

The Silhouette Owner

No. 441 June 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. Jan and Tony Eden on "Blessim" at Plymouth

A *minute* with the secretary



In accordance with the Rules and Constitution of the S.O.I.A. I hereby give notice to all members that the A.G.M of the Association will take place on Sunday the 17th August, 2003 at 7.30.p.m.

The Meeting will be held at the Royal Plymouth Corinthian Yacht Club, Madeira Rd., Plymouth.

Also, in accordance with Rule 4(g) I include a copy of the Audited Accounts presented by Mr. Peter Derry, Hon. Treasurer. These have been accepted by the National Committee and are to be ratified at the A.G.M.

In the centre of this month's Journal there is the Agenda for the A.G.M., the Audited Accounts and a list of the Officers of the Association. This can be removed to bring with you to the meeting if you are able to attend. If you are not able to attend any proposals for discussion must be sent to the Hon. Secretary at least 21 days before the AGM.

Please peruse the list of Officers of the Association. There is a vacancy for the position of Rear-Commodore and other nominations for offices can be received. Such nominations should include the names of the proposer, seconder and indicate the candidate's willingness to stand for election. These must be sent to the Hon. Secretary at least 21 days before the meeting.

The Minutes of the previous A.G.M. were published in the October 2002 Issue of the Journal.

Please notify the Hon. Sec. if there are any matters which need clarification.

Barbara M. Heald.

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

We have mentioned in various copies of the journal this year that we need your support for this event and we have also said you can be sure of a great week of sailing and fun. Even if you don't like racing, which is a reason often given for not attending the rally, there is plenty of good cruising either in the Sound itself or up the Tamar and St Germans rivers.

There are many local members with vast amounts of local knowledge who would be only too willing to assist anyone planning a local cruise. If you need any information about launching your boat, accommodation, moorings or anything else relating to the week please either write to me, the editor, and I will pass your message on, or phone John Gordon the Commodore of the South West Group.

If you don't like sailing you'll **still** have a good time at the social evenings and days out.

We are hoping to make this year another bumper year for numbers of boats entering so come on now, get your application off if you have not already done so. You'll have a great time – and that's official!

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 member's area are User Name soiaMEMBER Password Fby72c - Both are case sensitive. JC

Boat bits

Anchor Light - a small light used to discharge the battery before daylight.

OUCH

Where do little fishes go every morning ?

To plaice school

Letters to the Editor.....

Dear Ed See: - Items For Sale, on the website. The 5th one down sounds innovative! But I suspect that in most situations, unless the power of speech has gone, the word will precede the action (of putting on the Swearshirt) !!!!!!! D J Newnham
Blast it – ed

Dear Ed, I HAVE RECENTLY PURCHASED A FIN KEEL SILHOUETTE MK3 SAIL NO 315 THE YACHT WAS BUILT BY HURLEY MARINE AND HAS A LLOYDS PLATE TACKED AT THE BRIDGEDECK.
CAN ANYONE FURNISH ME WITH ANY HANDICAP NUMBERS, PORTSMOUTH OR OTHERWISE AS I WOULD LIKE TO TRY RACING THIS SMALL CRAFT IN CLUB EVENTS
ANY FURTHER INFORMATION ON THIS CRAFT WOULD BE GREATFULLY RECEIVED
THANKS
LYNDSEY FORREST

Hi Lindsey The Fin keel S111 is rated at 1470 when we race. Let us know how you get on and if you think it is a fair rating as we do not have a lot of data on the fin keel S111. The S111 bilge keel is rated 1520 and the S11 and SV are also 1520. Boats with inboard engines are plus 20 for 2 bladed prop and plus 40 for three bladed prop. Hope this helps Ed

Dear Ed,
My son Thomas (16) does not appear in the membership list on the member's area of the web site. I thought he had (or I had) paid this year's membership fee, if we have not paid apologies and please let us know so we can put it right. Thank you Chris Jackman
Hi Chris I have not updated the address list on the website yet I haven't had the time I am away now for 10 days so will try to get down to it when I get back
So long as your son gets a copy of the monthly journal he is a member You have paid I have checked it up

Regards Ed

Dear Ed I saw this item for sale at eBay UK, The World' s Online Marketplace TM, and thought that you might be interested. The model I have for sale is a mark II it has an aluminium mast with steel cable rigging, part covered in rubber. A cross tree at the top and a wider cross tree part way up the mast. The mast is stamped STARLIGHT Chichester 734 I have checked and re-checked and it appears all complete. It has 3 Sails, the larger one has S II 1856 on it. All sails appear in excellent order. The trailer is steel, not galvanised. The wheel bearings are in VGC. The trailer is made for the Boat.
Hope this helps
ken Wiltshire tel 01487 710882
Title of item: silhouette 2 sailing yacht
Seller: kwiltshire60

Starts: 04-Jun-03 20:28:33 BST

Ends: 14-Jun-03 20:28:33 BST

Price: Currently £410.00

To bid on the item, go to:

<http://cgi.ebay.co.uk/ws/eBayISAPI.dll?ViewItem&item=2933081914>

Item Description:

Silhouette2 1950' s classic (apparently) Sailing Yacht. This was an unexpected and unwanted inheritance. It has been stored in a barn for 5years and is complete with all ancillaries including mast, sails, cleats(?), anchor etc etc. It is in good clean condition ready to sail: It is made of Marine Ply (hard Chime?). The yacht is about 15feet long and 6ft wide. It has a sort of keel that allows it to sit square at low tide. It has an excellent trailer with a new spare wheel. I don' t understand boats and I don' t like the water especially the sea. A realistic reserve is on this yacht. I want it sold and I can deliver within 100miles of Huntingdon. This is my first ebay sale. email me for queries but I don' t know much about boats. If you' re interested, why not come and have a look. Good luck

Dear Ed. If anyone is still in doubt about the value of fitting a kicking strap after reading the article by Robert Tucker in the April edition - read on. "Sea Urchin" was sailing down wind in a bit of a breeze at the northern end of Loch Ness recently when the kicker adjustment slipped, resulting in the boat becoming very unstable with the dreaded "death roll". This is caused by the head of the sail curling around the back of the mast, driving the mast to windward. As the boat' s stability took over, the mast was taken away from the wind whereupon the whole cycle started again and the roll got progressively worse. The solution was to take up the kicker tension again (as hard as it would go) and lock it off to stop it slipping. "Sea Urchin" resumed her stately passage to the Loch' s end.
I have now modified the kicker' s jammer !! Colin Campbell

Dear Ed

I found some B&W negatives from 1968 the other day and had them processed phewy NZ\$50 for 8 of them. That is expensive down here. However I thought they might interest everyone. Have fun as the summer gets a foothold in UK and we steadily lose the daylight hours in Down under Westport New Zealand " David and Madeleine Barnes not forgetting Ron and Iris Fairman
Hi David and Madeleine They're worth every penny (or should I say cent)
Thanks for sending them. I'm sure they'll jog a few memories. They are printed on page 25 of this journal.

Dear Ed Some may think the following letter is out of place in this journal but I think it should be printed in every magazine printed.
Dear political journalist, Sorry but I think your letter is not suitable for this journal so I have not published it. Ed

Dear Ed

A couple of comments and suggestions. Not complaints I assure you. Just as I was engrossed in Ken Hoosens honest account of his brave (if foolhardy) trip to Biscay I turned over the page only to find it was blank. Page 17 was also blank. Also my name was spelt incorrectly in my article *Loni S111* and a date was not correct. I would like to know what happened to Ken Hoosen though. Regards Richard Blomford.

Dear Richard, Firstly sorry for the blank pages in your journal, two pages must have stuck together in my photocopier as pages 11 and 17 are printed together then folded. Another copy of the journal is in the post to you. Also sorry about the spelling mistakes but the truth is I had great difficulty reading your writing My eyes are not as good as they were, that is why I ask for copy to be either emailed or typed out ready for scanning. Regarding Ken Hoosen I can tell you he is fit and well. I saw him this weekend at the Rutland International Paints Trophy meeting. However it was not Ken who made the voyage to Biscay, it was Neil Hawkesford (see paragraph under the heading in the Article) although I know Ken could tell a few stories of his own. Ed

Dear Ed,

We thought that you'd maybe like to see the "before" shot, not sure how long it will take to get to the "after" shot

(p.s. Please stop laughing, she's really not that bad.)

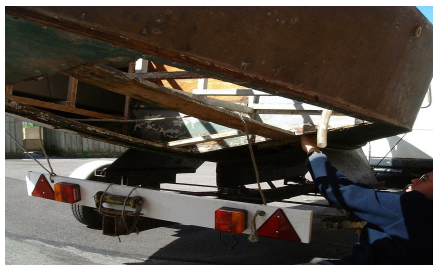
Thank you for the May Journal, I can't wait to get home and read it.

Could you e mail me any photos of any Silhouettes that you may have in your collection,



however many at whatever angles, I need lots of ideas. We plan to start on her in about 3 – 4 weeks.

Regards Peter & Sam
Cavatuitti



Hi Peter and Sam I hope you are going to give us a blow by blow account of this restoration. Ed

FRANK BARTLETT

It came as a shock to me to hear that Frank who seems to have been with us forever has died at the age 94. I don't think that he was a founder member but he appeared on the scene soon afterwards and quickly took a prominent role in the running of the Association. In later years he became a Life Vice-President but he is best remembered as a long standing Hon. Secretary. This began when we were at our maximum membership in the region of 1200 and at a time when the original Officers were beginning to retire and move on. Frank stepped in and the amount of responsibility which he assumed had to be seen to be believed. Nothing was too much trouble. Vast amounts of correspondence were dealt with immediately and every member felt in touch. His interest has maintained right until the end and he regularly commented on the matters being discussed by the Committee.

Throughout all of this he kept to the family traditions of our Association. All of his children attended the Rallies whilst he still had a Silhouette and he played an important role in a lot of their sailing. Movable ballast.

I could go on for a long time and he would deserve the space in the journal but I would find it hard to decide what not to say. There is so much.

I have written to his wife Eppie and family on behalf of all members.

Neville Povey.

THE PLYMOUTH BATTERY A CLOSE ENCOUNTER

By Capt. Pete Derry (Rtrd)

THE PLYMOUTH BATTERY - REFRESHMENT

During the time that John, Mary, Gillian, Chris and myself were on battery duty at the Plymouth rally, Richard Elford, the RPCYC steward was most hospitable towards us.

In the mornings, after the first race had been started he would emerge from the clubhouse with cups of coffee for all of us and after the afternoon race had been started he would arrive at the battery with shandies for John and myself and cocktails for the ladies. Not being a drinking man my shandy lasted quite well. The ladies often said that their cocktails were delicious and Chris regularly offered me a sip of theirs but being a gentleman I always refused. — Honest!!

News from around the Groups

SOUTH WEST GROUP

Commodore: Mr. John Gordon, 11 Springfield Avenue, Elburton, Plymouth, PL9 8PZ

Telephone 01752 481493

Secretary: Mrs. Christine Lutley, 28 Charlton Road, Crownhill, Plymouth, PL6 5EG **Telephone: 01752 702535**

There were 32 people at the Fitting Out Supper – thanks to Steve for a lovely meal. The Hot Cross Bun Morning was a great success Joan and Brian attended one of Tony Kennedy's Dinner Parties recently – a very good evening and recommended to everyone.

Brian reminded everyone of Pat and Gordon's Barbecue on the 12th July.

HOT CROSS BUN MORNING: "A profit of £58.46 was made. Thanks to helpers John and Neil for washing the cups and saucers, Ken, Pat and Nigel for helping. Many thanks also to Joan and Brian, Steve and Sue of the RPCYC for all their help. A good crowd was at the Club to see the children draw out their Easter Eggs. A Best Easter Hat was held and won by John – it was a very good turn out this year. The raffle of Easter Eggs was enjoyed and we all sang to two members because of birthday events, Eddie the day before and Jim on the actual day. As ever a big thank you to Pam for being so well organised and making the bun day run so smoothly." Eve Waters.

SAILING TRIP: Nigel Baring went sailing during the Easter holidays to Fowey and then on to Falmouth and back again to Plymouth on Easter Monday. The seas were huge but a good time was had by all. Nigel plans to sail to Torbay, Brixham and then on to Dartmouth this May Bank Holiday weekend, starting from Plymouth 8.00a.m. on Saturday

Jim has recently purchased a 13 foot motor boat and is on the look out for various bits and pieces for the boat.

John reminded everyone to start making their own chutney, jams and wine ready for the Tasting Night at the October meeting.

DIARY DATES

Saturday 12th July Barbecue at the home of Gordon and Pat Chudley

Many thanks to Neil and John for their presentation on resuscitation last month. I did have a go and was amazed how strenuous it was to breathe into the model 'Annie' and then produce 15 pumps to the heart. It is very helpful to "practice" something we hope we never have to do but if the chips are down I certainly feel able to "have a go" – thank you again. Chris

Solent Group

Come and join us!

Saturday 12th July - Solent Cruise. Start at Locks Langstone Harbour. Thereafter on a daily basis.

However, one very hot afternoon (yes we had plenty of those in the good old days) my shandy seemed to disappear very quickly and Chris had made her usual offer of a "sip" of her cocktail. I should mention at this point the size of the cocktails. They were double, double size and potent. For the first, and only time, I accepted her offer and had a sip. It was delicious, so, I had another sip. I was getting into the swing of this cocktail thing so I had a slurp followed by a couple of gulps and then handed the glass back to Chris. "I said have a sip" she remarked, and from the tone of her voice I could tell all was not well. Looking at the cocktail glass I could see why, there was barely a teaspoonful of the drink left in the bottom of the glass. Now as I mentioned previously, I am not a drinking man, but after the shandy and the cocktail chaser I felt fine and duly took up my position to call out the sail numbers as the boats crossed the finishing line. This was my usual duty at race finishes and usually I had no problem recording the sail numbers. However on this particular occasion I saw an amazing sight. Three boats all with the same sail number were crossing the line almost abreast!! Because I could not decide which of the three was the actual boat I was quickly removed from my post and put into a corner to sleep it off.

I swear I have not touched a cocktail since.

Notes

Hello Shipmates, there is not much room in this month's journal due to all the official business in it but there is space enough for me to let you know we had a great time at Rutland last weekend. The full story will appear in next month's journal together with the pictures but if I tell you the weather was absolutely fantastic, hot with enough wind to race, the company was great, 35 people with 12 Silhouettes, the venue was perfect, you can't beat Rutland Water on a glorious weekend and the food was a gastronomic delight (well I enjoyed it) and the winners are.... Anglia Group –again. Well done Anglia Are you sorry you missed it? Right It's even better at Plymouth so book now before it's too late. I am still waiting for the Caledonian Report which, I have been told, is on the press but due to libel laws etc is being amended and checked by solicitors before publication – (some of the stories I have heard cannot be published). But I hope to get a copy before the next issue of the journal.

A quick tale - Two married Silhouetters are out drinking .(They must be East Midlands) One night, one turns to the other and says, "You know, I don' t know what else to do. Whenever I go home after we' ve been out drinking, I turn the headlights off before I get to the drive. I shut off the engine and coast into the garage. I take my shoes off before I go into the house. I sneak up the stairs. I get undressed in the bathroom. I ease into bed, and my wife STILL wakes up and yells at me for staying out so late!" His mate looks at him and says, "Well, you' r obviously taking the wrong approach. I screech into the driveway, slam the door, storm up the steps, throw my shoes into the wardrobe, jump into bed, rub my hands on my wife' s behind and say, ' How about some good lovin?' and she always sound asleep Keep smiling and sailing. Ed

Saturday 2nd - 3rd August - B B Q at East Head, Chichester.
Saturday 16th – 23rd August - Plymouth Rally.
Saturday 28th - 29th September - Chichester — Thorney Island Club then on to Payne's Yard
Saturday 6th September — B B Q at Bevan and Sandra's.

New Venue

Ventnor — Isle of Wight now have 8 deep water moorings and 20 Shallow moorings. A good starting point for the Channel.

(IF YOU WANT HELP WITH CUTTING YOUR MOORING CHAINS
PHONE CLIVE CUMMINGS – Mobile 07941031759)

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

S111 REBUILD PART 8- MAST AND STANDING RIGGING

As I said in my opening article, much of this series of articles applies to Silhouettes in general. This part, although specifically directed to S111's does apply to S11's, in particular to alloy mast S11's.

I am assuming that you have a mast and rigging as supplied by Hurley's. Starting at the top you have a masthead crane with two pulley blocks in the centre for the main halyard, a further block forward for the jib halyard and above and forward a s.s. strip with an elongated hole to take a swivel block for the spinnaker, if required.

At the rear, in between the backstay attachment pin and the mast, there is another pin which you can use for a topping lift. There is a pin for the forestay at the forward lower extremity and bolted through s.s. strips either side for the cap shrouds.

A little less than half-way down the mast there are sockets either side for spreaders and fittings just below with two sets of holes and pins each side, only the rear of which are used for the lower shrouds.

Just below the bottom of the mast groove there is a length of tufnol traveller riveted to the mast for the gooseneck. Finally the bottom sits in a galvanised tabernacle with 2 through bolts.

Over the years I have seen some weird and wonderful ways in which the mast has been rigged, hence this lengthy explanation! In one particular boat I acquired there were no blocks at all at the masthead and all the halyards were passed around the 1/4" diameter pins!

The standing rigging comprises forestay, backstay, cap shrouds to the forward pair of chainplates and one pair of lower shrouds to the aft chainplates. All of these are terminated at the bottom end with Brooks & Adams rigging screws.

There are two main things wrong with the above arrangement. The first and most important is that the mast cannot bend in the correct way. The mast should bend so that the mast half-way up moves forward with respect to top and bottom. I will define this as the correct bend. This correct bend should increase as the wind forces increase. This flattens the sail and also spills wind from the top of the sail which is exactly what is needed.

You must start off with a pre-bend when the mast is rigged and the easiest way to do this is to add forward and lower shrouds using the pins already on the mast and fitting additional chainplates or U-bolts forward from the existing chainplates by about the same distance as the rear ones.

You can then induce the pre-bend (about half mast width is sufficient) by tightening the new forward lower shrouds before taking up the slack on the rear ones.

There are other ways of achieving pre-bend, but they all demand more in the way of engineering and I will deal with them in a later series. The second of the two required alterations, although second in importance needs to be done first, if you intend to do both, because it alters standing rigging lengths.

The mast requires to be approximately vertical fore and aft, with the boat afloat and no crew aboard. In order to achieve this you have to either tilt the tabernacle forward or make the top holes into slots so that the mast is not restrained from moving fore and aft at the top.

You then need to lengthen the back- stay and shorten the forestay by trial and error (about 5 or 6 inches).

You do not particularly need a rigging screw on the forestay as the backstay tension does the job, (one way is to put both rigging screws in the back and attach the forestay directly'). The reason for doing the mast rake first is because it will change the lower shroud lengths slightly.

When you have done these two things you will have a much better balanced boat.

Many times I have heard that Silhouettes suffer from excess weather helm but if you get one rigged and tuned it will be better balanced than many modern designed boats costing 20 or 30 times as much!

A few months ago I was out in the Solent sailing a £30,000 model and after an hour at the helm I was exhausted. In the same conditions in my Silhouette it would have been much more enjoyable!

Notice of AGM 2003

46th Annual General Meeting.

The 46th Annual General Meeting will be held on Sunday, 17th August, 2003 at the Royal Plymouth Corinthian Yacht Club, Madeira Road, Plymouth commencing at 19.30hrs.

AGENDA

1. Welcome by the President,
2. Apologies for absence.
3. Minutes of the 45th Annual General Meeting, held on the 18th August 2002. (published in The Silhouette Owner October 2002)
4. Matters Arising.
5. Commodore's Report.
6. Hon. Secretary's Report.
7. Hon. Treasurer's Report - and Balance Sheet (Audited Accounts) for ratification
8. Hon. Editor's Report.
9. Election of Officers and Committee.. (see attached sheet)
10. The George Smith Trophy will be presented to a member who, in the opinion of the Committee, has done most to benefit the Association in a non sailing capacity.
11. A.O.B.

The Committee looks forward to meeting old friends and making new ones.

The Silhouette Owners international Association.

Election of Officers & Committee – 2003

These are the recommendations of the Committee at the time of going to publication. The offices are open to nominations which should be sent to the Hon. Sec. before the A.G.M. and should include the names of the proposer and seconder.

National Commodore – Mrs. Mary Jones - proposed by Mr. F. Haddon. seconded by Mr. D Heald

National Vice-Commodore – Mr. Mike Bolton - proposed by Mr. D .Heald
Seconded by Mr. M. Juggins

National Rear Commodore - open for Nominations

Hon. Treasurer – Mr. Peter Derry - not due for re-election.

Hon. Sec. – Mrs. Barbara Heald due for re-election- Proposer Mr. Frank Bartlett, Seconder Mr. James Bartlett
(Mrs. B Heald is willing to continue if elected)

Hon. Editor – Mr. Mark Juggins - due for re-election .Mr. John Clawson has recently been publishing the Journal, Mr. Mark Juggins is not seeking reelection.

Mr John Clawson has been proposed as Hon. Editor by Mr. Peter Deny, seconded by Mr Denis Heald.

Immediate Past. Commodore – Mr. Frank Haddon

Sail Registrar – Mr. Denis Heald

Committee Members – Mr. Charles Bissaker, Mr. Denis Heald, Mr. David Milner, Mr. Ken Hoosan.- all due for re-election- proposer and seconder required (all are willing to continue to serve)

Membership Secretary Mr. Anthony Eden has been proposed by Mr. John Clawson, Seconded by Mr. Denis Heald.

These positions are open to nominations.

The Silhouette Owners International Association

Income & Expenditure Account

for the year ended 31/10/2002

	2002	2001
INCOME		
Subscriptions / Donations	£2933	£2602
Bank Account Interest	34	102
Bosun's Stores Surplus	10	41
Handbook sales	239	161
Rally Fund Transfer	<u>Nil</u>	<u>Nil</u>
	<u>£3216</u>	<u>£3083</u>
EXPENDITURE		
Journal Production Costs	1683	1772
Less Advertising Revenue	<u>(37)</u>	<u>(26)</u>
	1646	1746
GENERAL EXPENDITURE		
Printing / Stationery	91	239
Postage/Telephone	127	65
Awards/Trophies	557	570
Committee Meetings	724	280
RYA affiliation fees	Nil	62
RNLI Donations	Nil	Nil
Rally deficit	304	Nil
Advertising	212	76
Miscellaneous	Nil	Nil
	<u>£3661</u>	<u>£3038</u>
Profit (Deficit) for the year	<u>£(445)</u>	£45

P.L.Derrv. Hon. Treasurer

Balance Sheet as at 31st October 2002

	2002	2001
ASSETS		
Bosun's Stores	469	460
CASH AND BANK BALANCES		
Rally Reserve Fund	1,000	400
Barclays Community Account	723	1160
Barclays Premium Account	1,959	2426
LIABILITIES		
Subscriptions in advance (2003)	<u>(430)</u>	<u>(280)</u>
	<u>£3721</u>	<u>£4166</u>
REPRESENTED BY		
Accumulated Fund at 3 1/10/2001	£4,166	£4121
Profit (Deficit) for the year	<u>(445)</u>	<u>45</u>
	<u>£3.721</u>	<u>£4166</u>

I have seen the above Income and Expenditure Account and Balance Sheet as at 31st October 2002 and certify that they are in accordance with the books and records of the Silhouette Owners' International Association.

Ian Rodger. Hon. Auditor

HARD WATER

I purchased my MKII GRP Silhouette “Mistral” in the early seventies. She had been terribly neglected. One of the problems I had to deal with was a delaminated foredeck.

I suspect the foredeck had been subjected to a heavy force because the gel coat was fractured and displaced almost the whole way round about 2 inches inside the toe rail. With the boat on its trailer in the driveway I removed the damaged gel coat and under it the fibreglass laminate was like cotton wool and the reinforcing cross members were rotted. The first job was to remove these members which was done with a sharp chisel and a rotary cutter.

The fibreglass was ground back to sound stuff and this left a one and a half inch gap most of the way round the foredeck. I supported the deck from below and laid fibreglass into the gap. When this had cured, I started from the underside. I thought I was doing all the right things. I wore goggles, a carbon filter mask and had the vacuum cleaner pipe down the hawse pipe on suck.

With head and shoulders wedged in the bulkhead opening I proceeded to glass up from the inside. After a while I felt a wee bit giddy so I withdrew and sat on the deck with my legs down the hatch. The next thing, I came round sitting on my drive with the rainwater downpipe from the house cradled in my right arm.

Also, there was a lot of blood on the floor. My wife assisted me into a standing position. The blood was from a gash in my posterior. It needed stitches so with a lot of padding in my trousers, I drove to the local hospital. The receptionist asked the usual questions:- Name?, Address? Sex? Age? ,What's the problem?. I've cut me bum. How did you do that?. I fell off me boat. At this point some wag in the waiting area said 'Blimey. It must be hard water where you go sailing.

'Anyway, the hospital dealt with the problem and I returned to the boat. I finished the job by only spending very brief periods down below.

Charlie Bissaker

Building an MK11 Silhouette

(part 3)

Have decided not to fit bilge keels and ballast weight yet – mainly because I don't know what weight is going to be needed. I'll either calculate the displacement volume from which the weight can be calculated or I'll float the hull and discover what is needed to bring her down to her lines.

With the hull upright and supported in a cradle, I set too planning the edge of the side panels true to the beam shelf making sure the “serpentine” line of the deck was maintained.

Deck beams were made for both the rear and fore decks from ply; edge on to give strength; with the top curve being drawn using string to create the radius. These were then fixed to the beam shelf and king planks were inset into the tops to give stability to the whole.

Various small pads were attached to the relevant beams to provide strong points for deck hardware, these of course will become bonded to the deck when it is laid.

Two coach roof beams were fitted to give the cabin roof some strength and also to give support to the mast, although I will fit a mast support down to the hog in due course.

The cabin sides were made to fit the forward and rear bulkheads and were extended to create the cockpit coamings.

The time has come to tackle my bete noir – how I hate painting !

I've just been reading the previous two articles and have realised that I've made no mention of material sizes – so I had better make amends. The bulkheads were made of 4mm marine ply and the hull panels were 0.9mm veneer. Deck beams are also 4mm ply whilst most of the stringers were cut from mahogany rather than steam bent and were about 3mm square. **The hull is 17.25 inches long ie 1/12 th scale.**

Has anyone thought of a suitable name yet ? How about “spoof”

Progress has stopped now whilst I spend time on “Sea Urchin” getting her ready for the new season.

Colin Campbell

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 Wooden S II built around the mid 60's but only used one short season and then stored under cover until present time. Totally refitted with alloy spars, new standing and running rigging with controls to cockpit halyard winch. Brand new sails comprising Main with luff slides and slab reefing, also foresail on reefing spar. Interior with quarter berth, saloon berth with galley opposite and new berth cushions. Bruce Anchor with adequate chain and warp. Outboard drop bracket for either longshaft or standard shaft outboard. Jib stick/spinnaker pole, boathook, wind direction indicator, adequate fenders and warps and, yes a self-draining cockpit! On a totally rebuilt trailer with spare wheel shod with three new 6ply radial tyres, with winch used for retrieval and special mast stepping arrangement. Total cost to date in the region of £4000 - will accept £2,500 Tel: 01590 673606 - for more details. (2nd)

For Sale 9 foot wooden topsail as in March Journal article. Silhouette-proven, not needed on it's replacement. Buyer collects from near Oxford. 01865 820282 £35.00 (2nd)

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. £1250. Tel: 01590 673606 (3rd)

For Sale Eventide 24 Bilge keels Alluminium mast and spares SS rigging (new 2002) Cutter rigged VG sails Watermota Mk2 7HP diesel (only 350 hrs from new) Seafarer sounder and speed log. Compass anchor etc Pneumatic tried launching trolley on SBS 4 wheel hydraulic tilting road trailer £4500 Ashore Emsworth Tel 01753 663371 (1st)

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 (3rd)

For Sale "Galatea" Six ton Gaff Yawl designed by Albert Strange. Built 1930 Current owner for 32 years. A beautiful well balanced classic yacht. 101/2 H.P. Vetus diesel and very full inventory. North Kent. £16,500 or near offer. Details from Swale Marina Services Ltd, tel 01795 521562 (2nd)

For Sale S11 905 Marine ply restored to near original condition, Seagull silver century o/b I/s with clutch, and road trailer. Stored under cover. £1450 Ken Beard 01243 607008 (Chichester) (2nd)

For Sale New SII Mainsail by Dawson with reefing points and Luff slides £195(1st) New S111 Jib by Dawson- £95.(1st) New SII Mainsail by Rockall - £175. (1st) New SII Jib by Rockall £75 (1st). Tel 01590 673606

For Sale - S111 in very good condition, 3 sails, speed and distance log, compass, depth sounder, pulpit, anchor, fenders etc on good road trailer with spare wheel and complete with 4hp longshaft twin cylinder outboard. -£1650. Tel: 01590 673606 (1st)

For Sale Kestrel 22 – 4 berth Sails – 1 main 3 jibs – roller reefing 3 year old BETA 10 hp diesel inboard (less than 100 hours from new) Anchor cooker sink toilet etc Ashore Emsworth 4 wheel trailer needs rebuilding £4000 ono tel 0208 641 5291 (1st) **For Sale** ODESSEY 2 19ft 6" Plywood professionally built hull about 5years old, not yet rigged for sailing. Must be sold to pay yards fees. (Acle) £595 ono. Parts to complete available, will sell seperatly. Details 07949-372564 or 07811-552734 (1st) **For sale** S11 marine ply on road trailer Suzuki 4hp (almost new) Fairly good condition overall £500 In canal yard in Solihul West Midlands Covered with canvas Gaff rigged (Gaff and boom) tel 0121-711-1308 Mr White (1st)

SOIA Publications.

The Silhouette Handbook 3rd edition – 48 pages A5.

Covers all types, plywood and fibreglass 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

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THE SILHOUETTE OWNERS INTERNATIONAL ASSOCIATION.

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Lymington. Hants.S041 3PB

Tel 01590 673606

The Minutes of a National Committee Meeting held at the BAWA Club,
Bristol on the 4th April 2003. The meeting was opened at 12noon.

MEMBERS PRESENT: Mr Frank Haddon, National Commodore, Mrs Mary Jones, Vice-Commodore, Mr Pete Derry, Hon. Treasurer, Mrs Barbara Heald, Hon. Secretary, Mr Mark Juggins, Hon. Editor. Committee Members: Mr Charles Bissaker, Mr David Milner, Mr Tony Eden, Mr Denis Heald, Mr Ken Hooson, Mr John Gordon S.W. Commodore, Mr John Clawson. Group Reps: Mr Bevan Summers- Solent Group, Mr Cohn Robinson - East Midlands and Mr Neil Coventry.

1. WELCOME - the National Commodore, Mr Frank Haddon welcomed everyone to the meeting

2. APOLOGIES were received from Mr Neville Povey, Mr Frank Bartlett, Mr Tom Eaves.

3. MINUTES of the last Committee Meeting were published in the December issue of the Journal. Mr Tony Eden proposed that we take them as read, seconded by Mr Dave MURER and carried unanimously.

4. MATTERS ARISING: There were two matters arising both concerned with the National Rally at Plymouth.

1) This was brought up by Mr Frank Bartlett concerning the charge of £1 for the A.G.M. This was clarified by Mr John Gordon. The charge is not for the meeting but for the Quiz which takes place afterwards.

2) The question of Racing Courses was raised by Mr Tom Eaves (by letter read to the Meeting) This item is to be considered in A.O.B..

5. COMMODORE'S REPORT:

Mr Frank Haddon said, "The Solent Group is alive and kicking or should I say sailing. We had our 32nd A.G.M. at the Spread Eagle, West Liss. on the 29th March. Our Treasurer informed us that our membership stands at 15, one down from 2001. This figure has remained fairly constant for the last ten years, with the exception of 1995 when it dropped to eleven. Mary, our Secretary has composed a letter for our Solent members to pass on to any Silhouette owners that they come across at their club /moorings or wherever. This is to introduce them to the S.O.I.A. and hopefully swell our membership. Our Fitting Out Supper is to be held on the 26th April at Locks Sailing Club. This is always well attended and takes the form of an American Buffet i.e. food supplied by our own members. Those of us on

moorings will be launching on the 17th of this month. We hope to get a group together, sailing and non-sailing, to come to Rutland

6. HON. TREASURER'S REPORT - Mr Peter Derry.

The latest Barclay's Bank statement received showed a Current Account balance of £1,229. 64 and a Reserve Account balance of £1,962.37.

Since the last Committee meeting the Rally Reserve Fund has been restored to £1000.00 with the transfer of £143-53 to the fund. A new stock of 80 Burgees has been purchased at a cost of £706.55. With the Reserve Fund now standing at less than £2,000.00 the Treasurer requested the Committee to look at the current financial situation. it was agreed to do so in A.O. B.

The Accounts for the year ending 31st October were presented to the meeting. Mr Denis Heald proposed that the Committee accept this account for ratification at the A.G.M., Seconded by Mr John Gordon and carried unanimously. Mr Frank Haddon queried that there had been no donations to the RNLI. After discussion it was decided that donations are made by all individual members so an Association donation was unnecessary

7. HON. EDITOR'S REPORT: Mr Mark Juggins reported that Mr John Clawson had taken over the printing of the Journal and that he personally had received no contributions since October of last year.

Mr John Clawson then explained the current situation. The 'setting-up' of the web-site and the new pay system whereby members can pay by credit card, with an additional charge of 50p is now complete. He is hoping to attract advertisers to help to cover costs and to this end Kemp Sails have already paid. In order to keep the Membership list up-to-date Mr John Clawson proposed that Mr Tony Eden be appointed Membership Secretary. This was seconded by Mr Denis Heald and carried unanimously.

8. HON. SECRETARY'S REPORT - Mrs Barbara Heald reported that there is business as usual! "I have looked back on the 6 years that I have had the honour to be Secretary for the S.O.I.A. and we have never had a month without enrolling new members. Sometimes there have been more - sometimes less, but each month a new member. In any organisation there has to be change and people move on, or out as the case may be, but, in spite of everything I cannot understand the reason or reasons, for the dilemma which we seem to face at this time every year. The dilemma of falling numbers. Where and why are we failing our membership? We must endeavour to look at all aspects, social, economic and sailing. To that end I have drafted a letter to be sent to those who have not renewed their membership and I seek approval from the Committee to send these letters and I would appreciate any comments you have to make". It was decided not to send letters, Mr Tony Eden, as Membership Secretary, will undertake to telephone those who have not renewed. Mr Denis Heald proposed that members should be able to pay by Direct Debit. Mr Peter Derry said he would be happy to do this now that the Bank had indicated there would be no charge for this service. He seconded the proposal which was carried unanimously and forms will now be included in the Journal.

9. NATIONAL RALLY REPORT - given by Mr John Gordon, S.W. Group Commodore. Mr Gordon outlined the programme for the Rally pointing out places where they have endeavoured to save money. The prize-giving Dinner will be held at the R.P.C.Y.C. - tickets on a first come first served basis. Unfortunately the Rally clashes once again with the end of the Fastnet Race so there will be initial problems with launching and mooring due to lack of space.

10. REPORTS FROM THE GROUPS.

A) East Midlands - from Mr Cohn Robinson.

Quiet winter with regard to sailing activities, just regular monthly 'get togethers' at Farndon. We had an excellent laying up/Christmas dinner at the Britannia, Farndon and our recent launching dinner was also held at the same venue which was well up to the usual standard. For more details of this great evening see John's notes, page 27 of the April issue of our Journal. Our membership remains static with no new people joining and although we are rapidly aging nobody has resigned in the last six months. Their keenness has been illustrated by several paying their subs six months early, very optimistic considering one will be 60 and another 70 this summer (all being well) The sailing front has not been a total loss this winter with Adrian and Alf braving the elements on the Humber in Adrian's 'big' boat, unfortunately their 'cruise' only extended as far as Hull due to water pump failure. I understand they had a pleasant four days in Hull marina!! Two of our three narrow boaters are looking forward to exploring our inland waterways this season. Perhaps the third will take to the water this year. Three of our ex 'big' boat owners have reverted to concentrating on their Silhouettes so perhaps size does not matter!! Some members are hoping to attend the Anglian Spring cruise in early May (see p18 of the April Journal) Those who are planning to go on the Scottish trip are now beginning to get excited as this adventure to the Caledonian Canal and Loch Ness is now only a few weeks away. (details p17 of the April Journal)

The I.P.T. competition week-end has been booked at Rutland for the 13th-15th June. Let's hope the weather is good and the turn-out is bigger than last year. (see p19 of the April Journal.) John has told me that he is now a fully qualified Coxswain at Rutland Water however this activity is very taxing and after his last turn of duty he was so knackered that he went to bed at 7pm (see above re age of some members)

SOLENT GROUP Mr Bevan Summers~Commodore.

The Solent Group reports a steady decline in the number of Silhouettes and a move to bigger boats. That said one Silhouette owner still continued to sail the pants off everyone last season. The week long Solent Cruise still dominates the sailing calendar but more cruises to France are now possible because of the larger craft many crew members can share the trip together. The hard core membership are loyal, very friendly and committed and trips to local creeks and the Isle of Wight are planned for this summer. We realise new, younger members are needed and we intend to take every opportunity to promote the S.O.I.A.

S.W. Group -Mr John Gordon, Commodore outlined the activities of this mainly social group. They had a Laying-up Supper~winter walks~a pantomime, a trip to Mousehole at Christmas, a Model Boat Race, a talk on the River Tamar and a Quiz on Sailing, to mention just a few of the items.

N.W.Group - Mr Ken Hooson reported that they had enjoyed a Laying - up Supper with 4 members and 2 ladies in November.

He was concerned about the lack of response for the Windermere Rally as the Y.H.A. have donated a trophy and medals for a joint racing event which, at the present time, seems hardly likely to take place.

11. Items for the Next Meeting

12. Date & Venue for the Next Meeting - 4th October 2003 at the BAWA Club, Bristol.

13. A.O.B.

a)The question of Sailing courses at the Rally was heatedly discussed Mr Neil Coventry stated that all clubs in Plymouth used the !board! system for racing and we should give it a try. Mr John Gordon proposed that we should stand by the decision which was made at the October Meeting. This was seconded by Mr Ken Hooson and carried with one abstention and one vote against the motion.

b)Mr Peter Derry showed examples of medals, gold, silver and bronze to be presented instead of glassware as these would be considerably cheaper to purchase £300 instead of £500. Peter Derry proposed that we accept these as an alternative. This was seconded by Mr Dave Milner. Mr Denis Heald proposed an amendment that the medals should be presented without boxes. This was seconded by Mr John Clawson and carried.

c)The Committee went through the list for the Election of Officers to be presented at the A.G.M.

The position of Rear Commodore is to be advertised in the Journal.

Mr Frank Bartlett & Mr James Bartlett have proposed and seconded Mrs Barbara Heald as Hon. Secretary.

Mr Mark Juggins decided not to seek for re-election as Mr John Clawson is now publishing the Journal. Mr Peter Deny proposed Mr John Clawson as Hon. Editor, this was seconded by Mr Denis Heald who thanked Mark for the work he had done as Editor. He had been willing to do the job at time when it was most needed and for that the Association is truly grateful.

d) the George Smith Trophy the Committee were unanimous that this should be presented to Mr Mark Juggins for his 6 years service as Editor.

e)The Committee were all in favour of the suggestion to close the bar at R.P.C.Y.C. for the duration of the A.G.M.

f) Mr Charles Bissaker wanted to know more details of his job as Publicity Officer

There were many suggestions from the Committee.

There being no further business the meeting closed at 2.55.p.m.



Rallies gone by

After the Rally in 1968 some boats stayed behind and did some cruising with us. This shows my boat and one other, a Snapdragon if I remember correctly up at Cotehele House.

The next picture shows the majority of the boats moored "Mediterranean

Style" along the stone wall in Sutton harbour. The ladders provided by Hurley marine stand out quite well, they were secured by chains over the bollards just out of sight.

Obviously we are relaxing after the days racing with (Father in Law) Ron Fairman (Silhouette Hon Treasurer of the time) chatting to my NZ cousin in the cockpit of my "Nauru" SII 1472. I am sitting on the deck with feet dangling in the cabin talking to (senior moment) Lee of Saltash



Final picture is looking the other way and it shows us sitting on the hatchway. The "Mini-Keg" of beer we used in those day' s where the beer was pushed out from a "Sparklet cylinder".....fancy gadget but you had to drink the beer quickly or it went flat ... fat chance!



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Happy days



Cruising the Caledonian Canal 2003

Come and join us!

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

Paul V Bullen Wickersley S Yorkshire

Mark Carlisle Massachusetts USA

George Gentry Rawtensall Lanes

Michael Williams Tavernspite Pembrokeshire

If you are not a member of the SOIA and would like to join, then please write to the Hon. Secretary, Mrs. Barbara Heald, 18 Bitterne Way, Lymington, Hampshire. SO41 3PB. Telephone number; 01590 673606 or contact us at: www.soia.org.uk
Subscription payment can be made on the website by credit cards but credit costs are added.

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I wish to register as a member of The Silhouette Owners International Association

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Type of Boat S1 S11.....S111.....S1V.....SV.....

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