

The Silhouette Owner

No. 439 April 2003



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

The Silhouette Owners International Association

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A *minute* with the secretary



Some time ago I mentioned that one of our new members was down grading to a Silhouette because of advancing years, just as his father had done many years before. His father sailed the boat from Plymouth home to Jersey. By coincidence I found a report of that journey in one of our early journals. I am sure you will agree that it deserves a reprint.

PASSAGE TO JERSEY

By N. C. Blomfield.

I bought 'Leprechaun' from A.G.Hurley through Mr Wooller's Boat Shop at Llandudno Junction, and as shipment home to Jersey was rather costly, I determined to sail her back from Plymouth.

Many visits to Hurley's yard convinced me that the numerous reports of the courtesy and helpfulness one met there were no exaggeration. Nothing was too much trouble for them, and even my most cranky ideas were treated with sympathy and tolerance. The yard foreman, Mr. Reg (Pop) Hooper went to great personal trouble to fit me out for the long journey, and as he was taking a week's holiday, he offered to come with me. This offer I accepted gladly.

'Leprechaun' was launched on September 2nd 1961, and 24 hours later was slipping past the breakwater at Plymouth (Sunday Sept 3,14.15.) The forecast had been fair, with N.W. winds, Force 3, and foggy conditions in the Channel Islands, likely to improve. Among other stores I had taken a large quantity of apples; with masterly foresight 'Pop' had done the same. As we munched our way through the evening on a course of 130deg. we reflected happily that we could always find our way back to Plymouth by following a continuous trail of apple cores!

After the first hour, the N.W. breeze, so confidently predicted by the Met office died away altogether, but was replaced by a light wind from the East. We flattened our sheets, glad to be sailing again. Darkness descended and we sailed on through one of the darkest nights I can remember. Until 05.30 we were kept busy avoiding a large number of huge vessels, seemingly determined on our destruction. Occasionally they saw the powerful lamp we

shone on our mainsail, but more often they ploughed steadily on and we boxed the compass several times in our efforts to avoid being run down. 'Pop' illuminated the darkness with an unbroken stream of original and brightly coloured language, and I had to restrain him from flashing a very rude and Anglo-Saxon word at an unlit French trawler.! Dawn eventually came and the trail of apple cores continued. We were now sailing over a very troubled sea but 'Leprechaun' behaved and handled beautifully, riding over the breaking seas with the greatest of ease. We had hoped to make landfall about 07.00 for we calculated that we had maintained a steady four knots, but as the sun rose behind threatening clouds, to illuminate a grey and unfriendly sea, there was nothing in sight, not even a gull!

The hours passed slowly and we anxiously scanned the horizon. We said little but a great deal of thinking was done! When 09.30 came, anxiety changed to worry. Had we laid the right course? Had I added the magnetic variation? Had I underestimated the tide? Was our estimated speed wrong? These, and a hundred other questions churned through our minds. Silently we swept the horizon, but nothing was to be seen and still the breeze came from the East. I began to wonder if the prediction of 'Pop's' father, that we should end up off the Cape Verde islands might not be so far wrong. Then came a joyful shout from Pop, "A rock!" It was 09.50 and there it was, half a mile ahead, and I can never remember being so pleased to see one! In a few minutes the shadowy outline of Guernsey appeared and it was obvious that we were dead on course. Then we realised that visibility was less than a mile.

In an hour we were beating up the Little Russell Channel in a heavy sea, the wind having gone round suddenly to the N.W. again. By 12.00 we were off St. Peter Port and the compass was put away, for I was in home waters! Six and a half hours later we were tying up in Jersey, at my home, the little port of Gorey. We had covered 120 miles in 28 hours 15minutes.

You may like to know that 'Leprechaun' is still alive and sailing in Jersey

Barbara .Heald.

Copy dates

Copy date is the 13th of the month preceding the issue. Please send your logs or Silhouette photographs and any other anecdotes or newsworthy items in time for publication . Please also remember that the journal is on the website as a PDF file in the members area. Passwords for members area are User Name soiaMEMBER Password Fby72c - Both are case sensitive. JC

The 41st National Rally Plymouth 16th –22nd August

As usual at this time of the year a team of dedicated members in Plymouth are putting the final touches to the preparations for the annual National Rally. This year it is the 41st National Annual Rally and it is always a great occasion. A chance to meet old friends and make new ones. It is also an opportunity to see lots of S11's, S111's and SV's all in one place and to either participate in, or enjoy watching, the racing within the safe waters of Plymouth Sound. As usual our hosts are The Royal Plymouth Corinthian Yacht Club who let us use their magnificent club facilities overlooking the Sound. How on earth did we manage to get such a prestigious club as the RPCYC to host us. Well I have been doing a bit of detective work and it all started in 1958, just after George Hurley started building Silhouettes. One particularly fine, late summer evening George, Dorothy and Commodore at the time Fred Hawkins set off from Stonehouse Creek after tea for a cruise to the Yealm (the venue of their annual Sunday Rally Cruise). I'll let Fred take up the story in his own words as published in journal 182 . "After a very good sail up and a few drinks at the Yealm Hotel, we made our way back home. Well after 10.00 pm, now getting dark, we were off the eastern end of Drake's Island with the tide now against us and the wind suddenly dropping, leaving us drifting in a dead calm sea. With no motor we had no hope at all of making Stonehouse Creek. Not wishing to stay out longer than necessary, with George and Dorothy navigating and with the help of a cockpit seat cover I paddled the S11 into the harbour of the RPCYC. Luckily for us we were spotted by one of the Flag Officers, John Dampney, later to become Commodore of the Club. It appears the Club has an unwritten law that the bar can be re-opened for sailors in distress, so the sequel to this was that after staying until the early hours of the morning, George and I became members of the Club.

About this time the late William Spurrell had started a local Silhouette Owners Group and it was not long before we were meeting regularly at the Club. When the idea was formed to hold a National Rally the flag officers of that time included John Dampney and Peter Harvey.

Peter Harvey, being the organiser for the sailing, his format has been carried on from year to year from the first Rally in 1963. Reg Garrod, SOIA Secretary, being responsible for the Social side".

So from 1963 to the present time many lasting friendships have been formed between the Royal Corinthian and SOIA members and indeed many SOIA members have joined the RPCYC. So there you are!. If you haven't been to a Rally before you can be assured of a good time and a great weeks' sailing. There is a booking form enclosed with this journal so please fill it in now before you forget. See you in Plymouth.

THE PLYMOUTH BATTERY? NEVER ON A THURSDAY!

With Madeira Drive and the Hoe having double yellow lines in abundance there was no car parking near to the RPCYC during the daytime.

Richard Elford, the RPCYC steward, was very hospitable to the battery crew. He was also very helpful. Asking Richard's advice about parking near the club he said that he left his car on the road with traffic cones placed at either end.

"When you arrive here in the mornings park your car behind mine and place the cone behind yours" he explained.

"But what about the traffic warden?" I enquired.

"Don't worry about him, he is a mate of mine and has his breakfast coffee with me" Richard replied. Problem solved. So all week we parked as suggested and enjoyed our time at the battery.

However it all turned sour on the Thursday afternoon. We had just started the last race of the rally when Richard appeared on the club balcony. Reading from the back of a cigarette packet he held in his hand, he said "Is your car registration number KNR904?"

"Yes" I replied, puzzled at his question.

"Sorry Pete, but you will have to have a word with the traffic warden, he's in the club secretary's office" . "You BLEEP, BLEEP, BLEEP" I replied "You said it would be OK to park behind your car if I moved the traffic cone".

"I know, but he's in one of his miserable moods today"

Walking to the club office I was fuming and fearing the worst, but decided that the best approach was to eat humble pie. I knocked on the office door and walked in. The traffic warden was sitting at the desk with his back towards me . "I am sorry, but I thought that Richard had cleared it with you to allow us to park our car behind his this week" I said.

"Yes, but unfortunately he forgot to tell you that the arrangement does not apply on Thursdays. I am very sorry but I will have to book you" was his response. He then turned to face me and handed me a parking ticket saying "Please read this and then sign it".

I had just read the heading on the ticket, 'Devon County Constabulary' when a voice behind me said "Gotcha! !" I turned to see Richard standing in the doorway with a grin as wide as Plymouth Sound. And to think I didn't report him to the RPCYC when he hoisted the club colours upside down!!

Pete Derry

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

S III REBULD PART 6 RUBBING STRAKES/ HANDRAILS

You will be fortunate indeed if your rubbing strakes are in good condition unless they have already had some attention from a previous owner. Quite often I have been able to salvage them by splicing in pieces of varying lengths but it is only worth doing this if most of it is intact and in good condition.

The strakes are fastened to the hull with c'sk s.s. self-tapping screws or c' sk brass screws about 1" long about every 6" inches. The original section of the mahogany was quite unusual, almost like a stubby rounded off inverted triangle.

To splice a piece, first cut away the damaged area and shape your wooden strip roughly to the correct section. Cut at about 45 degrees and position your first replacement screw such that when you bend the strake to follow the sheer, the angled joint is forced together rather than apart. To fix a screw you must drill through the strake and the hull (straight through the hull) which comprises the skin of the deck overlap, the filler and the skin of the hull with a drill which is the root diameter of the screw you are using. Then open up the hole in the wood to screw clearance and countersink, so that the screw head will be below the surface of the wood. Make sure you have your drill sizes correct by screwing one right up tight. This is the most important part of the job so take your time and get it right. The screw must go in all the way and be very tight, but not tight enough to break the screw. I find it impossible to do this with cross head screws so I strongly recommend slotted heads.

Carefully bend the wood to follow the hull/deck line and drill and fix each screw separately and firmly one at a time. When you have it all in place you can shape the section to match the existing section with a shoulder plane or surform and then sand down.

Then - wait for it - carefully remove the piece and varnish it both sides and at the angled ends and varnish the end of the existing piece. If you do not do this your splice will not last a season as water will ruin it. When you replace the piece apply sealant to the back of the strake and the end joins, screw up, clean away excess sealant and leave for a few days before you finish with a few more coats of varnish. If you need to replace the whole of the rubbing strake the technique is just the same. I used to try to shape the section like the original when I replaced them, but now I just use a

rectangular mahogany strip (1 3/8"x 5/8" finished size is just about right and I shape this into a flat D before fitting. The size is big enough to look good and small enough to bend. It is quite difficult to buy mahogany in 18' lengths so I buy 9' lengths and splice once per side.

HANDRAILS - remove, strip, then varnish and replace by bedding them on sealer. I use silicone sealer which must be thoroughly cleaned off before you finish varnishing.

Quite often the wood of the handrails has deteriorated where it is in contact with the coachroof. You can take as much as 1/4" or 3/8" off these surfaces before you varnish and replace without affecting the look of the handrails. If the handrails are past redemption then new ones are the order of the day!

NOTE - if the hull/deck of the boat is going to be painted, do this before refitting either the rubbing strakes or handrails.

You have now improved the appearance of your boat 100% and you are well on your way to having a very smart little number!

THE NEW SILHOUETTE

We sold our sailing dinghies
The Heron and Cadet,
And opened up the piggy bank
And bought a Silhouette.

We've had to buy an outboard
An anchor and a chain,
A cooker and some curtains
And a cover for the rain.

A map and then a compass
To navigate at sea:
A bunch of little shackles
And a kettle for our tea.

The bank no longer rattles,
The wind is free, they say,
So now you Silhouetters all
Chill out and come to play!

Barbara M Heald (with apologies to Hazel Foulkes)

Building a New Silhouette

By Colin Campbell

Through the past winter I have been considering building a new Silhouette Mk 11 from the plans of Robert Tucker; the aim being to build an ultra lightweight hull for racing – not cruising. Studying the plans in detail (and my existing boat) it is obvious that success will come from accurate cutting and placing of the main bulkheads with the hog/keel assembly true on a base together with additional "dummy" bulkheads to give shape, to be removed later. There is a technical term for this which I can't remember – is it "lofting". The main hull was to be built upside down and turned over later – a trick I learned when rebuilding "Sea Urchin"

Having set out the lines on a base, I spent considerable time marking out the bulkheads prior to cutting. I soon realised that they were very complex shapes with their differing curved tops, varying angles for cabin and hull sides and all their little cut outs for beam shelves, chines and hog, not forgetting the holes for companion way and rear and front lockers. A vertical datum line on each bulkhead proved to be invaluable as right angles could then be drawn to ensure they were equal on both sides. The vertical and horizontal lines were also used to set them up on the base. I also set up the cabin front as this would then link up with the beam shelf in due course – I'm not sure that this was a good idea having done it. The transom was the final nightmare, trying to get the angle set and the top curve correct.

No. 1 eyeball proved at this stage to be a very valuable tool and I'm sure will continue to be so. I'm still amazed how an eye can see right from wrong and a fair curve from a poor one.

The curve of the hog from stem head to transom was fairly exciting but at least I had all the bulkheads to guide me and once epoxied into place gave some stability to the whole. With the beam shelf and chine in place the whole structure took on a life of it's own. It's obvious now why boat builders want a production run rather than make one offs. The huge amount of time taken in setting up can be spread over a number of hulls thereby reducing the cost. I believe "Hurleys" used to cut out a number of hulls in one go and put the bits on the shelf to await a customer – hence the build numbers on many of the panels.

Ouch

The captain was lining up his sextant when a shooting star streaked across the sky. Observing this the helmsman said to the captain "Nice shot sir"

This Month's log...By Graham Platts

Scene One/Act One – Sunday 27th October

The whole thing started with just a courteous routine visit to the berth to check over 'Avocet'. British Summertime had just ended and with unadjusted timepieces I was actually there about 08:15 exactly an hour earlier than planned.

After unlocking the gate and walking the jetty, I visually inspected the lie, rigging and covers etc. only to notice several suspicious footprints in the exposed mud between 'Avocet' and the adjacent 'Firefly' an MG 30 footer.

Using latent ex boy-scout tracker skills I dib, dib, dibbed and surmised that the prints were placed sometime between the last two high water periods and warranted further investigation.

I walked around the deck and fortunately, even without the use of specialised detective equipment, I was satisfied that nothing untoward had taken place.

It was then I had a sudden urge to personally irrigate the foliage under the shelter of the overhanging trees alongside the coastal walkway used to access the berths. Simultaneously, the forecasted storm and high winds had the sudden urge to arrive.

On my return to the jetty I stopped in my tracks, partly due to the high winds but mainly due to the spectacle (after a loud twang) of Firefly being torn from its moorings and blown towards Avocet with a crashing of masts, bending of foils and nav-light units and the intertwining of shrouds and forestays. Rubbing eyes and slapping the face did not make the end result go away and I couldn't find the rewind button.

Not a lot I could do really, it was lashing down and blowing a gale so I decided to make a run for it. All the necessary contact details were at home anyway. On the way I heard a warning on the radio of 60mph winds sweeping the country.

Several phone calls later, a plan to return to the jetty was arranged at the next high water, 14:15 but only 8.0m was probably not enough to lift the offending vessel. A later forecast predicted the winds up to 80mph.

Scene One/Act Two – Sunday 27th October

Plenty of help was at hand (as expected from the sailing fraternity), I had contacted Peter the owner of Firefly who was joined by his son Michael,

Geoff the owner of the berth that brother Brian and myself are now sharing, and lastly myself (without camera).

We all arrived just before high water intending to upright Firefly and separate the two ladies. Today was the last opportunity for a while and it was touch and go, whether the culprit would lift sufficiently and we patiently watched the rising tide.

Alas it never happened.

However, Firefly lifted with just enough room to 'squeeze' Avocet from under the offending mast and we decided to move her round to the adjacent vacant berth on the other side of Firefly. This was to prevent further potential damage caused by Firefly rolling while attempting to stand up during the next few tides.

Immediately prior to the two masts reluctantly separating, the masthead light cover was flipped off and dropped into the pool but miraculously washed back to the jetty for easy retrieval, which I carefully checked before chucking in the dustbin. We could now clearly see the bend in Avocets foil although slightly straightened after the weight of the other mast had been removed.

With plenty of bodies, ropes (loaned by Peter & Geoff) and fenders (loaned by Peter) Avocet was easily towed round to the temporary berth until the offender righted herself, seemingly not until the next full moon. We were right, with high water long passed, Firefly was still keeled over so we arranged a meeting in the bar to arrange a further meeting in the bar to meet the following Friday, high water at 20:09.

Scene Two - Friday 1st October

I'd reported in to Brian & Elizabeth at base in East Anglia ensuring them she was not a complete 'right off' but was not entirely satisfied with the way she settled in the temporary berth and preferred to put her back where she belonged at the earliest opportunity. I took a few photographs during the week for insurance evidence and for B & E's benefit.

At the weekend I'd arranged for my father to visit, he was duly picked up, advised to bring wellies, oilies and warm clothing, brought back home and whisked straight off to Skippool to check on Firefly, as there was no point in Avocet returning to the original berth until Firefly was upright and secured satisfactorily.

My father and I arrived just after high water sporting the above attire plus torch to see the offending vessel already erect and adequately secure, we were then cordially invited aboard Firefly by Peter and his wife Margaret.

Nice boat and no damage done, except for wet carpets.

Reasonably satisfied we returned home welcomed by a telephone message from Geoff preferring Sunday rather Saturday to re-position Avocet and to meet at 08:30 ready for high water 9.4m at 09:31.

Scene Three - Sunday 3rd October

My father and I arrived (with camera) about 08:00, early as usual, but it did give us the opportunity to cobble up a plan before the others arrived.

Even though I had been given an extensive step by step idiots guide from big brother on how to start and use Avocet's engine, I bottled out and chose the less exciting but less hassle option of towing her round manually from jetty to jetty. Well there was going to be plenty of help at hand. Maybe I'll be brave enough some other time.

The rest of the crew arrived; Peter with his wife Margaret and one of their sons Michael and Geordie Geoff the jetty owner. The operation was a success and Avocet was soon smoothly returned to her original berth.

The tide was now at it's highest, so high in fact that it was impossible to walk between jetties without wading thigh deep and with a few more tasks to carry out Avocet was used as a ferry service from jetty to jetty.

The tasks remaining, in addition to the tidying up was to climb the masts

of the two boats; Firefly needed halyards untangling and Avocet needed the masthead nav light cover replacing (which I retrieved from the dustbin).

Margaret was the willing volunteer robbing me the thrill of being hoisted up the mast.

She was petite, light but more importantly an experienced rock climber who went up in my estimation when I learned she actually knew of Stannage Edge, a small rock climbing area in Derbyshire that Brian and I frequented in our much, much earlier years.

Peter on the other hand being afraid of heights was quite happy giving Margaret instructions before whisking her to the top of Firefly's mast. The job being done it was Avocets turn and we were all ferried across to repeat the performance. Margaret replaced the light cover in no time but I was determined not to miss out on the opportunity to be hoisted up too. Margaret had all the gear but unfortunately I was just ever so slightly larger in girth and her rock climbing harness would not fit but a handy extra large sized bosun's chair did. I took the opportunity of inspecting the damage myself, noting a crack in the lens cover of the nav light and a bent

mounting bracket supporting the light unit and the VHF aerial. I also noticed the perspiration generated among the winching team accompanied by flowery language that was not apparent while hoisting my predecessor.

Several photographs were taken during the whole episode with Geoff and my father arguing between them as to who was the chief photographer. I took the camera up the mast for a shot down to the deck just like the ones in the magazines.

Peter then invited us all for a well-earned pint but I guess he knew all along that the club bar would be closed, the Thornton Lodge at the end of the creek and the River Wyre Hotel. Well I don't drink anyway.

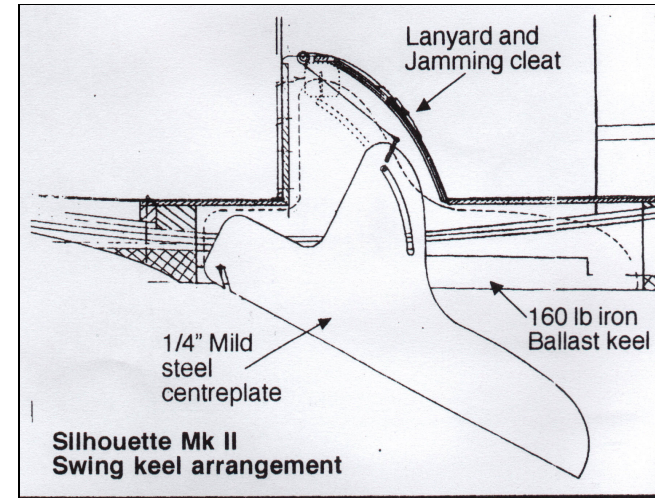
On arriving at home my father and I reported back to base and informed Brian & Elizabeth that Avocet was now feeling better and all was well.

The End

Cartoon by John Greengrass



Swing Keel MK11



SWING KEEL SILHOUETTE

From time to time members ask about the possibility of converting from bilge keels to a centreplate arrangement, primarily to make launching easier. Some of the first Sll's were built this way, but the general consensus at the time was that bilge keels were preferable, so very few swing-keel boats are heard of. However, Tuckers did produce drawings for the swing keel arrangement, which incorporated a 160lb ballast keel - two heavy bars either side of the 1/4" plate swinging keel, as shown in the drawing. The drawing also gives other fin keel variants, If anyone is interested in looking at a conversion job, I have put a copy of the drawing in the Members only area on our website. JC

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 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

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

Wanted Good road trailer for S11 01362 850525 Paul Eagle

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

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

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 (1st)

SOIA Publications.

The Silhouette Handbook 3rd edition – 48 pages A5.

Covers all types, plywood and fiberglass construction. Mk's I to V, S20 and S21.

Contents: Acquiring a Silhouette, buyers and maintenance guide. Hull trim and rigging, safety, trailers, launching and retrieving, sailing technique, sailing care. Engines (inboard and outboard), make and mend – a selection of projects. Price £3.50

The Best of the Builders. 20 pages A4

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

Prices £3.00

SII Mini Plans

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

Price £2.00

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

Bosun's Stores.

The following items may be obtained from: Mrs. Mary Jones, SOIA Bosun's Stores, 95 Wickham Avenue, Cheam, Surrey. SM3 8EB. Tel: 0181 641 2063. or by shopping at our store on our website

SOIA Terylene ties – navy or black £8.00

SOIA Brooch badges £6.00.

SOIA Burgees £8.00

Sweatshirts: Warm navy blue Sweatshirts with motif (vee necks only):

Adults – small & medium £11.75. Large £12.50. Extra large £13.50

Navy blue Sweatshirts embroidered with the SOIA logo (state whether round or vee neck required): M (38-40") £16.50. L (41-43") £17.50. XL (44-46") £18.00. XXL (48-50") £18.50

Tee shirts (Black with white motif) Adults M £7.00, L £7.50, XL £8.00.

Come and join us!

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

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

David Gaston of Chester-le-Street County Durham (530)

Peter Webb of Poole (531)

Ian Morrison of The Isle of Man (528)

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 any one being ready Sunday Morning so its going to be Sun 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 Stair case.

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 Stair case, there are pontoons at Gairloch at the entrance to Loch Lochy but the nearest showers & 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 too 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 is 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

Windermere Rally

10th –11th May 2003

This is the third Windermere Rally and having been cancelled due to unforeseen circumstances it has

now been decided to go ahead with the Rally

Everyone is welcome

**Details of the racing and
arrangements for mooring etc
can be obtained from**

**Ken Housen or by emailing
info@soia.org.uk**

Anglia Spring Cruise

2nd –5th May 2003

Details from Anglia group

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

Getting to know the ropes

Thinking about renewing your running rigging? Get clued up. There are many materials used today to make rope; synthetic fibre, natural fibre and wire. The most popular is nylon, a synthetic. It is strong, holds up well to the weather and stress, and coils without kinking. Line is also made from natural fibres like cotton and hemp (manila), and other synthetic fibres such as dacron, kevlar, and polypropylene.

Polypropylene line is the least expensive of the synthetic lines, however, it deteriorates quickly from ultra-violet rays and wear. It is not a good line for dock line because its hard surface tends to slip from cleats and can cause cuts if it runs free through your hands.

It floats, so it is good for rescue lines. It is also appropriate for dinghy painters, short mooring pendants or other applications where you want to be able to see the line on top of the water. Not for use as dock, anchor or towing lines.

Nylon rope has a lot of stretch (up to 40%) and is very strong for its size, allowing it to absorb shock loads well. However, when it is wet it can lose up to 25% of its strength. It wears well, resists mildew and rot, and does not float. Nylon three-strand is the preferred line for dock lines since it stretches sufficiently to dampen the shock of wave action and wind against your cleats. Just make sure it does not stretch too much for the situation in which you use it.

Polyester rope wears better than polypropylene, is almost as strong as Nylon, and retains its strength when wet. It does not stretch as much as Nylon and does not float. Polyester (such as Dacron) is used for running rigging, anchor rode, towing lines and other applications where you don't want line stretch to interfere. It will, however, chafe easily so check it often and protect as necessary.

When cutting synthetic rope, prevent the ends from fraying with a temporary binding or whipping. Synthetic rope ends can be sealed by melting, either with a special heat tool for the purpose of cutting and sealing or by melting over a flame to fuse the fibre. Adhesive tape wound around the ends can be a temporary binding but not to be recommended. Small line ends can be dipped into acetate glue or a commercial "liquid whipping" material. Plastic heat-shrink tubing is also available.

Synthetic lines are lighter and stronger and more rot-resistant, generally, than natural fibre ropes. Synthetic lines are slipperier than natural fibre ropes so be sure to check your knots to make sure they are secure. Synthetic lines should be cleaned with fresh water and detergent, kept out of sunlight, inspected frequently for chafe, and stored dry

Natural fibre such as manila, sisal, hemp and cotton will shrink when they get wet and also tend to rot or become brittle. Manila is still used today on large ships and is the best natural fibre for mooring lines, anchor lines and as running rigging. Manila has a minimum of stretch and is very strong. However, it has only about one-half the strength of a comparable-sized synthetic line. Natural fibre line should be uncoiled from the inside of a new coil in order to prevent kinks. Always whip or tape the ends of natural fibres to keep them from unravelling. When natural fibre lines have been in salt water you should rinse them in fresh water and allow to dry thoroughly. They should then be properly coiled and stored above deck in a dry, well-ventilated place to help prevent mildew and rot.

Launching and Recovery of your Boat.

I usually launch and recover *Nomad* from a slipway so these notes refer to that method. For those of you who will be launching and recovering off a beach all I can say is, having tried it, good luck.

In my experience the two things that always go wrong when launching or recovering my boat are the jockey wheel and the brakes on the trailer. therefore I now always ensure that the wheel is running freely, I grease it and move it and also check that my brakes are in working order. They must be so that the boat does not move forward on its own. Chocking up with bricks and bits of wood can help only up to a point but at some time the brakes must be applied and hold. Remember your safety can be at stake.

Preparation for Launching

1. Check all fittings around the trailer, and make sure everything is in working order including jockey wheel and brakes.
2. Check that your boat is correctly balanced on the trailer, as once on the slipway the boat and trailer alters its angle and weight toward the stern.
3. The bow needs to be made fast to the trailer so that they will not part company!
4. Before reversing down the slipway make sure there is no other boat on your side of the slipway and that also there are no persons on the slipway.
5. Reverse down the centre of the slipway, only those helping should be in the immediate vicinity.
6. Once the boat is at the waters edge stop reversing, chock the wheels each side and apply the handbrake.

You now have 2 options on completing the launch

A) if you continue to reverse further with your car you may find that to reach the required depth for the boat to float off, the water goes into your car exhaust system. Not good but we've seen this done (haven't we David!)

B) or you could use a long heavy rope.

If you use the rope system

1. Lower the jockey wheel, apply the trailer brake and ensure that the wheels are chocked.

Remember to have 2 long breast lines one to the bow and one to the stern for controlling the boat after launching.

Now you can unhitch the trailer from your car.

2. Fasten one end of the launching rope to the trailer nearest to the jockey wheel with a bowline. The other end is fastened to the ball-hitch on the car.

3 The car can now be driven slowly up the slipway until the rope is virtually taken up. With the windows of the car lowered so you can hear, the car can proceed up the slipway until the rope is taught, just taking up the weight of the boat, then remove chocks and take off the handbrake.

- 4 The car can now be very slowly reversed allowing the boat and trailer into the water. The boat is now ready for floating

5 You now need to unhitch the bow line from the trailer - this is often forgotten, to the great amusement of all the people now watching!. The boat should now be completely clear and able to float being controlled by both breast lines.

- 6 Finally recover trailer from the water, apply handbrake and chocks, reverse car, remove launching rope and hitch trailer onto your car. Lift up jockey wheel and take off handbrake and remove car with trailer from the slipway.

Preparing for Recovery

By giving some thought to your trailer and making some small adjustments the recovery of your boat can be made easy. I refer to of course the fitting of docking arms, one will do but two are better and they have made a huge difference to me on recovery of *Nomad*.

1. Always have the jockey wheel and brakes in full working order.
2. the fitting of docking arms is best done on land when the boat is on the trailer, so you can see that the docking arms are being fitted in the correct position.

The fitting of docking arms, requires two round pieces of metal of approximately 1.5 metres long, these will need to be fitted to the trailer one at each side at the middle of the boat. This now forms two upright posts, one on each side of the boat so that on recovery the boat can float between these posts, thus allowing the boat to be correctly positioned onto the trailer. (I had the docking arms welded onto my trailer and would recommend this)

- 3 Now for the bow, what is required is for another piece of metal to be fixed to the trailer projecting up 200 mm above the bow of the boat, this allows the bow rope to be tied to it. We now have, once the trailer has been launched into the water, facilities where the boat can be floated between the docking arms up to the bow fitting.

Procedure.

- 1 Having hitched the trailer to your car, you can now commence reversing down the centre of the slipway until the wheels are near the edge of the water.
2. Lower jockey wheel, apply trailer handbrake, unhitch the trailer from the car, fix one end of the thick rope to the trailer the other end to the towing ball of the car, car can now be driven slowly up the slipway to take up the slack of the rope, with the window of the car down so you can hear guidance from your partner
3. The trailer is now ready for launch. A stern and bow line are required. to help to control the boat onto the trailer.
4. The car can now be reversed slowly allowing the trailer to enter the water.(what you now need to establish is how much water is needed for floating the boat onto the trailer) this is again where the docking arms will help you, once you have established the depth required the docking arms can be marked for future occasion.
- 5 Winch, if you have a winch, or pull the bow line towards the trailer and once you are happy the keels are sitting on the trailer exactly where you want them, make fast the bow line to the trailer, return to your car and pull the boat and trailer, still connected by the thick rope, out of the water.
- 6 Once the back of the trailer is out of the water stop the car, chock the trailer wheels each side and apply the trailer handbrake. The rope can now be removed from the car ball hitch and trailer and stowed. Lift the front of the trailer by screwing up the jockey wheel and reverse your car back onto the trailer hitch and away you go – remembering that you still need to de-mast if you are travelling on the roads!!

Making a Silhouette boom tent

Mike Seymour.

This design is based on the measurements of an S11 but can also be made to suit a MkIII.

SUPPORT. The main support for the tent is the boom which should be set at its highest level at the gooseneck, and be supported at the aft end by a boom crutch, enabling it to be held horizontal. (C). **SPREADERS.** Two thin spars athwartships. For'ard (X) - between the after shrouds giving a slope of about 4' from top of boom to outer ends. Aft (Y), underneath the boom, the width of the after end of the cockpit, hitched to legs of the boom crutch to give similar slope to for'ard end. Both spreaders have suitable end fittings to engage eyelets in the canvas, and when not in use are clipped conveniently under the side decks in the cabin.

'ROOF' SHAPE. Temporary light lines should be run along A - D - B and A'

- D' -B' which, together with the lanyards indicated, will establish a suitable roof shape. It should run more or less to the shape of the cabin and cockpit and leave room to edge one's way out along the side decks. **SIDE CURTAINS.** The tricky bit! Roof lines should be in place and measurements taken from the 'roof edges to deck, hugging the cabin and cockpit side. Flaps A and A' have to match up with the edge of the roof and along the deck at the front of the cabin. They can be joined by lacing, or using velcro. Flaps B and B' similarly cover the after end and are easily folded or rolled up as required. Suitable fastenings are needed along the bottom edges. End and side curtains should be sewn along the edges of the roof.

MATERIAL. The roof should be no.6 canvas or heavy duck. Waterproof sheeting could be used but may attract condensation. Sides / ends can be of a lighter cotton duck. The tent's main use is for night time and a darker colour is better than a 'dirty white'.

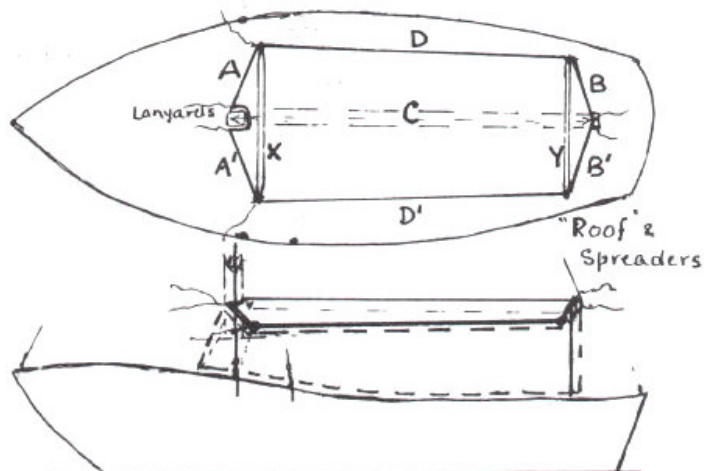
GENERAL. It is recommended that, with the sail furled and stopped along the boom, the boom is turned over with the sail below. The ridge line looks neater, and the sail cushions any bumping of heads on leaving the cabin! This design gives a protected space on top of the cabin for heavy clothing, and a 'Porta-Potti can be put in the cockpit too. A fine wire let into the centre roof seam between the mast and after end will prevent the canvas being pulled out of shape. There is likely to be a slight taper between X and Y which should be taken up in the centre seam and not by cutting the edges. Finally, tack it all together with odd stitches here and there to be sure it fits before starting machining. Plastic windows as indicated, are a refinement.

A Note on Kicking Straps

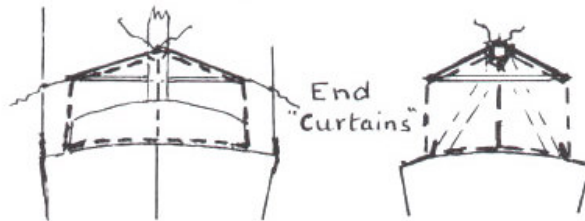
by Robert Tucker

To many cruising men the kicking strap is a device peculiar to the racing dinghy, yet those who have used it on small cruisers find it an invaluable aid. It is a device peculiar to the modern Bermuda rig. but our racing dinghy friends have shown that its use is not synonymous with bar-taut rigging. Perhaps its greatest function is to remove all terrors of gybing, for it allows the main to swing over in a single plane instead of the boom riding wildly upwards to foul the backstay. It also allows the boom to be well squared off when running, for the head of the main cannot go

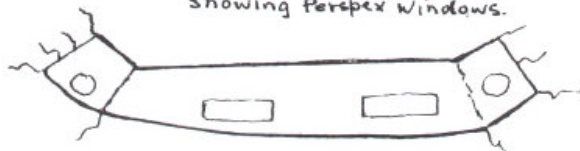
SILHOUETTE BOOM TENT



"Roof" & Side "Curtain",



Approximate Shape of Side Curtain
Showing Perspex Windows.



very far forward of the boom, as it does when no kicking strap is fixed. This is particularly valuable on the Silhouette, with its small mainsail and aft-set rigging. However, because the Silhouette was designed in 1954, before this device had proved its usefulness in cruisers, the boom of the original boats is really too low to allow an effective kicking strap. It was solely for this reason we increased the height of the mast when producing the masthead rig. There are many varieties of kicking strap fitting in the chandlers, and the items selected should be those designed for the bigger ding-hies, since the strain on the fittings of a Silhouette at sea are much higher than those of a dinghy of comparable sail area. The normal fitting on the boom is a key device which fits a keyhole plate; this means chiselling a slot in the boom to take the key, and the keyhole plate should preferably be let into the wood so that it lies flush. The more ingenious owner will investigate the many proprietary types of claw ring now on the market, since the simple keyhole device is useless when the sail is reefed by being rolled around the boom. However, the problem is to keep the claw in position, since the tension in the strap itself will tend to pull the claw towards the gooseneck. Probably the best solution is a stainless-steel or brass tube, about 5/16in. o.d., welded, or brazed, to a plate which slips over the square shank of the gooseneck forward of the boom end. The kicking strap itself should be made of 1/4in. Terylene cord, with a block at each end to give a threefold purchase; the fall can be cleated, or made fast round the standing parts. Of course, since adjustment is not frequent, bow shackles will do as well as blocks at rather less cost. The lower end should be made fast to an eye bolted through the aft face of the tabernacle as close to the deck as possible. On steel tabernacles the solution is to weld an eyeplate in place. On my own boat the bitter end of the strap is made fast to the becket of a small block at the boom end, passes round a similar block at the tabernacle, round the sheath of the boom block, then through the eye on the tabernacle, the fall being made fast round the standing parts. The claw ring or key should be about 2ins. aft of the mast. One final word — don't try setting up your kicking strap until your main is properly set, with the final luff tension provided by the sliding gooseneck. Either you get no luff tension, or no kicking strap. (First printed in june 1961)

Don't forget the Suzanne Trophy log competition. Please send your logs in either by email or typed together with photographs if possible

NOTES

I have just returned from a trip up to the Highlands in Scotland and what a wonderful week it was. The weather was perfect, nice and warm and no midges. It really is a glorious place. I want to look at Loch Sunart in Ardnamuchan next. I understand there is lots of great sailing to be had around there. We are so lucky in the UK to have so many beautiful sailing areas both offshore and on inland lakes.

As notified in the last issue we are holding the first of the 2003 bi-annual committee meetings in Bristol on 5th April. Please don't forget to let Barbara Heald know or email me at info@soia.org if there is anything you want us to discuss.

I still need some photos for the cover picture and the back page otherwise you will soon get tired of seeing *Nomad* so please send me what you have. A close up portrait is best as it suits the page better than landscape.

The East Midlands Group held their launching supper last night and it was great to see so much enthusiasm there. Everyone is really looking forward to the new sailing year and we talked about the forthcoming Caledonian Cruise, the Rutland Rally and the National Rally in Plymouth. There were lots of laughs all round when memories of past rallies and voyages were exchanged and all the ladies present are determined to find Alf a women (whether he wants one or not!) The evening got off to a good start when we all saw a man walk in from the front door of the bar. He was obviously drunk. He staggered up to the bar, seated himself on a stool, and with a belch, asked the barmaid for a drink.

The barmaid, very politely informed the man that it appeared that he had already had plenty to drink and he could not be served any more but they could get a taxi called for him. The drunk grumbled, climbed down off the bar stool, and staggered out the front door. A few minutes later, the same drunk stumbled in the side door of the bar. He wobbled up to the bar and hollered for a drink. The barmaid came over, and still very politely, but more firmly refused to serve the man due to his state. Again, the barmaid offered to call a taxi for him. The drunk looked at the barmaid for a moment angrily, cursed, and showed himself out the side door, all the while grumbling and shaking his head. A few minutes later, the same drunk burst in through the restaurant door of the bar where we were. He propped himself up on a bar stool, gathered his wits, and belligerently ordered a drink. The barmaid came over and emphatically reminded the man that he was clearly drunk, would be served no drinks, and either a taxi or the police would be called immediately. The surprised drunk looked at the barmaid and in hopeless anguish, cried "My God missus ! How many bars do you work at?" Happy sailing shipmates JC

Picture Parade



Hang on Nigel, It's all downhill now!



How many knots JC ?

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