

The Silhouette Owner

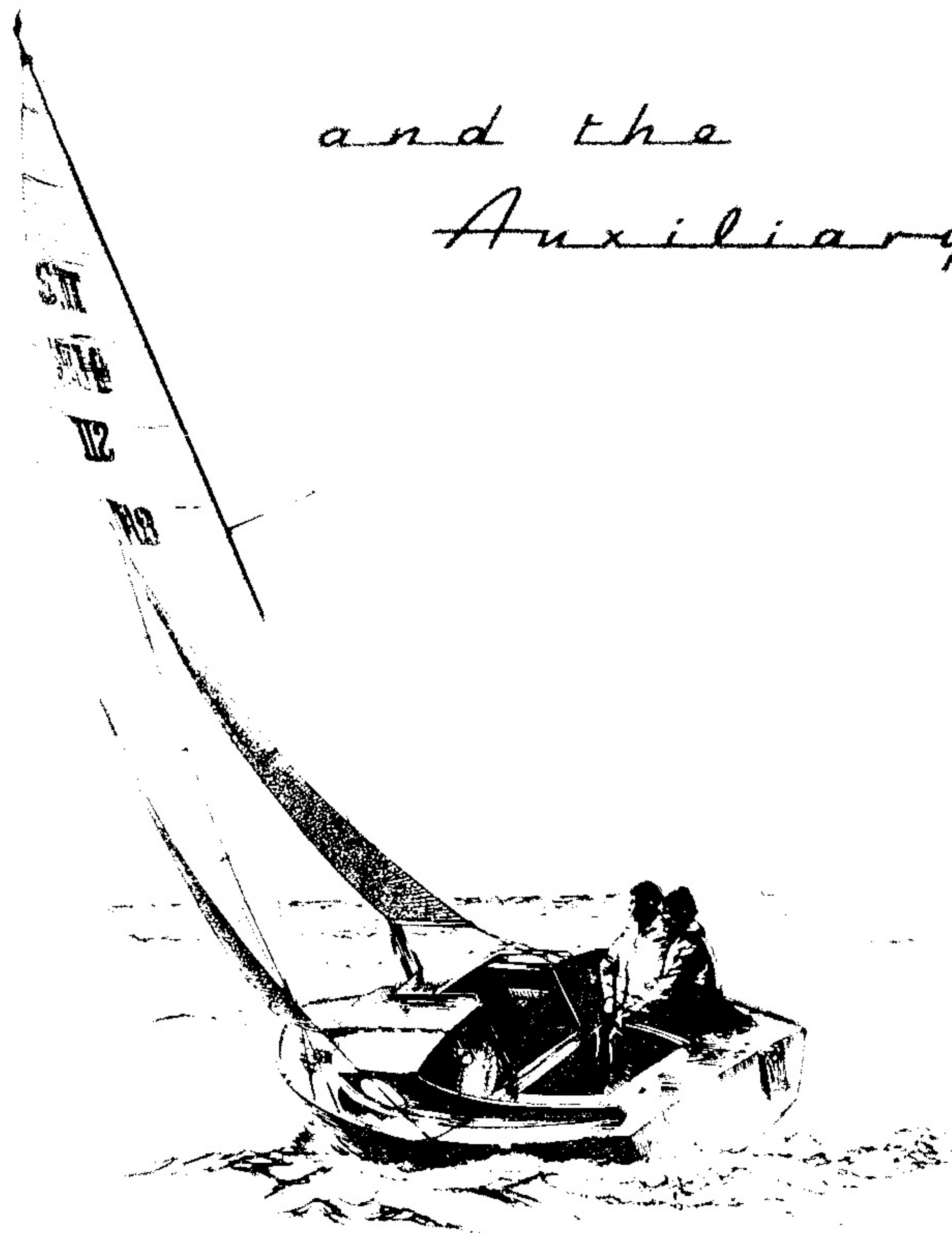
*The journal of the
Silhouette Owners' International Association*

NUMBER 78

AUGUST, 1967

PRICE 1 -

*and the
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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Plymouth and Copenhagen

MEMBERS will read Mr. David Barnes's note on the collapse of plans for a Copenhagen Rally with deep regret—and a certain amount of shame. It is a thousand pities that this splendid plan, so warmly welcomed by the Danes, should have fallen through. Mr. Barnes and his friends in Denmark worked most gallantly to bring it off, and are in no sense to blame for what has happened. They deserve all our thanks for a splendid effort. The thing to do now, is to learn from the unhappy experience over Denmark, to try to make sure that no such thing ever happens again. There are, of course, inherent difficulties for a purely voluntary organisation in trying to plan anything that involves detailed arrangements months ahead. A travel agent fixing up a tour abroad takes bookings, and if people don't turn up they can be sued for their money. We can do nothing of the sort—we are not a travel agency—and many members would be reluctant to commit themselves to do *anything* if there were a threat of financial penalties over their heads. There are, indeed, very real difficulties: Silhouette owners tend to be family sailors, and in all families crises may occur, from financial stringency to children's falling ill. Nevertheless, when a voluntary organisation goes to great trouble to plan some activity, people really ought to accept that they have some obligation to support it if they possibly can. Perhaps the idea of a Danish Rally this year was too ambitious; perhaps the Treasury's reluctance to allow people to spend money abroad made members doubt if they could manage a Danish trip within the meagre foreign

exchange allowance. But we ought to be able to bring off such a rally, and we hope very much that this Danish fiasco does not mean the end of such activities. It may be that it would be better to allow two years than one—although the further ahead that things are planned, the greater the hazard of people's falling out. We shall welcome members' comments and suggestions on this important matter. Meanwhile, we take this opportunity of expressing our most sincere thanks to all those people in Denmark who were so ready to help us, and of asking them to accept our apologies for having let them down. To some extent the Plymouth Rally has suffered from the same difficulty of planning in advance for uncertain numbers. This has not proved a serious hindrance, because there have always been enough members eager to go to Plymouth to make the Rally a success, but both the Association's officers and the officers of our host club at Plymouth would find their task much easier if people could make up their minds earlier—and stick to decisions once made. Having voiced this plea, we must add that the record of SOIA members in supporting the Association has been outstanding for a voluntary organisation. To wish that things could be improved is not to deny credit to all those members who have given such loyal support to SOIA activities over many years. Plymouth Week this year will be a great occasion and we wish all those who are going to Plymouth fair winds, kindly weather, and a really splendid time.

Secretary's notes

THE next full committee meeting of the Association will be held on Saturday, August 26, at 8 p.m., at the headquarters of The Royal Plymouth Corinthian Yacht Club, Maderia Road, Plymouth. This is the first Saturday of Plymouth Week, all groups are invited to attend, and it is in order for any member to be nominated to represent his or her group; so if a local secretary, treasurer or other officer is not able to be in Plymouth at that time, please make sure that one of your members puts in an appearance. We do not hold too many committee meetings, and when we do, we like to hear opinions from all parts of the globe.

One thing that has to be done is to elect a new Press Secretary for the Association. Terry Bickford, who has handled that job for the past year, is taking up a position abroad, and feels that it is not a task that can easily be done from distance climes. Terry, whose job it has been to broadcast to the world in general the doings of the Association, has let most people know of his new appointment, but what is perhaps the most closely guarded secret of all is that he is going to relinquish his bachelor state on August 7. We all wish him the very best of health, wealth and good luck, in his new life and his new job, and hope that he and Bridget will be very happy.

* * *

Entries for Plymouth are well up to expectations, some sixty boats having been entered to date, so I am sure that all is set for a wonderful

week. One again, we shall be having a prize giving dinner and dance at The Duke of Cornwall Hotel on the last Friday evening of the Rally, namely September 1. Two tickets for this function are included in every entrance fee, and extra tickets are available at 25s. each, with a special proviso that members may buy tickets for themselves, wives, sweethearts and children for 15s. But we do expect the full twenty five bob, if your extra guests are adult friends who are not members of the S.O.I.A. Sorry if this sounds mercenary, but costs rise every year, and never do we wish to skimp on a Silhouette function.

* * *

The Royal Yachting Association has sent round a circular letter to all clubs and organisations, stressing the importance of the use of flares. While it is recognised that a white flare is not a distress signal, some so called white flares, do burn, especially when they are a few months old, with a distinct pinkish tinge; also, it is pointed out that many boat people in trouble have recourse to the burning of a petrol soaked rag if no flares are available. Therefore, "It is earnestly hoped that no member will use a flare for any other purpose than as a distress signal."

* * *

We sailed *Rosette* back from Dover a few weekends ago, Harry and I, a lazy sail, once we had rounded the South Foreland light, with fluky winds from the South East. We set a compass course to take us from the Longnose through the Edinburgh channel, but having cleared that gap, the wind fell away, so we set the Seagull astern to keep on a little way. Perhaps we fiddled about with the engine a little too long, or we were being too lazy to check our position thoroughly, but why should we worry? We could see the buoy ahead in the distance, so you can understand that it was a very surprised crew when we hit bottom, and stuck fast. Happily, the tide was making, and after a cup of tea, we bumped into deep water, only to sail on to the buoy, which was clearly marked "Experimental." There is to be a new buoyage system in the Barrow Deep channel, so it pays to have an up-to-date, corrected chart, and rams home the lesson once again, that one cannot take too much trouble over navigation, even in waters you know well. We arrived back in Hullbridge in the morning of the Sunday, when the small tornado hit the East Coast, and thankful we were that we had pushed on through the night. But I understand that Ron Fairman rode out this gale in the Thames Estuary with all sails set, being without a crew capable of getting the canvas off.

* * *

One of those glorious summer days when the temperature was in the eighties, the sky had not a cloud in sight, July 11, to be exact, Prince Philip paid a visit to the Plymouth factory of Hurley Marine Ltd. Two Silhouettes, gaily dressed overall, formed the portals to the entrance drive, where the royal car swept up several minutes before time to allow the Duke of Edinburgh virtually to bound out to meet the workers and management of the factory. He spent a full half hour walking round, inspecting the various boats in all stages of manu-

facture, asked many questions, and cracked many jokes with all and sundry. After a cheery wave to all those assembled in the grounds, he went off to a function at the Royal Western Yacht Club. He had arrived by helicopter, which landed on the Hoe, thus causing a great thrill to the people of Plymouth, and an equally big thrill to the members of the Hurley organisation, who so richly deserve this honour for the extremely active part they have all played in selling Silhouettes and other Hurley boats all over the world. Congratulations George, on being honoured in this way, but there is no other business I know of, that deserves it more.

* * *

Sadly I have to report that the proposed Mini-Rally to Copenhagen is more or less cancelled, rising costs, tight currency restrictions, and time needed, cut the numbers participating down to a minimum. While it is understood that two stalwarts intend to carry on with the original plans, this is a sad blow for our Danish friends, who were preparing such a welcome for a much larger number. We all sincerely hope that they won't thik too badly of us.—R.A.G.

Estimating speed

HOW far are you sailing? I do not think that many Silhouette owners have fitted speedometers, or even use a patent log to see how fast, or how far, they have gone. The formula, 3600 (seconds in an hour) multiplied by the length of the boat in feet, divided by 6080 (feet in a sea mile) can be used to help find the speed of any boat. In addition to this formula, you must be able to time the boat while sailing one boat's length. This can be done by throwing some floatable object (not a plastic bag) forward, and to the side of the boat, and taking the time that it takes for the boat, stem to stern, to pass the object. If your Silhouette passes the object in 1 second, your speed would be 10.2 knots. The following speeds would arise as the result of calculating the above formula:

2 seconds	5.1 knots.
3 seconds	3.4 knots.
4 seconds	2.5 knots.
5 seconds	2.0 knots.
6 seconds	1.6 knots.
7 seconds	1.4 knots.
8 seconds	1.3 knots.
9 seconds	1.1 knots.
10 seconds	1.0 knots.

You can get various intermediate speed results by using a watch, recording in under a second. On most watches with sweep second hands, you will find that the hand does two movements to a second. If you have a stop watch you can get a more accurate timing. If the boat measured against the marker, does 20ft. in 2 seconds, the speed is 5.9 knots. This system of measurement of speed is called the "Dutchman's Log."—Frank W. Bartlett.

The Isle of Man

TO anybody who has not yet sailed in the waters around the Isle of Man, let me say that should they decide to bring their boat (Silhouette, of course!) over, they will not be disappointed. The Island is a wonderful place to enjoy sailing holidays and I know of no one who has sailed away disappointed that he made the passage.

At the Isle of Man Yacht Club in Port St. Mary, we have entertained all types, from ocean racers to first timers in their home-built mini cruisers, and perhaps the most convincing display of enthusiasm came from a fleet of about seven Silhouettes, who sailed into Port St. Mary from Anglesey three or four years ago, speaking quite lightly of "... Force six to seven! "

Port St. Mary is becoming increasingly popular as the destination for cruising holidays but in spite of this growing interest anchorage and berthing in our safe and comfortable harbour is no problem. The quayside facilities for yachtsmen and the town of Port St. Mary remain delightfully unspoiled.

There are few occasions throughout the summer months when the Isle of Man Yacht Club is not entertaining visiting yachtsmen. The club is a friendly one and makes available its facilities to visiting yachtsmen—ladies and gents toilets and showers, TV and eating lounge, bar lounge and four bedrooms (which can be booked through the resident Steward and Stewardess). For a number of years Port St. Mary has not been without a resident Silhouette and the present boat is *Beacon*, owned by Mr. Arthur Gunn. I understand another Silhouette is under construction, so who knows, these two might form the nucleus of an established class!

I am sure that Port St. Mary and the Isle of Man Yacht Club will enjoy another "friendly invasion" by fleets of Silhouettes and I hope that any of you interested in or contemplating sailing to the Island will get in touch with us so that we can assist you in any way we can.—PETER CURTIS, Press Sec. and Acting Sailing Sec., Isle of Man Yacht Club.

Perhaps the most famous Isle of Man Silhouettes was Colonel and Mrs. Fowler's *Sou*. For over a year all the envelope-addressing for sending out the *Journal* was done by the Fowlers at Castleton—a notable link with the Isle of Man.

Gossip column

By Ron Hunt

I OPEN the column with congratulations to Mr. and Mrs. Ron Britton on the birth of a son. I don't have any dates or names as the letter from Mr. Britton was brief, but he did say that as a result of the birth they have changed their Silhouette *Mistral* for a Debutante *Rhona*. If I may, I should like to welcome them to the Associate side of the Association.

* * *

I don't know whether or not you have seen the latest idea in blankets; they were featured on the B.B.C. Television programme "Tomorrow's World" some weeks ago. At the time I thought it would be a long time before they came on the retail market, but in fact they are available now from a firm in Hertfordshire. It may seem that these new blankets are rather expensive at 68/6 but the advantages I think, make them worth while. They are obtainable in single bed size only, 56ins. x 84ins., weight only 11 ozs., and can be folded to put in your pocket. As they are waterproof there is no worry about dampness. They can be sown together without damage, and to wash them all that is needed is a damp cloth. According to the advert it says they are rot-proof, and will not split. They are said to be ten times warmer than wool, pound for pound, and reflect 80° of natural body heat. I think that they may well be worth a trial.

* * *

Spray Dancer has collected another Trophy for her wanderings last year. Mike wrote up a log for the cruising trophy of his club, and to his joy he was awarded the Lithgow Trophy for it, apparently setting up a precedent by doing so, as this was the first time a crew member had won it. It gave me almost as much pleasure as it did to Mike, for he shared all the work.

* * *

Driving through Morecombe I noticed a Silhouette sitting on the shore just off the Morecambe & Heysham Yacht Club. She sat there, upright, and a little smug, among 8 or 9 other yachts, some of them bilge keelers but all lying at assorted angles. Anyway after I'd been down to the ferry terminus at Heysham, I went back to have another look. Her name was *Louise*, but that is all I could make out. It crossed my mind how like a Silhouette, to show the others how it's done.

The Copenhagen trip

By David Barnes

LATE last year I met Peter Mitchell in Copenhagen, and from this meeting I arranged a visit for two other boats, and my own, to Sletten. At the AGM this year I informed the members present of our intentions, as a result of which I received a further potential 13 visitors. During February I received full details as to the cost of the trip and got a good discount from a shipping firm, with this I then began 'phoning the people I had on my list, as a result of which I ended up with nine definite and final visitors.

The names and addresses of these people I took to the travel agents, and asked them to collect the money and book them on the ferry etc. Peter Mitchell also received the information that nine boats were coming, and he and his club went ahead on the lines we had previously arranged, and bookings were made for various social functions. People arranged their holidays so that they could be on hand to welcome us all, and ensure a memorable time, and also welcome us

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.

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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.

into their own homes during the visit. They fell over themselves to have the opportunity to have one of the visitors in *their* house, and whatever the inconvenience to themselves we were going to be treated as though we were royalty.

At this time I was busy with studying for my Master's Ticket, and with more personal problems, and had shortly to return to sea. But everything was arranged as far as could be, until the travel agent informed me of the final list of people who had paid their deposits, and I could inform everyone of the final arrangements.

Seven or eight weeks later, I returned from sea and visited the travel agents, whereupon I was dismayed to learn that only three of the original nine boats were now going; also that some people had taken five or six weeks to make up their minds after having assured me that they would be going. Peter Mitchell was then informed and all the arrangements had to be cancelled, and any further hopes of a visit for those who wanted to go next year, but couldn't this year,

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>

were dashed to the ground. Our Danish friends cannot be blamed for this was the second time they had been let down, and this time they had lost money, and had their holidays spoilt and been generally messed about. Maybe I'm to blame partly, in that my communication with everyone was lacking to some extent, but in view of my studying and job, not to such an extent as those people who cannot say yes, and stick to their decisions. It not only occurs when a trip such as this crops up, but also at Plymouth and the Calais trip. Eventually people are going to shun making arrangements for us wherever we go if these occasions are not supported by the individual members in good time, and decisively with attendance.

Will everyone please accept my apology for any disgrace I may have brought upon the name of the Association, and also for disrupting and spoiling the holiday of those two remaining boats which are going to Copenhagen in spite of everything.—D. I. Barnes.

The Journal

AS in past years, there will be no *Silhouette Owner* in September, to allow for holidays for the people who produce and distribute it. The next issue of the *Journal* will be a combined number for September-October, and will appear at the beginning of October.

At Scarborough

THERE are eight Silhouettes at Scarborough this year, all looking very smart. *Bohtail* and *Pterodactyl* were in the water at the beginning of April, and the others followed soon afterwards. There were a few fine weekends in April, but gales and heavy rain seemed to build up to peak ferocity every weekend in May! The programme for the 1967 season is shown below.

May 21: S.Y.C. Class C Race

May 28: Cruise to Whitby (S.Y.C. Vernon Dawson Cup Race)

May 29: Return from Whitby

June 4: S.Y.C. Class C Race

June 17: Cruise to Filey

July 8: Cruise to Whitby (S.Y.C. Race)

July 9: Return from Whitby

July 16: S.Y.C. Class C Bay Race

July 30: S.Y.C. Class C Bay Race

	Tide	Start
August 12: Cruise to Filey	0932, 2213	1000

August 26, 27, 28: S.Y.C. Regatta

September 3: S.Y.C. Class C Bay Race	0403, 1637	1430
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September 10: Cruise to Filey (S.Y.C. Race)	0911, 2142	1000
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September 17: S.Y.C. Class C Bay Race	0418, 1654	1500
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September 23: S.Y.C. Nine Gallon Race	0730, 1952	1700
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No Class C boats took part in the race on May 21, which was sailed in near gale force Southerly winds by the larger boats of SYC. We had hoped to sail to Whitby on May 28, but again the weather was discouraging. The previous day had seen strong SE winds, which had left a very rough sea, and the 28th started with thunder, lightning and heavy rain, to be followed by low cloud and fog at the time we were due to start. This was especially disappointing as we had hoped to meet members of the Tees Group at Whitby. *Tammy Norrie* and *Pterodactyl* sailed in the race on June 4 in a strong W. wind. Reefed to the lower batten, and with storm jibs set, they sailed one lap of the six mile triangular course, rounding an imaginary buoy off Cayton Bay as they could not find (not surprisingly!) a buoy which had not been laid. Although both boats retired, the honours went to *Tammy Norie* who was at least one mile ahead at the finish. On June 11, in a cool N. wind and choppy sea, *Perfect Lady* made a lone cruise to Filey and back.

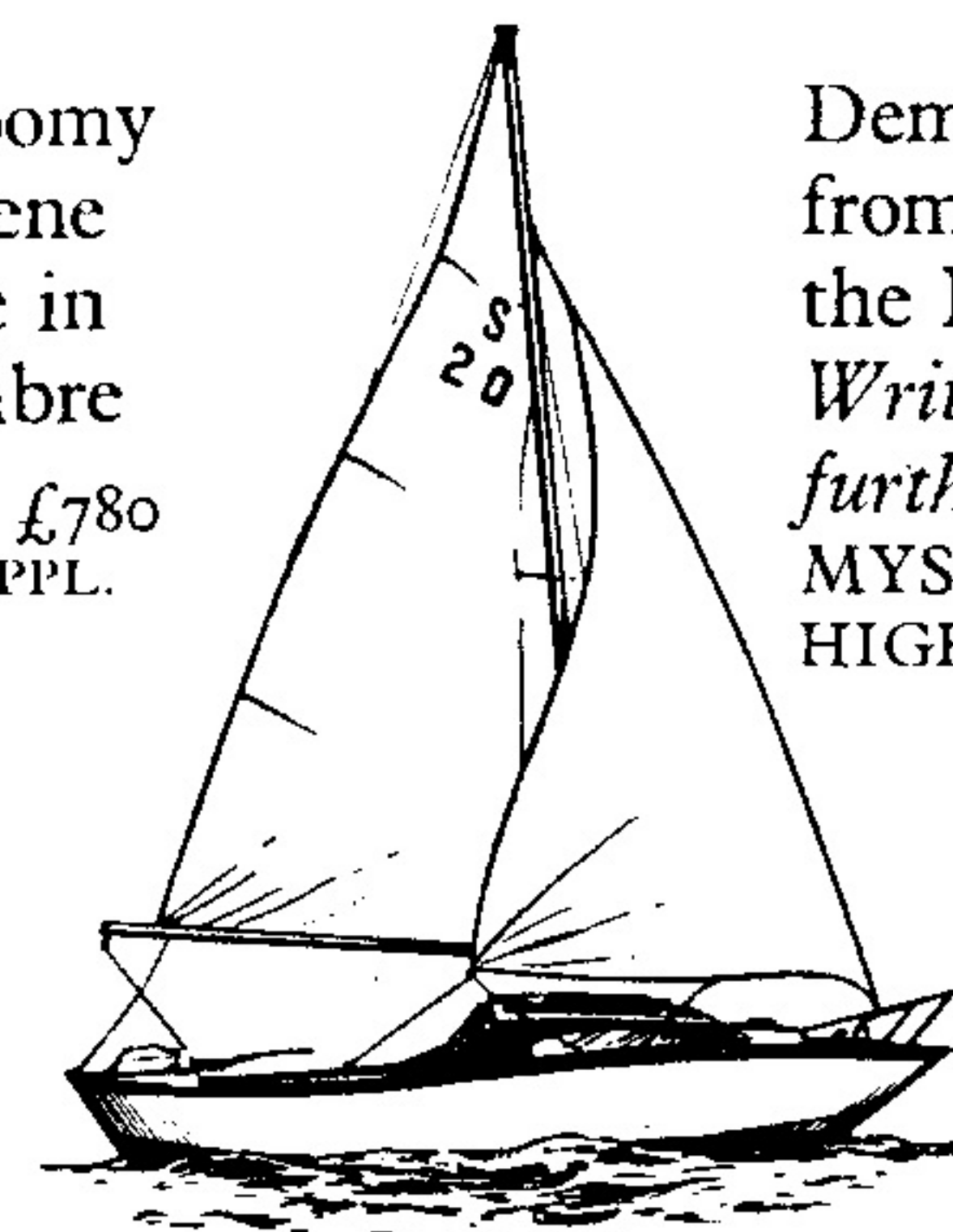
New members

WE have pleasure in welcoming the following new members: D. P. B. Tovey, Wind Whistle, 30 Harbour View Crescent, Penzance, 1542 *Sun Star*, Penzance; L. J. Hole, 97 Victor Walk, Hornchurch, Essex, B129 (Ballerina) *Valerie-Ellen*, Blackwater; C. Stoddart, 13 Manston Road, Margate, Kent, 980 *Harn*, Margate; E. W. Nicholson, 7 Arnold Avenue, Shenfield, Essex, 882 *Melryn*, Crouch; M. Reardon, 51 Downham Road, Ramsden Heath, Essex, 715 *Pliant*, Leigh-on-Sea;

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Fairwell to Nina

By E. S. Dunthorne

SHE first took the water at Bosham on March 18, 1961, and patiently she endured the inept handling of her inexperienced master during her first season. Gradually, however, a mutual understanding of capabilities and limitations was established, and *Nina* acquired a host of various home-made fittings which give a ship a personality, and make life simple, even under difficult conditions.

Details which I found rewarding include:

A two-burner stove which slid out from under the bridge-deck, with two folding legs located in sockets on the lid of what we called "The Po Box."

Removable mast support—but with a cluster of four coat hooks that stayed in position when the support was slotted out of the way into grooves cut in the bunk sides.

Hinged cut-outs with drainage gutters gave easy access to cockpit lockers. The cabin door was cut in half horizontally, with the cut wrapped by hollow beading, thus permitting one half door (the lower half!) to be left up at night. Better still, the two half doors were stored in a light rack fixed under the starboard cockpit seat, out of the way but ready to hand if required.

Rectangular wooden surround, 3 inches high, screwed around the mast tabernacle, into which halliards and topping lifts could be dropped, and (most helpful) a clearance hole on the port, starboard and rear boards of the surround, so that rope ends could be passed through from the inside and prevented from disappearing skywards by a simple knot.

There were many other things, too, and *Nina* and I enjoyed life in our fashion. Odd incidents come back to mind, like ghosting along in the twilight about two miles off the end of Bournemouth pier, on a summer's evening, while the band played something by Johann Strauss. The making of a cup of tea in the cockpit at 06.30 on the moorings at Bosham, with nothing moving, only the birds, the fishes and the water. More stirring, a wild ride, running before a hard blow, from Bembridge to Chichester harbour. We carried a working jib only, for that trip, and I think probably saved the boat and ourselves by trailing a heavy coil of rope on a thirty-foot warp. The way this improvised drogue repeatedly checked her from broaching to, was fascinating: the Avon Redstart gyrated aloft like a barrage balloon gone mad.

Finally, the Calais run, 1966. All the Silhouettes performed beautifully, but the sight of Ron Hunt in *Spray Dancer*, sliding through the field, really set me thinking; so, six years to the day, *Nina* took the water in Pool Bay, under a new owner.

Farewell *Nina*—Hail *Chanticleer* (a Hurley 22 twin keel craft). My new love is a beauty to sail, and given about three years' effort on the personal touches, I am sure will be as great a success in her class as my first.

Thames group

HOW MANY MEMBERS would be interested in joining a Thames Group of the SOIA

QUITE a number of Silhouettes live on the Thames, and several owners have suggested that it would be a good idea to form a Thames Group, to get together for talks and social evenings during the winter, and to organise some gentle racing or cruises in company during the summer. An interesting programme could certainly be arranged, but it is necessary first to have some idea of the support that could be expected.

Will members interested please write to the Editor of the Journal?

RIVER SAILORS — JOIN THE THAMES GROUP

This is the life

Now shift those cans and stow those stores
And if you can row, just take those oars.
Now make it brisk or we'll miss the tide
And if you're seasick use the leeward side.
Just tell the old woman she's far too slow
She's to pull up anchor, I want to go.
Take in the jib sheet and make her fast
Don't jeer at the customs boat till we're past.
Isn't this peaceful? this is the life!
Just keep the tiller while I beat my wife.
Isn't she lovely, sailing so sweet
There was never a Silhouette kept so neat
Each little gadget so well thought out,
Now take that sheet and we'll go about.
So lucky you know these engines too
I always hate sucking the petrol through.
While you're down below, just get the food;
Grub at sea always tastes twice as good.
What! You don't feel hungry, you don't feel well?
You drank the petrol, and it tastes like hell?
My dear chap, haven't you got to know
When to suck, and when to blow?
Come on deck and do some sailing
You'll soon forget that you are ailing.
There's nothing so restful as the sea
It will do you good to have come with me!

Rhona Pinkney.

Letters to the Editor

PARKING PROBLEM.—My experience towing my Silhouette through London may serve as a warning to other members not conversant with the parking laws in the big cities. I had travelled down from Anglesey overnight, and on arriving in London parked my car and trailer outside the National Liberal Club. Having been informed, in good faith, that it was in order, I occupied two bays and put money in both meters. Shortly afterwards a traffic warden booked me, and I had to pay the fixed penalty of £2. Apparently it is illegal to occupy two bays, although there is nothing stated on the meters to this effect. All my friends with whom I have discussed the incident, like myself, were unaware of this ruling, and it might do well to publicise it in the yachting press.—H. H. Firth, 5 Moss Grove Road, Timperley, Cheshire.

RADAR REFLECTORS.—Reg Garrod's remarks about radar reflectors in the June *Journal* reminds me of a recent discussion with Stan Morgan on the same subject. I understand that the whole point of the intersecting squares of aluminium is to create a series of right-angled "pockets," which reflect any radar beam back exactly where it came from, rather like a billiard ball near a corner, only in "3-D." Any ordinary metal object, such as a mast, will scatter the beam in all directions, leaving a weak reflection to be returned to the scanner. Such is the efficiency of the proper device that the indication on the screen is equivalent to that from a sizeable vessel. Stan and I were bemoaning the fact that this metal gadget is a horrible thing to have swinging about near the masthead, when it occurred to me that perhaps one could be made out of plywood, and coat it with kitchen foil? I know that Met. balloons are traced from reflectors made from net material, sprayed with metallic compound, but then the radar set is more powerful, and has little interference from other echoes beside the target. It would be interesting to know how small a reflector we could make, and still be clearly distinguished. Who knows a friendly fisherman who will let us have a peep at his screen while we hoist a do-it-yourself reflector?—David L. Smith, 96 Victoria Walk.

RADAR REFLECTORS.—I was interested in our Hon. Secretary's pious hope expressed in the *Journal*, that an aluminium mast would act as a radar reflector. I must say that I have hitherto shared this hope, and, indeed, have at times been optimistic enough to hoist an aluminium frying pan at the mast head in lieu of the reflector which each season I forget to buy. An experience last month sent me hot foot to the chandlers in a firm determination to keep frying pans in the galley in future. At the school where I teach, several of the boys are the offspring of seagoing parents, and to some extent they share the professional's scorn for amateur yachtsmen. So I was not much surprised when one of them said, "My father nearly ran down a yacht on Sunday. The first he knew about it was a Cinque Ports burgee going past the bridge. Nothing showed on the scan until the boat was a mile astern." This was not particularly surprising, since visibility had been less than a mile, and no doubt the ferry would have been doing near twenty knots in the security of her radar. But when I got down to the docks in the evening the first thing my neighbour on the mooring said was, "We nearly had it on Sunday. The blasted ferry nearly ran us down. She must have seen us on her screen with this great aluminium mast sticking up (it is over forty feet) but she went by at a good twenty knots, and nearly capsized us with her quarter wave." Chatting the same week to the Lifeboat Cox, I asked about the trials he had been attending of a new boat on the East Coast. He was full of praise for the new American-type craft; of her speed, handling qualities and dryness, but most of all he was impressed with her radar.—those reflectors on yachts, you know, they show up like bloody battleships. You never need worry if you have one of those! "I don't expect that this will stop me worrying in fog, but I should like to look like a battleship, so that's why I lost no time in visiting the chandlers, and that is why I hope to persuade our Hon. Secretary to do the same.—Ernest C. Large, 19 Victoria Park, Dover, 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.

WANTED. Genoa and spinnaker for Silhouette II, 75 High Road, Hockley 2049.

FOR SALE. Silhouette II, Hurley built, 18 months old, Terylenes, alloy mast and boom, anchor, chain, Prout dinghy, just repainted blue, £350, with new Evinrude £395, London GRA 8730.

FOR SALE after Solent cruise August 12, Silhouette 925, 2-berth, alloy spars, echo sounder, Seagull Century Plus, £320, Caulder, 21 Orchard Lane, Hermitage, Embsay, Hants.

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.

WANTED Mk II Wooden Silhouette. Must be in excellent condition, complete with Stuart Turner inboard and trailer. J. Cleaver, 17 Preston Grove, Faversham, Kent. Phone 2527.

EXCHANGE Would exchange lightweight mainsail and jib (2 oz. Terylene, new condition) for storm jib and genoa in good condition. Caseley, 21 Fifth Avenue, Chelmsford, Essex. Phone 58396.

WANTED Trailer for Silhouette II. Any condition considered. Thornton, 47, Brackenley Lane, Embsay, Nr. Skipton, Yorks.

FOR SALE Mystic Twin keel sloop, 21ft. 3 berths, galley, full cruising gear, trailer and new engine, £595. Can be seen at Silhouette Rally in Plymouth. McKnight, 19 Fairway Avenue, Manchester 23. Sale 0177.

FOR SALE Seagull outboard: long shaft Century Plus with clutch: two seasons careful use as spare motor: as new £39. Phone Windsor 61606

FOR SALE Silhouette II, Hurley, dinghy, Terylenes, clutch seagull, stainless steel rigging and roller reefing, CQR, 20 fathoms, kedge compass, pulpit, complete inventory, condition excellent. Berth available Blackwater. Price £350 o.n.o. 19 Champion Rd. Upminster, Essex Phone 5422

BOSUN'S STORES. Terylene ties (17/6), bow ties (10/6), burgees (12/6), car 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 Eeat, 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.

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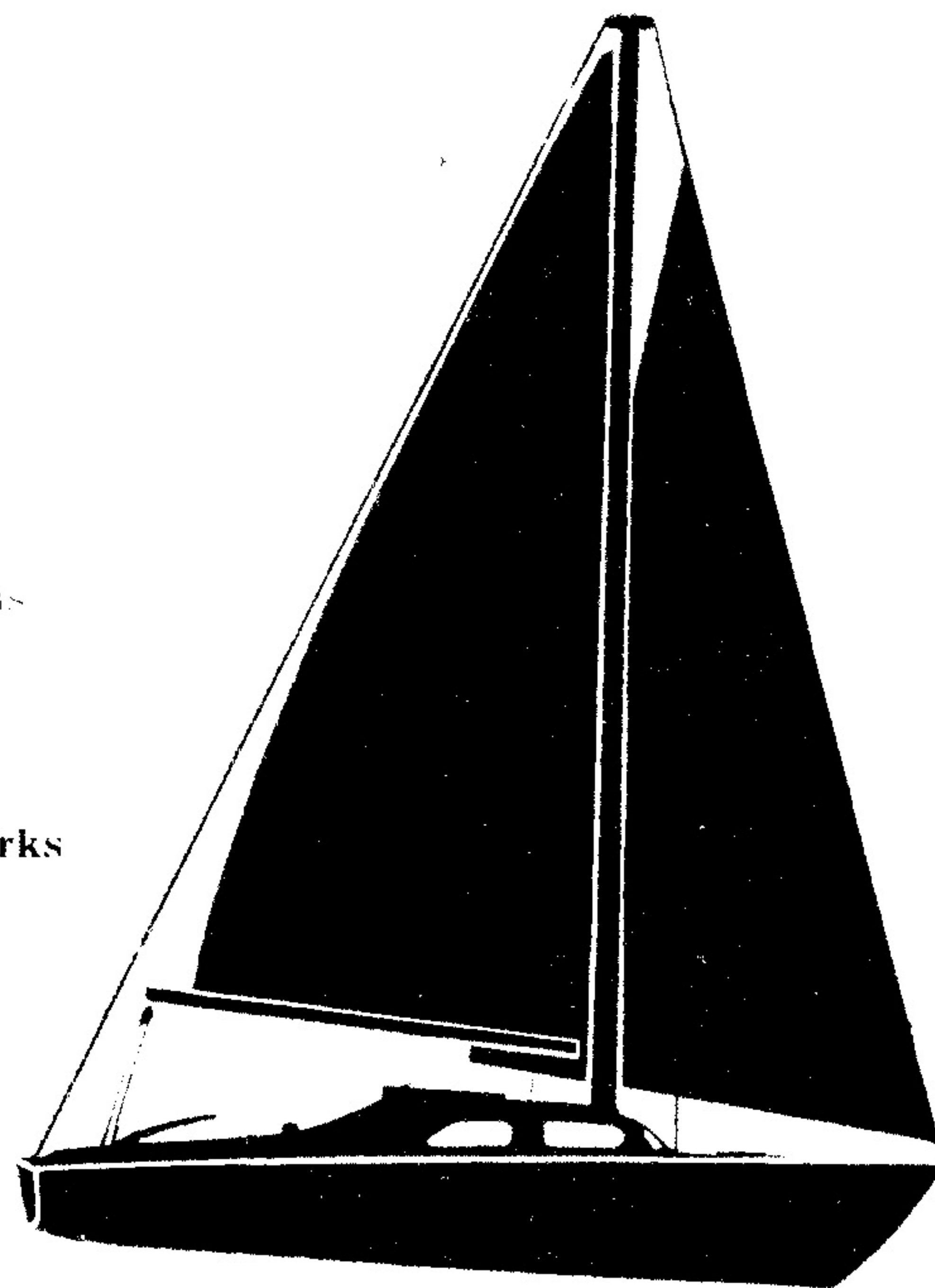
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