



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

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Log Competition - 1969

WITH the end of the season approaching I would like to remind members of this competition. Logs which are submitted should be of a voyage made this year and this is about the only rule which I will make but as I shall probably be doing the judging this year I think that I should tell you what I will be looking for. It should not be so long as to make the reader lose interest. It should bear a resemblance to a practical log but should be expanded where necessary to make it readable to the non technically minded. Charts and pilots if used should be quoted. Presentation will be considered in the final judging but it is not necessary for it to be typed.

I shall assume that permission is given to print in whole or in part and anyone wishing to have their entry returned after the judging should enclose a stamped addressed envelope.

The closing date for entries will be 1st December, 1969 so that the winners can be announced at the A.G.M. in January 1970.

All entries to the Editor.

From the Commodore

AS the season draws to a close, most of us will look back with pleasure over the sailing happenings of 1969, and the places to which our little Silhouettes have taken us. For Marion and me this has been an exciting year; we have managed the Cross-Channel Cruise, a sailing holiday in Denmark and Plymouth Week as well. Any one of these is an enjoyment in itself, and we have had enormous fun through being privileged to sail them all. Part of the pleasure still is in reading the

log, which we keep daily; afterwards one day runs into another and much detail is lost if the entries are not made punctually. Quite apart from the interest, it is good seamanship too!

Of all the things that we did, and places we saw, one stands out in our memories as an indication of the way the Silhouette can act as a link between peoples and countries. It was in the harbour of the pretty little town of Aeroskobing, where we had spent the night, and had gone in the morning sunshine to buy our groceries for the day. When we returned there were three Silhouettes moored abreast, bow-on to the quay, all white, and each with a different ensign. Truly our Association is international.

Brian Heaney.

Secretary's Notes

AS you all realise Reg Garrod has had to give up the Secretaryship of the Association and I would like to place on record my personal appreciation of all the work he did for us. He has been a tower of strength to the Association and it was his kindly replies to member's letters which has helped build the friendly Association which we are. During the period that I am Secretary I will try to carry on the traditions that have been established during the last twelve years.

Since this is my first Secretary's notes I am giving a brief description of myself and those members of my family who are found with the Silhouettes. I am the F. W. Bartlett (Frank) in the list of members and I am joint owner of *Well I Never* No. 638 with my youngest son James P. Bartlett (Jim) and daughter Isabel Bartlett (Tizz) and we were accompanied to Plymouth by my wife Elspeth Bartlett (Eppie). I am a trained Engineer and have spent most of my life in transport and allied work.

Jim (J.P.B.) is a student apprentice doing engineering with the Central Electricity Generating Board aged 22 years.

Tizz (I.B.) is doing a last term at School and hopes shortly to be going to a university and is 18 years.

Eppie (E.B.) does not sail with 638 at Plymouth but spends the time sketching or on nature studies.

In addition to the above there are three elder boys two of whom used to sail in the family G.P. 14.

Elsewhere in this issue will be found an account of the Plymouth Rally. The South West Group and the R.P.C.Y.C. are to be congratulated on the whole organisation of the week. A great time was had by everyone. As usual the ladies at the R.P.C.Y.C. contributed enormously to the success of the week by providing morning coffee lunch and tea on race days. I hope they realise how much this is appreciated.

Amongst the noticeable points of the rally was the success of the older boats. The winner of the Concours was joint winner of the longest sea voyage to the Rally, Chris Douglas with *Sirena* No. 659.

Chris had not intended to enter his boat for the Concours but this was done in his absence by his wife Angela who was responsible for showing the Judge Sirena and all the equipment. In the rally 638 gained first place David Barnes in 1472 second place and the Vice Commodore Harry Maloney in 654 third place. Incidentally 638 - 659 - 1472 were all lived on during the rally. The last race was the deciding factor as each boat of the three leading boats had won one race.

James and Isabel were responsible for sailing 638. I was crewing on a Hurley 22.

Lorna Maloney won the Ladies Race to the Yealm. Well done the younger set.

Two weeks prior to the rally 638 had been badly holed. The port bilge keel had caught a rock at the start of the Menai Straits Regatta first race. The stern end of the bilge keel had been pushed into the port berth locker. (Isabel was thrown out of the cockpit by the impact). James and Isabel managed to motor sail 638 from Menai Bridge to Beaumaris keeping her afloat by dint of continual bucket bailing from the cabin and use of bilge pump for the cockpit. The engine is under the bridge deck. After many promises of repair during the week but no action we decided to repair 638 at home and took her by road on a borrowed trailer as she had been sailed from Hoylake to Anglesey. We had six days to repair and reload the boat and get off for Plymouth - incidentally I had normal work to do as well.

David Barnes on 1472 *Nauru* established what is belived to be a record by having seven for breakfast on board and later entertaining eleven for drinks.

As far as I can trace 638 is the first boat that was lived on to win the rally and with 1472 second being also lived on I hope this will give encouragement to those who live on board and want to race.

Austin Pybus winner of the Rally in 1967 and 1968 is back again racing *Jan* and hopes to be back at Plymouth in 1970. Rumour has it that he is looking at a bigger boat although he has just won his Club President's Cup with *Jan*. Austin would have been pleased to see how many of the boats in the rally had incorporated the various improvements which he had fitted to *Jan* and were featured in last year's yachting press. Even the very fast *True Blue* SI No. 2 had incorporated some new ideas.

These days everyone seems to make summer holiday arrangements earlier and earlier so book your Plymouth Rally for 1970 assemble Saturday 8th August. To those who have not been before do come and join the Rally it is a good holiday and all age groups appear to enjoy themselves.

I haven't mentioned the handicap boats but their fleet continues to grow. *Mystene* the Smiths Mystic was joint winner of the handicap series with *Goodwind* the new Tankard (23-ft) and joint winner of the longest sea voyage to Plymouth with Chris Douglas in his *Silhouette*.

F.W.B.

National Championship 1969 Plymouth Week

THE WEEK got off to a good start with quite a number of members launching on Friday although most of them spent too much time talking and drinking tea and then had to wait until late afternoon for the water to come back onto the slipway. The slipway at Queen Anne's Battery has plenty of room at the top to prepare for launching and has a wide concrete slope into sheltered water. On Friday and Saturday there was plenty of activity and a great spirit of help your neighbour which made light work of getting the boats into the water. For those who didn't want to get their wheels wet there was a crane in attendance at North Quay, Sutton Harbour where we were all to berth, with a very busy Berthing Master superintending. By Saturday evening most competitors had arrived and had had a trial sail. Berthing was better arranged than usual with the larger boats together and also boats being lived on separated from the others. In our usual manner we interpreted the mooring instruction rather liberally with about 50% reading bows on to the quay as blunt end to the wall but no-one cared and we were free to make our own choice. We hadn't been there long before the first of several persons fell in, for which feat he was given an award at the Dinner.

Sunday saw the start of the racing with everyone weighing up the opposition. This was a passage race to the Yealm which was run in conjunction with a Lady Helmsman race. All boats raced on handicap. With winds of F.2 to F.3 from the S.W. it was almost a close reach to the Mewstone and a run into the finish. *Goodwind*, Tankard 23/10 was first home in 84 minutes followed by the fin keel Hurley 22/275 *Rochelle* and SII/224.

Final placings on corrected time were:-

1st <i>Goodwind</i>	Tankard 23/10	B. Tankard
2nd <i>True Blue</i>	SI/2	M. Benwell
3rd <i>Rochelle</i>	H22/275	R. J. Ould

The first lady helmsman home was Lorna Maloney in SII/654 *Wee Three*

On Monday there was an any rig race going outside the Breakwater, round the Tinker and Knap bouys and finishing over a line between the Fort and the Breakwater. All marks were left to starboard. Most people were surprised to find that the Fort is not attached to the Breakwater and that there is a gap of about 300 feet.

Final placings in this race on corrected time were:-

1st <i>Mystene</i>	Mystic M90	C. H. Smith
2nd <i>Goodwind</i>	Tankard 23/10	B. Tankard
3rd <i>Paloma</i>	Alacrity AY680	Mrs. S. Kennedy

There was a nice breeze during the race, F.3 plus to F.4 plus at

times. Outside the Breakwater it was quite choppy and all the boats were hard on the wind. *Goodwind* made Knap from Tinker without a tack but her Genoa overpowered her. The smaller sail area boats *Alacrity*, *Mystic* and *Debutante* did well but the *Silhouettes*, of course, were more affected by the chop. Major Grenfell, Roy Boston and George Hurley were on the Breakwater to take times but I understand that George had a snooze instead. After the race lunch was taken at anchor off the Breakwater and those who wanted to were able to land and have a look round. Permission had been obtained in advance from the Admiralty and indemnity forms had to be completed.

Racing in the Points Series began on Tuesday with one race in the morning and another in the afternoon. By afternoon the wind had increased to F.4 and over at times but earlier in the day it was not over F.3. The first race was over the course Melampus, Dunstone, Asia, R.A.F., twice round and the second New Ground, Minima, R.A.F. but only once round for *Silhouettes*. The second race was a disappointment to many but it went to prove that if you are out in front you must know the way round. A new course was introduced using a bouy Minima which was unknown to both locals and visitors but on enquiry it was described as a white bouy off the Royal Western Yacht Club. Unfortunately there were two white bouys in this position neither of which bore a name but one was further offshore than the other. Only *Paloma* in the two classes rounded both bouys to make sure, everyone else going for the wrong one. On approaching the clubhouse the leaders were informed of their mistake and everyone turned back with a reversal of positions although some places were regained, notably *Well I Never* which still finished first.

First Points Race. *Silhouettes.* 29 starters.

1st <i>Nauru</i>	1472	D. Barnes
2nd <i>True Blue</i>	2	M. Benwell
3rd <i>Tricky Isaac</i>	1130	W. S. A. Lee

Handicap Classes. 14 starters.

1st across the line <i>Goodwind</i>	T23/10	B. Tankard
2nd across the line <i>Rochelle</i>	H22/275	R. J. Ould
3rd across the line	H22/160	
1st Corrected time <i>Rochelle</i>	H22/275	R. J. Ould
2nd Corrected time <i>Goodwind</i>	T23/10	B. Tankard
3rd Corrected time <i>Mystene</i>	M90	C. Smith

Second Points Race. *Silhouettes.* 27 starters.

1st <i>Well I Never</i>	638	F. W. Bartlett
2nd <i>Chianti</i>	1091	T. A. Bailey
3rd <i>Nauru</i>	1472	D. Barnes

Handicap Classes. 12 starters.

1st across the line <i>Goodwind</i>	T23/10	B. Tankard
2nd across the line <i>Rochelle</i>	H22/275	R. J. Ould
3rd across the line <i>Paloma</i>	AY 680	Mrs. Kennedy

1st Corrected time <i>Paloma</i>	AY680	Mrs. Kennedy
2nd Corrected time <i>Gypsy Gay</i>	T22/1	P. Power
3rd Corrected time <i>Goodwind</i>	T23/10	B. Tankard

Wednesday saw no racing but was taken up with the cruise to Cawsand and the beach sports. The beat across was exhilarating with a F.4 plus and gusts well into F.5. In occasional squalls there were sharp downpours but by the time that we were anchored in the sheltered bay the weather had cleared up. There were the usual games for the young and younger with beer to be won in the Tug of War and plenty of other prizes. A novel race was introduced in which each competitor was given some pancake mixture and then had to row out to his boat, cook it and return to the beach for the judge to examine it. The wind was still strong for the run back to Sutton Harbour.

On Thursday morning there was a water gala in the basin of the of the R.P.C.Y.C. with swimming events and a visit from the Astronauts!

To return to the racing programme, the third points race was held on Thursday in gusty winds over F.4. *Silhouettes* only went round the course once to the disappointment of those competitors who hoped to make up lost ground on a second round but races are not won that way. In the Handicap race these conditions suited the older *Mystic* and *Debutante* which were placed first and second. This race was over the course Melampus, Dunstone, Asia, R.A.F.

Third Points Race. *Silhouettes.* 29 starters.

1st <i>Wee Three</i>	654	H. Maloney
2nd <i>Jonine</i>	665	P. W. J. Rowbury
3rd <i>Well I Never</i>	638	F. W. Bartlett

Handicap Classes. 14 starters.

1st across the line <i>Goodwind</i>	T23/10	B. Tankard
2nd across the line <i>Rochelle</i>	H22/275	R. J. Ould
3rd across the line	H22/160	
1st Corrected time <i>Mystene</i>	M90	C. Smith
2nd Corrected time <i>Rhona</i>	D72	R. Britton
3rd Corrected time <i>Rochelle</i>	H22/275	R. J. Ould

The final points race on Friday morning was again in good winds of F.4 plus with both classes going round the course three times but for the first three boats over the line in each class one circuit would have been enough as the places didn't change.

Fourth Points Race. *Silhouettes.* 29 starters.

1st <i>Well I Never</i>	638	F. W. Bartlett
2nd <i>Wee Three</i>	654	H. Maloney
3rd <i>Nauru</i>	1472	D. Barnes

Handicap Classes. 13 starters.

1st across the line <i>Goodwind</i>	T23/10	B. Tankard
2nd across the line <i>Rochelle</i>	H22/275	R. J. Ould

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

3rd across the line	H22/280	
1st Corrected time <i>Goodwind</i>	T23/10	B. Tankard
2nd Corrected time <i>Mystene</i>	M90	C. Smith
3rd Corrected time	SHI/224	

The Courage Jackpot Treasure Hunt which took place on Friday afternoon was well supported and there was plenty of competition for large Jackpot cans of beer which were very generously given by Messrs Courage (Western) Ltd. Three separate drops of bottles containing parts of a message were made over a large area and the first boat over the line with the complete message was the winner. The boat making the drops knew a thing or two and made this a most enjoyable event.

In conjunction with the sailing programme there was a well arranged social one which took care of all our evenings. Over the

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. F. 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 Ffrioddoedd Road, Bangor, Caerns.</i>
Wyre and Morecambe Bay.	
Lake District.	
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.	

first weekend it was a matter of general get togethers but Monday night saw us all in our best, gold embossed invitations at the ready, waiting to be introduced to the Lord Mayor and Lady Mayoress Alderman and Mrs. G. F. H. Creber, for their cocktail party and civic reception. Once again this was in the Guildhall and although there were a couple of speeches, as the Lord Mayor said, the main speeches could wait until dinner on Friday night. Still the guests of the Lord Mayor and his Lady we rounded off the evening dancing until midnight. As children of school age and under could not be invited to this function arrangements were made for their entertainments at the club.

For Tuesday evening four lanes had been reserved at the bowling alley and the event was well supported by all age groups. On Wednesday evening there was another dance, this time at the R.P.C.Y.C. in a very informal and friendly atmosphere whilst on Thursday a coach tour of Dartmoor followed by a pasty supper at the club had been arranged.

Friday saw the premier event of the week and a lot of the ladies opted out of the afternoons racing to have hair do's. They are to be complimented on their extremely attractive appearance particularly those living on board. Friday night is now firmly

established as a fashion night although pretty summer dresses are still very popular and are probably cooler as the dancing gets into full swing. As usual the ladies were presented with a flower on arrival and after being joined by the Lord Mayor and lady Mayoress, the Commodore of the R.P.C.Y.C. and his wife, Mr. & Mrs. P. Harvey, and our other guests we sat down to a very enjoyable meal. This was followed by toasts, speeches and the presentation of awards by the Lady Mayoress who was later presented with a bouquet together with Mrs. Harvey and Mrs. Heaney. Alderman Creber reminded us that Plymouth was the true home of the Silhouette and expressed the hope that we would continue to come there for our National Rally for many years to come whilst Mr. Harvey assured us of a welcome at his club.

Dancing, as at all of the dances, was to the Frank Fuge Orchestra and as usual this ensured that the evening was a success. With the singing of Auld Lang Syne at the end of the Friday evening the 1969 Plymouth Week came to its official end and Saturday morning saw the Berthing Master organising the lifting out of the boats of those members who found the rigours of the week sufficient without having to face up to retrieving on the slipway. At a pound the charge was reasonable particularly wheretime was important. Once again everyone helped both on the quayside and on the slipway and Saturday with its farewells was still a good day in the holiday. A few members were staying on for an extra day or two but when I left late on Sunday afternoon the North Quay looked a sad and deserted place after the colourful bustle of 50 or 60 boats and crews during the week.

There was some late and welcome news in that the last two engines which had been lost were recovered, one by divers and the other hanging on the end of someones anchor when he lifted it in the Yealm.

My object in writing such a lengthy article on the Rally is partly to remind those who went of a good holiday and partly to let those who didn't know what they missed. If you haven't been before remember the date for next year, 9th to 15th August, and give it a try. You will be certain to see me there.

Although it has been said before I would again like to say thank you on behalf of all participants to the South West Group under the guidance of its Secretary/Berthing Master Tony Kennedy for all the work that went into making the Rally a success, the R.P.C.Y.C., and finally Major Grenfell for letting me use his notes on the racing.

RESULTS

CITY OF PLYMOUTH TROPHY—Championship Winner
638 *Well I Never* F. W. Bartlett N.W. Group

THE WILLIAM SPURRELL TROPHY—Runner up
1472 *Nauru* D. Barnes S.W. Group

THE RUSSEL MARINE TROPHY—Third
654 *Wee Three* H. Maloney Poole Group

THE EXE TROPHY—Fourth

1130 *Tricky Isaac* W. S. A. Lee R.N.S.A.

THE LUMLEY TROPHY—Fifth

	665 <i>Jonine</i>	P. W. J. Rowbury	Poole Group
6th	1091 <i>Chianti</i>	T. A. Bailey	S.W. Group
7th	804 <i>Joy</i>	F. S. Waldron	S.W. Group
8th	1059 <i>Pintail</i>	N. F. Povey	
9th	419 <i>Shadow</i>	E. B. Bonniwell	S.W. Group
10th	2 <i>True Blue</i>	M. D. Benwell	Poole Group
11th	805 <i>Sally Ann</i>	W. R. Farrer	
12th	659 <i>Sirena</i>	C. B. Douglas	Poole Group
13th	1971 <i>Henrietta III</i>	Maj. E. H. Sweet	Solent
14th	943 <i>Topper</i>	F. R. Thorne	S.W. Group
15th	1626 <i>Amphitrite</i>	Noel W. Barnes	
16th	1714 <i>Suzuki</i>	J. F. Barlow	Arun Y.C.
17th	774 <i>Pandora</i>	R. F. Carpenter	B.H.Y.C.
18th	530 <i>Odgik</i>	J. H. Gale	S.W. Group
	1015 <i>Xanthe</i>	P. Griffin	S.W. Group
20th	500 <i>Chatambo</i>	M. J. T. Daniel	Bristol Channel
21st	937 <i>Insignia</i>	D. W. Laver	T.M.S.C.
22nd	1922 <i>Sarah</i>	G. Hurley	S.W. Group
23rd	1330 <i>Sheila</i>	H. F. Burton	S.W. Group
24th	523 <i>Panope</i>	E. J. Newell	Solent
	2020 <i>Andorinha</i>	Brian Lever	Arun Y.C.
26th	1180 <i>West Bank</i>	P. H. Crampton	S.W. Group
	1318 <i>Chico</i>	J. F. Sprunt	S.W. Group
28th	948 <i>Salar</i>	R. M. Gaulton	N.W. Group
29th	1264 <i>Delmar</i>	R. M. Potter	S.W. Group
30th	1968 <i>Circe</i>	B. Heaney	Royal Anglesey Y.C.

Handicap Class

THE HAZELWOOD HOTEL, TORQUAY, TROPHY—

Championship Winners

	<i>Goodwind</i> (Tankard 23)	B. Tankard
	<i>Mystene</i> (Mystic)	C. H. Smith
3rd	<i>Paloma</i> (Alacrity)	Mrs. S. A. Kennedy
4th	<i>Rochelle</i> (H22)	R. J. Ould
5th	<i>Rhonna</i> (Debutante)	R. Britton
6th	<i>Gypsy Gay</i> (Tankard 22)	P. Power

After this my information is limited but in the order in which I believe they finished were the following boats.

SIH/224; SIH/77; *Menpanda* AY692 E. E. Autis; H22/160; H22/280; F245; VY 194; *Rhuna of Stone* Snapdragon 173 G. R. Foster; *Irene* Greyhound 23 R. Trevithick.

THE DUKE OF CORNWALL TROPHY—

Winner of River Yealm Race

<i>Goodwind</i>	B. Tankard
PRIZE FOR THE FIRST LADY HELMSMAN in River Yealm Race	
<i>Wee Three</i>	Lorna Maloney

S.O.I.A. TROPHY—Best performance by mixed crew
Pintail N. F. Povey

THE STUART TURNER TROPHY
Highest placed Silhouette with inboard engine
Well I Never F. W. Bartlett

THE COURAGE JACKPOT TREASURE HUNT
1st *Joy* F. S. Waldron
2nd *Chianti* T. A. Bailey
3rd *Tricky Isaac* W. S. A. Lee

CONCOURSE d' ELEGANCE
Sirena C. B. Douglas

BEST PERFORMANCE by visiting helmsman
Well I Never helmed by J. Bartlett

The Water Sports

by Fuzz Baldrn

THE water sports in the R.P.C.Y.C. basin were brought to an abrupt close by an announcement from our man on the spot, Peter Crompton, that the S.I.O.A. sponsored astronauts had returned from the moon and had just 'splashed down' in the Sound and were at this moment returning to the Club basin.

Looking very fit and happy after their 'Historic' trip to the moon via the Mayflower slip, the three landed amidst the cheers of the crowd.

The first man ashore handed a sack of moon rock to a young sailor, Peter Cload, who found the rock so heavy that he fell in. The water erupted immediately in a bright yellow fluorescent cascade, after this set back the Astronauts were introduced to the reception committee (S.O.I.A. representatives, Corinthian Officers and Mr. Johnson). The introductions were followed up by the Decontamination Officer who cleansed hands, clothing and footprints using water and flour.

Unfortunately a Geiger counter check showed a high moon intake so the Chief Decontamination Officer decided that total immersion was necessary so he methodically pushed each one in. However Mr. Johnson the last of the reception party ducked and the Decontamination Officer went in.

At this point a group of young teenagers lead by such pretty youngsters as 'Miss' Ernie Sweet and the Smith girls rushed forward to enthusiastically greet the moon men and carried all before them into the fluorescent waters of the pool. (It is reported they all glowed beneath ultra violet lights).

South West Group

ANOTHER Rally is over and judging by the number of 'Thank you' letters it has been very successful. However the S.W. Group

would welcome criticism of the programme so as to help us to avoid this year's mistakes.

The Club Steward has also affirmed the spirit of the Rally with a few bar statistics; Thirteen gallons of sherry, hundreds of pints of beer and as far as he knows, no water was drunk.

After most rallies I am down by a few shackles, charts, warps and one year even a trolley wheel, but this year I am in hand. I have gained the following:-

Seven inflated inner tubes, a pair of red panties, hire boat name plates, nine assorted hats, and an anchor hooked by Mr. Foster.

It is also of note that three outboards were lost. Two of these recovered by divers whilst the third was brought to the surface on the anchor of a yachtsman who gave it to the Harbour Master of Newton Ferres.

It was very pleasant this year to see that the younger members of the association were strongly represented in every aspect, racing, social and organisation.

So from the South West Group we hope you enjoyed yourselves as much as we did and we shall be delighted to welcome you to Plymouth in 1970—Mayflower Year.

Insurance

THE Committee has asked me to remind members of the benefits to be gained by them and the Association in insuring their boats with Edward Lumley (Yacht Insurance) Ltd. who offer special rates to members of the S.O.I.A. Their policies also have better conditions than many others particularly in relation to outboard motors. In addition to better terms the company also allows a commission to the Association on member's insurance which forms a welcome part of our income. Anyone not insured this way would be well advised to write to the Hon. Treasurer for details.

North West Group

THE programme for the last few weeks has been taken up with a series of "investiture" races, under the burgees of the R.A.Y.C., P.D.S.C., R.W.Y.C., C.S.C.

The following obtained first place:-

Dr. Armsden Cup	R. & B. Martin	<i>Phalarope</i>
21st June	N. W. Hopkins	<i>Jogalong</i>
22nd June (Pegg Cup)	N. W. Hopkins	<i>Jogalong</i>
28th June	P. Sturrock	<i>Seal</i>
29th June	G. H. Owen	<i>Dafilia</i>
5th July	H. Shepston	<i>Dolphyn</i>
6th July	H. Shepston	<i>Dolphyn</i>
M.B.B.C. Trophy	C. B. R. Hannah	<i>Be Glad</i>
Menai Straits Points Trophy	J. Castle	<i>Gryphon</i>

Advance notice is also given of the end of season dinner dance to be held at the Grand Hotel, Llandudno. On Oct. 11th. The group would like to pass out an invitation to any member of the Association and their friends who may like to attend. Price of tickets are 32/6 each. Dancing till 1 a.m. Special cheap rate booking for overnight stay at the Grand Hotel.

Letters to the Editor

SAILS. Following Mr. Hewertson's letter in the July edition I wrote to Messrs. Jeckells & Son Ltd. to ask their opinion and have received the following reply:-

There may well be a class sail which would serve as an intermediate headsail on a Silhouette but as the size would not be critical for an inch or two we would suggest that any owners interested may care to contact us and it is extremely likely that at any time we can find a suitable sized sail or one which will adjust easily.

We should explain that we always have a variety of sails both new and second hand in stock. They are too numerous to list and the stock is always fluctuating; for this reason we cannot properly maintain a list. A further complication is that we have constant callers through the season who buy sails over the counter.

The same remarks could apply to storm or reduced rig mainsails. We can invariably produce something to meet these enquiries.

Headsails, if not quite the right size or shape can be adapted by the use of a tack stop, the length of which can be set to suit the sheet lead position. E. G. Smith, Director, Jeckells & Son Ltd., Wroxham, Norfolk. NOR 05Z.

THANKS.—Re. my recent letter published in the Silhouette Owner. I wish to thank all the people who wrote to me giving very helpful advice on how to trim my Silhouette Mark III. I fitted a larger jib sail and the boat was immediately in balance. The only trouble now is I have to sell her owing to new employment allowing me very little time to sail.—C. Roberts. 18 Maes-y-Cwert, Port Talbot.

REINE PEDAUQUE.—As you can see we're still in Gibraltar. We've been here about 3 months now, and favourable westerly winds have only come on three isolated days, so we've not had much chance to get away. Still we've not been too worried, we're having a wonderful time in Gibraltar.

We've decided to stay in Gib. till our money runs out, then fly home, once again leaving *Reine Pedauque* here.

Reine Pedauque hasn't been sailed much this year. The only time we ourselves have left Gibraltar since we've arrived was up to Spain, but we went in a friends 40 ft. Motor yacht. The owner, by the way, admits that if he was caught in a gale he'd rather be in our Silhouette than his own yacht.

Best wishes to all Association members.—R. Smith, *Reine Pedauque*, Post Restante, Gibraltar.

SUGGESTIONS FOR THE EDITOR.—I would just like to comment on your remarks in the July '69 Journal concerning types of articles etc.

I personally would like to see more of the "practical" type and less of the personal log. The latter can only have limited interest surely—however proud we are of our own cruises, other peoples can be a bore. It reminds me of having to see somebody else's holiday films. Practical aspects arising from a personal cruise certainly can be of value: gear, charts, tides, harbours etc.

And also not all magazines are irrelevant. I am a monthly reader of Practical Boat Owner and could draw your attention to specific articles about our Silhouettes eg. July '68, Aug. '68, Feb. '69, as well as many others of particular value. How about a line or two in the S.O.I.A. Journal pointing out any relevant articles from the monthly or weekly magazines? Then

perhaps the magazines themselves would advertise in the Journal! It might also help us to get more articles written about the smaller cruiser (of which there must be more owners than ocean racers). But we all have dreams, and I like to read about the big-un's as well.

Just one more question as I am writing—I sail my Silhouette in the Thames Estuary where I have seen many others. Is there perhaps a chance of getting a Thames Estuary Group together? Perhaps as an off shoot of the S.E. Group?—G. K. Rogers, S II 1755 *Sundowner*, 150 Johnstone Road, Thorpe Bay, Essex.

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. Maygar 7, 24 ft. Four Berth Sloop, Pine on Oak. All extras including marine toilet, cooker-sink, five sails etc., fast, seaworthy. Twin keels. £1050. Would consider Silhouette in part exchange. Seddon Jones, 9 High Street, Lymington. Telephone 3588 day, 4067 evenings.

FOR SALE. Trailer for Silhouette II. 2" coupling, 12" wheels, good condition. £30. o.n.o.

FOR SALE. Mini Sail Mark II, the cockpit version of Proctor's sailing surfboard. Very fast. Very exciting. Excellent condition. £80. o.n.o.

WANTED. Storm jib and spinnaker for Silhouette II. Bonney, "Felfield", Dene Lane, Lower Bourne, Farnham, Surrey. Farnham 3379.

FOR SALE. Silhouette II. 2 Full Berths, 1 Child Berth. Cutter Rigged. 2 Headsails. Bowsprit. Sparo (New) Mast. Pupit. Sternrails. Dodgers. Cockpit Cover. S/Steel Mainsheet Horse. Anchor. Warps. Etc. Seagull 102 Clutch. Vane Self-steering Gear. 2 Burner Paraffin Cooker. 'Zip-on' Berth Cushion Covers. Running Rigging renewed 1969. Sound, well maintained craft, complete with fully sprung road trailer. £375. Buying III. Chetile, 20 Estuary Park Road, West Mersea, Colchester, Essex. Phone West Mersea 2801.

WANTED. Genoa for Silhouette II. J. Barber. Telephone Chesham (Bucks) 4289.

WANTED. Silhouette II. Glassfibre, 3 berth, 3 to 4 years old. R. Halliwell, 26 Shearwater Avenue, Darlington, Co. Durham.

FOR SALE. Silhouette 1808, G.R.P., 3 berth, new Silver Century, trailer, boom tent, full inventory. Cost £866 accept £525 O.N.O. Clarke, 119 Brodie Avenue, Liverpool 18. 051-724 3123.

FOR SALE. Silhouette Mark III, Sail No. 77, 3/4 berth. Total 3 berths with cushions, calor cooker and lights, pulpit, ladder, toilet box, anchor. Seagull longshaft—100 plus with clutch, many other extras. Note the name "Oggie." Doesn't go with the boat. Offers in £. s. d. please or would consider other craft, power or sail. Suitable for use of youngsters. Reason for sale sudden large increase in family. Ernie Sweet, 126 Ham Drive, Plymouth.

WANTED. Silhouette. Please send full details and asking price to Rev. L. A. Marsh, 5 Warfield Avenue, Waterlooville, Hants. or Telephone Waterlooville 52350.

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. E. 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.



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