

The Silhouette Owner

*The Journal of the
Silhouette Owners' International Association*

NUMBER 5

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

SECRETARY'S NOTES	4
NORTH WEST NEWS	6
POOLE GROUP	6
SOME NOTES ON SAILING <i>by A. T. D. Sinclair</i>	7
NEW MEMBERS	9
CUTTER RIG <i>by John Huggon</i>	10
INLAND VOYAGE	12
HOME BUILDING <i>by D. S. Perrin</i>	15

" *St. Malo Cruise* " will be concluded next month.

Sail training

THE good ship *Sir Winston Churchill*, the topsail schooner now in building for the Sail Training Association, is making good progress towards beginning her life at sea. She has been—or rather, is being—paid for by money raised all over Britain from sailing folk who believe that a fortnight at sea is an invaluable part of a boy's apprenticeship to life, and who have readily subscribed to help youngsters to enjoy the kind of experience that means so much to us. Britain is the only major maritime nation in the world which does not have a sail training vessel maintained by public funds: we go about things in an odd way. Still, we get things done, and *Sir Winston Churchill* is a tribute to the great mass of voluntary work that keeps Britain going. Such work never ends—and it is going to need a lot of money to keep *Sir Winston Churchill* at sea after she is launched. As part of this fund-raising process, the Sail Training Association has hit on the excellent idea of holding a Marine Auction in the late summer. All small-boat sailors are invited to contribute bits and pieces of surplus gear, all of which will be auctioned in aid of sail training. We believe that Silhouette owners will be glad to co-operate in this good cause. Most of us have something that we can spare, which would be useful to other people—a spare sail, a few fathoms of chain or length of good

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warp, an outboard that we are going to replace, perhaps even a dinghy. Anything saleable and in good condition in the way of boats and gear is wanted, and it will all go to swell *Sir Winston Churchill's* endowment. We shall make arrangements to collect the SOIA's contribution when we know what there is to collect—probably it will best for goods to be sent to a collecting point in London. *Don't* send anything yet, but please *do* send a note or postcard to the Editor of the *Journal* saying what you can spare for the STA's auction, and when you will be ready to dispatch it. Don't forget, "anything useful" means just what it says—galley equipment, an anchor, cabin lamp, *anything*. Let us try to make sure that when the SOIA is asked to rally round in a cause as good as this, we show the rest of the sailing world what we can do.

A film for Plymouth by Reg Garrod

REG GARROD writes: The Association is anxious to have a ciné film record of the Rally to be held in Plymouth from August 15—22, and would welcome the offers of any person or persons able to undertake this task. Every facility will be given, and the entire cost of the film and processing will be borne by the Association.

Secretary's notes

I find it hard to believe, in spite of all the makers' claims, that bearings can be made water-proof, and although I "dunk" my trailer as few times as possible, I thought it expedient to re-pack the wheel bearings with grease before the coming trip to the West Country. Regardless of the comments of "the little woman", I don't *really* like getting smothered in grease, and wondered why we can't have nipples fitted to hubs, and avail ourselves of the high pressure greasing plants advertised by garages everywhere. Perhaps one of our more knowledgeable engineer members could explain why this is not practical; perhaps he could also tell me why the brake actuating lever works only on one shoe! Do we rely on the eccentricity of the brake drum on worn bearings to throw the other shoe into action? Or is this just a cunning way of carrying a spare brake lining? Or is there some other magic, incomprehensible to a simpleton?

Two questions from down under (New Zealand to be exact). Has anyone managed to make a Silhouette sail by herself? Is there a good design available for a "Spray-hood"? Correspondence went on in these columns a year or two back on the subject of self-sailing, and I believe it was agreed that this was not often practicable, but perhaps there has been some fresh thinking on the subject since. A "Spray-hood" would be a good idea; crew members get bad tempered with too much water down the neck.

Official entries for Plymouth Week closed on June 12, but some late comers are still rolling in, so it is not possible to give the final score, apart from saying that we have exceeded last year's numbers. So given reasonable weather, the 1965 Rally should be bigger and better than ever. For many people this will be the third time, and many of those that have been before, and through circumstances cannot be present this year, have written to say how sorry they are to have to miss. So if you are a first-timer, have no doubts; you will never regret entering, and you will have a wonderful holiday in wonderful company. Every entrant has been sent one ticket free for the Prize Giving Dinner and Dance which will be held at The Majestic Ballroom, Union Street, on Friday, June 20, at 6 p.m. Extra tickets are available at 15s. each for members, 25s. each for non-members, and can be obtained from, either the Hon. Sec., or from Mr. Peter Harvey, Hon. Sailing Secretary of the Royal Plymouth Corinthian Yacht Club. But, please, please! *Cash with orders.*

Most of us were delighted to read in last month's issue of *The Silhouette Owner*, that the Avon Dinghy, which was raffled at the Annual Dinner Meeting and Party, has been given to a boys' home; it is to be hoped that a lot of pleasure will be had from it, and few could think of a better ending to what was intended for an extra bit

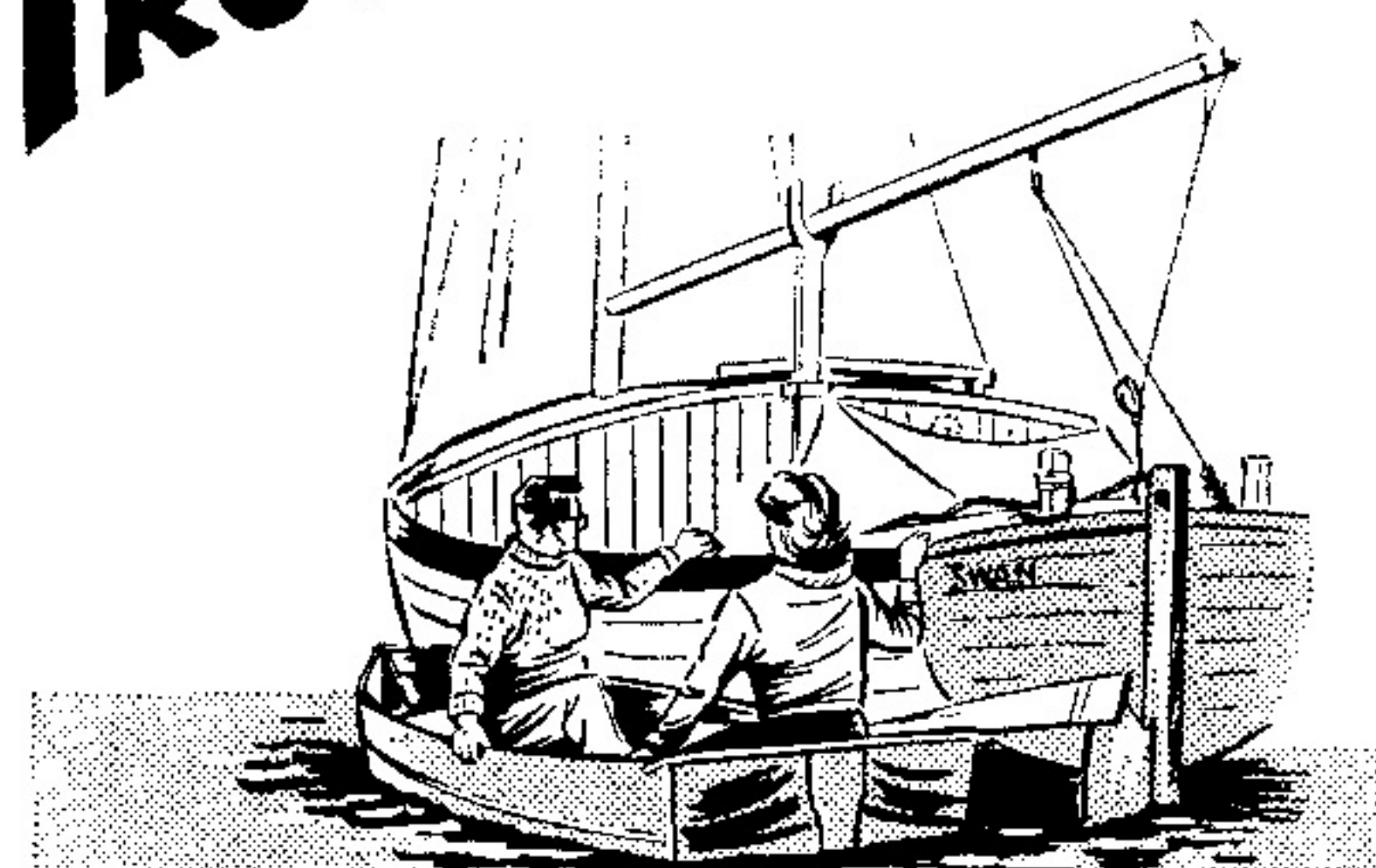
of fun at the Party. However, your comments will be welcomed on the idea of splitting the prize into three articles of lesser value, as suggested in the same article. Bearing in mind that the original idea was an extra item in the programme, and not just a dodge to swell the coffers; (although a profit was made, which helped to diminish our deficit). Should we, therefore, omit this from the programme entirely; have one really worthwhile prize (a Seagull is almost a natural) or have some form of competition for a number of prizes of various values? This may seem a trifle premature for next January, but your committee always welcomes suggestions.

Not having been inundated with irate letters complaining of wrong entries in the latest printed list of members, we can only assume that very few are incorrect this year. But it should be pointed out that the sail number 2102, is a mistake. Messrs. Hurley inform us that the Silhouette is still their best seller, but although the 2,000 is imminent, it has not yet been issued.

The Association still has the 16mm cine film on television of the Plymouth Rally. Although only short, lasting but a few minutes, it can be borrowed free on payment of postage from the Hon. Sec.—*R.A.G.*

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North-West News

FOUR helmsmen of our Venturers' fleet — Herbert Firth, Dickie Roper, Bob Alsop and myself—visited the Up River YC at Hull-bridge on May 22. Our hosts extended a very warm welcome, and we were entertained and feasted in a most excellent manner. The whole weekend was indeed the Silhouette Association at its best.

We had a most enjoyable cruise on Saturday down the Crouch, a wonderful evening at Paglesham, and a most friendly challenge for the International Paints' Trophy on the Sunday. Our hosts lent us boats, which were skippered by the visiting helmsmen, and crewed by their own skippers. The trophy went to the Up River YC — a very well-deserved victory.

The weekend came to a conclusion with a nice speech from the Commodore, Mr. Nichols, to which Herbert Firth responded, presenting on our behalf the burgee of the NW Venturers YC. We of the North-West say Thank you to our hosts very much indeed.

We are invited to the Port Dinorwic SC on June 19-20 and look forward to a good gathering there. Our hosts for the annual Pegg Cup race are the NW Venturers YC in the Menai Straits. All Silhouette fleets are invited to take part, and boats wanting to say over for the Menai Straits Regattas will be able to remain at moorings for the occasion.—*George Smith.*

Poole Group

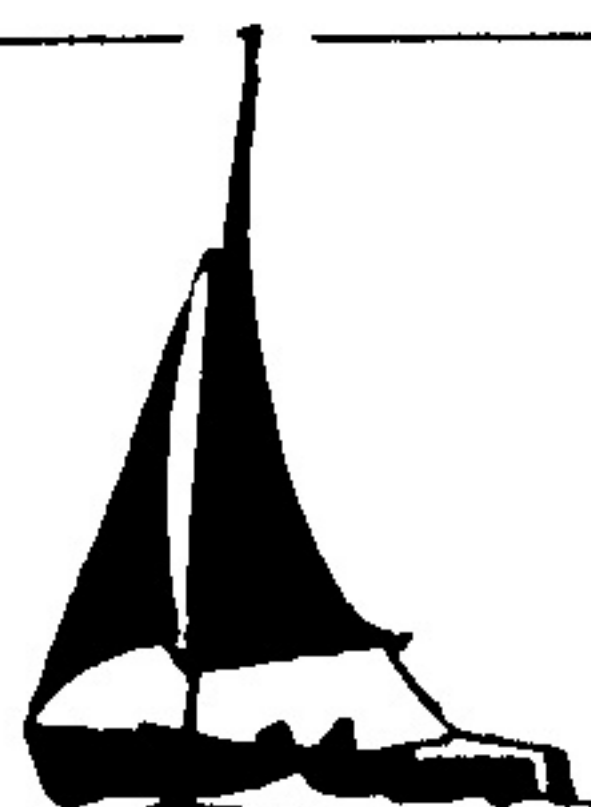
A picnic held on May 23 was our first event of the season. In spite of a blusterly wind, nine Silhouettes turned up, complete with owners, crew, wives and offspring—a grand total of 24 souls. All motored to the lee shore near Goathorn, and landed for lunch and a natter, while the kids amused themselves on the beach. Homeward bound, everyone enjoyed a brisk sail down South Deep, round the East side of Brownsea Island and so back to base. This was an encouraging turnout and would seem to indicate that people will support a group at Poole.—*E. R. W. May, Hon. Sec., 2 The Circle, Moordown, Bournemouth, Hants.*

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Some notes on sailing

By A. T. D. Sinclair

I launched my new glass fibre Silhouette at the end of March last year. I live and work in Tarbert (Loch Fyne), one of the finest yacht anchorages in Britain, with lovely Loch Fyne only a few yards away, and a few miles farther south the Firth of Clyde, an incomparable cruising ground.

At first the little Silhouette seemed at most, rather an attractive toy. Previously I had owned a 45 sq. metre, and then a six metre, and had totalled some 9,000 miles cruising in them. However, as the miles flowed beneath the twin keels of the Silhouette, I began to enjoy the buoyant restless motion, as I accepted the gentle speeds and the characteristic sailing abilities of this popular little cruiser.

I gave sailing instruction during the season to some Silhouette owners and others. The Silhouette was brought ashore on October 3, 1964, after a most enjoyable season with 630 miles sailed.

For the benefit of owners of small craft I should like to make the following observations, based on my own sailing experiences.

1. A topping lift is desirable, even on very small cruisers. All that is required is a light rope fixed at the mast head to the back stay shackle and long enough to come down to the outer end of the boom with a foot to spare when the sail is set. A piece of brass strap lins. x 6ins. with three holes in it, the centre one for the attaching bolt to the boom, and the others for the main sheet and topping lift. A topping lift in this boat makes reefing child's play or, again, rolling the sail round the boom to stow.

2. Mainsheet arrangement. This I altered by discarding the span over the tiller, and fitting Tuff blocks to the two deck eyes, and bolting a cleat to the deck underneath the tiller. When sailing with a steady breeze the mainsheet is made fast round this cleat, and only in squally conditions need the main sheet be held in the hand, dinghy fashion, ready to let run. Thus in steady breezes under Force 4, the mainsheet is adjusted and made fast, leaving the helmsman with a hand free for pipe or tea.

3. Reefing. When on the wind in winds of 14—17 m.p.h. it is a strenuous job on the tiller to keep the Silhouette from turning up into the wind (luffing). Over this strength, the mainsail is continually being slacked away to let the jib bring her head back round, this in conjunction with maximum weather helm. The result is that she lies on her side one minute, the next turning up into the wind with sails flapping, regardless of maximum weather helm. This is exasperating, uncomfortable, frightening and even dangerous for children; they get thrown about, and could land in the water. Sailing like this, the speed lost, and leeway made is considerable. My answer to this problem is in winds over 14 m.p.h. to reef the mainsail proportionally; between 14 and 17 m.p.h. I roll down 3ft. of mainsail. This takes about one minute, if a topping lift is fitted. The boat now has a balanced work-

ing sail plan, and only in the harder squalls will the mainsheet need to be let go, and excessive weather helm applied. There is no loss of average speed, the yacht is moving steadily through the water, on course, with far fewer sudden lurches to leeward, and much improved comfort and enjoyment. Reefing in winds of up to 20—25 m.p.h in conventional yachts would generally not be necessary. I only stress this initial reefing of say 3ft. bilge keelers as a means of balancing the sail plan. The tremendous tendency for a Silhouette to turn up into the wind is an undoubted safety factor, but in practice the tendency is in excess of the safety factor required. Perhaps at the building stage a larger skeg could be fitted, which would increase the lateral resistance and so help the balance? A larger fore triangle would also help.

4. When close hauled (a questionable state in a Silhouette) close reaching (nearer the truth) and reaching, it is imperative to have the jib (foresail) set as well as the mainsail. You will never, never do any kind of windward work without a headsail set. When a beginner gets frightened into reducing sail, invariably he lowers the jib. To do this, and expect to go to windward bare-headed, is an impossibility in all small cruisers, even more of an impossibility in bilge keelers. In winds of over Force Five, with more than five miles stretch, you won't tack to windward in a Silhouette, no matter what you do. On the other hand I have run up Loch Fyne in a steady Force Six, with gusts exceeding this velocity, under a storm jib and with a 6ft. reef in the mainsail. The Silhouette ran bouyant and true and was completely happy. It would have been utterly impossible to have tacked back along this course.

5. I have a Seagull outboard model 40 Plus "long shaft". This excellent engine drives the boat at almost 4 knots in a calm. I would prefer an inboard engine of 3/6 h.p. A 1½ h.p. inboard is of little use. It takes a long, long time to get anywhere with such low power.

I fitted a Flavel Duette gas cooker under the bridge deck with the cylinder in a cockpit locker. I had to cut a circular hole in the bulkhead in one of the lockers to let the cylinder through into the cockpit locker. The glass fibre model has locker lids in the cockpit too small to allow a Calor gas cylinder entry. I lined the cooker compartment with asbestos.

We were a family of four during the 1964 season and berth arrangements in our Silhouette to sleep a girl (5) a boy (6) and my wife and me may be of interest to other Silhouette owners. The four of us slept athwartships (that is across the cabin, my head and feet barely touching opposite topsides). The smallest at the fore end and myself at the aft end of the cabin. This arrangement worked perfectly. Portable ply boards fitted between the seats flush with the tops, and three additional cushions were made to fit on top; thus we had a complete Dunlopillow covered area the length and breadth of the cabin. The centre portion aft of the mast's support pillar was left open until my wife and I were ready for bed. The children by that time were generally asleep.

A fine big suitcase can be stowed in the cockpit lockers, which are water tight.

I made and fitted a pulpit and stanchions 12ins. high complete with a P.V.C. life rail. A folding spray head is fitted which greatly shelters the cockpit.

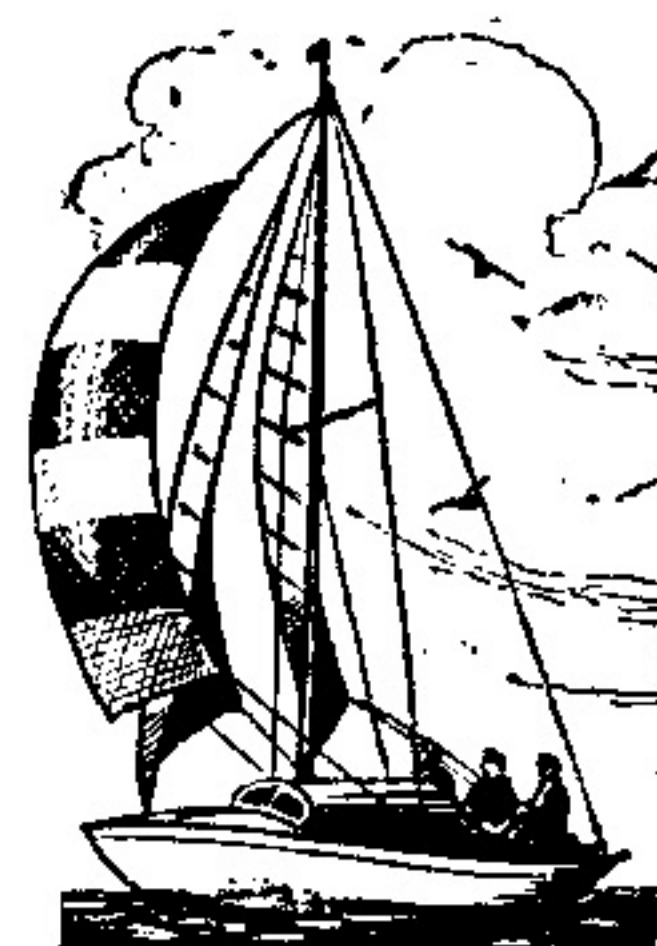
Ground tackle is a 15lb. fisherman anchor stowed on deck, with 10 fathoms of 3/16th chain stowed below, and 20 fathoms 1¼ins. warp.

The glass fibre Silhouette is a very attractive small yacht. It is well thought out, and has a high standard of finish. I have totalled 300 hours actual time at sea in mine last season, and give praise where praise is due. A final word to those who find themselves far from a shimmering sunlit sea and a warm friendly Force 4 breeze: Travel to the Clyde this season, Silhouettes trail smoothly behind the smallest car, and you will find numerous fine slipways and beaches from which to launch your boat into this splendid cruising ground. I shall be happy to give advice and assistance to anyone contemplating such a venture. My address is, Four Winds, Tarbert, Argyll.

New members

We extend a most cordial welcome to these new members:

J. F. Berners-Price, 78 Park Lane, Croydon, Surrey. 1534 *Marra-kesh*, Chichester; G. P. Cockhill, Dingleside, Carrwood, Hale Barnes, Cheshire. 1504 *Krakajak*, Anglesey; H. K. Harlow, 29 Stradbroke, Rowner, Gosport, Hants. *Pippa*, Fareham; W. D. Innes, New Farmhouse, Stoke Row, Near Henley-on-Thames, Oxon. 990 *Velia*, Chichester; Lt. Col. R. L. Lyle, O.B.E., Glion, Dunsford, Near Godalming, Surrey. 546 *Our Silhouette*, Chichester; D. J. Pull, Hainault, 37 Blake Hill Crescent, Parkstone, Dorset. 469 *Southerly*, Poole; K. F. C. Purkins, 51 High Street, Alderney, C.I. 932, Alderney; E. Thornton, Bredon View, Hartington, Near Evesham, Worc. 1499 *Suspense*, Tewkesbury; R. Ticehurst, Belvedere, High Road, Fobbing, Essex. 177 *Osprey*, Leigh; H. J. White, 32 Laira Park Crescent, Lipson, Plymouth. Classic 38, *Joy V*, Plymouth.



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All recognised groups appoint an ex-officio representative to the Committee.

The Silhouette Owners' International Association exists to promote the interests of Silhouette Owners throughout the world. The annual subscription is 20s. (USA \$5). Bankers: Westminster Bank Limited, Hornchurch, Essex.

Cutter Rig by John Huggon

ALTHOUGH the subject of weather helm on the Silhouette is in danger of becoming rather hackneyed, in view of its importance in an otherwise fine craft, I make no apology for bringing it up again.

I had, during the 1964 sailing season, reached the same decision as the South West Group, member, whose notes were published in the May issue, in that the excessive weather helm was caused primarily by the hull shape over the forrard section, and the centre of effort of the sails being too far aft. While the former cannot be altered, the latter can, and I agree that by using a larger jib and moving the mast forward as advocated by the S.W. member, a cure will no doubt be affected. However, the alteration in the rigging etc., is appreciable. My answer is to use a cutter rig.

During the past winter I have made and fitted a short bowsprit

Regional Groups

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

South-East.	<i>Hon. Sec. Stan Morgan, 19, Philbrick Crescent East, Rayleigh, Essex.</i>
Blackwater.	<i>Hon. Sec. R. W. Sharples, Dalegarth, Watchhouse, Road, Galleywood. Chelmsford.</i>
Solent.	<i>Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth.</i>
South-West.	<i>Hon. Sec. V. P. England, 8 Belle Vue Rise, Hooe Hill, Plymstock.</i>
Bristol Channel.	<i>Hon. Sec. Cyril Watts, 5 Vassall Road, Fishponds, Bristol.</i>
Midlands.	<i>Hon. Sec. E. G. Oldham, 206 Hagley Road, Edgebaston, Birmingham.</i>
North-West.	<i>Hon. Sec. George Smith, Woodcroft, Park Road, Hale, Cheshire.</i>
Wyre and Morecambe Bay.	<i>Hon. Sec. Bertram Lloyd, The Tythe, Glebe Lane, Dowbridge, Kirkham, Lancs.</i>
Lake District	<i>Hon. Sec. T. K. Jones, Foxton House, Lowther Street, Penrith.</i>
Yorkshire (Humber to Tees).	<i>Hon. Sec. Brian M. Beeden, Toll Bar House, Firsby Lane, Conisborough, near Doncaster.</i>

which projects 1ft. 6ins. beyond the stem head. It is cradled in the centre of the stem head roller-fitting, with the roller itself removed. The roller bolt passes through the centre of the bowsprit, the aft end of which is through bolted to the king plank immediately in front of the samson post. A short bobstay is secured to the hull just above the boot topping by a brass fitting with two arms to fasten either side of the stem.

The forestay was lengthened at the top and made to fit, with the existing bottle screw, on to the starboard cheek of the stemhead roller fitting. For fixing to the bowsprit end, a short wire stay is used. By this means I can, within a few moments, run the forestay to the bowsprit end for cutter rig, or from the stemhead if I wish to race with other Silhouettes under class rules.

I am using the storm jib—which has a wire luff rope—as a stay-sail, the tack of which is fixed with a snap shackle to the old forestay point behind the samson post. A sheave block is screwed to the mast 6ft. 6ins from the truck, the halliard running through this block to another at the truck, before returning to the halliard cleat. I have done this in order that the bulk of the halliard tension should be taken by the mast head fitting, giving only a correcting forward movement to the mast at the lower block. I have not found a permanent stay in any way necessary.

The handling of the boat has been improved out of all recognition, and such weather helm as remains, is of the absolute minimum, consistent with a positive feel on the tiller (there is never any sugges-

tion of lee helm). The performance has been considerably improved, as much I think from the reduction of drag from the rudder as by the increase in sail area. As a matter of interest the sail area has been increased by 26 sq. ft. over the present class working rig, which now I believe permits a 56 sq. ft. jib. My foresail areas are 50 sq. ft. jib and 32 sq. ft. stormjib-staysail.

If the wind strength increases above that at which it is advisable to carry the full cutter sails, balance can easily be maintained while reefing. I hand the staysail as the first move, then change the large headsail for the small, reefing the main accordingly. For a really snug rig I use the staysail and a well reefed main.

To facilitate headsail changes I have a tack purchase on the end of the bowsprit which, while giving a 2:1 purchase on the jib luff, also allows the tack to be brought inboard for sail changes.

A further incidental advantage I have found is that the boat will now sail herself with the helm lashed on most points of sailing. This is of particular advantage to those who, as I frequently do, sail single-handed. Sailing full and bye on my last trip out, a steady course was held in this way for 1½ hours while I prepared and ate a meal.

Inland voyage

IT seemed agony to set off for anywhere in a sailing boat without a mast, but the chart (Stanford's chart of the River Thames) was harshly realistic: the number of bridges shown made it apparent that if we did not unstep the mast, most of the cruise would be spent in taking it down and putting it up again. So, what to do? It is a navigator's job to get his boat where he can, and I thought of Drake, who had no hesitation about rowing his pinnaces in inshore waters where he could not sail.

The problem having been resolved in principle, the practical necessity remained of getting the mast down, and finding somewhere to leave it safely for a few days. *Mary Lane* was lying to moorings, a little out in the stream of the Thames, off what had been an 18th century wharf at Abingdon. It was, however, a wharf no longer, and although the warehouses remained, the tackle once used for unloading barges had long vanished. Perhaps this is the only occasion in Silhouette history on which a mast was ferried ashore in a Prout folding dinghy. I won't say that it was easy, or that I didn't have some bad moments, but it was done: and, once safely ashore, the old 18th century warehouses provided a good loft where the mast could lie down comfortably.

I had met Donald, my crew, at Oxford station a few hours earlier. Small boats had not come his way before, but he was game to try. I thought it a bit hard on him that the first thing he had to do was to help in unstepping the mast, but he did what he was told gallantly (an excellent crew). By 16.00 we were ready to start. The faithful Seagull (a lot

was going to depend on it) fired at the first pull, and we headed upstream towards the lock.

Navigating the Upper Thames is a constant exercise in the arts of boatmanship. Entering a lock under Seagull-power means judging wind and stream to a nicety, for with no reverse you have to shut off the engine at just the right moment, to leave enough way on the boat to carry you in safely—too little, and you drift foolishly, even, perhaps, endangering other people; too much, and you run the risk of damage against the lock walls. I find it always a slightly nervous business, but I must add that I enjoy it greatly: to bring in your boat so that she just kisses the lock wall at precisely the point you want to be is a satisfaction to be enjoyed keenly. And time and again on this inland voyage, I blessed the fact that we had come properly equipped from the sea. Our good long warps were a godsend in going through locks, enabling the boat to be controlled perfectly. Too many river craft have about 10ft. of frayed rope and trust to that. They betray themselves, and are a nuisance to others.

Through the lock at Abingdon comes the fine reach up to Sandford, the wide silver stream flowing gently through what must be one of the loveliest countrysides in Europe. We took it gently, tying up for tea about half a mile above Radley College boathouse. After tea, we went on through Sandford lock. Then we had to make a decision. Above Sandford comes Iffley, and the drag through Oxford before reaching open country again. If we went on, it would probably be dark before we could hope to be well above Oxford. On the other hand, to stay where we were meant losing time, and not getting as far in the days we had available as we would if we went on. But what is time on holiday if not to be spent at will? Across the river from Sandford lock is the *King's Arms*—pure Constable, if Constable had painted in Oxfordshire instead of Suffolk. The *King's Arms* looked more and more inviting as we debated. We decided to stay.

The lockkeeper at Sandford (Mr. Smith) was a friend in every sense. He recognised *Mary Lane* for what she was in spite of her mastlessness, and was glad to see a proper sailing boat on the upper river. He showed us a snug hole, with plenty of water right up to the tow path bank. We took a stern line to a fence, and a bow line to the Norwegian kedge, taken ashore and driven with a mallet into the bank. After a session in the *King's Arms*, we were cooking supper when we had visitors. "Is that a Silhouette?" "Yes". "I've wanted one for years, but I've never managed to persuade my wife. Would you mind if I brought her to have a look at you?" Our visitor came back with his wife. We invited her on board to have a look at the cabin, and her husband (who clearly understood these things) made her take off her high-heeled shoes. Whether we persuaded her to add a Silhouette to the family, I don't know, but she was polite about our tidy cabin.

No sooner had these visitors gone, than another voice hailed from the towpath. "Is that a Silhouette?" "Yes". "Lovely boats, aren't they". We agreed.

Feeling pleasantly famous, we turned in for an untroubled night's sleep, and woke to a green and gold morning. The lock-keeper gave us water, and a village shop about ten minutes' walk from the pub replenished our stores. We cast off at 10.00 for Iffley and Oxford.

How shamefully Oxford has ignored its river! The Thames at Oxford is a finer river than the Seine at Paris, but Oxford has simply ignored its existence. The college boathouses are pleasant enough, but for the rest the river has been left to serve gasworks and back-streets of mean houses. Folly Bridge gives a moment of Venice (and of rather terrifying navigation), and that is that. We were glad to get through, and to emerge into the splendid reach by Port Meadow, on the way to Godstow.

The Trout at Godstow would make any short list of the six best pubs in England. Don't be frightened by the peacocks on the lawn—it is not that sort of place at all. It has a proper understanding of what people want from a pub, and provides everything from a formal dinner to sandwiches and a glass of beer on a terrace overlooking the river. It goes out of its way to make good sandwiches—from smoked salmon (nice, but expensive) to beef and pickled onions (nice, and much cheaper). We went ashore for sandwiches and beer at *The Trout*, and then made our leisurely way upstream, through Eynsham and Bablockhythe to Newbridge. The river here is exquisite, flowing through an England unchanged for centuries. If you voyage on the Thames, don't imagine that because you are in the middle of England there is a shop at every turn. Mostly, there is nothing—that is its charm. To get two gallons of petrol at Bablockhythe meant a walk of six miles (actually, four miles, because a kindly lorry driver gave me a lift for two of them). But you can't rely on getting lifts from lorry drivers.

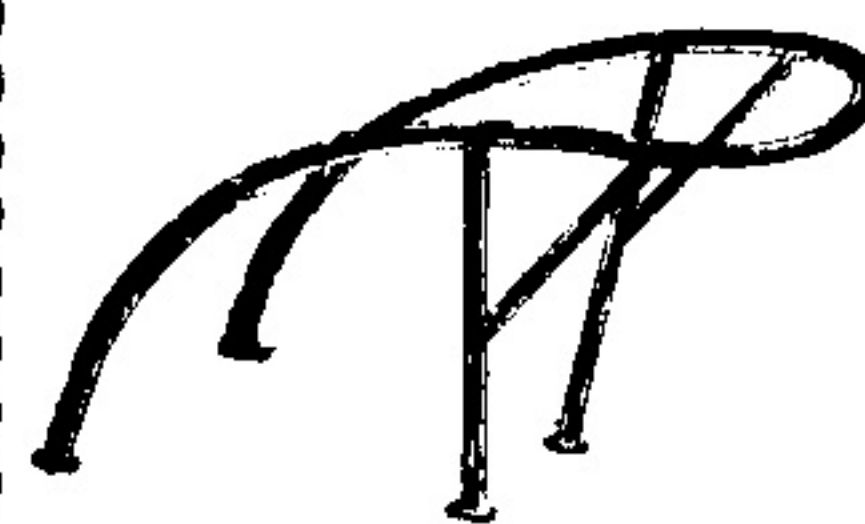
We made Newbridge around 19.00 and made fast to the garden of *The Rose Revived*. Our pubs were in ascending order of merit: the *King's Arms* good, the *Trout* superb, the *Rose Revived* out of this world. Newbridge was new around the 13th century. *The Rose Revived* snuggles near it, with a garden of rosebeds and banks of flowers wandering along the river. After two days of sandwiches and our own cooking, we decided to have a civilised meal. Over a drink in the bar at the *Rose* we gave our order for dinner, and went back to *Mary Lane* to make ourselves respectable for sitting down to it. We had a meal and a bottle of wine that would have seemed good in a good restaurant in Paris, and a surprise with the bill—so modest that we wondered if it had been added up rightly. It had. I can only repeat that the *Rose Revived* is out of this world.

We had another good night on board, and at 08.00 next morning Helen and the children not away at school (Timothy, 6, and Ricarda, 1) came by car to join us. We left the car at the *Rose* to be collected some days later, and made the return voyage to Abingdon in one long day. At Abingdon, *Mary Lane's* mast went up again, and we went downstream under sail, to the loveliest of anchorages near Sutton Courtenay. And then Donald had to go back to being a distinguished

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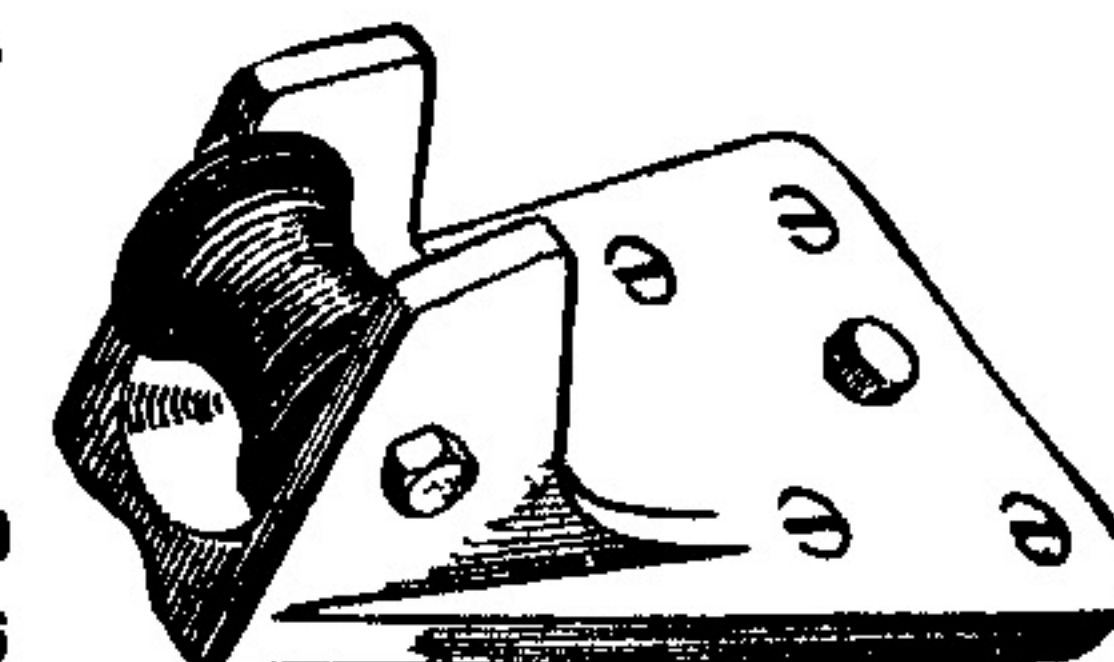
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barrister instead of a jolly useful deckhand, and I to my own workaday world. We had covered some 68 miles, most of it by Seagull, which never faltered, never gave the least trouble to start. It was not an ambitious voyage, but one that will live long in memory. Donald's words as I said goodbye to him are worth recording. "You know", he said, "when I came on board your boat I thought that I had never seen anything smaller in my life. After living on her, I can't imagine why anybody ever wants anything bigger".—J. R. L. Anderson.

Home building by D. S. Perrin

THE following notes may be of help to home boat-builders who are interested in owning a boat which is a product of their own hands.

My own boat, *Temeraire*, SII, 1425, was built from a bare shell obtained from Messrs. Hurley's yard. There is a considerable advantage in working from a shell. I have previously built a 22ft. J.O.G. hard-chine sloop from scratch, and found that a great deal of time and labour was consumed in just producing the bare shell. The Silhouette, by virtue of its considerable beam relative to its length, has considerable curvature in the hull. This will make for difficulty in bending hog, chine stringers, etc., without a steambox. I also found that the retail cost of timber, plywood, bilge keels and main ballast keel, together with glue and fixings would consume a considerable part of the £100-odd cost of the bare hull from Hurley's. I considered that the £30-£40 difference was well spent. Also, Messrs. Hurley very kindly lent me a trailer to take the hull back to Kent, for free. The

hull contains the fo'c'sle bulkhead, bridge deck, cockpit sides and stern locker bulkhead. It is planked to gunwhale level in $\frac{3}{8}$ ins. ply, and has a coat of primer. The bilge keels and main ballast keel are securely bolted in place. Incidentally, Hurley's like to include the bilge keels, in order to line them up with the correct toe-in.

Obviously, one will have a set of drawings from Robert Tucker. These are well-drawn and concise, although those with little experience in boat-building should make themselves thoroughly conversant with each stage of construction by careful study of the drawings. Time spent studying drawings is always well spent. I also found that if possible, the study of a professionally built Silhouette is a great help.

I built up the decking, cabin-top, coamings, etc., piece by piece, but I understand that Hurley's supply the cabin-top ready fabricated, or alternatively, a complete kit of parts.

My work on the hull was generally as follows:

The deck-beams, of parana pine, were cut from wide boards, for the foredeck and sterndeck. This timber is easy to work and finishes well, and although not durable in exposed conditions, is quite suitable for internal joinery when treated with preservative and painted. Incidentally, the whole of my boat is treated with clear "Cuprinol". She was built outside, with just a couple of tarpaulins for protection from the weather, and I soaked the hull internally with preservative, as soon as I got her home.

Having fixed the deck beams by notching into the gunwhale stringers, well glued with "Aerolite" and securely screwed in place, I next erected the aft cabin bulkheads and fitted the carlins. I used 1ins. $\times$ 1ins. for the carlins, and not 2ins $\times$ 1ins. as shown on the drawings, as this section is too heavy to bend without steaming. With the bulkheads erected, with the hatch-framing in position, they acted as strong-backs for the coamings. The forward part of the cabin-top was carefully positioned and fixed dry to its deck-beam beam before the beam was fitted, so that the raking angle was more easily determined. This particular beam was not notched into the gunwhale, but was supported on a hardwood knee glued and screwed to the topside planking, at each end. The cabin front was then removed and the king-plank notched into the beams. Note that the plans show the king-plank cambered along its length. This I found difficult to obtain as shown, but did get some camber, by putting a temporary prop under the plank. I fixed a good solid knee to the stem and the king-plank was bent over the prop, and glued and screwed to the knee. The prop was retained until the decking was completed. The drawings show $\frac{3}{8}$ ins. ply for the deck, which I used, but 5/16ins., I think, would be much easier to bend and fix and I would recommend it. The $\frac{3}{8}$ ins. ply makes a very strong foredeck, but is hard work pull down over the deck-beams. The cabin-front was then fixed permanently and the cabin-top king-plank held with a temporary brace across the hatch opening. Thus the cabin bulkheads were restrained, and the ply cabin sides were fitted, one at a time.

I have elaborated the foredeck and cabin construction, as there

was a lot of work entailed. The side decking was easy and the cockpit also followed without difficulty, as the cockpit sides were already in position. I made the three-berth layout in my boat, so I fixed the port cockpit seat permanently. The cockpit is watertight, and the starboard side is a locker with the seat removable. I did not fix the cockpit sole and framing until the rudder skeg has been completed. Hurley's make the rudder skeg out of plywood, about 1ins. thick. I used 2ins. cedar in 5ins. or 6ins. widths to get the required area, and through-bolted and glued the skeg onto the hog with $\frac{1}{2}$ ins. mild-steel bars, with a nut run on each end. I used the thicker timber not because I wanted an inboard engine installation, but because the boat is likely to sit back on her skeg when she dries out. I have seen Silhouettes sitting on a firm beach with the rudder blade partially supporting the weight of the boat. This is bad. The 2ins. thick skeg on mine is below the rudder blade, and should avoid this trouble. The cockpit sole framing was completed next, and the whole of the bilges, etc., under the cockpit was completely painted. Then the cockpit sole was screwed to the framing, and bedded on "Sylglas" tape, with "Secomastic" to fill the joint at the edges. Thus the cockpit is water-tight, but I can always remove the sole when necessary. Ventilation through the space under the cockpit is provided by boring large diameter holes through the stern bulkhead and bridge deck bulkhead.

Before fixing the stern decking, the rudder tube was fitted. The shaft and tube unit was obtained from Hurley's. It was well galvanised, but I was horrified to find that brass screws were supplied to fix the rudder blade to the shaft. I obtained stainless ones from a local chandler. Galvanized steel screws would be ideal.

The tube was too long, and so was cut to correct length, with due allowance for the deck thickness, and also the hardwood block at the tiller head. The lower end of the tube was partially threaded. The hole is bored through the hog, and the tube is made to cut its own thread into the timber. The plans show a hardwood block at this point, and this I fitted, as I had assumed that there would be a small flange welded to the tube to fix it. Consequently, I had to extend the thread on my tube and screw it through the block and the hog. I needed to use a "Stillson" pipe wrench to turn the tube into the hole, and I used paint on the threads to make a water-tight joint. It also requires some care in positioning, otherwise the skeg and shaft will not allow the lower pintle to operate. After this, the stern locker was painted completely, and the stern decking glued and fixed into position.

At this point, I think mention should be made of the fixings which I used, namely "Tower" gripfast nails. These are made of silicon bronze in a variety of sizes and gauge numbers, both flat-head and countersunk. They compare favourably in price with brass screws and are superior in durability and speed of fixing. The nail shanks are rolled with annular rings which make them act as screws. They can be obtained from most good chandlers, or direct from the manufacturers, The Tower Manufacturing Co. Ltd., Central Works, Worcs.

Bearing in mind the damaging effect of salt-water on brass screws,

with which the hull had been made, I double-fastened all along the hog, chines and gunwhales. (It should be noted that Hurley's will use gunmetal screws for a small extra charge if requested, but as this would have meant a few weeks' delay at the time, I couldn't wait!). Nailing is a very rapid way of fixing planking, cabin sides, etc., and due to the serrations on the shank, they do not back out of the timber when driving adjacent ones.

Now, turning to the cabin top, this was made in two layers of ply with the joint along the king-plank. I ignored the hatch opening until the last, and fixed the ply to the hatch framing, so that the ply would retain its camber each side of the opening. It is possible to make the cabin top from one sheet of $\frac{1}{4}$ ins. ply. Glue generously between the layers. I also used some $\frac{3}{8}$ ins. long brass screws to pull the two laminations together during glueing. They were removed afterwards, and the holes pegged and glued. Nailing along the framing is ideal for this sort of job, which requires to be carried out rapidly.

I cut out two small portlights in each cabin side and omitted the forward portlights indicated, as I felt that the area of glazing shown on the drawings was a little too large. I glazed them with $\frac{1}{4}$ ins. Perspex, bolted to the ply and bedded on "Secomastic".

I also made the forehatch hinged as shown on the plans and not sliding as Hurley's do. I made mine watertight by putting a self-adhesive strip of foam polythene inside the hatch to close on to the coaming. The main hatch was quite straightforward, and is made with two layers of $\frac{1}{4}$ ins. ply, as the cabin-top. Many items such as this were made of scrap ply.

By this time, the boat was really taking shape and the tabernacle chain plates, etc., were made by a local small engineering firm in mild steel and galvanised. This seemed to be well worth while, as the material is so small in quantity and section as to be virtually scrap, and the cost is really only in the labour involved. I also included a sheet-horse made from $\frac{1}{2}$ ins. diameter bar.

So far as internal work is concerned, my boat has a canvas quarter-berth and ply berth to starboard. Hurley's include the berth-front, cupboard shelving long locker front under the bridge deck and the stern locker hatch. I have still to complete the galley, chart-table, etc. The mast and boom were straightforward, and presented no problem. My mast is solid, as shown on the plans and I obtained the timber from Messrs. Morgans, of Strood, Rochester, Kent. They carefully select the timber, and will do any machining, grooving, etc., which is required. For people living in North Kent, as I was at the time, they are a useful firm to know, as they have a wide variety of excellent timber, and supply many firms, including boatyards. No doubt there will be some who will insist on having a hollow mast, but for a boat which is to be used for cruising, and in which the mast can be easily raised and lowered easily as it is, I think the saving in weight is of little advantage. The mast fittings shown on the plans were a little elaborate, and I simplified them. I also made my struts of spruce, as they look far better than the aluminium tube indicated.

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Letters to the Editor

SEA PROTECTION: I have often thought that the Silhouette is somewhat vulnerable to rapid flooding under conditions as experienced by Mr. Daan Cevat in the Yealm, if fitted with loose locker-tops and cockpit flooring. When I built my own boat in plywood, I made the following modifications, which may be of interest:

1. Cockpit sole screwed down and bedded on "Sylglas" tape—watertight, but still removeable.
2. Port cockpit seat glued and nailed down (mine is a 3-berth version).
3. Starboard locker bedded onto foam plastic and fastened down with turn-buttons or similar—easily removable and watertight.
4. Access hatch into stern locker, as 3.
5. Forward hatch is hinged as per original plans and sealed, as 3.

With regards to fixing polystyrene tiles internally, I estimate that 100 square feet would be about the maximum area which could usefully be fitted. Tiles $\frac{1}{2}$ ins. thick would only provide 3 cubic feet (about 240lbs.) of buoyancy. It would also be difficult to make a neat job with so many joints on curved surfaces. It would surely be better to have buoyancy bags pillow-type—easy to fit, position and maintain. They would probably provide up to 1 000lbs. of buoyancy and would be best fitted under the decking. — Don Perrin, c/o 88 Brookside Avenue, Coventry.

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