

The Silhouette Owner

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SILHOUETTE

NOVEMBER 1966

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BRITISH SEAGULL

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THE BRITISH SEAGULL

THE BRITISH SEAGULL MOTOR CO. LTD. 100, LONDON ROAD, LONDON, E.C.4

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.

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Association Politics

AS Editor of the journal I am in the fortunate position of not being concerned with the running of the Association but being able to make my ideas or criticisms known to all the membership. Let me remind everyone that this facility is open to all. You have only to write to me and provided that I approve of the manner in which you write, irrespective of whether I agree with what you say, It will be published. I do not represent any official line, if there is such a thing, as I am only interested in a vigorous magazine.

With the Annual General meeting only two months away there are plenty of views to be aired and it is no use sitting back complaining whilst doing nothing. If it is too far for you to come to attend the A.G.M., get your views in print or make it your business to be an active member of a Group where, amongst other things, you can discuss our affairs with fellow members and ask the Group Secretary to take any matters up with the Committee.

I cannot stress too much that the Group organisation and The Silhouette Owner are the basic foundations upon which our Association is built. You will have noticed in October that several Group Secretaries have disappeared from the list but Frank Bartlett is following this up and we should have news from him soon.

I recently had a talk with a former member of the Association who still owns a Silhouette but gave up his membership a couple of years ago. He gave as his reasons that there was insufficient return for his subscriptions that "they" didn't run the Association well enough and that he had attended an A.G.M. where there had been

no Treasurer's report. My answers to these remarks were that the insurance cocessions alone covered the subscription whilst in addition there was the journal and the social functions, that if he thought that the Association should be run differently he could have been more active in its affairs and that with the Association year end having been 31st December it was practically impossible to produce accounts by the A.G.M. at the beginning of January: This latter point which I have often heard mentioned is being rectified by changing the date of the year end. The Treasurer, Ron Fairman, was telling me that although in the past it has been declared Association policy not to build up reserves he would like to create a small contingency fund which could be carried forward from year to year to cover any sudden and unexpected rise in expenditure. I hope that he will propose this at the A.G.M. as I shall give it my support. Most members are interested in the financial side of our affairs and I would like to see the balance sheet published in the journal every year, preferably before the A.G.M.

Another point that I would like to raise is whether it would be feasible to approach our insurers to see if they continue to grant concessionary rates to ex-members. If no annual check of membership is made we might ask them to grant concessions only when the renewal is accompanied by a current membership card. This is usual in other Associations, and prevents a one year membership giving a lifetime of concessions. In addition it would tend to remind members to pay their subscriptions early in the year and give the Treasurer, Secretary and Distribution Managers less work to do.

One problem leads to another and the difficulties in preparing the list of members is one which needs thought. This is under consideration at the moment and you will hear more about it in a later edition.

From the Commodore

FOR most people in European waters the season has ended, and we can spend the winter doing all the jobs that never were tackled because sailing took preference! Many of these are to do with house and home, but quite a few of us leave tasks aboard until the laying-up period, so as not to waste our precious time afloat. My inboard engine has a tiny chip in the spark-plug seating which results in a fine spray of black oil over most of the surrounding parts; it would have been much easier to rectify the defect rather than clean up the oil as I'm now doing, but somehow I never got round to it. One job I *did* do during the season went wrong, though; I repainted the trailer with some dark green paint given by a friend. What I didn't realise was that the trailer would thus be invisible under water when recovering the boat, and I'm repainting once more, this time in white . . .

Still, there was a bonus. I found twelve bottles of Danish beer in the bilges that must have been there since our Danish cruise in August!

BRIAN HEANEY

Secretary's Notes

THESE notes go to press before I have seen my efforts of Secretary's notes in print.

In the October notes I mentioned the Plymouth Rally. Ideas have been voiced that:-

- a. the Ladies Race should be an entirely separate race and not mixed in with the passage race.
- b. one of the cups should be for the highest placed boat that is lived on during the rally.

I think the term 'lived on' is rather ambiguous and possibly 'slept on by at least one person and one meal a day cooked on board' would be better.

- c. a cup for the highest placed boat taking part in the rally for the first time.

Still with the Plymouth Rally I must confess that I was very pleased with my sail in the Hurley 22. It was very interesting that in the first race the boat had a dirty bottom, the crew were new to each other and the boat was well down the list of finishers. We were not out in the second race. In the third after the underwater surfaces had been cleaned and we knew each other better the boat was better placed and in the fourth race we did better still. It does show how important it is if you want to race to know the boat and for the crew to know each other. I take no credit for our placing.

It was good to see so many of the larger boats with us and let us hope we see them all again next year and others too. You must not think that it is only racing. I may have emphasised the races but excuse that since after all, *Well I Never* did win. Plymouth week is a unique mixture of meeting friends, discussing Silhouettes, sailing, parties and making new friends.

Make a note that the A.G.M. and party is on the first Saturday of the Boat Show 10th January 1970. Time 5.45 p.m. Place National Liberal Club Whitehall Place London W.1. The Association will be represented on Hurley's Stand and volunteers are required to man our enquiry service. If you can spare some time to do this please get in touch with me in the first place but I am hoping to have someone specially to organise the representation. This year any Class Owners' Association which is represented on an exhibitor's stand has to agree to a code of conduct and representatives have to wear a C.O.A. badge. Do not let this put you off; it is all straight forward and no one should object to it. I anticipate taking the 2 to 4.00 p.m. stint on Saturday with members of my family. Please do come forward.

Many of you will have taken your boats out of the water by now. Might it not be an appropriate gesture to send a donation to the R.N.L.I. 42, Grosvenor Gardens London, S.W.1. or even to join the Yachtmen's Lifeboat Association. I hope you never have need to call the lifeboat out but remember they will come to you if called. We

heard the maroons go off at 0400 hours today and the lifeboat returned at 0830 hours.

638 was launched the day after we returned from Plymouth after being involved in a minor road accident near Bridgewater on the return journey. Our Mini rolled forward into the rudder in a traffic block. The Mini came off worst. The next weekend 638 with Jim Tizz and cousin Jean on board took part in one of our local club all day races. Starting time 0830 hrs. from one of our local bouys out to the Liverpool Bar lightship round some navigational bouys to finish in the Dee estuary near Hilbre Island. Course about 28 miles. Due to lack of wind and foul tide only three out of fourteen boats finished. all day races. Starting time 0830 hrs. from one of our local bouys out 638 was sailed and motored. up to her mooring about 2030 hours. Several boats had fishing lines over the side and we were given some good mackerel. These local all day races have an entry of up to twenty boats restricted to cabin cruisers with specified minimum safety equipment. The races are very good fun and turn into a cruise in company for a number of the boats. They are all run on handicap and *Well I Never*, 638, manages to put up a reasonable performance on corrected time.

I was very interested in P.I.N. Tail and Mark Lester's letters on watching sea birds: we find that ten magnification glasses are too big on a bouncing sea and use seven. However, when dried out eight or tens can be used. You can get a great deal more interest in bird watching if you keep a record of where and when you saw each bird and compare one year with another. If you are getting really interested why not join the Sea Bird Group. Mrs. Bartlett will put you in touch with the people.

It is very encouraging to see the letters on how to get the best sailing performance out of the Silhouettes. Spare the time next year and come to Plymouth I know it is a bit far for Mr. Murdock of New Zealand but you will get so many ideas all of which work that you can spend a season finding out which suits you, your boat and sailing conditions best. How much weight do you carry in the bows, what rake if any is your mast, is your transom in or out of the water etc. etc., these are the points checked and talked over.

Martini when sailed by Jack Smith was cutter rigged but I understand this was only of benefit when sailing from Anglesey to the Isle of Man. It showed no special benefit in the any rig turn out at Plymouth. *Martini* is now back to standard rig and incidentally is moored within 100 yards of *Well I Never*.

Remember that at the A.G.M. you have the opportunity to elect new officers and committee members. If you have any nominations please get the agreement of your nominee and let me have:-

- a. Nominee's name and address
- b. Name and address of proposer and seconder
- c. A formal statement that the nominee is agreeable to serve if elected.

Nominations should be sent to me at least 10 days before the A.G.M.

My Secretarial typing is done by Miss Mashford but she assures me she is no relation to the famous Plymouth Boatyard or Chandlers of that name.

One of the most interesting things about the Secretary's job is the post bag. David and Jennifer Duncan of Toronto send a special thanks to our Editor and Mailing Staff. They sail the only SIII in Ontario but have spotted five SII's I hope they can get them to join the Association. Their cruising ground, Lake Ontario, is 185 miles long and 20 to 60 miles wide. Mr. and Mrs. Strickland of Salisbury Rhodesia whose *Moya* has had perforce to stay on her trailer for over a year also enjoy the Journal. Although I mention two names only of our foreign correspondents there are more and it does show we are indeed international. Each new list of members shows more addresses from abroad.

If anyone is interested in Courses being run this Winter at the National Sailing Centre at Cowes covering navigation and pilotage or elementary sailing they should apply to C.C.P.R. (Dept. B) 26 Park Crescent London W1N 4AJ sending a stamped addressed envelope.

Graham Rogers of 150 Johnstone Road Thorpe Bay Essex SSI 3NG is going to form a Thames Group based generally in the Southend on Sea area. Will all those who might be interested get in touch with him direct Southend 87105.

F.W.B.

How to take care of your sails in 'Terylene'

Reprinted from ICI Fibres leaflet "Out in Front" by permission of ICI Fibres Ltd.

STORAGE

1. Fold or roll so that there are as few sharp creases as possible.
2. Store under clean well ventilated conditions. While 'Terylene' itself is unharmed by mildew it is possible that the finish on the sail may be affected, causing unsightly stains which are difficult to remove.

WASHING

Hose down or scrub if necessary with hand-hot soapy water containing washing soda, or liquid detergent. Heavy local soiling can be treated with neat detergent and left overnight before washing. In difficult cases, after removing galvanised luff wires, hanks and alloy slides etc. steep overnight in cold water containing 1 lb. of sodium metasilicate per gallon or 3 oz. of caustic soda per gallon. Do not use aluminium or galvanised vessels. Drain and hand wash in warm water and detergent before rinsing, lightly scrubbing if necessary.

STAIN REMOVAL

IMPORTANT. Treat stains as soon as possible, the longer they are left,

the more difficult they are to remove. Bad staining on *coloured* sails should be treated by experienced finishers or dry-cleaners.

(a) *Blood*. Soak in cold water containing half a cupful of ammonia to half a gallon of water. If this is not successful, damp the stain with water containing 1% of pepsin, and a few drops of dilute hydrochloric acid, allow to stand without drying out for 30 minutes, and then rinse thoroughly. The new biological detergents can also be used.

(b) *Mildew*. Remove as much of the growth as possible with a stiff dry brush. Steep for two hours in a cold solution of bleach (sodium hypochlorite) or a proprietary bleach like Domestos at one part for every ten parts of water. Rinse in water and repeat this treatment if necessary. Remove chlorine smell if necessary by soaking for a few minutes in 1% solution of sodium thiosulphate (photographers' hypo), and rinse finally with water.

(c) *Oil, Grease and Waxes*. Dab with trichloroethylene or any proprietary stain remover. Heavy staining can be removed by brushing on a mixture of detergent solvent (e.g. one part Lissapol NX in two parts benzene or toluene, or Polyclens). Brush well into fabric, leave for 15 minutes, and wash off with warm water.

IMPORTANT. Many of these solvents are inflammable, and treatment must be carried out in a well ventilated place.

(d) *Metallic Stains*, including stains caused by fine metallic particles often associated with lubricants.

Either—Immerse in 5% solution of oxalic acid dissolved in hot water (1oz. of oxalic acid per pint). This is poisonous so wash hands and fabrics thoroughly.

Jeckells Silhouette sail prices

JECKELLS & SON LTD.

Wroxham, Norfolk, England Tel: 2223
Branch at Lowestoft, Suffolk

Mainsail	65 sq.ft.	4½ oz.	£15.10.0d.
		5 oz.	£17. 0.0d.
Jib	56 sq.ft.	4½ oz.	£10. 0.0d.
		5 oz.	£10.10.0d.
Genoa	100 sq.ft.	4½ oz.	£14.10.0d.
Storm Jib	25 sq.ft.	5 oz.	£ 7.10.0d.
Spinnaker. Any colour Nylon			£14. 0.0d.

Coloured Terylene sails 10% extra



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, 13 Branksome Road, Moredon, Swindon, Wilts.

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

Hon. Secretary: Lt. Col. F. W. BARTLETT, Lota Lodge, Forest Road, Meols, Wirral, Cheshire, L47 6AU.

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

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

Circulation Managers: MR. & MRS. BUTT, 153 Whitton Road, Twickenham.

Press Secretary: CYRIL GUSCOTT, Craigmore, Argyll Road, Pennsylvania, 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.

Or Immerse in a warm solution of one part concentrated hydrochloric acid to 50 parts water; wash off thoroughly with water. **IMPORTANT.** Do not allow these stain removers to come into contact with galvanised iron or copper.

(c) *Pitch and Tar.* Dab the stain with an organic solvent such as perchloroethylene, trichloroethylene, trichloroethane (Genklene), solvent naphtha or white spirit.

IMPORTANT. Most of these solvents are inflammable, and work must be carried out in a well ventilated place.

(f) *Paint and Varnish.* Dab the stain with trichloroethylene and then with a mixture of equal parts of acetone and amyl acetate. Remove Shellac varnish with alcohol or methylated spirit.

IMPORTANT. Do not use paint strippers based on alkalis.

(g) *Adhesive Numbers.* Remove by soaking in benzene until the glue

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-hanger, 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 Ffriddoedd Road, Bangor, Caerns.</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>

softens, and after peeling off the numbers, remove the glue from the sail with a rag dipped in benzene.

All information in this section is given in good faith, but without warranty.

Freedom from patent rights must not be assumed.

Terylene is a Registered Trade Mark of ICI

The Handicap Racing — Plymouth Week

By Major W. P. Grenfell

IN all the races the wind was kind to us, never less than F.2 and up to a full F.4 gusting 5 at times. The 0900 highwater tide on Sunday giving an ebb flow helped get boats away to a good start. It was due to these conditions that the handicap results turned out so well. The P.N's. ran from 94 for the Tankard 23 to 120 for the Silhouette with propellor and inboard engine.

Only the following boats have a Portsmouth Yardstick (YN2) and these figures were used as laid down in our instructions:

Alacrity at 110 YN2; Debutante at 112 YN2; Mystic at 115 YN2.

The following have lost their YN2:-

Silhouettes from 117 to 120 PN; Vivacity 108 PN; Felicity 114 PN.

The following have no numbers:—

Silhouette III	given a Provisional PN of 113
Tankard 22 (Bilge)	given a Provisional PN of 110

Tankard 23 (Fin)	given a Provisional PN of	94
Hurley 22 (Fin)	given a Provisional PN of	96
Hurley 22 (Bilge)	given a Provisional PN of	98

These Provisional PN's proved remarkably accurate and could be used by clubs as required.

Mike Parsons (Hurley Marine) who is clean shaven found that whilst whiskers on the chin may be fashionable they do not pay on the chine. The foul bottom of the bilge keel Hurley 22 cost Mike no less than 30 minutes (about 25 PN's) in Race No. 1.

The Silhouettes at 120 (119 for engine) held their own. The SI No. 2 which looked brand new and just from the builders was the first Silhouette to the Yealm and was only just beaten by the Tankard 23. Congratulations to SI No. 2 and *Well I Never* which is now the second SH fitted with an inboard engine to be Champion. Well sailed 638.

I hope the final results in the Handicap Series, a tie between *Goodwind* and *Mystene* was satisfactory to both. I must apologise to *Rhona*, Debutante No. 72 as in the last race she was placed 7th but I made a mistake in her time and she should have been placed 4th. I only found this out later. I could really do with someone to help with the figures to make sure that the results are accurate and prompt. Tuesday with two races was particularly hard.

Next year I hope that more handicap boats will be down. There may be another SH with underwater keels similar to Dipper and who will enter provided the S.O.I.A. can agree on a handicap for both these boats. I would also like to suggest that Silhouettes who have won the Championship might try their hands in the Handicap Classes.

Now that Pocket Cruisers are recognised as a class after being long neglected by the powers that be I can foresee the Handicap Series becoming a National Event in the not too distant future.

Stop Press

AT the Committee meeting on November 1st it was announced that the George Smith Memorial Trophy is to be awarded annually at the A.G.M. to the person considered to have done the most for the Association in a non-sailing capacity. Please send your proposals to the Secretary as soon as possible.

* * *

Ron Fairman, the Treasurer, advised the Committee that he would be unable to stand for re-election at the A.G.M. as he is working irregular hours and can not carry on any longer. The Treasurer is one of the key men in the Association and it is essential that we find a successor without delay. If anyone is prepared to volunteer please write to the Secretary now.

* * *

Don't forget the log competition. I have only had one entry to date.

The International Paints Trophy

MOST members of old standing will have heard of this trophy in the distant past but for about five years it has been held undisputed, by the Up River Yacht Club at Hullbridge on the River Crouch. The rules governing the Trophy appear to be

- 1) that it is to be raced for by Silhouettes
- 2) that it is to be contested between Clubs and Groups
- 3) that the winners hold it until they lose it to the challenge of another Club or Group
- 4) that the race is to be held on the holders waters

I do not know how or when the U.R.Y.C. won the Trophy but it was not surprising since at one time it probably had the largest fleet of Silhouettes in any Club. I do recall however, that several years ago the N.W. group challenged them for it but were unsuccessful. On that occasion the visitors were lent boats but I think that strange boats and strange waters put a very heavy handicap on the challengers.

In the opinion of David Barnes *Nauru*, S.W. Group, the situation had been static for long enough and at the time of the Plymouth Rally he decided to revive interest in the Trophy. This was not easy as the very strong U.R.Y.C. contingent which formerly came to the Rally had ceased to exist and as he had difficulty contacting anyone from the Club he thought that the sight of two strange Silhouettes anchored in the fairway at Hullbridge and sporting racing burgees would be a more effective challenge. David and Neville Povey trailed *Nauru* and *Pintail* to the Crouch, *Nauru* being launched at 0300 on Saturday 13th September and *Pintail* at 1200. The rest of that day was spent in a sail down to Burnham and a motor back.

On Sunday morning two Silhouette owners Ted Welch, 1122 *Unicorn* and Sid Haycock 254 *Cariad* very sportingly accepted the challenge to a race and after paying 5/- a boat to the U.R.Y.C. it was started at 1200 in a light north easterly wind against a flood tide. The first two boats crossed the line 35 minutes after the start by creeping up in the narrow gap between the south shore and the moored boats relying on a flood tide to lift them off if and when they grounded. The course was to the Brandy Hole racing buoy and back. Once over the line things became a little easier and as they didn't again suffer loss of ground due to the current these two boats obtained an impressive lead over the others which they kept to the finish.

The final result was:—

1st <i>Nauru</i>	D. Barnes	S.W. Group
2nd <i>Pintail</i>	N. F. Povey	"
3rd <i>Unicorn</i>	Ted Welch	Crouch
Retired	Sid Haycock	"

As soon as the race was over *Nauru* and *Pintail* were taken out of the water in preparation for the trail home. Later, at the U.R.Y.C. the Commodore said that he would have preferred a more formal challenge before the start of the racing season so that it could have

been put on the Club programme and a proper team arranged. However, he agreed to accept the results of the race as appropriate to the Trophy, to find out who was holding it and to arrange for it to be forwarded to the S.W. Group.

Let us hope that interest in this Trophy has been revived.

North West Group

THE N.W. Group held their laying up Dinner Dance at the Grand Hotel, Llandudno on Saturday 11th October and I took the opportunity to go along to renew old acquaintances and make some new ones. There were about 75 members present some of whom were making a weekend of it by staying the night at the Hotel. The arrangements had been made by Elfed Lewis the Secretary and it was a very enjoyable evening. I had the privilege of presenting the Group's three Trophies and later Gillian was given a Welsh picture as a memento of the occasion. During the evening a bottle of Champagne was raffled to raise money to buy another trophy.

I met almost everyone who was there and learned from Herbert Firth that he had had to release Uffa his pet fox as he had become an expensive pet after getting loose amongst a neighbour's ducks. A further misfortune was that *Dolphin's* moorings had parted and she had been damaged when driven ashore. In the race in which the Peacock brothers had won their trophy they had lost a shroud but had been able to get the sails down, effect a repair and get underway again. Other members of the Group are trying to persuade them to come to Plymouth next year.

EDITOR

This Month's Cruise

The Menai Straits and Anglesey by Elfed Lewis

ADMIRALTY CHARTS

1464 Menai Straits.

1977 Holyhead to Great Ormes Head.

TO describe sailing and cruising in the Menai Straits and around the coast of Anglesey takes up sixty-two pages in the Anglesey and North Wales Coast Pilot. In this article it is only intended to list some of the more easily accessible points.

Charts 1977: 1464 Admiralty charts North Wales & Anglesey Coast Pilot.

PORTDINORWIC On the Caernarvonshire side of the straits some five miles from Bangor and the suspension bridge. Two slips are available, one at the Sailing Club, the other some two hundred yards away, both are accessible at all but the lowest state of the tide but it is recommended that local information is heeded.

CAERNARVON A further 4 miles from Portdinorwic. Here the slip is alongside the inner harbour wall but the approach is locked and

the key must be obtained from the Caernarvon Sailing Club which is adjacent. The slip here is on the steep side and I would not recommend its use with an on-shore wind. The inner harbour dries out but unfortunately leaves a large expanse of evil smelling mud. Both these points are good for an exit of the Straits Westward over the Caernarvon Bar making it possible to cruise the West coast of Anglesey or down to the Lleyn. Both offer parking facilities, anchorage and hospitality, but no repair facilities or chandlers.

Silhouette owners who prefer to launch on Anglesey have many suitable points, but perhaps the two easiest are Beaumaris and Holyhead.

BEAUMARIS Five miles from Menai Bridge is an excellent little town with everything a sailing family might need. Here we have a slip and a hard, one either side of a finger of land known as Gallows Point. This is very useful as launching is possible from one or the other depending on wind direction. The slip is owned by the Boatyard and a charge of five shillings is made for use of it. Boats can be launched here for up to two hours either side of high water. The facilities offered are parking space, boat repairs and chandlery, with the choice of a deep mooring or drying out. The Royal Anglesey Yacht club is within walking distance. Beaumaris is an excellent base for local sailing in the Straits or for a sail around Puffin Island, on to Red Wharf bay, Moelfre and thence on to Lynes or Cemaes Bay. The fishing is good with bass, mackerel or cod each in its turn.

HOLYHEAD is situated on the North West tip of Anglesey and the Bay extends from Carmel Head to North Stack. The harbour and breakwater extends North Eastwards and affords a very large area of sheltered water. A word of warning here is that the harbour is used commercially as well as by the British Rail Irish Sea ferry so that heed must be taken of warning lights as well as keeping clear of the ferry boats which have an exceptional turn of speed in reverse.

Once again there is a Sailing Club and slip with parking space and close at hand boat repairs, chandlery and charts. Cruising from here either in an easterly direction around to Cemaes, Puffin Island and the Straits, or down to Llandwyn Island and the Caernarvon Bar.

No mention has been made of the many other excellent places for sailing, but it is worth mentioning two points to be wary of.

Puffin Island Sound which divides the island from the mainland is a narrow neck of water with an unpleasant race which needs care in cases of a strong wind against tide.

The Swellies An unpleasant stretch of water with a bad reputation, and a real danger to the unwary and the foolhardy. No passage should be attempted without the necessary chart and knowledge of the course through. Having said this we can now say that treated with care and respect there is no danger. Passage is easiest one hour before high water slack, and on no account should a Silhouette with a small motor try to fight the tide.

In all these points mentioned enquiries at the Clubs concerned will meet with every assistance. There is also the healthy North West Group and everyone interested in cruising in this area will be given every assistance if they care to make contact.

Letters to the Editor

CLASS RULES.—Could you please let me know if there are any Class Rules for racing applicable to Silhouettes Mark I, II and III and what modifications are allowed to each class under the Racing Rules. My reason for asking this is that one has seen and raced against Silhouette II's, handicapped as such, carrying genoas designed for Silhouette III's. With so much discussion in *The Silhouette Owner* about modifications to sail plan and rig, I wondered how much was permitted.—Dr. A. B. Wayte, Y-Not Joy SHI 113, Clifton Lodge, Camden Hill, Tunbridge Wells.

SWEDEN REVISITED. We took *Jonafy* to Western Sweden again this summer and had some splendid sailing. This time she travelled on the Container deck of Ellermans Wilson line "Spero", which made loading and unloading easier but rather slower for us. In the earlier part of the holiday we all slept aboard and were relieved to find that three adults and a teenager could still fit into her at night. Later the weather became a little less settled but we were able to cruise much further afield than on our previous holiday and in less calm conditions had some very lively sailing.

Jonafy again aroused considerable local interest, and helped us to make many friends in the area. D. Ringrose, 1695, *Jonafy*, Dalesford, New Lane, Huntington, Yorks.

Readers will recall a fuller description of Mr. Ringrose's 1968 holiday in Sweden which appeared in the November and December 1968 edition of the journal. — Editor.

ADVICE WANTED. I have a GRP SH Sail No. 1751 with alloy spars. Auxiliary power is provided by a Seagull Century Plus with clutch mounted on the standard Seagull bracket. Unfortunately the previous owner of *Den* mounted the bracket in such a position that it is impossible to lift it sufficiently to clear the water. Alternatives appear to be to cut away the transom by the outboard well or to fabricate some type of sliding mounting. Have any members experienced similar problems and how have they been solved?

I am contemplating conversion from a basic two berth configuration to a two berth arrangement utilising one quarter berth. I am hopeful that this will give sufficient room to relocate the chemical toilet forward and will also provide sufficient space for a sink unit and small work surface. What have my fellow members' experiences been in this connection?

When reefing the main for the first time in anticipation of heavy weather I found to my consternation that not only did the sail in its reefed position (to first batten) take on a hideous shape but that the boom position in relation to the mast was distorted. Any advice please?

Lastly, in certain positions the boom fouls the backstay. I am loathe to fit a bumpkin and would prefer to shorten the alloy spar by some 3-4 inches. What practical difficulties can I expect to encounter?

Your recent policy of repeating or rephrasing tips and advice is, I am sure, the correct policy for a magazine of this type. Many new members, like myself, are novices and appreciate all the help and advice which is offered so willingly.—A. A. Cox, 1751, *Den* 21 Churchill Road, Halsbury, Halesowen, Worcs.

A NEW BOOM FITTING.—The correspondence on sailing rig is most interesting, long may it continue. Concerning the various methods of fixing boom to mast, I have used quite a few over the years and I do not hesitate to say that the Randall-Clark Rora Boom Fitting is quite definitely far

superior to any other. He invented this for his own use several years ago and as I had the good fortune to be a personal friend of his he made a similar fitting for my Silhouette, repeating the kindness later when I changed boats to a Hurley 20. I sail single-handed and having used this fitting for several years would now feel most uncomfortable if I had to work without it. For quick and easy hoisting, lowering and reefing of the mainsail it is excellent.

I write this letter because Mr. Randall-Clark is a modest man and I know he would never make the above statements himself, also he is an old standing member of the S.O.I.A. I understand that the fitting will soon be on the market. I have no financial interest in it. J. N. Bray, 3 Courtfield, Totnes, Devon.

I have written to Mr. Randall-Clark to ask him more about his invention as it will be of interest to members and have since spoken to him on the telephone. He is a retired electrical engineer and has found his hobby of sailing providing him with additional interest now that his invention has been accepted for manufacture under licence by a well known firm. He has promised to let me have a write up in the near future.

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 Mk III. Ss. pupit, anchor, 15 fathoms chain. Seafarer echo sounder, Seagull with clutch, fenders and warps etc. Matching large wheeled trailer with brakes £740. At Poole, Rhodes, 20 Fairview Road, Broadstone, Dorset.

WANTED. Boom tent, Genoa, Storm jib. N. Phillips, Gwynfa, Bontnewydd, Caernarvon. Llanwnda 210.

FOR SALE. By private owner, Silhouette II. Can sleep 4. Seagull Century plus O/B (little used). Extensive inventory includes main Genoa working and storm jibs, 8 ft. pram dinghy, wood, Hurley road trailer (little used). Winter storage available if required at no cost. £365 O.N.O. Telephone Cromie - 01-580 8122 office hours.

WANTED. Silhouette II. Glassfibre and trailer. N. Hopkins, Chota, Bron-y-Felin, Llandegfan, Anglesey, Glyn Garth 430.

SILHOUETTE. Fibreglass Demonstrator offered after one season's occasional use at approximately 33½% reduction. Standard boat plus berth cushions, anchor, warp etc. INTERYACHI, 6 Quay Street, Woodbridge, 3488.

FOR SALE. Silhouette II, Gryphon 1025 by Hurley, 1969 Menai Straits Class Champion. Terylene sails, working suit plus Genoa, spinnaker, storm jib, Stuart Turner engine, trailer, many extras. Dinghy needs attention, free delivery, 100 miles. £400. Castle, "Loughrigg" Broomfield Close, Hexwall. 051-342 4624.

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

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. Secretary.

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, Folsa, Grove Road, Lymington, Hants. Back numbers of the Journal (on loan) from Eddie Coxell, 40 Louis Drive East, Rayleigh, Essex.

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