

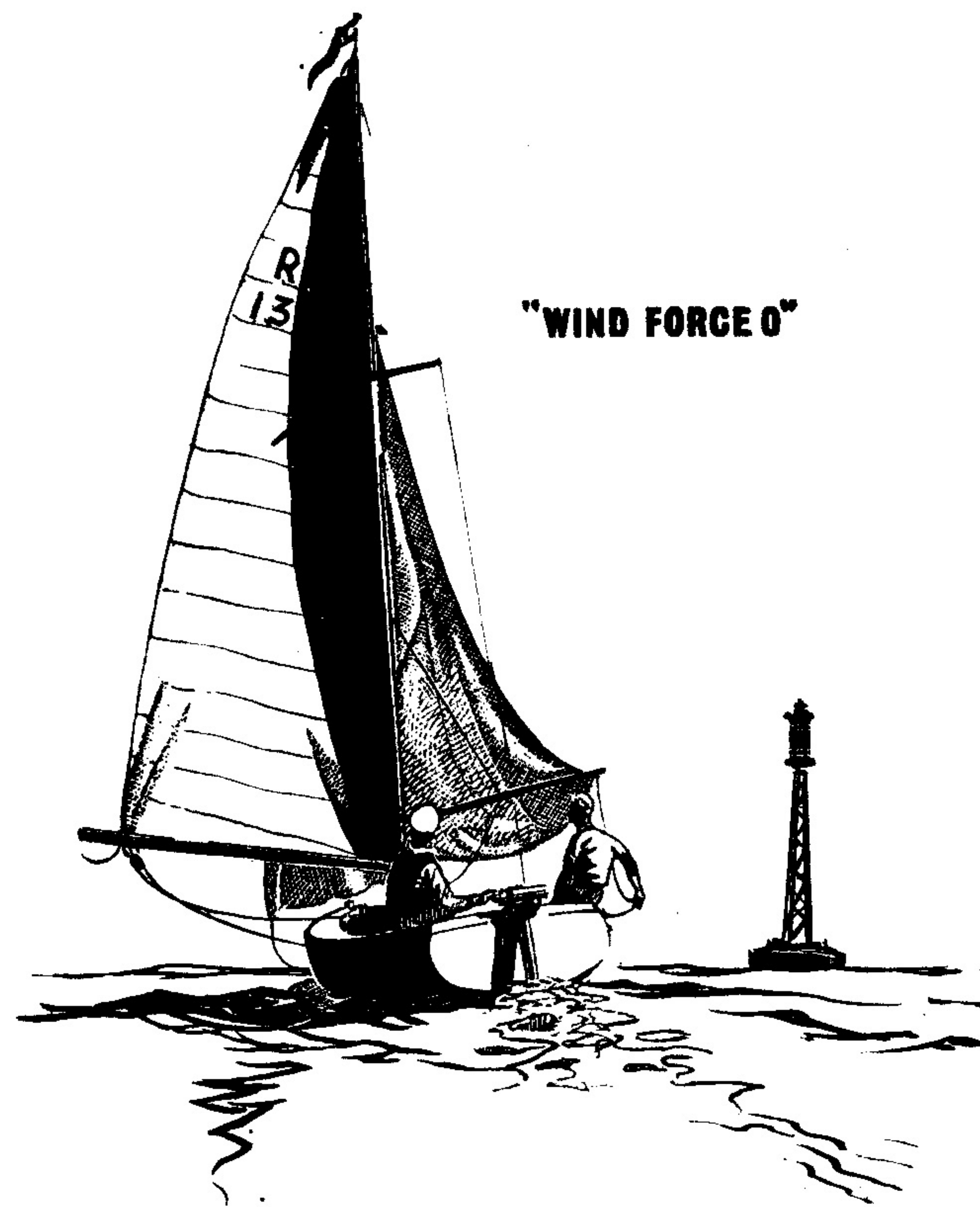
The Silhouette Owner

The journal of the Silhouette Owner's Association

Number 8.

July 1961

Price 6d.



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Two Cruising Trophies

ROBERT Tucker, the designer of the Silhouette, has offered a trophy for the best log of a cruise in a Silhouette sent in to the editor of *The Silhouette Owner* this year. The editor has also offered a trophy for the best log of a Silhouette cruise by a crew including a woman. (She can be master, mate, navigator, deckhand or cook). Mr Alasdair Garrett, editor of the *Journal* of the Royal Cruising Club, has kindly agreed to judge the logs, and to award the trophies.

Both competitions will have no limits as to sailing waters, distance covered or time taken—thus an enterprising weekend cruise will be just as eligible for either trophy as a more ambitious voyage. The points that will count in awarding the trophies will be good seamanship in relation to the conditions of the cruise, sensible concern for the safety of crew and vessel, enterprise, and the presentation of the log from the points of view of interest, accuracy and observation. The log should be written as a narrative with, as an appendix, a table of times and distances between ports, details of the amount of use made of the engine, and essential meteorological and tidal data covering the passage. Each log must include a track chart showing the ports visited.

The trophies will be awarded entirely at the judge's discretion, and his decision will be final. All Silhouette owners who are members of the Silhouette Owners' Association, are eligible for the awards. Competition for Robert Tucker's trophy is entirely open—that is, it may be won by an all-men, all-women or mixed crew. If in the judge's opinion a cruise by a crew including a woman is outstandingly the best of all the entries sent in, he may award the editor's trophy to the crew including a woman that he regards as runner-up. Entries must be sent to the editor of *The Silhouette Owner* to reach him not later than November 1, 1961. All logs must relate to cruises made during 1961, and all logs submitted will be eligible for the awards, whether published in the journal or not. The editor will have the right to publish any of the entries. Please send accounts of cruises in double-spaced typing if at all possible, but no entry will be excluded for being handwritten. But if



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handwritten entries are received, it means that they will have to be typed by the editor or his wife, so please help by sending in typescript if you possibly can.

The trophies will remain the property of the Silhouette Owners' Association, and they will be awarded to the winners for a year. It is hoped that we shall be able to arrange a presentation ceremony in London at the time of the National Boat Show. Small replicas of the trophies will be given to the winners each year, and these, of course, will be their personal property.

Southend Yachting Week By Our Special Correspondent

FIVE boats started on June 10 for the first of the four Silhouette races arranged during Southend Yachting Week. The wind was light from the SW, and *Midnight* (S. Morgan) got away to a good start. After the first mark, however, she mistook the course, and allowed *Bellatrix* (B. Collins), *Catriona* (R. Garrod) and *Miranda* (A. Dingley) to slip through. *Catriona* went well away and held her lead, although strongly challenged by *Bellatrix*. Result, 1, *Catriona*; 2, *Miranda*, 3, *Midnight*.

Catriona, *Bellatrix*, *Midnight* and *Miranda* met again on June 11 on an estuary course over some 18 miles. *Scheherazade* (R. Trott) had intended to start, but withdrew. The wind was strong and gusty, still from the SW, but reefs were shaken out just before the gun, and all four boats started well, with either a run or a very broad reach to the first mark. They spread out on the fetch to the second mark, with *Catriona* leading. All four boats were trying different tactics, some long

tacks from the Kent shore to midstream, some short tacks on the Kent shore. There was very little in it, and after three hours all were still within 50 yards of one another. About 16.30 there was a shift of wind, which brought the distance mark (Middle Blythe Buoy) dead to windward against a fast falling tide. *Bellatrix* and *Catriona* were able to make good ground at this stage, leaving *Midnight* and *Miranda* well astern. *Midnight* went on plugging against the adverse conditions, but *Miranda* took a gamble and sailed across the main stream to Canvey Island in the hope of finding a better footing on that side. This didn't pay off, and she retired. Result, 1, *Catriona*, 2, *Bellatrix*, 3, *Midnight*.

Racing went on over the next weekend, June 17-18. *Bellatrix*, *Catriona*, *Midnight*, *Miranda* and *Scheherazade* started on June 17 on an inshore course in a moderate South Westerly. *Midnight* made a bad start, crossing the line beyond its limits, and having to come back and start again. But she remained within striking distance of the fleet, and made up ground by standing on her tacks longer than the others. *Bellatrix* and *Catriona* had the lead after the second mark, but *Midnight* crept up, and rounded the third mark only a few seconds behind *Bellatrix*, and a few seconds ahead of *Catriona*. *Bellatrix* and *Catriona* then started a duel which allowed *Midnight* to come up. The three boats came to the starting line for the second time round almost level, but just as it was reached the signal to shorten course broke out. *Midnight* crossed the line five seconds ahead of *Bellatrix*, with *Catriona* a few seconds later. Result, 1, *Midnight*, 2, *Bellatrix*, 3, *Catriona*.

The estuary race on Sunday, June 18 was the needle match of the series. *Catriona* needed a second to win the series, and *Midnight* needed a first, with *Catriona* no higher than third. The start was at 09.00, but all boats had to be off the foreshore into deep water at the pierhead before the foreshore dried out. Thus all crews were up and doing by 06.30. *Catriona's* crew were ready first, but stayed behind to help ferry those with small dinghies out to their boats. *Bellatrix* and *Midnight* were actually under way first, leaving *Catriona* to unship her engine and hoist sail. Suddenly, both *Bellatrix* and *Midnight* found that they were aground, but their crews jumped out and just managed to shove them over the foreshore. Warnings were shouted to *Catriona*, but it was too late, and she stuck hard and fast. This was a very great pity, and everybody was sad about it.

After managing to make deep water, *Bellatrix* and *Midnight* were joined by *Miranda*, who had sailed round from Thorpe Bay. At the gun all three boats got a fair start, with *Miranda* and *Bellatrix* together on a run, and *Midnight* trying to get as much across the wind as possible for a reach to the first mark. The three boats rounded the first mark more or less together, and then came a long beat to the mouth of the *Medway*, with shorter tacks to turn the next mark. *Midnight* managed to get a short lead and turned the mark unhindered, but *Bellatrix* and *Miranda* found themselves having to consider a fleet of bigger craft bearing down to the mark, and all on starboard tack. This cost them ground, and *Midnight* gained a few decisive extra seconds on the run. She rounded the third mark well ahead of the other



two. *Midnight* was still capable of being caught on the windward leg to the finish, for both *Bellatrix* and *Miranda* were proving themselves very weatherly boats, particularly in a blow. *Midnight* kept to the Essex shore on short tacks in relatively smooth water, but *Bellatrix* and *Miranda* stayed out in the stream, where the water was rougher, but where they could get more benefit from the incoming tide. These tactics could have reduced *Midnight's* lead, but there came a sudden shift of wind which allowed *Midnight* almost to lay the finishing mark, which she rounded to take the gun. Result, 1, *Midnight*, 2, *Bellatrix*, 3, *Miranda*. Result of series, 1, *Midnight*, 2, *Bellatrix*, 3, *Catriona*.

Rig. *Midnight*, standard cotton, *Bellatrix*, standard Terylene, *Catriona*, standard Terylene, *Miranda*, standard cotton.

News from the Solent

IN pretty rough conditions on Saturday, June 10, a flotilla from the Solent Group set out from Chichester Harbour, intending to cruise to Wooton (Fishbourne), spend the night there, and come back next day. After getting over Chichester Bar, a big wave broke into the cockpit of John Taylor's *Yildiz*, and pretty well soaked the cabin. As conditions were getting still more unpleasant, Taylor decided to turn back, and retired to the harbour. Bill Akers, in *Gwelo*, had a rather similar experience, and he, too, decided to turn back. Dick Sheen in *Marigold* and O. Liddell in *Conforno* went on to make the passage, and managed to reach Wooton, but they had quite an eventful trip.

The Solent Group has arranged a barbecue on East Head

THE SILHOUETTE OWNERS' ASSOCIATION

Officers and Committee

Chairman : Bernard Collins, Hilltop, Lincoln Road, Rochford, Essex.
Rochford 56876

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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.

Beach (Chichester Harbour) for July 29, and another barbecue on
Newtown Beach (Isle of Wight) for August 19.

The group has applied for membership of the Solent Clubs'
Racing Association, and the association is to be asked to go into the
question of Portsmouth Yardstick rating for Silhouettes. The following
volunteers have undertaken to act as local representatives in these parts
of the Solent area—H. Sheen (Keyhaven), R. S. Brooks (Lymington), C.
O. Liddell (Hamble), and D. Tope (Chichester). They will help to
arrange local activities in these various areas, and encourage all new
Silhouette owners to join the SOA.

The group has decided to ask the Royal Victoria YC at
Fishbourne, IOW, if moorings can be had at Fishbourne, and to
approach the Shell Company for permission to make occasional use of
the Lymington Shell Jetty, and the Royal Navy for permission to make
occasional use of the Admiralty Pier at Hythe.

Hon. Secretary : J. H. Taylor, 15, Bolley Avenue, Bordon,
Hants.

Notices and Opportunities

INSURANCE. Edward Lumley (Yacht Insurance) Limited, Lumley House,
43/51, St Mary Axe, London EC 3, offer special facilities to members of
the SOA for all forms of marine insurance. Details from Hon. Treasurer.

WANTED. Trailer for Silhouette II. Details, price to W. S. Farnell, The White
House, Chapel Lane, Welford-on-Avon, Warwickshire. (Tel: Welford
356).

In the Menai Straits

THERE was a small forest of Silhouette masts at the quay at
Glyngarth on Sunday morning, June 4, as boats were brought in
from their moorings to embark guests from the Menai Bridge Boat
Club for a day's sail.

Some seventeen members of the Menai Bridge club accepted
an invitation from the NW Group of the SOA to come out for the day,
and a very pleasant time was had by hosts and guests alike. Eight NW
Silhouettes, Storm Bate's Leeward and Kenneth Stubb's Mistress—ten
boats in all—assembled for the outing. There wasn't much wind, and
most boats got out under power, but once in the Straits there was a
breeze of sorts, which made for pleasant if leisurely sailing. The flotilla
made its way towards Penmon, and anchored for lunch in the bay off
Flagstaff Quarry. It was a sociable occasion, and boats tied up to each
other in small groups, so that the party stayed together. *Mary Lane*
contrived to lose that most important item in the galley—the corkscrew.
A hail to *Dolphin* produced an offer to lend one, and there was no lack
of volunteers to go over in a dinghy and fetch it! After lunch there was
a bit more wind, and some good sailing back to Glyngarth during the
afternoon. Members of the NW Group who came with boats included
Herbert Firth, Storm Bate, Ian Holyman, Philip Austin, Mike and Mrs
Hardman, John and Helen Anderson, David Cooke, Kenneth Stubbs,
Herbie Walton and David Swinton. A special word of thanks is due to
Herbert Firth for organising a most enjoyable party.

Racing

Five boats entered for the first Royal Anglesey race of the
season on Saturday, May 27. On corrected time, under the NW
provisional handicapping system, the results were: 1, *Buttercup II*
(R. Bradbury); 2, *Sampan* (Caprice, D. McKnight); 3, *Two Gees* (G.
Walton); 4, *Eileen* (Leeward, S. Bate); 5, *Dolphin* (H. Firth). *Dolphin*
was much unofficially handicapped by barnacles, since removed.

Three Silhouettes and Kenneth Stubb's Mistress started for the
race on Saturday, June 3. The Mistress, being a rather bigger boat, is
decidedly faster, and was home a good way first. Of the Silhouettes,
Mary Lane (masthead rig) crossed the finishing line first followed
within a couple of minutes by *Two Gees* and *Dolphin* (both standard
rig). On corrected time it was *Dolphin's* race, but it is hard to draw any
reliable conclusions about the handicapping system from this race,
because *Two Gees* used a spinnaker, which neither of the other boats
had, and *Mary Lane*, although she made it up before the finish, lost a
hundred yards or so during the race by setting off to round a bouy
which was not, in fact, included in the course that had to be sailed.
Mary Lane also broke two battens.

The Calais Cruise

MR Maurice Griffiths, editor of *Yachting Monthly*, writes: In connection with the Silhouette Owners' Association cruise to Calais in September, we thought it might be of interest to you to know that we shall shortly be publishing sailing directions and useful hints for yachtsmen for entering some of the ports on the French coast. Information given will include how to enter, best places to berth, and facilities available. Directions for *Boulogne* and *Calais* will be dealt with in our July number. *Gravelines* and *Dunkirk* in August.

* * *

Fifteen members have so far sent detailed replies to the Hon. Secretary's list of questions about the Calais cruise planned for September 2, and have indicated a firm intention of taking part. Most of them hope to spend a few days in France after arriving at Calais. About another twenty members are interested in trying to arrange to sail with the Calais fleet, but it is not known yet how many of them will be able to do so.

* * *

W. S. Farnell, master of *Prelandra* (sail number 478) writes to say that he is looking for an experienced crew member to accompany him to Calais. Will anyone interested in making the trip please get in touch with Mr Farnell at The White House, Chapel Lane, Welford-on-Avon, Warwickshire (Tel: Welford 356)?

North West Trophies

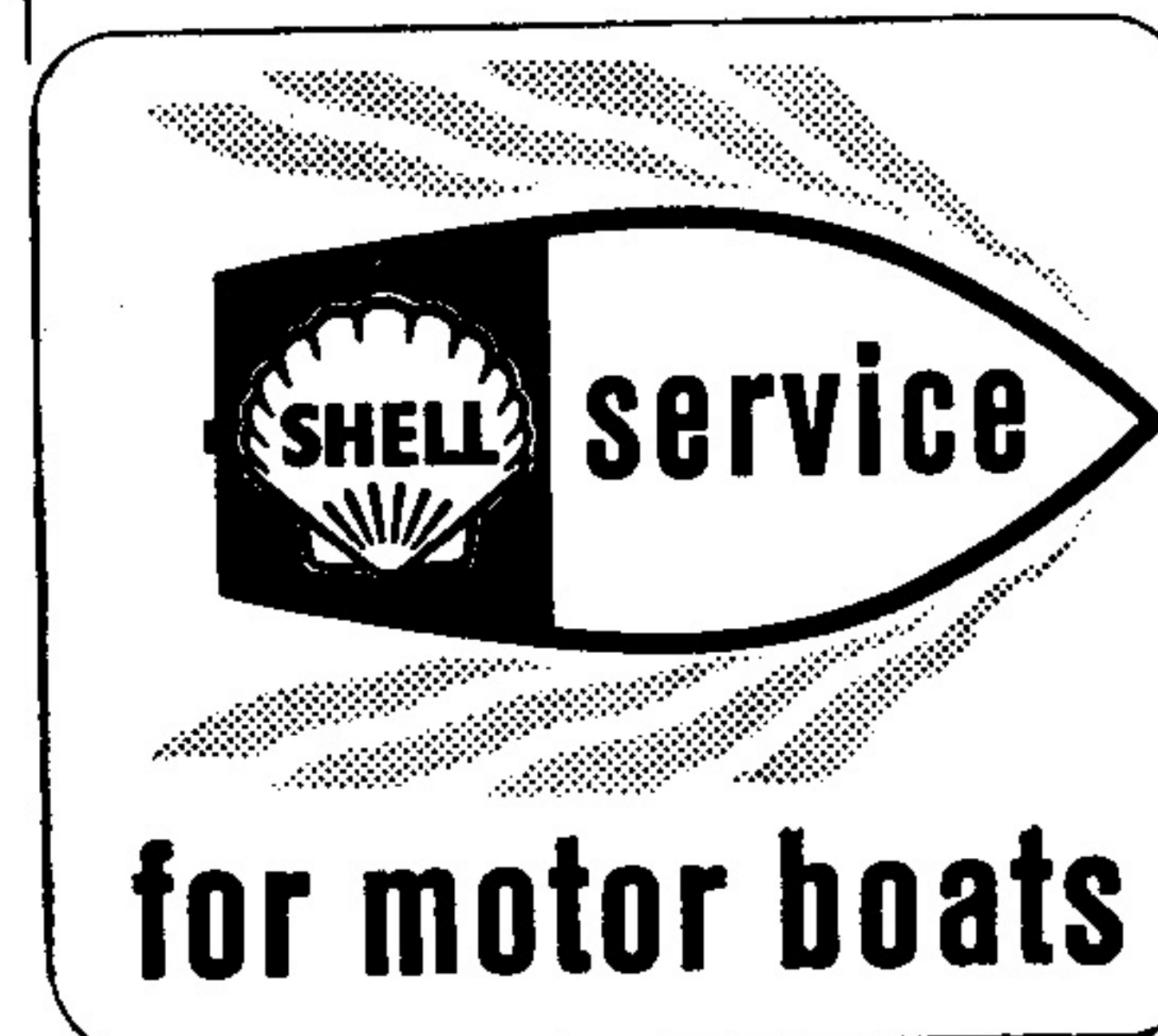
TWO trophies for racing in the North West have been presented to the NW Group for annual competition, one by R. N. Pegg, the Group Commodore, and one by Herbert Firth, the group's hon. secretary.

The group's committee, at a meeting on June 17, gratefully accepted these trophies, and expressed the group's appreciation to their donors. It was decided to award the Pegg Trophy to the winner of a special race to be held each year in the late summer, and to award the Firth Trophy for a race to be held annually at Easter.

Menai Straits Handicap

The group committee also discussed the organisation of racing in the Menai Straits. Hitherto, bilge-keel boats other than Silhouettes have been allowed to race with Silhouettes under a rather informal arrangement. The committee has now decided to have two distinct types of racing in the Straits. Races coming under the jurisdiction of the Royal Anglesey Yacht Club will be limited to Silhouettes, but owners of other boats who are members of the NW Group will be

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welcome to take part in less formal races arranged by the group. Such associate members will also, of course, always be welcome in the group's other activities.

The committee has decided to abandon the provisional system of handicapping masthead rig against standard rig which it adopted at Easter. Later experience has suggested that this handicap is not a reliable measure of relative performance. Until there has been much more experience of comparative performance, the committee feels that it would be better to make no distinction between rigs, save for the Portsmouth Yardstick figures for Terylene as against cotton sails. For the present, therefore, all boats will compete on the same terms, and will be restricted to working sails. In the light of later experience the whole question of handicapping will have to be considered nationally.

Isle of Man Cruise

THE North West Group of the SOA is planning a cruise to the Isle of Man for the end of July. The plan is to leave the Menai Straits in the evening of Sunday, July 30, and hope to reach Port St Mary in the Isle of Man by lunchtime on Monday, July 31. A large part of the passage will thus be done at night. The estimated time of the passage is around sixteen hours, and an evening departure is desirable in order to make harbour in the Isle of Man by daylight. Also, if the night is clear, navigation will be helped greatly by lights at both ends of the trip—it should be possible to pick up Isle of Man lights soon after losing lights from the point of departure. The North West committee asks all owners who would like to take part to make sure that they carry a crew of three, and to accept the recommendations for safety which will be sent to all making the trip. A simple code of signals, with a signal letter for every boat, is being devised. Compasses should be checked for deviation caused by outboard motors, radio sets, exposure meters, or

any other metal or magnetic equipment which may affect them. All crews taking part will be invited to a detailed briefing on the passage beforehand. If any member of the SOA not in the NW Group would like to join the trip, please let Herbert Firth, 5, Mossgrove Road, Timperley, Cheshire, know as soon as possible, in order that full details may be sent. Boats can either be sailed back from the Isle of Man, or sent back as freight by steamer. Anyone contemplating sending back a boat by steamer must ensure that a trailer is sent over to the island beforehand.

Building at Home

By Derek Birse

I WANTED to build my Silhouette for three reasons:—

- (a) *I knew that I would get a great deal of enjoyment and personal satisfaction from doing so.*
- (b) *Providing I didn't cost my labour I would save a reasonable sum of money—at least sufficient to buy an outboard motor, anchor, anchor chain and warps.*
- (c) *I would have something to keep me busy during the non sailing months.*

Having decided to build, I could:

- (a) *Purchase a set of plans, buy all my own timber and materials, and build from scratch.*
- (b) *Build from a kit of parts, or*
- (c) *Buy a partially completed hull with all the necessary parts to finish the boat.*

I considered the first method would be the most expensive; one would be paying retail prices for all timber and materials, and one would obviously waste more timber in cutting than the manufacturer of kits, who buys at wholesale prices. It would also have been necessary to buy special tools, and there were certain jobs I didn't feel capable of tackling myself, for instance, casting ballast keel, and cutting and welding bilge keels. Had I not been a member of the Royal Air Force, method (b) would have been my choice, but because I couldn't risk being posted half way through the process of building the hull, I was forced to adopt method (c).

Having reached this decision it remained only for me to find a place in which to build. I suppose I could have found a suitable building somewhere on the camp, but experience had taught me that unless one can find a place close to one's residence, the journey to and from the selected place becomes a great deterrent during cold, wet weather. My garage measures 16 ft. × 9 ft. × 7 ft. 6 ins. and, providing that I did my building on a road trailer so that I could move the boat into the open during fine weather, and when extra room was necessary

to do certain jobs, I felt that it would be large enough. Because the garage doors would always be open a few inches, to accommodate the odd 9 ins. of boat, I rigged a canvas cover to fit over the partially opened doors. Not only did this canopy protect the boat during the building period, it also made it possible, with the aid of an oil stove, to keep the garage temperature above 50 degrees F. when using Aerolite glue. As a road trailer would be essential, not only for the collection of the hull, but as a future building platform, I started to build this at approximately the same time as I placed my order with Hurley of Plymouth. This would, I thought, give me ample time—about four weeks—in which to build the trailer. Little did I realise that wheel manufacturers were quoting six weeks' delivery for wheels and brakes. I ended up by buying an ex WD fire trailer pump chassis, complete with 5.50 × 16 tyres, override brakes, springs, towing hitch, etc., for £10. By so doing, not only did I save quite a bit of cash, but I was able to take delivery of my hull more or less on time. The finished trailer is a little higher than I would otherwise have liked, but it tows quite satisfactorily, even if I do need a few extra inches of water when launching.

I collected my hull (3 berth version) on October 8, 1960. This was, I understand, the first occasion on which Hurley's had sold a boat in this particular stage of completion, and to assist me in finishing the job the marine manager provided me with a list numbered from 1 to 79 showing the logical sequence of operations from the stage at which I took delivery. I also spent a couple of hours with various members of the staff—all of them were tremendously helpful—looking at Silhouettes in various stages of completion, and getting advice on any possible snags. During my discussions with the staff, I mentioned that my only criticism of the Silhouette was the tendency to carry too much weather helm, whereupon I was made aware of the masthead rig; and on expressing my desire to have the new rig, everyone went into immediate action to provide the new mast, sails, and rigging required. Having now experienced the very great advantage of the new rig, my appreciation of the efforts of Mr Hurley's staff is boundless.

It is not possible in an article of this length to go into details of the 79 operations required to complete the hull, but, broadly speaking, the sequence of operations is:—

- (a) *Cockpit, rear deck, rudder tube and all parts aft of the main bulkhead.*
- (b) *Main bulkhead, bridge decking, cabin floor blocks.*
- (c) *Bunks, galley, lockers, shelves.*
- (d) *Main deck beams, forward deck beams, king plank, sampson post.*
- (e) *Cabin top, carlins to gunwhale straps.*
- (f) *Decking, hatches, tabernacle.*
- (g) *Rudder, skeg, toe rails, hand rails, windows.*
- (h) *Mast, boom, rigging, fittings.*
- (i) *Varnishing, painting.*

Apart from a certain amount of apprehension when drilling holes for the rudder tube—it is essential that it should be vertical and at the correct angle to match up with the trailing edge of the rudder skeg

—I ran across no major snags, and found the sequence of operations as supplied to me to be perfectly satisfactory. I would, however, emphasise the following points:

As parts are not cut exactly to size, and require fitting, it is essential to "offer up" all parts before doing any cutting. This will involve the temporary positioning of parts in advance of the laid down order of assembly; for instance, before trimming locker sides, it is important to find the exact location of this by temporary fitting of locker bulkheads. The old adage, "Measure twice and cut once," is worth remembering at all times.

Do as much inside painting as possible during assembly; for instance aft locker before fixing deck, quarter berth before final fitting of cockpit seat.

By working most weekends, and doing a few hours during the week, I completed the job in time to launch my boat at Easter—a little under six months. Quite a lot of this time was spent sitting and pondering over the next job, not to mention a certain amount of day dreaming. There were also occasions when I had to wait until the garage temperature was raised to over 50 degrees F. so that I could start gluing operations, but in spite of this I had most of the carpentry finished in approximately three months. The rest of my time was spent painting, rubbing down, and varnishing until I was convinced it was the Forth Bridge I was painting, and not a Silhouette. However, there was never a time when I was not completely happy about the way things were progressing, and having successfully launched *Blue Jay* at Beaumaris at Easter, my conclusions are:

Anyone capable of using the normal range of carpenters hand tools, and prepared for a bit of hard work, can build from a partially assembled hull.

While not quite as self satisfying as building from a kit, one does avoid major snags which might lead to sleepless nights.

Providing that one doesn't cost one's labour, one will save money.

I would do it again.

PS. A Surform file is, in my opinion, an essential.

PPS. I receive no commission from either Hurley's, or Surform.

Channel Crossing

MR Ted Swain, of Ryton-on-Dunsmore, near Coventry, and Mr W. B. Risdale crossed from Dover to Calais in Ted Swain's Silhouette II Kingfisher (No. 265) in April. Mr Risdale, who has Merchant Navy experience, was invited to navigate. The crossing, and the return trip, were made over the weekend April 21-23. The following account of the trip, by W. B. Risdale, appeared in the bulletin of the Northampton Boat Club. We republish it with Mr Swain's and Mr Risdale's permission.

We arrived at Dover after a most hectic journey through London at 22.00 hrs. and as we had been advised, contacted the Royal Cinque Ports Yacht Club for the use of the slipway; the key was obtained and, after much difficulty, as there is no winch available, *Kingfisher* was launched at 23.00.

Neither of us had been on tidal water in a very small boat before, so everything was a new experience. Having retrieved several items of vital equipment—including the boom—that went overboard at the launching, we shipped the outboard motor and proceeded as directed to a suitable anchorage whereupon we commenced stepping the mast—the fun had started. Anyone in the least familiar with sailing craft will appreciate our difficulties—and comments—trying to step a heavy mast with wire stays to be secured, the boat rolling through 30 degrees, rain pouring down, and nothing for illumination other than two pocket torches.

One way or another we succeeded in our task, and having made things shipshape below deck we returned to shore and made inquiries at the Yacht Club as to conditions we might expect on our crossing. We received very little encouragement, and were even advised against the trip, in view of the unsettled conditions. We decided, however, that the final decision should depend on the weather forecast direct from the Met. Office at Dunstable, whom I rang at 01.00 on Saturday morning. The forecast was winds SW-W, Force 3-4, gusting to 5, outlook uncertain. As far as I was concerned, this was good enough, and we decided that the trip was on. I informed the Coastguard, Customs and Signal Station of our intentions, and returned to the boat where Ted was waiting with a welcome brew of tea. We motored back to the buoy and turned in, ready for an early start, but I must confess our sleep was very restless.

Saturday dawned cold and grey. Even at 05.30 the wind was gusting too strong for our peace of mind, and our first reaction was to cancel the trip; but before coming to any decision on the matter we agreed to investigate conditions outside the harbour. I proceeded to set the sails while Ted cooked a first class breakfast of ham and eggs. After this we felt in much higher spirits, and in a "do it or bust" frame of mind we weighed anchor at 06.15 and proceeded to the harbour entrance.

At 06.30 we were passing the Signal Station and after another five minutes were sailing into open water. Within a very short space of time we were rather wishing for the security of the river at home, and doubting our wisdom in consuming such a large and greasy breakfast half an hour earlier. By 06.45 we were in the notorious Dover tide race, and really at sea. The water, while not exactly rough, was very turbulent from the combination of wind and tide, and *Kingfisher* was shaking from her keel to the top of her mast with every wave. While we were fortunate enough to take no solid water on board, we were shipping a great deal of heavy spray.

Kingfisher more than proved herself during our first hour at sea, by which time we were out of the race and in more regular water.

Our first anxiety over, and with no thoughts of turning back, I set her on a course of 123 degrees and settled down to an exciting sail in the direction of Calais, making four knots under mainsail and Genoa in a Force 3 Southwesterly wind.

We maintained four knots for the first three hours, during which time I satisfied myself as to our course by taking frequent bearings on the Dover Breakwater and the South Goodwin Light Ship. I had calculated that by leaving Dover two hours after high water, allowing seven hours for the crossing, we would be influenced by the Easterly going current for the first three hours, being set Westerly a similar distance by a stronger tide off the French coast in the last two hours, with a period of two hours comparative slack water in mid-Channel. Thereby, with a great deal of luck, I reasoned we should approach the French coast in the vicinity of Calais.

At 11.00, by which time I had expected sighting Calais, visibility was reduced by haze to about five miles, but we were reassured to be passed at a distance of about half a mile by a cross channel passenger steamer obviously bound for our destination. At 11.30, and still on our original course of 123 degrees, we were relieved and delighted to catch our first sight of Calais, and shortly afterwards sighted the buoy marking the approach to the harbour entrance. Within ten minutes of rounding the buoy and running before the wind we were hit by a rain squall, and with the wind gusting to Force 6, and the shore close at hand, we enjoyed what was probably the most exciting sail of the whole trip (albeit with some anxiety for the sails), making the last two miles to the harbour entrance in twenty minutes against a three knot tide.

Once inside the harbour we furled sails and motored to the Customs shed for clearance, and finally berthed at 14.00. We spent a most enjoyable afternoon and evening ashore, and each vowed that if we weren't sick on the return journey we never would be. During our stay we were anxious about the weather for the return trip, bearing in mind Dunstable's prediction of "Outlook uncertain," and were relieved to hear on the midnight BBC forecast that we could expect conditions similar to those on our outward trip, although with the possibility of slightly stronger winds.

We left Calais at 05.30 on Sunday morning with a very light SW wind and an almost smooth sea. We made little progress for the first hour, and started the motor. Thereafter we made good progress, and for the following two hours maintained six knots. At 08.30 the motor started coughing and began oiling the plugs and by 09.00 it had stopped altogether. As nothing would induce it to re-start, we were relieved that the wind was increasing to a reasonable strength. For the next four hours we had a pleasant sail, sighting many ships and making about four knots in an increasing wind; in fact, the wind was getting too strong for our liking, and by the time we had left the South Goodwin Light Ship abeam, it was blowing a steady Force 5, with a rough sea getting up. After the South Goodwin, conditions worsened, and gave us cause for anxiety. My biggest concern was that with our Genoa

we were over canvassed, and should have replaced this with the smaller working jib and reefed the mainsail. In the circumstances this would have been a most difficult and dangerous operation, but it would, nevertheless, have had to be done had the wind increased further. While the wind remained steady at Force 5 the sea attained what appeared to us to be alarming proportions during the next half hour, and we started to ship solid water over the bow. I reached over and put my life-jacket on, and without saying anything Ted slipped a cartridge into the Very pistol.

Fortune was with us, and within another thirty minutes we found ourselves off Dover Breakwater in calmer waters. With a deep respect for *Kingfisher* we awaited our signal to enter port, cleared Customs, and with the help of members of the Yacht Club slipped *Kingfisher* and were on our way home by 10.30. Thus ended a most enjoyable week-end, with our appetites whetted for cruises to more distant waters in the future.

In the Galley

WOMEN do most of the cooking on land, but that is no very good reason for expecting them to do most of the cooking at sea. Indeed, until quite recently the world of the sea has been mainly a male one, and its cooks have been mostly seamen first and cooks second. In the literature, the sea-cook has not commonly been rated a very good cook. Occasionally one comes across references to hot soup going down well after shortening sail on a filthy night, but for the most part crews are recorded as grumbling about the food. In the days of hard-case Mates and skinflint owners of coffin ships, the cooks didn't have much chance—rations of salt pork and weevilly biscuit might keep body and soul together, but they offered scant opportunity for skilled cuisine.

Those of us who sail for pleasure can feed as well at sea as we can afford to on land, and the fact that a *Silhouette* is a small boat is no excuse for skimping in the galley. Many a passage which turns out to be hell would be much more easily endured if good meals were to be had on board; sometimes you have got to be cold, but short of shipwreck, no one on board should ever have to go hungry.

If the crew of a small boat, as it often is nowadays, is a husband and wife partnership, there is everything to be said for not expecting the wife to do all the galley work. For one thing, she probably does the cooking at home, and if the boat is to be recreation for her, she needs a change from cooking as much as her husband may need a change from the office. For another, cooking in the confined space of a small cabin, in a boat that's taking a bit of a tossing, can be hard and anxious work, and it ought to be shared. The happiest husband and wife partnerships are those which are partnerships in every sense, and if a woman is to love every inch of a boat (as the best

of seagoing wives do), she must feel that she has a place in *all* the boat, not merely in the galley. Sometimes it is a good thing to take cooking in turns, a day off and a day on. Sometimes it may be a better thing to leave the navigation to one's wife, and to take on the galley for a whole holiday of living on board.

It is possible to arrange for good and regular meals in almost all circumstances, but Silhouette cooking calls for a certain amount of careful forethought. On a long passage, of course, one has to do the actual cooking at sea, but if one can manage it, it is better to do the main cooking at anchor. Modern vacuum flasks can really keep food hot for many hours, and vacuum flasks come in a good many more sizes than the little half-pint things you see people using on roadside picnics. A couple of really big vacuum flasks are a good investment, and they can ensure hot meals for two people for 24 hours. Good thick soups are obvious, but a stew, or a curry, or boiled meat and dumplings, can also be stored hot in a vacuum flask. See that it is properly filled—to keep hot for the longest time, you want a meal that has plenty of gravy with it, so that the flask can be topped up with liquid.

Drink is no less important than food. It goes without saying that you should always have a couple of gallons of fresh water in reserve whenever you put out to sea, but it is also a good idea to carry a couple of ordinary-sized vacuum flasks filled with hot coffee, cocoa, or soup. Some would say tea, and if you are a great tea drinker, make it tea; but don't put milk in the flask with it. For ourselves, we are not great tea drinkers, and find coffee much more warming and refreshing. Hot tomato soup is one of the most stimulating and refreshing drinks you can have during a cold spell at the tiller. Wine adds enormously to any dinner, and good white or red wines (if you choose them carefully) can be had nowadays from 5s to 7s 6d a bottle. I think that every boat should also have a bottle of rum on board—Demerara rum, rather than the paler Jamaica sort. But the rum bottle should be used sparingly. It goes down like nectar when you need it, or have earned it, but it can also wreck a voyage.—*Mariner*.

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