

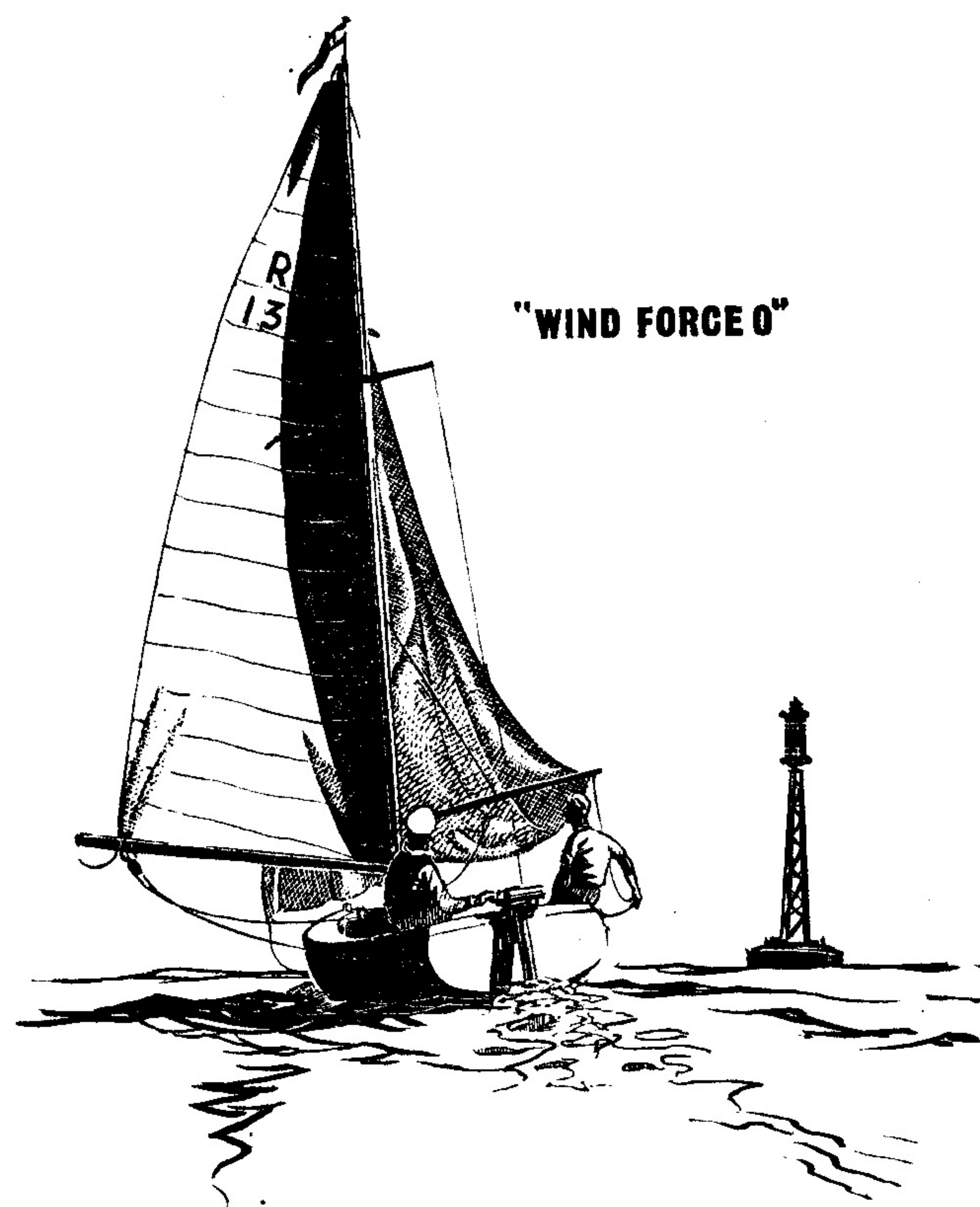
The Silhouette Owner

The journal of the Silhouette Owners' Association

Number 10.

September 1961

Price 6d.



BRITISH SEAGULL
"The best Outboard Motor for the World"

THE BRITISH SEAGULL CO. LTD., FLEETS BRIDGE, POOLE, DORSET. Tel.: POOLE 1651

Contents

IRISH SEA CROSSING 3	BUILDING AT HOME By Robert Tucker 9
THE THOUSANDTH SILHOUETTE 5	CRUISE TO CAERNARVON By Philip Austin 10
THE CALAIS FLEET 6	RIVER VOYAGE By Donald Wynn 13
BRISTOL CHANNEL GROUP . . 6	NW GROUP HEADQUARTERS . 16
MENAI STRAITS REGATTAS . . 7	THE NEW SILHOUETTE By Hazel Folkes 16
AVON GROUP 8	
THE DINGHY PROBLEM . . . 8	

A Notable Month

AUGUST, 1961, in spite of wretched weather, has been a splendid month for Silhouettes. First, we congratulate *Dolphin*, *Buttercup II*, *Kotka*, and *Two Gees*, and their masters and crews, for making really notable passages from Anglesey to the Isle of Man and back. The Irish Sea is no millpond, and this crossing to the Isle of Man involves some 53 miles of open sea. Night passages in both directions were made without incident and, what is more, almost all the fleet kept together—a remarkable piece of collective navigation at night in small sailing boats. This journal, being primarily concerned with Silhouettes, must naturally give pride of place to the Silhouettes which made the crossing, but we must also place on record our tribute to the other small boats—all slightly larger than Silhouettes, but still small boats—which sailed with them: two Caprices, a Leeward and a Mystic. The owners of *Sampan* and *Sainfoin*, *Eileen* and *Karena* are all associate members and good friends of the NW Group of the SOA, and we are proud to have them with us in the fellowship of the sea. We must also acknowledge the kindness and good fellowship of Judge Meurig Evans, who sailed with the Isle of Man fleet in his much larger 8 tonner, *Maid of Skye*. If any further proof were needed that the Silhouette II is a sturdy boat, with fine seakeeping qualities, this two-way passage to the Isle of Man surely provides it. A few days after this journal appears in print some twenty Silhouettes (weather permitting) will be crossing the Channel from Dover to Calais. We wish them every good fortune. May we thank the kind members of the IOM Yacht Club and other friends in the island for all their hospitality to our members? And may we also thank, in advance, the French yachtsmen in Calais who have prepared a welcome for the Dover-Calais fleet? These things are part and parcel of what gives the fellowship of the sea its meaning. They make us proud and grateful. August has also been notable for the appearance

lively
minds

(like yours)

like



of Silhouettes for the first time in the Menai Straits Regattas—the second oldest, and now the largest, festival of yachting in British waters. Finally, August has seen S II No. 1,000 make her way from Hurley's yard at Plymouth to an owner in West Germany. We extend to A. G. Hurley and to all his people at Plymouth our most cordial congratulations on a notable achievement in British yachtbuilding.

Irish Sea Crossing

From Our Special Correspondent
Glyn Garth, Anglesey

A LITTLE fleet of four Silhouettes and three other bilge-keeled small boats sailed proudly into the anchorage off here about 09.00 hrs on Monday, August 7. They had just come back from the Isle of Man, after making a notable two-way passage across more than 50 miles of open Irish Sea.

The Silhouettes were *Dolphin* (Herbert Firth), *Two Gees* (Geoff. Walton), *Buttercup II* (Ron Bradbury) and *Kotka* (Ian Holyman). The other boats were *Eileen* (Leeward, Storm Bate), *Sampan* (Caprice, Don McKnight), and *Sainfoin* (Caprice, James Berry). A Mystic, *Karena* (Wilfred Jacques), which went to the Isle of Man with the fleet on Sunday, July 30, came back on her own on the previous Wednesday. All the owners are members or associate members of the North West Group of the SOA. Herbert Firth, Hon. Secretary of the NW Group, acted throughout as Commodore of the flotilla.

The trip to the Isle of Man was planned by the committee of the NW Group, and the detailed arrangements were made by Herbert

Firth, Geoff Walton and Storm Bate. Much care and thought went into safety precautions, navigation, and signalling arrangements by which the ships at sea could keep in touch with one another. In the event nothing went wrong, except that the ships on the passage to the Isle of Man travelled much faster than estimated. Speed on the passage over never fell below five knots. Judge Meurig Evans, in his 8-ton Hilliard sloop *Maid of Skye* sailed with the fleet for company and to be at hand in case of need.

The fleet assembled at Glyn Garth on Sunday afternoon, July 30, and made fast to the Gazelle jetty. The time of departure was fixed for 16.15 hrs, and was adhered to strictly. At 16.15 the first boat cast off and was under way, and by 16.20 the whole fleet was making out towards Puffin Sound and the open sea before a pleasant wind from the WSW, about Force 3. The fleet took its departure from Puffin Sound at 17.23 hrs, and by 03.00 hrs on Monday morning, July 31, was off Douglas, IOM. It was making for Port St Mary, and stood around off Douglas until it was light. A heavy rainstorm before reaching Douglas reduced visibility to next to nothing, and *Two Gees* lost touch with the rest of the fleet. But she made her own way to Port St Mary and met the rest of the fleet there.

At Port St Mary, Colonel H. O. W. Fowler, a member of the SOA, and the officers and members of the Isle of Man Yacht Club had prepared a magnificent welcome, and throughout their stay in the island the visitors met with really wonderful hospitality. The Port St Mary Town Regatta was held while they were there, and the Regatta Committee put up a magnificent cup to be competed for in a race by the Silhouettes. This was won by Ian Holyman in *Kotka*, with *Buttercup II* second and *Two Gees* third. It is to be held for a year, and Ian Holyman brought it back to the Gazelle at Glyn Garth, where the proprietor, Luther Jones, a good friend to Silhouette owners, has agreed to keep it on display.

Willfred Jacques, in *Karena*, had to come back on Wednesday, August 2, and as the weather was fair he decided to sail alone. He made an excellent passage, and arrived at the Gazelle early on Wednesday evening.

The rest of the fleet set off for home at 05.00 hrs on Thursday morning, August 3. But about two hours out from Port St Mary, Judge Meurig Evans, in *Maid of Skye*, came alongside Herbert Firth in *Dolphin* and said that in the light of the latest weather report he thought it inadvisable to go on. Herbert Firth agreed, and the fleet loyally put back to Port St Mary. It was just as well it did so, for by Thursday afternoon a full gale was blowing in the Irish Sea, and conditions on the route to Anglesey became very bad. The visitors took advantage of their enforced return to the island by inviting some of their friends to an impromptu dinner at the Carrick Bay Hotel. Judge Meurig Evans presided, and a very good time was had by all.

The weather remained bad over Friday and Saturday, but improved on Sunday, and the fleet left Port St Mary on the Sunday evening, making the anchorage at the Gazelle on Monday morning.

The SOA is deeply indebted to Judge Meurig Evans and his crew on *Maid of Skye* for sailing with them, to Colonel Fowler, and to Mr Norman Quillan, the hon. secretary of the IOM Yacht Club, and to all the club's officers and members for their great kindness and hospitality.

Hilary McKnight, who was married to Don only the day before setting out to the Isle of Man, sailed with her husband in *Sampan*. Mrs Bate sailed with Storm in *Eileen*, Mrs Audrey Berry sailed with her husband in *Sainfoin*, and Mrs Audrey Jones also sailed in *Sainfoin*, crewing with her husband John. Mrs Wilfred Jacques sailed with her husband in *Karena*, crewing with Wilfred Jacques's brother. Others who crewed included Jack Hillard and James Kirkpatrick (*Dolphin*), Peter Smith (*Buttercup II*), Herbie Walton, son of Geoff Walton (*Two Gees*), Dick Field (*Kotka*), Nield Fielding (*Eileen*).

* * *

Editor's note. The above is a brief report of a really notable passage by a small Silhouette fleet. Logs were, of course, kept by the masters of the boats concerned, and we hope to publish extracts from these logs, giving navigational details, later.

The Thousandth Silhouette

SILHOUETTE No. 1,000 is about to leave her builders, A. G. Hurley (Marine) Ltd., of Plymouth, en route to Herr G. Thomat, of Bremen, who is the yard's main agent in West Germany, where the class is beginning to grow rapidly. As a result of Hurley's exhibition of a Silhouette at the Geneva Show earlier this year, agencies have been established in Germany, Switzerland, Austria and Italy, and more than a quarter of this year's production is being exported to Europe. And since 280 of these Robert Tucker designed sloops were built in Puymouth in the first half of this year of 1961, this will represent a very significant contribution to Britain's export drive.

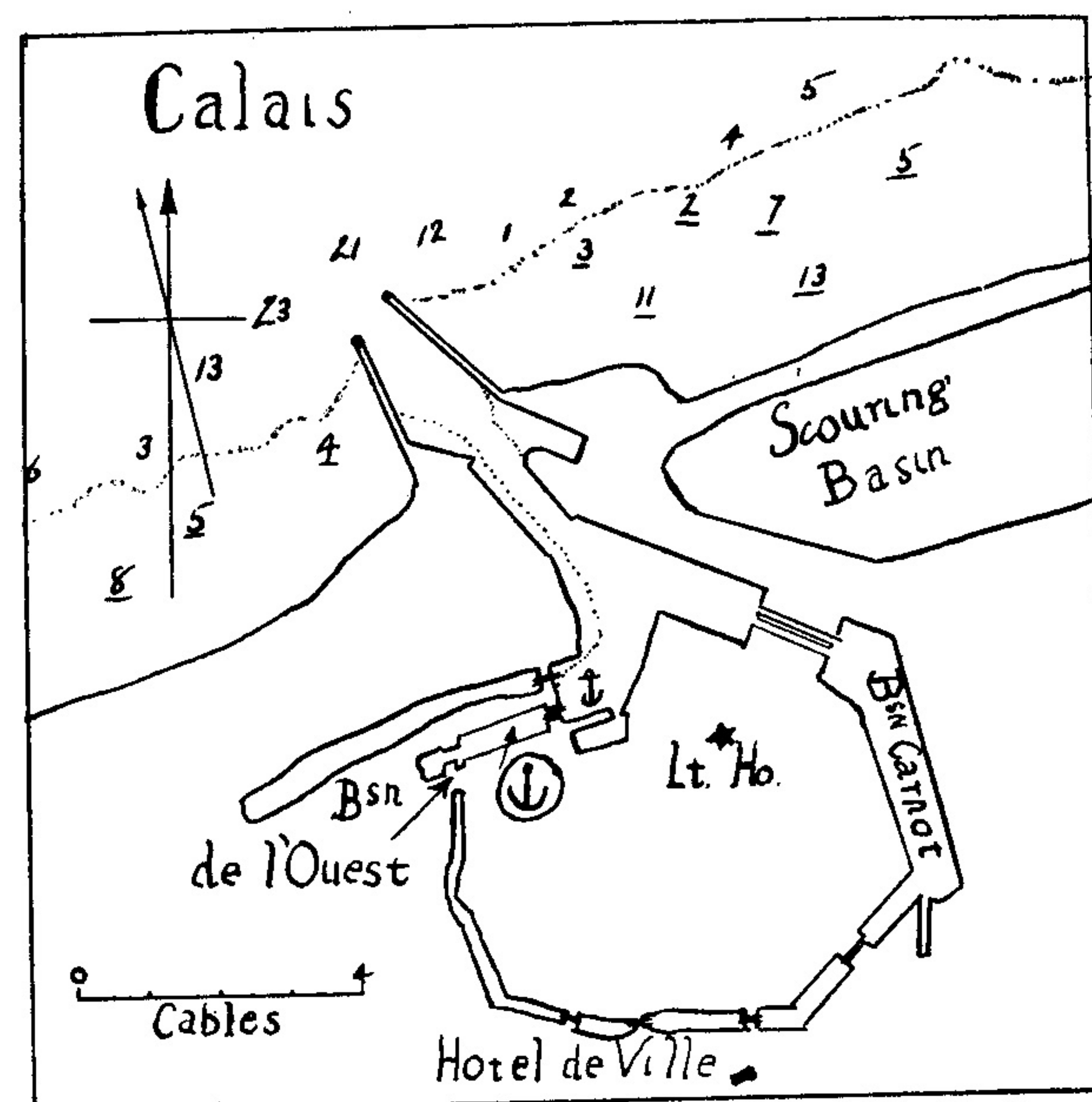
The thousandth boat is a land mark in any class, and although it is now small fry in some of the well-established dinghies it is a major event in the world of cruising yachts. Indeed, it is probable that this makes the Silhouette the largest class of sailing cruiser in the world. About 850 of these cruisers have been built by Hurley's yard since 1957, when building began in a small way; and when it is realised that something like 500 have been built within the last 18 months, this achievement is one of which we can be very proud.

Although a detailed breakdown has never been attempted there are about 300 Silhouettes in North America, and about 500 in the United Kingdom, the remainder are scattered throughout the world, including Denmark, Germany, Austria, Switzerland, France, Spain, Italy, Malta, Turkey, Africa, Australia, New Zealand, and South America.

INSURANCE. Edward Lumley (Yacht Insurance) Limited, Lumley House, 43/51, St Mary Axe, London EC 3, offer special facilities to members of the SOA for all forms of marine insurance. Details from Hon. Treasurer.

The Calais Fleet

SOME twenty boats are expected to make the crossing from Dover to Calais on September 2. George Oliver, hon. secretary of the SOA, has done a splendid job of work in finding out, and collating, people's needs and intentions, so that those who want to spend more time in France know who else will be there, and those who have to come back quickly know who is likely to be with them.



This chart of the entrance to Calais has been generously lent to us by the editor of *Yachting Monthly*. It accompanied Mr John Mannering's article on the approaches to Calais which we reproduced from *Yachting Monthly*, with permission, last month.

Bristol Channel

OWNERS in the Bristol Channel area have got together and formed a group of the SOA, with Mr Cyril Watts, of 5, Vassall Road, Fishponds, Bristol, as correspondence secretary. The group hopes to arrange a meeting on board the *John Sebastian*, the Cabot Cruising Club's headquarters to discuss its future programme. All Silhouette owners who live in the Bristol area, or sail in the Bristol Channel, will be sure of a warm welcome if they get in touch with Mr Watts.

Menai Straits Regattas

F. V. BELLIS, a member of the NW Group of the SOA and of the Menai Bridge Boat Club, earned a pleasant little niche in yachting history on Monday, August 7, by bringing home his *Silhouette II*, *Fenton*, as the winner in the first race for Silhouettes ever sailed in the Menai Straits Regattas. These regattas—the Menai Straits Fortnight—are the second oldest yachting festival in Britain. In numbers of entries they are now even larger than Cowes. This year, for the first time, Silhouettes were included in the official programme. The race on Monday was sailed in difficult conditions, with little wind against a fierce ebb in the Straits. *Fenton* was an excellent winner, with *Ljubljana* (E. V. M. Vine, another member of the NW Group) second. On Tuesday and Wednesday, August 8 and 9, all racing was cancelled because of wretched weather. Silhouette results during the rest of the week were:

Thursday, August 10: 1, *Tango* (F. Williams, Rhyl YC), 2, *Chota* (J. K. Parry, Rhyl YC).

Friday, August 11: 1, *Chota* (J. K. Parry). There were a number of retirements from lack of wind.

Beaumaris Town Regatta

THE race committee of Beaumaris Town Regatta generously included a race for Silhouettes on Regatta Day, July 22. Seven boats started, which was a pretty good turn out for a start at 12.30 on a Saturday, with many owners having to travel 100 miles or more to get to their boats on Saturday morning. Conditions were good, with a fair wind, and a brisk race was won in fine style by C. W. and Hazel Folkes's *Alouette* (sail number 842) in 1 hr 51 mins 3 secs. There was a great tussle for second place between Ron Bradbury's *Buttercup II* (818) F. V. Bellis's *Fenton* (677) and Derek Birse's *Blue Jay* (619).

Blue Jay might well have got the gun, only at the last moment she made one of those incomprehensible errors which are part of the human lot of sailing, by turning on a tack on which she just could not lay the finishing line. In the event *Buttercup II* was second in 2 hrs 1 min 20 secs, with *Fenton* taking third place fifteen seconds later. *Two Gees* (Geoff Walton) came forward, with *Dolphin* (Herbert Firth) fifth, both only a few minutes after the leaders. *Blue Jay*, after a splendid race which would thoroughly have deserved second place, apparently did not cross the line after her tacking error, and was regarded as having retired. *Mary Lane* (John and Helen Anderson), somewhat handicapped by her young crew of David (4) and Timothy (2) also retired after running foolishly on to a sandbank. Her master and

THE SILHOUETTE OWNERS' ASSOCIATION

Officers and Committee

Chairman : Bernard Collins, Hilltop, Lincoln Road, Rochford, Essex. Rochford 56876

Vice-Chairman and Hon. Editor : J. R. L. Anderson, The Old Hall, Marple, Cheshire. Marple 1458

Hon. Secretary : G. R. Oliver, 52, Middle Road, Higher Denham, Bucks. Denham 2602

Hon. Treasurer : O. W. D. Akers, 11, Daleham Drive, Hillingdon, Middlesex. West Drayton 2712

Sail Number Registrar : W. H. Chambers, 79a, Adelaide Grove, London, W.12. Shepherds Bush 3856

S. Morgan, 44, Station Crescent, Rayleigh, Essex.

Herbert Firth (co-opted member) 5, Mossgrove Road, Timperley, Cheshire. Altrincham 0765.

Hon. Technical Adviser : Robert Tucker, 58, Southbury Road, Enfield, Middlesex.

The Association exists to promote the interests of Silhouette Owners throughout the world. The annual subscription is 15s.

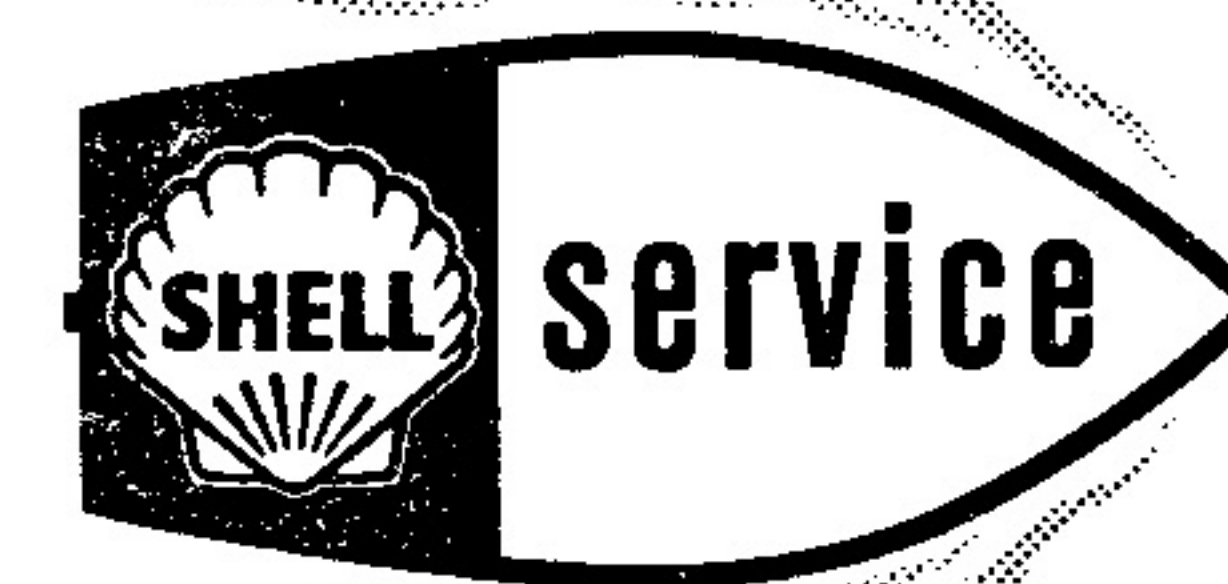
mate jumped overboard and got her off without much trouble, but by then it was a matter of "setting the Seagull topsail" and getting back to moorings quickly to change into dry clothes. After the prizegiving in the evening, C. W. Folkes generously celebrated his beautiful winner's tankard by standing everybody drinks at the Gazelle.

The North West Group is most grateful to the Beaumaris Regatta Committee for including Silhouettes in its programme this year, and expresses its appreciation and thanks for such a very friendly gesture of welcome to the Silhouette fleet in Menai waters.

Avon Group

AN Avon Group of the Silhouette Owners' Association has been formed, with Mr E. G. Oldham, of 206, Hagley Road, Edgbaston, Birmingham as Hon. Secretary. Eight people attended the inaugural meeting at the Fox and Hounds, Bredon, and the group already has four boats, with the promise of three more to come. This will make a useful fleet of seven Silhouettes on Avon waters. The group has enterprising plans for buying a stretch of river bank for its own moorings, and to build a club house, and it hopes to arrange various river cruises, and some racing. During the winter it has plans for lectures on seamanship and navigation. All new owners of Silhouettes in the Avon-Severn area are invited to get in touch with the Hon. Secretary. We congratulate the founder-members on their enterprise, and wish this new group of the SOA every success.

Shell Serves Silhouettes . . .



for motor boats

Owners of powered Silhouettes are sure of getting the correct grade of lubricant, and the recommended petrol/oil ratio at the sign of the Shell Service for Motor Boats. There's everything you need to keep your engine in peak condition . . . just come alongside wherever you see the Shell Service Sign. Ask for descriptive folder.

**SILHOUETTES
CAN BE SURE
OF SHELL**

Building at Home

ROBERT Tucker writes: Mr. Reynold's letter seems to call for answers. Here are a few points from the design side.

Fastenings. Bronze screws are worth the extra cost to the amateur builder, but are 50% dearer than brass. Since there are about 20 gross of screws in a Silhouette, this is a substantial increase in cost. Some of the early brass-fastened Mark I's have given no fastening trouble in their seven years of existence to date.

Glue. Screws and glue are tied together. My preferences are for Cascophen and Beetle, but both are harder to use than Aerolite, and more difficult to obtain in small quantities. I would be quite happy with either of these, plus brass screws. Cascophen, like Aerodux, is a resorcinol, while Beetle and Aerolite are urea formaldehydes.

Ply. I can specify only Thames ply or Marinaply, with five homogeneous laminations of Makore. This arises from trouble in America, in 1959, with delaminations and surface blackening, as a result of which the two named manufacturers guaranteed their product against delamination; the blackening problem is well-nigh insoluble. The laminations are of equal thickness when pressed, but the surface veneers are then planed. It would be wonderful if somebody would make a ply with even-thickness finished veneers.

Rig. The correct mast size is 3" x 2 1/4", and I was not aware of variations, although I do not disbelieve them. It is to be regretted that, owing to a misunderstanding during development, many masthead rigged boats have swinging spreaders, and thus lack adequate support. They are being fixed on all current boats, and owners should lock their swingers solidly when the opportunity arises.

If a storm jib is set from the spreaders it will have to be set flying, for one could not have an inner forestay—it would make handling the working jib a nightmare. So the luff hanked to the present forestay will

probably be straighter than one set flying lower down, in spite of the stretch of the long halliard. The idea is sound, but only if one accepts a loose luff or inner forestay. Of course, having used runners when racing half-raters on very narrow waters, they do not worry me, but only the ocean-racing fraternity will accept them now. (All right, I don't use them on my own boat!)

Outboards. If a well is used it should be made so small that the lower unit will just go in diagonally. The bottom should be sealed with a sheet of rubber, in which is cut a large S-shaped slit to permit passage of the lower unit; this greatly reduces splash and uptake of exhaust fumes. The ubiquitous Seagull needs an extended induction tube fitted to the carburettor intake to prevent its inducting its exhaust. Some Silhouette owners have found this combination really first class. Putting the well behind the rudder would mean a very good chance of mutual fouling—there is insufficient space. Incidentally, the well was devised by Ole Evinrude around 1928, and is now coming back into favour in the commercial world.

Outboards sliding in sail tracks are standard fittings on Debutantes, whose transoms rake forward. The aft rake on the Silhouette may be just sufficient to make it awkward to ship the engine, or just not enough to be difficult: on a Mystic, for example it would be impossible.

Cruise to Caernarvon

By Philip Austin

I SUPPOSE I am fortunate; most of my sailing seems to be fraught with frustrations or minor tragedies at the outset, but always by the time I set out for home I discover that I have thoroughly enjoyed myself. This is better than setting off blithely and ending up shipwrecked. To cite just two minor episodes from this year's saga. I trailed down to the Menai Straits at the beginning of the season a total stranger, worried a little at the problem of launching single-handed, arrived to find a Force 8 in progress and no hope of launching. The only thing to do seemed to be to trail back to Liverpool. Then I ran into the NW Group of the SOA, and within minutes found not only offers of a dozen hands to help launch the next morning but an invitation to spend the night—this after ten minutes' acquaintance.

Again, on my second trip to the Straits with an American colleague, I found that I had left my dinghy oars on board. Foolishly heeding my friend's advice, I set out in the dinghy with a piece of wood as a paddle. I had not reckoned with the strength of the Menai ebb, and when I missed the Silhouette by a yard there seemed nothing for it but a bouncy ride in the Irish sea. My paddle was useless for making headway and only spun my dinghy like a top. However, help was soon to hand in the shape of a fast outboard cruiser, and we ended up with an excellent sail.

All this is by way of introduction to the fact that the cruise of the North West Group to Caernarvon started in just the same way. The cruise was planned to start at 13.30 hrs on a Saturday. Suffering a bad traffic jam, I arrived at the Gazelle at 15.30 hrs, in a state of complete desperation. During the journey I had three times decided to sell the boat, and to abandon all hope of sailing henceforth. With no crew, I did not fancy trying my first passage through the Swellies on my own. There was nobody at the moorings and I mooched about pretty disconsolate and had just about concluded that the only thing was to make tracks for home when Herbert Firth appeared. Several people had been delayed, and the start had been put off to highwater at 18.00 hrs. We had tea and gathered scratch crews who were willing to make the trip, as three boats were single-handed, and at the appointed hour set out under motor, a goodish little fleet of four Silhouettes, one Leeward and one Caprice.

Wind was reported as Force 5 and was certainly gusting somewhat stronger down the Straits. This meant a slogging beat all the way if we sailed, so as we were making a late start it was decided to motor all the way to Caernarvon and get our sailing next day. To three of us it was our first experience of navigating the notorious Swellies, but with Herbert Firth leading the convoy and with high water slack as we went through it presented little problem. In fact, as we were to find out, the conditions made it deceptively simple.

The run down was pleasant enough, the seas being short and steep, so that we threw up a lot of spray and bumped about a bit, but conditions were ideal for working up an appetite. By 20.45 we had all assembled outside the swing bridge to the river where we intended to anchor for the night, and the fleet proceeded hell bent towards the bridge, sublimely confident that it would swing away in response to Herbert Firth's Tally Ho on his bugle. We seemed to get pretty close and I had visions of a spray of broken masts, but at the last moment the bridge cleared away, and we were through. In a matter of minutes we were tied up to the wall, hooks slung over our sterns, and had waded ashore through some thickish mud. Only Storm Bate had brought a dinghy, and he appeared to have already taken to his bunk and could not be roused. The first need was obviously food. One of the delights of the North West Group is the rare gastronomic treats which accompany each cruise. As usual, we spent the next hour scouring Caernarvon for an open Chippie. The town apparently has a system of staggered closing hours, specially arranged so that the doors shut in each café just as you arrive. However, by running quickly round one corner we managed to snarl up the system and carried off all the remaining fish and most of the chips in the one shop still open. These were forthwith eaten in great style off the edge of the harbour wall.

Next, Herbert was prevailed upon to knock up the Caernarvon Sailing Club, which looked very aggressively closed behind a massive bolt-studded oak door. Its secretary we found, and we experienced again that wonderful hospitality which yachtsmen always seem to extend to

one another. We were immediately invited in and given free run of the club, but then it was realised that there were women in the party and, alas, no woman is ever allowed to cross the portals of the CSC. With great alacrity and most deeply appreciated courtesy, the secretary found the Commodore, convened an extraordinary committee meeting, and voted the setting aside of a special room to which the ladies could be admitted.

We stayed for a most enjoyable hour, and then made our way back to the harbour. The slight air of disorganisation about the weekend still prevailed, for on arrival we found the swing bridge which we had to cross locked *open* for the night, leaving us with no official means of getting back to our berths. This final problem caused a certain amount of hilarity and within minutes two rather menacing-looking police officers appeared. For some unguided reason they decided that we were not loitering with any intent, and moved off, so that we were able to take temporary loan of a moored dinghy and get across, picking up Storm's dinghy for the final trip to return the boat. After a few canned beers and a yarn on Herbert Firth's boat we turned in at about 00.30 and slept very well in the calm and sheltered anchorage.

Next morning, having breakfasted and picked up fuel, we made out from Caernarvon at about 10.00 hrs, with quite a crowd from the local club to see us off. The wind was still around Force 5 and the seas were short and steep across Caernarvon Bay. The small fleet bobbing about line astern across the bay made a pleasant sight and we made the sheltered anchorage off Aber Menai at 11.30 hrs, well ahead of our rendezvous for lunch with the power craft from the Menai Bridge Boat Club. The only incident the morning brought forth was engine failure for Geoff Walton and his son, necessitating a short tow into the anchorage.

We put ashore in warm sunshine and admired the excellent views from the top of the sandhills. At 12.15 we started to put off in order to cook lunch, having seen the motor cruisers and the sails of two more Silhouettes and a Mistress off Caernarvon.

With only one dinghy, only half the crews were aboard when the first of the afternoon's incidents occurred. We had noticed Herbert Firth putting down what can only be described as a large conger hook by way of anchor. This decided to vacate its home in the sand and *Dolphin* proceeded to drag gracefully towards the uncovering sand banks where there was a considerable chop. Herbert and Storm immediately rowed manfully after her, and managed to get aboard just in time to get the engine started and away out of danger. The anchor still refused to hold however, so it was decided to hurry through lunch and set sail for home. We were soon away and, with the wind still fresh, running at a good pace back into the Straits proper. We were off, in fact, in such a flurry that no one noticed a manoeuvre by one boat which would have warmed the heart of any of Her Majesty's Destroyer Captains. In some way a Silhouette, mark you, managed to ram and hole (slightly) a 15 ton motor cruiser without visible damage or effect on the Silhouette.

The Dinghy Problem

IN the last issue of *The Silhouette Owner* you investigated the dinghy problem fairly thoroughly, and asked for other views. First, I agree with you that for a Silhouette a compromise has to be accepted, and one cannot expect to be able to get from shore to ship, or ship to shore, in all weathers in a tidal estuary. So we really come down to our minimum requirements, which are to transport two full size adults (or possibly three medium size) in sheltered conditions. A folding dinghy, such as Prout's, offers real advantages, but I would not want to stow it below deck—there is the question of room, and if one is just going off somewhere it will be wet, and therefore undesirable below. If non-folding, the dinghy must be light and easy to tow, and must be able to sit on the Silhouette when trailing. With the foregoing in mind I think there is a lot to be said for the Maximar Mouldings fibre glass "Shorty". Admittedly it does look rather like a bath, but 6 foot dinghies have inherent limitations.—R. N. Pegg, *Plas Wynne, Glynceiriog, Wrexham.*

Cruises

W NASH, in *Balarina*, spent a few days of a holiday in cruising from the Menai Straits to Nefyn, on the Llyn Peninsula. Don McKnight, in his Caprice *Sampan*, has cruised round the coast of Anglesey to Holyhead. The editor *The Silhouette Owner* is always glad to receive notes of cruises.

River Voyage

By Donald Wynn

OUR Silhouette *Swallow* (sail number 581) is moored in a rather narrow backwater off the Avon at Beechams Boatyard, Tewkesbury. At 11.00 hrs, the crew (James, 8½, and Donald, 6½) and captain went on board. Work was immediately started in stowing away the eight or nine bottles of "pop", brought with us for the benefit of the crew (and two bottles of beer for the captain), and in doing the general tidying up which, of course, should be done at the end of the previous cruise, but is always left undone.

A short delay was necessary to top up the oil level in the Stuart Turner gearbox. However, after hoisting the Red Ensign on the small flagstaff above the transom, moorings were slipped at 11.15. Then followed the somewhat dubious manoeuvre of turning the boat round in the confined space and shallow water, before proceeding under motor down the backwater into the open river to find a suitable tying up space

on the windward bank, to enable the captain and crew to have their elevenses before hoisting the sails.

With mainsail set and furling gear on the jib checked, the temporary tie up was cast off, and we were under way.

The object of this part of the programme was to reach the pre-arranged position on the river bank for the lunch rendezvous with the captain's wife. As our course lay almost directly into wind, a pleasant hour was spent in exhilarating tacking, being careful to avoid interfering with the fishermen evenly spaced along both sides of the river, usually just where one needs to come about.

With the youngest member of the crew seated on the bridge deck with his legs inside the cabin, and the eldest member attending to the jib sheets, we felt we would be a reasonable subject for the 15 or 20 ft of film which the captain's wife had promised to run through the cine camera as soon as we were in range. The day, it should be mentioned, was the hottest day of the year so far, with the sun blazing down. A weather eye was kept on the effect of too much sun on the young members of the crew, although in actual fact, at the end of the day it was the captain who suffered from this, and not the crew.

The rendezvous was arrived at, and the captain's wife having been spotted on the bank with her Anglia car loaded up with provisions, several intricate manoeuvres were performed in fairly close proximity in shallow water for the benefit of the ciné camera. It was a disappointment to find on tying up that the object the captain's wife was holding was a small tin of biscuits, and not the ciné camera, which she had unfortunately overlooked in the last minute rush to pack the cold chicken and salad, arranged for the benefit of the hungry crew. However, this disappointment was soon forgotten under the soothing effect of the aperitifs consumed on board and the disappearance of the first four bottles of pop by the crew. Over lunch, plans for the afternoon cruise were finalised, and it was decided to run with the wind up the river past Twyning as far as Bredon, where it was known that there were shady places to moor for tea.

Twyning, which seems to consist mainly of the Fleet Inn, on the North West bank, was, we consider, skillfully negotiated. This term is used because, particularly at weekends, the river round Twyning is a mass of small craft of all variety, ranging from canoes to 35 ft motor cruisers. It is also often necessary to come about prematurely when tacking to avoid swimmers, added to which the bend in the river just here, and the clump of high trees backed by a small hill, often results in a sudden change of wind direction of up to 180°. It is not unusual to see sailing dinghies taken by surprise with change of wind, and laid down flat.

Bredon is about a mile further up river, situated on an almost right angled bend and is a picturesque setting for the private moorings arranged along the south bank. There is always plenty of interest here, as it is the headquarters of the Smith Instrument Company's sailing club, and the dinghies with brightly coloured sails add sparkle to the scene.

By this time the crew were showing impatience for tea, and pending a choice of moorings were lured back into some form of discipline by the issue of another two bottles of pop. Having spotted a new cruiser at moorings on the South bank, which answered the description of the one we had heard a friend was having built, we decided that a small vacant space on the lee side of this vessel would be suitable for our tea time mooring.

Swallow was brought up into wind to start the one or two tacks necessary to reach the chosen mooring place, when one of the fishermen to windward was heard to complain to his colleague that "it wouldn't be so bad if some of these sailing blokes knew how to handle their craft". Both members of the crew felt that the remarks could not apply to the handling of *Swallow*, but since we were by far the nearest sailing boat the captain felt that there was no doubt his handling of the ship was the subject of the criticism. On tying up, the sails were lowered and after a welcome break for tea on board, prepared by the captain's wife on our small galley, we enjoyed a tour of inspection organised by the owner of the adjacent magnificent motor cruiser. Whilst not our cup of tea, since there was no mast or sails to cause confusion, there is no doubt that those who like it can enjoy a magnificent existence aboard these cruisers.

As time was running out, and we had already been on the water for six hours, it was decided to make the return journey against the wind under the Stuart Turner. About an hour later we were back in Tewkesbury, and over a well earned gin and tonic (two more bottles of pop for the crew) we were rewarded by the sight of a pretty red sailed Silhouette entering and negotiating the back water under full sail, to tie up neatly to his moorings, apparently without a word being spoken by the captain.

A Wedding

DONALD Henry McKnight, only son of Mr and Mrs Henry McKnight, of Timperley, Cheshire, and a founder-member of the North West Group of the SOA, and Hilary Mae Jones, daughter of Mr and Mrs C. Jones, of Lower Broughton, Salford, were married at St Ann's Church, Manchester, on Saturday, July 29. The service was conducted by the Rev. Canon Eric Saxon, and the bride was given away by her father. Don and Hilary have been among the keenest sailing members of the group since its formation, and the group gave a small party for them on the evening of their wedding day at the Gazelle Hotel, Glyn Garth. The group also subscribed to a wedding present in the form of a set of decorated table mats, which were presented at the party by the Vice-Commodore, John Anderson, who, on behalf of the group, wished the bride and bridegroom every happiness in their voyage through life.

Headquarters for the NW Group

THE North West Group, now some forty members strong, is planning to provide itself with a clubhouse in Anglesey for next season. If consent can be obtained from the authorities, it is hoped to lease a small piece of land and to erect a Nissen hut near Beaumaris. The hut will be furnished and decorated by voluntary work by members during the winter. It is hoped to provide facilities for simple meals, for storing gear, and the like. It is also hoped to arrange by co-operative effort, a system of supervision for young children, so that they can be looked after safely on shore during important races.

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,
but this is free and true—
Advice from other salty souls,
and eager, willing crew.*

—Hazel Folkes.

THE ORIGINAL
SILHOUETTE CRAFTSMEN
ARE
ALWAYS AT YOUR SERVICE

A. G. HURLEY (Marine) LTD.
PLYMOUTH

Tel: 51417/8

Illustrated brochures and prices on request. H.P. terms available.

*Published by the SILHOUETTE OWNERS' ASSOCIATION and Printed by the
TRAJAN PRESS LTD., 432, Ashton Old Road, Openshaw, Manchester, 11.*