The Silhouette Owner

The journal of the
Silhouette Owners' International Association

NUMBER 57 SEPTEMBER OCTOBER, 1956 PRICE 1 -



and the Auxiliary . . .

BRITISH SEAGULL

"The best Outboard Motor for the World"

THE BRITISH SEAGULL CO. LTD.,
FLEETS 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,
Two Ways, Charney Bassett, near Wantage, Berkshire.
Advertising rates on application to the *Hon. Advertising Manager*, HELEN ANDERSON, Two Ways, Charney Bassett, near Wantage, Berkshire.

Contents

PLYMOUTH WEEK *by Reg Garrod* 4
PLYMOUTH RESULTS 7
SECRETARY'S NOTES 11
ECONOMICS *by S. R. Nichols* 14
NIGHT PASSAGE 15
LETTERS TO THE EDITOR 22

Our Log Competitions

PLYMOUTH WEEK has been the highlight of our sailing season, but not everyone can get to Plymouth. Some members would have to sail from New Zealand, or the Baltic, or the Red Sea—all rather long passages, even for a Silhouette. And at home the storms of everyday life and earning a living can be more formidable than a full gale at sea, making the passage to Plymouth impossible. But everyone who sails his boat at all during the year can enter our log competitions, by the simple process of writing up a log and putting it in the post. So please, let us add to our record at Plymouth by making 1965 a record year for the log competitions. The trophies that may grace sideboard or mantlepiece (does anyone have mantlepieces nowadays ?) are only one reason for sending in logs: it is nice to have a chance of winning a trophy, but it is far more important to let fellow-sailors share in one's voyages, profiting by one's experiences, yes, and learning from one's mistakes. Remember that the competitions are judged on the quality of the log, and on seamanship and boathandling *in relation to the conditions,* which means that a cruise need not be ambitious, and that a carefully planned first trip may rate higher than a bold dash across the Mediterranean. So don't feel that your cruise was too modest to be entered—the most modest of cruises is interesting to those who take part, and can be made interesting to everybody else. There is another important aspect

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.

★

THE JOURNAL

This issue of *The Silhouette Owner* is a few days late to allow for the inclusion of all Plymouth Week results. The September-October issues are combined to permit editorial holidays. The next issue will appear at the end of October.

★

of our log competions. We invite our judges to be frank, and of course, they have a free hand to comment or to criticise as they think fit. By inviting criticism we learn about ourselves. No one should feel hurt if the judge comments that this or that action was unwise: we should ask ourselves whether, perhaps, it really was unwise. We may feel that we have put examinations behind us, and that we need no longer worry about passing tests. But the sea is a perpetual test. And the best of all examinations is the self-criticism prompted by the views of others on our actions. The self-discipline that comes from self-criticism is the mark of the true seaman.

Change of Address

Please note that the Editor of the *Journal* (and the editorial offices !) have moved to a new address. This is:

Two Ways,
Charney Bassett,
Near Wantage,
Berkshire.

It will be a great help if all correspondence is sent to this new address, so that it does not have to be forwarded.

Plymouth Week 1965
by Reg Garrod

OFFICIALLY due to start on Saturday evening with the meeting of the National Committee, the Royal Plymouth Corinthian Yacht Club was well filled with members of the Association on Friday, when arrivals were greeted by old and new friends, and aquaintanceships were quickly made. Old King Sol saw fit to grace us with his presence and boats were launched and rigged by cheerful skippers and chattering crews, with the help of Messrs. Hurley's staff, in real summer conditions.

The committee meeting was held in the Club's headquarters on Saturday evening. when the final arrangements were made, and all the normal business attended to ; amongst other things, it was decided that, as the weather forecast was favourable, the proposed trip round the Eddystone Lighthouse would be organised. Some dozen or so boats set out on the Sunday morning to make the twenty four mile cruise, and still the sun shone brightly ; but so light were the winds that the Seagulls were made to work most of the way, although an on-shore breeze sprang up in the afternoon and several boats had a glorious spinnaker run home. The remainder of the fleet—there were officially seventy four boats entered for the Rally — spent a very enjoyable afternoon, sailing to Drake's Island, where permission had been granted to land, and conducted tour round the " Outward Bound School " had been arranged. It was a high-spirited band of enthusiasts that gathered in the clubhouse that evening, to be officially welcomed by the Commodore of the R.P.C.Y.C., and briefed on the details of starts, signals and procedure that was to be carried out during the next few days. The party spirit lasted long into the evening, and it was after midnight before the club ceased to ring with conversations of boats and boating.

Monday's programme consisted of two races, both of which had to be shortened owing to very light winds, but with the near tropical conditions still prevailing, and excellent lunches obtainable in the club, no one raised a murmer of protest.

Promptly at 8 p.m. the Lord Mayor, and his good lady, welcomed us all to a civic reception at the Guildhall, where copious refreshments were provided, and a very genuine speech of welcome was made by his lordship. Dancing to an excellent full band continued well into the late hours, and many of those present did not get to bed before the small hours of the morning.

Tuesday, was Cawsand Day, with some seventy odd boats all sailing across the Sound to that pretty little cove ; and what a wonderful sight they made, all gently swinging to anchors under clear blue skies and bright sunlight! A very full programme had been arranged, with fun and games for the young and the young at heart, swimming, rowing, paddling, all joined in. Many were the duckings, many were

From SI1 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

the shouts, but laughter was the order of the day. Some lunched aboard, some on land (the Cawsand fish and chip shop being well patronised) but evening saw the spinnakers out again, with another run back to Sutton Harbour. Tuesday evening had been voted a free time, and although the Club was well patronised, many small parties were held in all manner of hotels and clubs.

Wednesday, although still warm, was cloudy (and as one member was heard to remark, was soothing to the parts of the body that had sustained sunburn during the previous day). The cruise to the Yealm, again needed the assistance of the Seagull Top'sls, although some stout souls managed to caress enough wind to sail all the way. As in previous years, we were welcomed by the very efficient lady Harbourmaster, and given enough mooring buoys to tie up the entire fleet. Again some lunched aboard, while others sampled the fare on *terra firma*. We had another delightful sail home, and on to the club for a dance given by the R.P.C.Y.C.—another very happy evening, even if the band did fail to make an appearance, for the record player provided enough noise to keep couples on the floor.

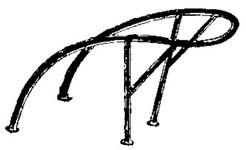
Thursday's weather was unkind ; rain fell and so did the temperature, but worst of all, the wind was practically non-existent. The morning race started with a drifting match that lasted for an hour and a half, causing many to give up and retire, but a faint stirring of a breeze, about force point 0.01, enabled the more skilful to manoeuvre their craft round the three prescribed buoys, and to finish the shortened course. This particular race was won by an Associate Member who does not normally sail a Silhouette, and who had hired a perfectly

standard boat from a local charter concern; this boat carried full cruising equipment, inboard rig, and small jib, and the helmsman had no special knowledge of the tidal streams in Plymouth Sound. Surely this must once and for all prove that it is the helmsman and not the boat who wins races, and excuses like — " He has an oversized jib " — " He has stripped his boat " — " He has modified his rigging " — " He has altered his skeg " — will no longer hold water.

It was decided to postpone the fourth and final race of the points series until Friday morning, as by the time the last few boats home had moored up, it was time to tidy up for the *Concours d'Elegance* that was to be judged that evening. The judging was carried out with meticulous care, and many a trim looking craft lost marks for not very clean bilges. Nothing was overlooked by the Commodore of the R.P.C.Y.C. who was determined to find the most seaworthy ship.

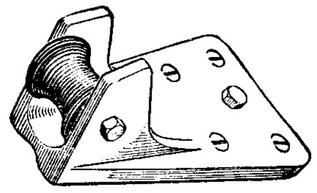
Friday morning was one of dilemma, whether to cruise up the Tamar, or to join the racing set, in the final points race. The majority chose to race, and with a wind in the region of Force 3, the whole race was run to everybody's satisfaction, while the cruising types returned with descriptions of a wonderful sail to the upper reaches of the Tamar. But everyone was in a hurry that afternoon, hair-dos had to be had by the feminine members, suits were unfolded from cramped quarters of the cases, and nearly three hundred souls descended on the Majestic Ballroom, to partake of the Dinner, cheer the Award Winners, and dance to the early morning. To describe this function as the highlight of the week would not be doing it full justice; the hall, amply big enough to accommodate the number in comfort, was gaily decorated with coloured lights and balloons, surmounted by our own burgee; the tables were a blaze of colour, with the white cloths showing up the silverware, and the multi-coloured napkins. Every lady had a small posy of carnations presented on entry, and a very good meal was provided. The Lord Mayor and his good lady, together with other important people from Plymouth, and lots of friends from the R.P.C.Y.C., enjoyed the festive board, which was marred only by the fact that our President and his lady were unable to attend. A telegram was read out, apologising for their absence, and the chair was taken by our Commodore, with the Vice-Commodore acting in his stead. The speeches were short, and well received, and an extractor fan was presented to the R.P.C.Y.C. by the Association, in some small measure of appreciation for the hospitality received, and a surprise presentation was made to the secretary for services rendered. Every entrant received a small souvenir plaque, while lady crews were given a silk scarf emblazoned with the Silhouette burgee. Awards were presented to the winners, including the prizes for the Cawsand regatta, and a wonderful evening was spent dancing to a full band. The final organised event took place on Saturday morning, with a nice brisk wind, when competitors chased gin bottles all over the Sound, and the very generous prizes presented by Messrs. Coates of bottles of gin and humorous ash trays were distributed in the club at lunch time.

TAILOR MADE FOR YOUR SILHOUETTE



" INTERNATIONAL " ALLOY MAST £31 10s.

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 (inc. 40ins. wire)	£9-12-6



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

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

Messrs. Hurley's staff and machinery did yeoman service in the afternoon, loading boats on to trailers, and a steady stream of Silhouettes could be observed leaving Plymouth, envying those lucky enough to have an extra holiday who could stay on to sail for a few more days in those delightful surroundings. A wonderful holiday, a marvellous week of good fellowship and high spirits—a time that will be remembered by all attending for many years to come.

Third Silhouette Rally — 1965

OVERALL CHAMPIONSHIP POSITIONS

Handicap Class

1.	727	*Moonraker*	T. J. Bickford	Mayflower S.C.
2.	1767	*Julie*	G. E. Isles	Ullswater Y.C.
3.	1040	*Dipper*	W. P. Grenfell	R.P.C.Y.C.
4.	1159	*Joanna II*	N. A. Dalahay	Up River Y.C.
5.	1620	*Jan*	A. H. Pybus	Ullswater Y.C.
6.	1258	*Siesta*	Mrs. S. A. Kennedy	Mayflower S.C.
	883	*Blue Moon*	T. K. Jones	Ullswater Y.C.
8.	638	*Well I Never*	F. W. Bartlett	Hoylake S.C.
9.	1626	*Amphitrite*	R. R. Gallie	Windscale Boat Club
10.	1662	*Comet*	D. R. Glegg	Royal Dorest Y.C.
11.	654	*Wee Three*	H. W. Maloney	Up River Y.C.
12.	1059	*Pintail*	N. F. Povey	
13.	1091	*Chianti*	T. A. Bailey	R.P.C.Y.C.
14.	17	*Midnight*	S. J. Morgan	Up River Y.C.
15.	1654	*Calypso*	S. Russell	
	983	*Martini*	G. W. Smith	N.W. Venturers Y.C.
17.	805	*Sally Ann*	W. R. Farrer	
18.	1272	*Whim*	K. F. Lingard	Royal Anglesey Y.C.
19.	1066	*Conqueror*	R. W. Fairman	
20.	283	*Ballerina*	H. W. J. Nash	Royal Bombay Y.C.
21.	1121	*Jedda*	R. J. Garrod	Up River Y.C.
22.	1670	*Pally*	F. G. Palfreman	Lilliput S.C.

	130	*Minx*	S. R. Stuttle	Up River Y.C.
24.	943	*Topper*	F. R. Thorne	Restronguet S.C.
25.	1189	*His Nibs*	J. R. Iles	Lilliput S.C.
26.	1871	*Coringa*	J. S. Flashman	
	530	*Odgik*	W. P. Talbot	R.P.C.Y.C.
28.	1922	*Starlight*	J. R. Davies	
29.	1774	*Biscuit*	J. A. Bull	Portishead C.C.
30.	999	*Rosette*	R. A. Garrod	Up River Y.C.
31.	488	*Dolphin*	H. H. Firth	N.W. Venturers Y.C.
	523	*Panope*	E. R. Newell	Arun Y.C.
33.	1001	*Organor*	T. Bragg	
34.	1268	*Oggie*	E. K. R. Sweet	R.P.C.Y.C.
35.	92	*Curlew*	F. M. Bailey	
36.	440	*Tui*	J. D. McCarthy	Tosham S.C.
31.	1122	*Unicorn*	L. J. Donnithorne	W. Mersea Y.C.
38.	38	*Whish II*	E. R. W. May	Lilliput S.C.
39.	295	*Tapio*	V. S. Evans	Southport S.C.
	1021	*Spailpin F.*	B. C. Nicholls	Up River Y.C.
41.	24	*Gazelle*	R. N. Pegg	Royal Anglesey Y.C.
42.	1649	*Shadow*	J. H. Waldin	Solent Y.C.
43.	65	*Jopee*	P. J. Bloomfield	
44.	1180	*Westbank*	P. H. Crampton	R.P.C.Y.C.
45.	1609	*Miranda*	K. C. Ould	R.P.C.Y.C.
	1046	*Peregrine*	E. A. B. Kirkby	Teign Corinthian Y.C.
47.	759	*Jenny Wren*	L. A. Luck	Pin Mill S.C.
	344	*Joanna*	Mrs. E. J. Clarke	R.P.C.Y.C.
49.	49	*Waskasoo*	W. Spurrell	R.P.C.Y.C.
50.	356	*Alphons*	A. G. Hurley	R.P.C.Y.C.
	977	*Water Mint*	M. W. Stone	
52.	1757	*Nephthys*	R. J. Strong	Up River Y.C.
53.	22	*Elachys*	N. Simmons	Up River Y.C.
	267	*La Mouette*	R. Trevithick	Teign Corinthian Y.C.
	389	*Jenny*	E. C. Povey	Up River Y.C.
	496	*Tiggy Ann*	G. Marshall	R.C.Y.C.
	827	*Tutu*	R. B. Hunt	Up River Y.C.
	925	*Tarrock*	J. R. Caulder	
	1005	*Chota*	V. P. England	R.N.V.R. S.C.
	1129	*Poucette*	C. J. Guscott	Brixham Y.C.
	1248		T. E. Chalcroft	Up River Y.C.
	1381	*Black Magic*	L. C. Dixon	Lilliput S.C.
	1413	*Vera Too*	D. S. H. Bennett	Lilliput S.C.
	1888	*Tikaroa*	J. Pleavin	Up River Y.C.

Handicap Class

1.	Mystic	90	*Mystene*	C. H. W. Smith	Parkstone Y.C.
2.	Signet	16	*Marlin*	C. M. Simpson	
3.	Dragonfly	121	*Gina*	B. S. Wiggens	
4.	Alacrity	340	*Alouette*	P. Dineen	R.W.Y.C.
5.	Felicity	182	*Etesian*	P. B. Westbrook	R.P.C.Y.C.
6.	Caprice	282	*Katrina*	R. & N. Hopkins	
7.	Felicity	194	*Valkyrie*	R. E. Brown	R.P.C.Y.C.

Handicap Race—Monday Morning

1.	*Mystene*	C. H. W. Smith
2.	*Marlin*	C. M. Simpson
3.	No finisher	

William Spurrell Trophy

1.	*Moonraker*	T. J. Bickford
2.	*Chianti*	T. A. Bailey
3.	*Dipper*	W. P. Grenfell
4.	*Minx*	S. R. Stuttle
5.	*Blue Moon*	T. K. Jones

Russell Marine Trophy

1.	*Moonraker*	T. J. Bickford
2.	*Dipper*	W. P. Grenfell
3.	*Julie*	G. E. Isles
4.	*Jan*	A. H. Pybus
5.	*Comet*	D. R. Glegg

Handicap Race—Monday Afternoon

1.	*Mystene*	C. H. W. Smith
2.	*Gina*	B. S. Wiggens
3.	*Alouette*	P. Dineen

Exe Trophy

1.	*Joanna II*	N. A. Delahay
2.	*Wee Three*	H. W. Maloney
3.	*Siesta*	Mrs. S. A. Kennedy
4.	*Julie*	G. E. Isles
5.	*Well I Never*	F. W. Bartlett

Handicap Race—Thursday Morning

1.	*Mystene*	C. H. W. Smith
2.	*Marlin*	C. M. Simpson
3.	*Gina*	B. S. Wiggens

Lumley Trophy

1.	*Moonraker*	T. J. Bickford
2.	*Julie*	G. E. Isles
3.	*Jan*	A. H. Pybus
4.	*Blue Moon*	T. K. Jones
5.	*Amphitrite*	R. R. Gallie

Handicap Race—Friday Morning

1.	*Mystene*	C. H. W. Smith
2.	*Marlin*	C. M. Simpson
	Gina	B. S. Wiggens

Hazelwood Hoael, Torquay, Trophy
(Longest sea passage to the Rally)

Pintail	N. F. Povey	From Penzance

Award for the Longest Journey by Road

Amphitrite	R. R. Gallie	Windscale Boat Club
Blue Moon	T. K. Jones	Ullswater Y.C.
Jan	A. H. Pybus	,, ,,
Julie	G. E. Isles	,, ,,

Concours d'Elegance

1.	*Julie*	G. E. Isles
2.	*Comet*	D. R. Glegg

3. *La Mouette* R. Trevithick
4. *Peregrine* E. A. B. Kirkby

Award for the best performance by a Mixed Crew

Pintail N. F. Povey

Stuart Turner Trophy

(Best performance by a boat equipped with an inboard engine)

Dipper W. P. Grenfell

Award for the best performance by a boat from outside the Port of Plymouth

Julie G. E. Isles

Gin Overboard Race—Saturday Morning

1.	1159	*Joanna II*	N. A. Delahay
2.	1015	*Xanthe*	P. Griffin
3.	17	*Midnight*	S. J. Morgan
4.	488	*Dolphin*	H. H. Firth
5.	1040	*Dipper*	W. P. Grenfell
6.	727	*Moonraker*	T. J. Bickford
7.	1767	*Julie*	G. E. Isles
8.	1654	*Calypso*	S. Russell
9.	983	*Martini*	G. W. Smith
10.	1001	*Organor*	T. Bragg
11.	1121	*Jedda*	R. J. Garrod
12.	DF 121	*Gina*	B. S. Wiggens
13.	1871	*Coringa*	J. S. Flashman
14.	1609	*Miranda*	K. C. Ould
15.	654	*Wee Three*	H. W. Maloney
16.	1272	*Whim*	K. F. Lingard
17.	130	*Minx*	S. R. Stuttle
18.	1258	*Siesta*	Mrs. S. A. Kennedy
19.	759	*Jenny Wren*	L. A. Luck
20.	295	*Tapio*	V. S. Evans
21.	999	*Rosette*	R. A. Garrod
22.	1066	*Conqueror*	R. W. Fairman
23.	638	*Well I Never*	F. W. Bartlett
24.	523	*Panope*	E. T. Newell
25.	344 or 356	*Joanna* or *Alphons*	
26.	S 16	*Marlin*	C. M. Simpson
27.	977	*Water Mint*	M. W. Stone
28.	1774	*Biscuit*	J. A. Bull
29.	1122	*Unicorn*	L. J. Donnithorne
30.	1021	*Spailpin F.*	B. C. Nicholls
31.	65	*Jopee*	P. J. Bloomfield
32.	1268	*Oggie*	E. K. R. Sweet
33.	49	*Waskasoo*	W. Spurrell

The Water Revels at Cawsand Bay

Boys — Punt Tug of War: Winning crew, R. Crampton, P. Nutt, C. Stone, I. Crampton.

Men — Punt Tug of War: Winning crew, G. Flashman, C. Russell, T. Holegruse, P. Hunter.

Dinghy Race — Men: 1. M. Jones, 2. P. Hunter, 3. J. Davies.

Dinghy Race — Ladies: 1. Mrs. Kennedy, 2. Mrs. Povey, 3. Mrs. Crampton.

Dinghy Race — Boys: 1. P. Gallie, 2. C. Stone, 3. P. Bull.

Miss Silhouette — 1965: 1. Gillian Povey, 2. Pauline Smith, 3. Paddy Smith.

Most Nautical Gentleman: 1. Christopher Newell, 2. James Nalty,

Swimming Race — Girls: Janice Tope.

Swimming Race — Boys: 1. James Nalty, 2. Tommy Newall.

Swimming Race — Ladies: 1. Jane Lawrenson, 2. Mrs. Horne, 3. Mrs. Povey.

Swimming Race — Men: 1. J. Smith, 2. Mr. Povey, 3. J. Bartlett.

Pebble and Oar Race — Ladies: 1. Mrs. Horne, 2. Mrs. Kennedy, 3. J. Bloomfield.

Pebble and Oar Race — Men: 1. J. Smith, 2. Mr. Pleavin, 3. Mr. Bloomfield.

Chariot Race: 1. Pauline Smith, 2. Mrs. Povey, 3. Mrs. Wiggins.

Punt Paddling Race — Ladies: 1. Isobel Bartlett, 2. Mrs. Horne and Mrs. Kennedy.

Punt Paddling Race — Men: 1. John Pegg, 2. Gerry Flashman, 3. Tony Holegruse.

Avon Capacity Test: The Avon " Redcrest " dinghy of *Mystene* successfully accommodated afloat for one minute *sixteen* intrepid souls.

Secretary's notes

ANOTHER Plymouth Week has gone by, leaving happy memories of fun and good fellowship and a memorable holiday. Our thanks are due to all who attended and contributed to an event well up to the tradition of our Association. Full results are published in this *Journal* so let us here be satisfied with congratulating all the trophy winners. And let us not forget a hearty vote of thanks for all those who worked so ably behind the scenes, to organise, arrange, and generally do all the hard work that has to be done. Most of all, let us not forget the wonderful welcome we always get from Plymouth, and the generous way in which the R.P.C.Y.C. make us feel so very much at home.

* * *

Our Commodore, Herbert Firth, is concerned about the democratic status of the Association. He points out, quite rightly, that officers are elected at the Annual General Meeting almost spontaneously, and without prior notification, which means that certain members who are unable to make the journey to London on the first Saturday of the Boat Show never have the opportunity of voicing their opinions. It is, therefore, suggested that a form of proposal of candidates for the various offices that are automatically vacated at the *Journal*. This will be done, and it is hoped that all members will take **beginning of each year, be sent out with the November issue of the** advantage of nominating whoever they think would make a good job, and be a useful asset to the organisation. Should the committee think it worthwhile, a posted ballot will be taken to be announced in time for the A.G.M. This is worth giving a little thought to.

* * *

Always it is nice to know that the Association lives up to its name of being International. One of our members, Mr. M. Chapman, has

The Silhouette Owners' International Association

President:
J. R. L. ANDERSON,
Two Ways, Charney Bassett, near Wantage, Berkshire.

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.

become engaged to Miss Antje Hofmann, who comes from Bavaria. Although Miss Hofmann has never been a member of the Association, her ability and enthusiasm for sailing can be vouched for. All good wishes to them.

* * *

The idea of altering the sails to make a Silhouette into a cutter seems to be gaining favour, if the correspondence columns of this *Journal* are anything to go by. And it does seem a logical way of eliminating weather helm. But it will cause havoc with the class rules if it ever comes to racing! While I have never contemplated such an alteration, I am a keen twin forestay addict, and have always carried twin halliards, with the fond hope that it would speed up the changing of headsails during races (a hope that has never materialised) as we always seem to get into a terrible tangle with sheets crossing where they shouldn't, and have long since found it easier to douse one headsail and hoist the other on the same halliard. Nevertheless, it is still worthwhile having a second hoist, as I thoroughly enjoy running before the wind on goose winged jibs. I feel that this is real luxury, no fear of a gybe, no shadow from the main to blot out the sunshine, and (dare I mention it ?) self steering. One letter to the Editor last month asked how one fitted this extra halliard ; I used a sister block on the mast head, with a cleat mounted on a flat plate, which fits on the two mast bolts through the tabernacle.

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.*
Poole.	*Hon. Sec. E. R. W. May, 2 The Circle, Moordown, Bournemouth, Hants.*
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.*

* * *

The number of letters I have received that have mentioned the passing of *Sou* leave no doubt that the many articles written by Anne Fowler were well read, and enjoyed, and most people seem to take it as a personal loss. We all hope that Col. and Mrs. Fowler will retain Associate Membership of the S.O.I.A. and, who knows, we may be reading articles of land adventures with their mobile caravan.

* * *

A point of interest raised at the committee meeting at Plymouth, was a request that all groups should prepare a full report of the year's activities, and a brief statement of their finances to be read out at the A.G.M. Most people agreed that this was an excellent idea, and it would be appreciated if all concerned would make the necessary notes, so that this may be achieved.

* * *

The nights are drawing in, but often we get some very good settled weather during September. Make the most if it, write up your logs, and send them in soon.—R.A G.



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

Economics
by S. R. Nichols

I PAID £325 for a two year old Silhouette Mark II which included nearly £100 of extras—outboard motor, sails, two anchors and chain, pulpit, roller reefing, cockpit cover, toilet box, cushions, fenders, boat hooks, crutches, etc. If one starts with the basic boat, certainly a great many extras are necessary even for elementary sailing.

The next expense was having the boat hauled out of the Medway at Hoo, near Rochester, and stood on raised chocks on a level bank. This cost £4 10s. and storage fees 6d. per foot, minimum 10s. per week. This enabled me to scrape down, repaint and refit during the winter months, weather permitting.

My boat is 35 miles from home, so an average of 10s. cost of petrol has to be included for every trip made.

I decided to buy an overall cover for winter storage. The cheapest cover I could find cost £7 10s., but it will not last long.

Cost of paint is decided by the condition of the boat and how thorough one is going to be. Minimum requirements seem to be — undercoat and top coat for hull 22s. 6d., undercoat and antifouling 30s., deck paint 20s. 6d., and varnish 30s., boot-topping, stopper, wet and dry another 20s. Total £6/£7, which is at least an annual require ment.

As I intended to cruise, I installed Calor gas stove (£6 10s.), cannister and gas (£4 10s.). Kitchen equipment can be expensive, or sorted out from home.

As soon as the boat was launched for the season I had a chance to buy a deepwater mooring, which was laid for £30. This I decided to buy for independence of tides, and reckoned to get money back after two seasons free of mooring charges. This necessitated buying a dinghy to get out to the boat, and of course gives one the ability of going ashore when cruising. These dinghies are not cheap, but I paid £27 10s. (plus cost of oars) for a ply hard-chine stem dinghy from Harper Marine at Rochester. A suitable tender could be obtained secondhand if you are lucky and can afford to wait until one turns up.

I then insured the boat and outboard through the S.O.I.A. for £6 10s. and paid the fees for launching £4 4s. These could be avoided if one had a trailer, another £57 10s., and, of course, if room at home or locally, save six months storage fees and petrol expenses besides opportunities of doing more through job of refit.

I was obliged to join the local club who manage the moorings and tender park and who of course have excellent club facilities and touring programmes—£4 4s. entrance, £7 7s. per year.

My expenses summarised would be:-

	£	s.	d.
Silhouette	325	0	0
Storage fees 10s. per week	26	0	0
Insurance	6	10	0
Refit expenses	7	10	0
Gas equipment	11	0	0
Hauling out and launching	8	8	0
Dinghy and oars	30	5	0
Travel expenses (40 weeks)	20	0	0
Mooring	30	0	0
Cover	7	10	0
Club	11	11	0

After this initial outlay I estimate annually £76 or 30s. per week.

Night Passage

I HAVE often read in yachting books and magazines that it is much easier to make a landfall at first light or in complete darkness than it is to attempt the same thing in broad daylight. Early last season I made two successful night trips to Granville from St. Helier. so I therefore decided to make a night passage to Saint Malo, thus gaining almost a day on my proposed two weeks' cruising on the Brittany canals. It would also be a lot easier to enter Saint Malo at night than during daylight, because, like other French ports, it is very well lit.

The date chosen for the proposed trip was July 4. The approximate time of departure was to be 19.00, and it was hoped to make Saint Malo at around 01.00—that is, at about high water, thus avoiding the strong tide which runs out of the River Rance.

Two weeks away from one's home port is quite a long time, and *Yvette* had to be well fitted out. The Calor gas cylinder needed replenishing, spare batteries for torches and radio, fresh water and petrol had to be put on board, and of course, provisions for the crew, plus dozens of other odds and ends. The next problem was to arrange for my wife to get to Saint Malo, we decided that she would go the following day on the steamer *La Duchesse du Normandie*.

Now the next job was to find a crew willing to spend a night wandering about the Bay of Saint Malo. This did not present any great difficulties, for Martyn, a friend of the family, who usually accompanies me on passage races, and is a capable helmsman, was called upon. The third member was Remon Etter, a Swiss friend,

who, although without experience, was keen to make the trip.

By July 3 all details were complete, our notice of sailing had been handed in to the Customs office, and the immigration people had been advised that a Swiss national was leaving the island. Charts, tide tables and almanacs were all aboard. The evening weather forecast for the following day was good. All looked well.

The day dawned fine. I rose early, with a feeling of excitement and during the morning Martyn and I put *Yvette* down to the deep water berth. The remainder of the day was spent sorting out one or two minor details.

At 18.00 I telephoned the local Met. office and was given a favourable forecast: wind Force 2, sea state slight, visibility good. Everything was set for a good night's sailing, in fact a "copy book voyage ! "

Remon's wife kindly offered to take the crew down to the harbour in the car, which solved the usual parking problem, after making our farewells the three of us went aboard, and made ready for sea. Martyn and Remon bent on the main and foresail, while I busied myself with the charts on the cabin table.

We cast off at 18.55 and motored down to the harbour entrance, and at 19.00 we passed through the pier heads and out into the small roads. I remained at the helm while Martyn and Remon set the jib and main.

The evening breeze was rather chilly and I put my reefer coat and canvas cap on. Every time I wear this outfit Martyn goes into hysterics, and I have never found the reason why! The sun looked as as if would set well, a good red sunset giving fine weather for the next day. Martyn and Remon returned to the cockpit, and with the little Silhouette ploughing along with motor and canvas, we settled down to a pleasant evening's sail.

At 19.20 we were abeam the Hinguette buoy and set our course, S.E. $\frac{1}{4}$ S, for the N.E. Minquier buoy. Ten minutes later we had the Demi de Pas light abeam. The wind seemed to have freshened a little, and Martyn, who was now at the helm, eased the main sheets. By the time we had Echo Tower abeam the wind had increased considerably, and it became necessary to put three rolls in our main, and to throttle back the motor a little. After reefing up, things became more comfortable, and once again we settled down to our lively evening's motor-sailing. I suppose we were now making about 4 knots, and considering that we were close hauled and pushing the last two hours of the ebb, our speed was quite satisfactory.

As we proceeded along our course we were less and less sheltered by the land, and the sea became quite choppy. The wind also increased and there was now a great deal of spray flying about. The half inflated Campari dinghy, which was secured to the cabin roof, had quite a few gallons of water slopping about inside, and the crew found it necessary to change from duffle coats to oilskins. Things were becoming exciting, and I decided that it was time for me to come on deck. I think

Remon was glad to go below and lie down ; although he had as yet not been sick, he was not the chatty fellow we usually know.

The light was failing fast, the sun had dipped below the horizon, and here we were, three people in a very small boat, pitching and tossing about in a very choppy sea. If we were going to turn back, now was the time to do it. We had experienced rough passages before, and I think that the failing light and the impending darkness made things seem worse than they were, so Martyn and I decided to carry on.

While we were debating whether to carry on or not, and generally working out the pros and cons two very large waves caught the boat on the weather side. The first broke over the motor, absolutely soaking the plug, which caused our faithful Seagull to cough and splutter, but after a few moments it carried on. The second wave hit us fair and square amidships, and gallons poured into the cockpit and down our necks. Each successive wave now brought *Yvette* up short, and our speed was cut to a bare $2\frac{1}{2}$ knots.

Our greatest difficulty on any long passages, and especially in rough and confused seas, is refuelling the outboard motor. Every hour a member of the crew has to crawl out onto the stern with a gallon fuel container in one hand, and a funnel in the other, unscrewing the filler cap with the third hand, and holding on like grim death with the fourth!

Nearly $2\frac{1}{2}$ hours had elapsed since we had left St. Helier, and we had not sighted the N.E. Minquier buoy. I felt a bit worried, because in these confused waters it would be difficult to spot from such a low position. Darkness was now upon us. Navigation lights were needed. Two weeks previously, an electric circuit had been installed, run off a 12-volt car battery. We have two cabin lights, Starboard and Port lights in a dual mounting on the pulpit, a masthead light, and an overtaking light. Ramon was roused to do the honours, and to our amazement all the lights came on.

After switching on the lights, Remon crawled onto the foredeck to check if the Starboard and Port lights were working properly, but alas, this job proved too much for him ; he had hardly made the pulpit when he became very sick. The poor chap dragged himself back into the cabin, and lay down on the bunk. In the cabin light he looked terrible.

The time was then 21.45. We should have rounded the buoy ages ago, but we could not even see the thing, although I felt that we were somewhere near, as the sea had become very confused and steep. We had taken three waves in the cockpit in quick succession, which necessitated a number of quick strokes with the pump. Martyn and I looked at each other. We were both frightened but there was no turning back now. The little Silhouette bucked and bounced along, shaking off each wave, like a terrier shaking a rabbit.

At 22.00 Martyn shouted, " There it is, on the Starboard bow ". We had made it, and, sure enough, about 2 cables away was the N.E.

Minquier buoy. We rounded the buoy at 22.10, and eased our sheets for the run to the Sauvage buoy. Once we had trimmed our sails, with the wind aft, we nearly took off, and Martyn had his work cut out to keep *Yvette* on course. After 15 minutes of nearly broaching to at times, we put more rolls in the main, now making a total of six. It was also necessary to stop the motor. This made things a little easier, and we were able to surf along on each wave, and not run ahead of the waves yawing from side to side.

As we ran along on our new course S.W. x S¼S towards the Sauvage buoy, the wind and the sea abated quite a bit, and I was able to leave Martyn at the helm and go below to see how Remon was fairing. I found him nursing a plastic basin. I gave him some dry biscuits to eat, then went about the business of getting the little boat to its destination. As each five minutes ticked by life became easier. It was still too difficult to make a cup of coffee, but the rum bottle was much easier to handle, and after a few swallows we felt warmer, and began to look about and enjoy the night.

At 23.00 we sighted the friendly little white light of the Sauvage buoy. This was more like night sailing: one could see the looms of the lighthouses along the French coast. The sky was wonderfully clear. By 23.20 we were abeam of the buoy, having completed the 8 miles in one hour and twenty minutes, not bad going under canvas alone.

After passing the Sauvage buoy, we shook two rolls out of the main, and re-started the motor. I took over the helm, and set our new course for Saint Malo fairway buoy, S.W. ¾ S. Martyn went below to make a cup of coffee. Remon was now sleeping soundly ; at least he was out of his misery. We were feeling tired ourselves, and the hot coffee and sandwiches put us back on our feet.

Our troubles were not yet over for the bulb of the compass light fused. A flow of bad language from the Skipper, a big flap whilst a replacement bulb was found, then peace and tranquility were again restored, and on we ploughed into the night.

Martyn relieved me at 23.40 to enable me to take a set of bearings, and thus check our position. I also told our worthy helmsman to keep a look out for a light flashing two red. A few minutes later, while I was in the cabin laying off the bearings I had taken on the chart, a red light was reported to Starboard of our course—in fact, nearly abeam, and it was flashing two red. This was most odd: a light flashing two red should have been seen almost dead ahead, but maybe in the confusion, when the bulb fused, we had wandered considerably off course. We altered course and sailed on our new course. After five minutes or so another red light was sighted, this time almost on the Port beam. The flashing sequence was also two red. Martyn and I looked at each other in the darkness, and we both uttered the words simultaneously, " Now what have we done wrong ? " I dived below and had a look in *Reed's Nautical Almanac* and there it was—Grand Jardin lighthouse flashing red two, etc., and South Minquier buoy flashing red two, and so the puzzle was solved. I had always been taught that one never had two lights of the same flashing sequence in

any area. This is obviously not so.

I quickly came on deck and took another set of bearings, then went below to mark them on the chart. Our position was found to be about two to three miles West of our original course. Another panic over.

Just after midnight we went through the hourly ritual of re-fueling the Seagull. There was still about 14 miles to go, quite a long way. One could see the lights Dinard and Saint Malo, and the Grand Jardin lighthouse was now very distinct. I had taken the helm again, and sitting in the starlight with the noise of the water rushing past the hull made me feel quite tired and somewhat exhausted. I suppose our speed was now about 4½ knots.

As things were much quieter, Martyn decided to check the lashings on the dinghy. We never tow the Campari—it is always lashed to the cabin top, half inflated. With the buffeting we had experienced an hour or two before, the lashings had all worked loose, and the dinghy was half full of water. The job completed, Martyn rejoined me in the cockpit for another mug of coffee, and we sat chatting, trying to keep one another awake.

At 01.10 we sighted a large steamer showing many lights and it a full five minutes before either of us could decide which way she was heading . I suppose she must have been about 4 miles away. We both felt less lonely and wondered whether the officers on the bridge could see our small lights. I doubted it.

We were getting much closer to the shore, and one could make out the little lights of the many buoys situated along the coast near Saint Malo. On we rushed through the darkness. Martyn took over the helm again, and I went below to sort out the approach to Saint Malo on the large scale chart, and to check on one or two points in *Channel Harbours and Anchorages"*. Alas, neither could be found. Here was the weak link in the chain. There were only two things to do ; either stand out to sea and wait for first light, or make our approach using the small scale chart, and what we both remembered of the fairway. We should be able to make it, but there was still some distance to go yet.

At 02.00 we were about 6 miles offshore, and could make out the town lights of Saint Malo and Saint Servan clearly. Dinard also was very clear. Our present position made us some distance East of the outer fairway buoy, and I therefore decided to head up for the Jardin lighthouse. This would save about 12 miles, and we would leave Le Bunel bell buoy to Starboard and head for Les Courtis light buoy, which would bring the Silhouette into the Petite Porte Channel.

As we neared Le Bunel buoy the sea became rough again, not so much rough in the sense of broken water, but long and fairly high swells running from West to East. Consequently, with the wind on our Port quarter life became a little uncomfortable, and *Yvette* became difficult to hold on course.

We were abeam the Grand Jardin lighthouse at 02.40, and my job became more difficult. I had to act as pilot and navigator, and to

decide which light was which. We were rolling about too much to take a set of bearings. The whole business became largely guesswork and in the hands of fate. There were green flashing lights, some red, other white, the fairway looked more like a fairground, and being very tired did not help.

Martyn spotted a green occulting light almost dead ahead, then another green light over to Port. I dived into the cabin, had a quick look at the chart and decided that we must head for the green light to Port, for it was marked as La Traversaine buoy. A voice from the tiller summoned me: "Will you come and have a look, there is a red and green light almost dead ahead". I poked my head through the hatch, and, sure enough, there was a red and green light bearing down upon us. Hard a-Starboard, and we stood looking in horror as a large black tanker passed within 30 yards. This little episode shook us both, and I felt quite sick with fright. Remon slept on through all the upsets, lucky chap.

Still shaken, and feeling weary, Martyn and I sorted ourselves out. In the confusion we had lost sight of La Traversaine buoy. I looked out to Starboard trying to see the buoy, and gasped as I was confronted by a large black conical object about 10 feet away. I yelled to Martyn to turn hard a-Port, at the same time grabbing the boat hook, but too late; as we veered off, our Starboard side scraped along the buoy, the boat lurched, and I lost my balance and fell into the cockpit well, smashing the glass of the battery lantern with my hand.

Now where was the occulting green light? There it was over to Port. We must make for this buoy and then we should be able to sort something out. At this awkward moment Remon decided to surface, and was told in no uncertain terms to "Get below and stay there". When we reached the green light buoy I gave Martyn a rough compass course to steer. The sea was calm now, or at least more or less so, and we decided to let out the reefs to give *Yvette* a little more speed to punch the outgoing tide.

There were large black patches all around us, rocks, rocks and more rocks. We must hold our compass course and try to pick up Le Buron light. After about 10 minutes we had spotted it, and soon after that the light on the end of the mole was identified. The Les Bas Sablons green leading light showed up. The tide was setting strongly against us, but this did not matter too much, as the worst of our troubles were over, as we could see around us quite clearly as the powerful street lights of Saint Malo seemed to light up quite a big area. Remon was asked if he would care to join Martyn and me on deck. We relaxed a little, and were able to chat to one another again.

At 03.45, nearly nine hours after setting out from Saint Helier, we passed the mole into calm water. Turning to Port to drop anchor off the Quay de Dinard, Remon, now fully recovered, got busy and prepared sandwiches and hot coffee, while Martyn and I got in the canvas and tidied up. Our snack over, we collapsed on our bunks, out to the world. We were awakned at 06.45 by the noise of the fishermen going about their daily work.—Petit Marin.

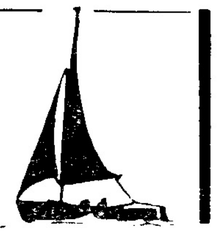
New Members

We extend a most cordial welcome to these new members:

J. N. Barrett, 12 Queensholm Close, Downend, Bristol. 596 *Valerie Ann,* Weston-super-Mare; R. E. Brown, Purton, Manor Bourne, Down Thomas, Plymouth. Felicity 194 *Valkyrie,* Plymouth; O. Clyme, Langstrath, Middle Entrance, Storrs, Windermere. *Petra;* P. M. Crabb, Red Cottages, Hurn, Christchurch. 602 *Miss Digby,* Christchurch; Capt. N. F. Fitch, M.B.E., 65 Titchfield Old Road, Fareham, Hants. 88, Gosport; E. J. Grove, 3 The Shrublands, Potter Bar, Herts. 1687 *Verella,* Buckden; D. E. Herriott, 6 Mountjoy Crescent, Solihull, Warwickshire. 835 *Portelet,* Pershore; V. Milroy, 53 Ornan Road, London NW3. 997 *Grey Knots,* Medway; S. Park, Headland, 16 Peveril Court, Peveril Road, Swanage. 1357, Swanage; R. E. Pinkney, Furzey Park, North Bovey, Newton Abbott. 1612 *Gippy,* Shaldon; M. N. C. Roulton, 13 Burnaby Gardens, London W14. 1834 *Scorpion II,* Chichester; M. A. Schneideman, 28 Kensington Park Gardens, London W.11. 1284; E. Shiells, 157 The Flats, Albert Street, Windsor. 1379 *Nevis,* Thames; P. R. Sinnott, 194 Sewall Highway, Coventry; J. B. Thomas, 44 Queen Bertha Road, Ramsgate, Kent. 1603.

M. D. Benwell, 27 Pengersick Estate, Cermoe, Penzance. *Dab-Chick,* Porthleven. J. E. Beresford-Hunt, Korte Van Eeghen Straat, 2301s, Amsterdam Zuid, Holland SS. *Platypus,* Maldon. B. V. and D. A. Dodgson, 3 Trafalgar Terrace, Stoke, Plymouth. Ingemar Essen, Eriksbergsgaten, 16. Stockholm O, Sweden. 1356 *Oj-Oj.* P. E. Gardner, 34 Cloughs Road, Ringwood, Hants. 372 *Poppy,* Longston. J. A. Harris, 11 Maple Close, Larkfield, Kent. 122 *Wild Goose.* D. H. Hicks, 31 Fore Street, Totnes, Devon. 1264 *Delmar,* Totnes. C. M. Hopkinson, c/o W. B. Woodyatt Ltd., Court Road, Malvern, Worcs. 1108, *Laughing Girl,* Avon. Bo Ingelson, Södra Vägen 24, Gothenberg, Swden. 1898. F. A. Kelly, 16 Pentland Avenue, Shoeburyness, Essex. 1916 *Titan,* Thorpe Bay. R. A. F. King, 20 Lodge Grove, Yateley, Near Cambridge, Surrey. 806 *Coral Reef,* Warash. M. Leorn, Shangri La, Woodhill Drive, Prestwich. T. D. Lillywhite, 12 The Hatherley, Basildon, Essex. 234 *Dolphin,* Crouch. P. R. Maitin, P.O. Box 143, Umtali, Southern Rhodesia. Ft./Lt. J. Mawer, Officers Mess, R.A.F. Leconfield, Beverley, Yorks. 1068 *Spray,* Hull. C. F. Skinner, 56 Cartmel, Hampstead Road, London, N.W.1. 1263 *Tiki III,* Thames. A. H. Taylor, 290 Dartford Road, Dartford, Kent. 1484 *Gemini,* Medway. R. Thompson, Sunnyholme, Shillingford St. George, Near Exeter, Devon. 1058, *Greylas.* Starcross.

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



Letters to the Editor

NOTES ON SAILING.— Mr. A. T. D. Sinclair's Notes on Sailing, published in your July issue were interesting and informative ; they must be of great help to those who are just beginning their sailing life.

There are, however, one or two points over which I find myself at variance with Mr. Sinclair. First of all I leap to the defence of the 1½ h.p. Stuart Turner. To say that it is of " little use " is most unfair. When *Leprechaun* was built for me in 1962, I was in a similar position to Mr. Sinclair — I had come from larger boats. At the time, knowing well the terrible force of the tides here in the Channel Islands, I asked Hurley's to fit a 4 h.p. Stuart. They told me that they would fit whatever I wanted, but advised the 1¼ h.p. model, as the 4 h.p. would only give me an extra half knot. I agreed, with reservations. They were right, of course, and my game little Stuart gives me just under 5 knots in calm water. It runs for nearly six hours on a gallon of fuel, and will out-motor another Silhouette with a 4 h.p. Seagull. I would say that the power is ample for normal needs and I have blessed my " iron topsail " on countless occasions.

There is a grain of truth in what Mr. Sinclair says about the windward performance of the Silhouette, but he has painted rather too dismal a picture. True, like most bilge-keel boats, they do not point up as close as one might wish ; but, unlike Mr. Sinclair, I find that they will sail *closer* to windward in a blow than they will in light breezes. This observation of his puzzles me greatly.

I agree with Mr. Sinclair entirely about the Silhouette's main sheet. I, too, have discarded the wretched span over the tiller. In my case, I fitted a hawse rail on which is a single block. A double block is shackled on to the cud of the boom and a double main sheet is fitted, coming down to two Tufuol sheet leads and through to two jambing cleats, one on each of the after deck. I find this arrangement ideal, provided that a light rope is used. Personally I use the Italian hemp originally fitted by Hurley's as her main halyard.

A point which surprises me is that no one has ever written about the abominable boom crutches which seemed to be a standard fitting. This type of crutch inevitably curles out of position in a choppy anchorage, and one finds the boom flogging about untidily. In addition this type of crutch completely prevents the washboard's being removed to get to the cabin. Personally, I unfastened the two pieces of the supplied crutch, and made a single U-shaped crutch from them. This drops into two wooden slots, one on the bridge deck, to the Port side, and the other screwed to the cabin bulkhead. In this way free access is afforded to the hatch, and the arrangement is completely positive. To drop the boom into the crutch is the work of a moment. —N. C. Blomfield, Victoria College, Jersey.

BUILDING IN AUSTRALIA.— I am at the present in the early stages of building a Silhouette II. My problem is that before I finish constructing the bulkhead I feel that I must make allowances on the bulkhead's framework and cross-bearers for the later fitting of a marine engine. The Silhouette plans give very clear drawings for fitting a Watermota 3 h.p. Sea Urchin. Watermota Sea Urchins are not available at all in Australia.

Through corresponding with Mr. Tucker I have learnt that a Vire 6 h.p. Model B.U.R. (with clutch) engine would be suitable. Vires are available here, with six representatives in South Australia. Vire engines have also proved themselves trustworthy in Australia. In my opinion, it would be wiser to seek the advice of someone who has installed a Vire in his Silhouette II so I could with confidence make correct allowances for engine fitting during the building process. Would you possibly know of an owner or an authority with whom I could correspond with? My present problem is to build the bulkhead so that it will be suitable for fitting a Vire. — Philip Gerner, 55 Brigalow Avenue, Kensington Gardens, Addelaide, South Australia.

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. Silhouette II, 1524, Hurley, June 1963. Little used, not launched 1965 but hull professionally repainted. Extras. £350. New trailer by Lawrence available £40. Failing sight forces sale. — Handley, Hilltop, New Church, Sandown, Wight.

FOR SALE. Silhouette 1120, 2-berth, fibreglass, Stuart 1½, trailer, extras. Very good condition. £500 o.n.o. Lindsey, 124 Westwood Avenue, Lowestoft. Telephone 4568.

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.

STANDING RIGGING.— I would be glad to have comments on a problem which many of us must have had, concerning the stretching of standing rigging so that turnbuckles, fully tightened, still do not give a satisfactory tension. Could Mr. Tucker please comment as to whether there is any objection to mounting the mast tabernacle on a wooden block, say 1½ins. thick, which would be placed between the tabernacle and the cabin roof, thereby taking up the slack in all standing rigging. Incidentally, this would permit the lowering of the sliding track for the boom, and thus compensate for a stretched mainsail. I think that many readers would be interested to have an authoritative comment on this idea.

At the same time, could we please have a definition as to the correct rake angle for the mast relative to the fore and aft line of the rooftop? Should the mast be perpendicular to this line, or should it rake back slightly and, if so, by how much ?

One last point ; further to an earlier correspondent's unhappy experience when running on the river Yealm, I recently found myself running before the wind from Bembridge to Chichester in very heavy weather, with a small jib set and no mainsail. Finding ourselves in danger of broaching-to, we trailed a heavy coil of rope behind a 20 ft. warp This is an age-old trick, of course, but the effect on the stability of the boat, and the way she took the following seas, was remarkable. I should say that it was largely due to this arrangement that we made the passage safely. I was rather busy myself, but my crew claimed that some of the waves were not far below the cross-trees in height, but we shipped barely a bucketful of water. — E. S. Dunthorne, 5 Rickfields, Gossops Green, Crawley, Sussex.

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 immediate 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* TRAFAN PRESS, *432 Ashton Old Road Openshaw Manchester 11.*