

The Silhouette Owner

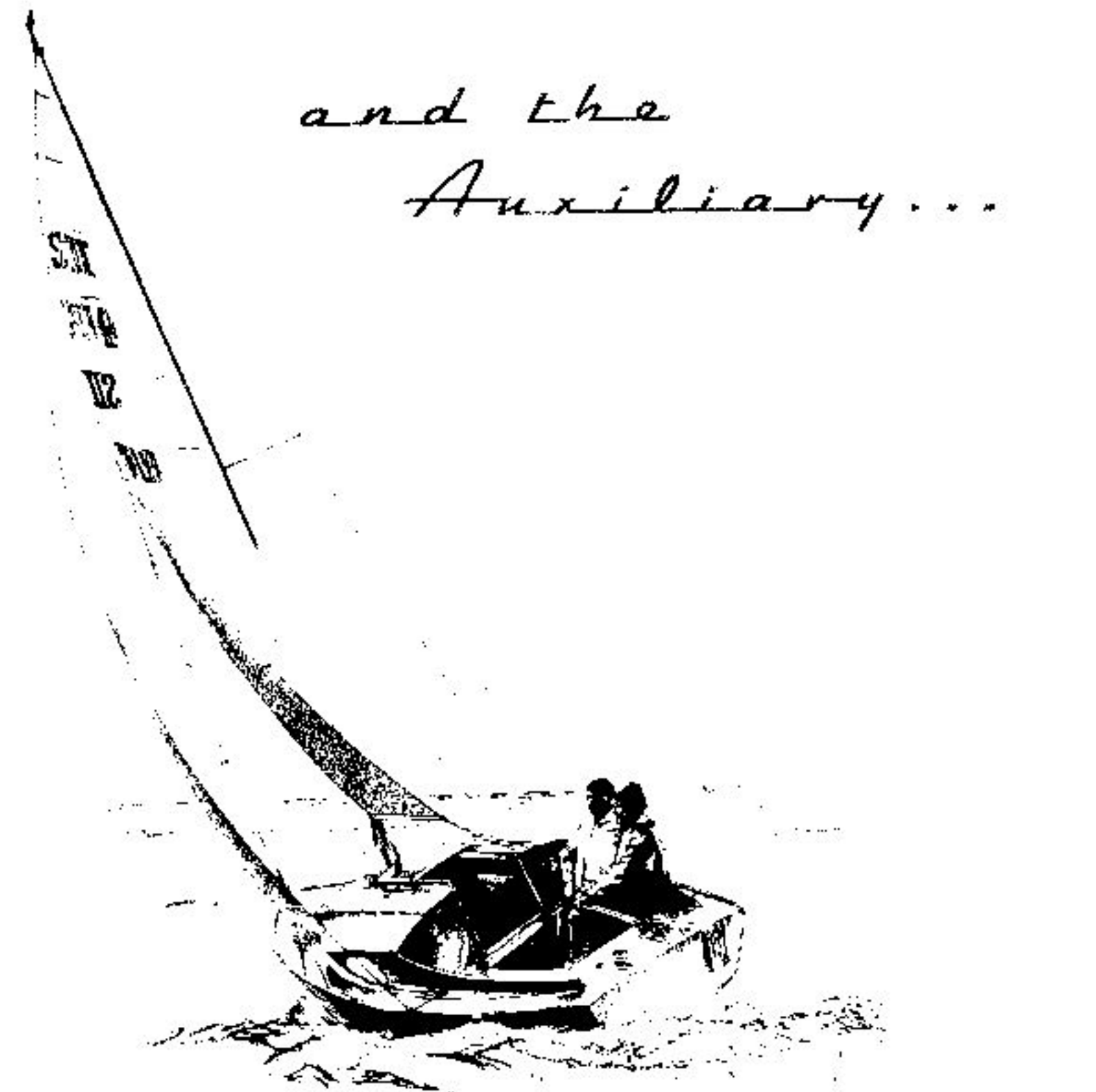
*The journal of the
Syllabic Owners' International Association*

NUMBER 101 SEPTEMBER 1969 PRICE 1

NUMBER 101 SEPTEMBER 1969 PRICE 1

NUMBER 101 SEPTEMBER 1969 PRICE 1

and the
Auxiliary...



BRITISH SEAGULL

"The best Outboard Motor for the World"

REFERENCES

1111 JS (New)	POOR	COURSE	1111 JS (New)	POOR	COURSE
---------------	------	--------	---------------	------	--------

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

Hon. Editor: NEVILLE POVEY,

24 Harecroft, Fetcham, Leatherhead, Surrey. Tel. Bookham 2719.

Advertising rates on application to the *Hon. Advertising Manager*,
MRS GILLIAN POVEY, 24 Harecroft, Fetcham, Leatherhead, Surrey.
Tel Bookham 2719.

Contents

SECRETARY'S NOTES	3
POOLE GROUP	4
SCARBOROUGH GROUP	5
TEES BAY GROUP	5
RITS and BOBS	6
FOR the BOOKSHELF	11
STOP PRESS	12
LETTERS TO THE EDITOR	12

Navigation

I HAVE heard that a number of members have been attending navigation classes during the winter evenings but I have not heard whether any of them have been successful in obtaining Yacht Masters tickets at the end of them or for that matter have needed their knowledge afterwards. My local evening institute puts on such a course with a qualified Master Mariner as tutor and I have been tempted to attend but cannot decide whether it will be worthwhile or not. Perhaps some members will pass on their opinions on the subject.

One member writes to say that he navigates by the rock method which I immediately thought meant coast hopping very close inshore, but he goes on to explain it. Having set out for an unspecified destination and reaching some suitable haven he drops the anchor and makes for the shore in the dinghy with all speed. On arrival he visits the nearest confectionery shop, buys a stick of rock, then enters the name that runs through the middle in the log. He goes on to say that although he has never found this method in any volume on navigation he finds it invaluable in obtaining a definite fix. I've no doubt that he understates his navigational prowess, but coastal navigation by eye in settled weather and when only making short hops can be quite ample in my opinion without the need for constant fixes and course plotting. I am open to correction on this point, but I am quite sure that a large proportion of our members navigate in this way. Charts, compasses, pilots and tide tables are essential, but I think that their use can be varied in the light of existing circumstances.

Small hints like the use of a ruler to approximate the distance offshore by measuring the height of a known object on land and

applying a simple formula are worth knowing and remembering. Any sent in to me will be passed on through these pages.

For those interested in the hint mentioned above, with the ruler 25 inches from the eye and measuring the object in tenths of an inch the formula is:

Height of the point in feet

24 times the number of tenths of an inch

The answer is in miles and this together with a single bearing will give you a reasonable fix.

Secretary's Notes

THIS is the last time our editor will be able to publish my ramblings under the heading of Secretary's notes, as by the time these appear in print a new member will have taken over the reins for the completion of the year until the next annual general meeting. There is always an underlying sadness about 'throwing in the towel' but one has more and more commitments thrust upon one and the time comes when something has to go by the board although I trust the members will allow me to carry on attending committee meetings and I feel sure our editor will print an article or two which I intend to type out in the near future.

Many good friends have been met through the Association in the last seven years and I have the memory of some wonderful letters of appreciation. I only hope that my successor enjoys the job as much as I have.

The committee meeting and Plymouth Week, will be reported in the next edition but I am sure that the week was as good as ever and a wonderful time was had by all who attended.

The Board of National Boat Shows Ltd. have rejected the R.Y.A. appeal to allow Class Associations to have stands at the Earl's Court Exhibition on the various builders stands and they have also rejected the suggestion of separate special areas for any such displays as they are convinced that this is causing preferential treatment to certain manufacturers. An appeal has been made for all members to object to this ruling as strongly as possible and of course this Association will lend weight to the protest but it seems that we will be very lucky if we are allowed to have our little corner on Messrs Hurley's stand as we have had in the past years. This is a great pity as we had all come to regard this as a general meeting and nattering place. This could have quite an effect on the general attendance at The Show as it must be realised that there are as many people who go to Earl's Court just to meet up with old friends as there are those who go to look at new boats.

Two extremely interesting letters published this month giving suggestions on how to avoid having a reefed boom crash down on one's head are much appreciated. This will soon be another of the

refinements added to *Rosette* but principally it is very gratifying to have response to any appeal for ideas from members. It is hoped that we can look forward to many more alterations that readers have found so beneficial and we do hope that all who have experimented with cutter rig will share their experiences with the writer of the letter from New Zealand.

Which is the oldest Yacht Club in the world? Mrs. Jackson from Ireland is careful to point out that the 'Loch Derg Yacht Club' is one of the oldest but which can claim the title of being the very first?

One fine Saturday evening not so long ago we anchored in a very secluded creek for the night, inflated the rubber dinghy, and went ashore only to learn, to our utter dismay, that the nearest place of refreshment was four miles away. Four miles doesn't sound far, and as any ordinary mortal walks at that rate per hour what does an hours walk compare with denying oneself a drink? Who but the faintest of hearts would not have set out like we did, full of hope and expectancy. True enough it did take about an hour and the end product was all the more appreciated but what we had not taken into consideration was that Dunlop magisters, with no socks, are not the ideal walking footwear for a warm summer evening. It was many days before the blisters had receded enough to enable a normal pair of shoes to be worn again so take heed, either choose your mooring spot with more care or carry a few cans!

With all best wishes, with thanks to the many who have helped me in the past, and with all hopes of every success for whoever has taken my place.

R.A.G.

Poole Group

THE Secretary, Eddie May, writes to say that an active member of the S.O.I.A., Howard Rhodes accompanied by Bert Willsher has recently made the crossing from Poole to Cherbourg and back. This is the first account of such a crossing that I have read in the journal and the fact that it was made in a Silhouette Mark III makes it more interesting. Modesty appears to have prevented the crew from giving any more than a brief report of their voyage but I am sure that they will forgive me for saying that they are both Senior Citizens and congratulating them on their achievement.

Cross Channel—Poole to Cherbourg

AT 04.30 on the morning of Wednesday, 2nd July, the owner of Silhouette Mark III, 90, *Rhoda*, accompanied by another member of the Lilliput Sailing Club, Poole, set out from Studland Bay to cross to Cherbourg. Guided by a favourable weather report, they arrived at Cherbourg at 23.15., the crossing taking 18½ hours, 8½ hours being motor assisted. The next day, Thursday, was spent at Cherbourg, and an early start was planned for Friday morning. The return

crossing commenced at 02.30., Poole Bar Buoy was reached at 19.40 (17hrs. 10mins), the last three hours of the return journey providing the best sailing period in a good Force 3-4, excitement being added by very disturbed water for some eight miles outside Poole Bay.

The inflatable dinghy was stowed in an aft locker, motor was a Seagull Century Plus, the Seafix D.F. was invaluable since visibility at times was poor, but above all the boat behaved in a manner which created no criticism. This very successful joint effort has served to satisfy the urge of two active but not young members of this Club to cross the Channel, with the now confirmed opinion that the "Duty Free" has a much better flavour when fetched in one's own "wee boat"!

Scarborough Group

THE year started with a Winter Meeting in February organised by Brian and Jean Smith. A show of members slides and films including an S.O.I.A. film of the 1966 Rally was well received and a very enjoyable evening was had by all. Many thanks to Brian and Jean.

There have been several changes in the Group this year. Brian and Jean Smith have sold *Perfect Lady* to Peter Bringloe who previously owned the midshipman *Aphrodite*, and have bought a Coribee 21. Walter Woodhead has sold *Bobtail* in favour of *Ballerina* and Stephen Lushington has sold *Pterodactyl* and gone *Westerley*. Nevertheless there are still six Silhouettes at Scarborough. In addition to *Perfect Lady*, *Leonora*, *Carousel* and *Interceptor*, *Toscaig* has reappeared after a year's absence with new owners and W. Dale has recently launched his new home built Silhouette II.

Although remaining a member of the S.O.I.A., Stephen Lushington is resigning as Secretary of the Group.

Tees Bay Group—Progress Report

THERE are now about ten Silhouettes afloat at Hartlepool, and Points Racing continues. Chris Lowery's *Curvy* still dominates the scene, although John Ashton's *Random* is now beginning to pick up its heels. Unfortunately, and for the third year in succession, the proposed trip to Whitby over the Spring weekend holiday had to be abandoned because of south-easterly weather (a dead muzzler), and mist. We'll have to try yet again next year!

There was some good sailing at the Tees Sailing Club's annual regatta, where there were two races for bilge keelers. Sunday's race provided a particular glorious sail in a steady south-westerly wind of force 4—5. The fleet included some six Silhouettes which had a good battle, except that as usual *Curvy* soon forged ahead from the start and was never headed. Dick Swarbrick's *Blue Goose* lead the remainder of the fleet round the course with the others at his heels like a pack of hounds until the Longscar rock buoy, the final seaward

mark, was reached. Here the fleet split onto port and starboard tacks while beating inshore. *Blue Goose* got too far downing and allowed Maurice Archer in his *Ballerina Nimble* and John Ashton in *Random* to get through. There was an exciting broad reach to the finishing line and *Random* just made it, followed by *Nimble*, *Blue Goose* and Arthur Kirkman in *Beccafica*. *Curvy* and *Random* took first and second places on handicap.

A weekend trip to Sunderland is on the programme next. The large boats of the North East Cruiser Racing Association are racing from Sunderland to Hartlepool on the Sunday, the time of return of the Silhouettes coinciding with the time of return of the larger boats to Hartlepool, so they will be well escorted.

Bits and Bobs

By A. H. Chettle

THE following is a general account of the modification carried out to our Mk. II Silhouette, with, wherever possible, the advantages and disadvantages of the changes made. Obviously, very much of this will be old hat to the majority of S.O.L.A. members, but there surely must be a few folk who, like myself, are very glad to glean any information from those who have already made most of the mistakes.

Should anyone be interested in obtaining more detail on any particular mod. I shall be pleased to forward any information available, with working sketches if required.

1. Taffrail or pushpit and dodgers have been in position for two seasons now, and provide a welcome feeling of security in the cockpit, as well as a fair degree of protection from wind and spray.

The rails were manufactured from $\frac{1}{2}$ in. bore water pipe, bent around a home-made bending jib, with the two bolt flanges for the feet cut from $1\frac{1}{2}$ in. x $\frac{1}{4}$ in. Mild Steel and welded on. The top rail is of such a height as to allow the Seagull to be tilted almost to the horizontal to avoid drag when under sail.

The dodgers began life as a camp bed, and a bright orange in colour, with the boat's name "Gazelle" displayed in bold black on either side.

Disadvantages: none evident. There is a possibility one supposes of "windage" on the side of the dodgers, but this is not apparent in handling or performance.

2. As the boat is more often than not, sailed single-handed, the need for extra ballast forward was felt. This is in the form of sections of mild steel bar 3in. x $1\frac{1}{2}$ in. about 14in. long, welded together sandwich fashion to form two blocks 3in. x $4\frac{1}{2}$ in. x 14in. These were then drilled and counter-bored to bolt down onto the existing keel bolts. In the case of *Gazelle* there was enough thread pro-

truding to secure the extra weights from bronze hexagon $\frac{1}{2}$ in. Whitworth nuts. Total weight of extra ballast 58lbs.

In addition to this fixed ballast, we carry a 15lb. CQR anchor, a 10lb. Fisherman anchor, eight fathoms of $\frac{1}{4}$ in. galvanised chain, and usually something like five one gallon water containers in the forward section of the hull. This amount of loading does not appear to be excessive, and the boat carries her way better when going about, she is also less likely to be stopped by a succession of heavy seas. The trim is noticeably better when crew weight is located in the cockpit, and no snags are apparent to date.

3. Having been vaguely dissatisfied with the original wire mainsheet horse, an attempt was made this season to improve matters. A rigid horse was bent up from $\frac{1}{2}$ in. diameter stainless steel (what would we do without the ubiquitous scrap yard) and fitted with large area washers top and bottom, through the original holes formerly occupied by the wire horse eyes.

The contour of the new horse at its ends was such that the traveller was retained on the horizontal section, and could not fall down the vertical leg onto the deck, a fault with some sheeting arrangements.

The traveller itself was fabricated using an oddment of stainless strip, an $1\frac{1}{4}$ in. dia. Tufnol sheave, and a single Barton jam cleat.

The mainsheet is now instantly and easily controllable and adjustable, does not end up in a "birds nest" on the after deck, also, the draft of the sheet is applied to the leeward side, thus minimising to some extent the heeling effect of the main sail and improving its drive.

No disadvantages evident after a number of extended solo trips this season.

4. On the occasions when it is necessary to reduce sail in a hurry, I have found that one hand is almost always occupied in ensuring that the tail of the halliard does not go up the mast. With a view to making both hands available for rapidly bundling the headsails down on the deck, the down-haul of the halliards is passed through small nylon eyes screwed to the mast about 6ft. above coachroof level, and a "figure-of-eight" made in the end. When the occasion demands, we can now proceed forward, secure a bundle of terylene on the foredeck, and be back in the cockpit inside 25 seconds.
5. We use a boat hook of the plastic-headed variety, and into the base of the shaft has been drilled a recess using a carpenter's bit of $\frac{1}{2}$ in. diameter. When running before the wind, with the sails "goose-winged" the plastic nose of the boat hook is located in the eye in the clew of the jib, and the recess in the bottom of the

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: BRIAN HEANEY, Lower Lee School, Beaconsfield Road, Liverpool 25. Telephone 051-428 4071.

Vice-Commodore: HARRY MALONEY.

Rear-Commodore: JEFF WALSH, 33 Broad Lane, Hale, Cheshire.

Hon. Secretary: LL. COL. F. W. BARTLETT, Lota Lodge, Forrest Road, Mcols, Cheshire.

Hon. Treasurer: R. W. FAIRMAN, 141 Hornchurch Road, Hornchurch, Essex.

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

Circulation Managers: HARRY MALONEY, 13 Branksome Road, Moredon, Swindon, Wilts. MR. & MRS. BUTT, 153 Whitton Road, Twickenham.

Associate Representative: R. B. HUNT, Holmlea, Ringwood Road, Ebblake, Verwood, Dorset.

Press Secretary: CYRIL GUSCOTT, 64 Cowick Hill, Exeter.

Supplies Officer: MAJOR E. H. SWEET, Tolsa, Grove Road, Lymington, Hants.

Librarian: E. COXELL, 40 Louis Drive East, Rayleigh, Essex.

Committee Members: PETER MOYSE, 14 Cumberland Mansions, Bryanston Square, W.1. Mrs. OLIVE BUTT.

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 30s. (U.S.A. \$5). Bankers: Westminster Bank Limited, Hornchurch, Essex.

shaft positioned over the head of a mast bolt in the side of the tabernacle. The sheet is then cleated, and the full area of the headsail is presented to the following wind, leaving the helmsman free to concentrate on the avoidance of a gybe. The only modification called for is the hole in the base of the boat hook, and this in no way interferes with its equally useful functions as depth finder, woolly hat retriever, etc.

6. A vane type self steering gear has been built, largely from scrap materials, and without facilities other than an electric drill. The gear uses an additional steering rudder aft of the boat's normal rudder, and the complete gear is easily and quickly detached when not required.

Whilst refinements are still being applied to the gear, it is evident from fairly extensive trials that it is surprisingly efficient.

Regional Groups

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

Blackwater.	<i>Hon. Sec. A. V. Hudson, 1a Head Street, Gold-hangar, Maldon, Essex.</i>
South-West.	<i>Hon. Sec. A. Kennedy, 59 The Knoll, Marsh Mills, 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. Elfed Lewis, 40 Pfriddoedd Road, Bangor, Caerns.</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, Egbaston, Birmingham.</i>
Tees Bay.	<i>Hon. Sec. R. T. Swarbrick, 21 Raby Road, Stockton-on-Tees.</i>
Scarborough.	

Under favourable conditions, it has been possible to leave the boat on her own devices for up to an hour, course being maintained entirely automatically.

It is not suggested, or required that the gear should steer the boat for very long periods without attention. The primary requirement was that the single-handed man should be able to safely leave the helm long enough to put the kettle on, heat up the soup, or even dig out the plastic bucket from the stern locker(?)

Disadvantages: though easily fitted or removed, the vane section is difficult to stow aboard a small vessel, though the remainder of the mechanism can be left on the transom without detriment to performance. On the whole, a device of doubtful value to the Silhouette helmsman, though most fascinating to experiment with.

7. Perhaps the most significant alteration to the specification of *Gazelle* is the addition of a bowsprit and an extra head sail of some 30 sq. ft. This installation is by no means original, details of a similar scheme having been published in the yachting press. The resulting improvement in performance has made the work well worth carrying out, as well as adding a good deal of interest to our sailing.

In light airs, the boat moves more effectively on all points of sailing: on a broad reach the effect is most pronounced, with a very definite increase in speed, winds of force 2-3 being adequate to put the hull up to its maximum. To windward, the advantages are not quite so obvious, she does not appear to sail any closer to the wind, but speed is much more easily maintained in choppy conditions. On a run, it is possible by booming out the mainsail and new headsail to port, and what was the jib (now strictly the staysail) to starboard to have all three sails driving - this provides an exhilarating ride. Also, by careful sheet trimming, the helm can be virtually balanced and again on all points, weather helm is very much reduced, but there is never any tendency to "lee" helm, a point about which I had wondered in the early stages of design.

A fringe benefit for the single hander is the greater permutation of sail areas available i.e. all on; full main and staysail only; full main and jib only; reefed main and staysail; and so on. In more typical British Summer weather, with winds of up to force 6, the boat is very well balanced and easily handled using the 30 sq. ft. jib only against the reefed main.

In order to accomplish these changes in the driving force, one does not have to struggle with hanks and shackles on a wet foredeck to remove one sail and hank on another as the unwanted area of sail is simply snaffled down on the deck or secured with shock cord to the pulpit (see (4) above) which is the work of a moment.

Disadvantages are few: It is, of course necessary to dispense with the centrally mounted stem roller, but this is currently being replaced with a specially-made offset pattern which will fit alongside the bowsprit.

There is the possibility of the mooring or anchor chain fouling the bobstay, but prolonged observation of the boat at her mooring has shown that this rarely occurs and even when it does, contact is light and brief and the bobstay attachment just above the water line is well able to withstand the infrequent nudge it receives. Shrouds have not been fitted to the "sprit and the evidence is that they will not be needed on a spar only 36 inches long.

If the foregoing has started any other owner thinking about what to do in the long Winter months, then this article will have served its purpose. Whilst I do not set myself up as any kind of expert, as I said, having made most of the mistakes, even I must have learned a little. If you think I can help, just ask.

Future plans include the removal of the hatch slides from the foredeck, hingeing the hatch at its after edge, and the insertion of a Perspex panel to admit more light below; the fitting of a much more substantial rubbing strip around the gunwhale; greatly enlarging the

limber holes in the coaming aft of the cockpit; and fitting a raised portion or "doghouse" section to the rear of the coachroof, perhaps 4/5in. would not destroy the lines too much.

For The Bookshelf

THE *Observer* Singlehanded Transatlantic Race. ATLANTIC VENTURE by John Groser. Ward Lock & Co. Ltd. Price 30/-.

THERE can hardly be a member who does not know something about the singlehanded Transatlantic Races and most of you will have read one or more of the individual accounts by the lone sailors taking part in them. John Groser in his *Atlantic Venture* writes from the organisers view point and gives a far more general picture of the third race held in 1968 together with the history of events leading up to the inauguration of this four-yearly race.

Inspired by Lt. Col. H. G. "Blondie" Haslar in 1956, it wasn't until 1960 that sponsors and organisers had finally been arranged and the first race took place. The *Observer* newspaper agreed very early on to act as sponsor for the race and the organisation was taken over by the Royal Western Yacht Club. After this race which was won by Sir Francis Chichester and the 1964 race won by Eric Taberley, public interest in the next of the series in 1968 reached unexpected heights and it attracted a record number of would be entrants. With them came the problems of sponsorship and ability. A singlehanded 500 miles qualifying race seemed to take care of the latter but the former was not so easy and may well need further consideration before the 1972 race.

All of these matters and others are discussed as background knowledge but the book is mainly concerned with the 1968 race which was covered by the author as Assistant Sports Editor of the *Observer*. For this purpose he went across to Newport, Rhode Island during the later stages of the race to be on hand at the finish. At that end the arrangements were in the hands of the Ida Lewis Y.C. of Newport.

John Groser writes a very readable account which covers all the boats and their helmsmen with short personal histories and records of their feelings about the race before and after their struggle against the Atlantic. There are ample photographs and several diagrams whilst the appendices give you a chance to assess each boat against the others. Appendix I gives scale drawings of all the yachts and Appendix II lists them giving their vital statistics. I was surprised to find that the smallest boats were very little longer than a Silhouette with only 217 square feet of sail whilst the largest was over 57 feet long and had a 1384 square feet sail area.

Until I read this book I had no more than a passing knowledge of those yachts made famous for having been well placed or sustaining some damage. The race now means much more to me and I shall look forward to the next one with far more interest. My only regret is in not having read this book before now.

Stop Press

NATIONAL CHAMPIONSHIP 1969

1st The City of Plymouth Trophy	<i>Well I Never</i>	F. W. Bartlett
2nd The William Spurrell Trophy	<i>Nauru</i>	D. Barnes
3rd The Russell Marine Trophy	<i>Wee Three</i>	H. Moloney
4th The Exe Trophy	<i>Tricky Isaac</i>	W. S. A. Lee
5th The Lumley Trophy	<i>Janine</i>	P. W. J. Rowbury

HANDICAP SERIES

Equal 1st	{ <i>Goodwind</i>	Tankard 23	B. Tankard
	{ <i>Mystene</i>	Mystic	C. H. W. Smith
3rd	<i>Paloma</i>	Alacrity	Mrs. S. A. Kennedy
	*	*	*

An account of the Rally and the racing will appear in the October edition together with a full list of prizewinners.

* * *

THE NEW SECRETARY. At the invitation of the Committee Frank Bartlett (*Well I Never*) has accepted the Secretaryship of the Association following the retirement of Reg Garrod.

* * *

1970 National Rally—Plymouth 9th to 15th August.

Letters to the Editor

UNCROWDED WATERS.—We purchased our Silhouette last Autumn and sail it on a lake nearby - which is 27 miles long and 4 miles wide - with VERY FEW boats of any description on it at all! The boat has been in the water since Easter and has been much admired by all the local sailing types. We have joined the Loch Derg Yacht Club - which we understand is one of the oldest in the world - although activity seems to be confined to racing round the harbour (Enterprise class) on Sunday afternoon - usually only 4-6 boats taking part so far this season. We feel there is a tremendous potential for development of sailing here - in fact the lack of craft is sometimes quite alarming as there is no-one in sight to give a hand should an emergency arise.

For our holidays we intend sailing up the lake and perhaps also up the Shannon as far as Athlone. As we have no local chandlery (and the chandlers even in Dublin and Cork have very little to offer) we wondered whether you could put us in touch with a suitable merchant who could post us a catalogue of equipment and gadgets to enable us to fit out our Silhouette - as there is no-one in the vicinity from whom we can get ideas for such a small craft the other cruisers on the lake being chartered to carry about 6 passengers with the comforts of showers and running water etc! All we have aboard so far are the two bunk cushions and all sails and ancillary fittings, and an inboard engine.—Mrs. W. Jackson, 235 Cakerdavin Park, Limerick, Republic of Ireland.

HURRAH FOR CHRIS LOWERY!—His article in the July edition of the Magazine was first class and is something that I personally have been waiting

for a very long time. I do not even pretend to be a sailor, I do not belong to a sailing club and I know little or nothing about the art of sailing except that which I have learned the hard way from experience, and although I have had my Silhouette some years I still am not sure that I am getting the best out of my boat *Blue Dolphin*.

Chris Lowery's article therefore was a blessing, please can we have some more on the same lines, with more details in them. For instance I find that by hoisting the jib a good deal further up the forestay than is usual I 'appear' to get better performance, if the wind is anything over force 4 I get a lot of weather helm, what are the causes etc.?

Also, since this is probably the first and last time that I shall write to you, can we have articles on variations in rig, alterations to lay-out and other adjustments that members have made to improve performance and accommodation. I have tried Cutter rig on my boat but found that because the bowsprit was relatively short that the jib itself was backwinded. I have built a new main hatch to the cabin raised some 9 inches above the coachroof so that when living aboard I can just stand up under the hatch to dress and undress, this in no way interferes with the boom.—R. C. Sidey, *Blue Dolphin* 1203, Thorpe, 30 Sea Road, Carlyon Bay, St. Austell, Cornwall.

I have no doubt that Mr. Sidey will be pleased with this edition. Since both he and Mr. Chettle mention a type of doghouse I should be pleased to hear from anyone who has made such a modification so that I can pass on the details.—Editor

REEFING.—Regarding the Secretary's reefing problem and the boom coming off the gooseneck, I think that it boils down to this:—

- (1) Keep the gooseneck as high as possible.
- (2) Take the strain on the halliards and really haul tight.
- (3) Try pressure on the gooseneck; it should not come down more than an inch or so.
- (4) If this is done you should not be able to pull the boom back.

On *Dipper* the squared end of the gooseneck which was 2 inches long has been filed back to 1 inch which means that the boom only has to move aft 1 inch to be clear to revolve. My boom has been shortened by 3 to 4 inches to clear the twin backstays and the track of the main horse which is 24 inches wide and some 4 inches aft of the tiller and is some 6 inches or so further aft than normal. My mainsheet pulls aft more than most but I have never had the boom pull out yet. My main halliard comes down the front of the mast as usual almost to the foot then direct aft through a horizontal hole in the mast to a cleat just above. All my halliards, main and two jibs, pass through eyes screwed in the mast. This stops flapping and a knot in the end stops the halliards running up and blowing away out of reach. In addition, the jib sheets do not catch on anything.

My drill when rolling down a reef is:—

- (1) Release the main halliard and leave it. The mainsail will not run down owing to the extra friction.
- (2) Release main sheet, crewman pulls the boom clear of the square and feeds the luff round the boom whilst the helmsman rotates it and pulls the leech aft.
- (3) Push back on the square and then really haul the main up tight. Do not try and tighten by pushing down on the gooseneck.
- (4) It is now almost impossible to pull the boom aft.
- (5) If however you want the sail as low as possible to keep the centre of pressure low by getting the gooseneck to the bottom, you may be asking for trouble. In the top position the boom is held by the luff really tight but push the gooseneck down to the bottom and it is quite easy to pull the boom back. To avoid droop in *Dippers* boom I have screwed two wooden strips on either side. These start about 9 inches from the mast and taper outwards from nil going aft. The front end of the boom is also tapered.

Regarding the Rally, I shall not be entering *Dipper* this year as I feel that I ought not to be handicapping my own boat. It will be even more difficult to get a figure now that the R.Y.A. have put the S II to 120.—Major W. P. Grenfell, The Moorings, 19 Coombe Road, Saltash.

IMPROVED PERFORMANCE. The locally designed Hartly 16 and 18 are sailing rings round my Silhouette and naturally I would like to improve my speed. Is there any way this can be achieved? I recollect an article in the Journal on a bowsprit and cutter rig. Does this make much difference and if so could you let me have the necessary details? My working jib is 59 sq. ft. and my next size is 45 sq. ft.; would these two be suitable to use for a cutter rig? I would like to know the length of the bowsprit and the fixing point on the mast for the headsail; would they both be fixed from the masthead as the present headsail is? Incidentally my main is 56 sq. ft. on a 19ft. mast.

I carry a 5 H.P. Johnson outboard in one of the cockpit lockers and it fits in a well in the aft deck when in use. The fuel tank is carried in a locker in the aft deck and weighs 43 lbs. and the yacht seems to be down at the stern but as I don't know where the water line should be I cannot be sure of this. I also remember reading in the Journal of someone with a special type of spinnaker which enabled him to storm along in great style to use his own words.

As I normally sail singlehanded, due to a family which is not interested in sailing, I am anxious to obtain some sort of wind vane, self steering gear; is there anything that has been developed that is satisfactory for a Silhouette? Finally, is there any bracket available for my 5 H.P. Johnson to fit on the transom as it is not very satisfactory in a well and there are no brackets available here.—T. Murdoch, P.O. Box 5016, Papanui, Christchurch, New Zealand.

If anyone replies to this letter direct, I should be pleased to have a copy so that it may be published for the benefit of all members.—Editor

BOOM TROUBLE.—I noticed while reading the current edition of the Silhouette Owner your article on your boom trouble with your boat.

I also had much the same trouble, but managed to overcome it by the following method. I disconnected the inboard boom fitting and removed it from the boom. I then fitted the gooseneck into the boom end and drilled a small hole in it. I then fitted a 3/16" steel pin through the hole thus ensuring that the gooseneck would only come out far enough to reef the sail. I then fitted the boom end and gooseneck back onto the boom. I have sailed two seasons now with this arrangement and am very pleased with the results.—J. Milam, 33 Woolston Road, Netley Abbey, Southampton, SO3 5FR

ANOTHER AMERICAN MEMBER.—I have just purchased a Silhouette, Mark II, wooden hull cruising sloop which was made in 1961.

Am also interested in finding out any ideas for getting the most pleasure and use from my boat. I wish to take it from the harbour at San Pedro and go to Avalon, Catalina Island.—John Ost, Dr., 24907 Walnut Street, Torrance, California 90717.

BINOCULARS AND BIRDS.—May I assure our Secretary that I regard our binoculars (two pairs) as an essential part of a Silhouette equipment. Glasses of eight or ten magnifications are best, but the eight are less bulky and of sufficient magnification. Many times have we checked a boat's name and port of registration when unaided the letters were a blur. For bird-watching, glasses are a must and I am sure P.J.N. Tail should or does use them. While estuary sailing we have often watched the shags, cormorants and herons flying; small groups of guillemots and razorbills swimming; terns swooping and diving for fish, and this year for the first time a black tern resting on a nearby buoy. As the tide ebbs we

have chosen a suitable hour to settle on a mud bank or salting and the boat has become a hide. It's surprising how close the curlew, oyster catchers, shelducks and redshanks come. Do not however settle on the mud an hour after high tide with ten hours to watch and wait this too we have done. Mark Lester, S.II 1030, La Mouette, 44 Summerdown, Eastbourne.

SMALL ADVERTISEMENTS

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

FOR SALE. Silhouette II, No. 1343, marine ply, excellent condition, 2 year old, STUART 4 H.P. INBOARD, complete sails, cover, road trailer, dinghy. Moored at Rock, Cornwall. £425 o.n.o. Kivell, Poughill, Bude, Cornwall. Tel. No. Bude 2004.

FOR SALE. Silhouette 728, Hurley built in first class condition, terylenes, Stuart Turner, speedo, compass, new Seafarer, anchors, warps, nav. lights, gimbaled stove, 13" wheel trailer, brakes, dinghy, oars, etc. £450 o.n.o. 308 Chester Road, Siretly, Sutton Coldfield. Tel. No. 021-353 4143.

FOR SALE. Silhouette II, Sparlight mast, genoa, spinnaker, birth cushions, laid-up Crouch. £290. R. W. Langford, Great Missenden, (Bucks.) 4376

FOR SALE. Glassfibre Silhouette Mark III, 10 months old, blue, top deck immaculate condition, all gear such as Seagull Century Plus with clutch, Pram dinghy, anchor with chain and nylon warp, grid compass, etc., even oilskins and insurance. £670. C. Roberts, 18 Maes-y-Cwrt, Port Talbot.

FOR SALE. Silhouette II, Hurley built, Stuart Turner 1½ H.P. inboard terylene sails, storm jib, new spinnaker, Calor cooker, excellent inventory, mooring chain. Immaculate condition. £460. o.n.o. Also available, trailer, dinghy. F. Johnson, 2 Rosemount Close, Loose, Maidstone.

FOR SALE. 1968 Hurley Silhouette Mk. III, Seagull outboard, moderate inventory. £720, offers. Details: Kitchen, 39 Stoke Gabriel Road, Galmpton, Near Brixham, Devon.

FOR SALE. Fantasie, 19ft. 2 berth, bow and stern pulpits, Seagull clutch, terylenes, trailer, anchor, chain, calor. £300. 40 Sydenham Villas Road, Cheltenham.

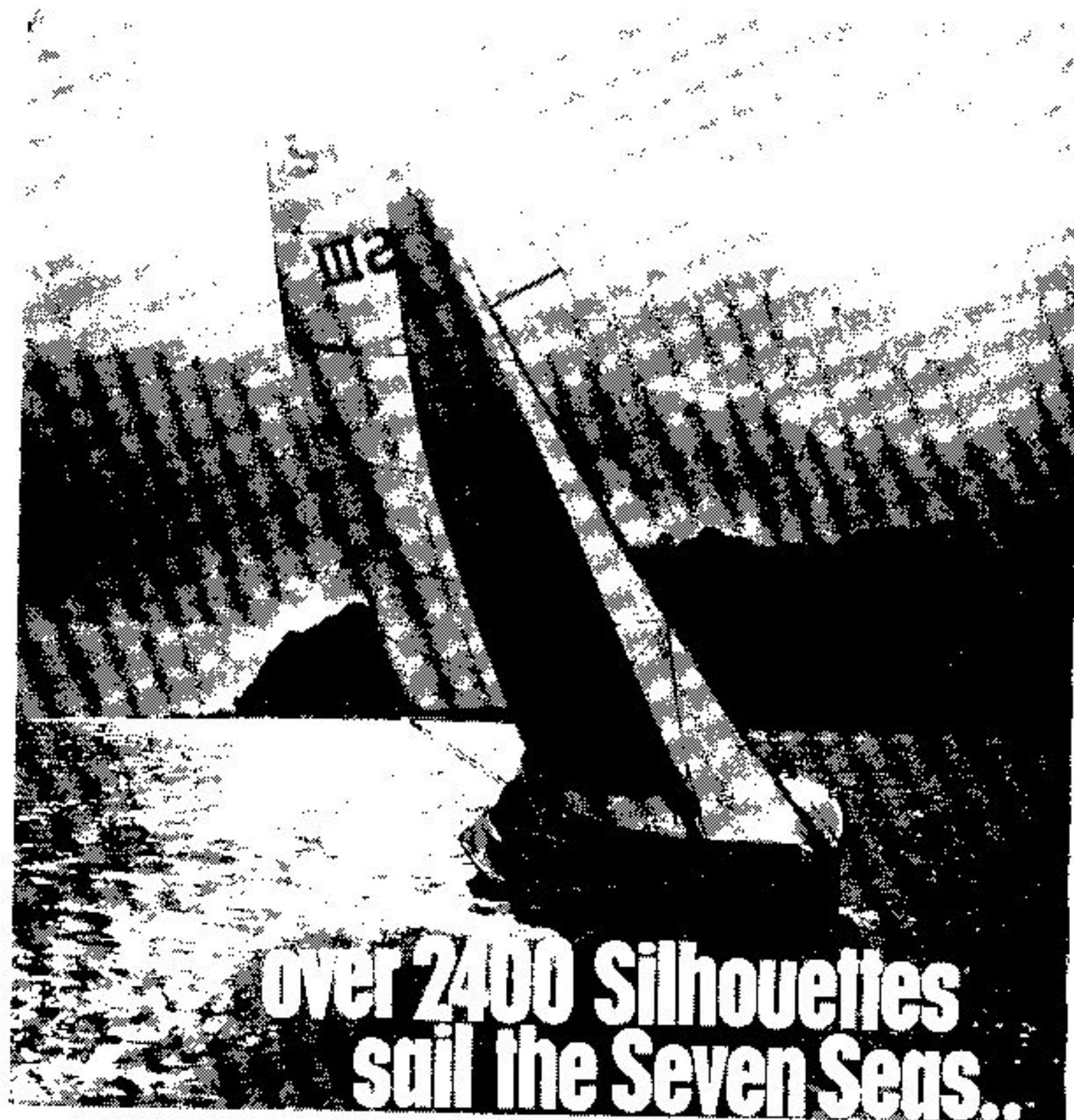
FOR SALE. Silhouette Mark III 1968, Two berth sailing cruiser, Sail number 117. Twin bilge keel, fibreglass hull, terylene sails and alloy spars. Extras include combined towing and launching trailer, Seagull outboard motor, storm jib, etc. Little used, condition as new. Reason for sale, death of owner. £775 o.n.o. Mrs. F. Hyde, 13 Park Avenue, Shrivenham, Nr. Swindon, Wiltshire. Tel. Shrivenham 788.

FOR SALE. Debutante, 4 berth, 21 ft. x 7 ft. x 2 ft. 3 ins. First class condition, guard rails, pulpit, dodgers, terylenes, echo sounder, Seagull 102 plus, cooker, table, forehatch, lighting and batteries, dinghy, trailer. £560. Britton, 01-764 7913, 26 Longthornton Road, Streatham, S.W. 16.

FOR SALE. Ballerina II, wood, S/S Rigging, red terylene sails, 3 berth cushions for 4), pulpit, CQR, 15 fathoms chain, outboard and dinghy. Just finished re-fit. Blackwater area. Must sell. No time to sail her. £700. Write L. J. Hole, 83 Scrub Rise, Billericay, or Phone (Office) 01-499 8711.

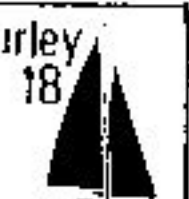
BOSUN'S STORES—Terylene ties (17/6), bow ties (10/6), burgees (12/6), S.O.I.A. badge transfers, brooches (7/6), silk head scarves (30/-), from Maj. H. Sweet, Tolsa, Grove Road, Lymington, Hants. Back numbers of the Journal (on loan) from Eddie Coxell, 40 Louis Drive East, Rayleigh, Essex.

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.



**over 2400 Silhouettes
sail the Seven Seas...
some sailing!**

FLOYDS APPROVED MOLDERS

1969 BOATS AT 1968 PRICES	Hurley 22	Hurley 20	Hurley 18
	 PRICE £1395 ex-works Complete	 PRICE £975 ex-works Complete	 PRICE £875 ex-works Complete

The success of the SILHOUETTE continues. It is undoubtedly one of the most popular small cruisers of its type anywhere in the world. Due to the consistently high demand for the SILHOUETTE III, our production has been geared accordingly and immediate delivery is available. Price £675 complete ex-works.

★ Immediate Delivery



HURLEY MARINE LTD

VALLEY ROAD, PLYMPTON
DEVON
Tel: PLYMOUTH 36601/2