

The Silhouette Owner

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

The Silhouette Owners International Association

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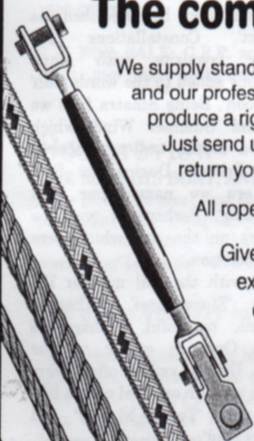
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A *minute* with the secretary



WHAT'S IN A NAME?

We spent the New Year in the Lake District, very beautiful it was too. with snow on the mountains glistening in the sunshine. No trip is complete without looking at boats either on land or afloat. At this time of year most sailing boats are ashore and as we walked around recognising 'old friends' I began to wonder what makes people choose a name for their boat. It is reported to be unlucky to change the name but to most of us that is not a deterrent. The sail register of Silhouettes certainly indicates that new owners put their own stamp on their purchase by renaming.

At the last count shapes. not to mention all the recycled Silhouettes. I well remember spending hours trying to make a decision for a name - many times! If you make the mistake of asking for suggestions from other people you will find yourself with sheaves of names scrawled on odd scraps of paper, for it seems downright rude not to write down your friends' suggestions even if you have no intention of using them! Hundreds of words get bandied about, every kind of wind

instrument in an orchestra, all species of sea and land birds and a multitude of words that can only be described as 'abstract'. Constellations are another favourite with many variations added to the words 'sun' and 'moon'. Being Sinatra fans we once had 'Summer Wind' which then led to the well-remembered 'Fickle Friend'. During the Star Wars era we named our boat 'Skywalker'. Perhaps it was the numbers on the sail which gave you inspiration.

A boat with the sail number I23 became 'Einzweidrei', rather a Germanic mouthful, perhaps 66 'Devil's Own' is easier on the tongue. Dinghy sailors often seem to come up with original names like 'Hoofarted', 'Twice Nightly' and 'Thanks Dad'.

It is interesting that many boats have girls' names, why are boats always 'she'? With so many expert lady helmswomen around today perhaps the trend should be reversed. I choose 'Bond - James' of course.!

We know the origin of some of our owners names, Tony Eden's 'Blessim'. Roger Titshall's 'Omebac' and the late-lamented Three M's need no explanation. Perhaps 'Pixie', 'Sparrow' and 'Nutmeg' indicate the small size of a Silhouette. 'Playmate' tells us what she means to Marion Jones. Now what about 'Polly'? Dave's wife is called Lesley. Is there a story here? I am sure there must be lots of other stories.

What's in a name? Do tell us - letters to the Editor please!

Barbara.M. Heald. Hon. Sec

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

We have had a bag full of correspondence this month so please keep sending it in – it's great to hear from you whether it's by email or by snailmail. . We have had a very welcome email from two longstanding friends of the Association from down under David and Madeleine Barnes who write:

G' dday and Happy New Year to you all from us "downunder" in New Zealand, Westport to be precise.

Sadly our first bit of news is that Madeleine's dad, Ron Fairman had a fall just before Christmas and broke his pelvis. Ron was Hon. Treasurer for the Association for many of its early years. Most of us older Silhouetters will remember him and Iris putting on a lovely display of ballroom dancing on the sprung floor of the Guildhall in Plymouth at the Rallies of the 1960' s early 70' s. Well, he was dancing as usual but not with Iris! The music must have been still in his head as he "waltzed" a chair back whilst everyone was tidying up after a session at the Grey Power Club. He tripped and as the saying goes ... that was his pelvis. For his sins, which are many of course, he spent Christmas in hospital and has some rehabilitation to go through. Anyone wanting to get in touch can e-mail us and we will forward any messages.

davidbarnes@xtra.co.nz

Recently we had a sale of chandlery that we still have from our "Boatshop" in Picton and yes, we still do have many, many bargains for you. Just e-mail and ask - Visa cards accepted! One customer from our nearest town 100 kms down the coast, mentioned he was restoring a boat which we probably had not heard of we floored him of course when he found out just how much we knew about Silhouettes. He happily went on his way having borrowed the Journals, purchased some very cheap equipment and the promise of some photocopies of Hurley sales pamphlets of the early 1960' s we still have. I will do copies for the Journal of those if required.

Now for some photos.. more to come but they will have to be printed off as we took a lot of "transparencies" in those days. There are some good ones of the racing in 1964 and the characters of the day. We had about 50 Silhouettes at the rally which was when George Hurley' s trucks used to be delivering Silhouettes all over the countryside and would bring back those wanting transport to the Rally.

First photo of the stern of my boat SII 1472 "Nauru", I thought might be of interest for those "DIY mods" types. The stern locker on the SII was encumbered by the rudder tube and was difficult to access through the little cover especially for fenders which generally you wanted to whip out. The rudder, at the acute angle was not too efficient either. My tube wore out and so I took it out replacing it with a vertically positioned one up and down the bulkhead. Made a new rudder with a bigger surface area, which was not really necessary because of the efficiency gained. I used a fold up tiller head from a Signet and a GRP hatch from a SIII. Hurley' s were in full swing and it was easy to get all sorts of useful spares and adaptations. The final gain was having a far better mainsheet slide right under the end of the boom across the stern behind the new rudder post.



Next photo is of the prize winners in 1971, I think? In the photo from left, first gentleman' s name I cannot recall, then Mrs Margaret Maloney (Commodore's wife). Then Her Worship the Mayor of Plymouth, Commodore Harry Maloney, its on the tip of my tongue as to the next character and the final bloke is me... huh, must have been the last time I wore a suit!!!

The other photo was taken during the rally in 1968 I think, from the wall of Sutton harbour looking out to the entrance at the Mayflower steps which are on the right behind the Signet' s sail. Mountbatten and Staddon Heights behind and to the left. No marina and plenty of mud ! We would moor "Mediterranean fashion" stern on to the wall. Hurley' s had special ladders which they hung over and rigged wires to which the sternlines were hitched too. As I recall this was photo was taken just after lunch and we were all off out



for race number 2 of the Rally in the afternoon.

This accounts for some of us at being anchor as it was easier for a quick lunch stop. There sure were some good tales about dropping the anchor in the right spot to moor up at the end of the day and the subsequent efforts in the morning when recovering those anchors and your next door neighbours who also recovered his next door nei yep, you get the picture. My Silhouette is SII 1472, the one ahead of me is SII 1258 and altogether there are 14 Silhouettes in the photo.

OK, that' s it for now we expect some recollections from other older members as to who is in the photos and hope others enjoy them. Above all, I notice from Keith Rymer' s letter to the Ed. December 2002 it is marvellous that after all these years "The Silhouette National Rally" soldiers on giving exactly the same pleasure and experience we all enjoyed those many years ago. Well done everyone, long may it continue. Best regards to one and all from this family. *David and Madeleine Barnes* (Thanks for that David and Madeleine. We all hope Ron is well and truly on the mend and I hope some of his old shipmates get in touch with him through the email address you have given and yes, we agree with you, long may the Plymouth Rally's continue.)

Another letter from a different part of the world, albeit another one of the colonies, arrived by email, this time from Florida

Greetings from Titusville Florida, home of the Kennedy Space Center and the Space Shuttle!

My name is James Carter and I am the owner of the Prop' a Place Hobby Shop here in Titusville. Back in 1981, I found a Silhouette 17' sailboat, with trailer, in Rome



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

New York. It was in rather bad shape when I first saw it but I really liked that boat. I decided I was going to make it sea worthy again and spent the following winter repairing the hull and the cabin. One thing I noticed from your web article was the lack of mention as to the boat being built with twin skegs or keels. I found that they were designed for tidal water locations if someone wanted to go ashore for the night. Also, the boat I bought apparently had an inboard single cylinder diesel engine at some point in its past but it had been removed by the time I bought it and an outboard mount had been added. Well, I was in Lake Champaign when we re christened her and as such, tidal action was never an issue but I did try running it aground just to see if it worked. It did!

Please tell me, is this boat type still available and if so where would be a good starting point to locate one. I had to sell mine back in 1982 just before we had to ship out to Okinawa Japan. Unfortunately, we weren't allowed to ship the boat with us. I look forward to hearing from you with any possible leads you can offer. Thank you and God Bless. Jim Carter, owner Prop' a Place Hobby Shop 329 S. Washington Ave. Titusville, Florida 32796 phone/fax: 321.267.5999

(I have emailed a reply to Jim and hope he joins the Association as he is obviously a fellow Silhouette lover.) **Now then can anyone answer this question – where can James get a tiller stock from ?**

Hi, I am just about to send off my subscription and wanted add, but thought I'd also chance a question. Trying to get hold of a tiller stock for my mk2 Silhouette. Bronze, to fit rudder rod approx 18mm with two arms approx 6" in length, which sandwich the wooden tiller. Haven't had any luck tracing one in Jersey- can they still be bought? Any help much appreciated. Regards James Averty

John Dakin is on the move and looking for info on mooring in the Chichester area *(wherever it is John, it'll cost an arm and a leg)*

I hope to bring my Pageant, Kima, down to the Chichester area this season for a while. My son, Jonathan, has just got a job in Portsmouth, and we would like to explore the area. At the moment we are based in Ipswich. Can you give us some help with possible mooring places.

I have heard that it is very crowded, and would like to know of some parking places before I set off. Thanks, and best wishes, John Dakin

The Caladonian Cruise is getting closer and Tony Eden is up to his armpits in organising it. If you are interested in going contact Tony ASAP

Regarding the proposed cruise on the Caladonian Canal After my request for a date for the trip I had 2 votes for directly after the Windermere weekend and one for a week later, Nobody else seemed to be concerned, so we will go directly after Windermere. We will meet weekend 17-18 May, hopefully be rigged and launched Sunday night ready to start our cruise on Monday 19th. I have been in contact with the committee of the Lochaber Yacht Club which is only 2 miles from the entrance to the canal, and they will provide launching and parking for the week at a cost of £ 20 per boat. This is a much better arrangement as I am talking to the people who make the decisions, also if there are any early arrivals, cruising in the vicinity of the yacht club is very rewarding with views from the water of Ben Nevis. Next month I will have a cruise plan, but as I said at the start I hope this will be a leisurely trip, dictated more by what we find when we get there and the weather. Regards Tony Eden *Info from the forum. Tony H left this snip-it on the Forum. I think everyone knows SREWFIX as most people get a catalogue from them every few months*

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I don't know if members know about this, but SCREWFIX DIRECT sell anti condensation paint which they say is for Bathrooms Kitchens Laundries and swimming pools and will absorb 365grams of water per square metre. Also ANTI-FOUL, Non-Slip deck paint and all of the brass and stainless hinges, bolts, etc
Regards Tim

You can imagine my surprise when I received a letter from the Admiralty last week –I thought I was on my way, back to the Gulf!

I write with reference to Pete Derry's letter respecting my locally endorsed title of Admiral of the Draycott Nursery. Essentially, living on the Mendip escarpment I'm waiting for a canal to be dug across the Somerset levels to allow *Twopence* to be moored at home thus alleviating the onerous marina fee's.

Being a "little" admiral, metaphorically not physically, I fly a St Georges Burgee, noting that it is illegal to sail under a St Georges flag, that being the prerogative of Admirals of the Royal Navy only.

With reference to being an "afecinado of the Wine", ah yes he has a point there. I realised the significance of this when some weasel took the cork out of my lynch a few years ago. With time I've accepted that, to quote Radio 4 "Quote Unquote", I'd rather have a full bottle in front of me than a full frontal lobotomy. As Noah said to his wife "I don't care where the water goes as long as it doesn't get into the Wine".

'Two pence' always carries a bottle of wine or two, not for use when sailing of course. But a bite of food and a glass of wine is civilized; far better than a couple of "pints" with a large pasty before sailing. An alcoholic is not a man who drinks too much, but a man who can't drink enough! Please, Pete recall I'm certainly not a drunken Admiral like many of the 18/19th century Admirals who agreed "you are not drunk if you can lie on the floor without holding on" Anyway I raise a "glass" to those many friends, ladies and gentlemen, of the SOIA. As the navy say "Spirits up"

John Greengrass

Clive Cummings, our Association librarian, is going to let me have a list of the books he has for loan which I will publish and maybe include a review page if there are any I have read myself. I don't think many people avail themselves of this facility but more on this next month. In the meantime Clive has kept us up to date on the goings on in the Solent area with the following report

The Solent rep of the SOIA was aboard his boat at 2200hrs on Friday night having travelled down to Langstone Harbour by train. This was partly due to the icy conditions on the roads and a loud wheel bearing. HW was at 0500 hrs sat morning so an early wake was required the alarm was set for 0630.

Temperature in the cabin of Angelus my steel Tahitiana had peaked at 10c but on getting up it was 1c and -5c outside. There was a chilly NE wind blowing. I bent the sails and cleared out of my swinging mooring an hour later. I picked up a mooring in Langstone fairway in about 50feet of water. During the previous week I had been in communication with, and had joined a virtual reality sailing meeting web site www.pbomeets@yahooclubs.com and to my amusement they started to call up on ch77 as posted. At 1000hrs we set sail with the wind up the chuff, and an hour or so later anchored up just west of Southsea pier.

The local radio station was saying that the roads in the Portsmouth area were chocker. We could see thousands of people going to and gathering around the vantage points on the entrance of Portsmouth Harbour. The local radio station then at

1215hrs cut into the gardening programme to give a live blow-by-blow account of the HMS ARK ROYAL coming off her berth and putting to sea.

There were 3 helicopters flying overhead as we got the 1st sightings of her upper works across Southsea Common. As she was coming out into full view the usual MOD marine police and hundreds of smaller private craft were escorting her. More smoke came out the stack and the bow wave increased leaving smaller boats wallowing in her wake then all of sudden a small single engine plane flying in from the South made a shallow dive towards the ARK. The plane had come from the direction of Seaview on the IOW. My crew all groaned "oh no", but as the plane drew level with bows there was a wobble of the wings and then it banked sharply right and flew off towards Fratton. Relief all round. More smoke, more speed towards the forts passed a PO ferry, which had been jilling around for an hour or so then off towards the Nab Tower and over the horizon.

After all the fuss was over we motored up to Camper Nicks where my crew disembarked kosovan style, I turned around and cleared out and went to catch the others up en route for the Folly Inn just south of Cowes up the River Medina We had a good run ashore in the pub followed by a nightcap on a Jeaanua nearer to the 40' mark. I had a problem rowing back to my boat, I had to employ a chopping motion on the oar blades to get them through the ice that was forming across the river. Next day the river was frozen up in all directions as far as you could see.

No problems to a 9 ton steel boat with a 45horse Perkins. I then took on 35 litres of pink for £8.20p at Cowes and in glorious sunshine sailed back for Langstone in a F3 WNW. People at work today have asked if I have been on the sun bed again. Clive Cummings.

Copy dates

Copy date is the 13th of the month preceding issue. Please send me your logs or Silhouette photographs and any other anecdotes or newsworthy items. Anyone who has given me their email address will receive a copy in the post and in a zipped email and after a few months, if acceptable, the snail mail copy will be dropped to those people only and they will get their copy by e-mail if they want it that way. Please also remember that the journal is on the website as a PDF file in the members area. All copies are there since last October. If you want to receive your copy by email, please let me know.

JC

Email info@soia.com

Ouch!

If you have two people in a boat slapping at each other with the oars, what is it called? (Answer) Rowed Rage

Thinking of changing the name of your boat?

Everyone knows that renaming your boat will bring nothing but bad luck and make your boating experience something that you will want to forget. But what happens when, after months of searching, you find your dream silhouette and your wife doesn't like the name. We bought S111 Iona, which is a lovely name, but Sue wanted to change it to *Nomad* which, see felt, was more in keeping with what we wanted to do in the boat. Now then, being ex MN and knowing all about letting or not letting clerymen on board etc etc I realised that renaming a boat is not something to be done lightly. Since the beginning of time, sailors have sworn that there are unlucky ships and the unluckiest ships of all are those who have defied the gods and changed their names. So, is there a way to change a name and not incur the wrath of those deities that rule the elements? Well yes there is. According to legend, each and every vessel is recorded by name in the **Ledger of the Deep** and is known personally to *Poseidon*, or *Neptune*, the god of the sea. It is logical therefore, if we wish to change the name of our boat, the first thing you have to do is to purge its name from the **Ledger of the Deep** and from *Poseidon's* memory. This is an involved process beginning with the removal or obliteration of every trace of the boat's current identity. This is essential and must be done thoroughly. I knew an owner who went through the ceremony after the owner had assured him that every reference to his boat's old name had been purged from her. A couple of weeks later, he discovered he had missed a faded name on her floating key chain. He was advised to start all over again, perhaps with a little extra libation for the ruler of the sea. Unfortunately, he declined. Since then, his boat has been struck by lightning, had its engine ruined by the ingress of the sea, been damaged by collision and finally sunk! It pays to be thorough. In purging your boat, it is acceptable to use *Retype* correcting fluid or some similar obliterating fluid to erase the boat's name from log books, engine and maintenance records etc., but it is much easier to simply remove the offending document from the boat and start afresh. Don't forget the life rings and especially the transom and forward name boards. Do not under any circumstances carry aboard any item bearing your boat's new name until the purging and renaming ceremonies have been completed! Once you are certain every reference to her old name has been removed from her, all that is left to do is to prepare a metal tag with the old name written on it in water-soluble ink. You will also need two bottles of reasonably good Whiskey. Sue and I performed the ceremony at on a cold dark February evening (midnight actually because Sue thought if anyone saw us we would be carted off) Anyway we stood on the quayside, holding hands, and I shouted into the deep "Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to expunge for all time from your records and recollection the name Iona which has ceased to be an entity in your kingdom. As proof thereof, we submit this ingot bearing her name to be corrupted through your powers and forever be purged from the sea. (At this point, the prepared metal tag was dropped from the bow of the boat into the sea.)

In grateful acknowledgment of your munificence and dispensation, we offer these libations to your majesty and your court. (Pour at least half of the bottle of Whiskey into the sea from East to West. Well - approximately half. The remainder may be passed your guests or as in my case if your guests don't like Whiskey drink it

yourself) *Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to take unto your records and recollection this worthy vessel hereafter and for all time known as **Nomad** guarding her with your mighty arm and trident and ensuring her of safe and rapid passage throughout her journeys within your realm.*

In appreciation of your munificence, dispensation and in honour of your greatness, we offer these libations to your majesty and your court. (At this point, the second bottle of Whiskey, less one glass for the master and one glass for the mate are poured into the sea from West to East – again approximately!)

I don't remember turning in that night! JC

My first Experience of Sailing

by Frank Farugia

Sailing? What exactly does it mean and what do people find interesting in sailing? This is what I used to think about sailing until two year ago. I never really had an interest in sailing mostly due to lack of knowledge on the sport. I used to hold conversations with my boss about sailing (he owns a 30ft racing yacht which he skippers through races held around the Maltese islands. One of these races is the Rolex Cup Middle Sea Race).

It was then I think that I really started to comprehend the word sailing and its involvement. I wanted to go and try sailing! Fortunately a friend of mine (who rents boats) acquired a small 17ft sailing boat.

My father and I (knowing nothing about sailing), sailed out of Xlendi bay (one of Gozo main beaches) using the engine for a short distance until we reached the open sea. The engine switched off and the sails were put up. There was a nice breeze and the sea was calm. The boat amazingly started to move slowly ... The sense of peace and tranquilly enchanted me. I could not neither believe nor explain the fabulous sensation I felt at that moment.

In the course of the following few months sailing had become one of my favourite pastimes. The only thing I wanted to do when I had some free time.

An opportunity cropped up to buy my first boat which I learned to sail – a Silhouette SII. From that time on I started buying books, videos and became a member of the Silhouette International Owners Association (SIOA).

Now I can say that Sailing is the art of going very slowly, usually in the wrong direction, at great expense but a fascinating sport! Which I still have loads and loads of things to learn about.

A special thanks goes to persons most specially John Clawson, Tony Harris and Tony Eden, who had and continue having the patience to show me tips and tricks how to sail and getting to know more the boat I own.

What's your favourite gadget ?

Silhouettes are naturally inventive folk, and most of us have devised or modified simple pieces of equipment, which has become invaluable over the years. If you have some simple or even complex item please write in to the journal and share your genius with the rest of us!

(The fourth 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.
S III – REBUILD - PART 4

Under the floor

The part of the boat under the floor is very important. There are two box section girders and some wooden floor beams that are fibre glassed onto the skin of the bottom of the boat. If these are sound and the fibreglass has not delaminated from the metal, wood or the bottom of the boat then you are fortunate and apart from a good clean and paint you can proceed with other things. The laminations of the hunk sides and bulkheads to the bottom of the boat should also be sound. But they are of much less importance to the strength of the boat.

If, as is often the case, particularly if the boat has been left for any length of time with water in it, the girders are badly corroded, then they should be replaced.

The purpose of the girders is to give the bottom of the boat, and in particular the bilge keels, the rigidity they need when sailing hard and especially when the boat takes the ground. Without these girders the keels vibrate alarmingly when sailing and they will "hog" when the boat takes the ground and even when it just stands on the trailer. Just for information "hogging" is when the keel or keels of a boat distort the bottom of the boat by trying to push up into the bottom. I mention this to stress the importance of these girders because to replace them is a major task.

If the bunk sides are rotten, remove them and their framework and have some new girders welded up like the old ones. Chop out the old ones and re-glass the new ones in place. To do the job with the bunk frame and sides in position you will have to make vertical slots down through the bunk sides and framework to get the old girders out and the new ones in place. The wooden floor beams are usually sound. It should only be necessary to re-laminate them on to the hull bottom.

You must ensure that these wooden beams and the floor of the boat are absolutely dry before you do any laminating otherwise it will be a waste of time!

I have seen one or two S III's where these metal girders are solid. This suggests an alternative method of replacement with solid square or rectangular sections plated and bolted in the floor space. This way it is much easier to get the girders in position without destroying too much of the bunk structure. To get comparative rigidity to a welded box section you will need 6mm mild steel plate either side of your solid section and three I2mm bolts on each side of the boat centreline. They must be a good fit in the plates and through the steel section. When you are satisfied with the under floor situation just have a good look back under the cockpit floor. Here is the bottom part of the rudder tube where it is glassed into the hull. If there are any rust



S111 No 34 after total restoration.

streaks at all on the part where it is glassed in, the rudder tube will certainly have to be renewed. *That will be the subject of the next article.*

Improve your Silhouette

Two more ways of solving
common problems in a small boat.

Removable cabin step / locker

With advancing years I have found the step down from the bridge deck to the cabin sole of my MkII Silhouette too deep, particularly when encumbered with a bulky oilskin suit. Because of the restricted space in the hatchway of a small yacht I have always entered the cabin 'stern first', and thus have had to gauge the drop down.

My answer to the problem was to construct a single step-cum-locker as the sketch will show. I made mine from 9" x 1" deal floorboarding and when finished, stained and varnished it to look like mahogany. Of course, one could have used real teak or mahogany in the first place if one had a tame and friendly bank manager to turn to for the finance.

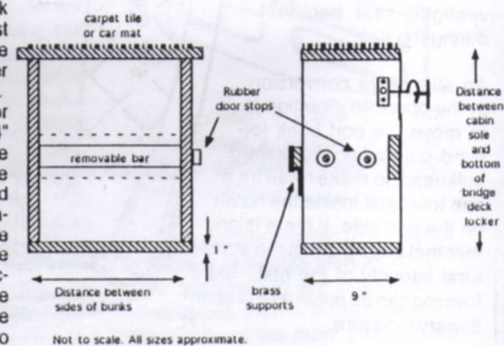
The step can be used for storage by adding a 4" strip of wood let into the back, and a removable bar on the front. I stored two plastic water containers in mine. The whole thing must be removable to enable one to gain access to the bottom bridge deck locker (under the cockpit floor). I used two

brass (fancy cabin door types - hang the expense) hooks and eyes for this purpose, one attached to each side piece of the step and hooked to the eyes screwed to the aft cabin bulkhead. Thus the step could not tip if one stood on the edge. I also screwed to the side pieces rubber door stops each side at the height of the wood strips on the bunk sides, to prevent any sideways movement of the step and to protect the varnished bunk woodwork. To complete the job I glued on a piece of carpet tile to the top of the step to pro-

tect the wood and make it anti-slip. One could have used a piece of patterned rubber car mat for this purpose instead.

The height of the step is such that when the bridge deck locker door is open it lies flat on the step. Width and depth will depend on the owner's own ideas. But when measuring for width, remember that the bunk sides taper inwards slightly, so reduce the width to allow sufficient play to move the step away from the bridge deck before lifting it out.

Bill Beacham



Quarter Berths

I have had several discussions with a number of members about the merits of Quarter berths in Silhouettes, and with winter now on us, there are probably others with a change of cabin layout in mind. These notes may be useful, and are based on comments and advice given by Neville Povey in a 'Make & Mend' article in Journal no. 128.

An advantage of a boat with a quarter berth is that the problem of storing sleeping bags etc. is solved by pushing them down the leg room during the day. The quarter berth layout is also thought to be better than the standard boat as regards the cooking arrangements.

If you are six feet tall you will find that there is ample length (6' 6") in the berth. Getting in is not so easy, but once settled it is very comfortable. The aperture where the port locker door usually is can be enlarged for easier access. The cutting of the watertight bulkhead beyond it does not create any problems of maintaining the buoyancy given by the enclosed cabin which is one of the purposes of a bridge deck in sea-going boats, as the port cockpit locker which will accommodate the sleepers' legs will have to be effectively made watertight anyway. Quarter round mould-

ing is used to secure the locker lid.

Looking at the Hurley brochure, which was issued when they made a quarter berth version, it seems that from the centre line to the port side there are no shelves, nor any interior bulkhead below the level of the bottom of the hatch, which gives far more room for getting in and out. Where bulkheads are cut away it is probably advisable to put in some extra 1 1/8" x 3/4" framing. The watertight bulkhead will be cut at the level of the bottom of the cockpit locker which gives you the through level of the bunk.

Hurleys also used to supply a kit of pre-cut plywood parts illustrated here, which you fitted into the port side of the cabin, immediately in front of the head of the quarter berth.



This provided a space for a twin burner cooker, a flat area for preparing food, and some useful storage space underneath.

The plan of the quarter berth layout on page 8 illustrates another advantage. Whereas in the open plan 2 berth layout, the line of the cabin sole either side of the mast prop turned

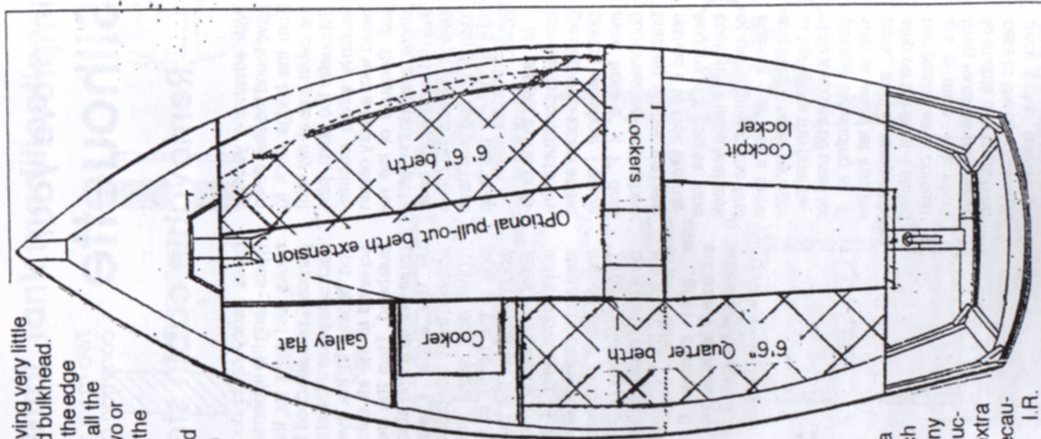
inward, following the chine, giving very little foot space at the forward bulkhead. With the quarter berth version, the edge of the galley flat runs straight all the way to the bulkhead, giving two or three inches more width at the front of the cabin.

Note also that the so-called 'TV locker', normally found in the port forward corner of the cabin, is missing, although Tucker's plans sometimes show this included on the starboard side.

The quarter berth version was sometimes alluded to as the '3 berth' layout. The third berth was obtained by sliding out as far as the mast prop, an extra width of 3/8" ply from under the starboard front to support it on the sole, and a tipping to prevent the extra piece of cushion from falling off. This latter item formed a vestigial seat backrest during the day.

An alternative conversion in the opposite direction is to move the port bunk forward, cutting into the forward bulkhead, to make room for a sea toilet just inside the hatch on the port side. If there is any fear that this will affect the structural integrity of the hull, extra framing can be put in as a precautionary measure.

I.R.



Improve your Silhouette

Two more ways of solving common problems in a small boat.

Removable cabin step / locker

With advancing years I have found the step down from the bridge deck to the cabin sole of my MkII Silhouette too deep, particularly when encumbered with a bulky oilskin suit. Because of the restricted space in the hatchway of a small yacht I have always entered the cabin 'stern first', and thus have had to gauge the drop down.

My answer to the problem was to construct a single step-cum-locker as the sketch will show. I made mine from 9" x 1" deal floorboarding and when finished, stained and varnished it to look like mahogany. Of course, one could have used real teak or mahogany in the first place if one had a tame and friendly bank manager to turn to for the finance.

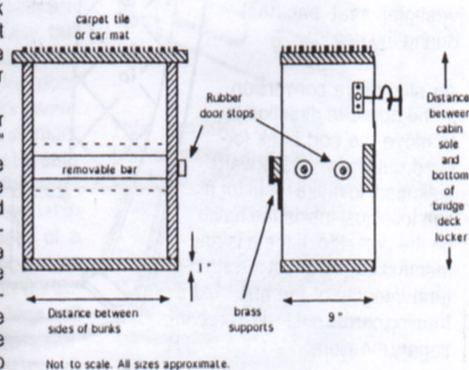
The step can be used for storage by adding a 4" strip of wood let into the back, and a removable strip on the front. I stored two plastic water containers in mine. The whole thing must be removable to enable one to gain access to the bottom bridge deck locker (under the cockpit floor). I used two

brass (fancy cabin door types - hang the expense) hooks and eyes for this purpose, one attached to each side piece of the step and hooked to the eyes screwed to the aft cabin bulkhead. Thus the step could not tip if one stood on the edge. I also screwed to the side pieces rubber door stops each side at the height of the wood strips on the bunk sides, to prevent any sideways movement of the step and to protect the varnished bunk woodwork. To complete the job I glued on a piece of carpet tile to the top of the step to pro-

tect the wood and make it anti-slip. One could have used a piece of patterned rubber car mat for this purpose instead.

The height of the step is such that when the bridge deck locker door is open it lies flat on the step. Width and depth will depend on the owner's own ideas. But when measuring for width, remember that the bunk sides taper inwards slightly, so reduce the width to allow sufficient play to move the step away from the bridge deck before lifting it out.

Bill Beacham

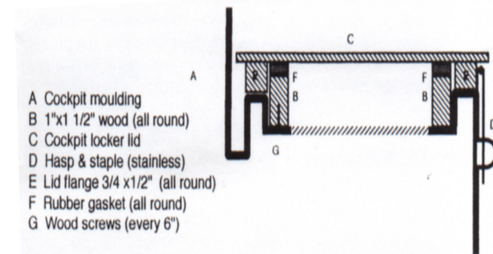


Leaky Lockers Cured

By Fred Hutchinson

Despite many experiments and innovations, I have found that leakage always occurs in the cockpit lockers of an S11. Reliance is placed on the contact between the cockpit cover and the moulding around the locker opening on GRP Silhouettes. This fit is not perfect, and although the moulding has a channel to get rid of rain and seawater leakage into the cockpit lockers always occurs. A rubber gasket glued to the underside of the lid

proved unsatisfactory on my boat and I decided to solve the problem once and for all. One inch by half inch teak was obtained and this was glued with Araldite, and also screwed at 6 inch intervals onto the 5/8th inch flange on the inside of the cockpit moulding. Self adhesive sponge rubber strip was stuck on top of this assembly, and a further supply of 3/4 inch by half inch teak was screwed to the lid so that if formed a flange around the fist assembly. The lids are raised slightly by this modification, but this causes no problem. A stainless steel hasp and staple are also fitted as a security precaution. The advantages of the modification are that no water rain or slop finds its way into the lockers. Any slight warping of the lids is no problem. They are secure and easily removed for access to the lockers. Since making the change two years ago my lockers have always remained dry.



New Gearreview

Going on a dirty weekend?

Ideal for a dirty weekend, one where you know you're going to get wet.... these New Wet and dry Holdalls from Crewsaver have a wealth of handy features for the active sailor. Available in large (36cm x 36cm x 76cm) and medium 30cm x 33cm x 71cm), both are equipped with numerous zipped side pockets, including a document pocket with cardholder and various accessory pockets, one of which even operates in 'personal' organizer style. The two main compartments have capacities large enough for buoyancy aids and sailing clothing and are split into Wet and dry sections to ensure all gear is separated, not saturated. Both can be tightly secured using heavy-duty zips. Other features include an exterior shockcord jacket trap, useful for holding a sailing top and a separate boot compartment with zip closure and mesh aeration panel to prevent the build up of foot rot. These new Crewsaver Holdalls can be carried every which way. They have dual padded carry handles, a removable padded adjustable shoulder strap and grab handles either end. Their tough heavy-duty polyester construction is built to last with a reinforced PVC base to stop water penetrating the underside and reducing wear and tear when you drag it along the ground. Our rating ****

Replacing the Bilge Keels on a GRP MK11 Silhouette

By Denis Heald

The first job is to remove the old keels. Jack the boat up either on it's trailer or on blocks so that the centre keel is a few inches higher than the bilge keels and the boat can be careened so the bilge keels can be removed in turn. I found it easier to do the removal and replacement of one side completely before tackling the other one. The bilge keels are each held on by two rows of 3/8th inch by 3 inch nuts and countersunk bolts. The nuts and washers are accessible under the berths et each side and although the nuts will probably come off easily the bolts will need a good drift and a lump hammer. The keels on a fibreglass S11 are different from the wooden boat in that the top edge of the flange is straight, and the hull moulding is shaped to accommodate it. There is also a half inch thick wooden bedding piece between the top flange and the GRP moulding. When the old keel is removed the boat must be suitably supported so that you can climb in and out without fear that the boat will tip. Take patterns of the keel plate and the top flange and take them to your local steel fabrication shop to have two of each profile cut. I paid £60 for them in 3/8th mild steel (but it was some few years ago so you will probably pay more now). Although the plans say 3/8th inch Hurleys used to use 5/16th thick bilge keels, and that should be a little cheaper.

Before welding the top flange to the keel plate it is much easier to drill and countersink the flange before it is attached to the plate. Then the plate is welded to the flange, tacked about every six inches and then deep penetration weld. If you

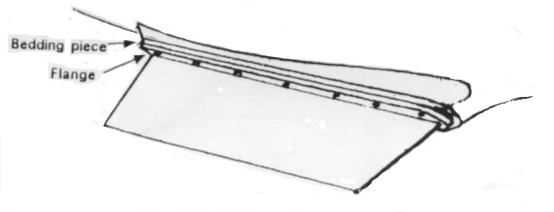
cannot do this yourself you will have to enlist the help of your local welder. Take care that you identify the front/rear ends of the plates and the correct edge of the flange before welding. You can mark for drilling

either by using the old keel flange or the hull itself and just to make sure, you can attach the flange to the hull as a dummy run before welding, then you know all the holes will line up when you fit the finished keel. New bolts and nuts will probably be required

You may consider galvanising the new keel plates although I personally feel that the new keels will outlast the boat anyway.

When refitting you will need to bed the flanges on to the wooden bedding pieces (you may or may not need to renew these) with mastic between both joints, cleaning excess off after tightening evenly.

The total time taken for me to do the whole job was three days including making the new keels, but excluding procurement time for the steel.



This Month's log...By Graham Platts

Fleetwood - Beaumaris - Skippool.

Inception

Well it was all my brothers fault. 'Avocet' was moored in Fleetwood Marina at great expense. I offered to remove 'Smokey' from the berth at Skippool to make room for 'Avocet' and Brian wanted to have one more sailing trip on the Irish Sea before the end of the season. Wanting to clock up more sea miles and gain more experience, I allowed myself to be persuaded to forfeit a couple of workdays and be asked where I would like to go. After a few greedy, over ambitious/impossible suggestions and dependant on the conditions of the day, the skipper would have the final say.

The Plan

Four days sailing to take in possible options of; SW to Anglesey, W to IOM, N to Whitehaven, perhaps include Peel Island en route or any combination. Part of the plan was to arrive at the marina immediately after attending a Wednesday evening 'day skipper' course at Fleetwood Nautical College; motor out of the lock gates onto a mooring buoy that night, ready for an early start Thursday morning. Next door neighbour, Dave, a fellow 'day skipper' scholar dropped me off by the gates of the marina thirty minutes late due to an overrun of the course, in the pouring rain, complete with luggage, to be met by a soaked brother and consequently missed the lock out times of the marina. So far, so good!

Well Dave wanted to see the boat anyway and was duly invited on board for tea and biscuits. I could not

help noticing his visible scanning of the interior of the cabin and its contents. I think he was suitably impressed or was it awe. No sooner had our visitor left Brian started to impress me with his culinary skills by cooking one of my favourites 'Spag Boll' (vegetarian style of course) followed by a nice cup of hot chocolate while we attempted to decide the four-day plan. After all the deliberating the only positive decision we made was to wait until the 5:30 a.m. weather forecast.

Day One - Thursday

Spoilt by the calm enclosed waters of the marina I slept well. So well in fact I missed the forecast. Responsible Brian on the other hand, slept uneasy repeatedly waking to half a dozen false 5:30 dreamy alarms. S. Westerlies veering westerly to N. Westerly during the day meant the first passage sailing to Anglesey the best option. Working on an average of 4 knots, the 56 miles should be easily within our grasp. Losing a couple of hours sailing time waiting for the lock gates to open allowed us sufficient time to have a leisurely breakfast, (vegetarian style of course), none of your traditional sausage and bacon for the next four days now matey! The initial stage was calm and we motored till way past the fairway buoy accompanied by only one or two other cruisers, but eventually the breeze increased and we are sailing, with clear views off the coast of Blackpool, the tower and beyond. After a couple of hours and a couple of snacks or so, the skipper ensured the course was being maintained and took his first of many snoozes, leaving me to hog the helm ooohhheerrrr. Well I did ask for the experience and he did have a restless

night bless him. With the joys of open sea, a steady breeze and no traffic to worry about, this sailing seemed quite straight forward, stress free and enjoyable, however the weatherman/woman failed in his/her promise of the wind veering N. It became increasingly difficult to pinch against the wind to maintain the required heading for Anglesey. I thought I saw a Dolphin, I did see a Dolphin and then his mate, just outside Liverpool Bay of all places. Big brother confirmed.

Partly due to wind not veering to the North, the tides and currents not being in our favour, the night drawing in and the need to do some serious beating we inevitably lost a lot of ground and time. We admitted defeat on reaching Anglesey that night and scoured the coast between the Rhyl and Colwyn Bay to find a nice sheltered spot (bolt hole) for a comfortable night. Not having suitable local pilotage we headed for what we thought looked like a harbour wall. As we drew nearer, the harbour transformed into a...caravan park? This was as good as it gets, Brian did a few depth of tide calculations and decided to anchor anyway. All would be revealed in the morning. Another hearty meal (vegetarian of course) washed down with a small beer and satisfied that we were not dragging, settled in for a well-earned kip.

A 'scrubber' and things that go 'bang' in the night.

I was almost asleep when it started and fearing the worst, I thought we had drifted towards the shore and obviously in some kind of serious trouble, my mind imagining every conceivable tragedy.

The waves were choppy, the tide was going out, 'Avocet' was grounding and

after each wave we dropped with a thud on the seabed. The noise and vibration caused me concern and I questioned the ability of the boat to withstand the treatment. I was told quite calmly, yes we are grounding, the boat can stand it, designed to do this, perfectly normal, quite safe, go back to sleep, but I did see him go out with a pole to feel the substance of the sea bed. I was almost asleep again when it happened, I felt a tickling sensation on my face and immediately brushed it aside only to be repeated a few minutes later and then again. A fumbled examination in the dark revealed a precariously balanced 5ft deck scrubber dislodged by the banging of the boat, each time the boat rolled the head swung towards my face. Lucky it was just the deck scrubber; you should have seen all the other items I had to share the fore cabin with. I was almost asleep again when it started, a repeat performance when the tide returned, except Brian had paddled out and repositioned the anchor (and Avocet) to lessen the impact.

Day Two - Friday

We had anchored just off a place called Abergele directly opposite yes, a caravan park. It was quite plain to see now there was no harbour for miles. After the ordeal of last night/early morning, 'Avocet' was sitting pretty (except for Brian's wet clothing that he'd used to reposition the anchor draped over the guard rails) with picturesque views of the Welsh coastline. The plan was; no need to rush, good breakfast (vegetarian of course) and continue to Beaumaris with plenty of time to go ashore and stretch our 'sea legs'. Leaving Abergele we saw all the perfectly suitable anchorage places where we could have stayed all the way along Colwyn Bay towards Llandudno. The scenery was

spectacular, passing Little then Great Ormes Head towards Puffin Island and Anglesey with Snowdonia as a backdrop. Neither of us had a camera but the vision is firmly planted. Approaching Puffin Island we decided not to follow a small cruiser, probably a local knowledgeable sailor taking a short cut into the Menai Straits avoiding the charted route around the island. After a bit of a tussle with the tide and current we were soon motoring down the Strait following the 'short cutter' Although a sheltered visitors mooring area was marked behind No 10 port buoy we opted for one of many empty private moorings closer to the pier at Beaumaris being more convenient to row ashore. The original planned ETA to enable a daylight wander round the town slipped somewhat, so we decided to feed ourselves first (vegetarian of course) and then take a look round the castle before a quick walk and a little liquid refreshment at the local hostelry.

The castle was closed and after a scan around the perimeter we decided not to rekindle our mountaineering skills in fear of being constrained on the inside until the following season, although a 'stretch' could be one answer to my weight problem. We needed milk for the morning and to save lugging it round the town returned to the dinghy just in time to prevent it from being swept away by the in-coming tide. Beaumaris is a quaint little place, well worth the visit and the beer, well, that was all right too I suppose, not being the drinking type of course. I allowed Brian to row back, in the dark and against the tide, I also allowed him to make the hot chocolate before 'turning in' hopefully for a peaceful night, tomorrow might be a long day depending on the early morning forecast which I allowed

Brian to wake for. Well he is the skipper!

Day Three - Saturday

The forecast gave us strong NW winds 4-5 occasional 6 but at least in the right direction and we planned for a single hop all the way to Fleetwood, a night mooring by Knott End and a leisurely cruise the following morning up the R. Wyre to 'Avocet's' next home the jetty at Skippool. At a higher tide we took the short cut avoiding Puffin Island and set our course straight for Fleetwood. The going was good, in fact the further we sailed the better more challenging and exciting it became, the strong winds materialised along with some rain, until maybe 10 miles or so from home we battled against the force 6,s and the on coming darkness. I now know what weather helm is! Brian still managed to get his snoozes in though, something about needing to store energy to handle any impending emergencies.

This was the third time I'd sailed into Fleetwood, once before on 'Avocet' with Brian & Elizabeth and once on Paget's Lady a 35 footer but not in conditions like this. Visibility was poor enough to cause a struggle searching for and missing the fairway buoy, (was it continuous flashing or groups of 9?) difficult to tell, ships were everywhere and we probably lost a couple hours. The best was to come; on arrival at the mooring buoys we had to contend with the strong tidal flow making it extremely difficult to pace the speed in order for me to retrieve the chosen buoy. So difficult in fact that when I did eventually hook the ring, the hook got wedged and couldn't get it free. It had to be the pole or me and I quickly made a decision, sorry Brian. Fortunately a second pole and a second attempt proved successful. Oh

what fun! What a day, exhilarating but tiring, we were both more than ready for a drink and a hearty meal (vegetarian of course). Realising that we had to wait for the tide with no need to get up early in the morning gave us a welcome relief. I didn't get the good nights kip I was looking forward to though on account of the mooring buoy continually nudging and rubbing against the hull adjacent to my head making an awful racket. I wasn't going to sort it out and I think Brian was oblivious. Never mind!

Day Four - Sunday

A quiet, pleasant, peaceful, relaxing morning with the sun shining as we watched the early golfers teeing off from the second at Knott End Golf Club. What a contrast to last night, where did that storm go? With no rush we savoured a leisurely breakfast (vegetarian of course) and mused while listening to a VHF conversation between the harbour master and a cruising skipper leaving the marina asking, "We seem to have gone aground, can you tell us which side the channel is on?" quite entertaining really but I seem to remember somebody else running aground in just about the very same place only a few months earlier.

The only chart I possess guided us calmly up the R. Wyre passed Stanah slipway and Wardley's Creek into the pool near the Blackpool and Fleetwood sailing club who were out in force racing in the Sunday competition. What a glorious reception! I soon recognised and

pointed out the berth with its recently white painted identification board (I knew that would be useful), we did a quick sail-past and berthed easily with plenty of time to adapt the existing mooring facilities to accommodate 'Avocet'. We stayed and monitored the boat dropping with the fall of the tide until both satisfied all was well. The only thing that remained now was to dig out the two collapsible velocipedes and make our way back down the river to the marina to retrieve Brian's van. During the cycle back we had a bank side viewpoint where we could plainly see the ideal track of the deepest path of the river and made mental notes.

On returning to the berth we had to make two trips loading all the paraphernalia Brian needed to take back to Norfolk including the mainsail, which was going back to the manufacturers to cure the annoying, continuous and noisy 'luffing' that was impossible to get rid of. An untouched bottle of red wine that I'd nursed all the way to Anglesey and back was also loaded which should have accompanied the first nights Spaghetti meal.

Another passage, a few more sea miles, an unforgettable experience and a few more lessons learned under my belt.

One day 'Smokey' and I will venture into the Irish Sea.

There is a trophy awarded at the Rally in Plymouth every August - The Suzzanne Trophy. This trophy is awarded to the writer of the best log in the 12 months preceding the Rally. So you still have time – get your notes out now, sit down and write that log you've been meaning to write for ages. We'd love to read it and you might even win a trophy!

Note pad

Editor's notes....

I had a great New Year's eve. Sue and I went to Edinburgh with some friends. We went the day before New Year so we spent the day sight seeing. We took a bus from Princes Street to Leith to visit the RY Britannia. The Britannia 'experience' begins in the purpose built Visitor Centre, situated alongside Britannia where visitors are provided with an insight into the history of this unique Royal Residence. Within the Visitor Centre you can see inside Britannia's original Wheelhouse, view the Royal Family Picture Gallery and discover Britannia's fascinating story. Visitors then, with the aid of an audio handset step on board and tour the five main decks of Britannia. Highlights of the tour include the Bridge, the Admiral's Cabin and Quarters, the Sun Lounge, State Dining and Drawing Rooms, the Queen's and Duke of Edinburgh's bedrooms and the Engine Room. Following Britannia's move to Ocean Terminal, there is even more to see with the opening of further areas of the ship, including the laundry and the sick bay. There is an audio machine with a children's version so you move about at your own pace. The whole visit is a fascinating insight into how, not only the royal family lived on board but how the crew had to live in such cramped quarters (not as bad as 3 weeks on Nomad however). I hope you all had a great New Years Eve.

Most of us will now be turning our minds to sailing this coming year. If you can find time to join one of the events being arranged I can assure you it is well worthwhile. The first event is the Windermere Weekend and following that it is the Cruise along the Caledonian Canal. If you want any further information contact Ken Hooson for the Windermere Weekend and Tony Eden for the Caledonian Cruise.

It's time to start thinking about the International paints racing at Rutland on June 14th and the Plymouth Rally in August. The International Paints trophy is a team event with teams of two boats racing. It is good fun and the whole weekend is a great opportunity to meet up with Silhouetters and see some Silhouettes so please make a date in your diary. Even if you don't bring a boat, bring your family and have a great weekend at Rutland. There are B and B's nearby and camping in a field next to the clubhouse. The cost is only £25 per boat and you pay for your own food etc at the sailing club. Regarding cost, to help those with families who need to budget carefully there is a facility on the web site now to pay for the Plymouth Rally by credit card. I have estimated a cost of £70 but the final firm cost is usually agreed at the next committee meeting so, if it is more, then you will have to pay the extra and if it is less you will receive the cash balance. There will be a charge of £1.75 added on, as we have to pay the credit card company a commission. If you want to avail yourself of this facility please do so.

And finally, whilst Sue and I were on the ferry from Plymouth to Bilbao, a small child slipped and fell overboard. A body hurled over the rail of the liner and saved the child. Coming back on board, the man who had swum to the child was cheered by all us other passengers. The captain asked the man, "What can we do for you?" The man said, "You can tell me who pushed me?!"

Keep smiling shipmates,

John Clawson

For Sale

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

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 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 (Nth Entry)

For Sale 01763 241464

Large 40-43" Splashdown 'Fremantle' heavy duty foul weather 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 SII Serene. Wood. Same owners for ten years. Ashore at Wivenhoe. £490. Arnold Handley. Tel; 01206 241725

For sale; SIII. Sail no. 303. Roller reefed genoa, storm jib, slab reefed main. 3.5 tohatsu o/b. Pushpit, pulpit,

anchor, chain/rope. Launching trolley. Lying Plymouth. Very tidy. 01752 343388. £1000

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. 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.

For Sale; SII in good condition. Mainsail, genoa, pulpit etc. Compass, VHF, sounder etc. £750. Derek Coombe. (Bosham) 01243 572500

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

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 manouvering, launching & retrieving. 33,000 miles only. Immaculate vehicle. - £15,000. Tel: 0-1590 673606.

S II FOR SALE: G.R.P: with alloy spars, new bilge keels and rudder

tube. Two quarter berths. All new berth cushions and cockpit cushions. Pulpit. anchor, chain and warp, compass and serviceable sails on completely rebuilt trailer with new wheel bearings and spare wheel. £1400. Tel: 01590 673606

Book review

ONE MAN, HIS BOAT, AND THE WEATHER

I was given this great book for Christmas and if you have ever gone home after a particularly wet, tiring sail you ain't done nothing yet but I am sure you will get comfort from reading this book (Remember that the Association has a vast number of books for loan through the librarian Clive Cummings)

The worst Journey in the Midlands by Sam Llewellyn

The perfect antidote to the New Year blues, this hilarious book tells the story of the author's perilous journey from the depths of Wales to the Houses of Parliament in an ancient and leaky rowing boat. Our intrepid oarsman covers three hundred and fifty hostile miles at an average speed of slightly less than one mile an hour. The journey takes a month – the month in question being (as it turns out) the wettest October on record. It is dark and difficult voyage, particularly when made backwards. It looks easy on the map. Set sail on the Severn on a bright autumn morning. Down the Severn to Worcester. Then across a rain-soaked labyrinth of canals, through Birmingham to Oxford. At Oxford, climb onto the shining bosom of the Thames, and drift down on Westminster Bridge and journeys end.

It is not as easy as it looks. The banks of the river and canals are studded with hostile natives. There are dark tunnels and white-knuckle weirs. There is a mysterious sickness that turns its victims sky-blue. The Thames is lethally flooded. And of course there is the boat, Magdalen, old women of little beauty and bad character.

Sam Llewellyn said:

I kept meeting idiots who claim to have snowboarded down the North Face of the Eiger or drunk a pint of lager in every pub in Henley. Of course I realise that people should be allowed to kill themselves any way they like. But I think it is a timely moment for a book about the stupidity of Extreme Sports. There are few sports more extreme that rowing across the Midlands.'

Remember that the Ark was built by amateurs and the Titanic was built by professionals

I wish I knew how to

Calculate the distance to the horizon

How many times have you been out in your boat and suddenly wondered, "How far it is to the horizon?" Or maybe you are heading for a venue with a lighthouse and you wonder "How far away will I be when I see the lighthouse?" Of course you can find tables that do the calculation for you in numerous navigation books, which you've usually left at home, and almost every book about passagemaking, the Coastal Pilots, almanacs, etc. But what if, as I said before, you have left all of these reference books at home? How could you calculate the distance to the horizon or the "distance off" if you know the height of an object?

It's simple, really. If you want to know the distance to the horizon you simply have to know your height of eye. That is the distance that your eyes are off the surface of the water. If you're in a Silhouette, sitting down in the cockpit it would probably be about four feet.

Once you know your height of eye you simply put that into the following formula:

1.17 times the square root of your height of eye = Distance to the horizon in nautical miles

For example, if your height of eye was 4 feet above the surface of the water, the formula would be:

1.17 times the square root of 4 = Distance to the horizon in nautical miles = 3.4 (The square root of 4 being 2) If you want to calculate the distance at which an object becomes visible, you must know your height of eye and the height of the object. You then do the same calculation for your distance to the horizon and the object's distance to the horizon and add the distances together. For example:

You have the same height of eye of 4 feet so your distance to the horizon is still 3.4 nautical miles. You're approaching a harbour entrance that has a lighthouse that is shown on your chart to have a height of 81 feet. Using the same formula you would find that 1.17 times the square root of 81 (**1.17 x 9**) = **10.53 nautical miles (the light house can be seen 10.53 nautical miles over the horizon)**

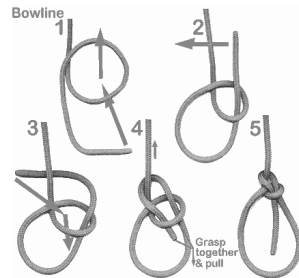
By adding the two together: 3.40 + 10.53 = 13.93 nautical miles, you should be able to see the lighthouse when you are 13.93 nautical miles away.

JC

Know your knots.

The Bowline

If you're only going to learn one knot this season, here it is. The bowline is a very versatile knot. It is used to form a temporary loop in a line which may then be put over a piling or cleat. It can also be used to attach a line to an eye. This knot won't slip or jam and can be untied easily.



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.sola.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.

New Members

A warm welcome to the following new member who signed articles recently

Graeme Railton 228 Geneva Road Darlington Co Durham

Welcome aboard Graeme

Annual Subscriptions 2003

As you will be aware renewal notices have been included in previous issues of The Silhouette Owner. If you renewed your membership we thank you very much for your co-operation. However if, because of an oversight, you have not already done so please forward your subscription to Pete Derry, SOIA Treasurer, 23 Maes Hyfryd, Moelfre, Isle of Anglesey, LL72 8LR.

May we draw your attention to Membership Rule No (c) which reads "members who have not paid their subscriptions within the first three months of the financial year shall be deemed to have resigned from the association" i.e. **31st January**

Please do not let this apply to you. We would not like to cancel your receipt of the Silhouette Owner.

Picture Parade

Racing at Rutland



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