

The Silhouette Owner

No. 438 March 2003



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

The Silhouette Owners International Association

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Cover picture shows S11 no.344 sailing on the Solent in 2002

A *minute* with the secretary



ANOTHER LIFE?

Having watched 'You only live twice' yet again, with the delectable Sean Connery, I began to wonder what makes a second life. There are all kinds of reasons, life is changing all the time, nothing stays the same. A second life might constitute a change of job, going back to University, divorce, retirement and certainly moving house to a different part of the country! All of them are challenges that we have to be positive about in order to make the second life as good, if not better, than the first. Perhaps we live twice, once for ourselves and once for our children. Are our grandchildren then a third life? At least they give us a glimpse of immortality. Silhouetting is almost a full time life especially if you trail your boat around the country to all the meetings. Not only does it involve trailing and sailing, there

is the constant maintenance, improvement and fine-tuning which fill in the time 'off season'. Maybe the second life is nothing to do with boats!

I have had some interesting letters from members telling about their second life. One of our members plays a Hawaiian steel guitar, not many of those around, and at 67 he is the youngest member of a group called 'The Seasalter Beachboys'. Others play bowls to competition standard. There are those who paint, indulge in D.I.Y. or dabble on the Internet.

Amongst our 200 or so members there must be a wealth of talent. Would you share your 'second' life with us, it would make interesting copy for the Journal and perhaps encourage others to do the same!

In the words of Nancy Sinatra, 'You only live twice, or so it seems, Once for yourself and once for your dreams'.

Barbara M. Heald Hon. Sec.

Please note the next National Committee meeting will be held on 5th April 2003 in Bristol. If there are any matters members wish to raise at this meeting please contact the secretary as soon as possible.



RIP **Dorothy Hawkins.** (Nee. Hurley)

It is with sadness that I report the passing of Dorothy Hawkins on the 29th of January 2003 at the age of 87.

Dorothy was a sister to George Hurley, and was married to Fred Hawkins, and thus was involved with the Silhouette Owners International Association from the very beginning.

Dorothy was a gracious lady, who was always at pains to make new members feel welcome. She was very involved with the running of the Raffles for many years, especially with the lunchtime catering and she also gave of her time at the Gala Dinner Dances, organising the Tombola and flower arrangements for the tables. Dorothy maintained her interest in the affairs of the Association right up to the very end, and we have lost a good friend.

Christine and I feel very privileged to have known her and we spent a pleasant morning with her just before Christmas, discussing the early days of the Association and A G Hurley & Co, over a cup of coffee. The Association extends its sincere condolences to her daughter Joan, her son in law Neil and all the family at this sad time.

Thomas C. Eaves. Vice President



Roy Watkins

It is with great sadness that I report the death of Roy Watson on the 27th February after a short illness and a by pass operation.

Roy and I had some great times together sailing here and in Greece and we became good friends. The association has lost a keen Silhouetter and a knowledgeable and loyal member and I have lost a good friend. Our sympathies to his son Robert and his daughter Sandra and to his grandchildren.

Ken Hooson

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

Dear Ed. Bill Beacham's removable step/locker reminded me of my system in *Duellist*., this was more of a seat cum table which Neil and I found very effective. I dovetailed the sides, bored two holes near the front through which I threaded the ends of a line. Finished with figure of eight knots, a loop had previously been made in the centre of the line and whipped. This hooked on to a cup-hook under the deck. A brass eye was screwed into the sides of the table which was then held securely to the bulkhead by cup-hooks. With the bottom end being open we had access to milk etc. Another innovation of mine was Lee cloths, these consisted of a green man-made material folded in two and stapled the full length of the bunk on to the bunk bearer. Strong, chromed eyes were screwed into both aft and fore bulkheads, and a blue polythene line was whipped to the fore eye. When I turned in at night I pulled the cover from under the mattress slipped the line through the aft eye, pulled the line tight, secured it with a quick release knot, and hey presto snug as a bug in a rug! *Keith Rymer.*

Dear Ed. The picture from David Barnes printed in the February edition of the journal -The person on the left is Denis! His first time at the rally in 1971 when his hair was still dark! The group is admiring the City of Plymouth trophy - the original one (which was stolen later). It had just been awarded to Dennis. The other person, not named was Geoff Walsh who was the then treasurer of the Association and may have been a Flag Officer as well at the time, just checked, yes he was Vice Commodore. (Just setting the record straight) Denis Barnes might like to know the name of the person he couldn't remember who was standing next to him.

Barbara Heald

Dear Ed. TOPICAL TIPS

HAVING READ THE PANIC REPORTS COMING FROM THE USA AS TO WHAT WE SHOULD DO IN THE EVENT OF A TERRORIST ATTACK, IT OCCURRED TO ME THAT US SILHOUETTERS HAVE GOT THE IDEAL SHELTER.

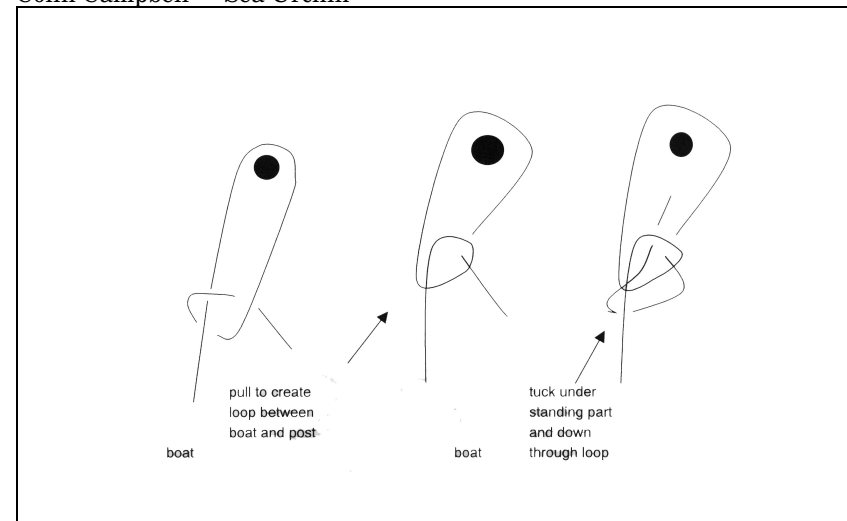
YOU THINK ABOUT IT, WATER CONTAINERS, PLASTIC SHEETS (SAILS) FLARES, FOOD SUPPLY, FIRST AID KIT, RADIO RUN OFF BATTERIES, TOOL KIT, READY MADE KITCHEN SET UP WITH ALL UTENSILS & COOKER,

SANITATION (PORTA POTTI) OR BUCKET & CHUCK IT FOR THOSE LESS HYGIENIC TYPES WE HAVE IT ALL, WITH THE ADDED BENEFIT THAT ANY ATTACK IS LIKELY TO TAKE PLACE IN A CITY NOT AT SEA. AS A RESPONSIBLE ASSOCIATION I THINK WE SHOULD HAVE REGIONAL RENDEZVOUS POINTS ORGANISED BY THE REGIONAL COMMODORES, I SUGGEST THE EAST MIDLANDS & ANGLIA GROUPS SHOULD RENDEZVOUS CLOSE TO LEVINGTON LIL. *TONY EDEN*

Dear Ed Well done, the Feb issue of The Silhouette Owner is the best edition I have seen in 3 years - plenty of technical articles.

How about an alternative way of tying a bowline through a ring or around a post - see below

Colin Campbell - Sea Urchin



Dear Ed

WHATS IT REALLY LIKE TO FALL IN.

00 mins 00 Seconds Flying the kite, good boat speed. Doing foredeck duties all fine. Hit wave. Backwards pike dive off the boat.
00 mins 02 Seconds Enter water headfirst.
00 mins 10 Seconds Float to surface.
00 mins 30 Seconds Breathable boots and waterproof gear fill with water. Sink under the water. Find pull cord on life jacket. Only half the Velcro fastenings part but floated back to surface. Now getting cold at hands arms and legs.
01 mins 00 Seconds Eyes focus from salt water and see the racing fleet coming towards me. Spinnakers flying. (Can they see me in the water?)
02 mins 30 Seconds See X-treme shedding kite and turning to come back for me. Amazing how far down river she seemed. Now feeling very very cold. Both arms and legs shaking beyond control. Having great difficulty keeping my head above the small choppy waves. Started to swallow water whilst trying to breath. Good job had Tetanus jabs last year.
04 mins 30 Seconds Another yacht in race fleet tried to get next to me but went past me too fast to be able to render me assistance. Am very grateful for their attempt.
08 mins 00 Seconds Cannot use my arms or legs and the shaking has stopped. Xtreme now getting close under full engine power and against the tide.
10 mins 15 Seconds Along side the boat and the crew grab me. Nearly safe. Having no crutch strap on life jacket now causes a problem. Two strong lads are holding on to me but I was too heavy with all the water in my clothing for them to lift me. Problem being not much else but life jacket to hold me with. The more they tried to

pull the more the chance of the lifejacket pulling off over my head. Only half out the Velcro life jacket being better than none if I had slipped back in. Had I gone back into the water at this stage without the jacket I would not be typing this report. 12 mins 30 Seconds. Main halyard under my arm pits and winched back on board. Now is when central heating on yachts would be very handy. 13 mins 00 Seconds. Carried down below and taken out of wet gear. This I could not do for myself. 22 mins 30 Seconds. With every bit of dry cloth wrapped around me. I started to shake again. Still could not use my hands and feet. Progress now being made at getting warmer. *Having never been a man overboard in the past there are a few lessons I have learned:-*

I will insist that every person who sails on my yacht WILL wear a life jacket.

After sinking quickly and having to find the toddle whist under Water, if I had banged my head or arms whilst falling overboard and been unable to help myself. I would have drowned. I will get an automatic one.

Although I have purchased a new life jacket every two years and examined the gas bottle each six months I have never taken the inflatable part out. I have relied on the fact that the manufacturers design would allow it to fully open when needed. I will open the Velcro often on the next one to ensure it will open IF there is a next time.

There has to be crotch straps to enable you to be lifted to safety.

There will be a silver foil and woollen blankets kept on board even when racing around the cans. Cannot afford the central heating.

One last thing. Even in summer time the River Mersey is still very cold. After two or three minutes your ability to swim rapidly diminishes, and I am a very strong swimmer

Hope this article HELPS.

John Nuttall.

Hi!

My hubby, Don, and I are new members here in Boise Idaho, in the Western USA. I noticed on your website you are possibly looking for some new pictures. I happen to have a couple here on my computer at work, and thought I would send them along. We believe our Lark is an S11. Maybe someone can be more sure from the photo of her on her trailer. We don't know how she got to Idaho, but she came from Baja Mexico, in the Gulf of California. After Baja, she was in Arizona, and eventually found her way to us. The picture is me (Carolyn) and First Mate Libby. Ok, maybe she is not quite First Mate yet. According to Capt. Don, she has recently been promoted in rank from Bilge Scum to Algae Breath, based on her ability to now get in and out of the cabin without assistance. Photo 1 was taken at Lake Lowell, where we sail Lark here in sunny southern Idaho. *S.V. Lark - Don and Carolyn Watts (Pics on page 8)*

O U C H

Q: How do you tell the temperature of the ocean?

A: Stick your finger in a wave



Photo 1



Photo 2

S11 *Lark*. Welcome to Don and Carolyn Watts from Idaho

To Suffolk with the Silhouettes

The Anglia section of the Silhouette Owners' Association (of whom we are long-term members even though we've never owned a Silhouette!) had arranged for a meeting at Slaughden Quay near Aldeburgh for the spring Bank Holiday, so we decided to sail up in our Westerly Pageant Lincoln Aries to join them.

The morning of **Wednesday 24th May** was quite warm with sunny spells and we got down to the boat about 3.00pm and motored up to the end of the creek, where we hoisted the sails. The rain arrived soon afterwards but we had a good sail down the river and anchored in Pyefleet Creek around 8.00pm. After a late dinner, an early night, spent mostly listening to the rain.

Thursday 25th May, got up early and started off around 6.30am under genny only. We had a fairly stiff breeze which came around behind us, as we left the Colne and made our way up the coast. The wind was a bit chilly but we also got some sunshine and as we were making good time we decided to make straight for the entrance to the River Ore. We had gone up to Orford by car a few weeks previously and noted down the directions for getting into the river. Once we had located the Haven Buoy we found the directions very straightforward, except that the leading marks once you were turning into the river would take you across the end of one of the sand bars, but as it was still uncovered this proved no real problem.

We got into the river and went up to Butley Creek where we anchored just past Boynton Dock for lunch. We later motored further up the creek but couldn't find anywhere we would stay afloat at low tide, so we went back and anchored just to seaward of the dock. The breeze died away completely and we had a lovely quiet night - absolutely still, not a ripple!

Friday 26th May - woke up to grey skies and the breeze came up after breakfast. Up anchored around 11.00am and sailed under genny up the river past Orford Quay in light airs and poor visibility. We anchored for lunch just past Orford, then sailed on up to Slaughden Quay to see if any of the Silhouettes had arrived. There were two which had already launched and another on the slipway. The owner of Blessim (who was one of the East Midland contingent) called our "leader", Brian Platts, and he told us that they were all going up to a small bay near the old Brickworks jetty for the night so we sailed up to wait for them.

They were all going to take the ground but we prefer to stay afloat, so we anchored in about 15 feet of water. It was raining hard and blowing well by

the time five Silhouettes arrived, but although we had already blown up the dinghy ready for going ashore, it was raining so hard we decided against it. The wind increased during the night and started shrieking in the rigging so we got no sleep, and when Bill took a sounding around 2.00am he found we were only in 3 feet of water, so assuming we were dragging we got kitted up and got the anchor up and re-set it. It appeared afterwards that in fact we were not dragging, but that the wind had gone round and we were pulling out the full 60 feet of anchor cable. We finally gave up trying to sleep around 4am and sat and watched the dawn break on a very wild scene.

Saturday 27th May - the Silhouettes were now on a lee shore and all facing the wrong way. We moved a bit closer in and Bill took the dinghy over to see if he could help. He and Brian motored around for a bit, getting soaking wet (at least Brian did) in the process.

Polly managed to turn herself round and get off, and Brian turned Sula round into the wind and they got off. One of the other Silhouettes got himself off after Bill and Brian had laid his anchor out a little way. Then Bill came back and Brian and Elizabeth on Sula managed to tow the other two off the beach, then they got a line round their own prop. We motored around while they anchored and cleared it, then we motored back towards Slaughden.

The Silhouettes went back to the Quay but we decided to pick up a very substantial looking buoy. The day was a mixture of sunshine and very gusty showers which we spent reading and listening to the radio. Just after the tide turned in the afternoon six Silhouettes came haring back up the river (there were in fact seven but we had missed the first one going past). They were going up to Iken Cliff, but as we thought they were staying there for the night we decided against it. Actually they went on to Snape where they had a meal ashore and tied up for the night. (We should have read the newsletter more thoroughly !)

Sunday 28th May - a reasonably good night in spite of a couple of squalls which were short-lived. Around 4.00am the rain came down with a vengeance and the wind got steadily stronger. We saw seven Silhouettes skating back to Slaughden where they intended to stay for the night. The only other boats moving were a few of the open dayboats out for a sail. The barometer had dropped sharply overnight and we had very high winds and lots of rain all morning. The forecast from the Dutch Coastguards said the winds were going round to WNW and moderating. We sincerely hoped so ! Around 2.30pm Bill looking out saw a Silhouette coming up the river and it proved to be Brian and Elizabeth in Sula.

The Solent Group Cruise 2002

They tied up alongside and came aboard. Apparently everyone else had decided to go home (and who could blame them?). We sat and had a chat and a cup of tea and eventually the weather improved, so we decided to go back to the Butley River for the night, stopping at Orford for water. We started out under genny, and Sula sailed almost all the way. Orford Quay is easy to tie up to and has a water tap and hose right on the quay. Having filled up we proceeded to Butley where we anchored around 7.00pm. Brian and Elizabeth sailed on up the creek after running aground, and eventually came back and tied up alongside. They came aboard for a meal and a chat and left just after midnight. Once again we had a perfectly still night.

Monday 29th May. Woke up to a beautiful sunny morning. Did a few chores and got the dinghy back on board ready for our return trip down the coast. Around 2.30pm we set off and motored down almost to the river mouth where we anchored and waited for the tide to turn. At around 4.30 pm when the tide was slack we motored out

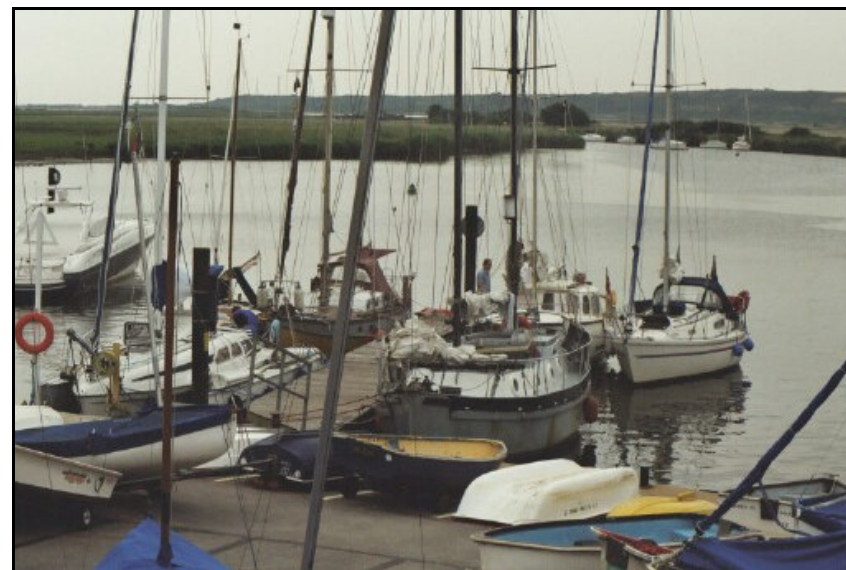
The conditions were perfect with an offshore wind which meant that the water was flat. We turned for Harwich and got the genny out. We had quite a strong wind for a little while as a squall went through, then it died off to not enough so we set the reefed main. Still not enough drive so we shook out the reef and sailed and sometimes motor-sailed down to the Walton Backwaters, where we anchored at 8.00pm at Stone Point.

Tuesday 30th May. There was hazy sun in the morning and very little wind. The forecast was for light and variable winds force 1 - 2. We set off after lunch bound for the Mersea Quarters and sailed and motorsailed down the coast. The autopilot really earned its keep. Off Holland-on Sea we saw a large smack being towed by a rowing dinghy, but they didn't want a tow.

The skipper said that his mate, a young lad of about 14, insisted on rowing, so we left him to it. We got to the anchorage in Woodrolfe Creek about 8.00pm. There was a beautiful sunset and we had a calm night.

Wednesday 31st May. Woke up to a sunny morning with a light breeze (against us as usual). Left the creek around 9.00 am and had a very gentle sail up the river Blackwater. Luckily the tide was with us. We ended up by motoring back to the mooring and were not surprised to see that one of the bottom boards was missing from the dinghy, although there was less water in it than we expected.

We discovered later that the people from Girl Friday had borrowed it so presumably they had bailed it out. So it was a quiet end to a week of very mixed weather, but then again - it was a Bank Holiday.



Mr. MCMULLEN'S LAST CRUISE THE "PERSEUS", 1891.

The following are the entries Mr. McMullen made in his journal after setting out on his last cruise in the "Perseus," 1891, in the high spirits usual with him when setting out on a single-handed cruise.

June 8th, - Went out of dock, and alongside pier (causeway,) to scrub the copper and take in water. Hauled off during the night to moorings.
June 10. — 4pm., sailed from Greenhythe; wind high, N.E.; cool, but sunny. Off Northfleet the breeze freshened, and below Gravesend became strong; weather cloudy and hazy. With no jib, and towing the dinghy, she eventually beat every barge in a long turn to windward. 6.30 p.m. anchored in Mucking Bight.

June 11th. — Sunshine. Turned out 4.15; had some trouble with anchor. 5.30 a.m., set mainsail. 7.40, passed the Nore; weather very gloomy and cold; wind N., puffy. Noon, Reculvers, S.W.; gladdened by a gleam of sunshine; touched both the Spaniards, but did not stay. 1 to 3, wind very light with swell. 3p.m., tacked off Westgate; wind fresh, E., large jib set; after rounding the North Foreland, wind fell lighter, with troublesome swell. 7, anchored with rope on Sandwich Flatts; rolled dreadfully all night.

June 12th — Wind N.E., fresh and fine. 6a.m., under way with mainsail only; very much work. Eventually got early tea. Set jib and mizen; washed and prepared breakfast before reaching Dover. 9 to 10, hove-to in Dover Bay, had breakfast, &c., and sailed again. 10.30, set large jib. 11, of Folkestone, going grandly, but the tide soon fell light. 2.30p.m., passed Dungeness against tide; wind E.S.E., light. 7p.m., St. Leonards; wind S.S.W., light; boat making good way, owing to smoother water and the large jib., anchored off Bexhill; night fine. (Bexhill is between St. Leonards and Eastbourne.)

June 13th In the morning of the 13th, Mr. McMullen landed and posted a letter at Eastbourne. After this he boarded the "Perseus" again, and went on down Channel.

The next heard of him was a telegram on June 16th, saying he was found dead on the evening of June 15 by some French fishermen.

He was sitting in the cockpit, with his face looking towards the sky, and the vessel sailing herself along. The doctor said he had been dead twenty-four hours when his body was found, the cause of death being failure of the heart's action. He must therefore, have died in mid-Channel on Saturday night, the 14th of June.

The weather was fine, the breeze light, and the young moon was shimmering on the placid sea. He was landed at Beuzeval (about six miles west of Trouville), and the Vice-Consul, Mr. A. O'Neill, at once communicated with his family and arranged for the funeral.

Mrs. McMullen and his brother, Mr. J. McMullen, reached Beuzeval on the 18th and Mr. R.T. McMullen was buried the next day in the cemetery at that place, after a simple service in the Protestant church. For a sailor we can only say — "What a way to go".

"PERSEUS" was a 6 ton Lugger built in 1890. Classed as a small carvel built boat by McMullen, for single handed sailing. Her dimensions were oak framed, planked with 1. 1/2inch elm; length 27ft.2inch; breadth 7ft.4inch; 4ft.6inch from waterline to planksheer, forward; ballast 13cwt of lead on keel; a 20cwt cast-iron keelson, and 32cwt of kentledge, in all 3.1/4 tons. The mainmast 23ft from partners to head-iron; mizzenmast deck to truck 12ft; with a bowsprit 8.1/2ft outside the hull. Quite a substantial craft, yet by McMullen's standards tiny. Apart from his first yacht "Leo" at 2.3/4tons, his next three were "Sirius" of 11 tons; "Orion" a 16.1/2ton cutter which he sailed alone; "Procyon" a 28.6inch by 7ft.9inch drop keeler. Every one were heavily built and sparred.

On one occasion in a full gale in the Channel he went aloft to repair storm damage when his professional crew had refused, but that's another story. For the benefit of all those who seem to think that no-one should be allowed on the sea who does not have this and that certificate, licence etc., McMullen had a sail down the Thames to Gravesend and back in his first craft with a water-man in charge. This was the only apprenticeship he served. Yet he became a sailor of such quality that Arthur Ransome held him in supreme regard. K Rymer.

A warm welcome to the following new members who have signed articles recently

Mr Marc Heaton The Townhouse 2 Tabernacle Lane Narberth
Pembrokeshire 01834 86163
Mr Brian Robertson 58 Loch Lann Rd Culloden Inverness IV2 7HJ
01463 790187
Mr Mike Cahill 8 Burnside Craighouse Isle of Jura Argyll
01496820368
Mr and Mrs Dan & Carolyn Watts Boise Idaho USA

(This is the fifth 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 5 – RUDDER ASSEMBLY.

If you are unable to steer the boat you can neither get where you wish to go, or return to where you started and you will rapidly be at the mercy of the elements,!

The SIII's were fitted with several rudder variations but all used a 'glassed-in' tube. This was in fact a piece of steam pipe with a brass flange nut at the top and bottom inside, with a block outside at the bottom, then the ~ six inches or so securely glassed in to the hull and the top flange nut tightened onto a gasket of either rubber or fibre.

The steam pipe, flange nuts, block nuts are all common plumbers terms and the threads are B.S.P.(British Standard Pipe) The size used on SIV's is F" B.S.P. and on SII's 3/4" B.S.P. (ii and 14 T.P.I. respectively).

The sizes of steam pipe threads refer more to the bore of the pipe than the thread sizes, so don't be misled. There are several ways to determine whether or not the tube needs replacing.

One way that I have used when I don't wish to first remove the rudder and shaft is to put a large spanner on the block nut under the stern and give it a good pull. It will often just come off loose onto the shaft, meaning that the tube is worn completely through to the base of the threads, it may even be loose already indicating even more wear.

When the bottom of the tube is worn through, the rudder shaft will be bearing in the glass fibre at the bottom of the tube and although it will operate for some time like this it is subject to leaks and eventual failure. This is why if you look with a good torch or hand lamp at this region under the cockpit floor you may see rusty marks!

(If you do not have this rudder tube problem it will almost certainly be because the bottom bearing of the rudder shaft has been well maintained.)

If you suspect that you have this problem you need to remove the rudder and shaft. To do this you will have to raise the stern of the boat high enough for it to drop out.

If the boat is on a trailer it is usually sufficient to jack the trailer up with about 9" under each wheel, then lower the hitch on to the ground. If this is not enough then jack up the rear of the keels. On the bottom of the skeg there is a metal bearing bracket bolted through the skeg with two, sometimes three, small nuts and bolts, There is a vertical hole about 3/8"

dia. in this bracket into which a spigot turned onto the bottom of the shaft fits.

Over the years both the spigot and the hole wear almost completely away, allowing the shaft to wear away at its tube where it is now supported. You must remove this bottom bracket to allow the rudder and shaft to drop out. If you need to replace the tube you will need about 27" of pipe, threaded about 2" at each end, 2 off 1" B.S.P. brass flange nuts and one 1" B.S.P. block nut.

The hardest part by far is the removal of the old one!. I do this through the rear locker. The tube is located out of sight between the rear bulkhead and the cockpit moulding.

The best way to get at it is to remove a part of the rear bulkhead about. 9" to 12" wide, right at the bottom in the centre of the boat and as high as you can, about 6", without damaging the cockpit floor.

Be very careful drilling here or you will drill through the rear of the cockpit. Remove the top flange nut, saw through the tube under the cockpit floor and remove the top piece. You now need to chisel, saw, drill. and lever until you have removed the remains of the bottom of the tube and nut, if possible.

Now it is just a case of fitting the new tube and carefully and thoroughly glassing it into the bottom of the boat. Make a neat cover for the hole in the bulkhead and fasten it with screws so that you will be able to remove it in order to inspect this vital area. Now take a look at the rudder! shaft assembly. If the shaft is very badly worn where it exits the boat then you must consider renewing the whole assembly.

There were two main types of rudder! shaft assembly. On the later ones the shaft had mild steel. strips about 9" long by 1 1/4" and 1/4" thick, welded end onto the centre line of the shaft and the foam-filled glass fibre rudder was moulded on to the shaft using a split mould. Earlier versions had the rudder moulded on. to the strips but not encapsulating the shaft, and some very early ones had metal rudders welded on to the shaft.

The shaft itself is 1" diameter bright mild steel. I tend to weld on about 4 strips and then sandwich the whole assembly between two thick pieces of marine ply screwing from each side and through the holes in the strips.

Take care to give the rudder a good shape in the water as it makes a lot of difference to sailing performance, something I shall deal with in a later series of articles.

The bearing on the bottom of the skeg can be remade by drilling and tapping about a 3/8" (10mm) hole up the shaft and inserting a suitable bolt with the plain part of the bolt as the spigot, and perhaps a welded up and re-drilled skeg bracket.

Make sure when you reassemble to firmly secure the tiller assembly. If you have renewed the shaft you will have to re- drill for the locating stud.

Denis Heald

Making and using a wooden topsail

An emergency form of propulsion for a small yacht, such as a Silhouette can be simply a single oar working over the transom in the sculling mode. Remember the Chinese propel junks and sampans using a single oar, yulah', working on a pintle which is basically the same as our sculling.

I have owned many small sailing boats over the years and have always fitted a transom rowlock so that I could scull with a sweep whenever the wind failed. Also useful in the Bristol Channel, where I sail, and where spring tides can run at 5 or 6 knots, to avoid being swept down on a navigation buoy when the wind is light or fluky, a few panic tugs on the sweep and the huge buoy races safely past!

However, I digress. So when I purchased my present boat, a MKII GRP Silhouette, my first modification was to fix a metal rowlock on a hardwood pad to the after deck. Having previously owned a wooden Silhouette I knew from experience the best position for the rowlock was about half way between the back transom. If one is left-handed one might need to use the port side. Whichever is comfortable for the operator to use the sweep one-handed. For two-handed sculling a more central position for the rowlock should be required. But then one has to face aft, and if alone, a good lookout forward is not possible. The latter method offers greater speed, but if one only wishes to maintain steerage way and let the tide do most of the work in no-wind situations, then one-handed sculling will suffice and you can look ahead at the same time.

The length of the sweep, (oar), will depend on these factors: size of boat, length of after deck, height of operator and rowlock above the water. I have found, from trial and error that between 8'6" and 9'6" is the ideal length of the sweep for use in a Silhouette. Rather than pay yacht Chandler prices for a pair of long oars when only one is required I prefer to fabricate my own sweep. I am not a carpenter but enjoy working with wood. I purchase a 12' length of Sitka spruce about 2" x 2" in the rough.

This length allows me cut two 18" lengths of the end to form the blade of the sweep. If I were making a much larger sweep I would use English ash as it is naturally stronger and springy, and virtually knot free; as is also Sitka spruce, which is important. Now to the task of making the sweep. Cut off the two 18" lengths and using a good marine glue, plus dowels, fix with cramps to each side of one end of the long piece of timber. Allow

twenty-four hours or so to set and then shape with a sharp-bladed plane and Surform finishing off with a sander or manually. The top part of the loom of the sweep will need to be of smaller diameter so best tool to use for this job is a spoke-shave.

Reduce enough of the loom, lengthwise, to give room for two hands. Next fit a length of thin copper strip around the lower end of the blade to protect the wood. I always prime and paint my sweeps rather than varnish, so that is the next job. Before commencing the final task of leathering the sweep a trial run is worthwhile. Preferably the boat should be afloat, put the sweep in the rowlock and stand in the cockpit in the sculling position. Lower the blade of the sweep so that it is completely immersed and gets a good grip on the water when you go through the sculling action.

You should be able to determine the correct depth of the blade when the minimum effort of your hand and arm creates the greatest surge forward of the boat. Because Sitka spruce is a fairly soft wood a couple of sculling movements will suffice to mark the correct fulcrum point on the loom of the sweep. Having previously obtained an 18" length of soft leather sufficiently wide to encompass the loom of the sweep, and a handful of copper tacks, place the long edge of the leather on the loom of the sweep so that the marks made by the rowlock are about centre and tack the edge to the wood. Pull the leather tightly around the loom and tack the other edge, also the top and bottom edges.

To make a really professional job one should taper or feather the long edges so that the joint is smooth

Now you have an excellent, and virtually silent method of propulsion, and as a bonus, ozone friendly too!

When sailing I keep my sweep with the blade resting in the rowlock and the loom on the cockpit side seat, out of the way but ready to use.

In conclusion, if you have never sculled a boat before, ask an old salt or another Club member to teach you.

I can assure you that it is a very useful and gratifying skill for any yachtsman to acquire. It may, sometime get you back to your moorings when wind and engine have failed.

Bill Beacham

Replacing the Rubbing Strakes

Previous experience.

When I bought my Sll1 it was very neglected and run-down. As part of its refurbishment I replaced the rubbing strakes. Luckily I had previous experience in this job as I had helped a friend with his Corribee. He had obtained the hardwood in various lengths from 7 to 10 feet and, as it was free, beggars cannot be choosers. This resulted in two joins each side which, when completed looked O.K. but, by the end of the season, had become very obvious. So on the Sll1 I decided to try to avoid joins. This would make it easier to keep to the lines of the Silhouette as the rubbing strake (RS) bends both up and down as well as outwards.

Having removed part of the RS, I took it to a local joinery firm to get a rough quote for the supply and machining to shape. They explained that, as the length required was only 38 to 40 foot, the total cost of setting up would be very high. Also about one third of the stock size timber would end up as shavings to get the shape required. It was then that I decided that perhaps the half-round shape was not essential. I visited the local branch of timber importers and merchants to look at and handle the different thicknesses and sizes similar to the existing RS. The idea being for me to plane the two outer corners so as to form a modest radius. I found that to be able to get both the required 'bends' I had to settle on a timber size of 19mm x 38mm planed all round (P.A.R.). Unfortunately they did not have the 19 foot lengths I wanted. However they said that they could get the lengths in about seven days, which in fact they did. I had checked the fact that I

would not have to pay a premium for the longer lengths. I bought two lengths of 5.8m. Getting them home in one piece on a 46" roof rack was 'interesting' to say the least. (I would lay a long ladder or an extension ladder on the roof rack. Secure the ladder to the rack and, at the ends, to the bumper areas. Then lay the wood along the ladder. - Editor). I assume that the fixing on an Sll1 is the same as on an Slll which is screwed and plugged. I drilled out all the old plugs, and carefully removed the brass screws, keeping the old RS as intact as possible. Having planed the 'radius' on the two outside corners and shaping what were to be the front ends; I varnished (3 varnish: 1 thinners) the top, bottom and outside. I offered up the old RS to the new and marked it to the screw holes and countersinking. I replaced the brass screws with self-tapping stainless steel variety. From memory, I used 1" x 8 but it depends upon what you are taking out. Due to the reduced thickness of the new RS, I countersank quite deeply for the screw heads and filled with a mastic filler rather than use a plug. The deck/hull join had been glassed by Hurley's and drilled to accept the screws. I enlarged the holes slightly to accept the new self-tapping stainless steel screws. Where the old brass screws had snapped off, I drilled new holes as close as practical, having allowed for the change in the new wood. I was able to do the port side single handed as it was fairly close to a wall and fence so, as I progressed from the front, screwing it into position, I could wedge lengths of wood between the wall/fence and the RS keeping it tight against the boat. A piece of rope supported the back end of the RS being fitted. The other side was not so conveniently placed so my son held, pushed, pulled etc as the process was repeated. By the way, this was done with six to nine inches of snow under foot. The stern ends were cut to size in situ. and varnished. An extra screw was fitted each side. The fixings were spread about six and a half inches apart throughout the total length. It was left like that for about a week, while the snow melted. When the RS was unscrewed it retained some of the bends. I applied white silicone adhesive sealant to the boat about three feet at a time and then screwed the RS back which it was now possible to do singlehanded. On the underside there were two or three hollows between the hull and the RS where the 'bends' occurred. These were filled with sealant, smoothed off and allowed to dry off, including the surplus that had been squeezed out. The screw holes were filled with brown mastic. When the weather allowed the surplus was cut off, sanded etc and a full coat of varnish applied. Several more coats of varnish followed and after a season afloat the job still looked good. I hope that the above is of some help. If the deck/hull thickness is not sufficient to accept screws, it may need nuts and bolts, or even rivets might be considered. I can't remember the name of the hardwood I used. It is similar to mahogany in both colour and grain. Could it be Iroko? The finished shape is rectangular. The radii I planed are really just taking the sharp edges off.

Michael Polley

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 Mainsail stacking system with lazy jacks. Packaway sail stowage and mast boot in U V stabilised acrylic. As new, at less than half price £100 Roller reefing large Genoa with U V strip in good condition £120 (new price £300 plus) Mainsail and jib for S11 as new £250 (new price £450 plus) Tel 015900 673606

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

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Wanted Good road trailer for S11 01362 850525 Paul Eagle.

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For Sale Silhouette Mk 2

Built 1995 (yes 1995) Marine Ply to original plans/specification. Inboard engine, Sea Toilet, Gas cooker Wooden mast spars, good sails etc Log, depth, compass Very little use. Excellent condition/example. Ashore on trailer Winchester £ 1195 Tel 01962 883447

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The Silhouette Handbook 3rd edition – 48 pages A5.

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Advert

CALEDONIAN CANAL CRUISE UPDATE

PROPOSED ITINERARY

Sunday 18th May – Saturday 24th May

Sunday 18 May 2003. Rig and launch at Lochaber Yacht Club, lock into Corpach basin, all the locks and swing bridges are only operational during normal working hours, 08.30 to 16.50, in addition the sea locks only open 4 hours either side of high tide. High tides for Sunday are 07.13 and 19.38 GMT I can't see anyone being ready Sunday morning, so its going to be Sunday afternoon or Monday morning before we go through, there are pontoons outside the sea lock, but probably the best place for us to meet is Banavie just before we go through Neptunes Staircase.

Monday 19 May. This could be a long day, it is only 8 miles to Loch Lochy, but there are 3 swing bridges (remember the Broads last year) and 10 locks, including Neptune's Staircase, there are pontoons at Gairloch at the entrance to Loch Lochy but the nearest showers and toilets are 1 mile away at the Gairloch Caravan site, there are 2 hotels that have moorings on the Loch, but they are 7 or 8 miles further on, so time and weather will decide where we stay.

Tuesday 20 May. Some time should be taken to explore Loch Lochy as this is reported to be the most spectacular part of the canal, before moving on to Laggan locks and swing bridge then moor for the night at Great Glen water park.

Wednesday 21 May. Mountain bikes can be hired at the water park, as well as other attractions so a bit of exploring might be in order here as well, or we can move on through the narrowest part of the canal, Loch Oich, through a swing bridge and 2 locks to Fort Augustus.

Thursday 22 May. Through the locks at Fort Augustus into Loch Ness, now we have some more serious sailing to do, Loch Ness is 22 miles long, if the wind is with us no problem, if its not it could be a long wet day, I suggest we make for Urquhart harbour, about 2/3 down the Loch and stay there overnight.

Friday 23 May. There are still about 15 miles to Inverness, and for those who want to say they have sailed the Canal coast to coast 3 swing bridges and 6 locks and the same to get back to Caley Marina where we will pull out.

Saturday 24 May. Bus to Fort William, pick up cars and trailers, back to Inverness retrieve boats, drop masts ready for return journey on Sunday. As I said at the start this is only a proposed itinerary, we can change it as time, weather or scenery dictates. Any questions or thoughts please phone or E mail me

0115 989 2199

blessim295@msn.com

Tony Eden

Racing at Rutland

International Paints Trophy 2003

Saturday June 14th

The Races

There will be three pursuit races.

The first will start at 10.30 and will be 45 mins duration.

The second will start at 11.40 and will be 45 mins duration.

The third will start at 14.30hrs and will be 90 mins in duration.

The Courses

The courses will be indicated on boards in front of the control hut. Boats will proceed from the start line to the first mark i.e. the left-hand board as viewed from the water and then to the other marks reading from left to right. After rounding the last mark indicated, boats will proceed to the finish mark and continue round the course until the finish.

If, for any reason, the course has to be altered before the ten-minute signal, the alteration will be indicated by three sound signals. The course will NOT be altered after or immediately before the ten minute signal.

The Start

All races will start on a transit of two yellow markers below the race control room. There will be a 10 minute sound signal with the lamp illuminated followed by a 5 minute sound signal with the centre lamp illuminated followed by the sound only signal at one minute followed by a sound signal and all three lamps lit at zero.

If any boat is over the line at the start, the top lamp will be extinguished and two sound signals given. All three lamps will be lit again when the offending boat or boats are on the correct side of the start line.

The Finish Line

The finish mark will be the leading boat's mark after the time limit has elapsed. The finish will be a sound signal from the safety boat which will be a RIB.

After finishing, boats should proceed to the start line area after the first race and to the canteen after the second race.

Teams of two boats only are eligible to race and each skipper must be a member of the SOIA



Being held at the RPCYC and that all members and their families and friends will be welcome - Details from the South West Group.

Editors Notes

You will have read elsewhere in this journal of the sad death of Roy Watson who sailed over the bar for the last time on February 27th and of Dorothy Hawkins who died on 29th January. Our deepest sympathies to their families.

I went up to Liverpool last weekend to the Maritime museum to see an exhibition they are running on the Blue Funnel Line. It was a great experience. They are also running an exhibition on slavery. It's really marvelous what they do with these exhibitions nowadays, they are very hands on and include sounds and smells that bring everything to life. Talking about coming back to life, is anyone about to start a restoration project?. If you are I would like to run a series of articles and pictures from start to finish which might help other readers who are contemplating doing the same thing. Please let me know and we could maybe run an in depth series of articles

I have included information in this edition of what's on in the coming months and please note that the Windemere Rally has been called off due to lack of entries. Wouldn't it be great if we all made a special effort this year to get to at least one event during the next 6 months

I am pleased to announce that Kemp Sails have agreed to be our APPROVED SAILS AND RIGGING SUPPLIER Their prices are very competitive and you will find they are very helpful and can provide a full rigging and sail supply service. They can also, at the end of the year take, valet and store our sails at a very reasonable price if a few of us want to do it. Please let me know if you might want to have your sails looked after at the end of the season and I will get a price for us.

Did I ever tell you about the two silhouetters who sank their boat and ended up in the life raft. After three days (one without water, two without food and three without beer) they felt something bouncing up against the raft. They looked out and found an oil lamp. After deciding that it probably wasn't a genie, they decided to try it anyway. Sure enough, out pops a genie - with an attitude. "I know you types, three wishes and back in the bottle. So I will only grant you one wish and I will be gone." The genius of the two blurts out " I want all the beer we could ever drink in a lifetime." The genie replies "So be it" disappears and turns the entire ocean to beer. The other genius slaps his buddy on the head and says "You idiot! Now we have to pee in the raft. Keep smiling shipmates JC

Copy date is the 13th of the month preceding publication . Please keep sending me your logs and Silhouette photographs and any other anecdotes or newsworthy items. Anyone who has already sent me copy thank you and I will use it when I can. I am building up a reserve of items so please be patient. JC Email info@soia.com



Alf signs on two Peggys in the Netherlands for his homeward voyage

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