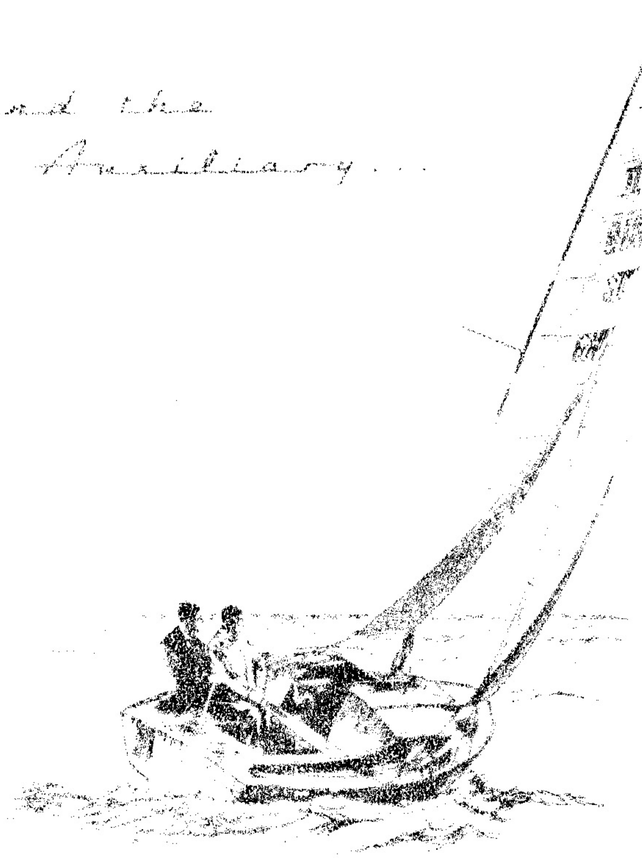
The Silhouette Owner

The journal of the Silhouette Owners' International Association

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BRITISH SEAGULL

"The best Outboard Motor for the World"

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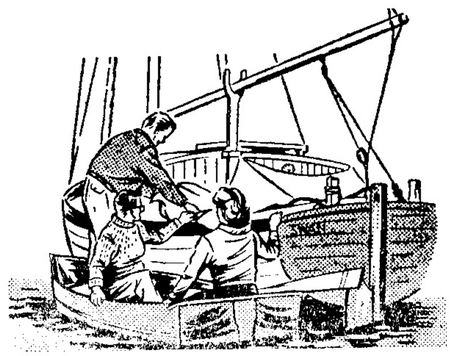
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The Log Competitions

WITH Plymouth Week, the Maldon meeting, the Menai Straits Fortnight, the Clyde meeting and many other activities up and down the coasts of Britain, this has been a busy summer. In spite of the weather, it has been a memorable summer, and we who sail Silhouettes can certainly feel that we have made a rather special place for ourselves in the world of yachting. And the special virtue of the Silhouette is that she is more than a racing yacht; she is a most able and seaworthy small cruiser, and Silhouette sailors have made some remarkable voyages. The SOIA has always tried to foster cruising as well as racing, to encourage seamanlike behaviour, and at all times to emphasise the importance of wise precautions for the safety of boat and crew. In this the logs that we have published over the past three years have played a most valuable part, and the log competitions that have been held annually have not only made known many enterprising voyages to a wider public, but have enabled all Silhouette sailors to learn from other peoples's experiences. The closing date for this year's log competition is November 30. There are three national trophies: *The Suzanne Trophy* (presented by Robert Tucker) for the best log of a voyage by a member of the SOIA in a Silhouette anywhere in the world; *The Silhouette Owner Trophy*, for the best log of a voyage in a Silhouette by a crew including a woman; and

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PLYMOUTH WEEK 1964

☆

To help people who have to fix next year's holiday dates well ahead, the SOIA has arranged with the Port of Plymouth Sailing Association to hold Plymouth Week, 1964, in the week beginning August 16.

☆

If you enjoyed this year's Plymouth Week, make sure to come again. If you couldn't make Plymouth this year, make it a MUST for next year!

the *Open Cruising Trophy*, for associate members of the SOIA, for the best log of a voyage in a vessel of any type. Logs must relate to voyages carried out between December 1, 1962 and November this year, and manuscripts (preferably typwritten, but they need not be) should be sent to the Editor of the *Journal* by November 30. All voyages are eligible — don't be put off because you think that your cruise was not a very ambitious one. The trophies are awarded for seamanship in relation to the conditions, and for the presentation of the logs — a well-planned week-end cruise is just as eligible as a longer voyage. So please send in your logs; don't leave it to the last minute, but send in a simple narrative of your cruise as soon as possible. You may have the distinction of winning a trophy, but even if you don't, you will have shared your experience with others.

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

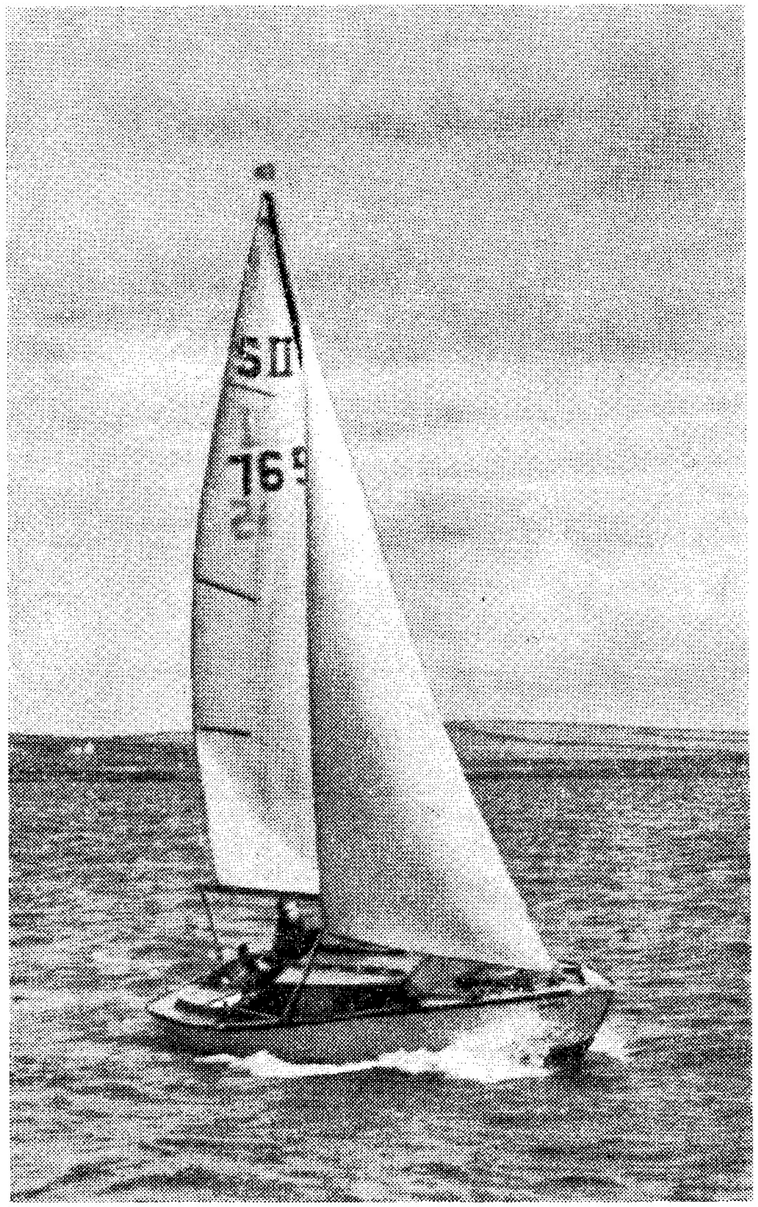
Plymouth Week

FIFTY-THREE boats and upwards of two hundred Silhouette families and their friends made Plymouth for the first National Rally organised by the SOIA in conjunction with the Port of Plymouth Sailing Association and the Royal Plymouth Corinthian Yacht Club. Without seeming to overstate things, it is hard to report a week that was so overwhelmingly a success. "This has been the best holiday we've had in our lives," said family after family. One may leave it at that.

The week really began over Friday, August 16 and Saturday, August 17, when boat after boat arrived at Plymouth to form the Silhouette fleet. Boats came from all over Britain, by sea, by trailer, and by George Hurley's kindly transporter. J. B. Bownas sailed *Jaybee* singlehanded from Christchurch, Hants; Mr. and Mrs. N. S. Smith trailed *Sandy Pat* six hundred miles from Fife to Plymouth; E. R. Adams trailed *Echo* from Ullswater. These are only three of the journeys: boats normally at home on the Crouch, in the waters off Anglesey, in Cornish harbours, Torbay, on the Upper Thames, near Oxford, from dozens of other places around the coasts of Britain, all assembled at Plymouth. The fleet made a marvellous sight, and also marked a small epoch in British yachting history, for our Silhouettes at Plymouth formed the largest gathering of sailing cruisers of one Class that has ever been held in British Waters.

Thanks to the Sutton Harbour Board, room was found for the fleet along the North Quay of Sutton Harbour, the inner pool of the Port of Plymouth, adjoining the famous Barbican. George Hurley, Reg Hooper and the marvellous staff of Hurley's shipyard put up extra ladders along the quayside, and long warps across the quay, and the Berthing Master, E. T. Looney, of the RPCYC, nuzzled the boats into a splendid, tidy line. Boats lay stern to quay, with the bows held to their own anchors, and were kept in position by bow and stern breast-ropes. This method of securing a fleet to a quay is, perhaps, more common in French harbours than in England, but it worked splendidly. And it says much for the boatmanship of Silhouette skippers and crews that boats came in and out throughout the week without trouble and with no messy entanglements.

Sunday evening, August 18, brought a pleasant get-together at the Royal Corinthian's beautiful clubhouse, and a valuable briefiing by the Club's race officers on courses and conditions in the Sound. From Monday morning, the week fell into two distinct but cheerfully related parts. — sailing and social. There was racing every morning except Thursday, when the fleet cruised round to the Yealm river to enjoy a pleasant lunch at the Yealm Hotel. And every evening there was something "on." On Monday evening, the Deputy Lord Mayor and Lady Mayoress of Plymouth (the Lord Mayor was away) entertained all members and friends of the fleet at a reception and dance in Plymouth's lovely Guildhall, and formally presented the City of Plymouth Trophy to the Association. On Tuesday the Royal Western YC were "At Home" to us, and on Wednesday the Royal Corinthian entertained



KOTKA, Ian Holyman's winning Silhouette.
(*Photo by courtesy of the Manchester Cruising Association*).

us to a gay dance. On Thursday evening a chartered steamer took us for a delightful river cruise up the beautiful River Tavy, and on Friday evening the SOIA gave a dinner-dance at the Royal Corinthian Club to try to say Thank You to our hosts. The Deputy Lord Mayor and Lady Mayoress honoured us by coming, and the Lady Mayoress presented the trophies and prizes won during the week. In a happy speech, the Deputy Lord Mayor said how glad Plymouth had been to

welcome Silhouettes, and expressed his pleasure at meeting so many Silhouette sailors. John Anderson, the president of the SOIA thanked the Deputy Lord Mayor and Lady Mayoress for all their hospitality and kindness, and he also expressed the Association's deep sense of gratitude to the RPCYC and its committee and officers, to the ladies of the Club for the marvellous way in which they had catered for Silhouette visitors, to George Hurley, Fred Hawkins, Reg Hooper and the staff of Hurley's shipyard, and to all the Plymouth people who had helped to make "The Week" such a memorable Silhouette gathering. On behalf of the Association, the president presented the Deputy Lord Mayor with an electric razor as a small memento of the occasion. Eileen Morgan presented bouquets to the Deputy Lady Mayoress and to Mrs. McLaughlin, in recognition of the wonderful kindness of the Club ladies. Stan Morgan, the Commodore of the SOIA, presented Peter Harvey, the Hon. Sailing Secretary of the RPCYC, with a pair of binoculars as a tribute from the Association for the months of work that Peter Harvey put into organising Plymouth Week. Reg Garrod, the Hon. Secretary of the SOIA, to whose work the success of Plymouth Week owes much, also expressed the Association's thanks, and, in particular, he thanked SOIA members for the magnificent support that made Plymouth Week possible.

International Guests

WE were particularly happy to welcome at Plymouth two members of the SOIA from Germany and their families. Herr Schmidt and Herr Trapp sailed regularly, and took part in all our activities, proving very popular members of the world-wide Silhouette family. We hope that at our next rally we shall see more of our friends from overseas.

Cruise to the Yealm

TO say it properly, you would call it "Yam," but however you pronounce it, the Yealm River and its estuary are among the loveliest in Europe. One of the nicest of all events at Plymouth was a cruise in company to the Yealm on Thursday, August 22. The weather on Wednesday evening was pretty depressing, and we turned in on Wednesday night more than half-expecting that the cruise on Thursday would haveto be cancelled. But by one of those bewildering tricks of the English climate, Thursday turned out to be adelightful day, and the cruise round the coast to the Yealm provided really exhilarating sailing, in almost perfect conditions.

Through the breakwater we met a heavy swell, and soon only the mastheads of neighbouring boats were visible. But the Silhouettes revelled in it, rising to the swell like ducks, and proving once more what splendid and sea-kindly boats they are. The course was all-but due South for a few miles to clear the Mewstone, and then East for the entrance to the Yealm. The Mewstone, with its fierce outlying chain of rocks, looked vicious even on a clear day, and most of us gave it a

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JOHNSON	
Sea Horse (3 h.p.)	£60. 0. 0.
Sea Horse (5½ h.p.)	£110. 0 0.
GALE	
Buccaneer (3 h.p.)	£60. 0. 0.
Buccaneer (5 h.p.)	£99. 0. 0.

and many others. Also good selection of second-hand bargains

CHRISTMAS CARDS

☆

A most attractive Christmas Card with a coloured picture of a Silhouette II under sail will be available to members of the SOIA this year. Price is not yet quite certain, but is unlikely to be more than 9d. for card and envelope. Advance orders will help us to keep down the price!

☆

Details from Hon. Sec. R. A. Garrod, 4, Crawley Road, Bush Hill Park, Enfield, Middlesex.

very wide berth. The entrance to the Yealm is complicated by a bar, but the channel is well-marked on the chart. The anchorage, a wide pool made by a bend in the river, is a delectable spot, and the Lady Harbourmaster there had made splendid arrangements to receive us. She was out herself in a launch, directing each boat as it came in to moorings, and expressing a friendly welcome to the Silhouette fleet. Everything went without a hitch.

Lunch had been arranged at the Yealm Hotel, and the hotel people could not have been kinder. After lunch we had to leave rather early, to get back to Plymouth in good time for the river trip by steamer that had been arranged for Thursday evening. The sail back was marvellous. It was a beat out to clear the Mewstone, and one or two of us (with the excuse of being pressed for time) did this the lazy way, under power. (But what is an auxiliary for?). Once clear of the Mewstone, it was a glorious reach the whole way back to Plymouth Harbour, the boom on the same side of the boat until we finally dropped sails at our moorings. This cruise was a wonderful experience, and we are deeply grateful to the officers of the SW Group, to the Harbourmaster and the Yealm Hotel, and to everybody who helped in making such excellent arrangements.

Plymouth: Racing and Awards

The fifty-three boats entered for the National Silhouette Rally at Plymouth were:

Sail No.			
12	*Sabrina*	W. A. M. King	Burham-on-Sea Yacht Club
17	*Midnight*	S. J. Morgan	Up River Yacht Club
18	*Marigold*	H. Sheen	Hurst Castle Sailing Club
24	*Gazelle*	R. N. Pegg	Royal Anglesey Yacht Club
49	*Waskasoo*	W. Spurrell	Royal Plymouth Corinthian Y.C.
171	*Ondine*	P. E. Austin	North West Silhouette Association
267	*La Mouette*	R. Trevithick	
285	*Gannet*	F. W. Russell	Totnes Boating Association
356	*Alphons*	A. G. Hurley	Royal Plymouth Corinthian Y.C.
397	*Mary Lane*	J. R. L. Anderson	Royal Anglesey Yacht Club
407	*Pepper Pot*	D. G. Tope	
456	*Emma*	M. A. Hemans	Starcross Yacht Club
471	*Kathleen Charlotte*	P. A. G. Leach	Little Ship Club
488	*Dolphin*	H. H. Firth	Royal Anglesey Yacht Club
530	*Odgik*	W. P. Talbot	Tamar River Sailing Club
577	*Lola*	D. R. Prestwich	Royal Plymouth Corinthian Y.C.
649	***Eskimo Nell***	Capt. B. Pengelly	R.N.S.A. (Plymouth Branch)
654	*Wee-Three*	H. W. Maloney	Up River Yacht Club
712	*Constance*	A. Symonds	Little Ship Club
727	*Moonraker*	T. J. Bickford	Mayflower Sailing Club
734	*White Foxglove*	Dr. D. Stanley-Jones	Mylor Sailing Club
765	*Kotka*	Ian Holyman	
805	*Sally Ann*	W. R. Farrer	
873	*Echo*	E. R. Adams	Ullswater Yacht Club
977	*Water Mint*	M. W. Stone	
983	*Martini*	G. W. Smith	
999	*Rosette*	R. A. Garrod	Up River Yacht Club
1005	*Chota*	V. P. England	R.N.V.R. Sailing Club
1015	*Xanthe*	P. Griffin	Royal Western Yacht Club
1040	*Dipper*	Major W. P. Grenfell	Saltash Sailing Club
1045	*Suitsus*	R. F. Pasmore	Royal Plymouth Corinthian Y.C.
1053	*Success*	M. Randell-Clark	Torbay Sailing Club
1059	*Tom Tit*	D. A. Blackmore	Bristol Corinthian Yacht Club
1076	*Iolanthe*	A. S. Vaughan	
1091	*Chianti*	T. A. Bailey	Torpoint Mosquito Sailing Club
1022	*Unicorn*	L. J. Donnithorne	Lilliput Sailing Club
1129	*Poucette*	C. J. Guscott	Brixham Yacht Club
1165	*Una*	G. O. Norrie	
1168	*Jaybee*	J. B. Bownas	Highcliffe Sailing Club
1179	*Joanna*	F. Hawkins	Royal Plymouth Corinthian Y.C.
1180	*Westbank*	P. M. Nicholls	Royal Plymouth Corinthian Y.C.
1212	*Miss June*	B. J. Hulbert	
1258	*Jane*	B. R. Webster	Royal Plymouth Corinthian Y.C.
1264		C. A. Gulliford	Royal Plymouth Corinthian Y.C.
1268	*Oggie*	Herr Schmidt	
1272	*Whim*	K. F. Linford	Red Wharf Bay Sailing Club
1318	*Chico*	S. A. Kennedy	Mayflower Sailing Club
1337	*Experiment*	Mrs. M. Rothwell	
1357	*Swift*	S. S. Grey	Lilliput Sailing Club
1434	*Sandy Pat*	N. S. Smith	R.A.F. Sailing Club (Leuchars)
1465	*Sally*	Herr Trapp	
1491	*Sheerelle*	J. G. Walker	
1609	*Miranda*	J. Harrison	Royal Plymouth Corinthian Y.C.

ASSOCIATE MEMBERS: R. Tucker, J. F. Pickup (Hardway & Ribble Cruising Club), K. M. Anderson, G. R. Oliver, N. W. Clarke.

There was excellent racing in the Sound every day except Thursday, but not everybody raced every day, or completed the whole course: owners with young families had to look after the children as well as sail. But there was a fine body of keen racing skippers, and an average of thirty to forty boats turned out for every race. The results were:

Monday, August 19. Wind WSW, conditions good. 1, *Moonraker* (727, T. J. Bickford), 2, *Wee Three* (654, H. W. Maloney), 3, *Kotka* (765, Ian Holyman), 4, *Sheerelle* (1491, J. G. Walker), 5, *Eskimo Nell* (649, Captain B. Pengelly), 6, *Dolphin* (488, Herbert Firth).

Tuesday, August 20. Wind WSW, Force 4-5, visibility poor. 1, *Whim* (1272, K. Lingard), 2, *Kotka* (765, Ian Holyman), 3, *Midnight* (17, Stan Morgan), 4 *Moonraker* (727, T. J. Bickford), 5, *Wee Three* (654, H. W. Maloney), 6, *Rosette* (999, R. Garrod).

Wednesday, August 21. Wind SW, sea smooth. 1, *Kotka,* (765, Ian Holyman), 2, *Joanna* (1159, F. Hawkins), 3, *Sabrina* (12, W. A. M. King), 4, *Dipper* (1040, Major W. P. Grenfell), 5, *Moonraker* (727, J. J. Bickford), 6 *Whim* (1272, K. Lingard).

Friday, August 23. Wind WSW, sea slight. 1, *Kotka* (765, Ian Holyman), 2, *Whim* (1272, K. Lingard), 3, *Dipper* (1040, Major W. P. Grenfell), 4, *Rosette* (999, R. Garrod), 5, *Miranda* (1069, J. Harrison), 6, *Wee Three* (654, H. W. Maloney).

All the above races counted towards a Points Placing, and the final placings were as follows. (It should be remembered that boats low in the list may have raced once only, or not at all). 1, *Kotka*, 2, *Whim*, 3, *Moonraker*, 4, *Wee Three*, 5, *Dipper*, 6, *Rosette*, 7, *Eskimo Nell*, 8, *Joanna*, 9, *Sheerelle*, 10, *Jane*, 11, *Sabrina*, 12, *Westbank*, 13, *Miranda*, 14, *Midnight*, 15, *Sally Ann*, 16, *Chota*, 17, *Odgik*, 18, *Una*, 19, *Martini*, 20, *Kathleen Charlotte*, 21, *Pepper Pot*, 22, *Dolphin*, 23, *Emma*, 24, *Tom Tit*, 25, *White Foxglove*, 26, *Sandy Pat*, 27 (equal), *Chico, Swift*, 29, *Unicorn*, 30, *Suitsus*, 31 (equal) *Experiment, Constance*, 33 (equal) *Water Mint, Poucette*, 35, *Chianti*, 36, *Oggie*, 37, *Alphons*, 38 (equal) *Lola, Jaybee*, 40, *Iolanthe*, 41, *Waskasoo*, 42, *Sally*, 43, *Xanthe*, 44 (equal) *Success, Miss June*, 46, *Gannet*, 47, *Ondine*, 48, *Mary Lane*, 49, *Echo*, 50, *La Mouette*, 51 (1264), 52 equal *Marigold, Gazelle.*

On Tuesday afternoon a race for boats under power for the Stuart Turner Trophy was won by *Constance* (A. Symonds). On Wednesday afternoon an enjoyable Treasure Hunt under sail for prizes presented by Messrs Coates and Company (Plymouth Gin) was won by S. A. Kennedy in *Chico*, with K. F. Lingard (*Whim*) second and J. G. Walker (*Sheerelle*) third.

Awards

City of Plymouth Trophy, presented by the Lord Mayor and Corporation of Plymouth. (Best Points Placing). Ian Holyman.

Spurrell Cup, presented by W. Spurrell, Commodore of the SW Group of the SOIA. (For Monday's race). T. J. Bickford.

Longest journey by sea to Plymouth. J. B. Bownas (singlehanded from Christchurch).

Longest journey by road. N. S. Smith (Trailed from Fife to Plymouth).

Special award for the best points placing by a mixed crew. Mr. and Mrs. H. W. Maloney.

Best performance by skipper and crew over 70. W. Spurrell and F. R. McLaughlin.

Best performance by skipper and crew under 20. I. Dampney and R. Mitchell.

Stuart Turner Trophy (*power race*). A. Symonds.

The trophies other than the named Cups were rose bowls presented by the SOIA. In addition, the Royal Plymouth Corinthian YC

generously presented individual prizes to the first four boats in each day's racing, and to the first six boats in the overall placings.

Kotka, who won the City of Plymouth Trophy for the best overall placing, was sailed by her owner Ian Holyman and Ian Hyde-Smith. Both are members of the NW Group. In K. Lingard's *Whim* the NW Group also provided the runner-up, an achievement of which the Group is justly proud. *Moonraker*, third in the points placing, is a Plymouth boat, and it was happy to see her also winning the Spurrell Cup. *Wee Three*, fourth in the points placing, and *Rosette*, sixth, are both boats of the SE Group. Major Grenfell's *Dipper*, fifth in the points series, is a Saltash boat.

The Concours D'Elegance

by F. J. Dampney, Rear Commodore, R P C Y C

WHEN it was first put to me at the committee meeting, it seemed a straightforward job. "Will you and your wife judge the Concours?" I was asked. Actually the question was rhetorical; my colleagues had already decided that they wanted no part in it, and I should have been on my guard when the Sailing Secretary licked his pencil and jotted down in the draft programme, "Commence tour of inspection not later than 17.00 hours" — then rapidly amended the time to 16.00 hours, with the aside, "The Deputy Lady Mayoress will be presenting the prizes at ten."

It is often said that the most efficient committee is a committee of one. Well, there were the two of us to judge the Concours, and, thank Heaven, there were not more, for we were still arguing the pros and cons of the likely winners at 7-30 that evening, when the Sailing Secretary rang me to say that he must have the names so that he could sort out the prizes. By then it had become obvious that if we followed the original intention of selecting one boat, a grave injustice would be done.

To say that the task of judging was difficult would be an understatement. All the little yachts visited were in superb condition, and what a sight they made strung out along North Quay in the Barbican tied stern on to the wall. So we decided to step up the prize list to first six boats, and even this, I feel, left out many which were deserving of recognition. I wish we could have given a prize to every one.

We had worked out a formula for judging. There were six headings on my score sheet: *Conditions of rigging; anchor, chains and spare ropes; life-saving and first aid equipment, and fire extinguishers; positioning of cleats, tackle, compass, etc.; paintwork; original ideas.*

The last column was jammed tight with notes. Many sensible aids had been fitted, not mere gimmicks, but such things as guard rails and pulpits, extra leads for big and small jibs, additional ventilators, elastic shock cords for running rigging, and even a home-made collapsible dinghy which folded in to a 4inch thickness.

Of course there was the lighter side of the business. As we

THE SILHOUETTE
OWNERS' INTERNATIONAL ASSOCIATION

President

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

Honorary Flag Officers

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

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 SOIA are ex officio members of the Committee.

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

The Silhouette Owners' International 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.

neared one well-known boat there was a hoarse cry from the quay, "Reg, hide that dirty floorcloth away!" And a hopeful, "Stan, do you think it would help if I put on my bikini?"

We liked, too, the decorative ensemble presented by one locally-owned boat on which wife and two lovely little daughters were dressed in colours to tone with their craft. And then there was the one swarming with a crew adequate to man a Fastnet racer, all waging a war against time with frantic last-minute deck swabbing, window polishing and coiling down.

We give below the basis on which we reached our decision. It will be seen that we were not looking merely for show-room finish. Paintwork was taken into consideration, but we bore in mind that many of these craft had been trailed considerable distances, in addition to having had a season's use. We endeavoured to keep within the Preliminary Notice, in particular *"everything which makes for an efficient vessel."*

We hope that everyone has learnt something from this Concours, and enjoyed it as much as we did.

My wife and I take this opportuity of thanking all the owners for their kind assistance and welcome aboard. Everyone co-operated whole-heartedly, and it was great fun for us all, but then, this was the spirit of "Plymouth Week."

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.	*Hon. Sec. T. H. Swarbrick, Wardleys Cottages, Hambleton, near Blackpool.*
Lake District.	*Hon. Sec. A. M. Seymour, Hartforth Grange, Gilling West, Richmond, Yorkshire.*
Yorkshire (Humber to Tees).	*Hon. Sec. Brian M. Beeden, Toll Bar House, Firsby Lane, Conisborough, near Doncaster.*
Scotland.	*Hon. Sec. J. B. Jackson, 81, Baillie Drive, Calderwood, East Kilbride. Tel. East Kilbride 21194.*

Concours d' Elegance: awards

1. *Success* (M. Randell-Clark). A new boat, which incorported fitments to cover every eventuality, even to the toilet arrangements! A dynamo had been fitted for charging the batteries, and the vessel was wired for anti-electrolysis in cases of static electricity. Below decks, lockers had been adapted to use every inch of space, a swivel table was fitted to the mast support; and the anchor chain, fed into a neat plastic container to eliminate mud splashes. Ready at hand, there was buoyancy which served the dual purpose of acting as fenders for both *Success* and her tender, and a collapsible ladder, which could be used for boarding or for rescuing, was stowed neatly in the place where it is used. Even a portable lamp showing a powerful beam from the battery was ready at hand, in just the right place. And the club burgee was flying. (A minority of competitors did fall down on flag etiquette). Well done, *Success*!

2. *Poucette* (C. J. Guscott). This two year old boat is obviously owned by a cruising enthusiast who has her sturdily rigged for sea work. There were navigational aids such as RDF (yes, it worked!) and parallel plotting bars. Riding lights, extra cleats and all emergency gear including Verey lights were easily at hand.

3. *Sabrina* (W. A. M. King). This six year old has been remarkably maintained, and she has been carefully and soundly rigged. Her safety gear included U-shaped lifebouy, foghorn, and riding light. We noted how securely she had been moored.

4. *Miss June* (B. J. Hulbert). Owner-built two years ago, this boat is excellently constructed, and fitted for sea work with pulpit and guard rails. Much thought has gone into her internal layout, which cunningly devised to provide three adequate berths, and the planning of stowage is first class. We did not know about all that lead beneath her, and are glad to learn that there was no serious damage to George Hurley's mobile crane when *Miss June* was lifted out!

5. *Una* (G. O. Norrie). This is a truly elegant boat, without gadgets, but soundly rigged with jamming cleats in the right places. The cabin was well laid out, neat and adequately ventilated.

6. *Mary Lane* (J. R. L. Anderson). A young three and a half year old, well kept in hull condition and tidiness, as might be expected in a vessel on which so much affection is lavished. A pulpit provides security for the foredeck hand, and all the gear needed in an emergency was easily at hand.

Living on Board

PLYMOUTH WEEK was an interesting test of the living accommodation of Silhouettes. And they passed the test with flying colours. I don't know exactly how many people lived in board for the whole week, and it would be hard to calculate an exact answer, because some people lived and cooked on board during the day, but had tents or hotels, or stayed with friends, for the night. But a lot of us lived wholly on board, and the North Quay of Sutoon Harbour became a very friendly sort of club. Richard (17) my eldest son and I lived and slept on board *Mary Lane* for the whole week, and we made ourselves very comfortable. (Helen and the two younger children slept ashore). In spite of some drenching rain, the cabin kept absolutely dry and cosy. We slept with the cabin hatch shut but the washboard out, which gave plenty of air in the cabin, and we found that even in heavy rain, very little came in through the washboard opening.

The forest of masts and rigging along the quay was a lovely sight, and one that is getting rare, as fleets of sailing vessels rarely assemble nowadays. The old Barbican at Plymouth must have felt that it was back in the days of Nelson's Navy, when Sutton pool must have been thronged with sailing ships. Masts and shrouds etched against the night sky were breathtakingly beautiful. Early mornings, however, saw some odd things going up on halliards as people dried out clothes that had got soaked the day before. "What protest flag is that?" asked somebody from the Quay when a pair of



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sopping trousers went up to my own masthead. "It is a protest against the English climate," I said, and we left it at that.

But the fleet was eminently respectable, and these things belonged to early dawn: washing was not allowed to stay in the rigging when many visitors were about. The fleet was paid a great compliment when Mr. and Mrs. F. J. Dampney, Rear Commodore of the Royal Corinthian and his wife, came along to judge the *concours d'elegance*. "It is most fearfully difficult to judge," they said, "when every boat is so lovingly cared for." My one criticism (and this was shared by Mr. Dampney) was that some people showed a tendancy to leave racing flags flying while their boats lay at the quay. This is a breach of marine good manners, and I hope that whenever again Silhouette fleets assemble, racing flags will come down as soon as boats have stopped racing. Ensign manners, I am glad to say, were impeccable: I saw no ensigns flying after sundown.

The fleet lay stern on to the quay, with perhaps ten yards of open water between transomes and the quayside. This, of course, was necessary to allow for movement with the tide. It also made much dinghy work imperative. There was an interesting assortment of dinghies, blow-up rubber boats of various kinds, some wooden and glass fibre prams, and several Prouts. We swear by our Prout on *Mary Lane*, and it certainly earned its keep at Plymouth. But there is no doubt that Prouting is a slightly specialised art. Those who know not Prouts were always a bit diffident at being offered a lift for the first time in our dinghy, but after a trip or two the sturdy qualities of the Prout won confidence. A special virtue is the Prout's supreme lightness. We had some torrential rain, and naturally dinghies collected it. The ease with which the Prout can be hauled up and water tipped out proved a real blessing.

I think that most of us fell in at least once during the week. A special hazard of dinghy work was the cat's cradle of mooring lines to be negotiated every time one went ashore. This was my undoing on the first day, when the choice seemed to lie between being decapitated by a mooring wrap, or going in. I chose going in at least as far as one leg was concerned, and the gallant Prout righted herself and took me clear. Coming back to our moorings one day, I was clearing our anchor chain from our neighbour's, when he said suddenly, "Leave the anchor and rescue your wife." Helen (she herself does not know why) had simply run out of deck and stepped into the water.

She observed that the water was not nearly so cold as she had thought it would be. A neighbour's gentle splash one evening drew the rather unkind remark from the quay (or, perhaps, it was just puzzled): *"Do you always bathe in your clothes?"* The answer was suitably short.

Silhouette owners are clearly in true descent from those legendary English who dress for dinner even if they find themselves alone in desert or jungle. Evenings at Plymouth brought Lord Mayor's receptions, dances, and other functions at which oilies and patched trousers would certainly have been out of place. The finery that emerged from tiny cabins was remarkable — impeccably pressed trousers (in our case, kept under the cabin mattresses) and reefer jackets, attractive dance frocks, and polished shoes, showed the world that the Silhouette fleet ashore is a match for any social occasion. It was most impressive — and it was all the greatest fun.

—*A.*

A letter from Plymouth

George Hurley writes:

PLYMOUTH WEEK was a very proud one for me. Without being over-sentimental, I am very proud to be a citizen of Plymouth, and any contribution I can make to its wellbeing is always a great thrill to me. Such evenings as the Lord Mayor's reception in the Guidhall do not come often in one's life. You can imagine my pleasure in having the Silhouettes here; we were all delighted to show off Plymouth, and I can speak for everyone when I say that we were, and always will be, delighted to have you. May I also take this opportunity to thank all those Owners who have written us such kind letters? We can only say that any small contributions that we made to the Silhouette Week were all a great pleasure for us.

AGM and London Party

The A.G.M. of the SOIA will be held on Saturday, January 4, 1964, at the National Liberal Club, Whitehall Place, London, SW1, and will be followed, as in past years, by the association's annual London party. Peter Croft and the sub-committee who are making arrangements for the party, ask all Group Secretaries to let them know whether they would like anybody invited as the association's official guests; if so, please let Peter have names and addresses as soon as possible. It is hoped to have a really good display of club burgees and sailing flags, so will members please lend any that they may have? Peter guarantees to return all flags that are sent. He and the sub-committee will also welcome all ideas and suggestions from members that may help in making our next party even better than this year's. So please send flags, suggestions, offers of help and any ideas for the party to Peter Croft 48, Annalee Road, South Ocken, don, Romford, Essex.

Menai Straits

SILHOUETTES are now a well-established class in the Irish Sea and along the North Wales coast, and a number of boats took part in the annual Menai Straits Fortnight. There would undoubtedly have been a larger turnout this year had not the dates come rather awkwardly just before Plymouth Week: some owners who had arranged their holidays for Plymouth could not manage the Straits as well, though some people did manage both. The Menai Straits are superb sailing waters, and the Fortnight is a mavellous festival of yachting, with racing every day sponsored by different clubs along the coast. Owners in other parts of the country who have not yet sailed in the North-West might well consider a visit to Anglesey for the Fortnight: it makes a jolly good holiday, there are magnificent beaches for children, and the mountains of Snowdonia for any member of the family who wants a change from sailing. In spite of difficulties over Plymouth Week, there was still a good turn out this year and it particularly pleasing that K. F. Lingard's *Whim,* which did so well at Plymouth, also did well in the Straits Fortnight. Ian Hyde-Smith, who sailed his own *Slipper* with great distinction in the Menai Straits, went on to Plymouth without his boat, and added to his distinction by crewing so brilliantly for Ian Holyman in the Plymouth racing. The results were:

Port Dinorwic Town Regatta. 1, *Shadow* (R. Newport, Conway YC), 2, *Slipper* (Ian Hyde-Smith, Royal Artillery YC), 3, *Phalarope* (R. and B. Martin, Port Dinorwic SC).

Royal Dee Regatta. 1, *Slipper* (Ian Hyde-Smith, Royal Artillery YC), 2, *Fenton* (F. V. Bellis, Royal Anglesey YC), 3, *Lutina* (A. Hall, Blundellsands SC).

Beaumaris Regatta. 1, *Lutina* (A. Hall, Blundellsands SC), 2, *Gemini* (J. D. Taylor, Royal Anglesey YC), 3, *Shadow* (R. Newport, Conway YC).

Red Wharf Bay Regatta. 1, *Shadow* (R. Newport, Conway YC), 2, *Whim* (K. F. Lingard, Red Wharf Bay SC).

Conway Regatta. 1, *Gemini* (J. D. Taylor, Royal Anglesey YC), 2, *Shadow* (R. Newport, Conway YC), 3, *Fenton* (F. V. Bellis, Royal Anglesey YC).

Menai Bridge Town Regatta. 1, *Whim* (K. F. Lingard, Red Wharf Bay SC), 2, *Gemini* (J. D. Taylor, Royal Anglesey YC), 3, *Fenton* (F. W. Bellis, Royal Anglesey YC).

Bangor Town Regatta. 1, *Fenton* (F. V. Bellis, Royal Anglesey YC), 2, *Whim* (K. F. Lingard, Red Wharf Bay SC), 3, *Slipper* (Ian Hyde-Smith, Royal Artillery YC).

FOR SALE. Silhouette trailer, Hurley built with brakes. Modified by adding keel-catchers, stem-post and twin telescopic jockey wheels to ensure easy retrieval of boat. Excellent condition. £40 or near offer. Douglas Wilkie, 4, Grange Road, Highgate, N.6.

North-West dinner-dance

The NW Group is holding its annual dinner and dance at the Manor Hey Hotel, Urmston, near Manchester, on Saturday, November 16. All members and guests will be very welcome, so please try to come. Tickets, 30s. each, from the Group Commodore, R. Bradbury, West Lodge, Lakeside, Lymm, Cheshire. If anyone coming from a distance would like accommodation in or around Manchester, let Ron Bradbury know, and the Group will do its best to fix people up.

The Pegg Cup

The NW Group's race for the Peg Cup was sailed in the Menai Straits on Sunday, September 8. It was a boisterous day, with the wind Force 5—6, and most entrants carried storm jibs and were well reefed — except for Jack Taylor! Ian Hyde-Smith was unhappily dismasted near Gallows Point, but all other starters finished the course in a splendid race. Ian Holyman came home first, with Jack Taylor second and Herbert Firth third. It is particulary nice to record that Reg and Nancy Pegg acted as starters and timekeepers for "their" race.

The Goodwin Cup

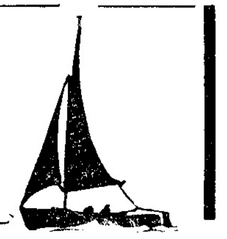
The Goodwin Cup, presented to the NW Group by A. Goodwin, is open to members and associates of the group for the best log of a cruise this year. Logs entered for the Goodwin Cup are, of course, also eligible for the various trophies in the SOIA's national log competitions. Logs for the Goodwin Cup should be sent to the NW Group, Commodore R. Bradbury, West Lodge, Lakeside, Lymm, Cheshire, by October 31.

Volunteers wanted

Typing. It would be an enormous help in the production of the *Journal* to have a small paned of people willing to undertake the typing of handwritten articles, etc. Would anyone ready to help please write to the Editor?

Singers. Can anyone sing sea shanties? Peter Croft is anxious to find a singer (or singers) willing to sing some sea shanties at the SOIA's London Party on January 4 next. Will anyone interested please write to Peter Croft, 48 Annalee Road, South Ockendon, Romford, Essex.

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East Coast
By Peter Croft

AUGUST, 1963, brought two notable firsts in the history of the Silhouette on the East Coast. The first of these was the turining out of one Group *en masse* to sail round to visit another Group — well done, the South East! This was a gallant effort in far from favourable conditions over the August Bank Holiday. Next, not only did the South East sail round, but they also challenged the Blackwater Group to a team race.

Here again, I say, well done, the South East; not only did you sail to almost completely strange waters, but you really caned us and took the trophy back to the Up River Yacht Club. I can add only that we on the Blackwater have been properly humiliated, and we are determined to get that trophy back.

Still, when there are a total of 31 boats (10 associates) of the SOIA, rallying togehter, what else can you expect but a whale of a time?

I would like to take this opportunity to thank all those who came to make the rally such a success and also to thank Arthur Collie and Tony Banks for all their work behind the scenes. Further, a very real Thank You to Maldon Yacht Club for organising the race, and putting the club and all its facilities at the disposal of the Silhouette Owners Association. Without all this support and help, the task of organising such an event would indeed be a trial.

May I hear from any Blackwater Group Silhouette sailor who is going to be as determined as I am to sail round to the River Crouch next year for the team race? To give the holders of the trophy adequate time to arrange the match, we must get our challenge in as soon as possible.

FOR SALE. Towbars Dixon Bate for Ford Popular £3, Ford Classic £6, Ford Zodiac Mark II £5. Cockpit bench cushions new blue vinyl, £6. Tent cover nearly new Silhouette II, heavy Willesden, £6. Farnell, The White House, Welford-on-Avon, Warwickshire. Tel.: Welford-on-Avon 356.

FOR SALE. Cockpit cover in white canvas, new this season, £4. Overall cover in green canvas, unused, £10. Over-boom cockpit tent in green canvas, unused, £7. Tailored sail cloth (allows mainsail to be kept on boom) £3. Winship, Fairview, Penton Mewsey, Andover, Hants.

Maldon Yacht Club

THE annual summer dance was held by the Maldon Yacht Club in clubhouse on August Bank Holiday Saturday, and this year it was also combined as a welcoming dance for the first rally of the "South East Area" Silhouette cruiser fleet. The clubhouse was filled to capacity and "trad dancing" was to the music of the well-known group "The Dick Phillips Jazzmen."

On Sunday, the Silhouette Owners Association (Maldon Fleet) held a very successful rally of this class of cruiser, the fastest growing class of cruiser in this country, with boats attending from the following clubs: Brandy Hole YC, Stone SC, Maylandsea Bay YC, Blackwater SC, Wivenhoe YC, Up River YC, and Marconi YC. The main event of the meeting was a team race for a magnificent trophy, generously donated by the well known marine paint manufacturers, International Paints Ltd., for which five teams competed. The winning team was the Up River Yacht Club (River Crouch), and the trophy was presented by Mrs. L. Lancaster. The Commodore of the SOIA, S. Morgan, spoke on behalf of all visiting yachtsmen and crews, thanking MYC for all its warm welcome and hospitality, and invited all to a return match next year.

On Monday, the club held its annual Open Day, which this yaer was blessed with fine weather, and well supported by a large number of visitirs, including the Mayor of Maldon, Mrs. Keeble. The programme started with a "demonstration capsize" by Messrs. B. Coates and M. Somes (Hornet 608) showing just how easy it is to get a dinghy upright again. This was followed by an exhibition race, comprising all types of club boats: Hornet, Snipe, Enterprise, G.P. 14, and Osprey. The race was held over a special course, immediately in front of the Clubhouse, thereby allowing spectators a good view of the boats at all times, with a fine descriptive commentry given by announcer Mr. David Ling. Afterwards, club members and Silhouette owners made their boats available to take out any visitors who were interested in sailing. A large number took advantage of this offer ,and were suitably clad in life-jackets lent by the club.

Refreshments were provided for all, and the catering for the three-day event had been in the capable hands of the lady members of the club, led by Mrs. E. Kempton.

South-Western Group

The Annual General Meeting of the SW Group will be held at the Royal Plymouth Corinthian Yacht Club on Thursday, October 17, at 8 p.m. All members in Devon and Cornwall are cordially invited —*Hon. Sec., Tony Gulliford, 58 Merafield Road, Plympton, S. Devon.*

Secretary's Notes

I MUST be careful this month, otherwise I'll go on writing for hours and hours, all about our wonderful week at Plymouth. It was known that this was to be largest gathering of any class of cruisers in the world, but not even the wildest optimist thought that it would be the happy, friendly, and most enjoyable holiday, that it turned out to be. Our hosts the Port of Plymouth Sailing Association and the Royal Corinthian Yacht Club, gave us a welcome that was truly unbelievable; nothing was too much trouble, and nothing was left undone to make any visiting Silhouette member feel that he or she was an honoured guest. Messrs. Hurleys lived up to their claim of being the friendliest boatyard in the country, and Hurley's staff worked like Trojans to to give every assistance asked for (and a lot of this was done in their spare time to launch, repair, tend, and load, any and all of the fifty three boats present.

* * *

The recently published Class measurements have caused some consternation, and at the last committee meeting it was decided to add the following amendments. *"A Silhouette is a boat, that has been issued with a sail number by this Association because it complies with plans or measurements issued by this Association, or by Robert Tucker, and has not subsequently been altered." "The permitted maximum length of the mast shall be twenty-one feet."*

These two amendments bring into line, boats fitted with the alloy masts produced by Sparlight, and also any boats built to specification prior to the slight alteration in plans made by Robert Tucker a year or two back.

The committee also decided to apply to the RYA to have the Portsmouth Yardstick altered to 120.

* * *

Realising that a better venue could not be found for next year's Rally, your committee has unanimously decided to hold the same gathering at the same time and place during 1964. So, to give you ample time to make the necessary booking:

The Silhouette Rally will be held in Plymouth, week beginning Sunday, August 16, 1964.

* * *

The Annual General Meeting and party will be held, as usual on the first Saturday of the Boat Show, i.e., Saturday, January 4, 1964, at the National Liberal Club. Any items that you would like included in the agenda, please let me know as soon as possible. Nominations for office will be welcome; ours is a truly democratic body, and we

all like to see the best man for the job, and any of your officers would be only too pleased to step down for a person who would do the job more efficiently. Please give the matter some thought, and nominate the man (or woman) of your choice.

* * *

All members please note, a committee meeting will be held on Saturday, November 9, at 6 p.m, at The National Liberal Club, Whitehall Place, London S.W.1. Please do your very best to see that your Group is represented.

* * *

We hope to show the official Association film of Plymouth Week at the party after the A.G.M. This film is in process of being edited by one of our Plymouth members, but we have plenty of room for the shots you have taken, so if you have any strips of eight mm film, taken at Plymouth, I shall be only too happy to see that they are spliced in. After the party, it is hoped to lend this film to every Group in turn.

* * *

Negitiations are in hand to please our women members with an official Association broach (as per last month's *Journal*). We hope that this will be ready in time for the Christmas stockings. The Association is also having Christmas Cards printed, which will be on sale; see next month's *Journal* for full details.

All applications for membership to the Secretary please.

—R.A.G.

Cruise to Porth Eilian

By Roy and Elizabeth Francis

SATURDAY morning, July 20, dawned bright and sunny, the first cloudless Saturday we had had for some little time. This was the weekend of the proposed cruise to the little cove, tucked away under Lynas Head, known as Porth Eilian.

The start was to be 11.00 hrs., and by 10.00 several Silhouettes were tied up to the Gazelle jetty, and preparations were going on in the sun. At this stage several boats which we thought were to come not yet arrived. However, at 11.00, according to plan, the Silhouettes *Buttercup II* (Ron and Anne Bradbury), *Dolphin* (Herbert Firth and Dickie Roper), *Seagull* (Bryan and Margaret Wiggins), *Trekka* (George and Amy Smethurst with Jack Smith), and Ian and Joyce Roberts with

Graham Anderson in their boat then unamed, started engines en route for Puffin Sound.

The Debutante *Louby Lou* (Patrick and Beth Barry, ably crewed by William, aged five) started a little later. The Caprice *Bunyip* Richard Hopkins) motored to join the others, and our Debutante, *Arandy*, cast off from Gallows Point under full sail in order to beat up the four miles to Puffin Sound. Some twenty minutes later, the red sails of the Mystic *Samantha* (David and Joyce Swinton) were seen leaving Gallows Point. So nine boats were under way.

Soon after midday the boats which had motored up to the Sound were passing Puffin Island out into the open Irish Sea, where motors were cut and a course set for Port Lynas. A wind N to NE, blowing at around Force 3, gave ideal sailing conditions, with sunshine and blue sky.

Point Lynas lies some 11 miles NW of Puffin Island, and between them are various bays, notably Red Wharf Bay and Benllech. We sailed past these, soon coming abreast of Moelfre with its off-lying island, and Dulus Island with its tower. Some of the fleet took a more inshore passage, but we all came together as we closed Lynas Head, its lighthouse glinting in the sun. The wind had gradually died away, so engines were started and Herbert Firth and Dickie Roper in *Dolphin* led the fleet into the picturesque cove. Soon we were all at anchor, with the help of our NW Secretary Derek Williams, who came down to join us from his farm just above the bay.

At 19.00 hrs. that evening we made a "cross-country" passage to Derek's farm for a barbecue. Mrs. Williams had laid on a wonderful feast, and we all gathered round the fire with cans of beer to enjoy a fine evening. From the farm we saw not only the distant hills of the Isle of Man, but Don McKnight's Debutante *l'Hirondelle* and Storm Bate's Leeward *Eileen* coming home from a cruise in Ireland.

Many thanks are due to the Williamses for a splendid evening (the navigation of some went a little astray on the way back to the boats!). An early start was made in the morning, and as there was no wind we all had to motor for most of the return journey. The sea was a flat calm, and the sky overcast, with a forecast of Force 5 winds to come. These however, never materialised. By mid-morning all of us who had to get back were in homewaters. It had been a most pleasant weekend in lovely surroundings, bettered by good company, hospitality and good weather.

FOR SALE. Glass fibre Silhouette, Seagull Century and trailer, all new June, 1962, plus Terylene main and No. 1 jib, new cotton storm jib, Terylene halliards and spare unused Terylene jib sheets, cockpit cover, complete set of foam cushions, steamhead fitting, chain pipe, 15 lb anchor and 10 fathoms chain, jamming cleats and other extras. Price £480 or near offer. Boat in first class condition after 90 miles cruise East Coast. At moorings for inspection at Queenborough, Isle of Sheppey. Beamish, Lake Cottage, Hadlow Castle, Hadlow, Kent. Tel.; Hadlow 410.

WANTED. Secondhand Silhouette II, 1962 or 1963. B. W. Fox, Little Timbers, Wyncroft Grove, Bramhope, Leeds. Tel.: Leeds 671904.

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