

The Silhouette Owner

The Journal of the Silhouette Owners' Association

Number 17.

April 1962

Price 9d.

*and the
Auxiliary...*



BRITISH SEAGULL

The best Outboard Motor for the World

THE BRITISH SEAGULL CO. LTD. "FLEET'S BRIDGE" POOLE, DORSET. "W" POOLE 1351.

Contents

BERNARD COLLINS	4	NEWS FROM THE AVON	
A NOTE FROM THE		By Gordon Allen	11
COMMODORE	5	FROM THE LOG OF THUBIANA	
ROBERT TUCKER IN BRISTOL	6	By Andrew Fane	12
SUMMER PARTIES	7	LETTERS TO THE EDITOR	17
THE NW PROGRAMME	8	FOR WOMEN	
WHAT'S IN A NAME?		By Anne Fowler and	
By R. A. Garrod	9	Margaret Croft	18

Preserving the Class

WE believe that the Silhouette II is now the largest class of sailing cruiser in the world, though the French Corsair may be running us fairly close. But high as our sail numbers now are, not all Silhouettes are officially registered, and the SOA's Registrar frequently gets applications for sail numbers for boats built several years ago. In some cases, the present owner does not know who the builder was; in others, there may have been home-building, perhaps begun by one person and finished by another. For one reason or another, authorised plans may not always be exactly followed, and boats may come into being which are called Silhouettes, but which would not be accepted as Silhouettes by anyone who really knows the Class. The National Committee of the SOA has given much thought to this problem, and has appointed a Classification Sub-Committee to work with the Registrar, Bill Chambers, in devising an up-to-date set of regulations with which (within certain permitted tolerances) all boats registered as Silhouettes should conform. The Sub-Committee is to report back to the next meeting of the National Committee on April 28. The Silhouette II is not a "one-design" in the strict sense of some dinghy classes, but she is a Restricted Class, and should conform in all fundamentals with the registered plans of the designer. Owners want, and should have, wide freedom of choice in the fitting of auxiliary engines (outboard or inboard), in the lay out of the cabin, and in many other details. But there must be limits to what is permissible: obviously the hull shape and measurements must be adhered to within strict limits, and such matters as the height above deck of the cabin top, which affect seaworthiness and stability as well as appearance, must be governed by strict regulations. We do not want monstrosities with huge built-up top hamper appearing on the sheltered waters of the Upper Thames (or anywhere else) and calling themselves Silhouettes. The National Committee has therefore decided to issue Registration Certificates to all recognised Silhouettes. After discussing the report of the Classification Sub-Committee, a form of declaration will be drawn up requiring the



always out in front

MARLOW

Terylene YACHT ROPES
MARLOW ROPES LIMITED

*The Synthetic Ropemaking Division of
Hawkins & Tipson Ltd.*

Marlow House · Lloyds Avenue · London E.C.3
Tel. ROyal 6044 (4 lines) Grams. Tipson Fen London E.C.3

Owner's signature to a statement giving name of builder, date of building, and a declaration that the boat conforms with Robert Tucker's registered designs for the Silhouette Mark I or II, within certain permitted tolerances. The committee hopes to appoint Official Measurers in all Regional Groups of the SOA, and where the builder is unknown, or in any doubtful cases, the help of an Official Measurer will be available to authenticate a boat. All registered boats will, of course, be liable to inspection by a measurer appointed by the Committee at any time, and on a change of ownership re-registration with the new Owner will be required. The committee regards this work as important, but inevitably it will take time, so please do not write and ask for Registration Certificates until a notice has been published in the *Journal* saying that they are ready. The committee has decided that Registration Certificates will be issued free of charge to Members of the SOA whose boats are entitled to registration (as, of course, they normally will be). Non-members will be entitled to apply to have boats registered (registration of a boat is quite separate from membership of the association) but in such cases a fee will be asked for the issue of a Registration Certificate. A good deal of work and some cost is involved, and the committee feels that while this can properly be regarded as a service to Members, it would not be fair to the membership to make a general issue of certificates without charge. These certificates will be valuable documents. They will not only authenticate boats for taking part in Class racing, but they will protect the purchasers of secondhand Silhouettes, and, equally, help to maintain the value of registered boats. Registration is in the interests of all who have the welfare of the Class at heart.

SOA ties

GEORGE Oliver writes to say that he can now obtain SOA ties. These are in a wine background, with the burgee woven in. The price will be 15s (including postage).

Bernard Collins

NO one has done more for the Silhouette Owners' Association than Bernard Collins, who has been our Chairman since November 1960. He has guided the SOA with wisdom and good humour through a number of reforms that might have led to many difficulties, and the fact that they have been successfully carried out to the great benefit of the association owes much to his understanding of people as well as sailing boats. For much of the past year Bernard, unhappily, has not been in good health, but he has never missed a meeting of the National Committee, and he has never failed to respond whenever there was a chance of doing anything for the association. At a meeting of the National Committee in London on March 10, Bernard resigned from the chairmanship, and it is typical of his thought for the association that his last official act as chairman was to move from the chair a recommendation that the chairmanship should be an annual office, so that the association can draw its leaders widely, and leadership can never become the prerogative of any individual or clique. Bernard also suggested that anyone who has been chairman should be ineligible for re-election to the chair for two years. The committee unanimously agreed to these proposals, and they will be put forward as a recommendation to the next AGM for formal incorporation in the association's rules.

John Anderson, vice-chairman of the SOA and Hon. Editor of the *Journal*, was unanimously elected to succeed Bernard Collins, and after some discussion it was decided to change the name of "Chairman" and "Vice-Chairman" to "Commodore" and "Vice-Commodore", as being more in keeping with the traditions of sailing bodies. John Anderson's first act on taking over the chair was to move a vote of thanks to Bernard Collins for his splendid work, and this was formally recorded in the minutes. Stan Morgan was elected to succeed John Anderson as Vice Chairman (now Vice-Commodore), and it was then agreed to create a new office of Rear-Commodore, without any formal executive duties, to which the committee may elect anyone who has rendered outstanding service to the association. There can be more than one Rear Commodore, so that in time the association will have a small group of senior officers, not involved in the day to day affairs of organising things, but available to give advice, and to be called upon to undertake any special duties. Bernard Collins was elected the SOA's first Rear-Commodore, and we are delighted to have such a distinguished holder of the office. We feel sure that all members of the association will join with the *Journal* in wishing Bernard a speedy return to full health.

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.

IMRAY & WILSON (YACHTING) LTD.

For All Silhouette Fittings

How about this for a Tender?

- * RUBBERISED FABRIC INFLATABLE DINGHY
- * THREE INFLATION COMPARTMENTS
- * 3ft x 6ft. 3in. externally.
- * 5ft. x 1ft. 3in internally.

ONLY £12 3s. 6d. PUMP £1 10s. 0d.

Carriage 7/6d.

141 CANNON STREET . LONDON EC 4

A note from the Commodore

JOHN Anderson writes: It is a little invidious to write a personal message in a journal that you happen to edit, but I hope that readers will forgive me if I use a little of our space to say Thank You to the committee for the great honour of being elected Commodore of the SOA. May I say, too, that I feel particularly fortunate in having Stan Morgan as Vice-Commodore to share the work of my year of office? Most small-boat sailors seem exceptionally nice people, but Silhouette sailors seem to stand out even among the small-boat community as a particularly grand lot. I think we are marvellously lucky to have such splendid members in our association, and I'm proud to do whatever I can for the SOA. We are still, as it were, rather "testing the wind." Membership has multiplied rather more than fourfold in less than eighteen months, and much of our work is still bound to be experimental. The formation of Regional Groups was a big change at the beginning of last year, and I was particularly glad to see representatives of a number of our groups at our last meeting of the National Committee. The groups are the sinews of the association, and the change of rules at our last AGM gives all recognised groups formal representation on the National Committee. I hope very much that all

groups will make sure that they are represented at committee meetings. I know it is a bother to travel long distances to get to meetings (I can speak from experience, for I have to travel 180 miles to get to London), but the work that we are trying to do is so very much worth while that I do ask the groups to try to undertake it. A voluntary association lives or dies according to the extent to which it really manages to serve its members. We want to help all Silhouette owners to make the most of their boats, and to get as much happiness out of Silhouette ownership as possible. But with the best will in the world, no committee can know everything that people would like done. The best way in which Silhouette owners can help forward the work of the association is to join in the activities of our groups, and for the groups to make sure that their wishes, and criticisms, are voiced by their representatives on the committee. May I conclude with a tribute to my colleagues on the National Committee? Much committee work is rather dull and tedious, but it is the imperative good housekeeping of any voluntary association, and we owe our committee members a great deal.

Robert Tucker in Bristol

ROBERT Tucker visited Bristol Channel owners on February 21 (regrettably just too late for a report to appear in last month's Journal). The occasion was a joint meeting with the Western Section of the Island Cruising Club and the meeting was held in the ex-lightship *John Sebastian* at the City Docks. This vessel is the headquarters of the Cabot Cruising Club, whose kind co-operation made it possible to assemble nearly 80 yachtsmen from other clubs in and around Bristol, who were anxious to join SOA members for the occasion.

Mr Tucker began by making some pretty firm remarks about safety at sea, and said that the Silhouette and similar craft had originally been designed for estuary and inshore "pottering", but people were now crossing to the Continent or Ireland in them, and safety harnesses and inflatable dinghies needed some serious thought. He had now designed a pulpit incorporating a chain roller for the Silhouette II. He conducted the rest of the session as a one-man brains trust, answering at length and in detail a wide range of questions from the audience, drawing on a long experience in design and yachting to do so. Questions relating to headsail rig, forehatches, buoyancy, trim, home-building and speed were among those covered, and the audience were startled by some figures for speed under sail 50 years ago which have scarcely been equalled to-day, let alone exceeded. It seems that experience and art still count for as much (if not more) in design, as formulas and the slide rule.

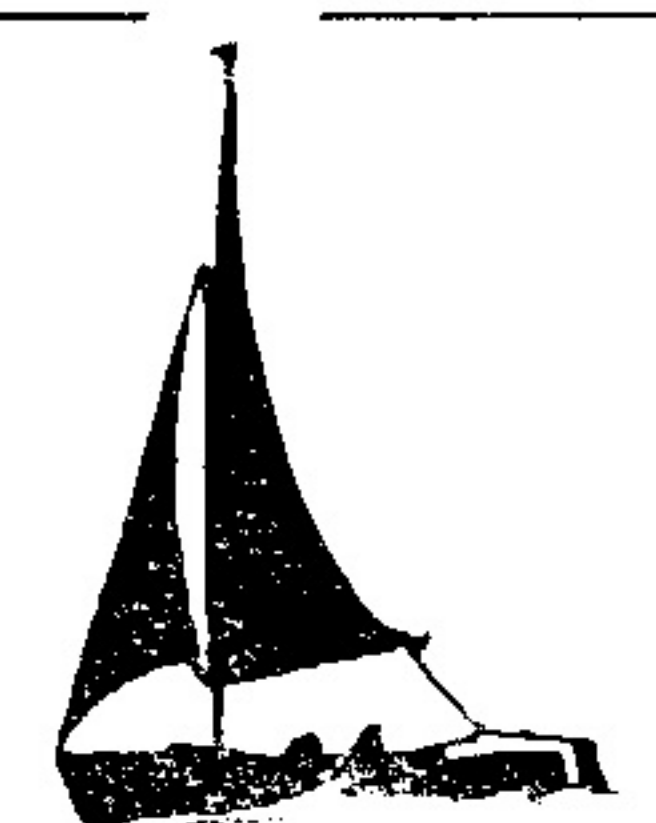
Mr Cyril Watts, Group Secretary of the SOA proposed a vote of thanks to Mr Tucker for coming to Bristol to talk to local yachtsmen

**SILHOUETTES Fibreglass & Marine Ply
available for demonstration.**

*Genoa — Spinnaker — Rigging in Stock.
Tallurit — Seagull — Spares with Service.*

NORTH WALES BOAT SHOP

Llandudno Junction 81073



and Silhouette owners, and expressed the meeting's appreciation of the absorbing way in which Mr Tucker had dealt with questions. He also expressed the SOA's indebtedness to the Cabot Cruising Club.

The chair at the meeting was taken by Mr John Corin, Rear-Commodore of the Western Section of the Island Cruising Club, and a very helpful member of the SOA.

A date for June

A SUMMER Gathering for members and friends of the SOA will be held at the Overcliffe Hotel, Manor Road, Westcliff-on-Sea on Saturday evening, June 23. This is during Southend Yachting Week, when the Russell Marine Trophy open to national competition among Silhouettes, will be sailed for. The committee has invited the French Corsair Association to send a delegation to our Summer Gathering, with a view to discussing an international challenge match between Silhouettes and Corsairs to be sailed in 1963. The party at the Overcliffe Hotel will start at 20.00 hrs. Tickets, 10s each. Will all those who think that they may be able to come please let the Vice-Commodore, Stan Morgan, 44, Station Crescent, Rayleigh, Essex, know as soon as possible? It will be a great help in making arrangements to have an idea of numbers to be catered for well in advance.

—and for July

THE North-West Group invites members and friends of the SOA from other areas to visit Anglesey during the weekend 21-22 July. The Saturday is the day of Beaumaris Town Regatta, in which it is hoped that there will be a race for Silhouettes, and there will be a party in the evening. Visitors without boats will be welcome, and those who would like to sail can be accommodated in boats of the NW fleet. If the weather is good, some accommodation can probably be arranged on boats for the Saturday night, but the group will also draw up a list of various bed-and-breakfast places. Will those thinking of coming please drop a note to Herbert Firth, 5, Moss Grove Road, Timperley, Cheshire, as soon as they can?

The North-West Programme

THE following programme of events for the season has been arranged by the NW Group in the Menai Straits. Members of the SOA from other areas will be welcome to take part in any of the events. On giving notice to the Group Secretary, Herbert Firth, moorings for visiting boats can normally be arranged.

All times BST.

		H.W. Glyn Garth		Sunset	Event	Start
		Time	Ht.			
March	31	07.14	18.5		Party at Gazelle	20.00
April	1	08.37	20.1	19.34	Club race	10.30
	7	13.29	26.1	19.44	Club race	10.30
	8	14.11	24.8	19.45	—	
	14	07.52	17.2	19.55	Club race	14.30
	15	09.01	18.3	19.57	RNLI pennant race.....	10.30
	20	12.05	22.9	20.05	—	
	21	12.32	22.9	20.07	Firth Cup race	11.00
Easter	Sunday					
	22	13.02	22.9	20.09	Cruise to Puffin	11.00
	23	13.32	22.6	20.11	Club race	11.00
	28	18.19	18.1	20.20	Club race	14.30
	29	06.55	19.3	20.21	Local cruise	10.00
May	5	12.24	25.6	20.47	Cruise to Conway	09.00
	6	13.08	25.0	20.49	—	10.30
	12	18.28	16.7	20.59	RAYC "race"	14.30
	13	06.58	17.1	21.01	RNLI Race to 10ft. bank	10.00
	19	11.31	22.3	21.10	Cruise to Caernarvon	10.00
	20	20.05	22.8	21.12	—	15.00
	26	14.12	20.7	21.21	RAYC "race"	14.30
	27	05.18	20.2	21.23	Invitation to MBBC	10.00
June	2	11.21	24.3	21.31	Preparation for Falmouth	
	3	12.06	24.1	21.32	—	
	9	16.38	17.9	21.37	Falmouth Cruise	
	10	04.55	18.2	21.38	(Details to be advised.)	
Whit	Monday					
	11	05.55	17.5	21.39	—	
	16	10.25	21.1	21.42	—	
	17	11.05	21.9	21.42	—	
	23	15.29	21.2	21.44	Cruise to Rhyl	09.00
	24	04.00	22.1	21.44	—	05.00
	30	10.17	22.6	21.44	RAYC "race"	14.30
July	1	11.07	22.9	21.43	—	
	7	15.14	19.6	21.40	RAYC race	14.30
	8	15.57	18.6	21.40	Club race	10.30
	14	09.03	19.1	21.35	Cruise to Nevin	07.30
	15	09.54	20.4	21.34	—	05.00
	21	14.35	23.2	21.27	Beaumaris Town Regatta	
	22	15.22	22.2	21.25	Invitation Week-end	
	28	09.09	20.4	21.16	RAYC Race	14.30
	29	10.08	21.2	21.14	—	
	30				Straits fortnight — details	
August	11				to be advised.	
	18	13.30	25.0	20.36	RAYC race	14.30
	19	14.15	24.5	20.34	Local cruise	10.00
	25	07.42	18.7	20.20	Cruise to Traith Buchan..	11.00

lively
minds

(like yours)

like



The NW Programme—continued.

	26	08.59	19.3	20.18	—	
Sept.	1	13.05	22.5	20.04	RAYC "race"	14.30
	2	13.35	22.3	20.02	RNLI pennant race	11.00
	8	17.56	17.4	19.47	Cruise to Caernarvon	16.00
	9	06.52	17.0	14.44	—	
	15	12.25	25.9	19.30	RAYC "race"	14.30
	16	13.09	25.9	19.28	Pegg Cup race	11.00
	22	05.58	18.1	19.13	RAYC race	14.30
	23	07.23	18.6	19.10	Local cruise	10.00
	29	12.05	23.0	18.55	Party at Gazelle	20.00
	30	12.35	23.1	18.53	—	

Signals and courses will be given prior to starts.

What's in a Name?

By R. A. Garrod

IN a recent article in one of the yachting weeklies, there was comment on some of the unusual names given to the fishing boats in Whitby; *Avenger* and *Lead Us* were mentioned. Having been quite frequent visitors to this part of the North East Coast since the war, we could add considerably to this list, with such names as *Pilot Me*, *Provider*, and *Easter Morn*. This type of name did not influence us, however, when we realised that for the first time we had a new boat on order, and unlike our previous purchases which, being secondhand, had already been christened, that this time we had to make our own choice.

Let us here give a hint of warning to any other prospective boat owner: *don't, whatever you do, ask for suggestions from other people.* To do so will lead to sheaves of names scrawled on odd scraps of paper, for it seems downright rude not to write down your friends' suggestions, even if you have no intention of using them.

THE SILHOUETTE OWNERS' ASSOCIATION

Officers and Committee—1962

Commodore: J. R. L. Anderson, The Old Hall, Marple, Cheshire. Marple 1458.

Vice-Commodore: Stan Morgan, 44, Station Crescent, Rayleigh, Essex.

Rear-Commodore: Bernard Collins, Hilltop, Lincoln Road, Rochford, Essex. Rochford 56876.

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

Hon. Treasurer: J. D. O'Brien, 12, Malpas Drive, Pinner, Middlesex.

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

National Member: Herbert Firth, 5, Mossgrove Road, Timperley, Cheshire. Altrincham 0765.

The Commodores and Secretaries of all recognised Regional Groups of the SOA are ex-officio members of the National Committee.

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

THE SILHOUETTE OWNER. The *Journal* of the SOA is published monthly, and is sent to all members by post.

Hon. Editor: J. R. L. Anderson, The Old Hall, Marple, Cheshire.

The Silhouette Owners' Association exists to promote the interests of Silhouette Owners throughout the world. The annual subscription is 15s (US\$ 55). Burees can be obtained from the Hon. Treasurer.

Hundreds of words were bandied about, every kind of wind instrument in an orchestra, all species of sea and land birds, every word that would be described by a popular BBC programme as *abstract*. It was all bewildering, so much so that the specification of the actual craft, and the attendant details, paled to insignificance beside the quest for the word or words that were finally going to be painted on the stern. A Silhouette is a small boat, and as "ette" is a normal suffix for something small, this seemed a natural choice for the end of the name. As the other half of the crew rejoices in the christian name of the flower of England, then *Rosette* it must surely be. Happy in the thought that this problem was at last solved, we made the mistake again of telling our interested friends of our decision. In every case the effect was the same, they rolled the name round the tongue slowly, then with a light of dawning in the eye, asked, "Why not make it *Rosetta*?" We endured this without comment every time until whoever's job it is to allocate sail numbers decided that ours would be 999. This sparked off a new train of thought, and *Dial*, *Policeman* and any word that could be vaguely connected with emergency was added to the list. But now it been finally arranged. We thank everyone for their interest, suggestions and help, but *Rosette* it is going to be, come what may.

SOA REGIONAL GROUPS

Regional groups of the Silhouette Owners' Association have been established in the following areas:

South-East. *Hon. Sec. Stan Morgan, 44, Station Crescent, Rayleigh, Essex.*

North-West. *Hon. Sec. Herbert Firth, 5, Mossgrove Road, Timperley, Cheshire. Tel. Altrincham 0765.*

Solent. *Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth.*

Bristol Channel. *Hon. Sec. Cyril Watts, 5, Vassall Road, Fishponds, Bristol.*

Avon. *Hon. Sec. E. G. Oldham, 206, Hagley Road, Edgbaston, Birmingham.*

Scarborough. *Hon. Sec. B. M. Beeden, Elm Tree Cottage, Doncaster Road, Thrybergh, near Rotherham.*

Blackwater. *Hon. Sec. P. F. Croft, 48, Annalee Road, South Ockendon, Romford.*

Scotland. *Provisional Hon. Sec. W. G. Lang, Clyde Chandlers, 200, Great Western Road, Glasgow, C.4.*

News from the Avon

By Gordon Allen

AS a member of the Avon Group of the SOA I feel that a progress report on this group's activities may be of interest to the association.

The group was formed last June with four members, and it has now grown to eleven boats, with a possible three more for the coming season. We are endeavouring to obtain moorings for all craft in the Bredon area, as at present we are rather too scattered along the Avon from Tewkesbury to Pershore. I feel sure that our hard working Hon. Secretary's efforts must be rewarded soon, and that moorings will be found to enable us to operate more closely as a club in the coming season.

We were both fortunate and delighted to obtain the services of Captain Marsden, who through the winter months has given us much to think about on points of navigation. The majority of our group have done little or no coastal sailing, and Captain Marsden has proved a mine of information—leaving us "ditch crawlers" somewhat bewildered as to how (with so many hazards and forces to be allowed for) coastal passages are *ever* made successfully!

Our thanks go to the Hon. Secretary and his wife, Mr and Mrs Oldham, for organising the navigation lessons and providing the most welcome "Cuppa" before and after.

I have found navigation a fascinating subject, and many a long winter's evening has been most enjoyably spent, struggling with charts,

parallel rule, tide tables and bearings. One may ask, Why? as we are primarily a river club. Well, is it our intention to have a summer cruise in the Torbay area, and, who knows, we may get so much salt in our veins as to make us want to trail to the sea more often. I am sure that after collating so much information during the winter, we are all straining at the bit. We have found the Silhouette an excellent river sailing craft, and her sailing qualities can be appreciated to the full with our restricted waters, making tacking the order of the day.

Once again our many thanks to Captain Marsden and to Mr and Mrs Oldham, for shortening the long tedious laying up period, with such entertaining evenings.

The NW Group Committee

OWING to an unhappy accident in putting the *Journal* to bed last month two names were omitted from the list of members of the NW Group Committee. Roy Beaumont and Philip Austin were elected to the committee at the Group's AGM, and we regret very much that the names of two such keen and always-helpful members should have been omitted from the list. We offer to both our sincere apologies.

From the Log of Ljubljana

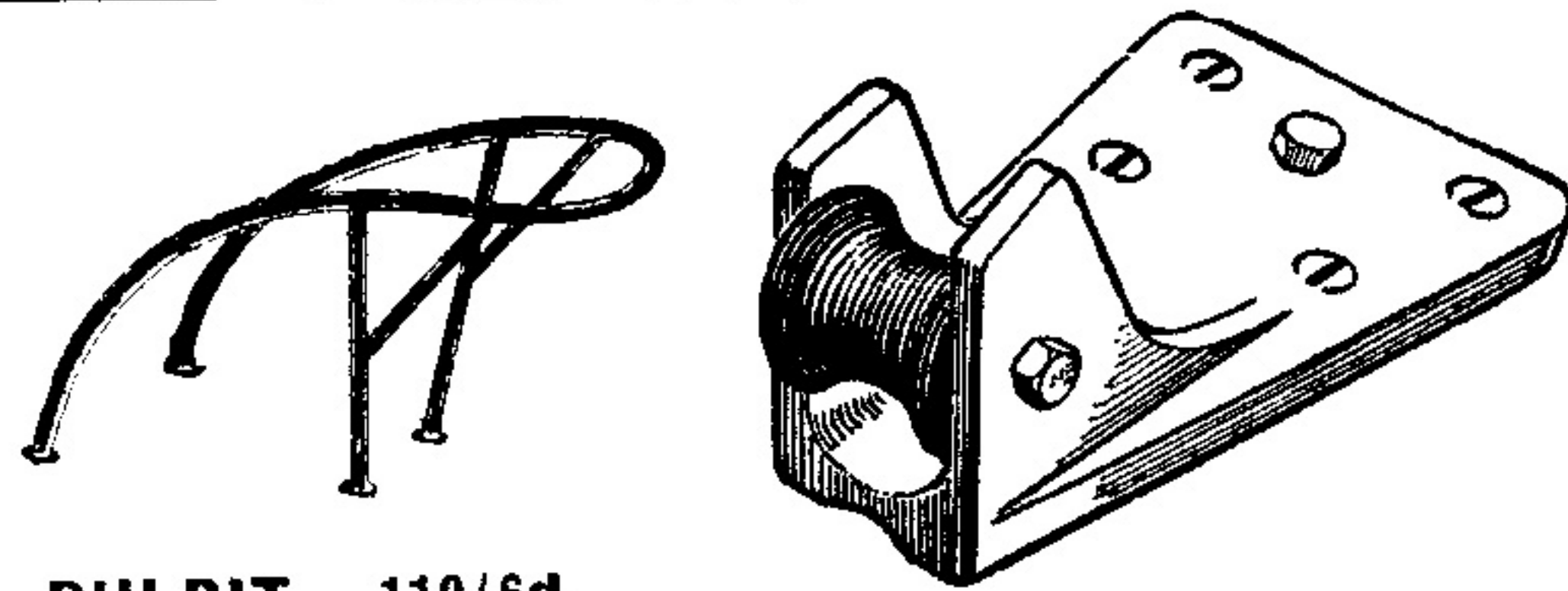
By Andrew Vine

THIS log begins, as it were, in the middle. In actual fact our summer cruise should have started with a passage from our home port, Hoylake, on the Wirral peninsula, to Beaumaris on the Menai Straits. However, on all three of the days we had set aside as *possibles* for the trip, the weather was definitely *impossible*. So we hauled *Ljubljana* out onto the towing trolley, and trailed her down early on Sunday, July 30. After breakfast on Gallows Point we launched her over the shingle, enjoyed a pleasant sail in the Straits, and then we left her and one of the crew down there for a week before the other two of us joined her again the next Saturday.

We then had a week of racing in the regattas and day sailing in the Straits. Both our success in the races and the weather during the week can only be described as "very mixed".

At the end of this week the owner had to return to Hoylake. So for the few days covered by this log the crew was made up of myself (Andrew Vine) my brother Peter and a friend, Colin Evans, who came down to join us. We are all between the ages of fifteen and seventeen, and have been sailing for about five years. Our aim the next week was to explore as many as possible of the bays and little harbours on the North coast of Anglesey. We had seen quite a bit of this side of the

'TAILOR MADE' FOR YOUR SILHOUETTE



Stem Head Roller Fitting. Complete with c/plated bolts and screws.

Tufnol roller.

LM7 Corrosive resistant alloy 50/-.

Gunmetal 60/-.

Chrome 75/-.

Plus 2/6 postage & packing.

PULPIT 119/6d.
(plus 10s. carriage)
Hot dipped galvanised.

FROM YOUR CHANDLER OR DIRECT FROM :—
RUSSELL MARINE
69, ELM ROAD, LEIGH-ON-SEA, ESSEX. Tel. Southend-on-Sea 72770.

island from the land, but had never ventured far out of the Straits by sea.

We set off from borrowed moorings at Gallows Point on Sunday, August 13. Passing the pier at 11.00 hrs. we had a good run down to Puffin Island in a light but steady South-Westerly. With the wind astern, we goose-winged the genoa and ran along the shore to keep out of the tide. Before starting to beat through the Sound we set the small jib. As we got into the rough water in the Sound I noticed the luff of the jib was slack, so Colin and Pete went forward to sweat it up. The next thing I saw was Colin smothered in white sail and the fore halliard vanishing up the mast. We at once started the engine (a 1½ hp Stuart Turner) and headed back into the straits.

Anchoring in the calm water of a little cove just by the old Life-boat House we retrieved the halliard by using the boat-hook and whisker pole lashed together, and to our surprise found that what had parted was the swivel on the Inglefield clip we used on the halliard. The sun was shining, and as it was pleasantly warm in the shelter of the cove and we were in no hurry, we had lunch while still anchored, and then set off again at 12.15. This time we had taken a couple of rolls in the main, as we find she carries far less weather helm if this is done in good time.

On this second attempt, was passed through the Sound without trouble and stood out to sea. I cannot pretend that it was comfortable sailing outside; a short, steep, head sea is not the best weather for Silhouettes, but we plugged on into it until we could lay the headland to the east of Red Wharf Bay. We then went about, and headed in. Soon we found that our leeway was going to be too great to lay the bay, so we started the engine to keep her head up. For a short time this was successful, but after about half a mile the engine suddenly started to race. Mystified as to the cause of this I lifted the floorboard to find that the shaft had broken off at the coupling. It took only a moment to decide that to carry on to strange anchorages without the engine would be foolhardy, so we once again turned back and made for Puffin Sound.

By this time the morale of the crew had dropped somewhat; we were tired, and had certainly had enough excitement for one day. But our troubles were not quite over, for while we were tearing along under full main and genoa the dinghy painter parted twice. The dinghy was to cause us more trouble before the end of the trip; it never proved satisfactory towing in a rough sea because, having been built in a hurry, not much attention had been paid to streamlining. Consequently it had a nasty habit of barging the transom, and then jerking back heavily on the painter. Eventually, at 16.50 hrs we re-entered the Straits and started a long close reach against the tide, back to Beaumaris.

On the way we cooked ourselves a meal and reclined in the cockpit to eat and recuperate. While resting thus we had the good fortune to get a close view of that majestic old Bermudan cutter *Flame*. She murmured past us at about seven knots on her way back from the Fastnet race, from which she had unfortunately had to retire.

We arrived at Beaumaris at 19.00 hrs and after a hard struggle to cross the tide in a very light wind, we eventually anchored off the pier. I went ashore to ask Geoff Walton's advice on repairing or replacing the prop shaft, and he kindly promised to come and inspect the damage at Gallows Point next morning. We then sailed over to our moorings and, after a cup of coffee, prepared to turn in for the night.

A word on our sleeping arrangements may be of interest: we have two single berths in the cabin, and the third person sleeps in the cockpit. The way we do this is to remove one of the locker seats and put it across the well, supported by two lengths of wood. For shelter we use a hike tent slung over the boom. With a mattress on the board this arrangement was very comfortable indeed.

Next morning, immediately after breakfast, we set about repairing the prop shaft. Luckily we had just enough shaft spare for it to fit into the coupling and allow us to drill two dimples for the locking screws. However, we decided that it would be wise to avoid the pulling strain exerted by using "astern", so it would have to be "ahead" only until a new shaft could be fitted. Geoff Walton paid us his promised visit and gave his approval on our repair work, as well as suggesting useful alternatives if it did not hold.

After thoroughly testing the engine we went over to the pier and I was put ashore to do whatever shopping was needed. When I got back we had a discussion on our plans; we all agreed that to attempt to carry out our original plan with an engine we couldn't trust, and a weather forecast which was far from reassuring, would be taking an unjustified risk. So it was agreed that we would leave Beaumaris and make towards home in short easy stages.

With this aim we left Beaumaris at 15.00 hrs on Monday, and set off towards Puffin Island. On the way there we had a good meal. (This is one of our basic principles before a trip of any length.) We passed Puffin on the Caernarvon side, and set a course for the Great Orme's Head. The wind was dead aft, so with the main to starboard and the genoa goosewinged to port we started to travel about as fast as the boat could go. As we left land and began to get a true wind we estimated it

An Invitation . . .

to view at your leisure the latest Mk.II
Silhouettes in Fibreglass and Marine Ply

- ★ Genuine Silhouette Spares
always in stock
- ★ Trailers
- ★ Hurley, Prout and Avon
Dinghies
- ★ Seagull Century and Century
Plus
- ★ Etc etc etc

★ SPECIAL ANNOUNCEMENT

A limited quantity of world famous sailing clothing available Coats, Smocks, Shorts, Longs etc for Ladies, Gents, and Children at greatly reduced prices. (No mail orders.)

BOATS AND EQUIPMENT LTD.

WESTHILL SHOWROOMS : HANOVER ST.
MOSSLEY (Ashton-u-Lyne) TEL: 325

After normal hours, Saddleworth 518 or 1875.

as Force 4 gusting to 5. Although we were carrying quite a lot of sail for this weight of wind, the boat was beautifully balanced, and required little helm action to keep a true course.

As we increased our distance from the land so the waves increased in height; by the time we were about half way there, they were quite a size. Although the larger ones required firm anticipated helm action, never once did she show any tendency either to gybe or broach-to. Indeed, as we went on my confidence in *Ljubljana* went from strength to strength.

We came abreast of the Orme Lighthouse at 17.00 hrs, exactly two hours after leaving Beaumaris. This is a fast time for any boat, let alone a Silhouette. Leaving plenty of room between us and the land, we prepared ourselves for the inevitable gybe. With the wind now blowing a steady Force 5, and a heavy following sea, this was not at attractive proposition. The first thing we did was to remove the whisker pole from the genoa. We soon realised that this was a mistake, for as soon as it was unsupported the sail started flogging wildly. By the time we had gybed, the genoa was tightly wrapped round the forestay. In spite of all our efforts we couldn't unwind it, so it had to come down. Without a headsail the boat just wallowed beam-on to the sea. but, working from the fore-hatch, the working jib was quickly shackled on, and we reached in towards Llandudno.

We realised, of course, that this is not considered a good anchorage, but with the wind as it was we could at least find shelter from what was now becoming a "Yachtsman's Gale". Half an hour later we dropped anchor in the bay close to the pier. As we had the dinghy we didn't want to dry out, so judging it to be low water we felt pretty safe. After checking the warps and seizing them, we retired below to eat and rest. To our surprise, when half way through our supper, we touched the bottom, and started bumping. However, we decided that we wouldn't dry out for very long, so it didn't matter. A few minutes later there was a sharp thud and the sound of gurgling water. Looking under the floorboards I saw a column of water three inches high gushing in. Shouting to the others to push her into shallower water, I put my foot on the neat $\frac{1}{2}$ " diameter hole.

While putting a temporary patch on, we puzzled out what had happened. We had set the anchors at 90 deg., thinking that we would lie head to the wind (as the other moored boats were doing). However, the fisherman anchor had not dug in properly, and so had dragged as we swung to starboard. Then as we veered to port we had circled the CQR and "bounced" on the upright stock of the fisherman. As a temporary patch we used a small piece of plywood with a piece of dish cloth underneath. Although not perfect it was adequate. As soon as this job was finished Pete took the dinghy ashore to telephone home and to seek advice on where to beach her.

Colin and I, meanwhile, dozed fitfully, listening to Radio Luxembourg and having intermittent pumping sessions. When Pete returned he told us he had met a local man who said he would be down on the shore to guide us in to the beach later on. This seemed rather too good to be true, but the fact that we knew where to go renewed our spirits.

The next thing any of us were conscious of was the alarm clock ringing to tell us it was 02.30 hrs on Tuesday. We had a cup of coffee to warm and wake us, and then, starting the engine, we motored in towards the beach, and patrolled up and down for a while trying to choose the best spot. To our dismay there appeared to be a heavy surf. We were almost giving up the idea of beaching when we saw a torch being flashed. Going closer, Pete recognised the man he had spoken to earlier on. He was standing on a wooden jetty, so we gently eased in.

(To be concluded.)

A Cruise to Holland

THREE members of the Blackwater Group of the SOA are planning to take their boats to Holland during August, and would welcome other Silhouette owners who might like either to join the fleet for the cruise, or to sail in one of the Blackwater boats as crew. The precise date of the cruise has not yet been fixed, but it will be in August. Will anyone interested please get in touch with Peter Croft, 48, Annalee Road, South Ockendon, Romford, Essex?

West of LONDON Area Silhouette Stockists

BOTH WOOD AND GLASSFIBRE MODELS IN STOCK
TRAILERS - OUTBOARDS - SPARES

Parker Marine Services Ltd.

The Sailing Cruiser Specialists

Private Office: 324, Laleham Road, Shepperton-on-Thames.
Phone: Chertsey 3502 and 2149.

Boat Store: Fairview Drive, Shepperton-on-Thames.

*Write now for details of the wide P.M.S. range of
twin bilge keel sloops—14ft to 22ft.*

Where to find P.M.S.:-

Train: Via Waterloo & Wimbledon to Shepperton station, then 218 bus to Squires Bridge Road.

Road: Staines, 2m.; London, 14m.; Kingston, 5m, Boat store is off B376 (Laleham Road) opposite Squires Bridge Road.

LETTERS TO THE EDITOR

That Bucket!

I READ with interest, the list of equipment required to be carried by all Silhouettes particularly in any races organised by the Up-River Yacht Club: a truly comprehensive list covering almost every emergency, but I was particularly intrigued with one simple item—a bucket.

A bucket purely for safety reasons? Obviously to be used as a sea anchor, should the need arise, but this calls for a soundly constructed strong bucket with a heavy handle which would stand up to the terrific strain that could be imposed in the conditions in which it would be necessary. This does not conform to the ultra lightweight, brightly coloured undersized, plastic moulded article usually carried on a small craft. Whatever faults our sailing secretary might have, lack of detail and precise instructions are not among them, and as he has not stated the size, shape, and sturdiness then, I am quite certain that he had not in mind to trail the thing astern.

This bucket has puzzled me somewhat, so I discussed the matter with other members of the Club. "What does one need a bucket for, for safety first reasons?" I asked. "Bailing; what do you think", was the answer, and the same gentleman went on to elaborate on the need for a bailing implement of large capacity should the boat be holed and the pump prove inadequate.

This, I suppose, is a reasonable assumption, but again, had I been compiling this list of articles, and had had this reason in mind, surely two buckets of large capacity would have been included. I feel that two are essential to form an efficient bailing team.

So again I ask. For what does one need one bucket? Nobody uses flax sails these days, and modern fabrics do not need wetting. Clean scrubbed decks and top sides add considerably to the appearance of any craft, but would not help one jot in an emergency.

Although I have spent many happy weekends sailing in the Channel with an all-male crew, I still appreciate the necessity of those admirable small receptacles that Mr Hurley so cunningly conceals in a small plywood box. I can understand that in certain circumstances the boxed bucket could be needed urgently. But this scarcely makes it into emergency equipment. So why is it added to the list?—R. A. Garrod, Bush Hill Park, Enfield.

FOR WOMEN

Caravanning

By Anne Fowler

MY interest in Silhouettes was really aroused when I discovered that they could be towed by a small car. I had, somewhat fearfully, agreed to learn to sail, as it seemed a companionable thing to, but the added attraction of being able to tow our boat through England so that we could visit our son and daughter-in-law inexpensively made me a wild enthusiast.

Our Austin A35 was fitted with a Witter towing bar and to our surprise she travelled up hills without any effort. We got our trailer from Hurley's. By law one is required to fix an additional viewing mirror to the off front mudguard, and one must not exceed 30 mph, at which speed the boat does not sway at all. At night we lift the trailer off the car and support it on wooden rests, so that it is level and quite safe while we are living on board.

The AA supplies a free book and maps giving many caravan sites and farmhouses, and will also provide a special route map so that you can choose the easiest roads. *Modern Caravan* publishes an annual magazine, *Caravan Sites*, price 2/6d., and *Lightcraft* produces a helpful pamphlet, *Getting Afloat, a directory of launching sites*, price 1/-, which gives river, lake, canal, Broads and coastal sites. Be careful if you ask a farmer for a night's resting place that he does not put you in a field with cows, for cows seems inclined to exhibit an abnormal affection for a Silhouette's hull. We generally stay at the smallest caravan sites, and during June and July, have found them remarkably empty. They charge from 2/- to 4/- a night, so the saving compared with a hotel is enormous.

We have enjoyed the mild stir caused as we have cruised into the various fields, put our ladder against the side, and climbed nonchalantly on board. The skipper at first showed a little shame, as he considered that we should have been sailing her around Britain's stormy coasts, but I have always believed in being brave very cautiously.

It is a decided advantage for a wife to have a car available when a cruising centre has been reached, as shops and the useful launderette may not always be found within walking distance and, if it is a joint holiday, then the wife may sometimes want to visit friends, or other places. We usually arrange to have lunch at an hotel once a week, and to have a bath as well, as washing on board is bound to be a somewhat sketchy affair.

Using one's Silhouette as a caravan opens up many possible cruising grounds and one can visit a fresh place every year when it would be impossible to cruise so far in a probable fortnight.

We always have these fine
craft in stock in wood and
fibreglass. We also have a
wide range of accessories

Silhouettes in Scotland

Sole Scottish distributor

CLYDE CHANDLERS LTD.

200, Great Western Road, Glasgow, C.4.

Telephone: Douglas 0707/8

One of Those Things

By Margaret Croft

AT the end of one of the nicest days last season we came expertly to our mooring on an ebbing tide, and picked up the buoy first go with the broom (finances last year didn't run to a boathook.) My husband said, "Tie the dinghy safely to the backstay," which I did, and set about giving Georgina (then aged 10 months) her bottle, and making a cup of tea.

A minute or so later there came a shout from the cabin top, followed by language that is heard only on the water, telling me that I had *not* tied the painter securely, and that the dinghy was floating with increased speed into a crowd of big, moored boats.

I left the baby and went up to ask if there was anything I could do. I said I was sorry, but I don't think he heard me: he just kept shouting, "Well, don't just *stand* there woman, *do* something." I said, "Yes dear," and added, "Shall I cast off? We'll have to go after it."

Then followed a nightmare of revving engine, blue-faced husband, cracked shins and funnybones, and in the desperate attempt to get hold of the painter, we (pardon, I) lost the broom overboard. However, that was soon retrieved. As if all this wasn't enough, the baby was screaming her head off, not because Daddy was being nasty to Mummy, but because the bottle had rolled away, and the locker door had dropped down on her head.

When we regained our mooring I declared that I would never set eyes on that boat again, but like the weak-willed woman I am, I was back on board next week, and all the rest of the season: and I am actually looking forward to another season this year!

Incidentally, if anyone would like to know what knots I use now—First, I put three granny knots round the backstay, then a couple of turns round the tiller, next a few twists round the cleat on the cockpit coaming, and finally I sit on the end.

Silhouette II

**“The best known and best loved small
Sailing Cruiser in the world”**

*Everyone who has been to our Yard at
Plymouth says what a friendly place it
is. We look on Silhouette owners as our
friends, and we are always ready to do
anything we can to help.*

THE ORIGINAL SILHOUETTE CRAFTSMEN
ARE ALWAYS AT YOUR SERVICE

A. G. HURLEY (Marine) LTD.
PLYMOUTH : **Tel. 51117/8**

Illustrated brochures and prices on request

I.P. Terms available