

The Silhouette Owner

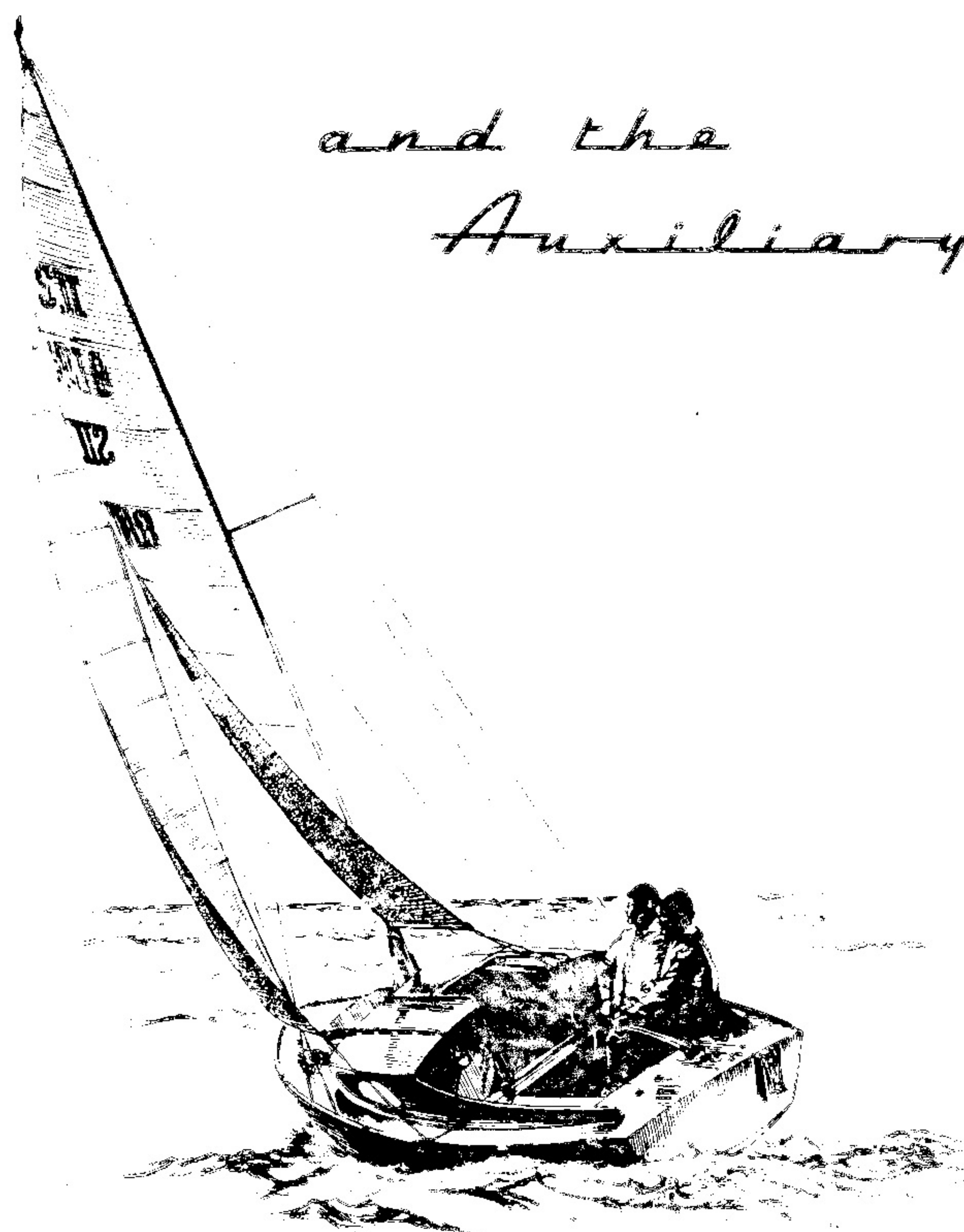
*The journal of the
Silhouette Owners' International Association*

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Auxiliary...*



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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, Wick Cottage, Charney Bassett, near Wantage, Berkshire. *Telephone:* West Hanney 282.

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All Mod. Cons.

A READER this month asks for advice on the fitting of a flush lavatory in a Silhouette. It can be done, and people have done it. Our own advice must be the same as Mr. Punch's famous advice to those about to get married—*Don't*. Where has this regrettable desire to reproduce on small boats the trappings of urban civilisation come from? It is commonly set down to the influence of women, but we doubt if this is really so. Women set off on climbing expeditions without finding it necessary to demand flush lavatories on a mountain-side; women are prepared to drive across the Sahara or to explore the Amazon jungle with no more fuss than men. There is a doll's house aspect of boats at boat shows which may appeal to women, but these are not generally the women who really go to sea. In any boat under about 60 ft. on the waterline marine lavatories are best avoided. Anything that involves making holes in the hull is well avoided in small boats, and as far as lavatories are concerned, unless a boat is big enough to be upright or nearly so all the time there are inevitable and trying difficulties on one tack or the other. There is nothing unhygienic about the well-proved bucket—indeed, with a minimum of attention to cleanliness it is a great deal more wholesome and hygienic than many flush lavatories not in absolutely perfect working order. We feel much the same about battery-operated water pumps and ingenious hot water systems devised for small boats. If you need hot water for washing, it is not difficult to boil a kettle. A pump in the galley is a useful gadget, but let it be manually operated—it is much less likely to go wrong. Why do we go to sea in small boats? In the complex of reasons that take men and women from the soft urban life of civilisation to the hardships and discomforts of the sea, surely

one of the most compelling is to get away from the gadgetry and gimmickry of so much of modern life, to prove to oneself that one can live on one's own without benefit of telephone, central heating and the motor car. To attempt to fit things like flush lavatories in a small boat is to make the worst both of the lavatory and the boat. Each has its place in life—but not together.

The Journal

BRICKS can be made without straw, but it is hard on the brick-makers—and led to a deal of trouble when Pharaoh tried it with his labour force. So if you like this *Journal*, please help us to make it by sending letters, comment, criticism, accounts of adventures at sea or on the hard—anything and everything that goes to make up Silhouette life.

Please send material for the *Journal* directly to the Editor at Wick Cottage, Charney Bassett, via Wantage, Berkshire. And if it is humanly possible, please send copy *typed*, on one side of the paper only, and in double or treble spacing—never, *never*, NEVER in single-spacing. This makes a world of difference in handling copy, and is merciful to the printer's (and the Editor's) eyes.

Secretary's notes

THE April edition of the *Journal* reached members a little later than usual. This was not due to any fault of the printers, but unfortunately our distribution manager, Harry Maloney, was rushed off to hospital on the very day he would normally have been sorting out the envelopes. Happily, we are able to report that his sojourn in hospital was short-lived, and he is up and around, looking fit and well again. It does slow things up a bit, when one of the key workers is laid low.

* * *

This month everyone should have received a copy of the Preliminary Notice and Entry Form for Plymouth Week, 1967. Please note that entries close at the standard fee, on June 23, so don't be late and post yours off today. If you have been to a previous "Week" there is little need to say anything about it, but should you be a newcomer to the Silhouette fold, let me make a plea that you do come along to Plymouth. It is the happiest, friendliest, week's holiday you can get anywhere, even non-sailing wives and girl friends, enjoy Plymouth Week. Don't be put off with all the talk about oil on the beaches, our South West Group wouldn't allow that to happen at Cawsand.

* * *

Hurrah for the Silhouette III—nothing makes our members reach for their pens with such haste as when they have something to get off their chests, and so I say hurrah for the Silhouette III, if only because it has filled our "Letters to the Editor" column. Nevertheless, I can't

personally agree with all that has been said against the craft. True, I have written before that I am sorry to see the wooden version of the Mark II no longer in production; I am convinced that businesswise Messrs. Hurley have made a mistake in dropping it, but every man is entitled to an opinion. One of our correspondents mentions the fact that a Jaguar wouldn't be produced under that name if it was an entirely different car, which I feel is an unfortunate comparison, as I can see little similarity between the Morris Minor of today and the model that I paid fifty bob for when I learned to drive some thirty years ago. One really cannot say that the Mark III does not resemble the Mark II—I understand that they use the same deck moulding. All in all, it seems a logical sequence of events. Bob Tucker designed a small cruiser which he christened *Silhouette II* (there was a *Silhouette I*, but this was even less like the II, than the Morris Minor mentioned above). The design was drawn with a view to building in the most reasonably priced material popular at the time, namely marine ply. Since then, for good or evil, glass fibre has come to the fore, so much so, that the manufacturer has gone over to that material completely. So what is more natural than for alterations to be made to the hull construction, to cut out what were in fact necessary evils in the hard chine of the timber construction, and build a more traditional hull out of the more easily worked new material? To do otherwise would be like asking for a plastic moulded radio cabinet with dove-tailed joints. How the Mark III performs I don't know, she may be better or worse, but we ought really to have a little faith in the professional designer. He has made very few mistakes in the past. Whether the demand for the Mark II will continue to the extent that the III is dropped, or whether the manufacturer, or some other enterprising soul, will re-introduce the timber version, remains to be seen. In the meantime, argue like mad about the respective merit of the two designs, but let us welcome the Mark III brigade as kinsmen, and let us look forward to the time that there are so many of them at Plymouth, that we have to have either two championship trophies, or a really efficient handicap system.

* * *

Someone ought to write an article for newcomers on how to purchase bits and pieces from the local yacht chandlers. There is a definite technique, either one has to go dressed in natty city clothes, with a large brief case, hinting darkly that you are an underwriter at Lloyds and regularly sail on *Lutine* or at least are a prosperous broker on the Stock Exchange, and have three months Mediterranean cruise in mind. Or, grow a beard (the straggly kind preferred), wear well-paint-splashed flannels, and a similar jersey, when you will be taken for a journalist who wanders round the world, writing book after book of voyages in far distant waters. Then, and only then, will you command any form of service from the otherwise, slightly superior assistant. There is positively no other form of approach, if you wish to get the things you want. Be an ordinary individual like me, and

you come out of the store, with shackles the wrong size, fathoms of the plaited, pre-stretched, soft synthetic fibre halliard, when all that you really needed was a few feet of cotton rope for some sheets. In spite of all this, I have always made my yearly pilgrimage to a boat shop to buy a fire extinguisher and a few red flares, both of which I find never survive more than one season, the flares adding to the family Guy Fawkes celebration, and the extinguisher being rusted through by the Spring. After reading John Caulder's article last month, I feel that I have taken things too light heartedly. What with sorting out all the different colours for flares, and the chemical formula for fire precautions, it makes life so much more complicated. The fore-hatch escape route is a bit of a problem with my girth: I shall have to cut a larger hole, if I am ever to make a "Dandini" arrival on the foredeck!—R.A.G.

Fleet signals

By Brian Heaney

THE sub-committee organising the Calais Cruise has spent a considerable amount of time discussing fleet signals, in the light both of experience last year, and from the experiences of captains and individuals in a number of regional fleets. It seems almost impossible to devise any signal which will not be either overlooked or misunderstood. A better objective seems to be to aim at getting all the cruise participants started at the right time, headed for the right place and kept together.

The sub-committee puts forward the following points:—

1. If a boat is in real distress, which involves risk of life, she should make the ordinary distress signals without delay (flares and coloured smoke etc.). Such occasions might be fire, damage to hull to cause sinking, serious accident or illness to a member of crew, or man overboard. In these or similar cases there could be no objection to commercial traffic answering the distress signal, although it would be more likely that one of our own fleet would do so.

2. If the "distress" is such that life is not endangered, it is hardly worth signalling about it. Our boats will keep the sea in safety provided that they are in one piece, and all are supposed to be properly equipped to do so.

3. In organising this cruise in company, the organisers do not undertake to look after the safety of the participants. They state only a departure time and place, and a rendezvous. In some circumstances it would be impossible to look after the welfare of other boats—in fog, perhaps, or heavy squalls rescued and rescuer might suffer greater danger if two boats were in close proximity). Each boat must be capable of looking after herself, and must start with the idea that she must do so. The suggestion of a "conducted tour" is quite unacceptable.

4. A further precaution against splitting up should be the firm rule that no one should pass the lead boat, and that a "shepherd boat" should keep with the tail leaders (a slow boat for "lead" and a fast one for "shepherd").

As procedure is felt to be of more importance than signals the organisation is set out here.

Assembly before start. All boats assemble in the Outer Harbour at Dover rigged with mainsail and foresail, and hove to on starboard tack in the area between Prince of Wales Pier and Boundary Groyne. (1) To give the Fleet Commodore time to count them. (2) Sail set, so that they can all feel the force of the wind and judge probable direction outside.

Leaving Harbour. At a pre-arranged time, but only on confirmation of visual signal and sound signal from the Fleet Commodore, the fleet will leave the harbour entrance to re-assemble N.E. of the Eastern Arm, again hove to on the starboard tack, to give time for all to clear the harbour entrance in the event of delay due to commercial shipping.

Start. At a pre-arranged time, but only on confirmation of visual signal from the Fleet Commodore.

Visual Signal. This will be a large rectangular flag flown from the masthead. To attract attention to the visual signal there will be a sound signal, from either a 12 bore gun or a "Portoblast" foghorn.

General rule. At no time shall any vessel be to windward of the Fleet Commodore's yacht. (To ensure that sound signals are heard).

Stations. Until a pre-arranged time (approximately 30 minutes after the start), all vessels shall keep close station to leeward of the Fleet Commodore to receive a recall signal if this is considered necessary. A delegated escort vessel shall remain astern but to windward of the whole fleet throughout the passage. (This vessel will be larger and faster than a Silhouette).

Recall. If at the end of thirty minutes conditions are considered unsuitable for the passage, the Fleet Commodore shall (1) Heave to on port tack; (2) Fly a visual signal to return to port; (3) Make a sound signal to call attention to it. The escort vessel will repeat the visual signal, and remain hove to on port tack until all members of the fleet have reversed their original course. He will then take station astern and to windward of the fleet.

Distress on passage. In the event of accident which might endanger life or safety of the yacht the distressed vessel shall (1) show coloured flare or coloured smoke distress signal; (2) heave to on port tack if practicable.

"I require assistance." In the event of a vessel requiring assistance although not being in danger she shall heave to on port tack and lower all flags. Such vessels will normally be assisted by the nearest yacht to windward of her, and by the escort which has been sailing to windward and astern.

These rules for signalling and station keeping will persist until the first offshore buoy on the French coast is abeam. When this point

is reached each skipper can modify his own course to make a suitable entrance to the harbour.

Owing to the differing capabilities of boats and helmsmen, and of the number of crew carried, speeds will vary considerably. The following points should be kept in mind:

The cruise is not a race.

No boat should pass to windward of the Fleet Commodore's or ahead of it.

No boat should fall astern of the escort, or sail to windward of it.

Fast and weatherly boats have the following options for reducing speeds or otherwise remaining with the fleet. (1) Reducing sail to conform with average speeds. (2) Heaving to on the starboard tack, flags still flying (port tack hove-to is signal of "I require assistance"). (3) Lying a-hull, sails not drawing. (4) Sailing back through the fleet as far as the escort vessels. Vessels taking the last option should bear away to port so that it cannot be supposed that they are hove to on port tack at any time.

Sailing through the fleet gives excellent opportunities for photography, and it is encouraging to those astern to know that more competent helpers are behind them. Always pass to leeward of boats which are still on their original course.

Use of motors. Motor-sailing is to be encouraged where any boat is falling steadily astern of the Fleet Commodore. Motors should be used with sail set to assist a quick exit from Dover Eastern Entrance, or to assist close station at the start, or without sail after the off-shore buoy on the French coast has been brought abeam.

Poor visibility (less than two miles). Vessels should keep close station with the Fleet Commodore and hoist radar reflector. In fog (visibility less than one mile) vessels should close with the Fleet Commodore, ascertain his course and keep this course until landfall. Avoid tacks in mid-channel, make land, identify position and sail close inshore along the coast.

Strong wind. For half an hour after the start of the cruise it would be relatively easy to return to Dover in a strong Westerly by sailing into the lee of the Eastern Arm and entering against the foul tide. At any time later than this, in Westerly winds, it would probably be easier and more comfortable to return to the Downs and make Ramsgate, or to lie in the Downs until the tide changes.

In strong Easterly winds it would be possible to return to Dover at any time, but a steep sea would be expected until tide change. After two hours from the start it would be easier to complete the passage except that in strong winds from NW to NE rough water must be expected off Calais over les Ridens de Calais. It is Essential to pick up the Calais buoys, and to keep to the deep channel inshore of the sands.

Flags to be worn during cruise. Masthead, triangular club burgee. Port crosstree, SOIA triangular burgee. Starboard crosstree, French national (courtesy) flag. Transom, Red or Blue Ensign, as appropriate.

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:

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

An open boat cruise By J. Hampson

THIS cruise to Ireland in a small open sailing boat was made in the summer of 1927. As such a boat is generally considered (rightly so) to be unsuitable for this kind of thing, I should like first to describe how we came to think of doing it, and our qualifications for carrying it out.

In the summer of 1925, I came home from a business trip to South America and during my spell at home, thought I'd like to go in for sailing. Why I thought of sailing, I really don't know, except that I think a love of the sea must run in the family, as a couple of uncles owned yachts which were well known in the Midnight Races to the Isle of Man. I was introduced to an old Manx sailorman, whom some will remember by the name of Billy the Bumper, and he and I chartered a small open sailing boat from the harbour master of

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, Sellafeld, 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>

Port St. Mary. It was in this little boat that Billy gave me my first lessons in sailing, and I liked it so well, that I simply had to have a boat of my own.

I left again for South America in the autumn of 1925, and asked Billy to look out for a suitable boat for me. When I got home again in the summer of 1926, I hurried over to the island to see the boat which Billy had bought on my behalf. She had been well and truly built a few years previously for some Port Erin fishermen, and had then passed into the hands of a Dr. Drummond, who had died. It was from his widow that Billy had bought the boat on my behalf, for £14 only. She was approximately 17 feet long, with a beam of just under 6 feet. She was quite undecked, and when I owned her had no centreboard, but her hull form gave her a good grip of the water, and her ballast, stowed low down, made her amply stiff. Her rig was lug and jib, and I was very pleased with her and christened her *Laura*.

I continued my education in sailing throughout the summer of 1926, and early in 1927, quite by chance, got into touch with one of the pioneers of English yacht cruising the late Frank Cowper. Nowadays, one thinks of such names as Uffa Fox, Errol Bruce, Adlard Coles, the Smith Brothers, to name just a very few of the many amateurs who have made remarkable cruises in small boats, but Mr. Cowper belonged to an earlier generation of yachtsmen, and was cruising to France, Holland, Belgium, the Bay of Biscay, and all round

unearthed a model made by Pirelli of Milan, and not generally marketed in this country. However, the Bosun's Locker of Chichester keeps a stock of these dinghies, imported direct from Milan. I have the Bosuns Locker catalogue in front of me and the price stated is £25 with alloy oars £5 (carriage extra). I have seen these little boats on the Continent and they seem efficient. They have moulded rowlocks, inflation bellows built in to each of the buoyancy compartments, and they are coloured a bright orange-red to make them conspicuous.

* * *

Ernest Dunthorne, who lives in Crawley and keeps a "22" down at Chichester, wrote and told me that he is sailing *Chanticleer* to Dover on May 20-21 to take part in the Rally. I know there are quite a number of associate members in the area, and I wonder if anyone else is coming.

* * *

It is fairly certain that Arthur and Dorothy Burton from Bristol will be coming to Calais on *Spray Dancer* this year. They have a Silhouette at Portishead, as it is a bit of a performance to haul out there they have accepted my invitation to come anyway. Talking of Portishead Harry Turner's new Kingfisher was due to be launched on February 27 the day of gales all round the coast. I don't know if she was launched, but it must have been some task in that wind.

* * *

Congratulations to Ken and Betty Cockburn on the birth of their son Andrew Ian MacKinnon on February 27. Ken tells me in his letter that they hope to start Andrew sailing on Loch Lomond in September.

New members

WE welcome the following new members: R. G. Lane, Rickmans, Plaistow, Billingham, Sussex, 1830 *Dumbo*, Chichester; B. E. A. Lewis, 4 Winston Road, Colcot, Barry, Glam. *Beal*; B. William Jenkins, 63 Ray Lea Road, Maidenhead, Berks., 894 *Aigina II*, Thames; D. C. Nearn, 54 Caterham Avenue, Barkingside, Ilford, Essex; N. McPherson, 3 Grenville Close, Tolworth, Surrey, 1577 *Sally*, Solent; W. S. McKay, Green Timbers, The Ridings, Chesham Bois, Bucks., 1174 *La Vie*, Thames; J. Barnes, 16 Kayte House, Kayte Lane, Bishop's Cleeve, Cheltenham, 896 *John B*, Avon; P. M. Hughes, 14 Shenley Road, Liverpool, 34 *Hauago*, Anglesey; F/Lt. R. Snell, The Officers Mess, RAF Church Fenton, Tadcaster, Yorks., 1816; H. Griffiths, 74 High Street, Bangor, N. Wales, 1589; R. J. Bass, 21 Ash Road, Sandiway, Cheshire; C. A. Boddy, Flat 6, 13 Highview Road, Sidcup, Kent, 610, *Plus One*, Gravesend; D. J. Weatherstone, 28 Barclay Drive, Helensburgh, Dumbartonshire, 188 *Elskamin*, Rhu; K. H. Bracey-Wright, 53 Broomfield Road, Bexley Heath, Kent, 1177 *Suzy Wong*, Medway; K. G. Postgate, 7 Beamish Close, Walsgrave, Coventry, 1933 *Topelino*, Lakes; D. M. Willbourn, 13 Rosedene Avenue, Thurmaston, Leics., *Daydream*, Amlwch; H. G. J. Malthouse, Rolls College, Exmouth, Devon, 925 *Ming*, Exmouth; Miss P. Kirkwood,

28a Sutton Lane, South Chiswick, London W.4; F. Saggars, 75 Dooley Drive, Bootle, Liverpool 10, 568 *Swan Lake*; B. S. Meek, Ivy Cottage, Longdown, Exeter, 768 *Cynet*, Stoke Gabriel; R. J. Blunt, Nightingale Cottage, Conkwell, Bradford on Avon, Wilts; R. W. Dixon, 11 Danescroft, Bridlington, Yorks., 1663 *Twink*, Bridlington; R. H. Woodward, 4 Stanhope Court, Queens Gardens, Bromley, Kent, 291 *Kittiwake*, Thames; G. R. Dibb, 1 Haywards Close, Teignmouth, Devon. E. T. Ersser, 47 Hampden Road, Beckenham, Kent, 67 *Minstral*, Medway; S. R. M. Cathro, 204 Dunraven Drive, Derriford, Plymouth, 1248 *Micio*, Plymouth; R. G. Maunder, Barnsfield, Blundell's Road, Tiverton, 253 *Tresco*, Exe; E. D. Linney, Tree Tops, Sunnydale Road, Swanage, Dorset, 1101 *Roulette*, Swanage; D. Langton, Bron-y-Craig, St. Agnes Road, Conway, Caerns., 1310 *Fantasie*, Conway; B. Kennington, Berwick Lodge, Pelham Fields, Ryde, I.O.W., 368 *Su-too*, Woolton Creek; C. Payne, St. Anne's Cottage, Pelham Fields, Ryde, I.O.W., *Fair Winds*, Woolton Creek; M. Holmes, 42 Argyle Street, Ryde, I.O.W., 988 *Shadow*, Woolton Creek; B. D. Tankard, 61 Cleverly Road, Ongar, Essex, S20 No. 3, *Little Extra*, Bradwell; L. E. Roberts, Shellow Cross Cottage, Willingdale, Ongar, Essex, *Little Extra*, Bradwell; R. J. Keyworth, 2B Highbank Avenue, Widley, Portsmouth, Hants., 853 *Smiler*, Portsmouth.

Notice to mariners

OWNERS making offshore passages may not be aware of a free service provided by HM Coastguard. Before leaving harbour they can telephone HM Coastguard and give brief particulars of their intended passage, and their yacht. This information will be entered on Form CG 66 by the Coastguard, and thereafter the vessel will be watched over by all Coastguard Stations along the route. Yachtsmen taking advantage of this service are asked to inform HM Coastguard of their safe arrival at destination, or of any alterations in their plans. This is most important.

Mudlark

By Ernie Sweet

LAST weekend I thought I would have a look to see how the oil was getting on. There was a Force 7, with rain. I reached the Breakwater—wonderful sail, almost bounced off the Breakwater before deciding to call it a day and make for the nearest waterside put at St. Germans. After visiting the pub, still wind and rain. I came back to the boat which was alongside, but rather than stay the night bumping alongside the quay I moved off to the mud flat. Sunday morning came—the tide came up about three feet from the boat, and then went out again. The afternoon tide was six feet from the boat. The boat stayed, not to float off until Thursday afternoon. It was still raining when I left *Oggie* in the mud. I thought I had found every mudflat in the area—now there's another to add to my list. I was presented with a tide table at our last meeting.

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Letters to the Editor

INBOARD SAFETY.—I am wondering whether any members of the SOIA have had any experience of capsising in a wood-hull Silhouette fitted with a 4 horse Stuart Turner. One reads of the comparative ease with which a boat is righted; but I am anxious to know whether a heavy inboard motor drastically effects this process, and, indeed, whether the boat would remain afloat if she were awash.—A. J. Rooker, Foxpennies, 26 Southlaw Park Road, Wembury, S. Devon.

FITTING A TOILET.—During the three years that I have been a member of the SOIA I have had a lot of enjoyment from reading the *Journal* as well as learning much about the Silhouette from reading of other members' experiences. I wonder if anyone could give me some particular advice on how to fit a toilet? I notice advertisements in the *Journal* for boats complete with toilet, and yet retaining two, or even three berths. Where is it fitted—in the middle of the cabin? I have tried fitting under the fore-hatch—a common location in many types of boat—but would feel rather conspicuous with head and shoulders showing above deck. It could be rather wet, too! I should be interested to know, too, if the normal fitting favours a flush type, or only a container type. I feel that with the latter the actual location is probably more important, although with the flush type the location of the inlet/outlet pipes to avoid the ballast keel could be tricky. I would be most grateful for any tips on this important subject.—I. F. Dallison, 2 Gwentlands Close, Chepstow, Mon.

AFTER A CAPSIZE.—I have read many members' accounts in the *Journal* and found them very interesting and useful. The topic that interests me most is simply, "Is a Silhouette II self-righting or not?" The experiences of which I have read seem to show doubt on the subject, since on some occasions the boat has come back at once, and on others has remained on her side until a member of the crew has used his weight in dinghy fashion. It seems to me that (if my figures are correct) 300 lbs. of weight in the keels

Continued at foot of next page.

SMALL ADVERTISEMENTS

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

WANTED. Secluded mooring for Silhouette. Whitsun onwards, North Broads area. Ditto for 2-3 weeks in August Fal Estuary. Johnston, Clifford Chambers, Stratford-upon-Avon. Tel.: 5161.

FOR SALE. Silhouette, 1656, wood, built Hurley 1964, 2 berth, Stuart inboard, reverse gear. Terylenes, roller reefing, road trailer, extras. Stored under cover. Immaculate condition. £450 or near offer. Gittins, 8 Avenue Road, Stratford-on-Avon. Tel.: 3944.

WANTED. Storm jib for Silhouette. Bailey, 8 Pellew Way, Teignmouth, Devon.

FOR SALE. Spinnaker, Silhouette, red/blue, Terylene, Rockall, hardly used. £10. 66 Norwich Road, Chichester. 82101.

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. Telephone Fowey 2415.

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

LAKE WINDERMERE. Bring your Silhouette to England's finest waterway. Temporary moorings available at £1 per week. Launching facilities—Dinghy Park. Details free from "Lake Warden," Council Offices, Windermere, or send 3/6 P.O. for publication *Chart of Lake*.

OUTBOARD MOTORS. Evinrude, Mercury, Johnson, Seagull, etc. outboard motors can be supplied on our famous no-interest terms—one year to pay and no charge whatsoever for credit facilities! Write, 'phone or call, Lewis Marine, 59/61 High Street, Wanstead, E.11. WAN 2265/6.

BOSUN'S STORES. Terylene ties (17/6), bow ties (10/6), burgees (12/6), ear badge transfers, brooches (7/6), silk head scarves (30/-), 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.

WANTED. Silhouette, sound condition, trailer, around £300. Isles, Kendrey, Hornby Bank, Hornby, nr. Lancaster. Tel. 380.

against a theoretical weight of boat at 1,100 lbs. is a ballast ratio of 27%, a bit on the light side, but probably enough to right her in calm conditions. I should be glad to have authoritative opinion on the subject. My own conclusion is that the extra weight of all the sea-going gear, plus the weight of the crew affects the issue. Obviously, if one member is hanging over the lee side his effect will be great relative to the total weight of the boat, and will therefore cancel out the self-righting moment. With regard to glassfibre boats, obviously if filled with water they will sink more quickly than wooden ones, but while they float on their sides and ship little water, they must be just as buoyant. I may add that I have not had my boat in this state, and hope not to.—A. R. Holmes, 8 Victoria Road, Aughton, Ormskirk, Lancs.

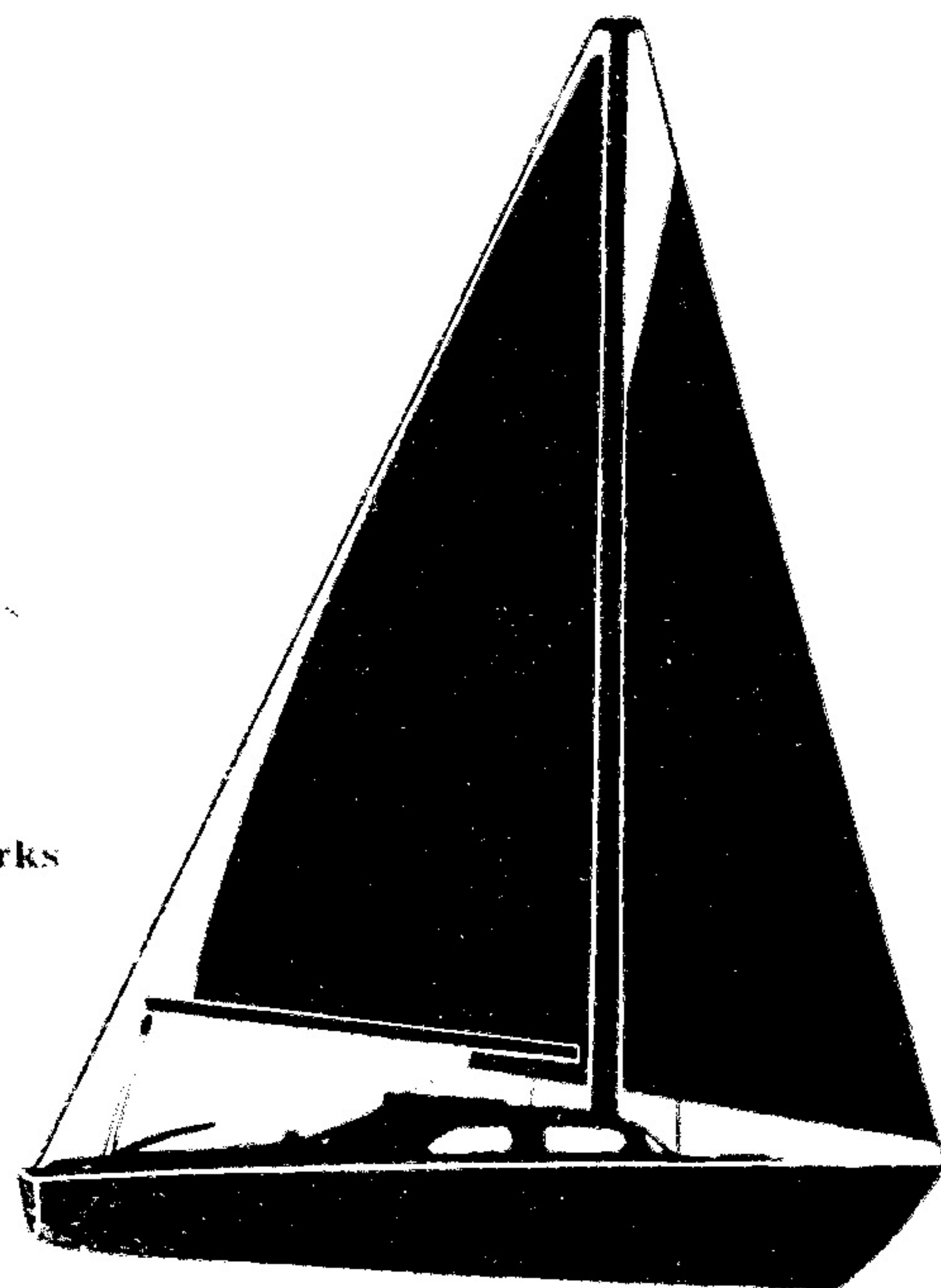
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