

The Silhouette Owner

No.465 January 2006
Celebrating our 50th year



*The Journal of The Silhouette Owners International
Association*

The Association for Silhouettes and Cruisers
www.soia.org.uk



The Silhouette Owners International Association

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Cover picture S11 Polly at Reedham ferry 2006

A minute with the secretary...

The Commodore, Flag Officers and Committee of the S.O.I.A. wish you a happy and prosperous New Year, with fair winds for sailing. In December I reviewed some of the remarkable feats of sailing in 2005 with the emphasis on the speed of travel around the world. It also made me think of one of the first men to make maritime history back in 1966/7. That man was Sir Francis Chichester who, with his boat, Gypsy Moth IV, completed the worlds fastest solo circumnavigation covering 29,630 miles in 274 days.

I remember the scenes portrayed on television when he arrived back in Plymouth. The crowds equaled those greeting Ellen MacArthur, but the man himself, as he stepped ashore, showed signs of the great physical and mental strain taken by his mammoth journey. He could scarcely walk and found it difficult to put a few words together. However he did recover and later sailed to Greenwich Palace where he was knighted by the Queen in the Grand Square, using the sword with which Elizabeth 1 of England had knighted Sir Francis Drake four hundred years earlier. A nice touch! Sir Francis Chichester did have another claim to fame - he was, at one time, associated with the S.O.I.A.

This all came to mind when I read that Gypsy Moth IV has been rescued from Greenwich where she was left stranded and rotting. We do neglect our national treasures, but fortunately help was not too late. She has been fully restored and fitted with all the latest navigational aids and will once more create history by sailing round the globe. This time her circumnavigation will take 18 months and consist of 28 legs, each of approximately three weeks duration. On each leg of her voyage she will have two or three young disadvantaged adults on board - discovering the world and discovering themselves!

What a worth-while project this will be, one of which I am sure Sir Francis would approve. He was renowned for his tenacity and resolve and also for his pithy comments. When asked, "When were your spirits at their lowest ebb?" He replied, "When the gin ran out!"

If you would like to follow the progress of Gypsy Moth IV you can do so at www.gipsymoth.org

For the rest of us, waiting to put our boats back on the water, we have now passed the winter solstice and in the words of Shelley – 'If winter comes can Spring be far behind.'

Barbara Heald Hon Secretary

And a moment with the editor

Hello shipmates

Just a quick note this month as I am having printer problems.

My Konica laser cannot cope with printing all the copies I print on a monthly basis and has finally died a death. I am told I have flogged it to death and I actually need a Sharp costing £4000 plus which is out of the question. I am afraid we will have to revert back to black and white now but I will email anyone who wants a colour version a pdf file and I will also post a colour version on our website.

Ed

Restoring S11 Quanta

By M Bower

I thought I would write and let you know how I was getting on with my restoration work with Quanta my S11. Thought maybe it would make interesting reading for everyone and maybe spur others into action. I have decided to turn the restoration into a diary of time costs and dates and have tried to be as honest as possible so as to give others an indication of what they maybe letting themselves in for. I will be sending updates to the diary as I go along so you can add to the journal.

May 22nd Sunday

Silhouette delivered by previous owner late in the afternoon. I had a good look around her when she was delivered and was quite pleased with what I saw. Although quite tatty it was all there and the only soft wood I could see was some small areas in the starboard cabin side and on the rear decking. Most of the paint had already been stripped off the cabin roof and decking and all the fittings were removed and housed in a bucket. The inboard watermota shrimp engine spun freely and there was a good set of sails and a few original brochures. I could see this was going to be a long project but I

didn't care. The boat's shape was all there and I could imagine how she would look in full sail amongst the Norfolk Broads which is my intended sailing ground.

MAY 19th Thursday
Time Spent 1.5 hours

Managed to finish work early today so I called to the boat on the way home. I have the boat at my partners parents house as they have a lot of room, which is a bonus. Although the boat is kept outside it is covered up and is only 2 miles from home which is important. I hear so many



stories of restorations that have failed because so much time was spent traveling to and from the boat. Cleared the boat of all the rubbish that had been dumped inside and all the parts that had been taken off so I could get a good look at her. There were many bits of wood and fillings that were hiding so much of the boat's interior.

MAY 22nd Sunday
time spent 2.5 hours

Decided to start with the top of the boat and work down on the outside and finishing each area off as I go along. So I started by digging out the old screw head filler on the cabin top and some small areas of soft and split laminate. These areas were then refilled with car body filler and left to cure. I then removed the cabin side windows, the front ones had already been removed. They were fastened by small stainless steel screws and washers on a bed of soft mastic. The outboard bracket was next to come off, I didn't like how it spoilt the look of the stem so I don't think it will be going back on, something for ebay I suspect.

MAY 23rd Monday

No work carried out on the boat today but I took a look through some classic boat books to get an idea of the colour scheme. Considering a colour scheme similar to the typical broads boats, with a cream or white cabin top matching with the hull colour and deck with varnished cabin sides, cockpit and stem. Have seen some nice dark colours I thought would be nice for the hull like blue or green, not quite decided yet.

MAY 29th Sunday
time spent 2 hours

Very warm day so made an early start to keep out of the sun, sanded off the filler that was applied earlier with 80 grit sand paper. Kept the sanding in line with the grain of the wood so as not to cause deep scratches in the wood. Cleaned down with white spirits and gave the cabin roof a coat of grey primer, a weak 50/50 mix with white spirits to allow it to soak right into the wood rather than sit on top. Had to work fast to keep the wet edge going with the hot weather but what a difference a bit of paint makes. I also removed the transom top edging and found the transom top to be very soft. There was also a split in the transom wood in the middle so I have decided to replace the whole transom as I want a good varnished finish to this.

MAY 30th Monday
time spent 2.5 hours

Another warm day so I decided to leave work early and spend some time on the boat. I sanded the cabin roof that I had primed yesterday with 240 grit sand paper. The paint had dried very well and was ready for cleaning down with white spirits ready for the next coat. I applied a second coat of primer this time with less white spirits 75/25 mix ratio, this seemed to cover very well so the next coat should be undercoat if it dries ok. Had a good look at the back end and started to remove some of the fastenings which hold the transom and rear deck onto the frame work. Looks like I will have to be

very careful not to damage the framework whilst removing the decking and transom.

MAY

time spent 8.5 hours

Costs £560 boat and delivery.

JUNE 4th Saturday

time spent 2 hours 15 minutes

I found there were quite a few small areas of roof that seemed to have split and were showing through the primer. These areas were sanded back and refilled with car body filler and smoothed in.

A third coat of primer was applied after cleaning the area with white spirits. This area now looks like it is ready for undercoating.

After painting I decided to resume work with the transom, the wood was finally taken out after removing some very stubborn brass screws but a lot of the edges still need to be cleaned up, a job for another day I believe.

JUNE 5th Sunday

time spent 1 hour

Made a good start on cleaning up the edges of the transom as the weather wasn't looking too good for another painting day. Care was taken here not to damage the outer edges of the hull sides, looks like the original transom was glued in place. The weather has beaten me today so it was time to cover up again.

JUNE 12th Sunday

time spent 1.5 hours

Sanded back the cabin roof with 240 grit paper this was then cleaned off and the first coat of undercoat applied in cream. The paint seemed to cover quite well so will have to see when its dry weather if it needs a second application. Once painting was finished I decided to continue with the transom but guess what, I was rained off again so back on with the covers

JUNE 25th Saturday

time spent 3 hours

Had a good look at the cream undercoat and found it to have covered quite well so on with sanding down again with the 240 grit paper. The weather was quite good so I decided to take stock and get the first coat of gloss on. Now the cabin top is starting to look something like. Whilst the paint was drying I got the rudder removed along with the stock and internal housing all of which was badly corroded and will have to be completely replaced.

JUNE 26th Sunday

time spent 2 hours 45 minutes

Wet flatted the cabin roof with 400 grit paper, cleaned off and applied a second coat of cream gloss. This seemed to react with the first coat so I stopped and will have to allow a longer period of time for drying. Back at my garage at home I had taken some of the parts off the boat ready for work on them when the weather wasn't good enough for working on the boat. Stripped old varnish off the cabin hatch and one of the handrails that had already been removed by the previous owner. Boring work but it has to be done and better to carry the work out a bit at a time.

JUNE 27th Monday

time spent 45 minutes

Went straight to the boat after work and wet flatted the cabin roof back again ready for it to dry properly before the next coat.

JUNE time spent 11 hours 15 minutes

Costs £0

JULY 2nd Saturday

time spent 3 hours

Weather quite warm again so another painting day, got the second coat of cream gloss on the cabin roof this time with no dramas. After cleaning the brush it was time to clean the edges of the cabin roof with a sharp chisel. I found using a chisel first then some fine sand paper gave best results. I also

made a start on cleaning the cabin sides of old varnish again with the trusty sharp chisel.

JULY 9th Saturday
time spent 2.5 hours

Very warm day so got to work early to avoid most of the high noon sun. I made a start on cleaning the hatch runners up with a chisel first and then sand paper also the roof beading edges got the same treatment.

Had to stop work as the sun was beating me so made for the computer and ordered the varnish for the boat from marine store.

I chose Decks Olje D1 and D2 for the job as it had some good reports. The Decks D1 would be applied only to areas like the cockpit where there would be a lot of use so would have a good rich but none shiny finish which would be easy to re-apply.

Decks D2 would then be used on top of D1 in areas like the cabin sides, handrails hatches etc that would benefit from a glossy hard finish which would look good (hopefully).

JULY 6th Saturday
time spent 1 hour

Applied Decks D1 to the cabin hatch and handrails that I had already prepared in my garage. Doesn't take long to apply but you need to keep going back over the areas to keep the stuff wet to allow for better wood penetration.

JULY
time spent 6.5 hours (on holiday in Devon)
Costs £78.26 Decks Olje varnish

(To be continued)

A Bit of Catching Up

From Ray & Anne Steele

- "Miss Vega"

Three years ago we decided that it was the right time to start looking for a cruiser that we would provide more comfort than our Silhouette "Auriga". Not yet, we declared, perhaps next year. We rather liked the idea of the Albin Vega after looking at a few other boats. They are fairly compact but big enough to take one or two crew in comfort, very safe and seaworthy (a Vega once held the record for its class in crossing the Atlantic), quite affordable compared with many. So we contacted Steve Birch who could be described as the 'Dennis Heald of Albin Vega's'. What didn't know about them would fill a postage stamp. Not only was he very helpful but also he told us that a nice one would be coming up in the future. Well the future turned out to be only a few weeks and we were off to Fareham to view "Miss Vega". The rest - as they say - is history. We more or less bought her on the spot, and soon joined Fareham Sailing & Motorboat Club. The owner agreed to allow us to use his mooring temporarily until he bought another boat. This did not last long and we found ourselves searching around for a new home.

Prior to this happening I had spent the last winter and spring designing and building my new trailer for "Auriga". I had got fed up with the constant stripping of bearings and brakes after every launching so decided to design a combination piggy-back launching trolley. This was tested at Draycote Water Sailing Club where we race dinghies on 700 acres of water as far from the sea as you can get. The trolley launch and recovery system worked perfectly. Whoopee I shouted, no more rusty bearings and brakes that do not work, no more rusty trailer slowly rotting away from the inside, no worry of wheels falling off. Shall I go on? Apart from that, I had heard a rumour that a law was imminent that would prevent road trailers used for launching from being used on the road. (Don't know if that has got any further).

Then I sold it with "Auriga"! No regrets, I hope the new owner benefits from

the system. If anyone is interested in carrying out such a conversion to their existing trailer they can contact me by e-mail. (resteele@ntlworld.com) I could supply working drawings and maybe put them in touch with someone who would do the work if needed. Since we sold "Auriga" we have been sailing and working (I think I have that in the wrong order) on our new to us "Miss Vega". She is a 8.2m (27ft to our generation) long keeler. We love her and she is as much a second home as a sailing yacht. She shares many of the characteristics of the later Silhouette' s in that she ' feels' safe, heels modestly, will enter shallow moorings at 1.2m. We keep her on the Hamble and complain annually at the high cost of keeping her on her pontoon mooring. Ray still races Fireball' s and currently helms a friends compositemostly at club level with the odd National Championship. In the summer we have often travelled down to the Hamble on Sunday evening after a good days racing in the Midlands.

When we set off three years ago for a the first weekend sail we took our son Chris, daughter in law Tina and our new grandson Joshua. He was six weeks old. How about that for your first log book entry? Over the next two years we made regular visits to work on "Miss Vega". Removed the head from the VolvoMD7A to sort out an injector problem; new sea cocks all round; replaced the rudder lower bearing; complete rewire including solar panel and wind charger, twin 110Ah house batteries, dedicated engine battery, GPS integrated with the laptop; new bow roller/head stay mounting and lots more.

Vega' s have deep lockers running all the way round the cockpit and you can be tempted to carry a considerable amount of tools and spares. When we owned "Auriga" she weighed in at around 300lb heavier than most Silhouettes on account of being set up for cruising. We don' t seem to have learnt our lesson because we still carry ' tons' of gear. Nevertheless "Miss Vega" still managed third place last year in the Solent Bash where we race round the cans down to Bembridge and back to Fareham. We were overtaken on the run home to the eventual winner and the second placed, by Vega' s carrying spinnakers (must get one for next year). Last year "Miss Vega" took us to the Channel Isles with visits to Guernsey, Jersey and Sark. This was her first long sail after completing more work on the engine and innards of the boat. We also purchased a life raft and a

inflatable. The best addition was a pantograph to carry the outboard. In the up position it is the stowage position for the outboard. It is an easy job to lower down to water level and transfer to the inflatable. The best bit is that when lowered it serves as an auxiliary engine. With the modest 2.2HP Mercury it will push "Miss Vega" along at 3-4knots. Vega' s are infamous for their seemingly not wanting to go in reverse until you have some way on. Now we have our own ' stern thruster' if needed by simply swivelling the outboard in the appropriate direction. Having experienced engine failure on other boats - always at the most inconvenient time and place, I was determined to have an ' emergency engine' that could be pressed into service when needed.

That brings us to 2005, when we had the idea of cruising Brittany and returning via Plymouth to take part in the Rally and take the pot for "The Furthest Distance Sailed To The Rally". That idea ended in March when our son Dave telephoned from the US where he lives and works. "Hi Dad, would you like to do a transatlantic delivery?" This requires some consideration with a lot of thought before one can make such a decision. I mean, there are probably more reasons why you should not go than reasons bwhy you should. So I said immediately "Yes please - when do we go". The boat in question turns out to be a 40ft thoroughbred racing Trimiran, purchased by a American gentleman whose home was near New York. That was in March, and from then until Jun we met and lived and worked on the boat preparing her for the longest sail of her life. The eventual journey was to be in two legs, and took us to the Azores where we spent a week carrying out repairs and soaking up the brilliant weather and enjoying the city of Punta Del Garda on the beautiful island of San Miguel.

We met many fellow sailors there and it is a place I shall never forget.

After leaving our own contribution to the wall paintings on the dockside walls we set off once more for the second leg of the journey to make our landfall in Newport. There is far too much to write about here but suffice to say the whole event from start to finish of my involvement was thrilling and fulfilling. There is nothing quite like completing your ' First Transatlantic' . At Newport the 120 mile down the length of Long Island Sound was like crossing over to Cowes. This all added up to over 4,000Nm of thrilling sailing. Meanwhile Anne had travelled over by air to meet us as we docked at the end of our journey, after a total of

21 days sailing. We topped this off by staying in the US for another month and got to sail with son Dave in his boat that we had worked on together over three years previously. In between we took part in the ' Black Dog Bash' a race run by NEMA (New England Multihull Association), in another multihull that Dave regularly races with the owner. That's why we didn't see you this year but we have not forgotten the Silhouette's. We still toast them when we drink from our prize glassware. All the best to our not forgotten Silhouette friends.

For your diary

February 2006.

- Sunday 26th – Essex boat jumble, North Weald Airfield.
<http://www.boatjumbleassociation.co.uk/>

April 2006

- Sunday 2nd – Norfolk Boat Jumble, Norwich,
<http://www.boatjumbleassociation.co.uk/>
- Weekend of 28th (bank holiday weekend) – Anglia group Spring cruise.

May 2006

- Saturday 20th – Suffolk Boat Jumble, Ipswich,
<http://www.boatjumbleassociation.co.uk/>

June 2006

- Saturday 10th to Sunday 11th – International Paints Rally, Rutland. (East Midlands Group)
- Sunday 11th – South Essex Boat Jumble, Basildon,
<http://www.boatjumbleassociation.co.uk/>
- Sailing in Holland 14th to 28th June contact Colin Campbell at cc.larkrise@rya-online.net
- July 2006 TBD – Brightlingsea cruise.

August 2006

- TBD – SOIA Annual Plymouth Rally.

September 2006

- Sunday 17th – Essex Boat Jumble,
<http://www.boatjumbleassociation.co.uk/>
- TBD – Broads meeting.

Items 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.

Very nice S III with polycarbonate bolt-on windows, all new exterior wood work with five coats of varnish, new upholstery, rudder reconditioned, S.S. pulpit - on road trailer with docking arms, two new tyres and spare wheel. £1750. Tel: 01590 673606

For Sale S11 GRP. 2 sets of sails. 4 hp outboard. Excellent order and well maintained Association boat with history. Nice condition. Trailer. £ 1400. Tel 01903 609358 (Sussex)

SILHOUETTE MK11 - TRAILER SAILER

17.3FT MARINE PLY "CLASSIC" BERMUDA RIG Two Berths with cooker & washbasin Equipped as follows:

Road Trailer (Average condition) Two Main Sails. Two Head Sails (one Brand New), Roller Reefing Main Boom (Traditional) Plastimo Roller (Head Sail) Two Round Hooks & Mud Weight. Bilge Pump.

Cockleshell has been in storage near Shaftesbury for the last two years as a project to prepare her for use on the sea. This only involved preparing the hull for antifouling but this will need completing. Topside has recently been re-varnished. I have had much fun with her on the Broads but have since taken up offshore sailing on another boat hence the work not yet finished. If you are interested please ring Adrian on 07771 830748 (Day) or [01747 858226](tel:01747858226) (Evenings). Open to offers, as buyer will need to collect

SILHOUETTE MK II: SAILS - GENOAS, JIBS, MAINS, STORM JIB, STAINLESS PULPIT, WOODEN BOOM, BRASS BILGE PUMP, RIGGING, MANY OTHER BITS AND PIECES.

CALL FOR DETAILS AND LIST

ALSO CLASSIC MIRROR DINGHY SAIL No 110 FOR SALE

WILL BASSOM 01428 727748 MOB 07749 877 259

For sale Silhouette S11 Wood Hurley built 1961. Restored to a high standard Keel bolts up , Recent out of water survey (Deposited with John Clawson) Asking £3000.00 ono Tel 01977 617353

Silhouette S11

Marine ply. Jib, main and storm jib. Spare mast and boom. Anchor & chain . New keel bolts, bilge keels, skeg and rudder stock, Johnson 5hp long-shaft outboard – little used since new. All in excellent condition. Trailer. Lying Sussex. **£1550** Tel 01825 712788

New Yamaha 4hp. Four stroke longshaft outboard, with integral fuel tank and also a 12 litre fuel tank with fuel line. List price £660 – will accept £495. No offers Tel 01590 673606

Free to good home – Wooden S11 in reasonable condition. On trailer (not suitable for long tow) Colin Campell 0131 – 316 – 4280 (Edinburgh)

S111 for sale One previous owner from new. Excellent condition with almost new mariner five. New windows fitted 04. s/s cooker with gas bottles Mainsail, furling jib or genoa. Lloyds certificate. Full inventory. Lying ashore Plymouth. £2200 ono Tel 01752 301611

For Sale S11 “Willow” New Hong Kong sails plus used jib, cruising chute as new, fenders. Warps, cooker, 4hp Yamaha o/b F& R road trailer £1500 tel 020 8807 1857

Handheld V.H.F. – XM 2000 -£50

Navico TP100 tiller pilot with 110 AH leisure/marine battery. £120
New Galvanised Bilge Keels for wooden S11 - £75 *The above items are available at ; Tel 01590 673606*

Evinrude 3HP

Twin cylinder outboard motor circa 1991, short shaft, clutch, pivot reverse. integral fuel tank. Although not used for 5 years it has just undergone a full service and is therefore ready for the 2006 season. A smooth and lightweight compact motor for a small boat.

£200 o.n.o contact roger ,East MidlandsGroup.

Home 01636 677952 Work 01636 615847 E-Mail
roger.mackinder@clgplc.co.uk

New members

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

630 Jim Manning of Chesterfield

631 Richard Tiller of Pennally Pembs 01834 871699

632 Tony Ockedon of Fareham 01329 825237

633 Michael Bamber of Argyll

634

635 Alan Chisholm of Killin Perthshire 01567 820345

SOIA Membership Application

I wish to register as a member of The Silhouette Owners International Association for the year 2006.

Please use block capitals

Surname.....First name.....

Address

Town/City.....County.....

Tel Email.....

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

Other.....Sail No.....

Boat name Moored / kept

I enclose my subscription of (UK members £20 + £2 joining fee, Overseas members £20 + £2 joining fee) Membership includes the supply of an SOIA Burgee. Please send to the Hon. Secretary Mrs. Barbara Heald, 18 Bitterne Way. Lymington. Hampshire. SO41 3PB.
Telephone number; 01590 673606