

# The Silhouette Owner

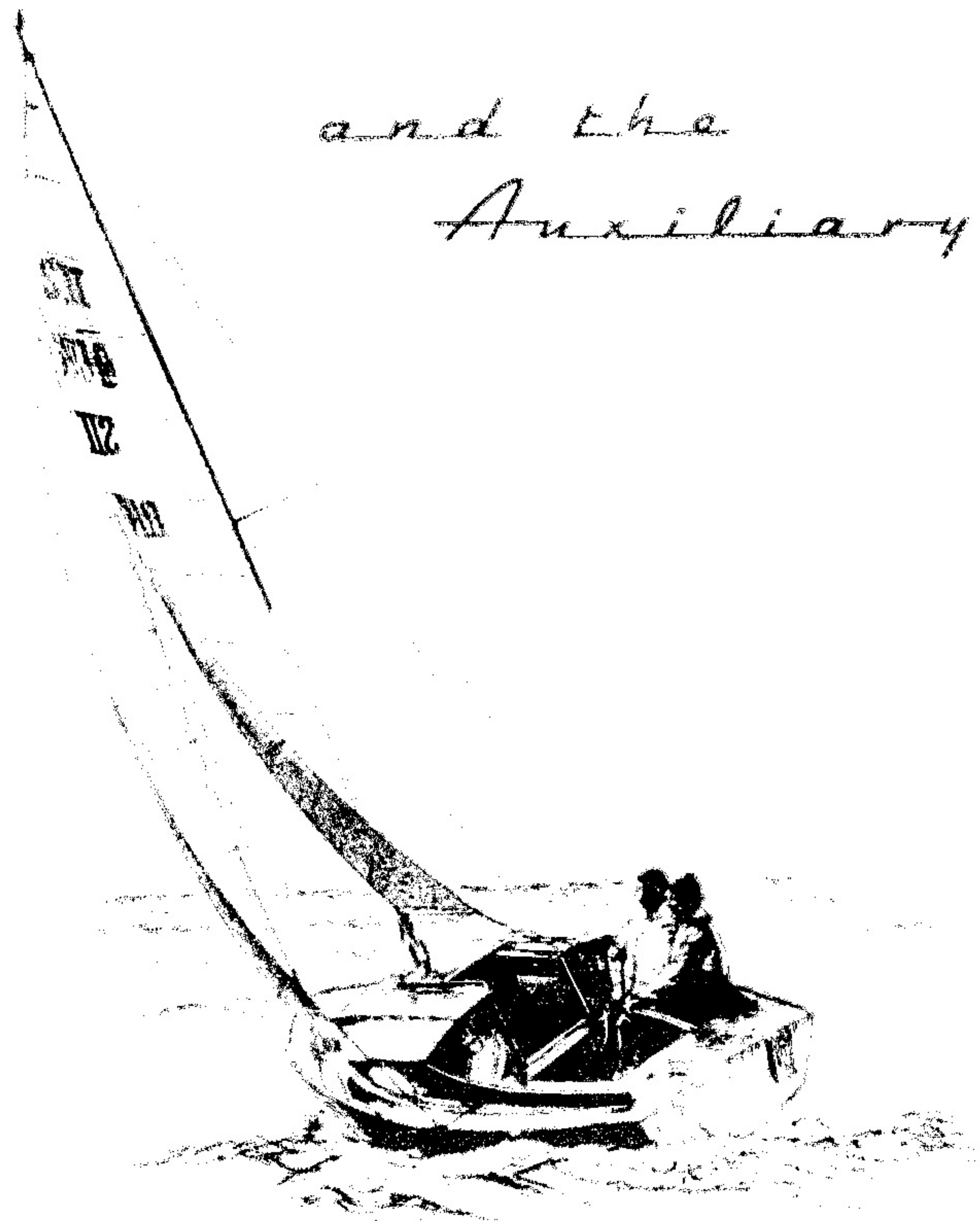
*The journal of the  
Silhouette Owners' International Association*

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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.

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## Round the World

WHEN anyone now over fifty was a boy the idea of sailing "small" boats of 30ft. overall or so around the Fastnet was considered foolhardy in the extreme: now the Royal Ocean Racing Club is a pillar of the yachting establishment. Ten years ago the idea of racing single-handed across the Atlantic was considered so ridiculous that Colonel Hasler and Sir Francis Chichester were hard put to it to find a yacht club to take the responsibility of starting such a race: now the third fleet of single-handed Transatlantic sailors is at sea. Two years ago the idea of racing single-handed round the world seemed about as extreme as racing gliders to the moon and back: now men are busy fitting out boats to sail single-handed round the world for the *Sunday Times* trophy. What next? Single-handed round-the-world (even single-handed Atlantic passages) cannot be everyone's cup of tea; in the nature of things such adventures must be for the few, who can find the time and the money to go in for them. But the week-end sailor need not despair: a good passage of the Thames Estuary, a trip to Brittany or Ireland may call for all the skill and seamanship of an ocean crossing. And it may be much more fun. What the past half-century has shown over and over again is that a well-found small boat—even a very small boat—is capable of surviving almost anything that the sea can bring. Ocean sailing, the vast loneliness of thousands of miles of sea surrounding the tiny dot of boat and man, appeals to our dramatic instincts, but pilotage, the negotiation of tricky tides and currents, the finding and safe entry of a small cove or harbour, are the things that demand the skill. In this mechanical world it is

good that man should pit himself alone against the elements for some prolonged struggle that tests every fibre of his nature, and the rest of us can admire and be encouraged by example. But in his endurance-test the single-hander loses much that the sea can give. The sense of common purpose in a crew, the adjustment to the needs of others, the companionship and the human sympathy to be found in the more normal sailing of small boats, are rewards both rich in themselves and a test and development of character as valuable as the self-knowledge that may come from lone adventuring. As we contemplate the now considerable fleet of single-handed mariners dotting the oceans of the world let us admire—and reflect. Let us acknowledge the debt of all sailing folk to the Royal Western Club of Plymouth, which helped to create ocean racing when most of the yachting community looked askance at it, and which, true to its traditions, supported the Single-handed Transatlantic Race when the faith of Hasler and Chichester stood almost alone against the weight of yachting opinion. Let us acknowledge our debt to Hasler, Chichester, Alec Rose and the rest who have proved that determination and self-discipline can bring a man alone across the world under sail. But let us also reflect that more modest passage-making has rewards of its own, and that a small boy cooking his first breakfast of bacon and eggs at sea in a Silhouette for his father at the tiller is getting perhaps as much from life as if he were rounding Cape Horn.

## Secretary's notes

MORE years ago than I care to remember, when I first became involved with paying tax for a mechanically propelled vehicle, one paid £1 per horse power. Since this was assessed at one hundred cubic centimetres of swept volume of the cylinders, many people felt that it was unfair to the weekend motorist, and that a better alternative would be to tax the amount of fuel used. Enthusiasm grew for this idea, until the motoring organisations arranged petitions, which I bow my head in shame to say that even I signed, headed "We want a Petrol Tax." This proved sadly successful; we have our petrol tax in no small measure, but someone forgot the basic idea, and while we no longer pay on horse power, the Road Tax is still well and truly with us, as we all know to our cost. It was with the memory of such an experience, that I was sad to learn that a yacht club on the Crouch had made repeated representation to the governing body to control the moorings on the Crouch. Again, it was a good idea in principle, to avoid overcrowding, and keep a reasonable fairway, but now the powers that be have proposed to appoint a mooring inspector, and to levy a charge for rent of mooring space. The same club is now up in arms, and is imploring all its members to write to their respective M.P.s to squash the scheme, and carry on with free mooring space; but I for one will be surprised if rents don't have to be paid. Please don't write and suggest that it is a good thing to pay a small fee; I would be inclined to agree, but small fees have a nasty habit of growing



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—ask anyone in the Solent Group. Time was when moorings could be had in *that* area for a small fee.

\* \* \*

A chatty letter was received from Terry Bickford, recently. He sends all his best wishes to members of the Association, and goes on to describe his efforts to run a combined services sailing club in Gibraltar, evidently with too many members, or too few boats. He also informs us that it is more than probable that he will need an extra berth in his own Silhouette, in about a month's time.

\* \* \*

Sad news from our friends in the South West; Ernie Sweet has resigned from the Group Secretaryship, which is a blow to us all, as Ernie is a real live wire and a very valuable and active member in every sphere. Unfortunately for us, though fortunately for them, Ernie is a very interested officer of the local Sea Scouts, and he has decided that this activity is taking more and more of his spare time. Rather than try to do two jobs inefficiently, he wisely chose to drop one. Perhaps we all agree that he is putting his efforts in the right direction, even if we are sorry to see him go. We can all feel sure, though, that Ernie's new *SIII* will be among the entrants at this year's Rally.

\* \* \*

Have you filled in your own entry form for the 1968 Rally? Please do it now, as it is so much nicer to have the whole of the entrants printed on the list in the programme, and this can be done only if you enter in time. Should you by any chance have lost the form sent, your secretary will be delighted to post on a spare copy. In case you have forgotten the details, the Rally will be held in Plymouth Sound, August 17-24, 1968.

The cruise in company across the Channel, which is being organised by Brian Heaney this Spring Bank Holiday, will probably be the last time that small sailing craft of any class will be able to congregate at Dover in any numbers. The Dover Harbour Board has issued a twelve page leaflet on the new regulations that will come into force this year with the opening of the Hovercraft service. These huge monsters, completely dwarfing the type seen from Ramsgate in the last year or two, are nearly as big as the conventional cross-Channel steamer, and will hurtle across eight times a day, at speeds up to eighty knots, travelling in a defined "Flight path" which will be buoyed within the walls of the outer harbour. The flight path will be monitored by two harbour board vessels, one stationed inside, the other outside, the harbour, but it seems that there will be little sympathy for a wind-driven boat trying to battle with the famous Dover popple that defines either entrance. There are rumours that the RYA will in future advise yachtsmen to avoid Dover as a port of call.

\* \* \*

"It's about time some of our many members started to write articles for the *Journal*. There must be hundreds who do interesting cruises." This extract from a letter received from Col. Fowler, from the Isle of Man, is a sentiment which is thoroughly agreed with, and one which Col. Fowler has every right to express, since before he gave up sailing both he and his good lady wrote columns for this magazine, about their cruises and their ideas and gadgets. Let's hope it has the desired effect.

\* \* \*

The owner of a brand new super stream-lined glass fibre, so called cabin cruiser, the type that is propelled by slick outboard engines, scorned all advice offered on moorings, being quite certain that all that was needed was enough weight to hold anything. So he buried a garden roller in the mud, and attached his riding chain to the handle; unfortunately the chain was a little too short for the height of the tide, so the roller was sucked out of its burrow, and no doubt smoothing a path in the mud en route allowed the "cruiser" to finish up high and dry on the sea wall, with some very nasty blemishes on her bottom.—R.A.G.

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*Telephone:* West Hanney 282.

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*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.*

## From the Commodore

**D**ID you see that picture in the paper recently of a police launch aground high and dry in the Thames? It's bad enough when you do it quietly up a deserted creek somewhere, but right under the public gaze . . . ! It just shows what can happen to anybody and, although when it happens in a Silhouette it's comfortable but boring, one is always glad of a helping hand for a pluck off. That's one of the nice things about boat-type people, they're always ready with a helping hand. Beginners need a bit of help sometimes, but are naturally diffident about asking for it. It is one of the advantages of an Association like ours that no one need ever feel like that, and if you're just starting and, best of all, starting with a Silhouette, don't hesitate to approach other owners. They'll help. Cruising in company is a splendid way of passing the time of seeing how the other fellow goes about it and, to my knowledge, many a Silhouette sailor has had his or her

## Regional Groups

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

|                                |                                                                                   |
|--------------------------------|-----------------------------------------------------------------------------------|
| <b>South-East.</b>             | <i>Hon. Sec. Stan Morgan, 19 Philbrick Crescent East, Rayleigh, Essex.</i>        |
| <b>Blackwater.</b>             | <i>Hon. Sec. A. V. Hudson, 1a Head Street, Gold-hangar, Maldon, Essex.</i>        |
| <b>Solent.</b>                 | <i>Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth</i>     |
| <b>South-West.</b>             | <i>Hon. Sec. E. K. R. Sweet, 126 Ham Drive, Ham, Plymouth.</i>                    |
| <b>Exe Group</b>               | <i>Hon. Sec. L. Pithers, 16 Belvedere Road, Exmouth.</i>                          |
| <b>Poole.</b>                  | <i>Hon. Sec. E. R. W. May, 2 The Circle, Moor-down, Bournemouth, Hants.</i>       |
| <b>Bristol Channel.</b>        | <i>Hon. Sec. J. T. Daniel, Badgers, Backwell Common, Backwell, Bristol.</i>       |
| <b>North-West.</b>             | <i>Hon. Sec. Brian Heaney, Lower Lee School, Beaconsfield Road, Liverpool 25.</i> |
| <b>Wyre and Morecambe Bay.</b> | <i>Hon. Sec. Miss J. Wright, 22 Arlington Avenue, Blackpool.</i>                  |
| <b>Lake District.</b>          | <i>Hon. Sec. T. K. Jones, Foxton House, Lowther Street, Penrith</i>               |
| <b>Coniston.</b>               | <i>Hon. Sec. David Thornton, 47 Brackenley Lane, Embsay, Skipton, Yorks.</i>      |
| <b>Midlands</b>                | <i>Hon. Sec. E. G. Oldham 206 Hagley Road, Edgbaston, Birmingham.</i>             |
| <b>Tees Bay.</b>               | <i>Hon. Sec. R. T. Swarbrick, 21 Raby Road, Stockton-on-Tees.</i>                 |
| <b>Scarborough.</b>            | <i>Hon. Sec. Stephen Lushington, 3 Hetton Road, Leeds 8, Yorkshire.</i>           |

first taste of the salty sea during Plymouth Week. I hope you are coming to join us this year. Go on—send off that entry form, **NOW**. Make this year's holiday the best ever and this year's Plymouth Week the best ever.—Cyril Guscott.

## Third Party Risks

**O**NE effect of the devaluation of sterling which may have escaped most people's notice is that any small-boat owner may now find himself liable for third party damages up to the enormous figure of £25,705. This is, perhaps, not a great risk for Silhouette sailors, but *anyone* may be involved in an accident which gives rise to third party claims, and as the value of money is eroded by inflation the Courts are tending to award higher and higher damages for personal accidents for which somebody can be blamed. Marine cover against third party risks is remarkably cheap, and Edward Lumley (Yacht Insurance) Limited, the SOIA's insurers, offer cover up to £30,000 for an additional premium of 5s. It is only common sense to take advantage of this offer. A substantial claim for damages from a swimmer, or other boat-owner, hit, say, by the propeller of an outboard motor, could mean

absolute ruin for many of us. To secure cover against this for the price of a packet of cigarettes seems highly sensible. Owners who wish to add extra third party cover to their existing policies should write directly to Edward Lumley (Yacht Insurance) Limited, 43/51 St. Mary Axe, London, EC3, and *not* to the SOIA.

## Poole Group

THE following activities for the 1968 season have been arranged by the Poole Group.

SUNDAY, JUNE 9: Picnic and games at Studland. Meet mid-way between Studland Village and Training Bank between 11 a.m. and 12 noon. Lilliput S.C. boats will leave Lilliput approx. 10 a.m. (Low Water—15-46 B.S.T.).

SATURDAY and SUNDAY, JUNE 29-30: Lilliput Regatta days. Members are invited to take part in this popular 2-day event. Application to: The Sailing Secretary, L.S.C.

SATURDAY and SUNDAY, AUGUST 3-4: Weekend "get together" at Goat Horn. Afternoon sail. Meet at Goat Horn for Tea and night stay. A fishing contest will take place on Sunday morning between 10 a.m. and 12 noon. Sweepstake 1/- per rod or line. *Most fish*—Winner take all. We shall have dinner and move to Shell Bay for swimming and tea. Return Sunday evening. (Low Water—Saturday 11-57 B.S.T., Sunday 13-14 B.S.T.).

### 3 DAY EVENT—SATURDAY TO MONDAY—AUGUST 31 TO SEPTEMBER 2

Saturday: Leave Lilliput S.C. line approximately 13-00 hours. Stop at Russell Quay for swim and tea. Proceed to Wareham for night stay. Fish and chips, and drinks at the local (no Breathalyzer required).

Sunday: Morning Coffee at Wareham. Dinner. Leave approximately 14-00 hours to Russell Quay for swim and tea. Sail round the Islands for night stay at Goat Horn.

Monday: Breakfast. Sail to Bar Buoy and on to Studland Bay for lunch and tea. Return Monday evening. (Low Water: Saturday 11-57 B.S.T., Sunday 13-14 B.S.T., Monday 14-28 B.S.T.).

The Hon. Sec. of the Poole Group is Eddie May, 2 The Circle, Moordown, Bournemouth. (Tel: Bournemouth 56256), and the Organiser is: John Iles, 13 Holland Way, Broadstone, Dorset. (Tel: Broadstone 4651).

## North-West Group - Beer and Bangers

OUR enthusiastic officers, Commodore Jeff Walsh, Hon. Sec. Brian Heaney and Hon. Treasurer Norman Cottram, organised a grand "Get together" for the opening of the 1968 Season; and what a good party it was.

Saturday, April 20, saw some 35 members of the N.W. Group piloting their way to a temporary anchorage at Lower Lee School on

the outskirts of Liverpool. Thanks to the excellent "Sailing instructions" prepared by Brian, compasses were not required, but only a good car and an ability to read the road signs.

At this smart modern school a 'salty' atmosphere had been created with the help of sails, bunting etc., and members who had travelled from as far afield as Bangor in North Wales to Southport in Lancashire and Hale in Cheshire voted it one of the best parties held in the N.W.

After a first class buffet provided by Marion Heaney a raffle for Scotch and wine, donated by Norman Cottram, increased the financial standing of the N.W. Group. During the evening plans were discussed for the N.W. Spring Holiday Cruise when boats will sail on June 1 from Abersoch and the Menai Strait for Porth Dinllaen. This is a remote anchorage in the Llyn Peninsula. George Smith and Brian Wiggins in their new Trident, together with other members of the Group who are taking part in the Puffin Island/Holyhead Race organised by Manchester Cruising Association on June 1, hope to join us at Porth Dinllaen on June 2, direct from Holyhead.

Jeff Walsh welcomed everybody to the party and thanked Marion and Brian Heaney and Norman Cottram for all the trouble they had taken to ensure the success of the evening.—Herbert Firth.

## Round the Island

MARTIN HALL writes from Causeway House, Mill Lane, Taplow, Berkshire: Don Reeves and I propose to sail round the Isle of Wight (non stop), starting from Chichester (East Head) at 1430 on July 13 and returning at 1530 the next day. We do not propose a race, or cruise in company, but I shall be glad to supply details of our expected time-table to anyone interested in going round at the same time, meeting in the Blue Anchor (Bosham) afterwards. We shall be going round anti-clockwise, sailing in *Tuonela* (red sails numbered 441), but will cancel if Force 6 is forecast!

## River Cruising

IF you sail with a young family, there is much to be said for a season on the gentle waters of the Thames. The Upper River is navigable for Silhouettes from Teddington (where it meets the tideway) to Lechlade, roughly 140 miles of good cruising water. Stanford's chart of the Thames gives all the information you want, and the system of buoyage is straightforward and simple: there are few hazards, and the channel is well marked. You can enter the river from the tideway by sailing up the estuary, or launch from a trailer at several points on the river—Marlow and Abingdon are both convenient. Don't forget to obtain a licence from the Thames Conservancy (Burdett House, 15 Buckingham Street, London WC2). There are several good sailing stretches on the river, but for an extended cruise it will probably be convenient to unstep the mast and voyage under power: the mast will have to come down for bridges, and it is a nuisance to have to step and unstep too

often. A dinghy is not really necessary, for mostly you can moor to the bank, but a dinghy can be useful for exploring backwaters and tributaries. Provided that a dinghy is properly marked with its parent vessel's name as "Tender to . . ." you don't have to pay any extra licence fee for it. Locks on the Thames are all manned and in good condition; as far as Oxford they are now all worked hydraulically, which means that you go through pretty quickly. You will need one or two things that are not normal cruising equipment, notably a wooden mallet and a couple of good wooden stakes or lengths of iron piping. You can often find a tree to tie to, but where the river runs through water meadows it may be treeless, and mooring stakes are useful. On the towpath bank of the river there is a right of passage mooring, which means that you can moor for 24 hours. In towns (and there are some very attractive ones) you can usually find a mooring, though you may have to pay a few shillings for it. It is illegal to dispose of sewage in the Thames, and if you have a fitted lavatory its outlet must be sealed. The Silhouette's wooden box comes into its own here. At various locks there are sanitary stations, all well marked, where boxes can be emptied, and rubbish disposed of. You can buy fuel at a number of places on the lower river, but as you go upstream fuelling points become rare, and above Abingdon you may have to walk inland to find a garage and fetch petrol in a can. So it is as well to take a couple of spare cans. For going through locks you need two good warps, of at least five fathoms, to control both bow and stern. The river twists and turns perpetually, so winds are liable to be eccentric, and remember to allow for windage if you are entering a lock on a gusty day. But for the most part it is gentle sailing, through a lovely and still surprisingly little known area of England.

## Letters to the Editor

**FIRST OF CLASS.**—Mr. Taylor in his letter has misunderstood my article. Sail No. 2 was launched at Rye in 1956, and named *Impala* by Major Hamilton, her first owner. Last year she came into my possession, and not at that time having traced her ancestry, I named her *Mary Rose*, which (rightly or wrongly) she remains. Sail No. 1 was Robert Tucker's own boat, and was launched later. The second *Impala*, Sail No. 230, may have been the original No. 1, but if so this is a very strange coincidence, because I cannot believe that Mr. Tucker's boat was given the same name as Major Hamilton's. Mr. Tucker took a great interest in Sail No. 2. There is a sad sequel to my article on *Mary Rose*. She is for sale, as I have already paid a deposit on a craft four times her displacement. I only hope that she remains at Newhaven, where I can continue to see her.—G. G. Elliott, Wychmount, King's Ride, Alfriston. (Editor's note: Mr. Tucker's boat was *Suzanne*, after which the *Suzanne Trophy* is named).

**FUEL CONTAINERS.**—Petrol has a high rate of expansion compared with water. This is why ordinary containers (such as oilcans) are dangerous. Furthermore, petrol vapour is heavier than air, and there must be no risk of its escaping into the bilges: it is not enough to ensure that the level of petrol itself is below the cap. Containers designed for petrol have provision for mechanical tightening of the cap—for example, the lever type on the jerrican, and the castellated rim for leverage on screw-caps.—John Byles, Little Orchard, Mile End Lane, Apuldrum, Chichester, Sussex.

**EARLY SILHOUETTES.**—It was interesting to see from Mr. Taylor's letter that my Silhouette *Impala* may possibly be the Number One. This has prompted me to try and contact the builders, C. E. Clark (Shepperton) Ltd. Unfortunately, this firm, which changed its name to C. E. Clark (Cowes) Ltd., in 1962, has now been wound up, and this leaves tracing back through all past owners about the only way of finding the origin of my Silhouette. I wonder how many other Silhouettes were built by this firm? My *Impala* was certainly well built and after alteration and renovation work now under way is completed, she should be as good, or better than, new. By the way, it seems quite a coincidence that the other early Silhouette mentioned in the May issue should be named *Gazelle*, an animal so akin to *Impala*.—Ronald S. Kyte, 33 Bryant Road, Parkstone, Poole, Dorset.

**SAFETY AT SEA.**—Having been to several Plymouth rallies and enjoyed them immensely, I have no hesitation in recommending this holiday to any SOIA member contemplating the venture. However, for those who are not habitually sailing on tidal waters there are some important precautions which should be heeded in the interests of yourself, your boat and all who sail in her.

**Anchors.** Many and varied combinations of type, weight and chain or warps are used, but a good all round arrangement for a Silhouette at Plymouth is: Two ten or twelve pound anchors of C Q R or Danforth pattern, each with 2 fathoms of 5/16" galvanised chain followed by 15 fathoms of 1 1/4" circumference multiplat nylon warp (Do not use floating warp [polypropylene] it fouls other boats and gets chopped up by props). One of these anchors and its warp will be used as a stern mooring, and should be fitted with a trip line and float. (Again, not floating line, please!).

**Compass.** Depending upon what your pocket can afford, but a useful minimum is the junior type with gimballed fixing bracket.

**Charts.** Should be ordered well in advance from your boat shop: Admiralty Chart Nos. 1967, 30, 95. You should also be sure to have first aid kit, plastic bailing bucket, fog hooter, approved life jackets and lifelines for each person aboard, lifebelt on 20 yards of floating line (Polypropylene), white and red mini flares, fresh water carrier, 2 gallon polythene outboard engine (or inboard) serviced and in good condition, fuel supply, spare spark plug and spanner, a few simple tools and strong knife, waterproof torch, shrouds, Halyards and fittings inspected, and replaced if in any doubt, one bow warp 6 fathoms 1 1/4" Terylene, one spare warp 6 fathoms 1" Terylene. Safety at Sea is something that all boat owners should be diligent about—it is too late to learn by experience!—Vincent Evans, Beacon View, Parbold Hill, Parbold, Wigan.

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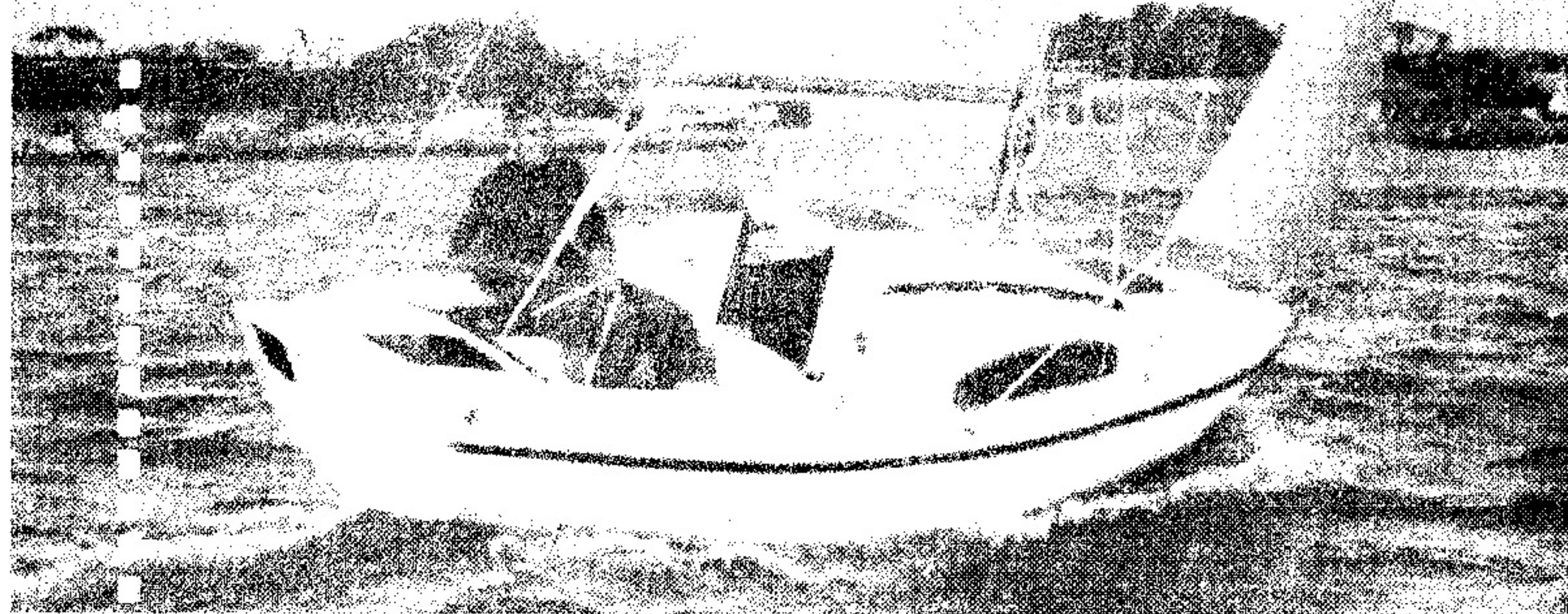
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