

The Silhouette Owner

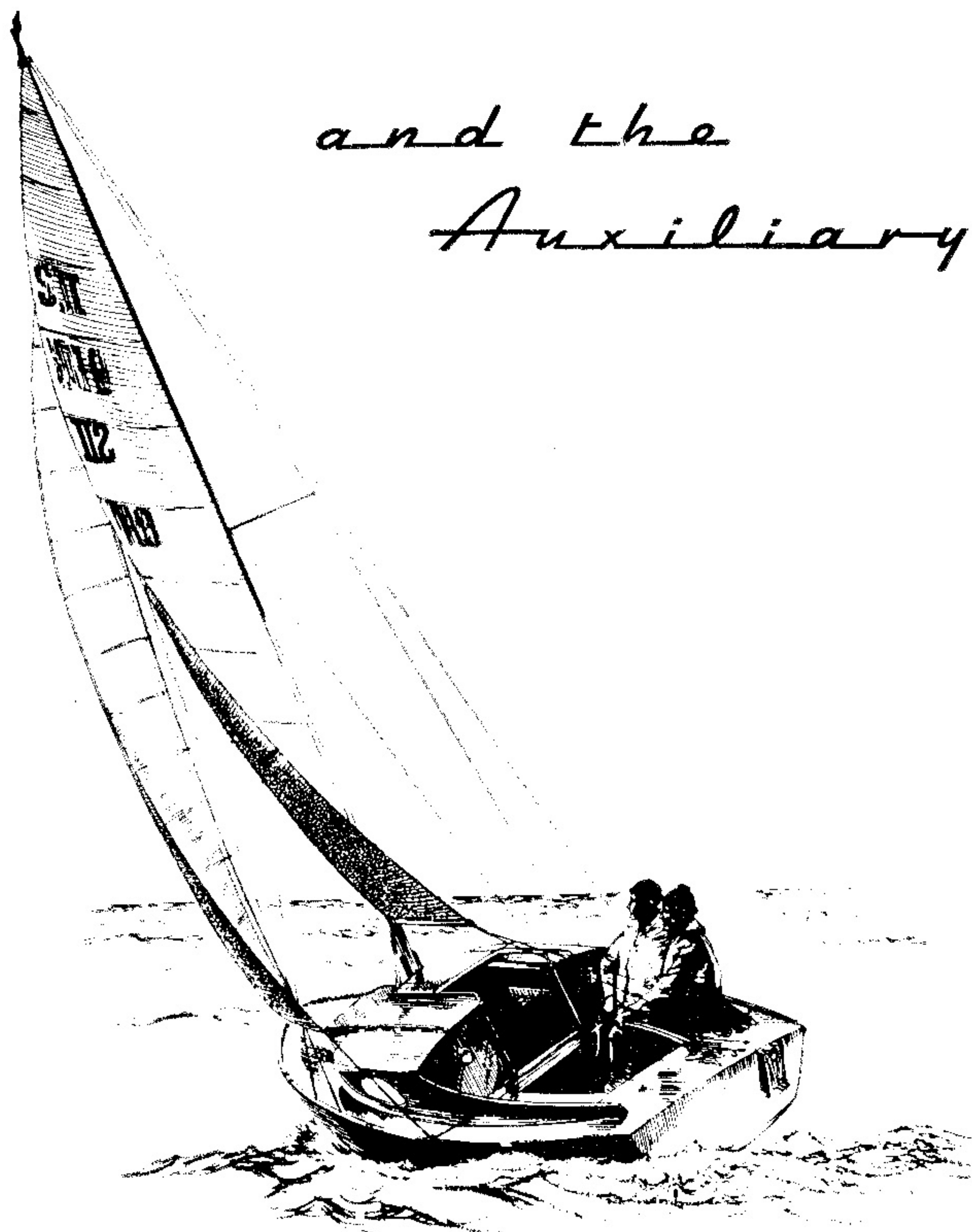
*The journal of the
Silhouette Owners' International Association*

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THE SILHOUETTE OWNER. The *Journal* of the SOIA is published monthly, and is sent to all members by post.

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Plymouth Week

ANOTHER year has brought another Plymouth Week, the highlight of the Silhouette season; and, in many ways, the highlight of the sailing season. Somehow or other, the very first of our Plymouth Weeks created a new kind of get-together for sailing families, a unique combination of yachting sport and family holiday. There is racing, but not too much of it: cruising, but the kind of cruise that the veriest novice can take part in without doubting his own abilities; and, above all, the fun and games of sea-picnics at Cawsand, and the constant good fellowship of our evening receptions, dances, and the Plymouth Dinner. We owe much to the hard work of our Plymouth members and the South-West Group, to the officers and members of our host club, the Royal Plymouth Corinthian Y.C., and to the Lord Mayor and Corporation of Plymouth itself, who have always been most kind to us. But we owe much, too, to Silhouette people generally, for the best-organised of parties is no good unless people help each other to enjoy it. That is the over-riding memory that we take home from Plymouth Weeks—a memory of being among friends, of meeting people we have *really* enjoyed meeting, and who have seemed *really* to enjoy meeting us. In a special sense, Plymouth is the international home of the world-wide Silhouette family, and it is always a particular pleasure to meet old friends at Hurley's and to make new ones. Because our Plymouth Weeks are such a mixture of holiday and sport, giving thought to the next man is more than usually important. Some families live on their boats, some don't. If your boat is going to be unattended, take extra

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special care over fendering and mooring, so that you don't upset anyone else when you are not there. If you are living on board, keep a friendly eye on the lines of the boat whose master is living ashore. To most sailing people all this is second nature, but it may be as well to remind ourselves about it. The discussions that arose last year over what should be regarded as "racing trim," and the wise decision of the AGM, ought to have settled this particular problem once for all: it is not the boat that wins races, it is her skipper and crew. We wish everyone at Plymouth Week fair winds and good sailing, and a jolly good time.

The Journal

AS in past years, *The Silhouette Owner* will not appear in September, to allow for annual holidays. The next issue, for September-October, will be published at the beginning of October.

England's Wooden Walls

THOSE who believe that for all the virtues of glass and plastics there is still much to be said for wood in boatbuilding will be glad to know that Dawbymain Limited, of Cader View, Barmouth, North Wales, offer the Silhouette II in wood to what seems an interesting specification. Complete boats with a useful inventory come at £545, and hulls in various stages of completion can be had from £175 upwards. Specifications and full details from Dawbymain as above.

From the Commodore

AS I write this the good old English summer is coming down outside like (as we say down here) stair rods; and there are flashes and rumbles all over the place. Let's hope it all blows away before the 17th and that Plymouth is basking in the sunshine when those of us

who are lucky enough to be able to, arrive. The S.W. Group gave some good advice to local members when sending out their fixture list for the season on what to carry on board when going outside the port. The list included all those things which have been mentioned by many and often, but nevertheless served to remind us that the price we pay for the independence that our craft give us is that we must be *truly* independent and self-reliant. The S.W. list was as follows: Portable fog warning; fire extinguisher. 2 gallons engine fuel; compass; at least three distress rockets or flares; 2 gallons fresh water; food for 2 days per person; bilge pump; life jackets for all on board; a powerful flash lamp; bailer; chart of area. This list refers specifically to those going outside the Breakwater and could, of course, be modified in detail to meet local conditions, or for more extended trips. The point is that we should all be prepared. The best cruises, however short, are the best planned ones. Incidentally, following the recent remarks about the ability of small bilge keel boats to go places, it is well worth while to remember that a one knot stream for you or against you makes a difference of two knots to your speed! Here's looking forward to meeting a lot of old friends, and a lot of new ones in a few weeks' time.—Cyril Guscott.

Secretary's notes

IT won't be many days after this *Journal* is published before the mass exodus of Silhouettes start to the West, when all those who are taking part in the 1968 Rally will be Plymouth-bound for a glorious week's holiday. If you haven't planned to be one of them, you still just about have time to send off your entry, to swell what is already a record number for this Sixth Annual Rally of Silhouette Owner's International Association at Plymouth.

* * *

Among the hundreds of congratulatory telegrams and letters that poured into Portsmouth recently after the safe arrival of the lone trans-world sailor Alec Rose, was a letter written by our Commodore expressing the admiration and best wishes from the Association. Alec, (now Sir Alec) has impressed everyone with his modest demeanour, and many Londoners have already journeyed to Holborn Circus to view his weed-encrusted *Lively Lady*, almost silently paying homage to a gallant man and an incredibly gallant feat.

* * *

At heart we are all a little afraid of change, and never really accept new ideas until the other fellow has tried them out. How many of us view the automatic gear box on a car as an unnecessary compli-

cation? How many still slap gallons of paint on the hull yearly because we feel that timber is the only real material with which to build a small boat? There are lots and lots of similar die-hard ideas, although there seem to be some things that we accept without question: plastic water containers, for instance, have completely ousted the metal variety, Terylene sails are practically universal, synthetic ropes are never questioned. So where do some of our silly prejudices come from? Is it age—does one get to a stage in life when we are satisfied, and want no alteration, in anything? And how would one have reacted to being born in a previous generation? Would we have supported the Luddites; complained about the countryside being “Gridironed with railways”; or would we have campaigned bitterly about the man with the red flag having to walk in front of a motor car? An interesting speculation, brought about when we anchored in a pleasant little bay for the night, in company with a few other small craft, and I noticed that mine was the only battered galvanised paraffin lamp used as a riding light; all the others were either small propane gas mantle models, or electric battery-operated types.

* * *

The Central Council of Physical Recreation is sponsoring a National Sailing Centre on the Medina, at Cowes, and will run courses covering all forms of boat handling, navigation, and maintenance, for the novice and expert, including those who intend to become instructors. Courses can be taken by single persons or groups. Further details can be had from your secretary, or direct from the TCCPR, 26 Park Crescent, London, W.1.

* * *

The big task of compiling the 1968 List of Members was undertaken at short notice by Mrs. Marion Heaney, owing to a sudden illness of the committee member who had taken on the job. It is a heavy load of work to tackle in one's spare time, and Marion has asked me to appeal to all members who find any mistakes in the list to bear with her for this year, and to drop her a line at Lower Lees School, Beaconsfield Road, Woolton, Liverpool 25. You will find that the 1969 list will be much more accurate, and published earlier in the year; but meantime we should record our thanks for all the work involved in typing out the copy for our printers, and editing and correcting it all. Thank you, Marion.

* * *

The RYA is anxious to arrange a set of recommendations for small cruising yacht handicap racing, and to this end sent out a questionnaire to all clubs and associations for that type of craft. Your secretary, who lays no claim whatever to be an expert on handicapping, invoked the

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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.

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, 1a Head Street, Gold-hangar, Maldon, Essex.</i>
Solent.	<i>Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth</i>
South-West.	<i>Hon. Sec. E. K. R. Sweet, 126 Ham Drive, Ham, Plymouth.</i>
Exe Group	<i>Hon. Sec. L. Pithers, 16 Belvedere Road, Exmouth.</i>
Poole.	<i>Hon. Sec. E. R. W. May, 2 The Circle, Moor-down, Bournemouth, Hants.</i>
Bristol Channel.	<i>Hon. Sec. J. T. Daniel, Badgers, Backwell Common, Backwell, Bristol.</i>
North-West.	<i>Hon. Sec. Brian Heaney, Lower Lee School, Beaconsfield Road, Liverpool 25.</i>
Wyre and Morecambe Bay.	<i>Hon. Sec. Miss J. Wright, 22 Arlington Avenue, Blackpool.</i>
Lake District.	<i>Hon. Sec. T. K. Jones, Foxton House, Lowther Street, Penrith</i>
Coniston.	<i>Hon. Sec. David Thornton, 47 Brackenley Lane, Embsay, Skipton, Yorks.</i>
Midlands	<i>Hon. Sec. E. G. Oldham 206 Hagley Road, Edgbaston, Birmingham.</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>

aid of Major Grenfell, who, as is well known, always acts in that official capacity at Plymouth. It now seems that the Royal Association did not meet with too much help from other organisations, but are extremely grateful for all the help that Major Grenfell has given, and it is understood that the new formulas will be based a lot on the experiences and gathered facts of our esteemed member. We hope shortly to be able to print his recommendations in the pages of this *Journal*.

* * *

Racing in a handicap class recently, with a very bad start, we were last round the first buoy, with a run of about two miles to the next mark. With genoa and full main set we seemed to be making little or no progress against the only other Silhouette entered, and two YM Seniors, one of which was reefed, the other, like the Silhouette, with

standard rig; so we set our spinnaker to make sure of maximum effort. The wind was in the region of a Force Four, gusty, which did not give an easy set to the balloon, but in spite of all our efforts we gained not one single yard. All very frustrating, but proof that steady sailing gets better results than a lot of heeling and collapsing fore'sls.—R.A.G.

North-West Group

BLESSED with reasonable weather, members of the NW Group held their Rally at Porth Dynllaen on the Llyn Peninsula over the weekend, June 1-3. It turned out to be the largest rally of boats that the group has ever had. A total of 21 boats arrived over the weekend, with another two craft from other clubs joining us. Included in the fleet were some new members whom we were delighted to see.

The Abersoch fleet were the first to arrive, escorted by Jeff Walsh, Commodore North West Group. Five boats, including a Folkboat, Hurley 22, Alactrity II and two Silhouettes sailed from Abersoch at

04.00 hours, arriving at Porth Dynllaen at 12.37, seven minutes after their ETA, which was not bad for a twenty-six mile cruise, and having to navigate Bardsey Sound in misty conditions.

All crews went ashore to the Ty Coch Inn, and by the time everyone had bought a round of drinks, a rosy atmosphere prevailed. The next arrival was a lone Silhouette from Port Dinorwic. They had left a number of hours before the main fleet, who were sailing from Caernarvon at 12.30.

Those of us who were in a fit condition to focus their binoculars across the bay saw the fourteen boats from Caernarvon in line astern sailing towards us, the time being 16.50. Herbert Firth was leading the fleet, and our appreciation goes to him and Alun Pritchard, who organized the departure from Caernarvon.

When the boats had anchored, the first arrivals had been joined by eleven more Silhouettes, a Vivacity, a Kingfisher and a Gypsy II. These comprised members from the Gazelle, Port Dinorwic and Caernarvon. We were also pleased to see two old friends, Reg and Nancy Pegg, two of the original members of the Association.

Later in the evening, Ron Bradbury, en route from Ireland, joined us in his Snapdragon; so the evening in the Ty Coch was even more entertaining. The last arrivals were George Smith and Brian Wiggins who sailed from Holyhead in their new Trident.

Sunday was overcast, but the rain kept off long enough for the barbecue. The ladies with the frying pans are to be congratulated on their efforts. The race for the Sea Fever Trophy started at 15.00 hours. There were twelve entries, all Silhouettes, and it was won in no uncertain fashion by A. R. Ashton of Port Dinorwic, the second prize going to D. Moorwood from the Gazelle. After dinner the prizes were presented, each member who had sailed over was also given an engraved tankard as a memento of the Rally.

The Abersoch fleet was the first to leave on Monday at 06.00 to allow them to navigate Bardsey at slack water, which was 10.00. They arrived off Abersoch at 14.38, after a glorious sail in very fine weather.

The Caernarvon, Port Dinorwic and Gazelle contingent left at 08.40, arriving off Caernarvon Bar at 11.40. Most of the first part of the journey had been in misty conditions and all boats had kept in close company. They made Port Dinorwic at 13.30 and members from PDSC parted from the rest of the fleet, who sailed on, reaching Glyngarth at 15.25.

All boats arrived at their home moorings safely. This was possibly because Jeff Walsh, when giving out the tankards, remarked that they were only given for the complete cruise, and anyone not getting back would have to return his souvenir.

Mention should be made of Nancy and Vincent Evans, who sailed their Vivacity from Southport the weekend before, and joined the boats leaving Caernarvon on the Saturday morning. Sam Roberts with his daughter Judith should also be congratulated. Their Silhouette was home built, and took three years to complete. She was launched for the first time the Friday before the Rally.

Safety precautions were carefully observed; each boat had to have enough life jackets, flares, petrol and towing warps as well as ground tackle. The Coastguard was notified before departure in each direction, and also advised on arrival.

Everyone who attended agreed that we had a very successful rally and are already asking when the next one will be.

This will be from May 31 to June 6 next year, 1969, and our venue is Cork. We have been invited by the Royal Cork Yacht Club, Crosshaven, to spend a week with them. Arrangements have been finalised, and as steamer bookings have to be confirmed before the autumn, a meeting has been called at the Westminster Hotel, Chester, on Sunday, September 15, at 10.30 a.m. This is to brief members as to cost, travel arrangements and the week's programme. Will members proposing to come to the meeting make a note of the date. Everyone attending the Cork Rally is assured of a marvellous holiday, and as Irish hospitality is world renowned, the opportunity is too good to miss.

Tees Bay

BY April 21 four Silhouettes were afloat in the harbour at Middleton, Hartlepool, and they were joined by four more during the weekend, April 28-29. A ninth was added by May 5. For the first points race of the series four SIIs turned out, to sail a course in Tees Bay of about 6 miles, in a light southerly breeze. Unfortunately, as the boats were beating out to the starting line the tide sluiced into the harbour, and with the 5 minute gun, there was no question of accepting a tow, paddling or using engines, so that there was a ragged start with some boats being as late as 25 minutes in crossing the line. There was a long beat to the weather mark off the Teesmouth, and some of the boats made up quite a lot of time. A long run and a short broad reach concluded the race, which was easily won by *Curvy* (Chris Lowery), followed by *Calypso* (Gerry Stevens). On Sunday, May 12, four SIIs started on a race over a similar course in a Force 5 wind, gusting up to 6, and with a very choppy sea. Unfortunately, the inshore mark got adrift, and was difficult to locate. Because of the conditions, the boats dropped out one by one, and only *Blue Goose* (Dick Swarbrick) and *Curvy* pressed on. As the latter was so far ahead at the weather mark, *Blue Goose* turned back leaving *Curvy* the only finisher and winner of the race.

By the time this is in print, it is hoped that some of the Tees Bay fleet will have sailed to Whitby for the Spring Weekend, and will have been joined by some of the Silhouettes of the Scarborough Fleet.

Up The Creek

By K. R. NORTHGREAVES

THE Upper Thames sounds very nice for an occasional break from the perils of the sea, but what is it like to keep one's boat permanently up the creek? Not so bad really. Our particular mud hole is the Wey Navigation at Byfleet, some 20 miles west of London. In an urban environment the Thames and its tributaries provide instant transportation back to the nineteenth century, usually within minutes of casting off.

Unfortunately our boat *Marengo* becomes a motor boat for the Spring and Autumn, but in the high days of summer the tideway is but a couple of hours distant. Through Teddington lock at high water, Richmond flows sweetly by and in no time the tugs are barging past at Brentford. Places such as Strand-on-the-Green and the London Apprentice at Isleworth have not changed for hundreds of years, judging by old prints, but the sailing barges are not there any more. The real fun starts at Fulham where it's possible to tangle with a Thames "Flat Iron" carrying 4,000 tons of coal to the power station, and then, at the downstream side of the London Bridge, where the river bed dips and dredging starts, there is very often a series of standing waves about four feet high which always catch you napping just where the pleasure boats are turning into Tower Pier and the main barge traffic starts.

Things are a trifle crowded until well past the Greenwich yacht club at Redpath's old sheds. How on earth those boats manage to perch on a 45 deg. bank, I do not know. There is a bit more room to manoeuvre here, and the *Cutty Sark* slips quickly past. It is pointless raising the mast in this area, as a sailing boat is a confounded nuisance to the river traffic, unless, of course, it is a Saturday, as the tugs no longer work over the weekend.

The entrances to the docks demand a lively lookout, with boats of several thousand tons, sometimes broadside on to the stream, and surrounded by tugs. Thank heaven their draft is more than 1ft. 9ins., although Blackwall point at low tide has caught many a one foot niner! Not much now, until Anchor Bay, Erith, comes up, and the tide is getting slack. Sufficient time to put up the mast, row ashore and enjoy a pint with those excellent fellows at Erith Yacht Club, ensconced in their ex-lightship. From this point onwards we enjoy the same sailing as all other SII owners, probably on a mooring at Hoo on the Medway for a month or two. How long does it take to come home at the end of the tour? Our best time was achieved leaving the anchorage at Hole Haven at 04.30 one morning, sitting out the ebb at Erith, and carrying the next tide up to Teddington, arriving at Byfleet by 22.30 the same day.

Letters to the Editor

THE FIRST SILHOUETTE.—May I, as the owner of the Silhouette with sail No. 1 join in the correspondence about the first Silhouette? SII No. 1 is now known as *Shadow*. I bought her from Mr. Robert Tucker (her designer) in November 1957 for £320. She then had the name of *Suzanne*. Mr. Tucker had her on the Broads and delivered her to me at Lechlade. I used her on the Thames for one complete season, and then trailed her down to the Beaulieu River, where she has been ever since. She is at present laid up at the Palace Quay Boatyard, Beaulieu. A description and photograph of the boat appeared in *Yachting Monthly* in the Spring of 1957, or possibly 1956. She was built, that is, the shell was built, by a firm to the north of London (I can't remember the name). Mr. Tucker completed her himself. She was the second Mark II Silhouette to be built. The first was *Impala*, built by Philips of Rye. *Impala*, however, took sail No. 2 as Mr. Tucker had reserved sail No. 1 for his own boat. I saw *Impala* at Keyhaven last year, and spoke to her owner. *Impala* was, therefore, the first Mark II Silhouette, but carries sail No. 2. *Shadow* (*Suzanne*) was the second, but carries sail No. 1. I have become rather too stiff to enjoy getting in and out of the Silhouette cabin. I would like her to go where she is appreciated and valued. I still have the original sails, and they are in good condition, but I had to stay the mast more efficiently and strengthen the rudder and skeg when I left the Thames.—Robert Wheeler, Gilbury Cottage, Exbury, Southampton.

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

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FOR SALE. Cockpit boom tent, with windows and fitted ends, suitable for any sloop up to 21ft. (Silhouette, Felicity). Good condition. £5 5s. Teignmouth 1996.

FOR SALE. Silhouette II, 1306, excellent condition, Hurley built, Terylene sails, brand new Seagull, bunk and cockpit cushions, echo sounder, road trailer, anchors and warps, compass. £350. Bingley, White Lund, Morecambe 1596.

FOR SALE. Axle with wheels, tyres, tubes, brakes, complete for Silhouette trailer, £15. Johnson/Evinrude 3 h.p. Longshaft Conversion kit unused due to change of plan. Cost £11, sell for £7. Johnston, Clifford Chambers, Stratford-upon-Avon, S-on-A 5161.

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 Hon. Sec., 4 Crawley Road, Bush Hill Park, Enfield, Middx. or Mrs. E. Morgan, Swatchways, 19 Philbrick Crescent East, Rayleigh, Essex. Back numbers of the Journal (on loan) from Eddie Coxell, 40 Louis Drive East, Rayleigh, Essex.

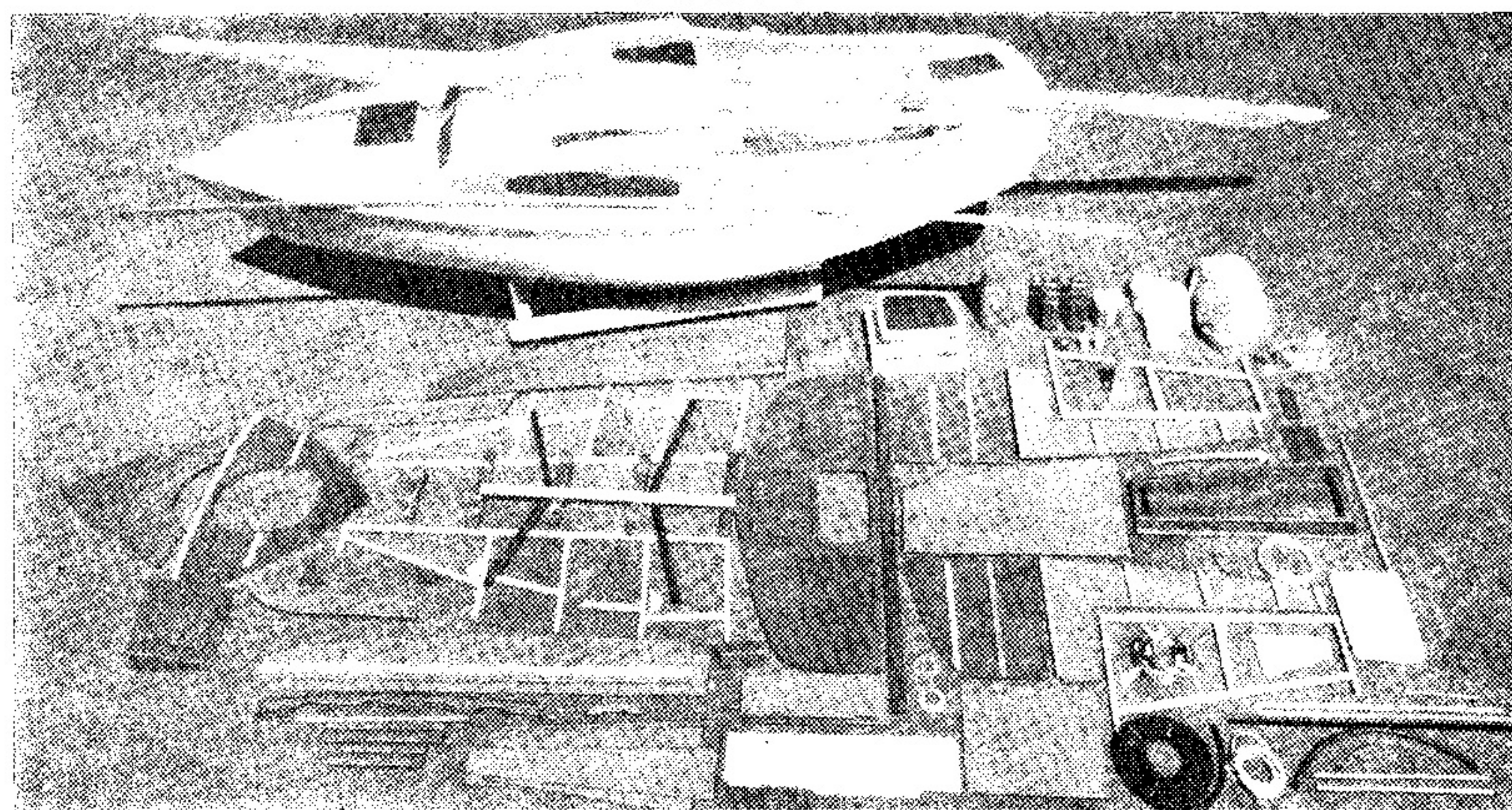
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