

The Silhouette Owner

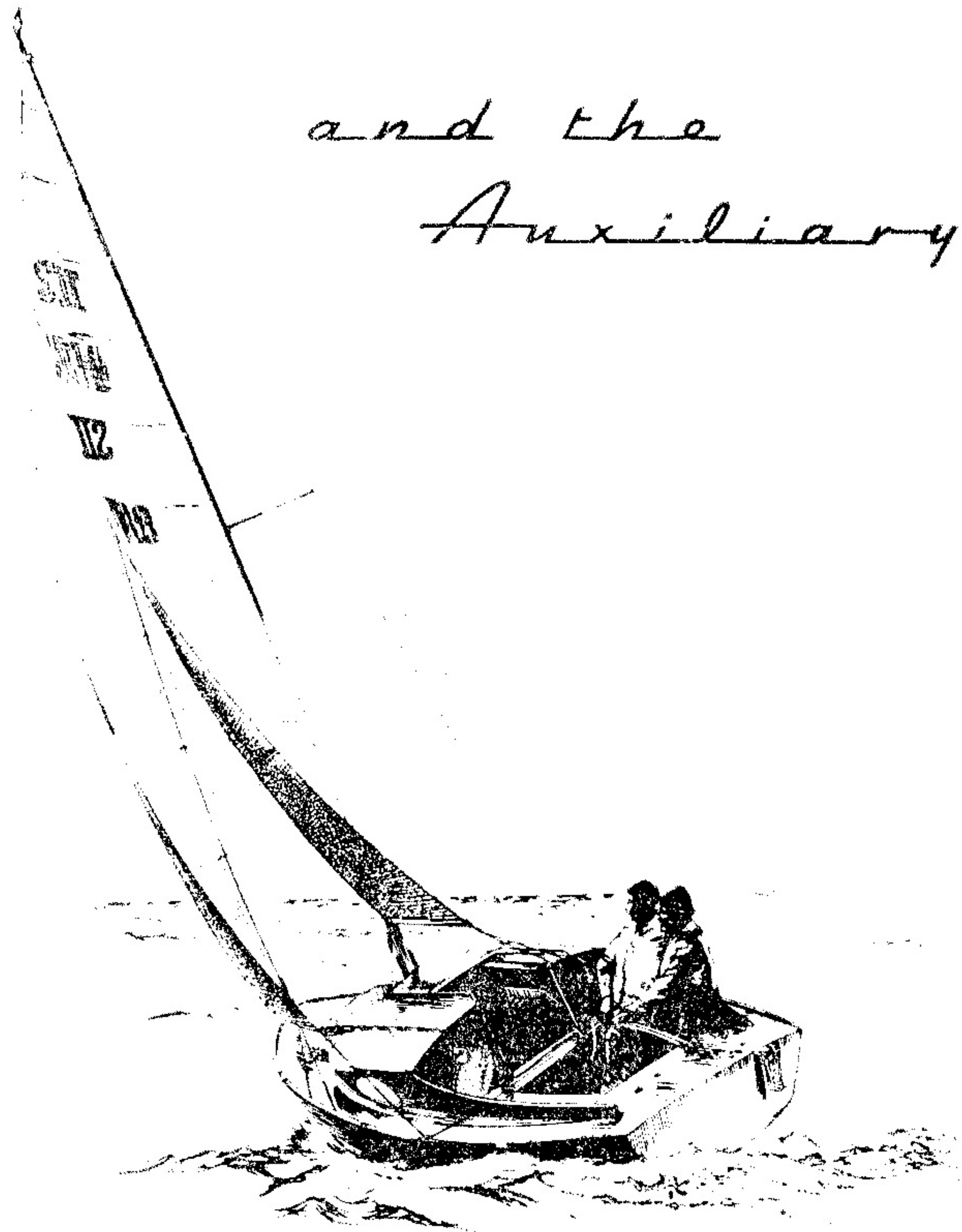
*The journal of the
Silhouette Owners' International Association*

NUMBER 74

APRIL, 1967

PRICE 1 -

*and the
Auxiliary...*



BRITISH SEAGULL

"The best Outboard Motor for the World"

THE BRITISH SEAGULL CO. LTD.

ELFES BRIDGE, POOLE, DORSET. Telephone: POOLE 2651

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 Hannev 282.

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

Contents

SECRETARY'S NOTES ..	3
NEWS FROM TEIGNMOUTH ..	5
SOLENT GROUP ..	6
TEES BAY ..	7
SOUTH WEST ..	7
NORTH WEST ..	8
FIRE! By John Caulder ..	9
GOSSIP COLUMN By Ron Hunt ..	12
LETTERS TO THE EDITOR ..	14
SEPTEMBER SAIL By John R. Tod ..	14
TENDER TALE By Michael Ellis ..	16

Fire Precautions

WE commend for particular study John Caulder's article "Fire!" in this issue of the *Journal*. From the earliest days of seafaring, fire at sea has been the mariner's most-dreaded peril, and although modern technology has done much to make sailing safer, in some ways it has actually increased fire risks. Almost all small boats now have an engine of some sort, so that petrol and oil is nearly always on board somewhere. Bottled gas is a fine fuel for cooking, but brings particular hazards of its own. Even glass fibre construction has its dangers, for in a serious fire the resins may ignite and burn more fiercely than wood. Never economise on fire extinguishers, and, above all, insist on every possible precaution against letting a fire start. *Don't* refuel outboards while the engine is running. *Don't* rely on taps on the cooking-stove alone when turning off bottled gas. *Don't* use ordinary rubber piping for gas—the gas may dissolve the rubber. Special piping approved by the makers of gas appliances for use at sea is *always* necessary. *Don't* put oil lamps anywhere in a small crowded cabin where hot metal can touch clothes or blankets or the edges of charts. *Don't* carry petrol in plastic containers. All this is no more than common sense, but the consequences of fire at sea can be so grave that common sense must be accompanied by an uncommon degree of forethought. We have been shocked at times to see kitbags and gear stacked in the fore part of a Silhouette cabin in such a way that access from the cabin to the forehatch is all but blocked. The fore hatch is more important than a hold for bosun's stores—it

is the escape route for anyone who may be trapped in the cabin by a fire aft, and access to it ought at all times to be clear. Apart from the risk of fire itself, the crew of a small boat are much more exposed to the risk of burns than are people on land—burns are the commonest form of injury at sea. With the best of precautions, one must always be on guard against a pan of hot soup being thrown from the galley stove. One may get a nasty burn, too, from sealing an end of synthetic rope with a match or cigarette lighter—if you leave it a bit too long (perhaps looking up to talk to somebody) molten bits may drop off on hand or bare foot. Every first aid box should have a supply of sealed burn-dressings ready to put on. For minor burns, which may still be very painful, pharmacists will supply tubes of burn-ointment, and one of these should always be handy in the galley. According to the BBC the latest first-aid treatment for burns is to apply cold water, to reduce the temperature of the injured part. Errol Bruce, in his excellent *Deep Sea Sailing* (Stanley Paul, 50s.) has this advice for emergencies, "If nothing else is available ordinary bicarbonate of soda, or baking soda, dissolved in water can be put on a burn as a compress. Speed is more important than measurement in the treatment of burns, but the best proportion is two teaspoons to a cup of clean water." Severe burns are among the gravest injuries that human beings can suffer, and even apparently minor burns can be serious if they cover a considerable area of skin—say of forearm or leg. A burned area of skin may be as open to infection as an open wound, and demands the same degree of care in treatment. Any bad burn needs skilled medical attention as soon as possible. A worrying burn would certainly justify the signal "I require a doctor" (W in the international code) in the hope of attracting help from a big ship, and the patient ought to be landed at the nearest port, even if this means upsetting a cruise.

Secretary's notes

AN important announcement, which will be welcomed by all, is that the Lord Mayor of Plymouth has agreed to accept the *ex-officio* office of Honorary Commodore of the Association. All Silhouette owners feel an affinity with Plymouth, every member who has attended one or more of our Rallies loves the town, so My Lord Mayor, thank you for accepting this office. We are honoured.

* * *

Plymouth Week 1967, will be the best ever, so if you haven't yet booked the date make a note now—it is August 26 to September 2 (Bank Holiday week). We know that this year there will be more than ever of what is known as the "Associate Class" boats, which will race under handicap as before, but this time, a special award will be made to any type of craft that is able to boast of six or more entries, which should add considerable interest to an already exciting week. Major Grenfell, and Terry Bickford, with the assistance of Peter Harvey of the Royal Plymouth Corinthian Yacht Club, have

agreed to handle all the necessary mathematics for handicapping, but it has been suggested that "It should be made quite clear, that it would be a great help, if the owner of a boat which has no 'yardstick' number, gave all the possible detail, or if not known, the full name and address of the builder from whom we could get the necessary information." So should you be the owner of a boat that comes into the category of not having a yardstick number, perhaps you would like to drop the Major a line, with the details he asks for as soon as possible please, for we want to publish these facts and figures before the Rally.

* * *

Most people managed to get afloat during the Easter holiday, and it will not be very long now, before we are enjoying the first official National Spring Holiday, which we used to know as "Whitsun". Whatever name it goes by it is still a time when a few extra hours can be snatched from the usual daily grind, a few extra hours that can be enjoyed aboard a boat—and how better to spend them than to join that fleet that will assemble in Dover and try to make foreign ground, Calais in fact, where the Calais Yacht Club will be waiting to welcome us. Brian Heaney would like to know if you will be there.

* * *

Way back in 1947, when we were all still trying to organise a normal life after the upheaval of the war, I had an invitation to sail across the Channel for a Whitsun cruise. Naturally I accepted with alacrity, and certain parts of my anatomy couldn't be seen for dust in my haste to get to the Passport Office for that very necessary document, to obtain which one has to fill in the inevitable form, so beloved by bureaucracy. I always remember one question being, "Intended destination for which this passport is required"—to which I truthfully answered "Calais." Now with the five year renewal arrangement a passport lasts ten years, so it was not until 1957, that I had occasion to fill in a similar form, about the same time of the year, and with a similar trip in mind, again the answer to the above question was "Calais," a performance which I shall be repeating within the next week or so. With these passports I have been to France, Spain, Switzerland, Austria, Yugoslavia, Belgium, Portugal, Italy, Turkey, Lebnham, Qatar, Dhahi, Persia, Faroes, Iceland, Greenland, Canada and the U.S.A. I wonder if that question on the form is really necessary?

* * *

I spent a little time, sewing in some patches and darning wear in my cockpit cover, when I began to wonder why it is that we still use the traditional heavyweight canvas for these very necessary items. Terylene would be lighter, stronger, more weatherproof, and very little dearer. It is strange that we are so old-fashioned in this respect.

We have been lucky enough to track down the whereabouts of the 1965, Plymouth Film, so this, and the 1966 version, are now available on loan to any interested member. Please write to me if you

would like to borrow either or both, but to make sure that they don't go astray again, we must insist on the postage being paid for.

* * *

Mr. Freund of Sweden seems to have put up a most creditable performance in the "One-of-a-kind" test held in Sweden, and I feel he deserves congratulations. I am sure he did get a lot of satisfaction from the write-up in the "Batnytt" which also published a full size photograph of SII 2000, heeling over in some very rough going. I only wish we had the facilities to reproduce the shot in the pages of this *Journal*.

* * *

I like John Tod's idea of embossed car number plates as name boards for the coaming on a Silhouette. These should prove adequate, and reasonable in price, but one will have to make sure that they are well enamelled, as sea water on alloy is not the happiest combination.

* * *

The South West Group have a very good idea—all members will automatically be enrolled as members of The Plymouth Sound Boatel, at Cawsand. All one has to do is to produce a current membership card of the SOIA to become a registered member. This has been arranged with Mine Host, who is a member of the Association, under a block membership scheme, a very sound arrangement, and I see that a visit in company is very high on this year's list of activities in the Group.

* * *

With our Circulation Manager moving to live at Swindon, the URYC has lost one of its best helmsmen, so this should be an opportune moment to make a challenge for the International Paints Trophy which they hold.—R.A.G.

News from Teignmouth

SUPPORT for the Teign Fleet continues to grow, as does the list of members. We now have 11 boats in the fleet, including eight Silhouettes, a Greyhound, a Gallant and a Mystic, and the forthcoming season should offer some interesting sailing.

At our February meeting, held as usual at the Teign Corinthian Y.C., 17 members enjoyed another convivial evening. We were particularly honoured to welcome Cyril Guscott once again, this time as SOIA Commodore.

Fleet Captain Dick Trevithick announced that our host club had generously donated a silver trophy (the Ellyatt Trophy) for an annual competitive event of our own choosing. Furthermore, the club has also offered a special award to the best TF performance in the Pizey Cup race—provided that sufficient boats enter this event.

Our 1967 Fleet sailing programme was provisionally fixed as follows:—

Sunday, May 7: Afternoon shakedown cruise and Barbecue.

Saturday, May 13: Pizey Cup race for cruising yachts under TCYC burgee. Pursuit handicap (staggered start), Teignmouth to

Dartmouth. Overnight stop, and easy cruise back on Sunday. RORC regulations to be observed.

Sunday, June 25: Ellyatt trophy race to Orestone or Exe F.W. Buoy and back (choice depending on weather).

Saturday, July 15: Passage race to Brixham. Optional overnight stop. Return cruise in company.

Sunday, September 10: Flemmick Trophy race, with TCYC Exe F.W. Buoy or Orestone course. Pursuit handicap.

Sunday, September 17: End-of-season cruise to Exmouth area. In addition, a cruise is proposed from Teignmouth, up the River Dart to Totnes, for the late Whitsun holiday weekend (May 27-29).

The sailing programme was well received, as were the refreshments put on by the ladies afterwards. A "Sailing Quiz" occupied the next hour, with the Home team (Teignmouth proper) just gaining the edge over the Away team (out-port members, but equally proper!). The Commodore of Teign Corinthian YC, Cdr. Clayton, and Mrs. Clayton joined us later, and extended a kind welcome to all SOIA members.

We invite any visiting SOIA members to join in our events. Also, any other bilge-keelers in the area are welcome to attend our social get-togethers. The next will be on Saturday, April 8 at 19.30 hours.—K. W. JONES, Hon. Sec.

Solent group

THE Solent Group held its AGM at the Royal Huts Hotel, Hindhead on February 22 last. The meeting was not well attended. George Oliver and John Caulder were re-elected Chairman and Secretary. The Group programme (write to Secretary if you would like one as a copy has been sent to all group members) was approved, but Woking or Hindhead were suggested as the venue for the end of season dinner party and Des Tope would prefer the Solent Cruise at the end of August. To aid recognition boats taking part in group activities were asked to wear the Association burgee, and, particularly to help new members, the organisers of the activities would wear two Association burgees.

After the business was finished the Secretary led a discussion on distress signals using dummies provided by Pains-Wessex and Schermuly. He showed two dry powder fire extinguishers that interested members.

Earlier in February Fred Dawson and John Caulder had gone with a party to the Pains-Wessex test range to film in 8mm the firing of distress signals. Two films were made, and can be lent to members or groups. Fred Dawson's film deals only with three signals, but John Caulder's has a few extra shots on fire extinguishers. Either film may be borrowed with a set of dummy signals for the cost of postage (3s.). If you wish to practice using a fire extinguisher, a part-filled dry powder one can be borrowed for 7/6d. If you borrow these it would be a good idea to buy a white practice or warning flare, and really

to instruct the group or family what to do in an emergency. Some 2 in. slides are available to those without 8mm projectors. If you borrow these packs you would be expected to return them the Monday after receipt.—JOHN CAULDER.

Tees Bay group

IT is hoped that much more cruising will be done this year, and the Group's programme has been designed to this end, at the wish of the members. It has been co-ordinated with the programmes of the Hartlepool Yacht Club, the Tees Sailing Club, and the North East Coast Cruiser Racing Association. I have also been in touch with the Scarborough Group, and have suggested that they may care to join us at Runswick Bay and/or Whitby on the dates specified. Their secretary is enthusiastic about the idea, and is putting it to their members. It would be fine if we could raise a big fleet of Silhouettes at these meetings. If you have any comments and/or additional ideas, please let me have them. Wishing you a smooth and early "fitting out."

Sailing programme for 1967

	H.W. (B.S.T.)	Event	Start
Sun. May 7	15.23	Spoon Race.	14.30.
Sat./Sun. May 13/14	18.50	Cruise to Runswick Bay.*	Arrangements later.
May 27-29	19.20	Cruise to Whitby.*	" "
June 10/11	17.58	Cruise to Sunderland.+ NECRA 4-ton Cup race.*	" "
June 25	18.58	Spoon Race.	16.00.
July 1/2	11.11	Cruise to Whitby. NECRA.* Race Whitby/Hartlepool.	" "
July 9		NECRA HPL./SUNDERLAND Race.*	" "
August 6	16.48	Spoon Race.	14.30.
August 26/28		Cruise to Sunderland. Roker * Regatta.	" "
September 17	16.04	Spoon Race.	14.30.

NOTES.

* This trip will be joint with Hartlepool Yacht Club and Tees Sailing Club Cruisers.

+ NECRA=North East Coast Cruiser Racing Association.

As at present, nearly all of the Silhouettes are based at Tees Sailing Club, the events will in general start from that club's headquarters. If any changes seem necessary, members will be notified.—R. T. SWARBRICK, Hon. Sec.

In the South West

ARRANGEMENTS have been made between the owner of the Plymouth Sound Boatel (Mr. R. Caley) and the SW Group whereby all paid-up members of the SOIA in the SW Group will be

enrolled as members of the Boatel by block membership. The block membership fee will be paid by the SW Group's social fund. The address of the Boatel and Club is Plymouth Sound Boatel (Cawsand Bay), The Cleave, Kingsand, Cornwall (Phone Millbrook 278). SW Group members will receive their membership cards on their first visit, by showing their 1967 SOIA member's card. There will be a "get together" at the Boatel on Friday, April 7 at 20.00 hours. Do your best to attend.

Terry Bickford has listed a few events for the coming season. (I don't know what he means by "flower picking." Maybe he means Flower's Keg—I hope. However, it should be fun).

- Whit Sunday, May 29 — Picnic at Cawsand.
- Sunday, June 4 — Haldon Quay. Wild flower picking.
- Sunday, June 18 — Lynher River, east of Earth Hill.
Wild flower observation.
- Sunday, July 2 — Penlee, off Luggers Cove.
Fishing competition.
- Sunday, July 16 — Saltash. North of Coombe Creek.
Don't know what's on, but come.

—ERNIE SWEET, Hon. Sec.

North-West programme

Date	Fixture	Organisers	Time
May 5	Buffet Dance, Chester	ABERSOCH FLEET Tickets (20s.) from Capt. J. F. Walsh, 33 Broad Lane, Hale, Ches.	
13	Cruise to Aber Menai	GAZELLE FLEET Capt.: Alun Pritchard, 15 Victoria Street, Bangor, N. Wales.	10.30
14	Return to moorings		10.30
20	Pegg Cup Race	GAZELLE FLEET	13.30
June 17	Cruise to Conway	GAZELLE FLEET	11.15
18	Return to moorings		12.30
July 1	Cruise to Hoylake	GAZELLE FLEET	10.30
2	Return to moorings		07.00
8	Cruise to Cemaes Bay	GAZELLE FLEET	10.00
9	Return to moorings		08.00
July 15 and 16	Silhouette Open Meeting at Port Dinorwic	PORT DINORWIC FLEET Capt.: Ken Williams, Lyndale, Port Dinorwic, Caerns.	
July 30 to Aug. 12	Menai Straits Regattas		
Sept. 9	Cruise to Pilots Cove	GAZELLE FLEET	12.30
10	Return to moorings		10.00

The Gazelle Fleet meets off the Gazelle Hotel, Glyn Garth, Nr. Beaumaris.

Fire
By John Caulder

ALL wise sailors are conscious of the need for safety at sea and, after my article on distress signals, several members have raised the problem of fire extinguishers for our boats. I was involved in an incident that made me particularly conscious of the dangers of fire on a boat. After sailing from Cowes in the early hours we had anchored the five ton keel boat, in which four of us were sailing, off the entrance to Keyhaven while we were cooking breakfast. After breakfast we found that we had no hot washing up water, and the two burner paraffin pressure stove had been turned out. Jack, who is normally a most safety-conscious man, decided to relight the stove but, as he could not find the small priming can, started to prime from a pint bottle of methylated spirits. His hands and face were burnt in the resulting fire, and burning meths was scattered in the cabin starting several small fires. A carbon tetrachloride aerosol fire extinguisher quickly put out these obvious fires but then, because of the dangerous fumes, it was necessary to leave the cabin immediately and ventilate it. When we returned we found a fire burning in a locker which contained the Very pistol and cartridges. There was now no fire extinguisher left, and we were very lucky that we succeeded in extinguishing this fire before the cartridges caught, although the plastic bag that contained them melted. It was then necessary to sail at once for Yarmouth to get medical attention for Jack, who mercifully suffered no permanent damage.

This incident might have been grave indeed, and aspects of it are worth careful consideration without saying "I would never do anything so silly." Burning methylated spirits, unlike paraffin, oil or petrol, can be put out with water, but as it was so scattered a fire extinguisher was quicker and surer. However, as the only fire extinguisher gave off dangerous fumes, we could not stay in the cabin to check that the fire was properly out, and to damp down to prevent re-ignition. Water, and there is no shortage of this, is ideal for cooling off to prevent re-ignition, and is really the only satisfactory way of dealing with a deep seated fire in wood or similar material. However, the water is not immediately to hand, it may be difficult to get it in the right place from a bucket, and it is dangerous with inflammable liquids. It can damage things in the cabin and cause serious trouble with electrical equipment. Therefore it is necessary to carry a fire extinguisher, and from my experience of the incident described, two. Obviously two gallon water or foam extinguishers are too big and clumsy, but there is still a wide choice, and it may be an idea to have different types on the boat if it does not lead to confusion in methods of use. It is useless to carry an extinguisher unless everyone knows where it is, and how to use it. One fired in the wrong way can exhaust itself worthlessly. Until "Which?" produces a new report, here are some comments on types of portable extinguishers. The reader must bear in mind his own special problems. For example if there is an inboard

The Silhouette Owners' International Association

President:

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

Flag Officers and Committee:

Commodore: C. J. GUSCOTT, 64 Cowick Hill, Exeter, Devon.
Vice-Commodore: GEORGE SMITH, Woodcroft, Park Road, Hale, Cheshire.
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, 13 Branksome Road, Moredon, Swindon, Wilts.
Associate Representative: R. B. HUNT, Holmlea, Ringwood Road, Ebblake, Verwood, Dorset.
Press Secretary: TERRY BICKFORD.
Librarian: E. COXELL, 40 Louis Drive East, Rayleigh, Essex.
Committee Members: BRIAN HEANEY, Lower Lee School, Beaconsfield Road, Liverpool 25. PETER MOYSE, 14 Cumberland Mansions, Bryanston Square, W.1.
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.

engine under the cockpit floor, it may be necessary to choose an extinguisher that will fire directly downwards although many extinguishers are designed to be used in a vertical position, upright or inverted and will discharge less than half their contents if held horizontally.

Carbon dioxide fire extinguishers are suitable for use in boats and are sometimes used in fixed installations. They are expensive and heavy. A two and half pound extinguisher weighs about 13 pounds. Although not poisonous you cannot stay in a cabin if it is full of C.O.₂. The horn is usually flexible and so can be aimed up or down. If there is no corrosion and you check for leakage by weighing, such extinguishers will last many years. However price and weight are against these cylinders.

Dry powder extinguishers are popular and free from vices. Although they have no cooling power, and may need to be helped by water in wood or similar fires, such extinguishers can be used on all types of fire. The powder, often sodium bicarbonate, is non-toxic

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>Hon. Sec. 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. Brian Heaney, Lower Lee School, Beaconsfield Road, Liverpool 25.</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>

and non-abrasive. There is a wide variety of dry powder extinguishers on the market. Some cheap ones are of very light construction, and may be of mixed metals so that they need frequent and careful examination to detect deterioration, especially corrosion, as the gas pressure, perhaps 125 p.s.i., may leak out and firing pins corrode—it is not wise to protect them by grease. The powder may cake in the container, and this is not easy to detect. However, as they are so cheap, and there is no damage, one is not reluctant to use them, and they can be used at once on the very small fire before it grows. Every couple of seasons such extinguishers can be fired for practice. I suggest that each boat should carry one fire extinguisher containing two or three pounds of powder and made to B.S.3465 or actually approved by the Fire Office Committee (not just of an approved or recommended size or type). Extinguishers to these standards should be safe for five years. While more expensive, a refillable extinguisher with separate gas cartridge, not only can be used again but, more important on a boat, can be fully inspected and checked periodically. If such an extinguisher does not put the fire out it is time to let off the flares and abandon ship, so do not rely on too small an extinguisher, or you may be tempted to continue struggling against the fire until it is too late. The effectiveness of pistol types is said to be restricted.

Vapourising liquids may be dangerous. CTC (Carbon tetrachloride) can seriously damage the eyes. The fumes, akin to

chloroform, are dangerous, and when heated may produce chlorine, carbon monoxide and phosgene. CBM is not quite as bad but the US Coastguards not only don't approve these liquids, but demand their removal. These vapours have no cooling effect, and are difficult to confine to the seat of the flames. Nevertheless these extinguishers are popular for car fires. A new liquid, BCF, is less toxic and may have uses on board especially for engine fires. Some fixed installations use BCF (see "*Practical Boat Owner*" No. 1). Leakage in this type of extinguisher can be detected by weighing.

If you would like some further information and a few leaflets, please send me a stamped addressed foolscap envelope.

Gossip column

By Ron Hunt

PETER MOYSE wrote to me the other day with a request for a Certificate of Ownership for his Felicity *Tamarisk* so it would seem that his Silhouette *Yolanda II* has changed hands. This, of course, makes Peter an associate member, and a welcome addition to my list.

Thinking about associate boats reminds me that if anyone wants to bring his boat to Dover for the Whitsun Rally there, I can offer my trailer for the larger boats. It is in fact the trailer made by Hurley for the 22 and is a close-coupled 4 wheeler with a capacity of around 3 tons dead weight. Still on the thoughts of transport by road, I read in one of the yachting monthlies of a firm in Wimbledon hiring self-drive Land Rovers, and having had a great deal of difficulty in the past with just this type of hire, I have written to them for as much detail as they can give me, which I shall be glad to pass on to anyone who is interested.

Going back to the rally at Dover, if there are any members who are sailing to Dover, and are stuck for crew, drop me a line and I may be able to find someone for you. It occurred to me the other day that there may be other people as well as myself who will be taking associate boats to Plymouth this year, I am sure that we could raise more of the bigger boats than we do. Bearing this in mind I have asked Ernie Sweet to inquire about deep water moorings for those that want them, so if anyone thinks that they will require one please let me know, so that I can get some idea of how many we might need. Please don't leave your Ownership Certificates until the last minute—I should hate for any reason to have to disappoint anyone.

Norman De Lahaye is having a Thompson 24 built. This is the Gooseander type of boat that had an extensive write-up in the monthlies recently, and its arrival on the Crouch is eagerly awaited by all the people who know Norman and his wife Evelyn.

Having nothing better to do, I took a trip down to Burnham-on-Crouch on a grey and wet day this month just to look at the river,

and to try to still my itching feet for a while. It looked forlorn without its dressing of masts and yachting types, although even in winter it is quite a busy little town. There is nothing so bare as a yachting town without its boats. But spring is coming and like most things soon the masts will sprout again, and a new season is born.

Some of our members may be interested in some of the books I have read during the winter. A friend of mine gave me Eric Hiscock's *Cruising Under Sail* for Christmas. This has just been revised and rewritten to bring it up to date. It has lost none of its former appeal, but it now contains all the modern techniques. The whole of the book is written in a fascinating way, and is both instructive and entertaining. It is not a cheap book, but then nothing that is really worth while ever is. The cost is, I believe, 55/-. While I was at the boat show I got a little book from the Mariners' Library, called *The £200 Millionaire*. This is a collection of Weston Martyer's short stories, all connected in one way or another with sailing, and costs 12/6. Mike Pynn of *Spray Dancer* fame lent me another of the Mariners' Library series by the late and very much missed Peter Pye, whose tragic death just a few days after returning to his home port of Föwey, was mourned throughout the yachting world. This was Pye's *Red Mains' I*, and it tells the story of the first cruise of the Pyes to the West Indies and on to Florida including a trip along part of the inland waterway on the East Coast of America.

New members

WE extend a cordial welcome to the following new members.

M. G. Fletcher, 12 College Crescent, College Town, Camberley, Surrey; H. Phillips, 3 Prehen Park, Londonderry, N. Ireland. *Amylec*, Lake Swilly; A. Storm Bate, 231 Northdown Road, Cliftonville, Margate, Kent. 517 *Alacrity*, *Chariad y Mor*, Margate; M. Reid-Fosterm, Flagpoint, Campbell St., Hellensburg, Dunbartonshire. 1835, *Tarka*, Shandon Gareloch; J. A. Sutton, Holywell, Stoke Road, Combeinteignhead, Nr. Newton Abbott, Devon, 1159 *Joanna II*, Shaldon; A. Weymouth, 1 Hoe Court, Lockyer St., Plymouth; R. P. Wilkinson, Castle Bank, Red Wharf Bay, Anglesey. 2017, *Roma*, Red Wharf Bay; Capt. R. F. Pink, R.N., 15 Westfield Park, Ryde, I.O.W. 1794, *Suzette*, Wootton Creek; I. Williams, Glaslwyn, Pentre Uchaf, Llanfairpwll, Anglesey. 1272, *Whim*, Menai; F. Mazzari, 2524 South Lilac Lane, New Berlin, Wis., U.S.A., Milwaukee; C. L. Hancock, Long Ridge, Lydford, Okehampton, Devon, 256, *Minette II*, Plymouth; C. E. Michael, Malaya, Church Hill, Merstham, Surrey. 427 *Felicity*, *Sirhowy*, Thames; W. B. Brench, 24 Kemble Drive, Bromley, Kent; H. H. Smith, Wayside, Stockmeadow Gardens, Bishopsteignton, Devon, 769 *Janie*, Teignmouth; A. J. Grant, 32 Birkdale Road, Ealing, London W.5; W. R. Jones, 83 Grange Road, Rhyl, Flint; 472, *Moura*, Rhyl; E. A. Anscombe, Tile Cot, Seabank Road, Heswall, Wirral, Cheshire. 867, *Dee Gypsy*, Dee; V. W. Fitch, 78 Privett Road, Purbrook, Portsmouth, Hants. 1599, *Penelope*, Langstone.

Letters to the Editor

SILHOUETTE III.—I have a great deal of sympathy for the view of the North West Group that Hurley's new round-bilged boat ought *not* to be called Silhouette III. She is *not* a Silhouette as the world understands the design—it is a bit like making an entirely different type of car, say a three-wheeler, and calling it a Jaguar XV. I can well understand that the name Silhouette is valuable commercially—but that value has been earned by SII in ten years of sailing on most of the Seven Seas. SIII may be better, or worse, but she is not properly comparable, for she is a different sort of boat. I think that Hurley ought to give her another name, and if (as he is entitled to) he wants to stress his reputation for building Silhouettes, he could describe her as "A new boat from the Silhouette yard at Plymouth."—SII sailor (name and address supplied).

SILHOUETTE III.—I am surprised at the short sightedness of the N.W. Group in their comments on the SIII. I feel that they could have made similar comments when the three quarters rig was superseded. I think we should be grateful that Hurleys have decided to guarantee future Silhouettes popularity by continuing to develop it. Superseding the Silhouette by a new class of boat could mean the termination of SII production, which I for one, hope won't happen for many years. Could not suitable handicapping eliminate the competition problems?—R. F. Culverhouse, 85 Haling Park Road, South Croydon, Surrey.

THE MEDWAY.—How pleasant to read John Pickup's article "Summer on the Medway." Having lived in Maidstone for nine years I became familiar with the places he describes. Incidentally, I had a part in the design and erection of the pipe bridge at Reed's paper mill near Aylesford. The level of the bottom boom was 49 feet OD if I recall correctly, which should give 36 feet clearance above HWOST (13 feet OD generally, at Aylesford).

Now regarding the Silhouette III. I agree wholeheartedly with the Hon. Sec. of the NW Group. This is a new design basking in the reflected glory of the Mark II, and I suggest that the Association makes a formal request to Messrs. Hurley Marine to have the name changed. Our Silhouette is a hard-chine boat, recognised everywhere by its characteristic outline, and should remain that way.—Donald Perrin, 4 Cherry Close, Ettington, Stratford-on-Avon.

September Sail By John R. Tod

THIS particular September day began at 01.00, when I woke to the sound of walking on the steep bank of pebbles at the side of the channel where we lay anchored. The hatch was open, and I lay looking up at the bright stars. The tide was making, and the footsteps were those of a couple of yachtsmen who thoughtfully kept their voices down as they made their boat ready and had a hot drink in her cockpit. Curlews called, and the seabirds were about their half-tide business in the calm moonlit night.

My wife and I had come up this shallow channel to the moorings at Red Wharf, Anglesey, the previous evening. A Silhouette can reach this sheltered place within two hours of high water. The alarm clock went at 06.30 and we heard the shipping forecasts as I stowed the anchor and motored down the channel on the last of the ebb. We passed Castell Mawr, that peculiar great clay coloured lump with steep

sides all round to a height of 70 feet, the wind freshened a little, and, with the main and the two head sails, we skimmed along a cable length from the shore. Benllech Bay was deserted, so different from the day before when the donkeys, the coachloads, the bathers and the fishermen had all been enjoying themselves in the sunshine as we sailed down from the N.W.

This northeasterly coast of Anglesey seems uninteresting when seen from the chord of the bay which stretches from Point Linas to Puffin Island, about twelve miles, but, closer in, the bays and coves, the islands and the villages all look so different, with always the long line of the Welsh mainland mountains to the south. We anchored off the stony beach of Moelfre and I rowed ashore in the dinghy to find fresh milk. A charming huddle of small Welsh houses with their miniature doors and windows, with here and there an arty-crafty shop selling sealskin ornaments and Scandinavian trolls. I hoped they weren't Puffin Island seals.

The milk was ice cold at the farm and the plastic bags were chilly to carry back to the beach and breakfast—eggs and coffee and real bread, while we discussed what to do. There was now a good breeze, and my wife wanted to visit Lligwy Bay where she had had one of those childhood days which are never forgotten, and which seem filled with sun and excitement so that you can always feel the sand in your toes. We anchored there with the beach deserted, a "Fine Strand" the Irish would call it. But we had to catch the tide up the Menai Straits, and so at 10.15 we stowed the staysail, brought the working jib in to the stemhead, and turned with a steady beam wind on a course back to Tryn Du lighthouse. *Spray* (SII 1561) sailed beautifully, her keels humming in spite of the dinghy surging and pulling astern. We saw the Liverpool pilot vessel go out to take the pilot off a huge empty tanker, and heard an inquiry for a pilot on the marine band from an incoming cargo boat. We reached the lighthouse in ten minutes less than two hours, a run of ten miles.

As we sailed along the steep rock face of Puffin Island we suddenly saw an Eventide high up on the rocks with its masthead touching the overhanging cliff face. One bilge keel had been sheared off, and the rudder lay some distance away on the rocks. She had caught on a shelf, and it was a wonder that she had not pounded to firewood. We rounded the island, watching the seals, with some young, lazily rearing their heads to inspect us, and the seagulls swooping and shouting. We anchored off the small beach to the south, and had our lunch as the SW wind tossed us about in the sunshine. Then we went ashore in the dinghy and I climbed round the half mile of rocks to look at the Eventide. Three men from Beaumaris had been put ashore from a workboat and under Peter Brimecombe were setting about making the hull watertight so that she could be floated off at the next spring tide. Apparently the engine had failed while passing close inshore in the strong winds of the previous week-end, and the crew had got away in the large dinghy they were towing. The great gashes

in the hull were liberally smeared with tallow and marine ply, cut to shape, nailed over. The prop. shaft was cut away, and more tallow stuffed in the holes left by the broken skeg. The bilge keel holes were plugged, and the mast taken down. They were hopeful that she would be saved; but if another westerly blew up with the spring tide she would be lost.

At 14.30 the tide would begin to make up the Straits and we set off in a head wind and steep seas to beat the five miles up to Gallows Point beyond Beaumaris. Silhouettes, being beamy and bluff bowed, don't take kindly to this work, but there was enough sun to dry our sailcloth in between the dashes of spray. We gained steadily, and although the side decks were often awash and the sailing vigorous, we were not long before sweeping in among the moored craft. It is always tricky in a fresh breeze picking up your mooring. You have to keep going sufficiently to steer clear of other craft yet you must loose enough way to make sure of your buoy, for if you miss it the wind will sweep you down quickly before you can get her sailing again. The first time we were too quick, and had to sail on, but the second attempt brought us in stays just as the buoy came alongside the cockpit, and a quick run along the side deck with it kept her sails flapping and all secure. After tea we rowed ashore and walked in to Beaumaris so that Joyce could get supplies and I a shave. "Had to give up shaving years back but I keep an electric for emergencies and you're welcome." Obviously it needs practice to use one of these humming gadgets, a good time would be when you have just watched the bitter end of the anchor chain disappear over the roller and the hair is nicely on end. We 'phoned home to see if all was well with those 'minding the store' and turned in at 17.00. The sun had shone all day.

Tender tale

By Michael Ellig

MY Silhouette No. 821 called *Dreamer* has gone to new owners, Mr. and Mrs. Horsman, a charming couple whom I am sure will ride her to many new adventures. I now own a Silhouette Senior called *Morning Gift*, SS10, but my story is about neither of these two fine boats. My tale is on a tender subject. I have a dinghy that answers to the name of *Sprite*.

Sprite is 7ft. 6ins. long, quarter decked, low in freeboard and flat in bottom, but is trustworthy and never complains, no matter what seas we drag her through. The fly in the ointment, so to speak, in this perfect marriage was the painter. An evil mean piece of frayed nylon, which had been chafing about overwork for the past eighteen months. There were many times that it could have gone on strike, Dell Quay; East Head on a balmy summer's day; or even the picturesque Bembridge; or the upper reaches of the River Hamble. But it didn't.

I suppose there are some un-sympathetic people among us who

might say it was all my own fault and that I should have renewed the painter long ago. Well, like old Pa Kettle, that was a job I was going to "get around to in the spring."

My wife Valerie and I had been on holiday in *Dreamer* all that week in June 1965. We had sailed from Dell Quay to Bembridge, Cowes, up the Medina, on to Newtown, across to Southampton waters, and dodged the hundreds of magnificent yachts all the way up the River Hamble. Good old *Sprite* had dogged our heels all the way. The day we poked our nose out of the Hamble and I felt the cold North-Easter whistling down the Solent, I should have guessed that the worm would turn.

Now my wife, who is usually quite brave about most things, has one Achilles Heel which always puts me in mind of the Peter Pan story. You remember how the crocodile bit off Captain Hook's hand and liked it so much he spent the rest of his life tracking down the old pirate, no matter where he went? Well, ever since we got knocked silly by a giant wave off Chichester Bar, my wife thinks that this wave has got the taste for blood, and is scouring the Seven Seas in its endless search for us. Consequently, when she sees the waves beginning to get boisterous she is never really at her best. We had one turn in our main as we crossed past the Southampton Light Ship. I said to Valerie that I thought we would be OK as soon as we left the shallows, but as we got into the centre and turned east towards the two forts opposite Portsmouth Harbour we were held at bay by the wind smack in our teeth. At that time the tide was against us, and even with the aid of "Old Trusty" our Century Plus Seagull, we were making practically no headway at all. As the tide turned to run with us, the wind swung due east and increased in anger. Then it became the old story of wind and tide running in opposite directions.

Well that wave never caught up with us that day, but I think its henchmen did. There were thousands of them, just like at General Custer's last stand. It was at this point that Valerie gave a startled cry and I turned my head quickly to see *Sprite* drifting away on her own. All we had left was eighteen inches of chafed cord dangling in the water.

Even with all its faithful service, Valerie felt at that moment that she didn't need *Sprite* in her life, and was all for abandoning her. Not so, I thought. If the wolves had singled out the weakest among us, they were going to have to fight hard if they thought they could swallow up *Sprite* so easily.

I waited for an opportunity for *Dreamer* to gybe. Between troughs I pulled the helm hard up, and we were bearing off to starboard. By the time the enemy had gathered its wits it was too late. *Dreamer* was fully round, and showed the snapping teeth a clean pair of heels.

With the engine roaring and the main and jib swung out wide, we ran past the stricken *Sprite*, who was gulping down large quantities of water. With Valerie on the jib and myself at main and helm, we hauled on all the appropriate things and brought *Dreamer* round into

wind. With all sheets in tight for a close haul we ran alongside *Sprite* with the port catwalk awash. Valerie made a grab at *Sprite* and missed.

"Don't worry," I called, hauling up the helm for another run in. Hanging head and shoulders over the side, her fears forgotten in the heat of battle, Valerie grabbed the painter. The trouble was there was only twelve inches of it left and that ripped through her fingers under *Sprite's* heavily laden weight.

Two more unsuccessful attempts were made, but on the fifth we came in with no holds barred. The jib was now furled on the roller-reefer, and the main was left to flap in "stays" and with "Old Trusty" going at full bore, Valerie made another grab at the star-board rollocks and hung on. With the two boats side by side we altered course for Wooton Creek, between troughs. *Sprite*, half full of water, and taking in seas at every moment was tearing itself out of Valerie's grasp.

Quickly I grabbed the tender and Valerie leaned across me taking the helm. Working my hands along the dinghy I came at last to the remaining twelve inches of thin wet nylon hanging from the bows. I wrapped what there was of it around my hand and felt it bite in deep as the tender slid round to the stern. There was just enough to make a lashing round the Sampson post. Valerie all this time was most nobly zig-zagging *Dreamer* up and down the mighty seas that were now coming in on the beam.

Sprite was full of water that rushed from one side to the other, taking in more and more until she was almost completely submerged. This dead weight was providing too much for the brass ring that the painter was tied to, and I watched the brass screws being eased out of the wood with some apprehension. At last we ran past the towers guarding Wooton Creeks entrance. I was lying over the transom, holding onto *Sprite* with both hands. Valerie was lying over me with one hand on the helm and one on my belt, and then we were safe. In the sheltered waters of Wooton Creek, we licked our wounds, baled out *Sprite*, grinned at each other, and made a pot of tea.

New from Our Bosun

Bow Ties 10s. 6d.

Women's Head Scarves ... 30s. 0d.

These are silk, 30 ins. square, a pretty pale blue with burgee in each corner.

From

Mrs. Eileen Morgan, 19 Philbrick Crescent East, Rayleigh, Essex.

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*, 1743, three berth, 1½ h.p. Stuart Turner, tan sails, roller reefing, pulpit, stanchions, 4in. Dunlopillo mattresses, anchor, etc. Cockpit and overall covers. Trailer. All in excellent order. Overhauled and professionally painted. Ballantyne, 64 Bloomfield, Leeds 16. Tel. 678222.

WANTED. Terylene genoa, stem head pattern preferred. Andrews, 38 Shepherds Close, Chadwell Heath, Essex. Tel. 01-599-3877.

FOR SALE. *Silhouette II*, 746. Stuart Turner inboard engine, 2 berth, cabin refitted with separate built-in sink and cooker compartments. Many extras, pulpit, navigation lights, etc. Carefully maintained throughout. £425. Tel. Kingston-upon-Thames 0454.

FOR SALE. Mystic Class sloop 21ft. 4in. L.O.A. New Seagull Century Plus, trailer and full cruising gear. £675. McKnight, Sale 0177 (Manchester).

FOR SALE. *Silhouette II*. Fitting out just completed. Full inventory includes Seagull, anchors, gas cooking, 4 sails, etc. Lying Bosham. £280. Tel. 01-688-1391.

WANTED. *Silhouette* genoa, spinnaker and trailer. Tel. 01-300-8281.

FOR HIRE. Vivacity 20 foot 4 berth yacht for hire near Palma, Majorca. Beach side luxury apartment available nearby. £25 each weekly. 32 Flemming Avenue, Leigh-on-Sea, Essex.

FOR SALE. *Silhouette II*, 1214. Three berth, red Tereylenes, spinnaker, pulpit, anchor, cooker, chart table, drawers and cupboard under. Perkins six outboard with reverse trailer (all overhauled, £70—bills). Mooring at Hickling Broad available. £450. Tel.: Watton-at-Stone 365.

WANTED. SII cockpit cover. 17 Southfield Drive, Hadleigh, Benfleet, Essex.

CORNISH HOLIDAY. *Silhouette Melody* Sail No. 455, well found boat with all gear, dinghy, and new Evinrude 3 h.p., moored Fowey. 12 gns. per week to SOIA members. B. K. Dixon-Smith, Seacall, 8 Vicarage Meadow, Fowey, Cornwall. Tel.: Fowey 2415.

FOR SALE. *Silhouette II*, sail No. 1539. Fastidiously maintained by enthusiast, complete with trailer, cooker, lighting, Evinrude Lightwin engine, stainless steel pulpit, roller reefing, foam cushions, CQR anchor with chain, cockpit cover, plus other extras. View at Shenfield, Essex. £400 o.n.o. Phone: Brentwood 352.

FOR SALE. *Silhouette II*, No. 1426, 1963, white glass fibre hull, working sails and storm jib, blue Terylene, famous Swedish 2½ h.p. inboard engine with electric start and reverse gear, 12 volt battery, S/S pulpit, 15 lb. CQR and warp, roller reefing, sail cover, topping lift, sheet horse, Whale bilge pump, S.D. cockpit, jamming cleats, boom crutch, gunmetal chain pipe and flag socket, burgee and flag halyards, folding table, special toilet box, 2 berths with cushions, used twice yearly on holidays, professionally maintained and wintered in boathouse, therefore almost as new, owner bought larger boat. £475 o.n.o. Powercraft Ltd., Shadycombe Creek, Salcombe, S. Devon.

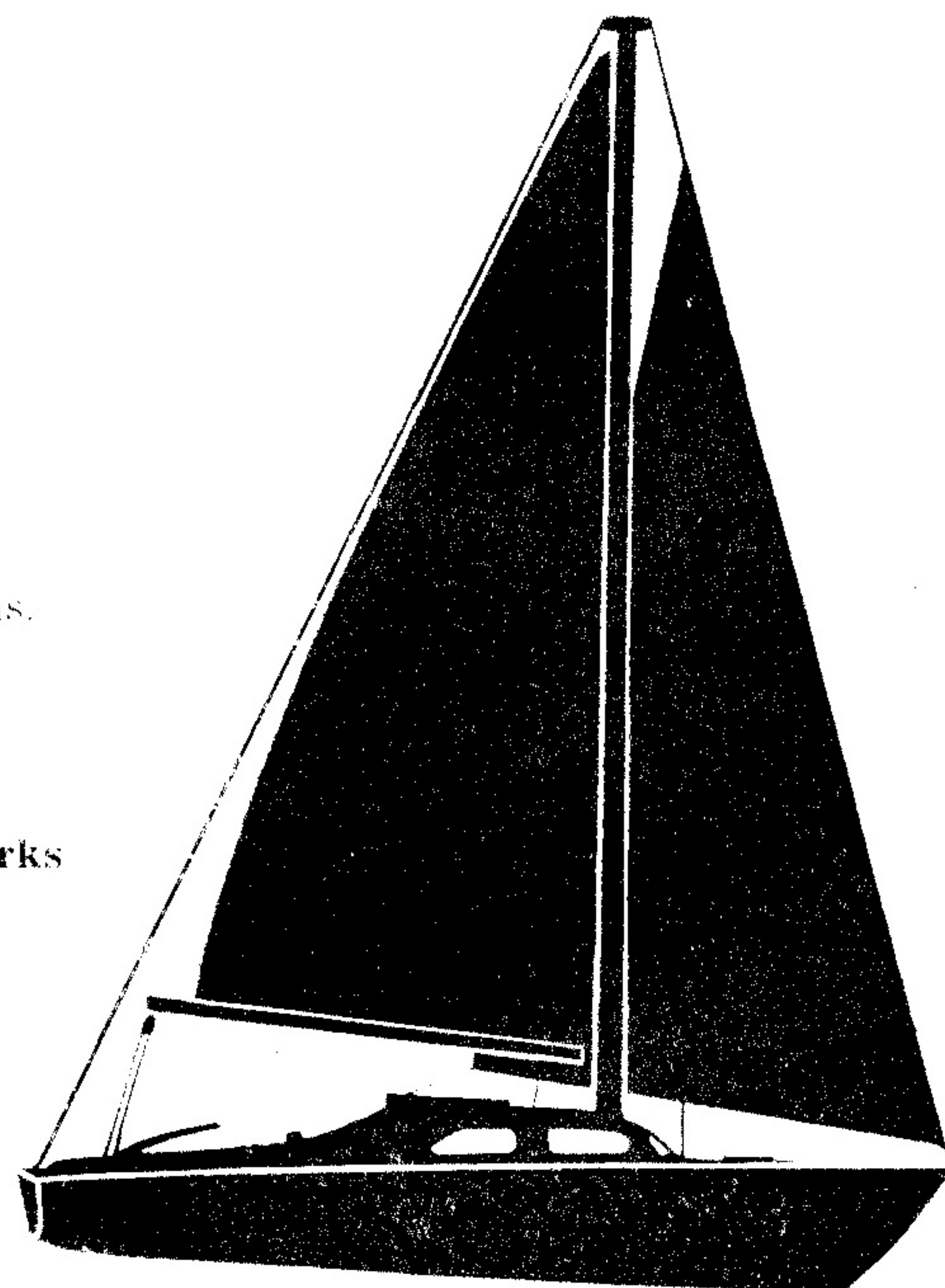
Westward Bound this Season?

Plot a course for HURLEY MARINE
See and try **The New Mark III Silhouette**
and the 'TOP VALUE'

HURLEY TWENTY

Loa 20 ft.
Lwl 18 ft.
beam 7 ft. 1 in.
draft
 bilgekeel 2ft. 7 ins.
 fin 3ft. 3 ins.
berths 4
sail area 185 sq. ft.

PRICE: £850 ex-works



For full details contact:

HURLEY MARINE LTD

VALLEY ROAD, PLYMPTON, DEVON

PLYMOUTH 36601