PLYMOUTH WEEK — August 14 - 21

The Silhouette Owner

The journal of the Silhouette Owners' International Association

NUMBER 56 AUGUST 1965 PRICE 1/-

and the Auxiliary...





BRITISH SEAGULL

"The best Outboard Motor for the World"

THE BRITISH SEAGULL CO. LTD.

HELES BRIDGE POOLE DORSET Telephone POOLE 1651

THE SILHOUETTE OWNER. The *Journal* of the SOIA is published monthly, and is sent to all members by post.
Hon. Editor. J. R. L. ANDERSON, The Old Hall, Marple, Cheshire.
Advertising rates on application to the *Hon. Advertising Manager*. HELEN ANDERSON, The Old Hall, Marple, Cheshire.

Contents

SECRETARY'S NOTES 4
PLYMOUTH PILOT *by Vic England* 7
FAREWELL TO *SOU by Anne Fowler* 9
PLYMOUTH NOTEBOOK 10
A TEES BAY GROUP 11
LETTERS TO THE EDITOR 12
CRUISE TO THE SCILLIES *by D. J. Nicholson* 16
SILHOUETTE (WITH VARIATIONS) 18
BUILDING OF *GIRL PAT II* 19
ST. MALO CRUISE (*concluded*) 21

Plymouth - 3

FOR the third year running, Plymouth is being host and home to the SOIA for our International Rally. This is an event unique in the yachting calendar, the largest assembly of a cruising fleet of one Class that the world has ever seen. It is hard to say Thank You adequately to the Royal Plymouth Corinthian YC, to George Hurley and his associates, and to the officials of Plymouth Corporation, who make our Rally possible. Our best thanks to Plymouth will be to ensure that Plymouth remains proud of being the home of the Silhouette, by maintaining the high standards of good fellowship and of seamanship that have characterised our Rallies in past years. This year there are some innovations, notably an open sea cruise round the Eddystone Lighthouse. This is purely voluntary, and will take place only if the weather is reasonably kind. But the open Channel is a seaway never to be taken for granted, and we appeal to all Eddystone sailors to stick to the rules, both in letter and spirit. *Don't* attempt the Eddystone if you have no seagoing experience -it is no disgrace to have sailed only on inland or sheltered waters, and nobody will think the worse of you if you decide to miss out the Eddystone passage. *Don't* take young



SILHOUETTES IN WOOD, FIBREGLASS and KIT FORM ALWAYS IN STOCK
● **Felicity** ● **Alacrity** ● **Signet**
Everything for the Amateur Yachtsman
Part Exchanges - Spares - H.P. - Insurance, Etc.
BOATS & EQUIPMENT LTD.
Westhill Showrooms: Hanover Street, Mossley (Ashton-u-Lyne).
Tel.: Mossley 325. Evgs.: Saddleworth 2875

children, unless you are very sure of their behaviour on a long sea passage, and equally sure of your own ability to look after them. *Do* make sure that your boat is properly equipped for a sea passage, with food, charts, fuel, foghorn and everything else that may be necessary if instead of sailing back to dinner in Plymouth you find yourself spending a couple of days in the Channel. *Do* insist that there is a really good lifejacket for every member of the crew, and that flares or Very pistol for signalling in an emergency are on board, dry, and in working order. We don't want to call out the lifeboat on the first day of our Rally—but any vessel may find herself in distress, and if such an emergency does come, be sure that you are equipped to meet it. These cautionary words are not meant to imply that sailing round the Eddystone is a dare-devil operation: of course it isn't. They are simply a reminder that the sea, which gives so much to us, is unforgiving to carelessness or slackness. Silhouette seamanship has earned the respect of the yachting community—let us make sure that we continue to deserve that respect. For the rest, we wish the Plymouth Fleet good winds, good weather, and a happy time. May this third Plymouth Week turn out to be the best we've ever had.

An Apology

MOST people's lives strike rough patches, and Helen and I are going through a very rough patch in ours. We are trying to sell a not-very-easily sold house in the North of England at a time when nobody has any money; trying to run a rather complex business in the South of England; trying to make some sort of a home somewhere for the children; not least, trying to bring out this *Journal*. We seem to live mostly in railway trains, or cars. In this rather hellish time, we just don't see how we can get to Plymouth, although if it is humanly possible we shall do our best to come for a day or two during Plymouth Week. We do apologise for our difficulties, and we ask our friends to understand that we are missing Plymouth to our very great regret, and only because we just have to. With every good wish to The Week.—J. R. L. Anderson.

Secretary's notes

IT doesn't seem a year ago since we announced that *this* was Plymouth Week! But everything is now ready again for the most important item in the association's calendar, in just two week's time. Entries are already more than in 1964, and in spite of the efforts to get entries in early this time, there are still late comers to add to the list. Let's hope that the weather is kind.

* * *

A committee meeting is arranged for Saturday, August 14 at the Royal Plymouth Corinthian Yacht Club, starting at 8 p.m. Every group is entitled to be represented, so please make sure of representation, even if the group officers are not at Plymouth. Separate notices of this meeting will not be sent out, so please note the date and time.

* * *

Very pleased to see the answers in the correspondence columns, to my queries, on trailer lubrication, brakes, and the ability to make a Silhouette sail herself. Nice to know that this article is read, better still to know that someone is interested enough to write in answer! So may I quote from another letter received recently ? " I am swopping my car for a Mini-Van. In your opinion, will this cope with the occasional towing of a Silhouette ? Perhaps you have heard from other members ? ". I have seen a Y.M. Senior being towed by such a vehicle, but to date, I don't know of a Silhouette owner using a Mini. (*A Silhouette has been towed from North Wales to London by a Mini—Ed.*).

* * *

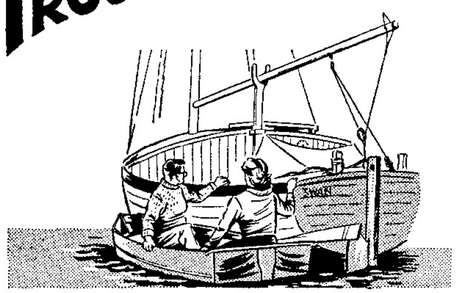
The newly formed Poole Group has got off to a good start. Nine Silhouettes, at its first organised cruise is quite a fleet ; may they go from strength to strength. I suppose that there are few places better for sailing than Poole, and Mr. May informs me that anyone wishing to visit the area will be very welcome, and mooring can be arranged. Drop him a line if you are likely to be in the vicinity anytime.

* * *

A year or two back, a cruise across the Channel from Dover to Calais or Boulogne, was arranged, but unfortunately, in spite of very precise and detailed planning, thick fog prevented departure on the date specified, and although one or two did make the trip a day or so later, the event itself had to be cancelled. Harry Maloney is interested in having another try, perhaps a little earlier in the season. (It was September last time). Anyone with ideas of being a party to such a venture, please write to him, and perhaps a more successful trip can be arranged. With our printed " Passeport Documents " obtainable from Ernie Large, no trouble need arise on that score.

The only yacht tender that goes with your Silhouette

PROUT 6ft. SCOPREL



Folds to 6″ x 20″ x 7″ for storage aboard, opens in two minutes to a strong, rigid and stable dinghy.

Weight only 45lbs.
Complete with oars **£25-10-0** ex-works.
Send for illustrated leaflet TODAY !

G. PROUT & SONS LTD.

89 The Point, Canvey Island, Essex.

BOSUN'S STORES

★

Terylene Ties
Burgees
Car Badge Transfers
Brooches

From
Mrs. EILEEN MORGAN,
19 Philbrick Crescent East,
Rayleigh, Essex.

★

Back numbers of the Journal (on loan)

from
EDDIE COXELL
40 LOUIS DRIVE, EAST,
RAYLEIGH, ESSEX.

In common with most other members, I have a permanent order with my local newsagent for a copy of my particuar choice of yachting publications, but I do feel rather strongly when an article I have ordered at a set figure suddenly is increased by up to 66% on the excuse of it being a " Fitting-out number " or a " Nautical wearing apparel issue ". True, I usually get more than my usual share of printed pages, but the vast majority of these are pages of extra advertisments, setting out the advantage of this or that product, for fitting-out or wearing or whatever the special edition is in aid of. How I wish I had the moral courage to return these costly numbers to the newsagent, telling him that I want only the yachting magazines, when they are offered for sale at their advertised price. I suppose we all accept minor irritations without protest these days.

* * *

Our appeal for a volunteer to make a film record of the Rally has been answered by Mr. Ian Denton, to whom we are extremely grateful. Mr. Denton is the son of the producer of the very much appreciated film of the 1963 Rally, and as he did this entirely on the spur of the moment, the suggestion being made on the Sunday of the

start, we can be quite confident that having been given a little more time to prepare, his son's production will be even better. Let us hope we all manage to get to see it at the A.G.M. and Party in January.

* * *

Perhaps we should start a "Grumbles Column" in this *Journal,* or perhaps, it would be better to call it an "I wish" list. One can think of many things:

I wish I could be sure that every oblong burgee, meant that the boat is racing.

I wish water skiers would not perform around my boat when I am trying to cook.

I wish folks would remember to puncture a hole in the bottom of a can before throwing it overboard.

* * *

How do you buy your Seagull mixture? I found that my local garage made such a fuss of measuring out three quarters of a pint of oil, that it was better and easier to use the Army issue jerrican, and buy three pints of oil and four gallons of petrol in one go. This I keep in the boot of the car, ensuring a well vibrated mixture, and a good supply when needed. I know it comes hard to pay out for this expensive fuel, but it is really the same in the long run, and not so much bother.

* * *

The August bank holiday this year is exactly two weeks after the start of our Rally, so one should expect a little traffic that weekend. It would pay to study the map and avoid the notorious hold-up points, or to vary the time of departure. Friday night seems to be the most popular time for holiday-makers to head Westward, and one can more or less guarantee a traffic queue at Honiton and Exeter, from about 9 o'clock Friday to 10 a.m. Saturday.

* * *

In company with seventy odd other members of the Association, I shall be on holiday from 14—22 August, so please don't expect any replies to letters between those dates!—R.A.G.

Plymouth Tide-Times

		High water		*Low water*	
		a.m.	*p.m.*	*a.m.*	*p.m.*
Sunday, August	15	7.29	7.36	1.24	1.36
Monday ,,	16	7.55	8.02	1.55	2.06
Tuesday ,,	17	8.17	8.24	2.26	2.38
Wednesday ,,	18	8.42	8.52	2.58	3.12
Thursday ,,	19	9.18	9.33	3.34	3.51
Friday ,,	20	10.07	10.31	4.18	4.41
Saturday ,,	21	11.14	11.49	5.14	5.48

From SII and Onwards
— For Progressive Boating
The Home of the Bilge Keel Cruiser

Parker Marine Services Ltd.
STATION APPROACH
Shepperton On Thames
'PHONE WALTON ON THAMES 20700
PART EXCHANGES ON THE BEST OF 'TERMS'
STOCK RANGES — 17' 3"—24' 0"
SECONDHAND CRAFT AVAILABLE TOO

Plymouth Pilot

By Vic England

FOR strangers to the Southern coasts of Devon and Cornwall who may wish to cruise in the area before, or after the Rally, the following useful "Pilots" are available: *West Country Rivers* by D. J. Pooley, published by *Yachting Monthly; South Coast Harbours* by K. Adlard Coles published by Faber (rather more general and more expensive). Useful charts are: *Stanford No.* 13—*Start Point to Lands End,* or equivalent in other series. *Admiralty Charts*—1267, *Dedman Point to Start Point including Eddystone;* 1613, *Prawle Point to Straight Point (Torbay Area); 95 Wembury Bay and Yealm River.* Local Admiralty chart agents are Monsens about two minutes from Sutton Harbour in Vauxhall Street, on the opposite corner from Plymouth Sailing School.

When cruising this year it has been decided that because of the uncertainties of the weather, it would be best if members would make their own arrangements for refreshments.

One or two tips on local hazards may not be amiss. If passing between Drake's Island and the shore to the South, boats should pass

between the two buoys marking the channel. Hidden underwater obstacles extend North and South from these buoys.

On passage to the Yealm, boats should pass to the West of the Shagstone, an apparently isolated rock about one mile South of the Eastern end of the breakwater. Although there is an unmarked channel between the Mewstone and the shore, members are asked not to attempt this passage, but to pass well South of the Mewstone. About a third of a mile to the East of the Mewstone, the Slimers dry out as much as 10 feet at low water. The initial entry to the Yealm is marked by two leading marks, which should be kept in line entering and leaving the river. To the North of this line, a sand bar, which dries out, extends close to this line. During the 1963 Rally one boat was seen to bounce off this bar under power, when it was just covered—fortunately no damage resulted in the good sea conditions at the time. Farther upstream, two more leading marks on the North shore become visible. The spit off Warren Point is marked by a buoy and this should be left to port when entering the pool. In spite of the foregoing, the passage is not difficult, and well worth while.

The unofficial trip round the Eddystone Lighthouse on Sunday, August 15, will take place only if the weather forecast is good, and sea conditions suitable. From the breakwater to the Light and back is an open sea voyage of some 22 miles. No assistance can be expected from the tidal stream which flows in an East and West direction. In the interest of safety and the good name of the Association certain restrictions must be made. Participants should have had some previous experience of sea cruising, and the trip will be open only to boats equipped for cruising. Minimum equipment will be compass, engine with sufficient fuel for the passage, food, drinking water, chart, distress signals and first aid kit. It is strongly advised that instruments for plotting courses are carried, together with fire extinguisher, cooking facilities, good ground tackle, torch and tools for emergency repairs. It is assumed that a bilge pump and bailing equipment is available. All those taking part are asked particularly to report before and after the passage, so that all boats can be accounted for at the end of the day. An early start will be necessary to ensure that we are back in good time for the meeting at 20.00 hours.

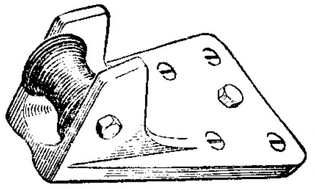
Plymouth Divers have drawn attention to the Aqua Lung diving service they can provide on a commercial basis for anyone unfortunate enough to lose anything overboard. Please contact the S.W. Group Secretary if details should unhappily be required.

Their other commitments permitting, it is hoped to arrange for the local Sea Cadet Corps to provide a service for helping boats berthing and leaving the wall in Sutton Harbour. If this can be arranged, members are asked if they would be good enough to take the cadets afloat as some recompense for their services. It will probably not involve more than two cadets on each day.

TAILOR MADE FOR YOUR SILHOUETTE



"INTERNATIONAL" ALLOY MASK
£31 10s.



PULPIT 129s. 6d. (plus 10s. carriage) Hot dipped galvanised Stainless steel 240s. (plus 10s. carriage).

Nylon spinnaker £12-15-0
Main reefing gear £8-3-6
Terylene genoa £12-10-0
Storm jib £9-2-6
Cockpit cover £6-10-0
Trailer winch £9-12-6
(inc. 40ins. wire)

Tufnol Stem Head Roller complete with bolts and screws. Gunmetal 65s. (plus 3s. 6d. postage and packing).

From your Chandler or direct from :
RUSSELL MARINE LTD.
69, ELM ROAD, LEIGH-ON-SEA, ESSEX. Tel. Southend-on-Sea 72770

Farewell to Sou

By Anne Fowler

WE have sold *Sou* and feel saddened by her loss. She gave us five years of happy association, and we feel that we have made many friends. Nothing binds people so closely together as a common interest in little boats. Wherever she went, *Sou* was admired, and we basked in her reflected glory. She rejuvenated us, and gave us some added years of active pleasure, while our shared companionship increased in value. We shall always remember her sturdy response to any rough sea. Not once did she fail to give us confidence in her complete reliability. She would always do her best.

It is pleasant to look back on some of our shared experiences. No one could have been less sea-minded than I was ; wide oceans held no fascination. Bed was the only place for me on a liner in any bad weather, but *Sou's* struggles in a heaving sea delighted me. She would slouch along in light airs, not caring how many boats passed her, taking no interest, her sails flapping ineffectively. But in a stiff breeze, when waves broke over her bows, she was in her element and surged along, tugging at the tiller, breasting the waves as a horse soars over a jump, and giving me a similar feeling of exhilaration. This was what she was built for, one could almost hear her saying, for a boat's personality develops when she is loved. She had taken care of two complete novices, and helped us to enjoy her skill.

Increasing years, ailments and finally a slipped disc made us see regretfully that we are no longer young. It was best that we should sell *Sou*. But travel we must. We hope to buy a Dormobile and tour sedately. But whenever we see a small boat lying at her moorings, we shall always remember *Sou*.

Plymouth Notebook

MOORINGS. Thanks to the Sutton Harbour Company, it is hoped that there will be room for the whole fleet to lie alongside the North Quay. But this can be achieved only if berthing instructions are followed strictly. All boats must secure bow on to the quay with an anchor out astern. Boats must have good warps (at least six fathoms) and plenty of fenders (at least four to each boat, preferably six). One of the problems in previous years has been the mixing of boats with people living on board, and unattended boats—it's not fair to your neighbour to leave him to look after your boat without knowing whether you are coming back or not. This year, people living on their boats are asked to lie at the Western end of the quay. Unattended boats will therefore be grouped together at the other end of the quay, and arrangements can be made to look after them if a gale blows as it did last year.

* * *

PROVISIONS. Food, drink and chandlery can all be had at the Barbican, almost adjoining the quay. There is a float in Sutton Harbour where fuel is sold, and water is supplied to the quay.

* * *

MAIL. Letters can be addressed c/o Royal Plymouth Corinthian YC, Madeira Road, Plymouth. They should be marked " International Silhouette Rally ". If people are living on board boats, letters should also give the name of the boat.

* * *

REPAIRS. Messrs Hurley (Marine) Richmond Walk, Plymouth, will do their best to deal with emergency repairs to boats, gear and sails.

* * *

MET. REPORTS. Local forecasts are obtained daily from RAF Mount Batten. These forecasts are posted at the Royal Corinthian Club, and they will also be given to the fleet at Sutton Harbour by the Berthing Master.

* * *

TELEPHONE. Messrs Hurley's telephone is Plymouth 51417.

* * *

CAR PARKING. There is a good car park, and excellent launching slipway, at Fisher's Nose, about halfway between Sutton Harbour and the Club. It is only a few minutes walk from the car park to the Club, so please try to leave cars in the park and not in the road outside the Club. This helps everybody.

SOCIAL PROGRAMME

Saturday, August 14, 8 p.m. Special meeting of the S.O.I.A. Committee at the Club.

Sunday, August 15, 8 p.m. Informal " Get Together " at the Club, explanation of courses, cruises, etc.

Monday, August 16, 8 p.m. Civic Reception in the Guildhall. Cocktails followed by dancing.

Wednesday, August 18, 8 p.m. Dance at the Club.

Friday, August 20, 6 p.m. for 6-30 p.m. S.O.I.A. Dinner Dance and Prize-giving at the Majestic Ballroom, Union Street.

Dress for all social functions: reefer jackets or lounge suits.

SAILING PROGRAMME

Sunday, August 15. H.W. 08.29. 10.00 cruise in company.

Monday, August 16. H.W. 08.55. 10.45 first points race handicap class. 11.00 first points race Silhouettes for the William Spurrell Trophy. 11.45 second points race handicap class. 15.00 second points race Silhouettes for the Russell Marine Trophy.

Tuesday, August 17. H.W. 09.17. 10.00 cruise in company.

Wednesday, August 18. H.W. 09.42. 10.00 cruise in company.

Thursday, August 19. H.W. 10.18. 10.45 third points race handicap class. 11.00 third points race Silhouettes for the Exe Trophy. 14.45 fourth points race handicap class. 15.00 fourth points race Silhouettes for the Lumley Trophy.

Friday, August 20. H.W. 11.07. 10.00 cruise in company.

Saturday, August 21. H.W. 12.14. 11.00 Gin Treasure Hunt. 14.15 sweepstake race for Silhouettes organised by the Mayflower Sailing Club.

It is intended that two of the points races will be sailed inside the Sound, and two will take boats outside the breakwater.

Destinations for the cruises have been omitted so that these may be decided in the light of prevailing weather conditions. This information will be posted on the Club notice board and announced at North Quay, if possible the evening before the cruise.

A Tees Bay Group

EAST Coast Silhouette owners sailing around the Hartlepools are trying to form a Tees Bay Group of the S.O.I.A. There are at least nine boats moored in the area, and probably others who would come there if an active group is formed. Will all owners who are interested in the founding of a Tees Bay Group please get in touch with Alan Norris, Cruising Secretary of the Hartlepool YC, at 40 Brougham Terrace, West Hartlepool ?

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, STAN MORGAN, JACK O'BRIEN, GEORGE OLIVER.

Flag Officers and Committee:

Commodore: HERBERT FIRTH, 5 Mossgrove Road, Timperley, Ches.

Vice-Commodore: R. A. GARROD.

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

Hon. Treasurer: R. W. FAIRMAN, 141 Hornchurch Road, Hornchurch, Essex.

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

Supplies Officer: Mrs. EILEEN MORGAN, Swatchways, 19, Philbrick Crescent East, Rayleigh, Essex.

Circulation Manager: HARRY MALONEY, 42 St. Thomas's Road, Finsbury Park, London N.4.

Associate Representative: E. LARGE, 19 Victoria Park, Dover, Kent.

Press Secretary: C. J. GUSCOTT, 64 Cowick Hill, Exeter Devon.

Librarian: E. COXELL, 40 Louis Drive East, Rayleigh, Essex.

Advertisement Agent: C. S. KENYON, 54 Lawling Road, Latchingdon, Chelmsford.

Hon. Technical Adviser: ROBERT TUCKER, 58 Southbury Road, Enfield, Middlesex.

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

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

Letters to the Editor

CUTTER RIG. — I was extremely interested to read of Mr. John Huggon's experiences with a cutter-rigged Silhouette. Long ago I discovered that my boat was happiest in a stiffish breeze with full jib and well reefed main, and working back from this discovery decided that if the main was not reefed, then it would need an additional sail forrard to give correct balance. I had hoped, one day, to own the first cutter-rigged Silhouette ! The main problem in achieving this is to find a way of fixing a block and a halliard cleat to a metal mast, and if anyone can advise I should be most grateful. Incidentally, on another mast problem, I find the entry to the rail groove is rather badly formed, and the sail has to be fed in to prevent the luff rope jambing. Sailing single-handed, I badly miss my old wooden mast, which allowed the sail to be hoisted hand over hand without any feeding at all. I wonder if anyone has found a solution?—M. J. G. Cooper, 53 Alexandra Road, Reading.

HARTLEPOOL REGATTA.—I should like to bring to the attention of Silhouette owners that the Hartlepool YC Regatta is being held on the

Regional Groups

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

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

weekend September 11—12. In addition to the usual dinghy events which have always been the rule, we have organised class racing on two days, for Silhouettes. We now have nine Silhouettes moored at Hartlepool and we are hoping for a very successful weekend. If there are SOIA members who would like to attend they would be most welcome and moorings could be arranged. On Saturday, September 11 there will be a dance in the clubhouse and I can assure members that a good time will be had by all. Members should write to me if they require any further information.—Alan Norris, 40 Brougham Terrace, West Hartlepool.

"NOTES ON SAILING". — I have read with much interest Mr. Sinclair's article *Some Notes on Sailing*. His suggestions are obviously the outcome of practical experience. I, too, have fitted a topping lift which, amongst other benefits, prevents the boom cascading into the cockpit when sail is lowered. If it is proposed to substitute a three-hole fitting on the boom-end, the existing strap fitting will have to be removed from the boom first, as it will be found that the end of the roundhead screw is rivetted over, and this must be filed off. If the topping lift is carried to a cleat on the mast in the usual way the boom can be raised to give more headroom in the cockpit when not sailing.

If I have read Mr. Sinclair correctly, he has, in effect, a double-ended main sheet, with both ends made fast to a cleat under the tiller. I have adopted a rather simpler arrangement, which works very satisfactorily. One end of the sheet is attached to the horse or wire span by a shackle. The sheet is then led through a single block on the boom, thence to a single block on the deck, about 4 inches on the port side of the centre line, and midway between the horse or span and the transom. (The eye bolt just misses the petrol tank if you have an inboard engine). The sheet is then led under the horse, and below the level of the tiller to a wooden cleat, fixed horizontally above the aft locker lid. The advantage of this arrangement is that the sheet

need not be cast off the cleat and passed over the tiller each time one goes about.

The mainsail of my Silhouette appears to have become extremely full, both at the luff and the foot, and it is almost impossible to prevent the luff lifting, even with the boom fore and aft. There is also a tendency for the mainsail to be back-winded by the foresail when close hauled. I should be interested to hear if any Silhouette owners have had the fullness in the sail reduced after two or three seasons. I realise that the mainsail is cut fairly full to suit the Silhouette's best point of sailing, but in my case this would appear to be excessive. I wonder if any of your readers have tried their hand at sail making and if so with what success ? — R. E. Robinson, 4 Harriet Place, Falmouth, Cornwall.

A FIVE BERTH SILHOUETTE.—We were interested to read in Mr. Sinclair's article of his arrangements for converting a Silhouette to a 4-berth plan. Our children (a girl of 10½ and boy of 8½) are proud part-owners of a 5-berth glass fibre Silhouette! Before we finally decided to buy our craft we consulted Mr. Hurley at the 1964 Boat Show, and asked if it would be possible to have a 3-berth version with berth space carried through from one quarter to the forepeak, thus dispensing with the sink, galley and locker equipment normally fitted. This he gladly provided, and when the boat was delivered we found that both the extending berth and the quarter berth had been fitted on the starboard side. We preferred, however, to have our extending berth on the opposite side and therefore converted the single port berth (with materials supplied by Hurley at 48 hours notice !).

We thus have two extending berths and a quarter berth, and normally sleep with both adults on the port berth, children in single and quarter berths. Spare clothing in polythene laundry bags is stored in the quarter berth during the day and wedged into the remaining floor space at night, and helps to counteract the effect of excess weight on the port side by acting as a bunk board for the children.

We use space under the bridge deck to store two small single-burner methylated spirit stoves and other cooking equipment. A hinged locker door lined with Formica can be used as a shelf for cooking, but we normally cook in the cockpit, and find the meths. stoves ideal. Our washing arrangements (a polythene bowl kept in the port locker) leave something to be desired (could this be part of the charm of a sailing holiday to our children?).

As our sailing to date has been entirely on inland waters (Windermere, and a 13-mile stretch of the Yorkshire Ouse) we felt it possible to use a 7ft. 6ins. glass fibre sailing pram dinghy, which fits snugly over the cockpit when trailing, and tows as well as can be expected. It provides excellent entertainment for the children, and has so far been a very satisfactory tender. —D. F. Ringrose, Dalesford, Huntingdon, York.

BOUYANCY.—The letter from Mr. D. Perrin together with Mr. Daan Cevat's article have prompted me to write concerning buoyancy in a glass fibre Silhouette. The basis of my own calculations has been 1,100lbs. for the boat, plus 400lbs. for the Seagull, anchors, accessories, and anyone who may manage to get aboard if the boat was swamped. Using polystyrene at 60lbs. buoyancy per cubic ft., then 1,500 1lbs. = 25 cubic ft. If the Silhouette is packed under the decks and bilges (contrary to recommendation, because of the tendancy to float mast down) it is possible only to accommodate approximately 12 cubic ft. This is as bad as having no buoyancy at all, and additional buoyancy must be added in the form of pillows and a bow bag. Foam mattresses, if they were sealed, would add approximately 6 cubic ft., at say 50 lbs./cubic ft. buoyancy. The above may be food for thought for some people, and I would be pleased to know what others have done to overcome the problem. (Good offcuts of foamed polystyrene are available from Romsey Plastics Ltd., Romsey, Kent, at 25s. per 8 cubic ft., carriage paid. I then sealed these in polythene bags).—J. Trendell, 5 Leigham Manor, Marsh Mills, Plymouth.



SAIL PROBLEM.—I have *Moonraker* (No. 1445) which I sail on the Firth of Forth at a place called Cramond. I have a problem that some readers may be able to answer. I made a sail cover in order to keep the mainsail on the boom to speed up setting time ; this is useful and works well. But the main, which is Terylene, is developing small black spots, which look like mould. I have put the sail under this cover when it is dry, and after a few days the sail seems damp ! The cover is P.V.C. on canvas. I should be interested to hear if any members have any ideas on this subject. — Angus S. Clover.

TRAILERS.—Here are my replies on trailers. HUBS: The main cause of trouble in keeping a hub water-tight is that after a run the hub is warm, and the effect of immersion in cold water is to cause sudden cooling and lowering of pressure in the hub. If a grease nipple is fitted, this lowering of pressure will pull the little ball valve in the nipple off its seating, and let water in ; in exactly the same manner grease get in. You can get over this by using a synthetic rubber cap over the grease nipples ; such caps for grease nipples were marketed about two years ago for fastidious car owners. This is the simplest way of overcoming the difficulty of stopping the water getting in, if you have already had grease nipples fitted to your trailer hubs. The other solution is to remove the nipples after greasing, and fit screwed plugs in their place—messy, but effective. Have your trailer hubs drilled, and grease nipples fitted if you want, but your hubs should do 10,000 miles on one greasing if you use the right stuff in the right quantities.

BRAKES: The present-day handbrake linkage on the majority of cars looks as if only one shoe operates, but it should, if set up correctly, operate both shoes. The trouble is to find mechanics who both understand and can do the job. Unless your trailer weighs over 2cwt. you do not require brakes by law—but I think it would be illegal to throw out the C.Q.R. and 15 fathom of chain to stop the car and trailer! (Of course it might be better than your trailer brakes. Try it sometime).—F. W. Bartlett.

SELF-STEERING.—It can be done, but not often. On leaving last year's Rally at Plymouth, which I could only attend for a few days, I was single-handed off Rame Head. I put a short shock-cord tiller-line, adjusted it, and on a close reach in Force 2—3 breeze made Gribben Head on my way to Mevagissey, without touching the sheets or tiller again. Now I too, have re-rigged as a cutter, and shall see what that does.—M. M. Spencer.

Cruise to the Scillies

By D. J. Nicholson

The log of a passage from the Yealm to St. Mary's and back in Yam Seng (SII 1657). Crew: Squadron Leader D. J. Nicholson and Wing Commander G. A. Martin.

MAY 31. 08.30. Let go *Yam Seng's* moorings in Noss Mayo Creek. Started Seagull, and motored down river on the ebb tide. 09.15. Anchored off Old Cellars beach for breakfast. Leak in gas pipe sealed with "Osotite". 11.30. Weighed anchor. Motoring seawards while setting mainsail and genoa. Weather fine, 2/8 cumulus, 1/8 cirrus. Anticyclone centered NW of British Isles likely to give settled weather for next 48 hours. 12.30. Departed Mewstone. 14.38 Mewstone bears 090 (M)=080 (T). 14.40. Eddystone bears 161 (M)=151 (T). Fix 4 nautical miles S of Looe. Ground speed 5½ knots. 15.15. Caught a large garfish. 15.58. Fowey bears 310 (M)=300 (T). 1559. Dodman bears 270 (M)=260 (T). 16.00. Looe bears 030 (M)=020 (T). Fix 6½ nautical miles SE of Fowey. Ground speed 3½ knots. 16.12. Rame Head bears 078 (M)=068 (T). 17.28. Dodman bears 310 (M)=300 (T). 17.30. St. Anthony bears 285 (M)=275 (T). Fix 11 nautical miles SE of Dodman. Ground speed 5½ knots. 17.58. St. Anthony bears 285 (M)=275 (T). 18.00. Dodman bears 320 (M)=310 (T). Fix 9 nautical miles SE of Dodman. Mackerel biting well. 18.20. Port (lee) spreader came adrift — slack rigging. 18.30. Dodman abeam, 6 nautical miles (est). Fried mackerel for supper. 19.28. Black Head bears 245 (M)=235 (T). 19.30. St. Anthony bears 335 (M)=325 (T). Fix 7 nautical miles E of Falmouth. Ground speed 5¾ knots (doubtful fix). 20.28. Black Head bears 245 (M)=235 (T). 20.30. St. Anthony bears 326 (M)=316 (T). Fix 7 nautical miles E of Falmouth. Ground speed 4½ knots. 20.50. Excessive motion in cross sea. Changed genoa for jib. Layer cloud from NW, 7/8 strato-cumulus and alto-stratus. 21.05. Manacles Light fine on starboard bow. 21.30. Manacles Light abeam. 23.00. Lizard Light abeam.

June 1. 00.15. D.R. position 5 nautical miles S of Lizard. Wind backing to NE. 03.00. Sailing through shoals of plankton, like white detergent. 04.55. Wolf Rock abeam 1 nautical mile. E.T.A. St. Mary's 08.45. 8/8 stratus. Heavy sea, wind veering. 08.10. White tower sighted ahead through haze. 09.15. Rocky coastline to leeward. Seas breaking on submerged rocks. Tower identified as Day Beacon, not St. Mary's Light. Engine on to weather Hanjague rock. Running through St. Martin's Channel. Seas impressive. 10.00. Engine off. Sailing around N side of St. Mary's. 10.45. Ran up on to beach before Hugh Town. Sails down.

St. Mary's to River Yealm. 17.30. Weighed anchor. Engine on. Hoisted jib and mainsail. 15.55. Departed Spanish Ledge buoy. Engine off. Port tack. Weather cool but sunny, 3/8 alto-stratus. 19.00.

Cloud dispersed, haze. Moderate waves, considerable swell. Soup for supper. 22.00. Wolf Rock Light bears 050 (M)=040 (T). 23.00. Wolf Rock Light bears 005 (M)=355 (T). Fix 5 nautical miles of Wolf Rock. Ground speed 4 knots.

June 2. 00.05. Large freighter coming up on starboard quarter —appears to be on converging course. 00.20. Shone lamp on her bridge, and on my sails. Freighter stopped engines—a generous gesture much appreciated. We went on to starboard tack, out of her way. Shone lamp again, to indicate new heading. 00.50. Resumed course. Bitterly cold on watch. Wearing all available clothing, with oilskins and blanket wrapper around. No sign of any shipping. 08.45. Ship passed 3 natical miles to N, heading up-Channel. Weather fine, blue sky. Cool NE wind, Force 2. 10.40. No land in sight. Wind falling off. Mackerel biting well. Caught 5 fat ones. 11.00. Engine on. Heading 025 (M) to close land. 11.15. Headland sighted, bearing 080 (M). 11.30. A/c 080 (M). Wind very light. NE Force 1. Haze. 13.00. A/c 090 (M) to clear Lizard. Calm. Fried mackerel for lunch. Coffee and chocolate biscuits. Crew contented and replete. Sun hot, cloudless sky. Only the noise of that engine to spoil a perfect setting. 14.35. Almost ran down a basking shark; it was swimming in a leisurely way, with dorsal fin above the surface. It took no notice of *Yam Seng*. 14.45. Engine stopped. Refuelled. Continue thundering across Mount's Bay at 3 knots (est). 14.55. School of porpoises ahead —that's why we have caught no fish lately! 15.00. Large area of ripples indicates position BOA. 15.05. Mackerel biting again. 16.00. Lizard Light 2 nautical miles N. Sail and power. Ripples indicate the dreaded race in friendly mood. 16.45. Light following wind. Took in jib. Hoisted genoa. What a splendid sail—speed picking up. 17.30. Headland N of Black Head bears 357 (M)=347 (T). Ground speed 5¼ knots. 17.58. Black Head bears 275 (M)=265 (T). 18.00. Falmouth Head bears 350 (M)=340 (T). Fix 6 nautical miles E of Black Head. 19.00. Boiled mackerel for supper. Chef congratulated. 20.00. Engine off. Speed reduced to 1 knot (est.). 20.30. Engine on.

June 3. 01.30. Engine off. (Only 1 gallon fuel left, for emergency!). Eddystone Light bears 100 (M)=090 (T). Very hazy. 02.00. Becalmed. Fog forming. Extremely cold. 04.45. Engine on (emergency?). No wind. 06.30. Engine off. Changed to jib. Light variable headwind. Light airs from all around the compass. Frustrating. 08.45. Engine on. Steering N to indentify coast, which is almost obscured by haze. Uncertain of position. Likely to be in Whitsand Bay but could be Bigbury Bay. 09.10. Engine off. No more fuel. 09.15. Red ball buoy about 2 nautical miles due N. Est. posn. 4½ nautical miles S of Downderry. A/c 090 (M) to Rame Head. Light wind getting up fortuitously, from SW, Force 1. 10.45. Rame Head abeam. 11.15. Hoisted genoa. Hot, hazy, delightful. 13.15. Mewstone abeam. Tide ebbing. Tacking very slowly—just clear of Slimers rocks. 15.15. Anchored off Old Cellars. Cooked large lunch of eggs and bacon. Crew very happy.

Silhouette (with variations)

By F. Dunmore

THE original idea was to get a cheap lifeboat hull and convert it. After practically living in the pages of Verney's *Practical Lifeboat Conversions* and similar tomes, viewing rotting hulls in obscure boatyards, and listening to awful warnings from experienced friends. I had a windfall of £150, and realised that, with care, " this was it ". I easily resisted the temptation to settle for a dinghy—no, it had to be a sea-going cabin cruiser that would sail. (An engine headed the list of non-essentials). Preferably bilge-keel, (we dry out), self-righting and stiff (I'm a coward). Also I have a young family.

After more mournful inspections of some of the finest cultivations of assorted mushrooms thriving in 25ft. baskets, optimistically referred to as lifeboats, I gave up the idea—too heavy, too dear, and probably wouldn't sail into wind anyway. With fingers crossed. I sunk most of my slender capital in a Silhouette hull. (Keels and stub fitted, plus loose skeg and rudder) £100 plus £10 delivery (4 years ago). £40 left!

I had no idea how a Silhouette was constructed. A few were on the " hard ", wrapped up for winter, difficult for detailed study. With the aid of any, and every book and magazine showing small cruisers, I picked out what I considered their most desirable features, then, on a scale drawing of my basic hull, I drew the decking and cabin detail as I hoped the finished boat would look. I preserved the distinctive lines of my hull's elegant sisters. Basic differences— cabin sides extended to gunwhales, with a good amount of " slope in ", thus cutting out side decks, and giving 1ft. 6ins. extra cabin width. Cabin stepped at front end, and continued at half main cabin height to about half length of foredeck, giving headroom foreward, and vastly increasing cabin cubic space. Hatch placed in raised portion, giving headroom for small lavatory forward. As the cabin top carried all traffic, this was strengthend by lattice ribs inside. Thanks to aquiring the wood at cost, this work was completed for about £30.

Mast support and rudder trunk were made from galvanised water pipe of hefty gauge, red leaded and painted, also hawse pipe.

The great moment finally arrived when she emerged from her nest of shavings out of the garage, and as she was slowly rolled outside, for the first time I could see all of her at once. I invited inspection by a deepsea yachting friend, he grinned, " Rig her, and I'll take her to Cherbourg ".

Next problem—how to rig her, for £10 ? A racing friend offered me a choice of three broken masts. I put in an alloy tube (they were hollow), and scarf jointed one. Abandoned the idea of a tabernacle, and fitted a mast on the cabin roof. As I could not use a backstay I moved the foreward chainplate aft, and rigged her like a dinghy ; but doubled the shrouds. The same friend, via club notice board, managed

to produce a set of National 12 sails for £7 10s. Main 60sq ft., jib 35sq. ft. Undersailed by 20sq. ft., helped by willing hands, and via an engine trolley, I was in! Date, June 9, five months after delivery of raw hull.

My sailing is small beer after your usual contributors, but members may be interested in the performance of this unorthodox boat. I later got a standard Silhouettee foresail and sailed this rig for 2 years with no engine out of Christchurch. Upwind performance is better than conventionally rigged models. Racing, she has comfortably overtaken masthead rigged Silhouettes, and appears to sail closer to the wind. Once, due to unusual circumstances, she petrified me by planing a full 200 yards into a boatfilled harbour ! I have tried to do it again—but no luck.

I am converting to masthead rig this year, so it will be interesting to see how this affects performance.

If I sound a trifle proud of my *Seventh Summer* you must excuse me, as the only thing I had built previously was a rather lopsided cupboard. So take heart, you who contemplate similar labours. Perhaps you, too, this year will be greeted by the slightly puzzled query, "It *is* a Silhouette, isn't it ?

The Building of Girl Pat II

IN the summer of 1962, I decided that a Silhouette was the boat for me. I ordered the plans and persuaded a friend of mine that we should build a pair of SIIs together.

The general scheme was to build one hull at a time in my garage, making two of everything as we went along, so that when the first hull was turned over, the frames could be set up again immediately and the second hull produced. The first hull was 8 months from setting up to turning over, the very bad winter of 1963 bringing us to a standstill for about 2 months. The second one took 4½ months, which time included a month lost during summer holidays. A check in my log shows that about 330 manhours were taken on the first bare hull.

The hulls, unpainted, without masts, sails or fittings, but otherwise complete, cost approximately £140 each. To this basic cost must be added the fittings, 90 per cent of which I made myself: sails £20 ; rigging, anchor and chain £17 ; paint £9 ; and timber for the mast and boom £3. Say £190 for a basic sailing Silhouette.

In addition, I built a trailer (£20), and an 8ft. Pram dinghy for £8 including oars. A 6 h.p. Johnson cost me £35 secondhand, and I suppose I spent some £15 on cooker, lifejackets and bits and pieces.

So around £270 and a bit of hard work which was great fun anyway, has got me an outfit which would cost at least £575 if I bought it in the conventional way.

All timber was bought in bulk from a local timberyard. I cannot quote quantities ordered, but if anyone is interested I could knock up an approximate bill of quantities. All the marine ply to BS1088 was bought at our benefit from one source. We used 15 sheets of $\frac{3}{8}$ins. ply and 4 sheets of $\frac{1}{4}$ins. ply for each boat and dinghy.

All beams, stringers, and internal framing was Columbian pine. Mahogany was used for all visible varnish work, such as cockpit framing, hatches, handrails, gunwale rubbers, etc., and also for the laminated stem, log and bilge keel stringers. Iroko was used for the deadwood, skeg and all knees. The floors and tiller were oak, and I used Columbian pine for my mast and boom. Each boat consumed about 40lbs. of Beetle A Cement.

Silicon bronze screws were used for all structural work. These cost about 40 per cent more than brass, but will not dezincify like brass. The keels were galvanised and bedded in red putty, the keel bolts were luted with tar soaked in linseed oil and red lead. All external joints on the hull were glass fibred, and the hull was treated liberally with Cuprinol.

It think it might also be worth while giving details of some of the tools I found most helpful, as some are not usually mentioned in home boat building books. A set of Footprint combined wood-screw drill and countersinks is essential. An electric drill, with a jig-saw attachment, is far more use than the usually recommended circular saw attachment. If you are feeling flush and want to speed up the job, a power screwdriver attachment is a great help ; but if not a brace and bit and good ratchet driver with the *correct* sized bits will do.

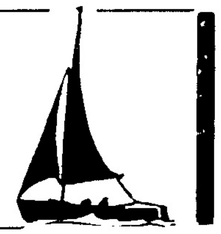
That, I think, gives a general picture of what I built my boat of, and what it cost me. There were snags and difficulties, none of which proved insufferable. If anyone has any specific queries or worries, I would always be happy to help with information of how I did it ; but I am not an expert, and I am sure there are many more qualified than I.—R.J.M.G.

St Malo Cruise

(Concluded)

WEDNESDAY. (This was July 10). We awoke at 06.00, breakfasted and made ready for sea. The RTF weather forecast the night before had been reasonable, the B.B.C. gave winds Westerly, Force 4 and overcast. At 07.45 the lock gate was opened. High water was 08.15, so we cast off and motored out into the Avant Port, and out through the pier heads, setting sail as we went. At 18.05, when off the Pointe du Roc, we set course N.W. by W. to pass North of the Chausey reef. The seas off Le Loup tower were very short and steep; in fact we nearly turned back. However, once off the Ponte du Roc, it eased off a little, nevertheless we put 4 rolls in the main, and decided to keep the motor going. This would help us to keep a little closer to the

SILHOUETTE • FELICITY
GLASS FIBRE AND MARINE PLY
The largest selection of sloops from 17ft. to 24ft. on show in the North West at the complete chandlers
THE NORTH WALES BOAT SHOP
Llandudno Junction 81073



wind. At 08.35 we altered course to WNW and settled down to a rather wet and bumpy 30 miles. It was good to be facing the elements again.

We had the Ardent buoy abeam at 10.55, and were making 4 knots. David had been at the helm since leaving Granville, so having sorted out the navigation by now, I took over watch while David went below to make coffee, which was quiet a feat under the conditions. By 11.30 we had the North East Minquiers buoy abeam; only 12 miles to go and we were going great guns. From here onwards the seas usually become rather large, and we were not to be disappointed. The wind became stronger, and the English yacht (our nursemaid ?) passed within 2 miles distance of us. Another roll was put in our main and on we ploughed, spray flying everywhere. Some of the larger waves just about brought the little Silhouette to a standstill.

By 11.50 the wind had shifted, and it became apparent that we would not make St. Helier without a couple of tacks. We had hardly put the extra roll in the main when our Seagull coughed and stopped. Our plug had given up, David found the plug spanner and spare plug, he also took over the helm, while I clipped my life line onto the back stay, then, kneeling on the stern deck, I changed the plug. A good pull on the starting cord and the motor fired first time. I find refueling and plug changing a hazardous business in a rough sea.

At 12.05 the motor stopped again. Once more the plug was changed, but this time the motor refused to start. The jets were cleaned, but still no firing. We were not very happy and fast closing on the reefs off the South East coast of Jersey. We had two alternatives; one, to go about and beat towards the Minquiers with the prospect of 3 hours pitching about, or to run into a bay on the lee side of Echo Tower and anchor there to sort ourselves out. With only 3 miles to St. Helier Harbour we decided to anchor at Echo Tower. We dropped anchor at 12.35, feeling glad to be in quiet waters. David made coffee, while I sat in the cockpit and stripped the motor: off flywheel cover, points okay, changed the plug again, and tested for spark, okay, now off carburettor, ah yes, ! ! a blocked jet, and a lot of dirt in the float chamber. Everything put back, now to test, after a few tugs with the cord, at last the motor fires and runs. At 13.15 we weighed anchor.

With David in complete command, we were to make St. Helier

through the gutters, which means weaving through small channels and passing between rocks, calling for good knowledge and expert pilotage. This is David's fishing ground and he knows it well. We should make St. Helier pier head in about half an hour, also, by going this way we should be sheltered from the wind a little. We prayed that the motor would keep going and not let us down again.

We emerged on the West side of the Demi de Pas light and lined up on the end of Elizabeth Castle breakwater. This cleared us of the Dogs Nest rocks. The sea was quite lumpy here, and if the motor gave out now we should have been in trouble. It is what the text books call a " lee -shore ". But we made the breakwater beacon, or La Platte, and turned to starboard and in a few minutes we were in the shelter of the breakwater and almost home. David had done well.

The pier head Watchman appeared out of his hut, the time was 13.55, not bad going under the conditions; and then disaster struck ! The motor backfired with a puff of smoke, followed by a horrible silence. Frantic action with plug spanner, a frizzle of burning flesh as the plug was grabbed with bare fingers; in goes a new plug, a frantic pull on the starter cord, but no response. If the wind catches us we shall surely hit the harbour wall; grab for the sculling oar, too late; the wind does catch us, and we hit the wall. I was unable to scull against the wind, and so fumbling our way along the wall, we were blown into a wide gully which leads to the States of Jersey Harbour Dept. Yard. We managed to get near the South harbour wall with the idea of hanging on, only to find the botom full of old wire hawsers and bits of metal. It was no use dropping anchor, for we should only lose it. David managed to hook on to a coil of submerged wire with the boat hook, and while in this position I went below and go the sails out. Then we started to bend them on and hoist them. Up went the main and I broke two battens; up main, and to hell with battens! David left go, and we inch off, but alas, backwards and sideways. She will not go to windward with main alone, so up jib, curse, the halyards are fouled. Now another attempt to get out of the gully. We tack, and go about many times, and half an hour later we are back in the fairway.

The watchman came out again, and this time we shouted *" Yvette, out of Granville"*. He waved, and through his loud hailer directed us to No. 5 berth. Then David gave the Seagull a pull, and it fired! Strange things these two-strokes!

At 15.05 we tied up to the English yacht we had moored to at Granville, and we told the owner our tale. He said how sorry he had felt for us when we were off the North East Minquiers buoy. His annometer was reading Force 6! David and I were glad that we did not know that at the time.

I learned a tremendous amount on this trip, stowage of gear, navigation and particularly the handling of the little Silhouette, and above all, never to stow sails until in port and tied up.—"Petit Marin".

SMALL ADVERTISEMENTS

RATES: SOIA members announcements, 3d. a word (minimum 2s. 6d.) Trade notices 1s. a word (minimum 10s.). Please send payment with advertisement.

FOR SALE. Immaculate Silhouette II. Masthead, Terylenes, extensive use stainless steel. Three full length 4 inch foam berths. 3h.p. Gale Twin. 8ft. glassfibre dinghy. Cover. " Extras " cost nearly £200. West Solent mooring probable. £410. Mendam, Pilgrims, Compton, Winchester. (Twyford 2139).

FOR SALE. Silhouette 606 cutter-rigged, internal Stuart Turner engine, roller reefing, 10 and 15 lb. C.Q.R.S., jib, yankee and genoa, head sails, cockpit and overall covers, moored Littlehampton. £350. Dickinson, 24 Bushby Avenue, Rustington, Sussex.

FOR SALE. 1963 Felicity and road trailer by Hurley. Wooden hull, piped water and stove. 4-inch Rexine covered mattresses. Pulpit. Two anchors and cockpit cover. £550. Bunney. (Nottingham 82380).

FOR SALE. Silhouette Mark II. Number 1767. (Hurley 1964). 2 berth. Apart from being attractively and carefully fitted out, this is a fast boat which sails easily in light and strong weather. Proven performance and winner of trophies at Plymouth and in the Lakes. Alloy spars, well-setting Terylene sails (3 jibs). Excellent inventory excluding cooker. Chrome fittings, running fairleads, snubbing winches. Undersealed trailer. Large Seagull (clutch). Demonstrations weekends Ullswater. ISLES, HORNBY 380, near LANCASTER.

FOR SALE. Silhouette, July 1964. 2 berth. Century Plus engine also trailer. Immaculate. Many extras, including guard rails. At present moored Lake Windermere. £500. 'Phone ETWALL 504.

FOR SALE. £285. 1961 Silhouette II. Perfect condition. Swarbrick, Wardleys, Hambleton, Nr. Blackpool. Tel.: Hambleton 261.

FOR SALE. Silhouette II Terylene sails. Good condition. £12 10s. Iles, 13 Holland Way, Broadstone, Dorset.

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

SENSIBLE ADVERTISING. *The Silhouette Owner* every month goes directly to a large number of people with a direct interest in everything to do with boats. It is about the best advertising medium in the world for selling a wide range of boat equipment. Also, sailors eat and drink and wear clothes. So if you want business, advertise in these columns.

FOR THE ATTENTION OF ALL

SILHOUETTE OWNERS

BRING YOUR **SILHOUETTE** UP TO DATE
WITH THESE NEW
FEATURES

★ **Terylene Sails**
★ **Jambing Cleats**
★ **Stemhead Forestay**
★ **Alloy Spars**
★ **Folding Tiller Head**

We shall pleased to supply any of
the above items without delay

In stock, we have a comprehensive range of paints and varnishes as well as all types of fittings, rigging, extra sails, cushions, blocks, accessories, and replacement parts.

REMEMBER, WE KNOW WHAT IS BEST FOR
YOUR BOAT . . . . . WE BUILT IT !

★

Also, available for immeditate delivery

The fin and bilge keeled versions of the
20ft. FELICITY

A. G. HURLEY (Marine) LTD.

Richmond Walk · Plymouth

Telephone : 51417/8

Published by the SILHOUETTE OWNERS' ASSOCIATION *and printed by the* ARRAS PRESS, *432, Ashton Old Road, Openshaw, Manchester 11*