably short but tall girls with own ladder considered. Applications with £5 non-refundable deposit. Contact: c/o Box No. 1, SOIA East Midlands Group.

Wanted Good road trailer for S11 01362 850525 Paul Eagle

FOR SALE 1998 VW Campervan.2 Berth, fixed roof, beautifully fitted out with large boat hatch in roof for ventilation and light, based on 102B.H.P. 2.5 TDI Caravelle/window van. 3-way fridge, cooker & sink with piped water, blown air heating, second battery with spilt charging, porta-potti, full electrics, fully insulated, lined curtains etc. Superb for trailer sailing with quickly mounted special roofrack for your dinghy, towbar on rear for trailing and detachable central front towball for manoeuvring, launching & retrieving. 33,000 miles only. Immaculate vehicle. - £15,000. Tel: 0-1590 673606.

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: 020 8641 2063. or by shopping at our store on our website

SOIA Terylene ties – navy or black £8.00

SOIA Brooch badges £6.00.

SOIA Burgees £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

Picture Parade



SV 3030 Allegro in another life

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