

The Silhouette Owner

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Safety Precautions

WHAT safety equipment should sensibly be on board every time a Silhouette leaves her moorings? The Committee of the SOA is considering a list of safety equipment to be recommended to all owners taking part in the cruise to Calais in September, and it would welcome the views of members in drawing up this list. To start the ball rolling, A. Storm Bate, Hylas Bach, Hylas Lane, Rhuddlan, N. Wales, has sent in his list. It runs: *Essential safety equipment.* Life jacket for everyone on board; main anchor of 25 lbs. on 15 fathom 3/16 in. chain and kedge of 20 lbs. on 20 fathom warp; bilge pump where it can be worked from the cockpit (if not self-draining); large, powerful torch; compass, hand-bearing or larger; six distress flares of 2-star red; two kapok cushions or lifebuoy; two small fire extinguishers; up to date chart of the sailing area. *Optional equipment.* A 12 fathom lead; spare 20 fathom warp; first aid kit; lifeline cockpit to front of mast and back; 9 ft. sweep; fog horn; spare shackles; life raft.

The Editor writes: This is a pretty good list, though I'd transfer one or two things from Storm Bate's optional list to the essential group, and add a few things of my own. First, though, a point of explanation. The 25 lb. anchor he refers to must be a fisherman, and if a fisherman I'd feel happier with a main anchor of 30 lbs. If CQR anchors are used, then I think 15 lbs. for the main anchor and 10 lbs. for the kedge will do well enough. For myself, I believe in chain, though people who have used nylon or Terylene warp for anchoring seem to have found it satisfactory. But if you do use warp, have at least three fathom of chain as well—you need it to help the anchor to sink and to bite smartly. I should regard spare warp, first aid kit, sweep, fog horn (or loud hailer), and spare shackles as essential equipment, all of them. In spite of what is said against navigation lights for small boats, I'm in favour of carrying them. A masthead light also seems to me to be valuable, and an Aldis lamp has so many uses that it's a splendid addition to whatever other torches you have on board. And do remember spare bulbs and batteries for torches. An up to date chart of one's sailing area is obviously imperative, but I always like to have contiguous charts as well: one *can* be blown miles off one's normal courses, and one may have to run for shelter to some place not on one sheet of the chart. The appropriate Admiralty "Pilot" is always useful to have on board; apart from their practical advice, the "Pilot" books are endlessly fascinating reading—at least, I find them so. It's not easy to differentiate between stores and safety equipment as such; indeed, safety equipment is fundamentally a well-thought-out stores list. One thing that ought to be found in every bosun's locker is a good sharp hatchet. This has endless uses, from chopping up driftwood to light a fire ashore for a picnic, to cutting through a tow rope at one stroke if you have to part company with a tow in a hurry. Thank goodness I have never needed a chopper to cut away wreckage, but in



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certain circumstances to have one handy might save the ship. I think a chopper earns its place as safety equipment. Silhouettes are small boats, and most of us have to watch very carefully what we can spend. Obviously a good safety equipment list must be a compromise between the ideal and the practical. Please send in ideas.

The Calais Cruise

BERNARD Collins writes: The weekend beginning September 2 is a pretty good choice as the tides are nearly neaps, and will be fully neaped for those members who want to come back the next day. I think we should allow plenty of time to get across in daylight. I have worked out an approximate sail plan, assuming that tacking is not required. I have taken a maintained speed through the water of three knots, taken the tide streams from Position 0 on Admiralty Chart 1406, and have plotted the hourly courses for the track *Dover Harbour Entrance—Riden de Calais Buoy—Calais Harbour Entrance*. The approximate sail time is 7 1/2 hours, so if we leave and set course at 04.15 GMT (05.15 local time) we should be in Calais about noon GMT:

APPROXIMATE SAIL PLAN

Time Local	Tide	Track Reqd.	Compass Course (T)	Dist. (NM)	Total Dist. (NM)
05.15	026/1.1	116	138	2.75	
06.15	028/1.5	do	147	2.50	5.25
07.15	030/1.4	do	145	2.75	8.00
08.15	033/0.9	do	133	3.00	11.00
09.15	028/0.3	do	123	3.00	14.00
10.15	214/0.2	do	112	3.00	17.00
11.15	209/0.8	108	092	2.75	19.75
12.15	206/1.0	do	089	1.00	20.75
12.45	Estimated arrival at Calais				

Activities in the South-East

THE SE Group of the SOA, which beat the North-West by about six weeks for the distinction of being the first Regional Group of the Association to be formally constituted, continues to lead a brisk and enterprising life. Its most important local event this season will be Southend Yachting Week, with racing on June 10 and 11, and again on June 17 and 18. The organising committee has informed the Group that there will be four races suitable for Silhouettes: a 50 miles race on June 10, starting at the Pier Head, and a round-the-buoys race starting inshore on June 11. To complete the series, there will be similar races on June 17 and 18. Mooring facilities will be available, and the Group hopes to see as many members as possible taking part. It will be a great help both to the SE Group and to the SOA as a whole if members give Southend Yachting Week the maximum possible support.

The Up-River Yacht Club, Hullbridge-on-Crouch, has arranged an open Silhouette race for October 1. The Up-River Club has also invited all local Silhouettes to join its visit to Tollesbury Sailing Club during Tollesbury Gooseberry Fair. Full details of both these events can be had from Stan Morgan.

Hon. Secretary: Stan Morgan, 44, Station Crescent, Rayleigh, Essex.

The North-West Fleet

THE North-West fleet has found a splendid home and permanent moorings at Glyngarth, about halfway between Menai Bridge and Beaumaris on the Anglesey coast. Through the kindness of Mr E. Oliver, Commodore of the Menai Bridge Boat Club, the mooring are being laid just off the Gazelle Hotel, where there is a good hard and a slipway. There is good approach right down to the beach by road. There are better *slips* at Menai Bridge and at Beaumaris, and owners bringing boats by road would be well advised to launch at one or other of those places, proceeding to Glyngarth under sail or power—it is not far, about two miles either way. At least eight boats, probably 10, will have permanent moorings at Glyngarth by Easter, and the NW Group, with the help of friends in the area, is arranging to have some spare moorings available at Menai Bridge, Glyngarth or Beaumaris, so that visiting Silhouettes whose skippers let the Hon. Secretary know a week or so before they want to come can be sure of finding good safe moorings. New owners who may be interested in keeping their boats in the Straits can get full information from Herbert Firth.

All members of the NW Group who are going to make the Menai Straits their main sailing area are joining the Menai Bridge Boat Club as individuals, and the Club is forming a Silhouette Section to accommodate us. We should like to express our very real gratitude to the Menai Bridge Club, to Mr E. Oliver (Commodore), Mr G. A. Batting (Hon. Secretary), and to all the Club's officers and committee for their wonderful hospitality and readiness to help. We are hoping to have Silhouette Class racing on most Saturdays during the summer, arranged with the help of the Royal Anglesey Club, to whose officers we feel also much indebted for friendly co-operation. We hope that Silhouette owners from other waters will try to visit the Straits from time to time to share in our activities. Anglesey is a good place for a holiday, anyway, with plenty of pleasant places for non-sailing members of a family to go to. If you give Herbert Firth a couple of weeks' notice we can arrange moorings for you, and we can try to help with suggestions about shore accommodation if you need it.

Roy Wooller of the North Wales Boat Shop, The Bridge, Glan Conway, has been appointed North Wales distributor for Silhouettes. Mr and Mrs Wooller came over to Glyngarth to meet the Committee of the NW Group, and promptly joined both the Group and the SOA. They hope to sail themselves, and have offered to give members all the help they can in obtaining gear and equipment.

Hon. Secretary NW Group: Herbert Firth, 5, Moss Grove Road, Timperley, Cheshire. Altrincham 0765.

Insurance

EVERY shipowner should make sure that he is adequately insured against all the hazards that his vessel and his crew may encounter. Edward Lumley (Yacht Insurance) Limited, of Lumley House, 43/51 St Mary Axe, London, EC 3, who are specialists in small boat insurance, offer special facilities to members of the Silhouette Owners' Association. Full details can be obtained from O. W. D. Akers, the Hon. Treasurer of the Association. An important aspect of the policies issued is that they contain no restriction on sailing during "out of commission" periods. Sailing is permitted anywhere in United Kingdom coastal and inland waters at any time while the policy is in force.

The Solent

A SOLENT Group of the SOA is being formed, and is holding its first meeting at Southampton Corporation Transport Offices on Saturday, March 11, at 3 p.m. All members, and potential Silhouette owners, living in the area, or who plan to sail around the Solent, are invited, and it is hoped that as many people as possible will come along. *Entering Southampton from London, via Winchester or*

Romsey, you get to the Transport Offices by going along Bassett Avenue to the traffic lights at Burgess Road Cross. Go over, and take the first turn left into Highfield Lane. After about three-quarters of a mile you come to the junction with Portwood Road. Turn left, and the offices are about 200 yards on the right. *Entering from the East (Portsmouth, Chichester)*: Proceed via Bursledon Road at Bitterne. At bottom of hill roundabout turn right (Bullar Road). At top, turn left (Cobden Avenue). Cross river over St Denys Bridge. Take St Denys Road for half a mile to Portwood Junction and turn right. *Entering from West (Bournemouth, Lyndhurst)*: Redbridge Road to Millbrook roundabout, bear left (Tebourba Way). Cross over first traffic lights. At second lights bear right, and take left Y junction (Winchester Road). Continue one mile to roundabout, bear right (Hill Lane), then almost immediately left (Burgess Road). At traffic lights (Avenue) turn right, then almost at once left into Highfield Lane. Continue to junction with Portwood Road, turn left.

Hon. Secretary: George Oliver, 52, Middle Road, Higher Denham, Bucks. Denham 2602.

Catriona's First Cruise

by F. G. Powell

OUR first cruise in SII 420, *Catriona*, was not only our first cruise, but our first season of sailing—"our" means myself, my wife, and two boys aged 9 and 7 years.

Monday, August 15 was spent loading with provisions and equipment, sleeping bags, etc., and when this operation was completed I had my doubts about where all four of us were going to sleep. At 6 p.m. we let go our mooring at Benfleet Yacht Club, and off we went for Thorpe Bay with a good breeze. We arrived about three hours later, dropped our hook and enjoyed a good night's sleep with the boat sitting on the mud all night. To my surprise, with the arrangement of the extended bunks, there was sufficient room for sleeping two adults and two children. We could have done with more room in the morning, though we had the cockpit, which was covered by a canvas awning over the boom.

Tuesday. As soon as we floated, about 5 a.m., we pushed off to find Havengore Creek—under motor (Seagull 4 h.p.) as it was blowing hard, and I was not too sure of myself under sail. It was a bad morning, raining. We found the gap all right, but lost the two markers that we should have left astern for Havengore. My wife was feeling seasick, the children were complaining, and I felt hopelessly lost in the wilderness. But luck was with us, and after venturing closer to land I saw the withies marking the entrance to the creek, and all was peaceful once more. The Havengore bridgekeeper obligingly opened up the bridge, and we motored through without even stopping the engine.

THE SILHOUETTE OWNERS' ASSOCIATION

Officers and Committee

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Vice-Chairman and Hon. Editor: J. R. L. Anderson, The Old Hall, Marple, Cheshire. Marple 1458

Hon. Secretary: G. R. Oliver, 52, Middle Road, Higher Denham, Bucks. Denham 2602

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S. Morgan, 44, Station Crescent, Rayleigh, Essex.

Herbert Firth (co-opted member) 5, Mossgrove Road, Timperley, Cheshire. Altrincham 0765.

Hon. Technical Adviser: Robert Tucker, 58, Southbury Road, Enfield, Middlesex.

The Association exists to promote the interests of Silhouette Owners throughout the world. The annual subscription is 15s.

I was now feeling a lot braver. "We'll have lunch in Burnham, ashore," I said. About a mile farther on we came to a stop, and were well and truly stuck on a mudbank. The tide was on the ebb, and we had to watch it leave us—goodbye to lunch in Burnham. At 5.30 p.m. we were afloat again. It was still raining. I couldn't be bothered with sail, so we motored up to Paglesham for the night's mooring.

Wednesday. The weather improved and we had a grand sail to Fambridge, but we appeared to have sprung a leak, and twice in six hours we took out a bucketful of water.

Thursday. The leak was getting worse, so we ran up to Hullbridge and backed the boat on to the Up River Club's hard to investigate. We found that the trouble was only one small screw. But we decided to call it a day and spent the night at home, as we were now only a bus ride away, to give my wife a chance to air bedding and sleeping bags.

Friday. We set off again, the weather ideal, and had a very good sail to Burnham, where we spent a few hours on shore shopping.

Saturday. A fine morning, with a westerly wind. Should we go outside and make for Brightlingsea? My wife and the boys were keen, and about an hour before high tide off we went, cracking along the Raysand under sail. In a very short time we could see Clacton Pier in the distance. The weather was grand, so we changed our plans and headed farther on to Walton. After missing the Pye End Bouy it was touch and go over the sands to Hamford Water, but we made it, and went on to the Twizzle and Walton Yacht Club, arriving about 8 p.m. Two Silhouette owners, members of the Walton Club, were very helpful regarding a mooring. A very successful day—9 hours Burnham to Walton Y.C.

Sunday. Spent most of the day in the town and on the beach.

Monday. Decided to make our way home. We set sail about 5 a.m. to catch the flood down to Brightlingsea, arriving there about midday after a rather bumpy passage.

Tuesday. We spent the day ashore at Brightlingsea, and decided to sail for Benfleet early in the morning.

Wednesday. Left Brightlingsea at 5.30 a.m. with the wind against us. The radio called it a moderate breeze, but it seemed more like a gale to me! It rained. At 8 a.m., still raining, there was only about 2ft. of water in the Raysand Channel. Visibility was poor, and we were all feeling cold and lonely. I took a very rough compass bearing for the Crouch. We arrived at Havengore Bridge at midday, still under motor, and got through the bridge about 12.30. Out in the estuary the boat took quite a pounding. We were dubious about setting sail in so much wind, so continued by motor, passed Southend Pier at 2.30, making slow progress against the seas. We ran out of water about half a mile from Benfleet Club, and stuck on a mudbank at the crossover.

Our Seagull had run for 12 hours: not much of an achievement for a sailing boat, perhaps, but we got there. And we had a wonderful holiday, and gained plenty of experience.

Sealing Cabin Windows

HAVING tried in vain to fix the triangular shaped rubber sealing strip in the window rubbers without the special tool, I made the round of local garages in an attempt to borrow a tool. I was told by one mechanic that he never used the special sealing strip provided with the rubber mouldings, because he found a length of plastic covered wire to be just as effective, and much easier to fit. I used $\frac{1}{4}$ in. diameter plastic covered clothes line, which, when well lubricated with a rubber lubricant, I was able to fit without any special tool. As far as I can judge the windows are watertight.—*Flt. Lieut. D. L. Birse, R.A.F., Fauld, Tutbury, Staffs.*

From the Isle of Man

PERHAPS you would let members know that anyone visiting the Isle of Man would be very welcome. The IOM Yacht Club has new premises at Port St Mary, and we would be delighted to see them. If anyone intends coming over, if they will let me know first, I'll do all I can for them—my telephone number is Castletown 2297. If Silhouettes come over we'd love to see them: we've always plenty of hot water for baths, and can always rustle up a meal, and we would be delighted to

do so. We shall, however, be away for June and July. We are trailing our Silhouette (Soubrette) to Bosham, where we shall make our HQ during those months, and I hope we shall meet other Silhouettes there, and in the Solent. We got our Silhouette last year, and she was towed, packed to the cabin roof with kit, by my A35 without any trouble, and took Devon and Hampshire hills without any trouble. I mention this as some members may wonder how small a car can tow a Silhouette. On the weighbridge the boat weighed exactly one ton—on trailer—so the average small car can comfortably tow her.—*Lt. Colonel H. O. W. Fowler, 3, Promenade, Castletown, Isle of Man.*

More About Tabernacles

CONDITIONS were quite arduous, about six to seven (one very experienced helmsman suggested gusts of Force 8) but *Caroline* under full sail was really enjoying it. Port tack, ready about and as the sails filled there was a crack like a twelve pounder's and the mast, sails and rigging lay listlessly on the water. The huge dollop on the end of the mast consisted of the metal tabernacle, a piece of the coachroof and king plank measuring 22 ins. by 8 ins. and the deckhead flange of the mast support tube, which had broken in two. The vicious crack and the gaping hole in the coachroof I shall never forget. My tabernacle was immediately dispensed with, and placed among all the other bits and pieces which "may come in useful some day". It has been replaced by an "inkpot" and the shrouds doubled up and fitted with tested shackles. One broken shackle pin caused an awful lot of trouble. I am convinced that single shrouds with a metal tabernacle bolted through the coachroof with $\frac{3}{8}$ in. stainless steel bolts are definitely "out". If a tabernacle is a *must*, then it should be constructed of wood lightly enough to collapse should a shroud part. R. Boyd may have the answer, though, as he says, "all the bolts sheared"—they were obviously brass, and much lighter than mine. I cannot help feeling that if John Waldron's sails had been well filled when his shrouds parted his story would have been similar to mine. Even with double shrouds it could happen again, but the "inkpot" should mean no damage at all, and consequently no delay in re-stepping the mast.—*Colston A. Hicks, 2, Warwick Road, Newport, Mon.*

Notices and Opportunities

FOR SALE. Brand new blue and white striped genoa made by Jeckells this winter. Reason for selling, converting to masthead rig. Price £13. Contact H. R. Thompson, A.M.Q. 82, R.A.F., Marham, King's Lynn, Norfolk.

PULLING POWER. George Oliver writes, "The ad. for the towing bracket was being read in the evening on my return from work, when the telephone rang. It is now sold."

A Class Flag

THE SE Group has recommended that the International Code Flag Numeral 2 should be adopted as the Class Flag for Silhouette IIs. This is an excellent suggestion. All the appropriate letter flags in the International Code seem to have been adopted by other boats, and it seems a good idea to start on the numerals. The International Code Flag 2 is very fitting for Silhouette IIs, so let us adopt it, and ask for it to be recognised at regattas as our Class Flag.

To France with *Marigold*

By Dick Sheen

WE base *Marigold*, our Mark I Silhouette, on Keyhaven and have spent three years sailing around the Solent. With our two bilge keels, our Seagull 40, plus my two sons, now 16 and 21 for a crew, we have explored most of its shallow creeks and busy harbours. But even after three years of pottering around there are still odd corners (even Portsmouth Harbour) where *Marigold* has never been. However, we have long talked of having a trip across Channel and last year we made plans to that effect. We were confident that our boat could take any sea that the Channel would serve up, provided that there were no gales around, and as long as we kept clear of dangerous races and tide rips. We have a very healthy respect for these.

We did not add a lot to our usual cruising rig but we did buy a Prout Coracle to replace our dinghy. This has delighted us, for towing with a small yacht is a curse, and a cross Channel tow would be almost impossible and dangerous. The Coracle stows away through the for'ard bulkhead and only protrudes about 18 inches into our cabin. We can assemble it in a minute or so on our foredeck or in the cockpit. Its lightness is a boon, we have carried it hundreds of yards, and pulled it up quay walls, with the greatest of ease.

Our target was Ouistreham on the Normandy coast and in the Seine Bay. We hoped to get in the Caen Canal here, and spend a peaceful holiday after our crossing. We were tempted to try Cherbourg, which is 40 miles or so nearer, but we know little of navigation, and we were afraid of going off course and falling foul of the troubled waters around Barfleur or, maybe worse, of slipping between the Cherbourg Peninsular and the Channel Islands. We installed for the trip a large old ship's compass, which must have been in use about Nelson's days. How much it deviated from true north and what effect the metal aboard had on it we could only guess.

We had a fortnight's holiday in front of us and our plan was to sail on the ebb tide at 7.30 p.m. on August 26. Luck was with us,

for the evening weather forecast gave a fine night with moderate North West winds which, they said, might freshen on Saturday.

It was almost exactly 7.30 as we dropped our mooring and motored down Keyhaven River to round Hurst Point and set our Genoa in a light North Westerly breeze. The wind freshened as we left the shelter of Hurst, and *Marigold* picked up speed. Heeling over with the wind on our beam and a fair tide, it was a matter of minutes before we were off the Needles. I cannot remember slipping out quite so quickly, and conditions were almost perfect. Even the heavy swell which is usual round the Needles was missing.

Once out of the Solent our pace seemed to slacken. We set our course on our compass SE by S, with the wind just about dead astern. As dusk came on and we began to get away from the Island the sea began to rise. A fairly large yacht, which had been sailing across our bows heading down channel, turned and headed for the Solent, as if to say, "We don't think much of this." It did not look enticing in the gathering gloom, but *Marigold's* path lay ahead, and we had no intention of going back. Luckily the breeze showed no signs of slackening. Darkness fell, and the lights of the Needles and St. Catherine's Point lighthouses lit the sky astern for many hours. We were surging along merrily. The seas, although fairly heavy, showed no signs of worsening as the night wore on. It was possible that we had been suffering from the bad seas which are often experienced off St. Catherine's. They were never very alarming, however—about 6 ft. waves I would say—but the troughs were wide, and we rode them like a cork.

During the early hours of morning we seemed to cross the shipping lanes. The moon, although on the wane, gave us fair visibility. One vessel did seem to be heading for us. We had no mast head or port and starboard lights, but had an Eveready Lantern with which we could light up our sails. This we brought into action and the boat turned across our bows. Except for this we had no trouble.

Dawn broke on a weary trio, but we were in good spirits. We had the night over, and we knew that we had travelled well. We had a pleasant morning, the sun shone occasionally, and the sea, although far from calm, was not too bad. An odd boat or two would appear on the horizon to create a diversion. Once we passing within hailing distance of two homeward bound yachts. Towards mid-day a new phase began. Heavy clouds came up in the West, the wind rose to about Force 5, and we had white horses around us. The wind veered Westerly as it freshened, and since we still had our Genoa up *Marigold* needed a good deal of weather helm to keep her on course. Waves and wind were now on our beam, and wilder. We took some water over the cockpit coamings at this period, but only about $\frac{1}{2}$ a gallon.

We held on grimly, knowing that if the weather grew worse we should have to reduce sail. It would not have been easy to change our foresail in this sea, and our deck at the time looked most uninvit-

ing, to say the least. Luckily, the weather grew no worse, and after about two hours it began to ease. At the same time, around 3 p.m., we had the satisfaction of seeing the French coast under our Genoa. This cheered us up, but it gave us a false impression that our troubles were over. In front of us were still six hours of struggling. We forgot our compass now, and we made for the coast, but the wind fell off, the sea was still very choppy, and we wobbled around. We tried the outboard, but it was in a temperamental mood. Bad language flew around *Marigold*. We were dead tired, and I found when I stood up that my legs were like india rubber. However, we did make progress. The breeze was fitful, and it was 7 p.m. before we were near enough the coast to pick out details. Ahead of us lay a long line of golden cliffs, which on occasion dipped down to the beach. In the valleys lay villages and towns. We thought that we had made the Normandy coast around Ouistreham, and were trying to figure it out on these lines. To our port lay a headland, and, it seemed, the mouth of a river, and we figured that this must be the Seine. Although it did not all add up correctly, we did not worry too much. But our speed of approach was getting us down. The tide runs off this part of the Channel coast much more than our side. We had not realised this before and we were about five miles out we just seemed to hang there. There was nothing to do but keep our bows on to the most likely looking town, and sit and groan. We inched our way in, and by 8.30 p.m. we were within 50 yards of the shore. The sea had dropped to dead calm, and the breeze was almost gone. We had come slightly east of our town, and we motored slowly along the rugged coast against the tide, but it was good to see the marker buoys of the lobster pots slide by. Slowly we rounded the rocky headland which sheltered the small town. Dusk was falling, and it was a wonderful moment indeed. It was as if *Marigold* had floated through the wings of some giant theatre. The town was beautifully lit up, its small promenade backed by hotels, and cafés nestling between the high cliffs.—*To be concluded.*

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