

The Silhouette Owner

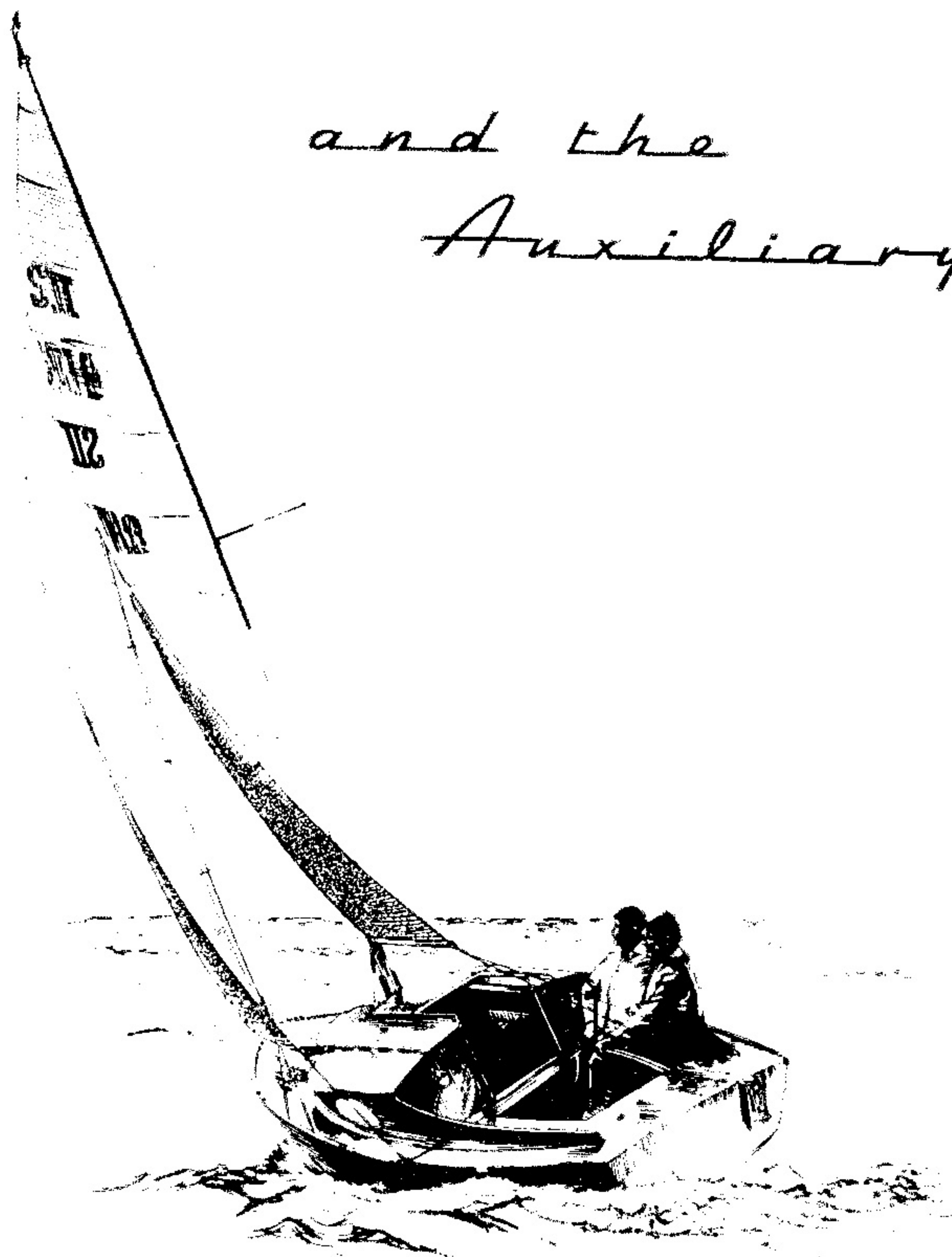
*The journal of the
Silhouette Owners' International Association*

NUMBER 68

OCTOBER, 1966

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 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,

Wick Cottage, 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	3
GALE WARNING <i>by G. R. Townsend</i>	5
REFLECTIONS ON TWO PLYMOUTHs <i>by Frank W. Bartlett</i> ..	6
RIVER SAILING <i>by Cyril J. Watts</i>	10
IN YUGOSLAVIA <i>by K. L. Bickell</i>	11
NEW MEMBERS	12
FROM ANNE TO RHONA	13
LETTERS TO THE EDITOR	13

Using Met. Forecasts

MR. TOWNSEND'S account of his Force 9 gale is a tribute to his handling of his boat. He is too modest to make this point, so we shall make it for him—his boat was saved because he and his crew kept their heads, acted with impeccable seamanship, and never lost confidence in their vessel (a confidence that she truly merited). His performance is an example to all of us. But there is one aspect of his cruise which gives a lesson of a different sort. After listening carefully to all the Met. forecasts before setting out on his Channel crossing, he writes, "No further forecasts were obtained, because we were now committed to the crossing, and one only suffers apprehension while waiting for the arrival of whatever may be forecast." This is a common attitude to weather reports and Met. forecasts, but it is one not to be followed. A forecast may be wrong, one may think that one suffers needless anxiety in waiting for the gale that does not come, but at sea *all* information is valuable, and it is better to be prepared for a gale that does *not* come than to be caught unexpectedly in one that *does*. One may be "committed to a passage," but one is not necessarily committed to a particular course, and in the light of a weather forecast it may be desirable to make for a different anchorage, or to lay a course which offers a better point of sailing for meeting threatening weather. Every skipper on a passage, even a passage of 24 hours, should make out a list of times and radio frequencies of all relevant shipping reports and Met. forecasts, ensure that the man on watch listens to them, and that a brief summary of the forecast is entered in the log. Meteorology is a fascinating study, and many

yachtsmen deny themselves a great deal of interest in their seagoing lives, as well as a most valuable safety precaution, by feeling that it is all too hard to understand. The higher mathematics of Met. may be complex, but higher mathematics is not in the least necessary. The basic principles that determine weather are easily grasped, and there are some excellent books on meteorology for the non-expert. In certain conditions the wind is liable to back or veer—it will not always do so, but often it does. And a good guess at what the wind is likely to do next is an immense help to navigation. One may be "committed" to being at sea, and so unable to escape some sudden deterioration in the weather, but it is rare for the weather to change without any warning at all, and an hour or two's notice is worth having. Fog, for instance, may close in suddenly like the shutting of a trap door, but *the conditions in which fog may be expected* can be known in advance. All of us, unconsciously, are taking in weather information all the time—a threatening or peaceful-looking sky, the feel of rain in the air, a hint of sun breaking through the clouds. Making use of Met. reports is merely to put system into all this. The causes of warm or cold fronts may be mysterious, but the *facts* about their progress are not. It is worth carrying a few blank sketch maps of the area in which one is sailing, and pencilling in the barometer reading, visibility, and wind forces and directions as they are given in the shipping reports. One may be lucky or unlucky in one's weather; but a proper use of Met. forecasts takes at least some of the hazard out of luck.

Secretary's Notes

AS is our usual custom, a committee meeting was held at Plymouth just before the Rally. This meeting was well supported by representatives from many Groups. Herbert Firth announced that he thought it would be a good idea for the Association to choose another Commodore for 1967. An idea that was not greeted with much enthusiasm, but Herbert explained that he had held the position for three years and thought that a change might be a good thing. It was also suggested that perhaps a change of secretary would be beneficial to the Association. It is for members to decide if these changes should be made, and who would be the best people to fill the posts. The secretary is elected at the A.G.M., but the Commodore is chosen by your committee members early in the new year.

* * *

The sub-committee set up to arrange the 1967 Rally at a venue abroad, reported that the transport costs would be too high, and in view of the latest restrictions on foreign currency, a Rally abroad would not be a practical proposition. Most of the members present at the meeting were rather disappointed at this news, but realised the difficulties involved. Many suggestions were put forward, but on learning that one of the championships booked for next August at Plymouth had been cancelled, it was unanimously agreed to hold

another Plymouth Week in August 1967. Actual date to be announced, but it will be during August.

* * *

Among other points raised was the plea for more Group reports in the *Journal*, a wish that our editor would be delighted to fulfil, if only the Groups would co-operate by sending in more material. Our Lady Bosun sent a sample of a very smart new design for an Association tie, but the committee felt that we should not change from what has now become the official design, and is accepted and recognised wherever Silhouettes are sailed.

* * *

The 1966 Plymouth Rally, was a most enjoyable affair (although we did not enjoy the wonderful weather, that your secretary forecast). Torrential rain all Saturday made many late launchings, and not so many attended the informal cruise to Cawsand on Sunday. Monday however, proved a good racing day. The Lord Mayor's Reception on Monday evening, always a highlight of the week, was probably the most enjoyable function of this type ever, and judging by the time most members returned to their various sleeping places, a good time was had by all. Tuesday was most unkind, the rains came again, but a most interesting visit to Mount Batten was quickly arranged, and followed by the dance at the Royal Plymouth Clubhouse. This proved a very successful way of having a good time. Wednesday, in much kinder weather two more races decided the various winners of the points trophies, and still the weather held for the evening boat trip round the naval dockyards, followed by a Cornish pasty supper. Thursday could have been nicer, but many boats sailed over to Cawsand, and the beach regatta caused as much fun and games as ever. But the mist came down, and many members had their first taste of sailing in fog, when we all returned to Sutton harbour in convoy, led by local members who know the waters thoroughly. Friday was perhaps the day of the week. The wind was good, and the Coates Plymouth Gin Race went with a swing, followed by the race under any rig. This, too, was jolly good fun, and it was interesting to see a couple of cutter rigged Silhouettes sailing through the fleet on the reach, only to lose their advantage on the run. But much other activity was afoot, many hair-dos were booked, and by evening all our ladies with their escorts turned up at the Duke of Cornwall Hotel for the Prizegiving dinner, I don't know how they manage to look so glamorous after spending a week messing about in boats, but they made this function the best ever; the meal was excellent, the wine flowed freely, speeches were witty, short and light-hearted, the band couldn't have been better, and merriment went on to the small hours of the morning, so much so, that I am sure most helmsmen were glad when it was announced on Saturday that the gale-force winds had caused the committee to cancel the team race. Another wonderful week's holiday over, but I am happy that we are returning next year, and am truly very sorry for members who were unable to be present.

I have written it before, but it will stand repeating, "Plymouth Week is the finest week's holiday anyone could ever have."

* * *

As you will see by the letter from Stephen Lushington, the Scarborough Yorkshire Group is flourishing again. This is wonderful news, and we all wish them the very best of luck, and every success to their activities. If you live near enough to belong to this Group, get in touch with them. They have a wonderful set-up at Scarborough, and Yorkshire hospitality is well known (and from experience I can vouch for it).

* * *

The A.G.M. and Annual Party will be held at the same venue, on Saturday, January 7 (the first Saturday of the Boat Show). Full details of all that will be organised for that evening will be published later, but the date ought to be booked now!

* * *

I have had one or two requests from members for drawings of Silhouette trailers, for enthusiastic amateur metal workers who wish to fabricate their own. Hitherto I have produced a series of scrawled lines on a piece of paper, together with a number of measurements taken with a three-foot rule from my own model. Would some more expert draughtsman like to make out a reasonable set of working drawings which could be photographed and sent to these inquirers, so as to give them a better chance of making a more professional job?

—R.A.G.

Gale Warning by G. R. Townsend

HAVING spent a very enjoyable 14 days with my wife and young family in and around Barfleur, they returned by Thoresen ferry and a friend came over as crew for the return trip. We sailed from Barfleur at 2400 hours on Saturday, September 3, on a BBC forecast of Force 3/4 possibly increasing to 5 later, and this was repeated at 0200 hours. Due to lack of wind, the Seagull outboard was used for the first hour, after which the Force 3/4 materialised on a comfortable broad reach. At 0400 hours two rolls were taken in the main, the wind having increased to Force 5. No further forecasts were obtained because we were now committed to the crossing, and one only suffers apprehension while waiting for the arrival of whatever may be forecast. By 0900 hours it was necessary to change from working to storm jib, and further to reduce the main. The seas began to build up, and at 0945 hours St. Catherines was sighted away to port, and so we were right on course.

At 1030 hours in a heavy rain storm the wind increased, visibility deteriorated and we lost sight of land. In a heavy following sea steering was lost when the tiller sheared from the stem. (Further remarks on this later). The Seagull had already been swamped, but in any event

it could not be used in such a sea. In these conditions the main was taken right off, storm jib backed, and much to our relief, she hove to perfectly, riding a hull the wind which was now Force 9. Everything was soaking wet and morale pretty low but we were riding the storm with only an occasional one over our heads.

A large freighter hove in sight so a flare was fired, as a result of which she altered course and circled around us. Communication was impossible in that wind force, and when she left we sat back and waited for the lifeboat to arrive which we assumed she had summoned, but we waited in vain. At approximately 1300 hours we again sighted land, and identified it as Reculver Cliff so we were still on course. Our spirits rose as we approached Bembridge Ledge, which we estimated we would just about clear. However, this was not to be, as we were now being set in towards the shore and broken water. Reluctantly at 1530 we fired another flare, and within a few minutes the lifeboat maroon went up. We joined extra warps onto the kedg anchor (a fisherman's) and cast this over in the hope that it would reach and hold, which it partially did, until the lifeboat threw us a line. We hauled in the main tow line and away we went in big seas to safety. Our anchor was impossible to lift, and had to be cut loose. The lifeboat put us onto a buoy off their station, and after partially sorting out the shambles below, the plug was changed in the Seagull and away we motored into the safety of Bembridge Harbour to clear Customs.

Apart from the unwanted publicity and leg-pulling of fellow club members, I am glad to have had this experience, and to know how well a Felicity will stand up to such a storm. As regards the rudder, I would strongly recommend to all Felicity owners that if they have fitted the original type of tiller, they contact Hurley as soon as possible and obtain one of the new hinged type design. The original brass plate on the tiller onto an iron stem is not to be recommended.

Reflections on two "Plymouths"

by Frank W. Bartlett

I HOPE that these reflections by a new owner of a rather old Silhouette may encourage others to attend future Plymouth Rallies.

In 1965, with much trepidation, we decided to attend our first Plymouth Rally. The major question looming ahead was how to transport the boat from Hoylake to Plymouth. I arranged to borrow a suitable dual purpose four-wheel-drive vehicle, but the week before we were due to leave somebody left this vehicle in the sea. In consequence, we used my wife's 1100, to which my family fitted a towing bracket.

The next major point was how to get the boat off the moorings. At Hoylake we have the Liverpool tides of up to 30-ft. The tide rising on the moorings is probably only 12-ft., and the boats are on the sand for about 15 hours out of 24. There were neap tides, and we

could not float the boat to the nearest slipway. Our No. 638 had to be lifted on to the trailer 300 yards out on its moorings. There was then the problem of getting the boat and trailer 300 yards across the loose sand, mud and various channels. However, the boat got down to Plymouth safely behind the 1100, driven by one of the family. The driver, who had two days off work on a shift change, did the road journey to Plymouth, visited Cornwall and returned by train to Hoylake in under 24 hours. The owner joined a few days later in another car.

We had no trouble floating the boat off at Plymouth and in fact, helped a number of other people float their boats off on the Elphin-stone slipway.

The 1965 Rally was reported last year, and all that I can add is that my wife and I and two members of my family so enjoyed it that we made an immediate date to return for 1966. At the end of the Rally the boat was lifted out, trailed home and launched quite easily on our local slipway during a spring tide.

For the 1966 season we had equipped the boat with an inboard engine (as the owner said that he was getting too old to swing the Seagull over the stern if there was a sea running). Again there was the problem of how to get the boat off its moorings in Hoylake, and how to tow it to Plymouth for the Rally. The 1100 had by now been taken over by the son who drove it to Plymouth in 1965, and was in Greece, so we added an ex.-W.D. Austin Champ to our sailing gear. Remembering last year's troubles, the Silhouette was motored aground on to a sandy piece of shore at high tide, near a suitable approach. The Champ was driven into the sea to pick up the crew, and the Silhouette left to dry out. We were then able to lift the boat by rocking and packing on to the trailer and then tow it away with the Champ.

A minor problem had arisen as the Champ, particularly in hot weather, had become a very popular vehicle in the family and was in constant use instead of the normal motor car. (There are six car drivers in the family and one still to learn). However, the owner was allowed to use it.

The journey to Plymouth was simple, and the boat was lifted into the water on a very wet Saturday. Incidentally, the weather did not seem to dampen the spirits of any of the Silhouette enthusiasts, and we spent a very happy Saturday and part of Sunday morning rigging the boat, giving assistance to other people, and generally looking up those we had not seen since the previous year. By Sunday night the boats were all in the water and in fact, most had been out for a sail. Sunday evening saw an official get-together at the RPCYC. (Did you spot the deliberate mistake in the advance notice of the rally?). We were all very interested to see the films of the trip to Calais.

Monday saw the start of the racing. But why did the photographers always take 638 when things were not quite under control?

On Tuesday it seemed to rain or blow all day.

The Silhouette Owners' International Association

President:

J. R. L. ANDERSON,
Wick Cottage, 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 Mossgrove Road, Timperley, Ches.

Vice-Commodore: R. A. GARROD.

Rear Commodore: HARRY MALONEY.

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.

Hon. Technical Advisor: 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.

On Wednesday we raced again. The evening saw the rallyists off on a steamer trip. The steamer headed for the Yealm and the rain, but on appeal it turned about and did the dockyards and river, without the rain, and everyone seemed pleased. After the trip, the pasties in the RPCYC seemed to go down well.

On Thursday the owner sent the crew and sundry supernumeraries across to Cawsand in the mist, while Mr. and Mrs. Owner drove round in the Mini. It was interesting waiting at Cawsand for the boats to sail in and out of the mist, and to see whose navigation was really good. Naturally, the first two boats to arrive were locals, and it was with considerable relief that the Owner saw 638 appear.

Owing to the weather, the fun and games of Cawsand in 1966 were not quite as extensive as those of the previous year, but I think it right to say that all those present thoroughly enjoyed themselves. The fleet motored back in the mist or fog but we returned by road, and reported to the RPCYC what was happening. We were just in

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. A. V. Hudson, 70 Greenway, Southgate, London, N.14.</i>
Solent.	<i>Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth</i>
South-West.	<i>E. K. R. Sweet, 12 Battery Street, Stonehouse, Plymouth.</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. P. F. C. Whiteman, 308 Chester Road, Streetly, Sutton Coldfield, Warwicks.</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>
Tees Bay.	<i>Hon. Sec. R. T. Swarbrick, 21 Raby Road, Stockton-on-Tees.</i>
Scarborough.	<i>Hon. Sec. Stephen Lushington, 3 Hetton Road, Leeds 8, Yorkshire.</i>

time to stop the rescue boat being launched to search for Silhouettes and then to appear on the terrace as the RPCYC Secretary dipped their ensign to our Commodore, as the Silhouettes appeared from the mist.

The races on Friday were very good fun, the wind being a little stronger. Saturday was to be taken up by team racing, but the only boat that went out suffered a broken mast. Other owners had their boats lifted out of the water for the start of their journeys back home. By this time our decision had again been made to attend the 1967 Rally as we had had such good fun on our holiday down at Plymouth. I think a number of other people had made the same decision.

On Sunday, in company with 72, 638 and her crew sailed up the Tamar to Weir Quay. Mr. and Mrs. Owner spent an extremely happy day chasing the two boats by Champ. Before crossing the Tamar bridge we went into the car park and asked some people who were lunching there whether they had seen two small sailing boats coming up the river. They delighted us by saying that they had seen two *nice big yachts* coming up the river—"such a lovely sight" and then described the colours and sails which identified the Silhouettes. We just missed the boats at Spanish Inn and so had a 14 mile journey to meet them for lunch at Weir Quay.

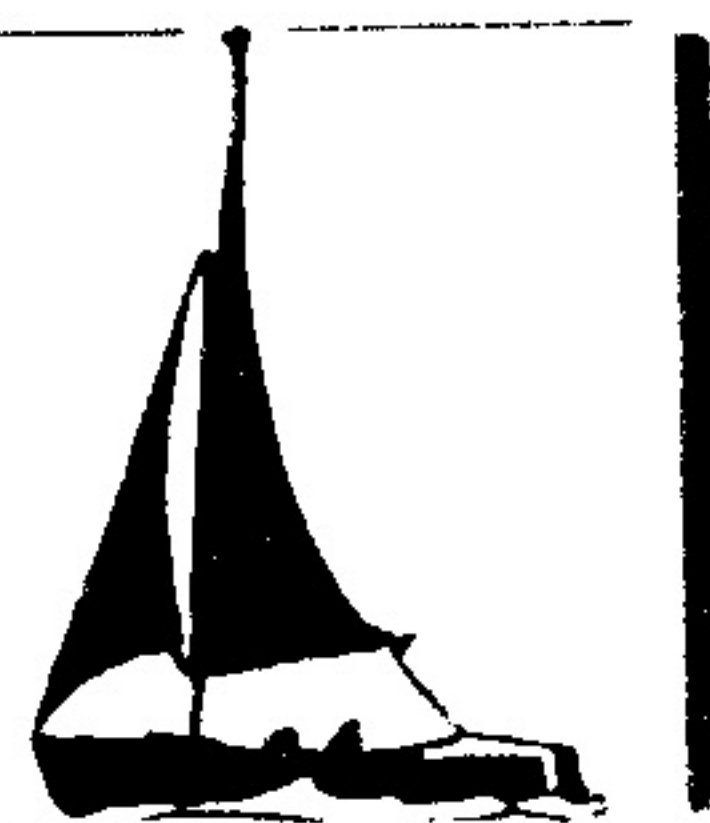
On returning from Weir Quay after a glorious sunny day No. 72

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



was floated out on to its trailer at Richmond Walk as it was due to return to Chichester the next day. The younger members of the party timed their return in the other Silhouette, 638, so well that No. 72 was out on its trailer by the time they came down the river. Monday was spent exploring the country by Champ.

On Tuesday, a sail with Mr. and Mrs. Owner on board, took us up the Yealm. This was another sunny day, and we made contact with Sacha, her owner and her Silhouette, a Silhouette from Seascale, and three boats from the Bristol area. We had a very fast sail home but had to motor out of the Yealm because of the incoming tide.

On Wednesday we sailed to Cawsand and while Mr. and Mrs. Owner spent the time on board, the crew spent some time ashore or rowing round and discovered that the three boats from Bristol had come in to spend the day. There were a couple of other Silhouettes, but we failed to establish contact with them.

Late that Wednesday afternoon on a really low tide we floated 638 on to its trailer at Elhpinstone, and got ready for the homeward journey which started the following morning.

This may not appear to be an exciting account of a couple of weeks holiday, but it was a holiday had by a family. I appear to have omitted the social occasions but these make part of the holiday—the Guildhall reception, cocktail party and dance for those over school age, while the school-agers were being given a special party by Paddy and Sweet at the RPCYC. The informal dance at the club, the river trip, the dinner dance and prize giving are all part of the holiday. To the organisers may I say, on behalf of 638, "Thank you, and we hope to be back next year."

River Sailing by Cyril J. Watts

SEPTEMBER has proved both eventful and interesting for members of the Bristol Channel Group, with a gale on September 4, and the opening of the new Severn Bridge on September 8 (in Force 1-2, fortunately!).

Thornbury Sailing Club, having a long distance dinghy race to Sharpness and back in waters which are among the world's most tidal, called on cruiser owners to augment its Safety Boat. The weather, however, caused the race to be changed to around three buoys closer to the shore, and started in Force 6. We, however, crossed the river—

here some two miles wide—and lost all shelter of the land, knowing that if any dinghy *did* need assistance it would doubtless be blown our way. My crew on this occasion, being a farmer friend who had done little previous sailing, had a good initiation! We spent the next two hours beating back down the river towards the new bridge, and finally reaching across to the eastern shore in a most exhilarating sail—later described by an onlooker as a "spectacular welter of flying spray." We were reefed almost to the bottom batten, and were surprised to find later that a wind of 74 m.p.h. had been officially recorded. Although this was very hard sailing, never once did the Silhouette give me cause for concern, in spite of the short, steep and confused seas.

In total contrast, with another friend as crew, I left moorings at 00.40 hrs. on Thursday, September 8 (wind Force 1-2 N.N.W.) and sailed down under the (as yet) unopened but brightly lit Severn Bridge to our destination—a pill on the Monmouthshire coast five miles away, which we had to find in total darkness, the moon being entirely obscured by low cloud banks. We slept, ate, found a new ensign and hoisted our burgee. At 10.15 hrs. we slipped out, and sailed up to the bridge where as solitary Silhouette, we joined other craft, both sailing and larger merchant vessels, in acknowledging Her Majesty the Queen and Prince Philip as they opened the bridge and then made the first crossing at 11.40 hrs. A low neap tide and northerly breeze enabled us to sail about for two hours in the area. This is unusual for the fast-flowing river normally exercises control of direction. We moored at 13.15 hrs. in windless conditions, retiring to the "Anchor" in time for a welcome pint, bread and cheese.

So, to those who wondered if it was a Silhouette on the film as the bridge was opened—they may now be sure that it was, helmed by a proud owner who had a wonderful view. It was indeed a proud day for those of us in the West Country who sail in the area and have watched the bridge grow from small mounds of concrete in a swirling river. In the words of the song taken from the film "Bristol Fashion," "The Severn is wide and the Severn is deep."

In Yugoslavia by K. L. Bickell

MY family and I have just returned from a wonderful holiday in Yugoslavia. We entered from Austria via the Loibl Tunnel and motored along the marvellous Adriatic Highway right down to Dubrovnik. This road is a great achievement as it literally hugs the coast for the entire distance and necessitated the construction of tunnels, viaducts and bridges. For much of the way it has had to be blasted out of solid rock.

Yugoslavia is a marvellous country, where East meets West and the Past shakes hands with the Present, while everyone is most friendly. The sun blazes down for about 14 hours a day from a clear blue sky, inviting you to cool off in the glorious Adriatic. There are

excellent Motels at frequent intervals, all serving excellent meals.

My holiday was made, however, on the day I was walking along the quay at Zadar, and suddenly I spotted a Silhouette gliding slowly across the clear waters. The sun was scorching down, and there was no wind, so the outboard was doing its stuff.

I was on my way to take a photograph of the ancient Entrance Arch, and by the time I got back, the Silhouette was nosing into the quay. The owner was on deck, with his wife in the cabin, and their small son was doing an admirable job with the mooring ropes. He told me he had trailed his boat from Germany as far as Rijeka, and had then been cruising leisurely all along the glorious Dalmatian Coast, stopping wherever he wished, or an anchorage offered. His Silhouette was of glass-fibre (like my boat), in white and blue, and its condition was a credit to its owner.

I should also like to congratulate our old friends, British Seagull, of Poole. I saw several of the old faithful Seagulls pushing the local boats along (I suppose they even get used to being sworn at in Serbo-Croat!) at quite good speeds. On one ancient Sailing/Motor craft at Dubrovnik that had on its open deck goods for the outlying islands, there was a large wooden crate on which letters had been stencilled, proudly declaring it was from British Seagull, Poole. It made one feel quite at home.

If one is cruising in this area, a good set of charts is most necessary—as there are hundreds of islands of all sizes scattered down the coast, and most of the coves are rocky. Fortunately the water is crystal clear, and the bottom can be seen many feet beneath the surface. Every few miles there are pretty villages clustered around small harbours in which picturesque local craft of all shapes and sizes can be found. Many have brown nets hanging from their masts and booms, indicating the nature of their business, but others still provide the easiest method of transport along the coast and between the islands.

One strange phenomenon occurred while I was staying in a villa on the edge of the water at Dubrovnik. After a day in which the sun had blazed down continually, without even a breeze to cool the air, during the night a tempest blew off the land. The sea rose sharply, breakers crashed down on the rocks, trees bent before the onslaught, and every window and shutter was shaken as by a giant hand. At dawn, the wind died away completely, and the sun resumed its glare. That night, once more the wind roared towards the sea, only to disappear again at sunrise. The locals called it the “Borah.” Having spent its fury, the wind did not return during the remainder of my holiday, but it would not have been funny to have been caught on that rock-bound coast in a small boat.

New Members

WE have pleasure in welcoming the following new members:
Torsten Hasselroth, Vadkopingsvagen 18, Bromma, Sweden. 1972
Bromma; V. F. Robertson, 98 Valley Walk, Croyley Green, Rick-

mansworth, Herts., 122 *Wild Goose*, Blackwater; H. J. Booker, 26 Southlands Park Road, Wembury, Plymouth, 390 *Sea Pink*, Plymouth; S. Revesz, 31 Rayners Road, Putney, London S.W.15, 1980 *Jan*, Littlehampton; A. E. Dow, 26 Girtrell Road, Upton, Wirral, Cheshire; B. Stetson, Jr., Deakes Common Road, Princetown, N.J., U.S.A.; E. Ball, 212 Iron Mill Lane, Crayford, Kent, 29 *Taya*, Gravesend; E. Bamford, 16 Cannon Lane, Pinner, Middlesex. 1556 *Mandy*, Chichester; D. Forward, 46 Southend Road, Wickford, Essex. *Crysal Carina*, Crouch; J. R. Todd, 283 Clifton Road, Rugby, Warwickshire. 429 *The Wake*, Lincolnshire; I. M. Macfarlane, Tinto, Kirkcowan, Scotland. 2006 *Moustique*, S.W. Scotland; Mrs. A. D. Horner, 3 Kirkhurst Close, Brightlingsea, Essex. 1365 *Half-a-draft*, Brightlingsea; P. B. Westbrook, 14 Lockington Ave., Hartley, Plymouth. *Felicity Katrina*, Plymouth; T. E. Coote, 17 Duncan House, Follows Road, London, N.W.3. 664 *Sheherezade*, Crouch; D. Haworth, 556 Queen's Promenade, Little Bispham, Blackpool, Lancs. 1329 *Live Wyre*, Wyre; D. R. Lovell, 49 Freemantle Road, Eastville, Bristol 5. 1415 *Ripple*, Shaldon; J. T. Burke, Cornercot, Heybrook Bay, Plymouth. 1777 *Hollandia*, Plymouth; Mrs. Betty E. Gale, 22 Anson Place, St. Jude's, Plymouth. dinghy *Galen*, Plymouth; W. A. Burkinshaw, Cottymead, Wendover Road, Aylesbury, Bucks. 914 *Helmsman*; A. R. Taylor, Wear Farm, Bishopsteignton, Devon. 1153 *Pixie*, Brixham.

From Anne to Rhona

There's no hope that my rhyming will scan
Or that I shall excel as a crew.

So thank you for praising my man
Whilst agreeing with your fellow's view!

My Geoff like your husband has facts
Which we've loved and put up with for years
And this is the reason our lads
Took to sailing and we bear their jeers.

There's no rancour when they're in a "pet"
When they "flap" as we pull the wrong rope,
When our hair, with new perm gets all wet,
If we're sailing together there's hope!

One thing its great comfort to know
At home or when sailing the sea
We all do our bit in a blow
Be it skipper or crew as maybe.

These "poems" have stirred quite a breeze
And perhaps too, a few little smiles,
We've all got the sailing disease
It's the nicest I've had and by miles.

—Best wishes, Geoff.

Letters to the Editor

MEDITERRANEAN SAILING. Many small boat sailors would love to enjoy the experience with their families or friends of sailing in the Mediterranean, but have really given no thought to the idea as they were

under the impression that cost would put it out of court. Mediterranean Airways (Malta) Ltd., are proposing to make available a number of new glassfibre 4 berth 3 to 5 ton yachts of the small family cruiser type, which can be chartered for 14 days, including the air fare from Southend to Malta, for £55 for each person (minimum parties of two). The cost of food etc., is cheap; for example, a bottle of local wine is 1/6d. to 2/-, and cigarettes are 2/6d. for 20. If any of your members are interested, will they please send for registration forms? Early registration is advisable, as the number of small yachts will be limited. The scheme is subject to the approval of both the British and Maltese Governments, which it is confidently expected will be forthcoming, and registrations will assist considerably with the applications. It is thought that some clubs may wish to make up parties and book a number of boats, so that class races could be organised and an indication of this on the registration form would be of considerable assistance. The company is prepared to give an introductory discount of 2½% to clubs when firm bookings have been made.—Bernard F. Collins (Director), Mediterranean Airways (Malta) Ltd., Airways House, 95 Southchurch Road, Southend-on-Sea, Essex.

SCARBOROUGH GROUP.—I am pleased to be able to tell you that we have now formed a Scarborough Group of the SOIA with myself as Secretary. The group so far consists of the eight Silhouettes indicated on the attached list but I hope we shall also be able to include the others, and also perhaps a Caprice. We shall race with Class C. in the Scarborough Y.C., but in addition we will keep a separate record of the Silhouette results for our own interest. On occasions when there is no club racing we may organise races or weekend cruises of our own. Because of difficulties in prearranging such events (due to the personal commitments of the various members, uncertainty about the weather, etc.) we are deliberately leaving the programme flexible. In winter we shall meet one or two occasions to discuss sailing, view slides, films, etc. We feel at the present that we do not want a rigidly organised group, and therefore we have not appointed a treasurer, nor are we asking for subscriptions. In spite of the dull weather over the bank holiday, seven Silhouettes were out sailing from Scarborough —*Bobtail*, *Perfect Lady*, *Tammy Norrie*, *Pterodactyl*, *Toscaig*, *Carousel* and *Jennifer*. The first four of these took part in the Class C races of the SYC Regatta. The race on Sunday (twice round a triangular course, total distance 11 miles) was especially exciting. It was sailed in a Force 3 easterly wind, with a choppy sea and, after several changes of place during the race, *Tammy Norrie* finished first about 5 seconds in front of *Pterodactyl* and 14 seconds in front of *Bobtail*, who had led for much of the way.—Stephen Lushington, 3 Hetton Road, Leeds 8.

Note:—These are the Silhouettes based at Scarborough: *Moonshine* (446) B. Pickles, 30 Linton Avenue, Shadwell Lane, Leeds 17; *Leonora* (576) Mr. Johnson; *Toscaig* (763) I. Smith, 27 Kirkgate, Thirsk; *Perfect Lady* (788) B. Smith, 27 Tennyson Avenue, Doncaster; *Bobtail* (927) W. Woodhead, 468 Burncross Road, Chapeltown, Sheffield; *Tammy Norrie* (1588) D. Smith, 26 Victoria Walk, Horsforth, Leeds; *Carousel* (1617) G. Chenery, 7 Marlow Road, Intake, Doncaster; *Pterodactyl* (1931) S. Hother-Lushington, 3 Hetton Road, Leeds 8; and *Tarka*; *Jennifer*.

FROM AMERICA.—I now own a Silhouette, sail number "1964." It is named *Yo Ho Ho*. The boat was purchased new from Russell Marine Limited last February, and delivery was received toward the end of June. We had a wonderful summer sailing our boat here on Lake Michigan. Many compliments and admiring glances were received by us from numerous members of the South Shore Yacht Club. The Silhouette is unique here in Milwaukee and I think there should be more of them considering the kind of lake we have.—David W. Riemer, 6319 W. Allerton Ave., Greenfield, Wisconsin 53220.

PLYMOUTH WEEK.—Just a few lines to express my appreciation of a

most enjoyable Regatta at Plymouth in spite of the weather, I thought that the whole affair, both from a sailing and social point of view, was very well run. May I add that I was very pleased to receive a special prize on behalf of my non-human crew/skipper? The latter point, I regret to report, was often subject of much dispute aboard *Spray*.—Jeff Mawer, Little Ridge, Bromsgrove, Christchurch, Hants.

A GLASS BOAT.—For four years I sailed a plywood Silhouette II. A Seagull Century was stowed under the port cockpit seat, and the anchor was stowed under the cockpit floorboards. The boat may have been a bit stern-heavy, but she handled very well. At the beginning of the season I bought a second hand glass fibre Silhouette II with Stuart 1½ h.p. inboard. A C.Q.R. anchor and chain and gas cylinder are stowed in the forepeak. This boat carries such ferocious weather helm that, except in light winds, I cannot sheet the mainsail home, as the boat overcomes the rudder and flies up into the wind. Reefing the mainsail four rolls down does not put the boat entirely in balance. Why? And what is the remedy?—J. W. Mantle, 56 Broomfield Road, Beckenham, Kent.

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. Canvas overall winter cover (with skirt) for Felicity, by Hurley, unused. Bargain £12 10s. 0d. Linton, 38 Arden Road, Crawley, Sussex.

FOR SALE. Mooring, Brixham harbour, £40. Storm jib for Silhouette, unused. £6. Taunton 5856.

FOR SALE. Silhouette canvas cover by Hurley for sale, used one winter only, £9. Bray, Courtfield, Totnes.

WANTED. Mast, sails, rigging for Silhouette II for change to Bermudan rig from present gunter, complete or separate, good condition. Casely, 21 Fifth Avenue, Chelmsford (58396).

WANTED. Silhouette road trailer. D. Geare, 65 Acland Road, Bournemouth. Bournemouth 57745.

FOR SALE. Silhouette No. 880. Stuart 1½ h.p. inboard, 2 suits Terylenes, R/reefing, trailer, dinghy, anchor, 15 fathoms chain and many extras. £375. All in very good condition. S. Hawton, 112 Ladysmith Road, Tottenham, N.17. Phone Tott. 6019 after 6 p.m.

FOR SALE. Felicity 4 berth sloop, Hurley built, marine ply. Johnson outboard bronze screw. Roller reefing, s.s. pulpit, stanchions, guard rail, exceptionally well equipped for cruising. Marine toilet, Calor cooker, hanging wardrobe, oilskin locker, Trackmark, cockpit tent, Hurley trailer. Avon dinghy, overall cover, little used, excellent condition, £850. Ormerod, 6 Medlar Rd., Shrivenham, nr. Swindon, Wilts. Shrivenham 348.

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.

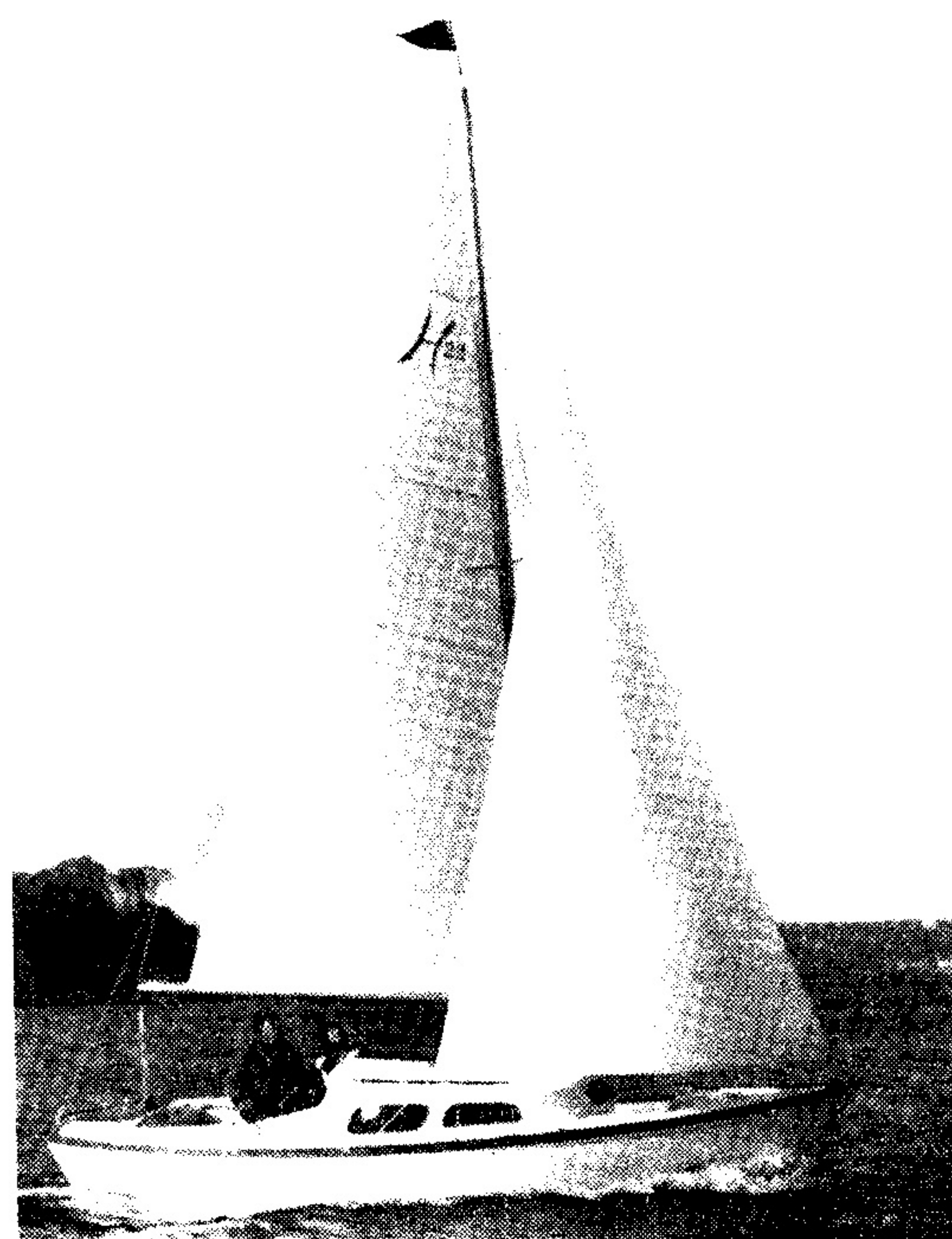
HURLEY MARINE NEWS

On March 26th, 1966, we were proud to open our new 40,000 sq. ft. factory at PLYMPTON, nr. PLYMOUTH. The ceremony was conducted by Sir Donald Stokes, managing director of the Leyland Motor Company.

We are very conscious of the fact that the SILHOUETTE was the beginning of our success in this industry, and that the home of this fine craft has now developed into the largest plant of its type in the United Kingdom.

We therefore invite all SILHOUETTE OWNERS and friends to visit our factory without the least obligation, and inspect the modern construction methods in our Lloyd's approved factory, which has a large sail loft, a temperature controlled moulding shop, and a tank for testing all craft which leave the premises.

Please visit us at your convenience; we will be very glad to see you.



Glass Fibre Sailing Cabin Cruisers

SILHOUETTE MK II

HURLEY 22

ALACRITY

EFFICACY

HURLEY 18

SIGNEE

For details of this craft, write or phone.

HURLEY MARINE LTD.

VALLEY ROAD, PLYMPTON, S. DEVON

Telephone: Plymouth 36601-2.

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