

CHRISTMAS CARDS — See Page 13

The Silhouette Owner

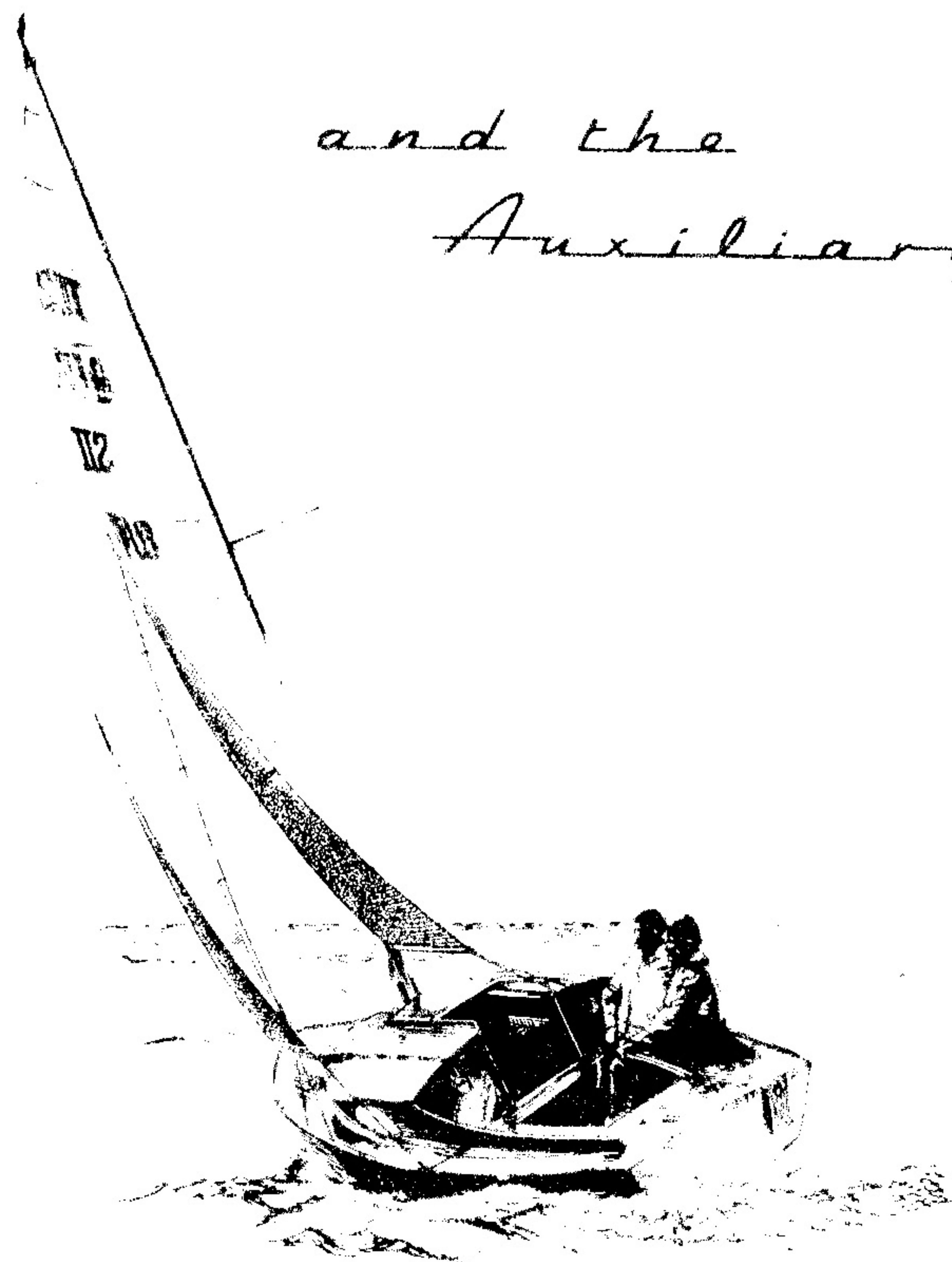
*The journal of the
Silhouette Owners' International Association*

NUMBER 89

DECEMBER 1968

PRICE 1

*and the
Auxiliary...*



BRITISH SEAGULL

"The best Outboard Motor for the World"

THE BRITISH SEAGULL CO. LTD.
ELEEES BRIDGE POOLE DORSET Telephone POOLE 1681

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.

Telephone: West Hanney 282.

Advertising rates on application to the Hon. Advertising Manager, HELEN ANDERSON, Two Ways, Charney Bassett, near Wantage, Berkshire. Telephone: West Hanney 282.

Contents

SECRETARY'S NOTES	4
WINTER HAZARD: A WARNING	6
INTERNATIONAL PAINTS' TROPHY by E. Coxell	7
SOLENT CRUISE by Fred Dawson	8
NEWS OF BOATS AND PEOPLE	12
SOLENT GROUP	13
SAIL TRAINING by Dick Swarbrick	14
WEY NAVIGATION by John Pickup	16
LETTERS TO THE EDITOR	18

The Sea is for Sailing

WE have been sickened this autumn by the appalling multiple crashes on motor ways. But let us get our priorities of indignation right. It is not the Jaguar, Rover or Mini that *causes* such accidents: it is the lunatic behaviour of one man or woman at the wheel. No *car* has ever caused an accident: if it brings about an accident because its brakes are worn out, or its tyres thin, that is the fault of some human being responsible for its maintenance. No boat has ever drowned her crew: if she founders because her planks are rotten, or because her rigging is frayed, that is the fault of her owner, or of the master who puts to sea in her in such condition. One of our Secretary's correspondents observed last month, "At times I shudder when I read in the magazine about people going on sea trips with Silhouettes". Mr. D. F. Lecocq de Dotteville, whose accounts of his Silhouette voyages around the Channel Islands and French coast have won so much deserved admiration, takes up this theme in a letter. "Personally", he writes, "I make many long trips during a season, running from Jersey to Cherbourg, Jersey to St. Malo, Granville, and so on. As readers of the SOIA *Journal* will know, I have had my less agreeable moments. I agree that a small boat such as a Silhouette is most difficult to sail off a lee shore under rough conditions: they have not really got the sail power, and in any case, when such a situation does arise they are usually well reefed, and this, of course, reduces the sail power even further. Re-

From S11 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

garding motors being of little use—here again I must agree; usually the type of motor fitted to a Silhouette is too small, anyway. I find for Channel Island sailing a motor of about 6 hp is necessary; not that one can use full power, but it is useful to have the reserve. I feel that with boating as with certain other sports: one must always be aware of the dangers, and it is necessary to take a calculated risk. This applies to a small boat or to a larger one—with a larger boat one tends to become more ambitious. Atlantic crossings in a Silhouette - I do not think I would exactly encourage anyone to attempt this, but on the other hand, with a really well built Silhouette, suitably modified, and, say, in the hands of Jean Lacombe, I think it would be possible." Mr. Lecocq de Dotteville is right—it is the men in the boat who make for the safety of sea passages. There is no need for anyone to "shudder" on reading of, or seeing, a Silhouette put out to sea. Our own knowledge of the behaviour of our boats, plus evidence of seaworthiness from all over the world, from the Tasman Sea to Lake Michigan, puts the tough, sea-kindly qualities of our Silhouette beyond doubt or preadventure. One may well shudder to see how some boats—not alone Silhouettes—are handled; but that is another matter. We are proud of the Silhouette story. There was—still is—a certain snobbishness which holds that because a Silhouette is small, and, as yachts go, far from expensive, Silhouette owners ought to "know their place", and "keep sailing round the bay". We have fought this silly attitude for five years, and we shall continue to fight it. The Silhouette, although now so well known, is still a new kind of boat, a sturdy cruising yacht of a compactness (and price) that some old hands at sailing scarcely believe possible. Some people turned up their noses at the Mini when it made

its appearance in the world — it was a new *kind* of car. But the Mini and Silhouette have proved themselves—it is no longer possible for anyone to scoff at either. The danger of anything new, however, is that it may be misused: because the Mini is fast, with plenty of power for its weight, people who really are not fit to be trusted with cars at all try to scream past Jaguars in Minis. Because the Silhouette is capable of making long sea passages, people who know next to nothing of the sea, think that they can take a Silhouette across the North Sea, or the Channel, safely. The SOIA—and this *Journal*—do their utmost to foster commonsense about sailing, seamanship, and all that goes with it. If you want to make a passage in a Silhouette, but lack experience of cruising, the SOIA will try to help you, by putting you in touch with an experienced member, or a group with whose members you can cruise in company, and learn that “the sea is for sailing”. A well-found Silhouette will take you across the sea to many happy landfalls—but you must know how to take care of her. She is built for the sea, and will respond to the sea—but she will do what you tell her. The partnership is man and boat: a good boat will never let down a man unless he lets her down first.

Secretary's notes

THE Annual General Meeting of the Association will be held at The National Liberal Club, Whitehall Place, London SW1, on Saturday, January 8, 1966, at 5-30 p.m. precisely. This will be the eighth annual meeting of the Association, and the venue and the time, following previous practise will be the same—that is, the first Saturday of the Boat Show, and immediately preceeding the cocktail party, and general get-together. Enclosed in last month's edition of the *Journal*, was a nomination and voting paper for the various officers of the Association; it is hoped that you have already filled this in, and sent it off to our Commodore, Herbert Firth, who is going to sort out all the names, and printed cards will be issued so that the final voting will be secret. Please give this subject some thought—it is important to the well being of the Association. Another item on the agenda this year will be a report, either verbally or written, from every Group Secretary, so should you have any points about your own Group that should be included, make sure you get in touch with your secretary before he has time to prepare his report.

Consideration should also be given to the 1967 Rally. Already your committee has started on arrangements for 1966, but there are three serious proposals for 1967; one, to carry on at Plymouth, where we have had so much hospitality in the past; two, to travel North to Windermere, which has much to offer in scenic beauty, sheltered sailing and the support of the local Groups; three, to hold the Rally abroad, to justify our claim to being an International Association, to organise

an event that would be unique in the calendar of yachting fixtures, and to enjoy the experience of going foreign. All of which adds up to being a very interesting and eventful Annual General Meeting. Make sure you don't miss it.

* * *

The cocktail party to follow, will be on the lines of last year. An excellent film was produced of the Plymouth Rally, and this will be shown for the first time, in conditions that will be more comfortable than last year's. A buffet will be provided, and our librarian, Eddie Coxell, has promised to organise another of his popular raffles, with valuables and useful prizes. Before the A.G.M. tea and biscuits will be available for everyone if required—this we found last year was especially welcome to those who came straight from the Boat Show. All members will be admitted free, together with wives, sweethearts, and children of school age; other visitors will be asked to contribute 10s. towards the Association's out-of-pocket expenses. Mrs. Maloney will be in charge of the admission desk, and Mrs. Morgan will arrange to have burgees, ties and badges on display for anyone who wishes to complete his or her stock. And it is hoped that the three charming young ladies, who handed out the flowers at the Plymouth Dinner, will be in attendance to distribute programmes and other official forms.

* * *

The committee has decided that the competition for the best photograph was so difficult to judge that this time, there will be no judging or prizes, but it is sincerely hoped that members will bring along photographs for display. A large board and plenty of sticky tape will be available for them.

There seems to be a lot of interest in the proposed trip across the Channel, Harry is enthusiastic, and support has been offered by the Royal Cinque Ports Yacht Club of Dover. Something serious will be wrong if Rosette is not in company that trip.

* * *

Those attending the Plymouth rallies will know that plaques were presented to every entrant for '64 and '65, but this was not so for 1963. I have had a request from one or two people who were at Plymouth in '63, asking if a special plaque could be made for this year to keep their sets complete. This has been done and already a few have been sent out, but should anyone like to order, the cost is 8s. available only to 1963 entrants. But please do not expect a reply by return of post—they are being manufactured only against firm orders.

* * *

Not being one of those individuals who keep careful records of personal expenditure, I found myself unable to answer truthfully a question about how much it costs to run (or should it be sail or own?) a Silhouette, so I was more than interested in figures published in the pages of this *Journal*, as well as a series of readers letters that have been printed in one of the yachting magazines. Always I have main-

tained that for sheer value for money there is nothing to beat a Silhouette, with the very favourable insurance terms available, the ease which they can be manhandled on or off a trailer, and the economical maintenance necessary. This quickly dispels any thoughts I may harbour about "going bigger". This was well confirmed by one of the letters mentioned, which gave all the costs of keeping a thirty-footer afloat, when the writer admitted that his previous boat, a Silhouette, cost about a quarter of the sum total.

* * *

Sixteen millimetre projectors must be hard to come by—only one application has been made to borrow the TV film which the Association has of Plymouth, and this was from one of our regular seafaring members. So at present the film is being shown in the officers' cabins of an oil tanker plying the high seas; very appropriate, however you look at it.

* * *

This is the last chance to wish everyone a very Merry Christmas, and all the compliments of the season. Soon the days will be lengthening, and varnish and paint will be splashed, daubed and brushed on hulls and spars all over the country. Happy days will be here again. Hope to meet you at the A.G.M. and Party.—R.A.G.

Winter Hazard: a warning

THOSE who keep their boats in commission during the winter, or who may decide to live on board while refitting or doing winter work, are particularly warned against using an oil or gas stove to warm a closed cabin. Such stoves in a confined space are dangerous, because they may exhaust the oxygen from the air, leading to the death of anyone in the cabin. Even in cold weather, a Silhouette cabin is pretty snug, and a hot meal or a hot drink are good ways of keeping warm. If you are cold on turning in, use a hot water bottle rather than leaving on any form of oil or gas heater while you go to sleep. If you use a heater to warm the cabin while reading or working, make sure that the washboard is open if the cabin hatch is closed, and be sure to turn off the heater before turning in.

A use for billiard cues

A BROKEN billiard cue can be cut down to make a neat ensign staff for a Silhouette, and the long triangles of different coloured woods, where the heavy end is spliced on to the lighter ash, add a nice touch of class to the finished article. As it is not uncommon for billiard cues to be broken (why?) and most clubs are willing to give the shattered parts away, several of these flag staffs are adorning the sterns of Silhouettes in the Crouch area.

Silhouette International Paints Trophy *by Eddie Coxell*

*Silhouette Class Captain,
Up-River Yacht Club.*

IN the July issue of this *Journal*, members may recall reading that four Silhouette helmsmen from the North-West Venturers' fleet journeyed to Essex, to compete against members of the Up-River Yacht Club in Hullbridge who are the present holders of the International Paints Trophy. Perhaps not a few SOIA members have no idea what all this means, so here are the rules. The full title is The International Paints Silhouette Team Race Challenge Trophy, and it was inaugurated at Maldon, Essex in 1963. The rules state:

1. That the trophy be awarded to the winning *team*.
2. That a team shall consist of three or more craft and may be entered to represent a club, group or nation.
3. That the team holding the trophy shall keep it until challenged to defend it.
4. That, having been challenged, they must answer the challenge within twenty months, or hand the trophy to the challengers, who shall then be deemed to have won the trophy.
5. That the holders of the trophy shall choose the time, date, and venue of the match, and shall be responsible for organising the match.
6. That craft entering the race shall be in cruising trim, with all hatches and locker covers in position, warps and fenders. There must also be on board a galley stove, cooking utensils, drinking water, anchor, chain or warp. An inboard or outboard motor will normally be carried, although where neither are normally used, and there are no fittings to enable such an engine to be used, this shall not disqualify such a craft.
7. That the Race Officer may disqualify as he thinks fit, any stripped down craft.
8. That the following handicapping system shall apply:

Silhouette II Masthead Rig (Terylenes)	116
" " " " (Exclusively Cottons) ..	118
" " " " Old Rig (Terylenes)	118
" " " " (Exclusively Cottons)	120

If a spinnaker is used the figure 1 shall be deducted from the rating figure.

9. That the holders of the trophy shall not be obliged to answer more than one challenge per year, although this shall not debar two separate challenges being answered to at the same match.

Now that this has been published for all to see, the URYC await challengers. Who will be first for next season? No trailing of boats is necessary if long distances are involved, for the holders willingly offer the use of Silhouettes within their club, selected fairly by the drawing of lots—What could be easier and fairer than this?

Solent cruise in Lady Luck

By Fred Dawson

THE following is an account of a cruise for which I consider the the Silhouette is eminently suitable. No excuse is made for giving our menu each day as feeding is a most important part of any cruise!

It all started when Tony Linton had a week's leave, and, what is more important, obtained Silvey's permission to desert her and invite me to spend the time cruising in the Solent. There is, of course, only one answer to such an invitation, and, having loaded gear and stores (including a delicious apple pie, baked by Silvey, who must have forgiven Tony for deserting her), we set sail from Bosham at 10.00 hours on Saturday, June 12 bound for Wootton Creek, Isle of Wight. Wind SW Force 3. Full main and genoa.

On clearing Chichester harbour we were in for a beat to make our destination. Progress was so slow in the failing wind that we put up cutter rig consisting of the addition of No. 1 jib set up on the top rail of the pulpit, and spinnaker halyard. This resulted in a slight increase in speed. By the time we reached Horse Sand Fort the wind had become light and fickle, and the tide was beginning to run against us. Having passed and repassed the fort several times, the skipper ordered out the reserve power and we motored on to Wootton with light rain now falling. Skipper trailed his spinner and caught a couple of sprats. Arrived Fishbourne 17.30 hours and dropped anchor at spot indicated in pool by Mr. Frank Young who is usually on hand to assist boats in finding a suitable mooring. Having made all snug and had a meal we went ashore to stretch our legs and have some refreshment at the Royal Victoria Yacht Club.

Menu. Lunch: Tongue sandwiches, coffee.

Supper: Sausages and mashed potatoes, apple pie a la Silvey, coffee.

Sunday, June 13. A fine morning. Wind SW Force 3. Anchor up and away at 11.00 hours for Beaulieu. Able to set course for Beaulieu entrance. Very enjoyable sail in bright sunshine. Arrived at Buckler's Hard 14.30 and tied up alongside a longer unoccupied boat. Very quiet and pleasant. After feeding had a good walk ashore along river bank. As darkness fell we were enveloped in fog.

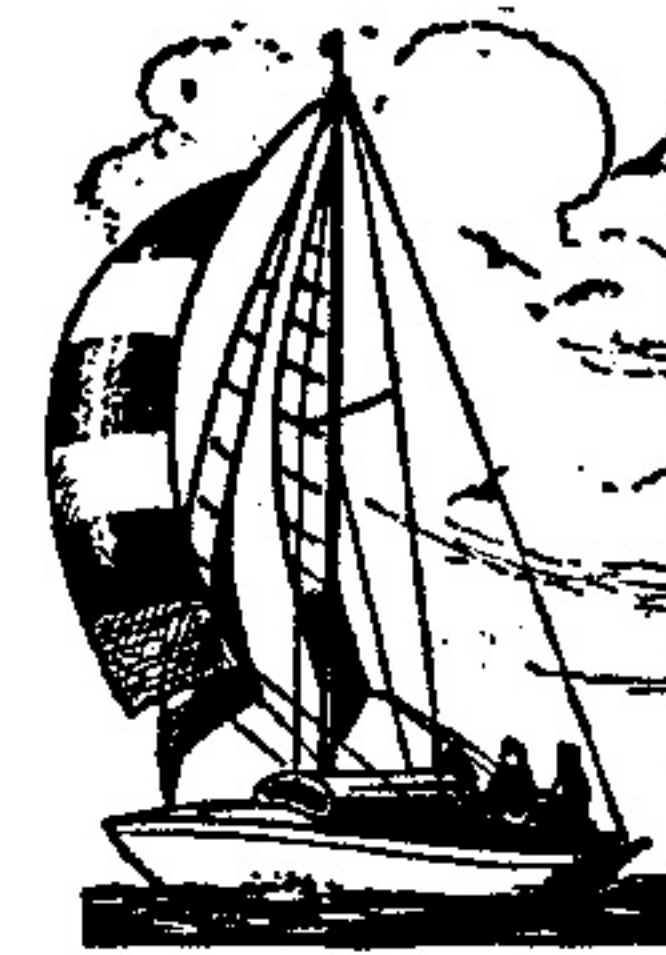
Menu. Breakfast: Egg and bacon, tea.

Lunch: Salmon.

Supper: Steak and kidney pudding, peas, potatoes, apple pie and oranges, coffee.

Monday, June 14. Hot sunny morning. Fog dispersed. Wind light SSW. Cast off at 09.30 hours. Full main and genoa. Left river at Swatchway and set course for Cowes, wind Force 3. Hovercraft circled us several times on our way over. Arrived Cowes 12.00 hours and picked up mooring and went ashore at Royal Corinthian Yacht Club for stores and lunch.

Back on board and cast off at 15.00 hours to sail up the Medina to the Folly Inn. Went ashore for a stroll and some refreshment at the Inn. A quiet and pleasant anchorage, the only incident to record



**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

was a visit from "George", a local swan who nearly came on board for his rations.

Menu. Breakfast: Egg and bacon, tea.

Lunch: Fish and chips (ashore).

Supper: Grilled steak, 1. of W. potatoes, coffee.

Tuesday, June 15. Wind Force 4/5, SW, dull. After giving George his breakfast and saying farewell, we hoisted main two rolls down and No. 1 jib, and cast off at 10.30 hours. About half a mile down river watched a dinghy capsize in a squall. Sailed around and asked sole occupant if he needed assistance. The said occupant looking rather like Chad with only hands and head showing over his upturned boat, replied in a rather plaintive voice, "What do I do now?" Having given suitable advice, collected floating oars, etc., seen him righted and bailing out, we continued on our way to Newtown. Upon clearing Egypt Point we ran into a very lumpy sea, caused by the strengthening wind against the tide. Settled down to a tough beat to Newtown in worsening conditions. Very invigorating, but not made any more enjoyable by torrential rain. During this sail our Campari inflated dinghy was spinning over and over and behaving more like a kite. Wind now Force 6/7 with some strong gusts, during which (due mainly to lack of concentration by the crew who was at the helm at the time) we took a load of water over the cockpit coaming. What a wonderful boat for its size is the Silhouette in such conditions.

The next thing was to try to pick out the red bar buoy off Newtown, not very easy under prevailing conditions. However Tony spotted it, and we were able to make our way in and pick up a vacant mooring which the occupant of a nearby yacht said was O.K. Thankfully we downed sails, still amid driving rain, and after a quick lash up shed oilskins and retired to the cabin for brew-up. While waiting for kettle to boil, switched on radio, which announced gale warning Force 8 for Solent. Skipper's comment, straight from the heart, "We've just had it, chum". Having just begun to feel warm, dry and cosy we were aroused by a loud hail and, yes, it was the owner of the mooring who had just come in from Poole singlehanded. So, out in the rain again to help secure him on the mooring and, with his permission, to make ourselves fast alongside until the weather abated a little. Later on we cast off and motored farther in to pick up a vacant visitors' buoy. Still blowing fairly hard, but rain less heavy. Too wet, however, to make us feel inclined to tackle the long row ashore.

The Silhouette Owners' International Association

President:

J. R. L. ANDERSON,
Two Ways, Charney Bassett, near Wantage, Berkshire.
Telephone: West Hanney 282.

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

Menu. Breakfast: Fry-up of eggs, tomatoes and potatoes.
Lunch: Soup, corned beef, pickles.
Supper: Pineapple and cream.

Wednesday, June 16. Awoke to a dull morning. Wind light SW. Cast off 12.00 hours bound for Yarmouth. Full main and No. 1 jib. Wind increased to Force 3 with some strong gusts, and soon the rains came, wind backing to east, arrived Yarmouth 13.30.

Ashore for a snack and stores. Rain now continuous and heavy. Decided we deserved a comfortable meal ashore, which we subsequently had at the "Bugle". Back on board for the night, wind howling around.

Menu. Boiled egg, bread and butter, tea.
Lunch: Snack ashore.
Dinner: At the "Bugle".

Thursday, June 17. Fine morning, but still very strong winds and numerous gale warnings around the coast. Decided to have some exercise a day ashore. Took a bus to Alum Bay, where we had lunch and walked back to Totland, thence bus to Yarmouth. A very pleasant interlude.

Regional Groups

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

South-East.	<i>Hon. Sec. Stan Morgan, 19, Philbrick Crescent East, Rayleigh, Essex.</i>
Blackwater.	<i>Hon. Sec. R. W. Sharples, Dalegarth, Watch-house, Road, Galleywood. Chelmsford.</i>
Solent.	<i>Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth.</i>
South-West.	<i>Hon. Sec. V. P. England, 8 Belle Vue Rise, Hooe Hill, Plymstock.</i>
Poole.	<i>Hon. Sec. E. R. W. May, 2 The Circle, Moor-down, Bournemouth, Hants.</i>
Bristol Channel.	<i>Hon. Sec. Cyril Watts, 5 Vassall Road, Fishponds, Bristol.</i>
Midlands.	<i>Hon. Sec. E. G. Oldham, 206 Hagley Road, Edgbaston, Birmingham.</i>
North-West.	<i>Hon. Sec. George Smith, Woodcroft, Park Road, Hale, Cheshire.</i>
Wyre and Morecambe Bay.	<i>Hon. Sec. Bertram Lloyd, The Tythe, Glebe Lane, Dowbridge, Kirkham, Lancs.</i>
Lake District	<i>Hon. Sec. T. K. Jones, Foxton House, Lowther Street, Penrith.</i>
Yorkshire (Humber to Tees).	<i>Hon. Sec. Brian M. Beeden, Toll Bar House, Firsby Lane, Conisborough, near Doncaster.</i>

Menu. Breakfast: Egg and bacon, tea.
Lunch: Ashore.

Supper: Minced savoury steak and potato rissoles à la Tony.

Friday, June 18. Wind gale Force 8, raining, and among various gale warnings on the radio there was mention of Force 9 cyclonic. It needed little time to make up our minds that it was not the day to start our sail back to Chichester. Made the usual early morning brew, which Tony took in his bunk. While enjoying this a sudden yelling outside brought to our notice a yachtsman, fully clad in oilskins and boots, hanging on to a nearby mooring warp, trying with his feet to stop his overturned dinghy from drifting away. From his snug bunk Tony said, "I'll go", but being already dressed in my last pair of dry slacks and shirt, I thought it was my move, so into the Campari (which was half full of rain water) and away to the rescue. You know, once you are sitting in a puddle and the rain is beating down it doesn't seem so bad. The contemplation is far worse. Spent the day ashore on the leeward side of the island, and had a good lunch at the Bugle.

Saturday, June 19th. Awoke bright and early, rain ceased. Wind moderated to Force 4, SW., occasional gusts. Cast off 07.25 hours bound for Chichester Harbour and Bosham. Full main and No. 1 jib. Following wind enabled us to make good progress against last of the adverse tide. Reached Newtown buoy 08.15 hours and Cowes 09.15 hours. Wind now about Force 3, and so changed No. 1 jib for genoa, goose winged. What a wonderful sail, a fair wind, sunshine, and the tide with us all the way! Ryde Pier abeam 10.30 hours and Chichester

entrance at 12.30. Tide making into the harbour, and so on to Bosham at 13.30 hours. The total time for the journey of 32 miles was 6 hours. This was one of those exhilarating sails which make one forget some of the cold, wet and disappointing times so frequently experienced during an English summer. *Lady Luck*, like the true Silhouette she is, did all that was asked of her.

News of Boats and People

TUI is the name of a New Zealand song bird, and is often given to Maori children. It has the further advantage of being short. My refit was barely completed this season—in fact, I decided to do the job in stages so that modifications could be made if necessary. Tim spent this year's summer holiday in Holland, having made the journey on the deck of a China clay boat, while the family went by road with a van full of tools, timber and fittings.

A minimum stage was reached after work in Holland, and a most enjoyable, but rather restricted cruise covered the Lakes and canals south of Hilversum. Was at first puzzled by the odd reaction of the Dutch—one of politely restrained amusement—but the mystery was cleared up when I learned that "tui" in Dutch means "*rubbish*" (in the "balderdash" sense). The refit developed into quite an expensive business. *Tui* now has a S.D. cockpit, with floor 7ins. above the normal water-line; 3-berth with one quarter berth under the starboard seat; Water-mota Sea Urchin with forward and reverse feathering propeller in rebuilt skeg; echo sounder with transducer head between ballast keel and skeg, enclosed in faired block to give flush fitting, 4 gall. copper C.W. tank, in peak, with filler cap on deck; plastic pipe under floor to Whale flipper pump; and bowl under bridge deck; rubber chain bucket standing on tank with 2½ins. "bathwaste" hawse pipe through deck, and re-inforced rubber hose guide pipe. (No mud in bilges).

There are 4ins. plastic mushroom ventilators and other winter modifications include pulpit, sheet winches, mast fitting for spinnaker boom and headsail spar, and kicking strap. But I haven't found a satisfactory compass position, and intend to try a board across the cockpit. If any of these modifications are of interest, I shall be pleased to write in detail and supply diagrams if required.—J.Mc.

Swn-y-Mor

Swn-y-Mor stands for the sound of the sea ("Look you" Welsh) and is also the name of our cottage at Aberdaron which SOIA members who pause in Abardaron Bay will be very welcome. Regrettably our sailing is limited to August, which can be a very untidy month weather-wise, witness last year when *Swn-y-Mor II* was storm-bound at her moorings for ten days. Not a cupful of water did she ship, which rather confounded the local fishermen who nightly expected to have to rush out and rescue her.—T.G.L.

A Mishap

The accident happened on August 18-19 when a Southerly gale whipped up a heavy hea outside the bay. All would have been well, but the wind completely reversed in an hour, making access to the boat highly dangerous. All would still have been well, because she was riding extremely well and completely dry, but after dark it would happen that the samson post broke, permitting her to broadside, both to sea and wind, and she was subsequently smashed on the rocks. The bouy rope which was tied to the mast and complete mooring was intact and still knotted, so the mast must have followed the samson post and broken soon after it. I should like it to be known how much I appreciate the extremely courteous way in which Messrs. Lumley handled my claim for the loss. Their assessors were extremely fair.—J.H.

CHRISTMAS CARDS

Send greetings with *SOIA Christmas Cards*

9s. a dozen.

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

Solent Group

ON Saturday, October 30, some thirty members of the Solent Group met at the White Hart Hotel, Hollybourne, Alton, to discuss the past year's activities and to see films and slides taken by members. While members liked the programme of activities arranged for the year, many were spoilt by bad weather—the usual rain and strong winds being assisted by a newcomer to the Solent group—mist. One member complained that he was the only one who turned up regularly. At the bar two other members said they were the only ones who always turned up. None of them were seen by the Secretary! Next year, navigation classes will be held to help members to find East Head!

It was agreed that next year's programme should be similar to the past season. Provisional response to Plymouth week was poor, but David Whitehead's suggestion of a Solent Cruise was well received. As members may need to arrange holidays early next year, the outline plan as put forward for discussion is—Solent Cruise 1966, August 20 to September 3.

The first week would be a leisurely cruise to Bembridge, Cowes, Beaulieu River, etc., particularly suited to the family man. During the second week we would hope to sail further, to visit Christchurch and Poole, sailing from Keyhaven. Even when the plan is agreed it will have to be flexible, to allow for the weather, but a reporting system will enable members to join at any time for part of the cruise. Members from other groups will be welcome, and would be assisted with

launching and car storage on the first day of the cruise. Solent Group members will be pleased to discuss the proposed cruise at the A.G.M. and Party.

New Members

We extend a most cordial welcome to these new members:

D. A. Benson, 505 Woolwich Road, Charlton, London S.E.7. 786, *Tidgy Puss*, Thames Estuary; B. V. Boston, Stops Bridge Hotel, Dunsford, Near Exeter. *La Mouette*, Teignmouth; Maj. H. E. Bourne, 15 Cockshot Road, Malvern, Worcs. 1190, *Jacaranda*, Bredon; N. Cottam, 9 Padstow Road, Liverpool 16. 948 *Karen*, Port Dinorwic; F. Cronshaw, 19 Woodhall Close, Pudsey, Yorks. Enterprise 10205 *Syrena*; L. J. Dowler, 46 The Mede, Kirkham Road, Freckleton, Preston, Lancs. 256 *Teg Geneth*; S. Grove, 35 Danesfield, Benfleet, Essex. 1546 *Cheval Marin*, Benfleet; G. K. Hall, Chester House, Lands Park, Plymstock, Plymouth. 653 *Tympan*, Plymouth; N. F. Hallam, Thornfield, 18 Prospect Drive, Hest Bank, Lancaster. 820 *Bambino*, Lakes; P. Harris, 69 Gorsewood Road, St. John's, Woking, Surrey. 21 *Sea Vixen*, Solent; G. Hebden, 3 Wilkie Avenue, Burnley. *White Mist*, Burnley; Gote Johanson, Schenströmagatan, 8 Västerås, Sweden. 1934; J. Morgan, 52 Warren Road, Wilmington, Kent. R. G. Pargiter, Restharrow, Penpol, Devoran, Truro, Cornwall. 1503, *Fal*; J. N. R. Phillips, Gwynea, Bontnewydd, Caernarvon, North Wales. 1712, *Catherine*, Menai; D. Reeves, Field Cottage, Pankridge Street, Crondall, Farnham, Surrey. 1216 *Lady Luck*, Solent; P. E. Robinson, P.O. Box No. 4488, Nassau, Bahamas; P. W. J. Rowbury, 21 Melstock Avenue, Weymouth, Dorset; Mrs. Margaret R. Thrower, 6 St. James Terrace, Penryn, Cornwall, 1952 *Mary Poppins*, Falmouth; C. J. Timings, 7 Weymouth Court, 1 Weymouth Street, London W1. 1432 *Poole*; Margaret White, Burys Court School, Leigh, Reigate, Surrey.

Sail Training by Dick Swarbrick

IN an effort to create an interest in sailing, and in the hope of enlarging its membership, the Tees Sailing Club used to hold, once a season, an "Open Day" at which members' friends and potential members were taken sailing in various types of boats owned by club members. Brief talks were given, refreshments served and, given good sailing weather, the event provided, as a minimum, a pleasant social occasion in the club's programme. The club's name is slightly misleading, as nearly all its sailing is, and has been, carried out at sea off Hartlepool on the North-East Coast.

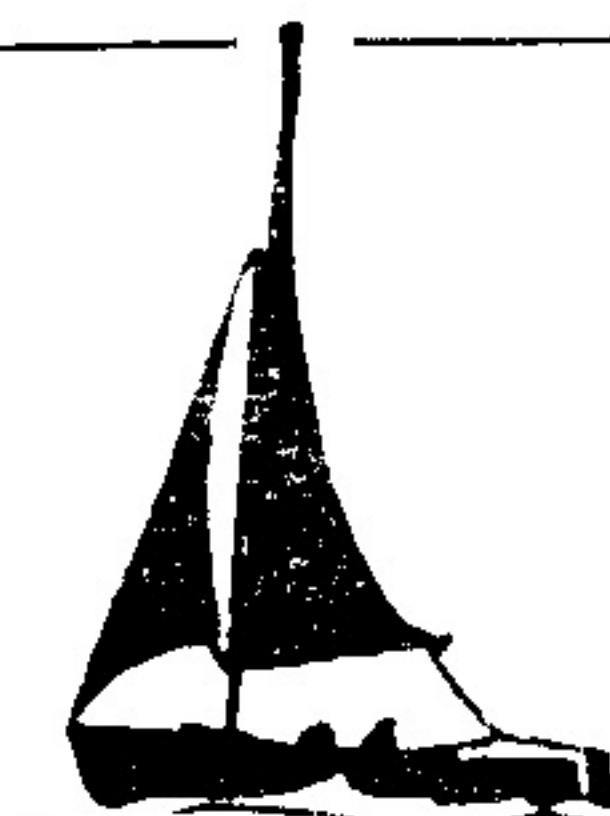
About four years ago the committee decided that a more useful purpose could be served by running some sailing courses, on a more

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



organised basis. Contact was made with the Central Council of Physical Recreation, North-Eastern Region and, as a result, on behalf of that organisation, the club has run, during the past three years, several very successful sailing courses, both practical and theoretical. The C.C.P.R. handles the advertising, collects the fees (usually £1 per person per course) and informs the club of the number of pupils enrolled. The club then making the detailed arrangements.

The practical courses, which run for two days (Saturday and Sunday) are in charge of an "Officer of the Course", who assembles the pupils at the clubhouse, divides them into groups, and organises a boat rota. There is an introductory talk by a C.C.P.R. official, an introduction to instructors, lifejackets (provided by the C.C.P.R.) are issued, and there is talk on general safety. Members of the club man the club's rescue boat the whole time that pupils are afloat.

The instructors demonstrate the rigging of boats, chiefly dinghies, and then go afloat to demonstrate the points of sailing on which a commentary is given by another instructor, while observing from a conveniently-placed jetty. A demonstration is also given on the picking up of objects, usually a lifejacket. Then, by means of the rota, each pupil sails in every type of boat provided by members of the club, who take the pupils afloat, and give them individual tuition. The aim is to get the pupils afloat as quickly, and for as long as possible and to instruct them in understanding the sailing commands, and the handling of the sheets and tiller; then, weather and sea permitting, to allow them to take the helm when it is considered prudent.

A wide variety of the popular dinghy classes is provided, including G.P. 14's, National Twelves and National Enterprises, together with a seventeen-foot half decker and a Silhouette. It is interesting to note that the latter is a very useful boat on such a course. Even in strong winds, and with shortened sail, it was soon found possible to allow two pupils even inexperienced, to sail the boat (of course, still with a tutor aboard).

In between sailing periods and while taking refreshments (laid on by the ladies of the Club) discussions are held and questions answered. The course closed with the unrigging of the boats and stowage, again by the pupils under supervision, followed by a final discussion.

During the past two winters, theoretical courses have also been held under the auspices of the C.C.P.R. These have been divided into three sections: one for beginners, one for cruising types, and one for racing types. The lectures for these courses again have been provided

by the Tees Sailing Club. A further series of courses is to be held later during the coming winter.

The beginners' course, directed chiefly to dinghy sailing and racing, includes talks on the types of boat available, their construction and characteristics, ropewalk, rigging, insurance, sailing club organisation, buoyancy tests, launching, dealing with capsize, the conduct of races and class handicaps, team and pursuit racing.

The cruiser course includes talks on suitable boats, chartering, ship's business, planning a cruise, signals, watch-keeping, seamanship, sleeping, feeding, working at sea, safety, navigation and chartwork, harbours and coastal waters of the British Isles.

The racing course deals broadly and also in detail, with the racing rules, and the tactics of racing. Films are used to illustrate the various situations to which the rules apply.

There is no doubt that these courses have been well received and have resulted in many people taking up sailing seriously and joining clubs.

*

*

*

We are delighted to publish this article by a member of the SOIA. It is an admirable example of what a club—or a Regional Group of the Association—can do to help beginners, and to foster good seamanship.

The Wey Navigation *by John Pickup*

THIS delightfully unfrequented waterway leads off the Thames below and behind Shepperton Lock. Sometimes it follows the course of the River Wey, sometimes it by-passes its meanderings, but eventually it reaches Guildford after 15½ miles and 12 locks. It is navigable as far as Godalming four miles, and as many locks behind.

The narrow entrance to the Navigation is marked by a large notice board. The channel lies between the River Wey (and Weybridge Marine) to port, and a backwater of the Thames to starboard. The first lock, Thames Lock, is deep and the bottom gates are usually left open, so that shallow draught boats can motor straight in. But when the level of the Thames is low, there may be only a foot of water over the lower sill. When coming upstream, bring up at the steps just inside the single gate on the right hand side below the lock, and contact the Lock-keeper (Mr. Edwards) who lives nearby. He will fill the pound for you, if necessary, and work the lock. From him one can hire (2s. 6d. and £1 deposit) or purchase (17s. 6d.) a lock handle, and obtain a pass—but preferably obtain this beforehand from the Guildford Office of the Wey Navigation. There is a special pass for visitors from other waterways which allows one return journey to Guildford, and this costs £2 4s. (£3 is to Godalming and return). The journey should be completed within a fortnight, but the National Trust, which now owns and cares for the Navigation as far as Guildford, is not

too strict about this time limit if it is not abused. Its office is at Guildford Wharf, Friary Street, Guildford. Telephone OGU 3/61389.

The locks are as deep, but narrower, than those on the Thames, though wide enough (14ft.) to accommodate a Thames barge. A Silhouette can therefore enter a lock with only one gate open, but this allows little room for error. About half the locks are unattended, and there is a certain technique and etiquette to be observed. The rule is to leave the lock as you find it, that is, empty, with the top gates closed. The bottom gates are left open, or closed, with one of the paddles opened.

At one lock, Pyrford Lock, the sluices should be left as you find them, or as directed by the Lock-keeper at the next lock above or below. Normally, one paddle on the top gates should be raised right up, and the other up about nine inches (level with the top of the jack head) and the lower gates fully open and chained back to the lock wall. This lock is unattended except at weekends, and it is perhaps better to close the top paddles before entering the lock rather than (as we did) attempt to breast the foaming torrent pouring out of the lock.

Going upstream, the starboard hand of the locks is usually the side which is better provided with vertical chains to hang on to, but there are not always mooring bollards or rings or ladders.

If one of the crew remains on the boat while it is in the lock—any able-bodied 10-year-old can manage—he or she can hold on or fend off as necessary, while the skipper “works” the lock. It is as well to interchange these functions occasionally least boredom or bad-feeling set in. All this implies that plenty of fenders (in our case scooter tyres) are needed to protect the paintwork, and that the paddles on the top gate should be opened gently, and not fully opened until the level of the water in the lock is nearly the same level as the water ahead.

If the paddle on the gate which is on the same side of the lock as the boat is opened, the force of the water is broken against the opposite wall, and the boat is less tossed about in turbulent water. Nevertheless, it is wise to lie well back in the lock, especially in the deeper ones.

Leave the mast at home, or stow it fore and aft on the port side, and remove the spreaders. There is little prospect of serious sailing on the Wey. There are too many bridges, bends, trees and overhead cables.

There are compensations though, in the pubs along the Wey. (This is not meant to be a pun). The Anchor at Pyrford is a “must”. Shops are few and far between, though it is possible to connect up with an occasional country bus into Guildford at Send or New Haven.

The lock-keepers are most helpful, and one could probably leave a boat in their care for a few days, moored above or below the lock.

There are not many boatyards on the Wey and only at Weybridge, Guildford (Leroy's) or Godalming (Farncombe Boathouse) could a Silhouette be launched or hauled out. Surprisingly, there are

few mooring places where a Silhouette can lie without going aground, for all her modest draught. There is one above Dodd's Bridge near Wisley, but one could moor to an anchor or a mud weight in a wider section or in a backwater, although these are mostly private or shallow.

One or two items of gear that might not immediately come to mind should be taken, in particular mooring stakes, and some means of clearing the propellor of weeds which becomes, troublesome in some stretches after midsummer before cutting has been done. One may also find underwater snags occasionally, where rubbish has been thrown in.

The Wey Navigation is now being enthusiastically cared for by the National Trust to whom it was given in 1963. The locks are being reconstructed at the rate of about one a year. So far Coxes Lock (formerly in a bad state of repair) and Newark Lock (formerly turf-sided) have been rebuilt, and in due course Papercourt Lock, perhaps the most picturesque of them all will be dealt with.

For navigational information on the Wey there is an excellent booklet published by the Inland Waterways Association (3s. 6d.) which is almost an essential item of equipment; this, and a map of the river, are available from the office of the Wey Navigation at 4s. and 6s. 6d. post free respectively. The one inch Ordnance Survey Map (London S.W. Sheet 170) is also useful, especially if rendezvous are to be arranged.

Letters to the Editor

FROM THE BAHAMAS. It is with a great deal of pride and pleasure that I inform you that after two years of ill-concealed longing, I have finally acquired my own Silhouette II. She is *La Cigale II* (SII 1405), glass fibre. She was originally purchased from Hurley by Dr. Syme-Thompson some three years ago, and I purchased her from him in Nassau recently. I should like to install a full lighting system, running, interior and spreader lights. Is there a ready-made system available, and if not, which type of permanent running lights has proved successful? An indication of the best location for them would be helpful, having regard for a close hauled genoa. My spruce mast rakes forward at least 3-4 inches at the top, which, in view of the set tabernacle position, gives it a bowed figuration. I have released the forward stay as much as possible, and tightened the after stay to its limits, without any success. I should be grateful for a detailed briefing on how to go about correcting this problem, and instructions on stay-setting in general. In addition, any authoritative information on buoyancy installation, rudder and helm removal, and cockpit locker fastener replacing, will be much appreciated. —Peter E. Robinson, P.O. Box 4488, Nassau, Bahamas.

RUNNING RIGGING.—I feel that the suggestion made by Mr. Oliver regarding the use of Inglefield clips on running rigging should be treated with reserve. These clips are for use on flag halliards, etc., and are not intended for load carrying. However, gunmetal snap shackles are designed for this purpose, those distributed by Messrs. Simpson-Lawrence being marked with the safe working load. In the case of a Silhouette I feel that they should be at least of 5 cwt. capacity. I use these clips on main, jib, spinnaker halliards, jib sheets and headsail tack, finding them excellent.—W. R. Parker, 10 Waterford Road, Oxtou, Birkenhead.

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 painted. Extras. £350. New trailer by Lawrence available £40. Failing sight forces sale. Handley, Hilltop, New Church, Sandown, Wight.

FOR SALE. Berkeley "Caravette" miniature caravan £30. Solly, 9 Willow Walk, Cranham Essex.

FOR SALE. Wooden Silhouette mast, some fittings. £6. Walsh, Broad Lane, Altrincham. Ringway 2620.

FOR SALE. 1964 wood mast and boom SII. SS rigging, chrome fittings. Offers please to Pybus, 92 Western Way, Ponteland, Newcastle-on-Tyne.

FOR SALE. Silhouette II gunter rig, two anchors, chain, pulpit, cockpit and overall covers, Seagull Century, trailer, new dinghy. £350. Also Berkeley "Caravette" miniature caravan £30. Solly, 9 Willow Walk, Cranham, 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.

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.

LESSONS FROM EXPERIENCE. The following points, arising from our recent cruise to Ireland, may interest other members, and perhaps, prompt some helpful observations:

1. To avoid outboard trouble, it is best to carry your own supply of the correct oil; the grade of petrol is not so important.
2. A refuelling tank would be a great help.
3. Could the regional groups provide a loan service of off-shore equipment, such as Pilot Pal, Patent Log, Radar Reflector—to be hired out to members?
4. Is a Pilot Pal or similar RDF really practicable in a small boat tossing about at sea? Doesn't the aerial have to be fairly horizontal to get a proper reading?
5. Where is the best place for the compass for accuracy and ease of reading?
6. Do those who have recorded their cruises in the *Journal* all use Patent Logs to record distance travelled through the water? Without this figure it seems to me that all chart work is impossible.

—John R. Tod, Cherry Cottage, Over Peover, Knutsford, Cheshire.

FOR THE ATTENTION OF ALL SILHOUETTE OWNERS

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

- ★ **Terylene Sails**
- ★ **Jamming 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 re-
placement 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