

The Silhouette Owner

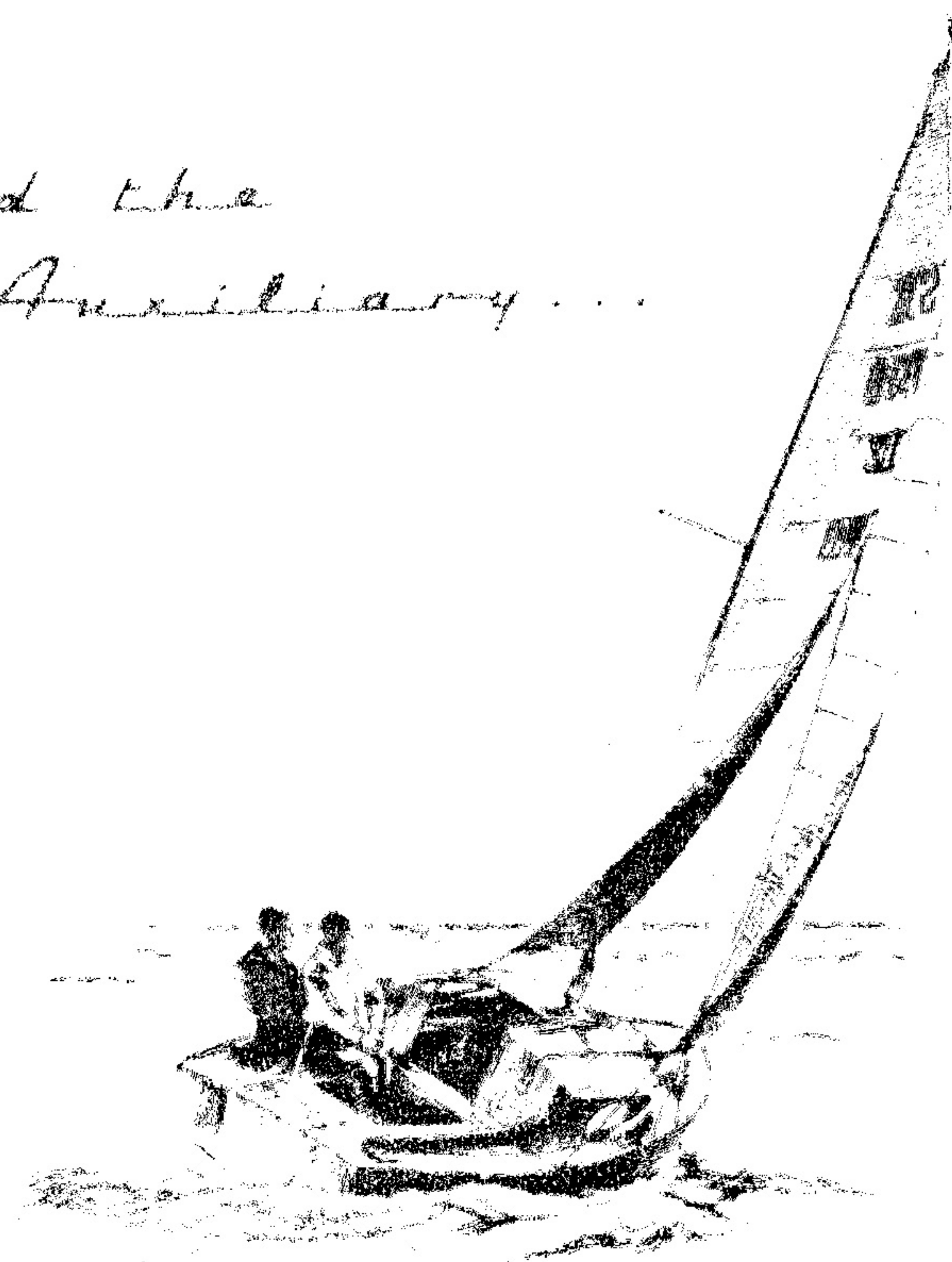
*The journal of the
International Silhouette Owners' Association*

Number 28.

March, 1963.

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

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

Advertising rates on application to the *Hon. Advertisement Manager*, Helen Anderson, The Old Hall, Marple, Cheshire.

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Plymouth Week

OUR National Rally at Plymouth in August is going to be a big affair. Plymouth is the first home of most of our boats, and we hope to see a really splendid Silhouette fleet under sail in the famous waters of The Sound. Please try to arrange at least a week's holiday for the week beginning August 18, and come with boat and crew to Plymouth. Silhouette Week will be a full week, "Monday through Friday" as the expressive American phrase has it, and it will be full of good sailing and pleasant social meetings. It will *not* be a week devoted to racing, like the "weeks" of some other classes. There will be racing, of course, and for some excellent trophies, but our Silhouettes are family cruisers as well as being able to show good racing form, and anyone who may not want to race at Plymouth can be sure of good company for pleasant cruising in some of the finest cruising waters in the world. In the evenings there will be various parties and dances given by our hosts at Plymouth, and one evening will be devoted to a party given by the International Silhouette Owners' Association to return hospitality to our friends. Plymouth Week should be a "must" for all Silhouette owners who can possibly get to it—moreover, it looks like being about the best week's holiday that anyone could have. The Royal Plymouth Corinthian Yacht Club has generously undertaken to be our host club during Plymouth Week, and the officers of the club and members of the SW Group of the ISOA are putting in an immense amount of hard work to make this "week" a worthy setting for the greatest gathering of Silhouettes that has ever taken place. Let us make sure that we give Plymouth Week every possible support.

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Committee meeting

IN spite of bitter weather, no fewer than fourteen members and *ex officio* members of the committee of the ISOA made their way to London from all over the country for a meeting on February 16. A particularly welcome *ex officio* member was Mr W. Spurrell, commodore of the SW Group, and at 87 years of age the senior skipper in the world Silhouette fleet. Skipper Spurrell takes his boat out in all weathers, and he made the long winter land journey from Plymouth to London to attend the committee meeting. We are all very proud of him, and wish him continued health and the best of luck.

John Anderson, Commodore for 1962, retired from office, and thanked the Committee and all members of the association for their splendid support during the year, which was the basis of the Association's success. He was sure that this support would continue to be given. He had great pleasure in proposing Stan Morgan, last year's Vice-Commodore, as this year's Commodore, and Herbert Firth as Vice-Commodore to succeed Stan. Both proposals were quickly seconded, and carried unanimously.

Stan Morgan then took the chair. He and Herbert both thanked members for their appointment as the association's two chief Flag Officers, and said how proud they were to be able to serve the association in this way. These brief formalities were sincerely felt, and sincerely welcomed by all.

Stan Morgan then proposed from the chair that the ISOA should have a new office of President. He felt that this would be in keeping with the structure of similar associations, and that it would help to provide an element of stability and continuity in the affairs of the ISOA from year to year. He proposed that John Anderson should be elected to the office of President. John, he said, would become an Honorary Rear Commodore on relinquishing the office of Commodore, but this was an honorary Flag Officership, and he felt that members would like to see him retained in a position where he could continue to play an active part in the affairs of the ISOA. This was seconded by Peter Croft.

John Anderson said that he was deeply conscious of the honour, and of the wealth of good comradeship, in the proposal. He thought that a presidency might help to provide a sense of continuity, but that it was most important that it should not weaken in any way the authority and dignity of the office of Commodore. The Commodore was the Association's chief Flag Officer, and he must be the active head of affairs. There might be occasions when a President would come in useful, and if the Committee felt that he could do the job, he could only accept the office, and say Thank You for all that it meant. The proposal was carried unanimously.

Tony Gulliford, Peter Nicholls and George Hurley reported on the arrangements that are being made for Plymouth Week beginning

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August 18. (These are described elsewhere in the *Journal*.) The Committee undertook to do all it could to encourage support for Plymouth Week, and authorised the provision of funds for holding an ISOA Party and Reception at Plymouth during the week. A proposal from the Midlands Group that a Silhouette Regatta should be organised in Torbay in July was also discussed. The Committee welcomed this initiative, but felt that in view of Plymouth Week in August, it would be better for this year to concentrate on Plymouth.

A Sub-Committee was appointed to draw up a revised set of ISOA rules. The original constitution drawn up in 1957 has been modified by resolutions adopted at various later AGMs, and it was felt that all members ought to have copies of the present rules, incorporating the various changes made over the years. It is not yet clear whether any new rules are needed to meet today's circumstances; the amended constitution has worked well, and seems to cover most things. If, on receiving the report of the Sub-Committee, the Committee feels that any new rules, or further modifications to existing rules, would be desirable, draft rules will be prepared and submitted to the next AGM.

Class rules, and regulations for the classification of Silhouettes, on which a Sub-Committee has been working for some time, are nearly ready for final approval.

A member has submitted an attractive design for a Car Badge for the ISOA. The Committee authorised the Hon. Secretary to have a supply of these made up in plastic for sale to members.

The French Corsair Owners' Association, which sent a delegation to the Silhouette Rally during Southend Yachting Week last year, has written to say that they are holding their chief race across the Channel from Dunkirk to Dover on Saturday, May 31. They expect to have some Corsairs in Dover on June 1, and have invited Silhouette owners to a friendly contest to be sailed off Dover on that day. Stan Morgan undertook to go into the possibility of assembling some boats at Dover on June 1 to meet the Corsairs.

New Flag Officers

STAN MORGAN, the new Commodore of the ISOA, is a small-boat sailor of long experience. He is also a skilful amateur boatbuilder, and has built or re-built at least seven boats of various kinds. His Silhouette II *Midnight* (S II. 17) is very well known in the Crouch and Thames Estuary, sailing from her home waters at the Up River Club, Hullbridge, of which Stan is a prominent member and most loyal supporter. Stan acquired *Midnight* (as her sail number shows, she is an early boat) in a sadly neglected condition, and rebuilt her into one of the most successful Silhouettes sailing. She has a fine racing record, and Stan is a most able skipper.

Herbert Firth, the new Vice-Commodore, is the owner of *Dolphin* (S II. 488). He is a founder member of the NW Group of the ISOA, and until he retired this year was the NW Group's Hon. Secretary. He has done an immense amount for Silhouettes and Silhouette owners in NW England and North Wales. He is a member of the Royal Anglesey Yacht Club, and sails from the Menai Straits. In 1961 he sailed *Dolphin*, in company with a little fleet of NW Silhouettes and other small cruisers, from Anglesey to the Isle of Man and back.

In Stan Morgan and Herbert Firth, the ISOA has two fine sailors and distinguished yachtsmen for its chief Flag Officers. We are proud to have them, and know that they can count on everybody's support.

Secretary's Notes

I WONDER how many of our members who regularly read this *Journal* noticed that last month no "Secretary's Notes" were published? I should like to apologise for the omission; the article was written, but with delay in writing, delay in the post, reaching our editor's frozen headquarters, and snowed-up transport at his end something had to go by the board.

* * *

Reading through our last issue, I did notice one mistake, which I feel should be put right. The sub-committee in charge of the running of our A.G.M. and party, all of whom worked extremely hard, consisted of three members, one of whom was not mentioned in the last report. It should be recorded that Mr P. Smedley, put in a lot of effort, and did much to make the whole do the success it was. (*This bad omission was wholly my fault, I can blame only the desperate conditions in which the last journal was produced. All my apologies to Mr Smedley - Editor*).

* * *

While on the subject of saying "Thank you," our very enthusiastic George Hurley's contribution in having a special main'sl made with the number 2000, on it; delivering same to London, all during the

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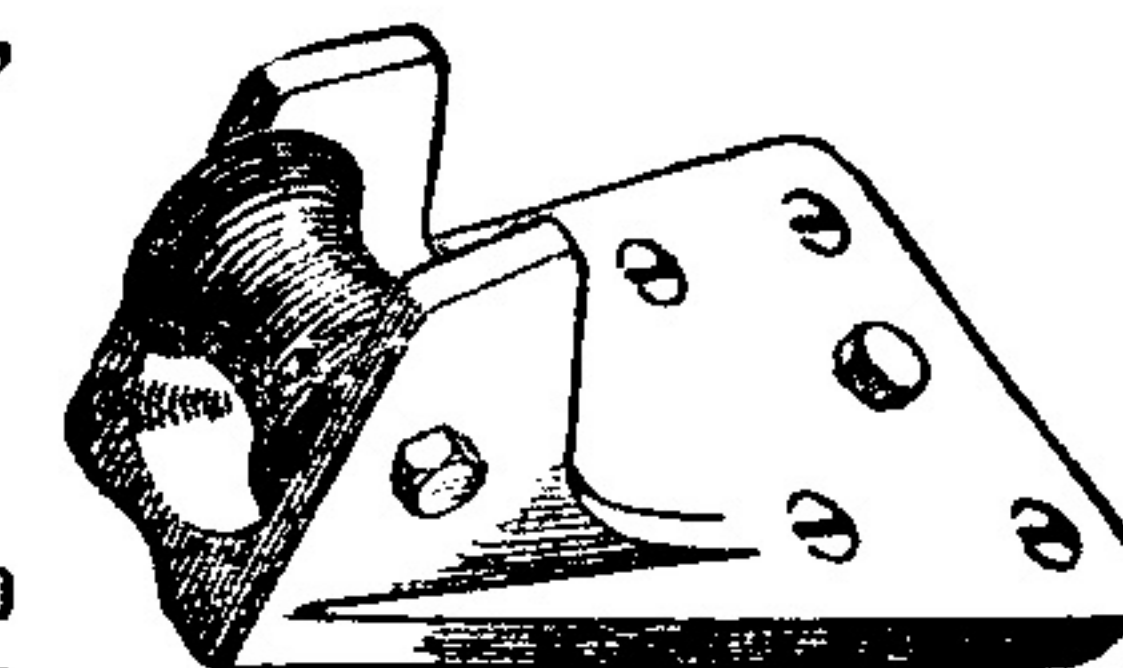
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time he was as busy as could be with Show business shouldn't be let pass without mention. And did you see our rather colourful little poster display on George's stand at Earl's Court? That was designed and painted by a fellow member, Mr Tom Jones; as an association we are fortunate in having such willing and able folk in our ranks.

* * *

Several times in the past few months, I have received letters from prospective owner/members, asking for advice on whether to buy a traditional timber hull, or if the added expense of glassfibre is worthwhile. While these letters have been replied to, to the best of my ability, it must be realised that only a personal opinion has been given. How would you answer such a letter? Drop our editor a line about it, so that next time I can quote from several sources.

* * *

A committee meeting was held during February. The announcements of items under discussion are reported elsewhere, but the chief concern is Plymouth Week. It is hoped that by now, all holidays have been booked to include the week of August 18 and our S.W. secretary, Tony Gulliford, would be pleased to hear from you as soon as possible. If you want a mooring reserved, a hotel booked, or of any other amenity you hope to obtain locally, get in touch with him, he can arrange almost anything, even a red carpet if you insist.

* * *

It's good news to hear that The Thorpe Bay Yacht Club, has adopted Silhouettes as a class. This club is one of the liveliest clubs in

the world, and with its flair for organising racing and regattas, I foresee a very active fleet making its mark in the not very distant future.

* * *

The painting and varnishing should be well under way by now. Remember all the forecasters now say that we are in for a wonderful summer. Don't miss any of it! *R.A.G.*

Plans for Plymouth

THE committee and members of the SW Group are working immensely hard to devise a really marvellous programme of events for the National Silhouette Festival at Plymouth in the week beginning August 18. Tony Gulliford, Hon Sec. of the SW Group, writes:

The Port of Plymouth Sailing Association has given its blessing to our Silhouette week, and has appointed the Royal Plymouth Corinthian Yacht Club to be Host Club. As most of the SW Group officers are members of this club, owners who support the festival by coming along can be assured of a very hearty welcome. A suggested programme has been drawn up already, which includes championship racing and various alternative cruises for those who may not want to race. There will be plenty of entertainment throughout the week. Since it will be necessary to lay trots of moorings, and also to arrange water transport from the moorings to the club, I shall be glad if people will let me know at 50, Merafield Road, Plympton, Devon, as soon as possible whether they are coming. The committee will seek accommodation for owners wishing to live ashore during their visit if they will let me know type of accommodation, number of rooms, etc. In fact, all you have to worry about is getting to Plymouth. We will look after all your wants from parking facilities for your car and trailer, to any stores you may require if living on board.

In the South West

THE South West Group was formed at a meeting last October, and the following officers were elected.

Commodore. W. Spurrell.
President. A. G. Hurley.
Chairman. V. England.
Treasurer. P. M. Nicholls.
Secretary. C. A. Gulliford.

A General Committee was also elected, and it was agreed that this committee would meet at group headquarters, the Royal Plymouth Corinthian Yacht Club, Madeira Road, Plymouth on the first Thursday of each month. These meetings are followed by a get-together of any members who care to come along. All are welcome.

Unfortunately, our January meeting had to be cancelled owing to

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the weather, but the committee have much to do in the coming months, working out our summer programme of racing and cruising. It is proposed to race on certain Saturday afternoons for points to decide the winners of the George Hurley and Gulliford cups, and also to arrange some week-end cruises to the River Yealm, a Sunday trip to Cargreen, etc. It is not the wish of the committee to herd owners like sheep, but to offer an entertaining programme to all who care to join in.

C. J. Guscott, of 64, Cowick Hill, Exeter (phone 73618) is doing sterling work at his end of Devon. He is anxious to get a sub-group going of owners in the Exe and Torbay areas.

North West AGM

YOU can't stop Silhouette skippers! Joe Wallace, of Ullswater, a founder-member of the NW Group, drove with Mrs Wallace through ice and snow from Penrith to Chester for the group's AGM on Sunday, January 29. They got a great welcome.

In spite of awful weather, there was a good turnout for the AGM at the Westminster Hotel, Chester. As in past years, the meeting was in two halves, with lunch at the hotel in between. Reg Pegg, who has been Commodore of the group since its foundation, felt that the time had come for somebody else to take over, and the meeting elected Ron Bradbury to succeed him. Reg and Nancy Pegg have done a grand job for the group, and they got a hearty vote of thanks. In recognition of his services, Reg was elected to a new office of Rear-Commodore—the group's first.

From the Chair, Ron Bradbury proposed that Herbert Firth, who has been the group's tireless Hon. Sec. from the start, should be elected Vice-Commodore. This was carried with acclamation, with a vote of thanks to Herbert for his work as secretary.

The meeting was delighted to welcome L. Camden Nield, the

THE INTERNATIONAL SILHOUETTE OWNERS' ASSOCIATION

President

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

Honorary Flag Officers

Bernard Collins, Francis Chichester, J. R. L. Anderson.

Flag Officers and Committee

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

Vice-Commodore: Herbert Firth, 5 Mosgrove Road, Timperley, Cheshire. Altrincham 0765.

Hon. Secretary: R. A. Garrod, 4 Crawley Road, Bush Hill Park, Enfield, Middlesex.

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

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

Press Secretary: Harry Maloney, 42 St. Thomas's Road, Finsbury Park, London, N.4.

National Member: Peter Croft, 48 Annalee Road, South Ockendon, Romford, Essex.

The Commodores and Secretaries of recognised Regional Groups of the ISOA are ex officio members of the Committee.

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

The Silhouette Owners' Association exists to promote the interests of Silhouette Owners throughout the world. The annual subscription is 15s. (USA\$5). Burgees and ties can be obtained from the Hon. Treasurer.

Hon Treasurer, after a long spell in hospital. He was looking fit, but the doctors have told him that they don't think Hon. Treasurerships and convalescence really go together. So with much regret, and sincere thanks for his work, the group had to accept his resignation.

With a membership around 70 sailing from the Mersey and various places on the North Wales coast and Anglesey, the meeting decided to increase the group committee to nine.

Herbert Firth has been succeeded as Hon. Secretary by Derek Williams, of Ael-Eilian, Llanelian, Amlwch, Anglesey, and R. Roper, of Glen Mona, Sylvan Grove, Altrincham, Cheshire, has taken on the job of Hon. Treasurer. Members of the committee are I. Holyman, M. Fisher, R. Beaumont, A. Goodwin, J. R. L. Anderson, J. Hagar, I. Hyde-Smith, I. Roberts, and J. Berry.

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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.

Blackwater.

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

Solent.

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

South-West.

Hon. Sec. C. A. Gulliford, 50, Merafield Road, Plympton, Devon.

Bristol Channel.

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

Midland.

Hon. Sec. E. G. Oldham, 206, Hagley Road, Edgebaston, Birmingham.

North-West.

Hon. Sec. D. Williams, Ael-Eilian, Llanceilian, Amlwch, Anglesey.

Wyre and Morecambe Bay. Lake District.

Hon. Sec. T. H. Swarbrick, Wardleys Cottages, Hambleton, near Blackpool.

Hon. Sec. Lt. Commander A. M. Seymour, RN, Hartforth Grange, Gilling West, Richmond, Yorkshire.

Yorkshire (Humber to Tees). Scotland.

Hon. Sec. Brian M. Beeden, Toll Bar House, Firsby Lane, Conisborough, near Doncaster.

Hon. Sec. J. B. Jackson, 81, Baillie Drive, Calderwood, East Kilbride. Tel. East Kilbride 21194.

Solent News

THE Solent Group has arranged a meeting for Saturday, March 9, at the Crown Hotel, Alton, Hants., at 5 p.m. Dick Sheen writes:

We want to discuss plans for the coming season, and hope to make it a social evening as well, to increase interest within the group. Members you have recently joined the Association will be particularly welcome. There are a number of interesting items on the agenda—this season's barbecue and rally dates, the course for the George Oliver Cup race, the question of whether to split the Solent Group into East and West Sections or Fleets. We have a scheme for East visiting West (and vice versa) for sailing parties on each other's boats (a good scheme this, for if there is a Force 8 we can retire en masse to the Horse and Trumpet). All old friends and new will be most welcome at our meeting.

Mooring on Windermere

The Lakes Group has arranged for a mooring on Windermere to be available for visiting Silhouette owners. This is a valuable privilege, because moorings on Windermere are strictly controlled. Anyone planning a visit to the Lakes should get in touch beforehand with the Hon. Secretary of the Lakes Group, Lt. Commander A. M. Seymour, R.N., Hartforth Grange, Gilling West, Richmond, Yorks.

Delivery trip

by George Hurley

WE received an order from a doctor in Friedrichshafen on the Bodensee in S. Germany, and as the children would be on holiday over Easter we decided to tow the boat to Friedrichshafen ourselves. The children broke up from school on a Friday, and on the Saturday morning we said "Cheerio" to Plymouth and started off for Southern Germany. I used my Vauxhall Cresta, but I feel sure that any car of 12 h.p. or over would have no difficulty in making the trip.

During the morning we left Honiton and Dorchester behind, and at 11 o'clock we found ourselves parked in the lovely New Forest. Here we stayed, and had a splendid meal of sandwiches, etc. that Marion had prepared, this going well with a few cups of tea made on our Calor Gas equipment taken from the back of the car. Thus refreshed, we proceeded, and by the middle of the afternoon we were well the other side of Brighton, where we stayed once more to make use of the Calor Gas.

Having taken to the road again, we found that we were in Dover in ample time to board the Dunkirk Ferry leaving at 7 o'clock. We called at the A.A. office, where everything was laid on for us, and we proceeded to the W. Docks, and then drove straight on to the boat train. After a pleasant trip across the Channel we arrived in Dunkirk at approximately 10 o'clock. Here we have previously booked in at a two star hotel by the name of Felix. It proved inexpensive, and gave us a good start for our long journey on the Sunday.

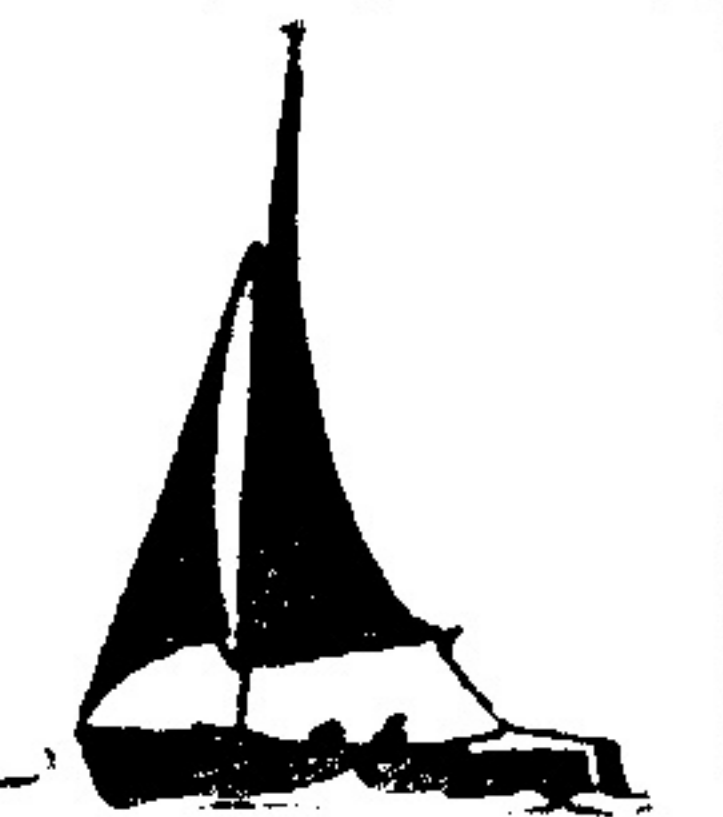
Leaving Arras, St. Quentin and Rheims behind, we were in Nancy by about 7 o'clock that evening. After finding accommodation for the Silhouette and car, we had no difficulty in finding accommodation for the two children, Marion and myself. After an interesting sightseeing tour of the town, and a good night's sleep, we were on our way in the morning, and arrived at the Strasbourg border of Germany. Here, having produced our customer's import licence, and paid a duty of 6%, we proceeded to Stuttgart, where we rang a gentleman who had previously written to us regarding his Silhouette. He immediately met us, fixed us up with good accommodation, and appeared to be very pleased to entertain us during the evening, which included a trip to the TV Tower, a noticable land mark in Stuttgart, 600 ft. high, where we had dinner.

Next morning he insisted on coming to the hotel and making sure that we were on the right road to Munich, our next call. It was not really necessary to go to Munich, but giving way to the children we decided to divert our trip there. Arriving on the outskirts before lunch, we once more pulled into a splendid lay-by, where, with the meats and food Marion had bought in Nancy, plus our old Calor Gas equipment we had a most enjoyable meal. Having spent some 3 hours in Munich we went on our way, and by 7 o'clock that night we found ourselves

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in the little town of Landesberg. Here we found pleasant accommodation in the Cockral Hotel, and a visit to a show in the evening proved a pleasant reminder of this unusual town.

On the Wednesday morning, after the usual Continental breakfast, we set sail for our final destination, Friedrichshafen. I had told Dr. Zimmerman, our customer, that I hoped to be in Friedrichshafen at approximately 2 o'clock on Wednesday afternoon. Things went well and within 3 miles of the town we once more laid out the rugs in a wood by the side of the road, and enjoyed a good cold lunch, plus (as always) our good old pot of tea.

Here we found a stream, and completely cleaned and washed the boat, and got ready to start on our 3 mile run to Friedrichshafen.

Arriving in the town, we were fortunate to find, on asking for Dr. Zimmerman's address, that he lived 100 yards down the road. It would appear that he had seen us coming from his 4th floor flat, for by the time we arrived outside his door he was excitedly coming to meet us.

I can say only that his hospitality, with his family, will be something that will be long remembered by us. After some good German wine and biscuits we proceeded to the small harbour to launch the boat. It gave us all a thrill to see the boat lying just off the shore, all rigged, and without a scratch after travelling nearly 1,000 miles behind the car. Dr. Zimmerman also bought a standard trailer with 4.00 x 8 wheels.

As we turned to leave, I could not help glancing over my shoulder to murmur Cheerio to the Silhouette, which we had got to treat also as a friend. We made a comfortable trip back via Stuttgart, Frankfurt, Cologne and Brussels to Dunkirk, arriving home three days later, after what has proved to be a most exciting holiday, which included doing something really worth while.

We did this trip in 1960, and since that time I have made other excursions to Geneva and Constance. Should any Silhouette owner feel that he would like to take this sort of holiday, we will be pleased to notify our agent, Mr A. M. Smith of Polywerft, Konstanz/Bodensee, Reichenaustrasse, Germany, who would be pleased to offer them all the facilities and help they require to enjoy themselves on the Bodensee.

British Channel Fashion

by J Corin

*"When wind be vowl and water muddy,
Then vurther outlook be downright bluddy."
—Old Bristol saying.*

A PROSPECTIVE yachtsman in Clevedon declared his firm intention of avoiding the Bristol Channel for sailing and basing his activities on the South Coast. One of his listeners, a Bristol Channel man, said "Well, we're *sailors* down here!" The true Bristol Channel man has a poor opinion of the South Coast, indeed in the case of one skipper of my acquaintance the worst sin you can commit on board is to produce what he will scathingly describe as "A South Coast notion". However, as a foreigner from Cornwall keeping my Silhouette, *Cousin Jack*, in one of the Bristol Channel's muddy Pills, I am prepared to concede that sailing in the Channel is rather an acquired taste.

First of all there is the *mud*, and on the banks of the Pills (tidal creeks) it is deep enough to swallow you up. Moorings are in the form of a chain laid across the bed of the Pill, in this case Clevedon Pill, attached to stakes on each bank. The main chain is for the most part 7/16in., with a single 1/4in. chain leading from a chosen point in it to the boat. The boat chain has a good loose swivel incorporated in it. Such a mooring is the only possible one, and provides a splendid spring. At high water springs the saltings are covered, and the boat is on open water with no protection against a gale, but I have every confidence in such a mooring, and am sure the bollard would come out of the boat before the chain gave! The chain is not easy to lift from the mud for the winter.

With the great tidal range of the Channel, 42ft. on springs, one is lucky to get away from the moorings at better than "two hours to flow" one way; then day sail over the top of the tide until about one hour's ebb, when it is prudent to return over the bar at the mouth of the Pill. For a "down-along", down with the ebb and back with the flood, one may depart on the ebb. The difficulty is, however, that if you leave a haven in this part of the Channel on the ebb, you will not get back until the flood has run about four hours, so you are stuck out there with no shelter if the weather turns bad. The Holms provide something of a lee against a Sou'wester, but not a happy one, and Barry is the only place which can be entered at all states of the tide.

The tide is your master in the Bristol Channel. It has been said that much coastwise trading under sail was controlled tidal drifting. This is true of much yachting in the Bristol Channel; you are obliged to work your tides, and have a fair one to bring you back. In the fairway the tide runs at about 6 knots on springs (a "bore" tide) and

the navigation buoys are rather a fearful sight with the tide roaring past them.

Besides the hazards of the buoys, there are the sandbanks of the Channel, and just a few rocks here and there. At high water they are well covered, but off Clevedon, for instance, there is at LWOST rather less than 2 fms for nearly two miles out to sea.

The weather in the Channel is inclined to be capricious, and can change from Force 2 to Force 5 in about 15 minutes on occasions. In settled weather, however, the wind strength can be observed to follow a rhythm with the tide, although no proper scientific observations of this have been recorded. The atmospheric conditions in the Channel are never two days alike, one day it may look an angry turgid sea, on another a wide muddy river and on yet another a placid, comparatively blue, lake. The distant islands of the Holms beckon you down Channel, and you may even have thoughts of the Welsh ports or "The Combe" (Ilfracombe), and from there, perhaps, to the granite guardian of the western Channel, the island of Lundy.

Whether you go to the Holms or no further than one of the fairway buoys every sail is a little cruise, and there is satisfaction in working wind and time and tide so that the outboard motor does not have to be produced (mine appeared once last year), and you sail back on to the mooring. In the case of very light airs, and the ebb coming out of the Pill, sculling will suffice to get back in strictly traditional fashion.

*"Men saw the goodly hills of Somerset,
And white sails flying on the yellow sea."*

—Tennyson.

Information Wanted

Mr A. H. Cutts, of Bank House, Skelmorlie, Ayrshire, has written to ask for information on the Watermota Sea Urchin inboard motor. Members with experience of this engine are asked to write to Mr Cutts.

R. W. Swaby, of 18 Westbourne Road, Whitby, Yorks, wants information about the Broads. He writes: I wonder if through the *Journal* someone with experience of the Broads would write to let us know of launching sites, good areas for sailing, ditto for pubs? I believe that private boats have to be licensed: perhaps we could be enlightened on that point also.

FOR SALE. Silhouette trailer, four wheeled, 6-ply tyres, close coupled, brakes, jockey wheel, made by RM. Two seasons only. £60. Farnell, The White House, Welford-on-Avon, Warwickshire. Welford-on-Avon 356.

FOR SALE. Silhouette MkII., two berth. Ply built with fibreglass decks and coach roof. Masthead rig, three jibs, mainsail. 102 Seagull. All good condition. A well found craft for comfortable cruising, £310. Fairman, 6 Torrington Court, North Road, Plymouth.

Sharing experience

MONTY SMITH writes from Lughurst, Wisboro' Green, Billinghurst, Sussex: I was pleased to see in the *Journal* the suggested "Experience Shared" corner:

Stoves. Anne Fowler wrote an article on stoves and mentioned a British-made wick model called a Bluet. I've never met anyone else who has ever heard of it. How about some measurements and details?

Although petrol stoves seem to be frowned upon by many people, if a reputable make is chosen, and care taken with filling (not trying to fill a small container from a whacking great can, inevitably spilling some), my experience is that they are safer than paraffin, which can easily flare through insufficient pre-heating.

Anchors. The 15 lb. CQR when dug in is excellent, but with changing tides it seems to have a habit of pulling over to one side, and sometimes drags for a considerable distance. (If in a popular river anchorage, not very clever). I have experienced similar results with the Danforth 17 lb., although obviously for a different reason, usually a reluctance to dig in quickly. Probably one could blame bad holding ground. Another situation in which these anchors do not seem to answer a Silhouette's requirements is when tide and wind are in opposite directions, and the boat weaves wround in irregular circles, first answering tide, then wind. I am wondering if a grapnel type would be more suitable for multi-directional pull with minimum drag.

(More notes on anchors, please: they are very valuable. Monty Smith does not say how much *chain* he uses with his CQR. Adequate *chain* is one of the great protections against dragging with this type of anchor, because it lies on the bottom and ensures a horizontal pull. For myself, I would never use less than 6fm. of chain, with nylon or Terylene warp attached to the chain. Modern synthetic warp may be immensely strong, but it does not lie on the bottom as chain does, and is inclined to float around with the tide. In bad holding ground it is hard to beat the old-fashioned fisherman anchor, though remember that you need about twice the weight of a CQR or Danforth. A grapnel is worth its place on any boat, and is particularly valuable in seaweed. The folding Norwegian type is good, and stows easily. I carry a 9 lb. Norwegian grapnel as a kedge. It is also useful as a dinghy anchor—Editor).

Weather-wise

*A full Nor'-Easter's blowing up,
Just listen to it roar now;
Lord help them, how I pity them,
Unhappy folk on shore now.*

Old sailor's rhyme.

At Kariba

I HAVE recently purchased the dry-rotted hulk of a Silhouette cruiser which I have rebuilt, and which is now in commission on Lake Kariba.

You may be interested in some local information. Lake Kariba has 2,000 square miles of wonderful water to explore and cruise upon. Each night one may shelter in a secluded bay or estuary, by anchoring or tying up to trees. Rig of the day is shorts or a bathing costume. A bath is taken by jumping over the side.

Our racing season, in the Kariba Yacht Club, is from April to October, when no rain occurs, and wonderful blue water, sun, and warmth is 100% assured. The non-racing season, when we have "family racing", may have storms, and has plenty of rain. The seas on the lake are far more vicious than one experiences in the Channel (which I know well), and require a good vessel.

Previously we had a G.P.14 sailing dinghy, rather limited here, and having a family who were unable to appreciate balancing one's weight against the elements in a dinghy, we bought the Silhouette (I am a cruising person, anyway!) Dry rot attacks *all* wooden vessels here, whether hot moulded hulls, or whether treated with all the known concoctions and chemicals. I bought *Gipsy*, and put a new bottom, a new transom, and some new coachroof on her. A *Seagull* has been fitted on the transom, mast repaired, bilge pump fitted, etc., and she is now the most beautiful vessel on the lake. She has a suit of blue cottons, a suit of larger Terylenes, and also a mast head "balloon jib" of 101 square feet! We have already experienced a fierce blow (off a lee shore) and *Gipsy* behaved very well in clawing off the shore under said. (Not the balloon jib!)

I believe that *Gipsy* was sold by Hurley to Mr Powell in Salisbury in about April 1958, who then sold her to Mr Ames of Kariba, who sold her to Mr Gregory of Kariba, from whom I bought her.—D. N. Miller, c/o Federal Power Board, P. Bag E, Kariba, S. Rhodesia.

Whitby YC

R. W. Swaby writes from 18 Westbourne Road, Whitby, Yorks.: I have often been told that my writing is atrocious, but until now was of the opinion that this comment was exaggerated. You have proved otherwise: would you amend last month's title and text to read WHITBY YC, not Whitley? (It's nice of Mr Swaby to blame his handwriting, but it is not really at all bad. The real trouble last month was that delays from ice and snow made it impossible to get proofs in time for the careful proof-reading that they ought to undergo. Our apologies both to him and to the Whitby YC—Editor).

Whitby YC has decided to include in the season's programme a handicap class for boats under 18ft loa, which will be ideal for Silhouettes.

Temptation

By Anne Fowler

IT may not aspire to the vastness of London exhibitions, but the Isle of Man runs an excellent Trades' Fair. The Skipper hates crowds, so I was amazed when somewhat off-handedly he suggested that he should come with me to see it.

"John Scott has a display of chandlery," he explained. Always aware of a constantly recurring financial crisis I was alarmed.

"We are just going to *look* at things," I said. I knew what the Skipper was like when confronted with any article that bore the slightest connection with a boat. Anxiously I decided that I must ignore the other stands, and cling closely to him to ward off unnecessary purchases.

"We really do need an ex-R.A.F. Grid Compass," he observed in the car.

I was outraged.

"We've already got two compasses. We must try to be economical."

What a lucky thing it was, I thought, that we were going together.

Goodness knows what extravagances he might entertain without my curbing influence. As we walked towards the boat stand the Nevastik frying pans caught my eye.

"Now that *would* be invaluable," I suggested. "No messy fat and easy to clean."

"Nonsense," said the Skipper firmly. "We've got a frying pan."

We both gave a rapturous sigh as we saw the colourful display platform backed by a sturdy GP 14. There was an enticing exhibition of innumerable tackle.

"We need some spare rope," muttered the Skipper feverishly. It seems to me that *Sou* devours rope. There is apparently always one more piece that is vital for her safety or comfort.

"Spare oars for the dinghy," suggested the Skipper.

"Not until we lose the ones we have," I said firmly.

"Now this is really necessary." The Skipper was delighted that he had found something at last. "A foot pump for the rubber dinghy."

I remembered the wasted half hours we had spent trampling down the perverse balls of air when trying to deflate the dinghy.

"A second fitting takes the connecting hose and quickly deflates her," explained the Skipper.

We had suffered too many times from a sense of frustration for me to deny the desirability of this gadget.

"This template is fascinating," murmured the Skipper later. He held up a metal, comb-like article. "You can take a pattern of anything just by pushing it against an object and the prongs follow the shape. Very useful for cutting lino for the house too."

"And when have you tried to fit lino?" I demanded.

Alack, neither of us is handy-fisted. The Skipper laboriously paints and varnishes, but we are not skilful enough to make any gadgets ourselves to add to our comfort.

I was enchanted by a forhorn. I have always had a terror of being borne down upon by a large ship.

"This summer—on the East Coast," I said. "We may run into fog, and there's bound to be a lot of traffic."

"*Shipping*," the Skipper automatically corrected me. He still finds my unnautical phrases a source of considerable anguish. "We've got a whistle; now, a grid compass is *really* necessary."

I dropped my forhorn and wandered on.

I fingered the nylon clothing covetously—light, windproof, rain-proof, flameproof, it seemed ideal. The built-in buoyancy was almost inconspicuous. I wavered.

"You know you look like Humpty Dumpty in your other jacket," said the Skipper with husbandlike truthfulness. "Of course you must have it."

I thanked him effusively.

"If we're getting that we may as well get the compass too," he said casually and cocked a wary eye at me. I thought longingly of the alluring clothes, wavered and fell.

"A very satisfactory morning," said the Skipper as we wandered out. I caught sight of the Nevastik frying pan.

"We've spent so much we may as well get that too," I said.

About money

SUBSCRIPTIONS for the 1963 season are now due—in fact, overdue, for they are payable from January 1 each year. Many members are most thoughtful about this, and have already paid their subs, or even paid them in advance. In the press of horrible January and February bills, some people are a little inclined to forget small subs to voluntary associations: if you have not already paid for this year, will you please send 15s.—and 5s. for the Sail Training Association if you can possibly afford it—to the Hon. Treasurer, Jack O'Brien, as soon as you can? Arrangements have now been made for ISOA subs to be paid by banker's order, and a number of members are doing this. It is a convenient way of paying such subscriptions, and a great help to hard-pressed Hon Treasurers in cutting down clerical work. So, if you would like to pay by banker's order, please do. Jack O'Brien has a supply of banker's order forms.

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