The Silhouette Owner

The journal of the Silhouette Owners' Association

Number 15. February 1962 Price 6d.

and the Auxiliary...



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About the Association

THE annual general meeting of the SOA is reported on another page. Two of the matters dealt with seem particularly to merit comment. First, the association decided to alter its rules to provide for a new form of Associate Membership, fully entitled to share in all the activities of the association, but without voting rights in matters affecting the future of the SOA itself, its rules, or the classification of Silhouettes. It should be said at once that there is no stuffiness or desire to be exclusive about this decision: it has been taken solely to secure the independence of the association, and to ensure that control of the affairs of the Silhouette Owners' Association is vested, as it should be, in the owners of Silhouettes. The committee, which recommended this decision to the AGM, feels that it should act as the trustee of Silhouette interests, not only for the present, but for future generations of Silhouette owners also. Some of us who now own Silhouettes may change to different boats, but new owners will come forward. Since the prime object of the association is to safeguard the design of the Silhouette and to serve the interests of Silhouette owners, it seems wholly right that the future of the association as such should be determined at any point in time by the then body of Silhouette owners who form it. The Silhouette is already famous, and we believe that she is in process of becoming the best-known and best-loved small sailing cruiser in the world. Already there are a number of rather similar boats, and many others can be expected to come along, but the Silhouette is such a sturdy sea-boat, and so ideally suited to the needs of any family with a love of the sea but little time for sailing apart from weekends and holidays, that we believe she will long continue to hold a quite special place in the world. New owners, who put hard-earned savings into Silhouettes, ought to be able to rely on having a Class Association which is single-minded in serving their interests. This every Silhouette owner now has. But the comradeship of the sea is unlimited, and the association recognises that there may be a number of people who are not themselves owners of Silhouettes, but who would like to take part in our various activities. Former owners may wish to maintain old friendships, and owners of other boats may wish to take part in Silhouette cruises, in handicap racing when it can be arranged, or in social gatherings of one kind or another. To all such we extend a welcome, and associate membership



now provides a continuing place for them. This journal will remain primarily devoted to Silhouettes, but we shall be glad to write from time to time about other boats and other aspects of the sea and sailing.

The second major decision taken by the AGM was another alteration of rules, to provide that the Chairman (or Commodore) and Hon. Secretary of all recognised Regional Groups should be ex-officio members of the National Committee of the SOA. Much of the life of the association is in its regional groups, and all groups will now be directly represented on the National Committee. In a busy life people can't always come to committee meetings, particularly when they may involve travelling long distances, but we hope that the groups will always manage to send at least one representative to these meetings. The enlarged committee should provide a good cross-section of Silhouette opinion, and with the support of members in the regions we hope that the SOA can look forward to another year of healthy growth.

New Regional Groups

A NEW Regional Group of the SOA is being formed for Silhouettes on the Blackwater. Mr P. F. Croft, of 48, Annalee Road, South Ockendon, Romford, is Hon. Secretary, and all owners who sail around the Blackwater are invited to get in touch with him. The Flag Officers of the Maldon Yacht Club have generously given permission for the club premises to be used as a meeting place for the SOA. Moorings are available at Maldon, and the Maldon Club is hoping to arrange open racing for Silhouettes this season.

It is also hoped to form this year a Scottish Regional Group. Mr W. G. Lang, of Clyde Chandlers, 200, Great Western Road, Glasgow, C.4 (Telephone Douglas 0707/8) has undertaken to act as provisional Hon. Secretary. All owners in Scotland are invited to get in touch with him.

Members Muster

MR Francis Chichester, who sailed *Gipsy Moth III* alone across the Atlantic in 1960 to win the first singlehanded Transatlantic Race, presented the trophies for the Log Competitions and the national competition during Southend Yachting Week, at a party for Silhouette owners and their friends at Barnes on Saturday evening, January 6. We were particularly honoured by Mrs Chichester, who came with her husband.

Bernard Collins presided at the prizegiving, and introduced Mr A. R. T. Garrett, editor of the Royal Cruising Club's *Journal,* who judged the logs. Mr Garrett said that he had been impressed both by the qualities of the Silhouette and by the enthusiasm of Silhouette sailors. Members showed their thanks and appreciation of Mr Garrett's splendid work for the association with warm applause.

There was similar real warmth of welcome for Mr Chichester. It was jolly good of him and Mrs Chichester to give up a Saturday evening to present Silhouette trophies, and he made the association's first national prizegiving a memorable occasion for us. After quoting a happy passage from Joseph Conrad, he handed the *Suzanne Trophy* (presented by Robert Tucker) to the Rev. Clementina Mary Gordon for the log of her cruise in *Mary Williams,* and the *Silhouette Owner Trophy* (presented by the editor of the journal and his wife) to Mr George Gerrard, who had come from Glasgow to receive it on behalf of his friend Dr Kurt Hoehne, of Glasgow. Dr Hoehne won the trophy for the log of his cruise on Lake Michigan with his wife in *Sweetie Mouse.*

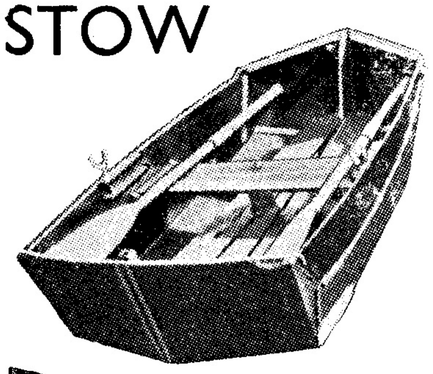
Miss Gordon suitably responded, and Mr Gerrard read out a letter from Dr Hoehne. "We wish to thank you tonight with all our heart for this beautiful trophy," he wrote. "We wish also to thank Mr Robert Tucker for designing such a terrific little boat that truly is bigger inside than outside. She gives all the many Americans who are not Vanderbilts and Morgans the opportunity to enjoy the great sport of sailing, that makes one so free, independent and self-reliant, in a craft they can call their own. And finally we hope that our association will grow and grow, for with it will grow the number of happy people who can get away from the ever-increasing troubles of our days into the great world of blue water and white sails."

The Russell Marine Cup, given to the association by Russell Marine as a trophy for national competition during Southend Yachting Week, was won this year by Stan Morgan. Mr Chichester made the presentation to Stan Morgan, remarking how valuable racing was in developing qualities of seamanship.

A vote of thanks to Mr Chichester and Mr Garrett was moved by Herbert Firth, and carried with acclamation.

After the prizegiving, members and friends spent a happy evening swapping yarns and exchanging experiences. It is pleasant that our first Log Competitions should have attracted an international entry,

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and Dr Hoehne and his wife well deserved their trophy for their voyage on Lake Michigan. But Silhouette owners on this side of the Atlantic are determined to put up a stiff fight to try to see that their trophy does not become another *America's Cup.* The Americans will rightly do their best to keep it. We may hope for some splendid competition this year.

AGM

THERE was an encouraging turnout of members for the annual general meeting of the association at The White Hart, Barnes, on January 6. Bernard Collins was in the chair, and opened the meeting with the happy observation that the SOA seems to have had a most successful year. He then called on Bill Akers for the treasurer's report, which showed finances in a thoroughly healthy state. The journal paid for itself and made a small profit, and with income from subscriptions, sale of pennants, and commission on insurance placed through the association, the balance sheet at December 31 1961, showed a cash balance of £203. Some 75 per cent of subscription income during the year has been reinvested in the association in the form of grants to regional groups. (Copies of the audited balance sheet and income and expenditure account are being sent to all members separately.) A sad note was that Bill Akers had to announce his own resignation from the treasurership, for compelling personal and business reasons. He has done a magnificent job, and this journal, in particular, owes him an immense debt for his efficient handling of all the financial side. We can but say Thank You for his outstanding work, and wish him and his family the very best of luck.

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The Editor presented a brief report on the journal, and thanked members for their wonderful help during the year. Being an Editor and therefore never satisfied, he wants still more help in the way of contributions and accounts of Silhouette experiences—the journal is in every way a co-operative effort. The Crewing Register has got off to a good start, and already a number of people have come in, both owners wanting crews and crews looking for ships. The more information the register has about people's needs the better, and the Editor asked owners who may need occasional crews to let him have particulars in good time before the opening of the season.

The Sail Registrar's report was presented by Bill Chambers. He said that he had now issued 1,210 sail numbers, and he was pretty confident that this would rise to 1,500 by the end of the year. The job of Sail Registrar is an onerous one, and of vital importance to the association. Bill Chambers puts a vast amount of work into it, and members are much indebted to him.

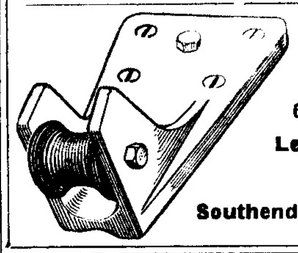
On the recommendation of the committee, the meeting adopted three changes in the association's rules. The first authorised the holding of the AGM in January each year, to coincide with the Boat Show, instead of in October as the original rules required. The other two changes are of more substance. The original rules offer membership to all owners of Silhouettes Mark I or II, and to anyone else "interested" in the Class. As time has gone on a large number of other twin-keeled boats have appeared and the question of qualification for membership of the Silhouette Association has become of importance. The SOA has no wish to keep out friends with other boats, but the National Committee felt that if full membership were to remain general there might be some future risk of the Silhouette Association's losing its identity. It therefore proposed that a new form of membership—Associate Membership—should be created, open to any non-Silhouette owner who would like to join in Silhouette activities, cruises, social events, handicap racing where it can be arranged, and the like. Associate Members will receive the journal and be entitled to all the privileges of membership, except that they will not have votes on matters affecting the constitution of the SOA, the classification of Silhouettes, or other matters fundamental to the preservation of the Silhouette Class. Full voting membership in future will be confined to those who are the actual owners of Silhouettes, thus vesting control of the Silhouette Owners' Association in the hands of owners. An associate member, on becoming an owner, will, of course, transfer at once to full membership. This change in the rules was proposed from the Chair by Bernard Collins, and supported by John Anderson. With a generous and understanding gesture, its formal adoption was moved by S. Makepeace-Lott, himself a Caprice-owning member of the association. The proposal was duly adopted.

The next change in the rules to be approved provides for the Chairman (or Commodore) and Hon. Secretary of all recognised Regional Groups of the SOA to be ex-officio members of the National

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Committee. This both enlarges the committee, and gives all groups direct representation on it.

With the exception of Bill Akers, the present committee were all willing to be re-elected, and no other nominations having been received, they were elected. J. D. O'Brien, of 12, Malpas Avenue, Pinner, was elected Hon. Treasurer to succeed Bill Akers.

The National Committee is immensely grateful for the support and encouragement of members during the past year, and hopes that the coming year may be an equally happy one. Good sailing, everybody!

The Caprice Association

WE are delighted to learn of the formation of a Caprice Association, to bring together Caprice Owners in the same way as the SOA brings together Silhouette Owners. The Caprice Association was formed at a meeting at the Charing Cross Hotel in London on January 7, and Mr Tim Tait, The Barge *Hound*, Wootton Bridge, Isle of Wight, was elected Hon. Secretary. The annual subscription is £1. Our friend Steve Makepeace-Lott has been elected Press Officer, and we look forward with confidence to reading many interesting things about the doings of Caprices and Caprice Owners in the newsletter which he is going to produce. We wish the COA the very best of luck and we know that we can promise them the fullest and friendliest co-operation from Silhouette Owners in the true comradeship of the sea.

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South East Activities

KEN Barrett has been elected by the Silhouette skippers in the Up-River Yacht Club to be their class captain this season and to represent them on the Club's Sailing Committee. The group has drawn up a splendid programme of events for the coming season. Some of its events will take the fleet into the Blackwater, to meet friends in the newly formed Blackwater Group. Stan Morgan, Hon. Secretary of the SE Group writes, "I would like to take this opportunity of thanking the Up-River Yacht Club on behalf of the SOA, for the consideration they have shown to the growing fleet of Silhouettes at Hullbridge, and I hope that we shall be flying the Club's burgee in many anchorages next season. I would also like to thank Tom Jones and Ken Heales for the great help they were to us all during the "dragging-out" season, and my thanks also to Ken Barrett for his work on the programme which, I am sure, will be a great success. The SE Group now own a Silhouette trailer which is available to all members of the group, and can be requisitioned from me at reasonable notice and for reasonable periods of time."

The URYC Racing Programme:

Sat. April 21—Paglesham Oyster to Paglesham, return Easter Monday.
Sunday, May 27—West Buxey Buoy race—one day club event.
Sat. June 9—Adelaide Cup—Tollesbury (three days).
SOUTHEND YACHTING WEEK 16-17 and 23-24 June, *Open*.
Sat. July 14—Walton Cup—Paglesham, return Sunday.
Sat. August 4—Cliff Reach Trophy—Saturday night at Cliff Reach, and race to a seaward mark and return on Sunday.
Sat. August 11—The Rose Bowl—Brightlingsea (two days).
Sunday, Sept. 23—Anchor Trophy (handicap)—one day.
Sunday, Oct. 21—Open Silhouette (national)—one day.

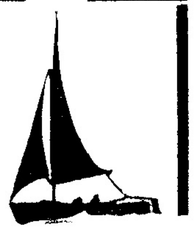
Note:—The September dates left open are for Burnham Week where it is hoped to hold a series of events for Silhouettes but final details are not yet to hand. These, of course, will be open events.

Subscriptions

THE annual subscription of 15s. for membership of the Silhouette Owners' Association for 1962 is now due. Many members have, of course, already paid. Will those who may not yet have done so please send 15s. as soon as possible to the Hon. Treasurer, Mr J. D. O'Brien, 12, Malpas Avenue, Pinner, Middlesex? A copy of the *Journal*, sent by post to members every month, is included in the 15s. subscription.

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The Philosophers

By Dorothy Ison

MANYANA is a Mark II Silhouette. Her life began in a boat-builders yard at Great Yarmouth, near the fish quay—a stinking but fascinating place. For her first season, what could be better than the Broads, since she was already at the gateway?

L-Day was bright and sunny, and *Manny* bobbed about at the Yarmouth Yacht Station in her sparkling blue and cream paint, eager to be off. There was a rapid fixing of the mast and hauling up of sails during the last five minutes of slack water, and a hasty casting off. She was away, her deck still covered with dusty footmarks from the builders; the labels flapping on her brand-new sheets; and the builder himself proudly walking alongside, watching his latest offspring until she reached the corner, shook her transom in farewell, and settled down for a gentle sail to Acle. Little did she know how soon she was to meet her builder again!

After a peaceful night *Manny* faced her first obstacle—Acle Bridge. Her mast was lowered and, with no engine, she was laboriously paddled against wind and tide beneath the bridge. Outside a provision store was a convenient staithe where her mast could be erected, and, for a few minutes, there was a peaceful scene with the crew sitting in the cockpit eating icecream. Then sudden turmoil: amid panic-stricken shrieks a large Broads hire yacht came careering down the river all set to crash into the bridge and lose her mast. At the last moment she turned, sails tightly pinned in, and made straight for *Manny*. With a horrible scrunch, Manny was crushed against the staithe. It says much for her builder, and the plywood design, that the only real damage was a gash in the forward port plywood sheet, and although she had to go straight back to Yarmouth for a replacement panel, there was never any trouble with leaking seams.

The rest of her first season was uneventful, in spite of a few gales, and in the autumn she was transported, by rail, to her permanent home

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S. Morgan, 44, Station Crescent, Rayleigh, Essex.
Herbert Firth, 5, Mossgrove Road, Timperley, Cheshire. Altrincham 0765.

The chairmen and secretaries of Regional Groups of the SOA are ex-officio members of the National Committee.

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.

at Chichester. The chart looked fascinating, with its interesting creeks and inlets. "Let's spend our first night in this little creek, miles from anywhere," suggested Skipper. "It won't matter if we go aground, with *Manny's* twin keels." It mattered very much, for when one keel dried out the other was still afloat in a deep gully or ditch. Gradually, and alarmingly, the boat tipped sideways, stopping finally at an uncomfortable, but safe angle. *Manny* was marooned among the rushes in smelly black ooze ,while her crew brooded on the fact that a sea harbour wasn't quite like the Broads, where you could just lean out and tie up to the nearest cow's tail whenever you felt like popping ashore.

An hour before the dawn there was sufficient water to get out of that sinister place, and *Manny* was induced to sail silently through the gloom to an anchorage, discovered by dead reckoning, where the Skipper finished his night's sleep in smug satisfaction that he had steered his ship to safety. When the day was in full bloom, Skipper and crew roused themselves and gazed out. Two yards away a cormorant sat on the fiery red notice, *"Do not anchor here. Submerged cable."*

Once more *Manny* was hustled off, this time to make for the harbour mouth. Quite a strong wind was blowing, and a little gremlin climbed up the mainsail in an attempt to tie the top batten to the backstay. He didn't quite succeed, but he did manage to make sailing both harassing and risky. So again *Manny* was anchored, and her Skipper spent the day chopping bits off the batten and testing it for clearance.

At last *Manny* arrived at East Head, jumping-off point for the next goal, Isle of Wight. There was much poring over charts, tide-tables, and all the rest of the fearsome paraphanalia, together with threats of 3 a.m. starts and suchlike. The crew was not amused, but there was no need to worry. It appeared that, in order to catch a certain tide at a certain

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buoy, it was necessary to get *out* on the last tide coming *in*. Now *Manny* could do with the strong wind which had delighted the gremlin, but there were only a few light puffs from the wrong direction, and she patiently trundled along in her own wake: Treloar Hospital—SW Winner buoy; Treloar Hospital—SW Winner buoy; while a constant stream of affluent yachts with engines steadily chugged their way out of the harbour and out of sight. *Manny* returned to East Head, and it didn't help matters that night to see the lights of the IOW winking in derision.

After another day spent in waiting for a decent wind, preferably in the right direction, it was decided that a change of scenery would be a good idea. So *Manny* slid along on the tide towards Hayling Bridge, where her Skipper chose a spot for the night which would not dry out, so if the wind changed by the morning we could make a bee-line for the exit. Only an hour after high tide *Manny* firmly settled herself on the mud, and at low tide the water was miles away. While Skipper went beserk and tried to convince himself that the channel had moved, or that the chart was just wrong, the crew was happily watching the pretty lights of the bridge and traffic—just like Christmas decorations.

The wind did change, and freshened—just the job for a passage to the IOW. All *Manny* wanted was some water. You'll know how long it takes for the tide to come up when you're badly wanting it. *Manny* was barely off the bottom before her sails were up and she was coaxed into deeper water. Then came a wonderful sail down the channel, during which the tide turned. The idea was to anchor near the harbour exit, have lunch, and wait for the next turn of the tide, when it would be time to set sail for Bembridge harbour.

The anchor was thrown out. She sailed on. More chain. No difference—the coastline was whizzing past. Was *Manny* about to become a Flying Dutchwoman, doomed to sail onward forever? When the crew had all but become senseless with terror, Skipper (God bless him) successfully lassoed the last mooring buoy in the harbour. A great black thing it was, belonging to a ten-tonner. Secured to this, *Manny*

resembled a peanut tied to a pumpkin. There was little risk she'd drag that mooring. The bigger danger was that the owner would arrive (an MP we discovered) and take umbrage.

The sky became overcast; the sea got bumpy, and the forecast was gales, making the IOW less attractive. *Manny* scuttled back to East Head just as the other yachts anchored there were making a great fuss about getting back to their home ports. They didn't like the forecast. During the following three-day gale, *Manny* stayed in isolation at East Head, as high up the beach as possible so that she was only tossed about at high tide. When the gale finally passed on, she was stuck so high and dry that a special channel had to be dug for her before she could be persuaded to enter the water again.

By then there was only one day of holiday left, and not enough time to get to the IOW and back. There was still some grand sailing to be had in the harbour, however, and *Manny* was thoroughly enjoying herself. Suddenly she slowed down, although her sails were filled and the tide was with her. It was as if some unseen hand were pushing her back—gremlins again? The mystery was solved when it was noticed that the rough ride had been too much for the little folding dinghy, which had filled with water and sunk.

Later that season there was another fierce gale, during which most of the boats dragged, or broke, their moorings. But whereas the others obligingly cast themselves on the boatyard's doorstep, *Manny*, unperceived, allowed herself to be blown into the middle of a field, where she contentedly grazed with the cows for a fortnight before being retrieved and tied up once more like a recalcitrant dog.

The next summer she sailed triumphantly into Wootton Creek. The anchor was tossed out and plans were made for the next day's trip to Cowes and Newport. The first thing that happened was that the anchor refused to budge. It was so obstinate that the Skipper was forced to don bathing trunks and dive down to unfoul it. By the time he had changed and recovered, the weather had taken a turn for the worse, but he wasn't going through all that for nothing, so off *Manny* went, all set for Cowes Roads. Outside the creek, the wind and waves were quite something, and at Osborne Bay it was decided to turn back. But as both wind and tide had other ideas this was not so easy. Then *Manny* spied the *Queen Elizabeth* on her majestic way down the Solent. This was an opportunity not to be missed, and she was determined to give the great ship an enthusiastic greeting. Bouncing almost clean out of the water at times, *Manny* became quite uncontrollable in the path of the huge liner, while the wind screeched and the spray flew. She was indifferent to her Skipper's frantic tuggings at her rudder. You couldn't tell *Manny* anything. She knew that power gives way to sail.

The Skipper's language was bright purple when it dawned on *Manny* that the *QM's* Skipper hadn't read his Rules of the Sea. Leaping in horror, she flung herself coastwards, and was immediately knocked over by the force of wind. There was a shocking tearing sound, then the jib flapped in rags. Blown shorewards, you could almost have

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shaken hands with the curious passengers as the *Queen* passed. When the wash came, it was simply a question of holding on with everything, including teeth, and at last a deflated *Manny* was coaxed back into Wootton Creek.

The next few days of wonderful weather were spent mending and patching the sail.

The third year *Manny's* fitting-out was not finished until the end of July. Every time a weekend could be spared for painting, it just rained and rained, and the Fitter-Outers sat in the cabin, gazing forlornly at the curling paintbrushes in their jamjars of water. A holiday had been fixed for the beginning of August, so there was a mad rush to finish off and get her launched in time. She was tied up to a mooring on the Saturday morning our holiday began, and the first hour or so was spent in getting provisions, as Great Journeyings were envisaged. Upon arrival with the stores, however, *Manny* could not be seen anywhere, until at last she was spied, of all places, cast up under the bushes at our feet, having dragged her mooring. The tide was rapidly receding, leaving her high and dry. It was particularly unfortunate that this had been a very high tide, and for four days we sat feeding sparrows and watching each successive tide come within six; four; five feet of *Manny's* keels, while the sun shone and the wind blew just the right amount. On the Tuesday night, with a huge effort, *Manny* was heaved off. But, for the rest of the week's holiday—guess what? Gales—gales—gales.

Ah, well! If there is one thing that a small boat teaches her owners, it is a philosophical approach to life.

CREWING REGISTER - 1962 SEASON

The Silhouette Owner maintains a Crewing Register to help owners who would like crews, and crews who would like to sail in Silhouettes, to get in touch with one another. The register for 1962 is now being compiled. Anyone interested is invited to send, name, address, cruising area, type of crewing wanted, etc., to *The Silhouette Owner*, The Old Hall, Marple, Cheshire. Telephone: Marple 1458.

From Chicago to Muskegon

By Dr. K. Hoehne

Concluded from the January journal. This cruise won Dr. Hoehne and his wife the Silhouette Owner Trophy in our Log Competition.

September 1. 1.55 p.m. It took us a forenoon to evaporate the spirit of the party. Now we are passing the harbour entrance, southbound. Wind and swell still dead from the south, 12-14 knots. Thus our kicker can push us only at a speed of 3½ knots. 5.0 p.m. Pigeon Lake development passed to port, going South, at about ½ mile distance. Big dredgers are opening a large harbour entrance into a lake behind the dunes, hitherto drained by a little creek. This will open a whole new summer resort area halfway between Grand Haven and Holland. Weather sunny, warm and hazy. 7.15 p.m. Holland harbour entrance passed. 8.15 p.m. After some interesting navigation up Macatawa Bay under power we have now moored in quaint little Holland at the municipal marina. After a short stroll through the downtown area and a good bottle of Sauterne we are ready to hit the sack

September 2. During the night thunderstorms and torrential rains. *Sweetie Mouse* is somewhat wet inside, but the sun dries everything right quick. The Macatawa Bay, just as Lake Muskegon, is teeming with all kinds of sail and power boats. All day the weather forecast speaks of winds over 30 knots and thus we are not in a particular hurry, especially since the wind is still in the South. This should not be an endurance test. But when the wind does not blow with more than 20 knots all day we grow restless. We have to get home. 6.45 p.m. Finally, we decide to take a chance, notwithstanding the small craft warning: the weatherman here on Lake Michigan does not know everything. Harbour entrance passed, Southbound, wind 12 knots, S, and a big swell is against us. We decide to go with our engine. Tacking is impossible. 8.20 p.m. Harbour entrance of Saugatuck abeam at 1½ miles distance to port. The swell slows us down to 2½-3 knots. The boat is rolling and pitching heavily.

September 3. Wind still South, up to 18-22 knots. Our speed is reduced to 2 knots because of the choppy sea. I hope we don't have to give in and turn back. We have to be in Chicago by September 5. The engine splutters ominously. Enid and I change watches every two hours. This has proved best so far. 3.30 a.m. Our brave little outboard engine, that has given good service to us for almost 2 years in many long hours of motoring, is definitely sick. It still makes a brave effort to go on, but we don't make any headway at all against the waves and the 14-16 knot wind. We are about 4 miles north of South Haven, and we are not going to give in at this point. Enid takes the tiller and I tie myself to the mast and try to sit on the foredeck. OK, watch out, up goes the main and working jib. *Sweetie Mouse* heels over, and away we go. Good show. During the past 7 hours we have made only 15 miles headway. 4.0 a.m.

Thank goodness, we are making headway now. 5.0 a.m. We are tacking inch by inch close to the shore, where the water is calmer due to the protective effect of the long breakfater of South Haven. Wind still S, 10 knots. 5.30 a.m. Wind freshens to 18-22 knots. Harbour entrance is quite close. 5.53 a.m. It is dawning. We are passing the harbour entrance of South Haven. Boy, does this ever feel good! We have licked the old South wind, we have made it. And our poor little sick kicker starts dutifully and splutters us with its last breath up the Black River to the mooring at the Yacht Club. 8.0 a.m. Enid and I are good and ready for a sound sleep in an hotel. Enid slept for 18 hours, just once interrupted for a good supper in a nice restaurant. I fixed the spark plug of our engine: something must be wrong with the carburrettor, I guess, but I am a moron with outboards, and it is Sunday and everything is closed. Thus the kicker remains on the sick list.

September 4. The last holiday for us. We are still 80 miles from Chicago. All we can do is to try to get as far as St Joseph. Since we cannot rely on our engine, the trip is a calculated risk. Right now we are passing South Haven harbour entrance Southbound with the prayer wheels spinning for the right wind. The weatherman said it would turn Westerly during the day. Right now it is WSW at 8 knots. 11.45 a.m. We are trying the old trick; going close to shore for a better wind, which indeed has turned West by now, but it is only 6-8 knots. However, with our invaluable masthead Genoa and main we are making 2-4 knots. A beautiful and relaxing vayoge. 5.15 p.m. Harbour entrance of St Joseph passed. The last 2-3 miles we had the kicker running on low speed to help us get in on time. 6.0 p.m. *Sweetie Mouse* is safely moored near St Joseph Yacht Club, and a helpful fellow gives us a ride to the bus station in town. 6.50 p.m. Tanned and tired, we sit in the bus to Chicago, taking once in a while a nostalgic glimpse through the trees at the setting sun over the great lake. It is like a mirror now. Next week we will have to return to take our boat home. We know that she feels lonely and abandoned there.

September 9. Enid could not come along to sail the boat back to Chicago, for little Michael is home again. Although he is good on the boat for a few hours, such a long trip would have been much for him. Don had no time. Thus Bruce, my third crew, stepped in. 1.05 p.m. No use talking any more about our laziness in the morning. There are certain needs on individual has to respect to survive. Well, so far I have managed to survive. St Joseph harbour entrance passed. Westward bound. Very hazy. 5.15 p.m. After a dead calm of about four hours in the blazing sun, which we used for having a good long swim, there comes now a wee breath of wind from the East, 2-3 knots perhaps pushing us at a speed of one knot or so. Bruce makes all kinds of calculations as to when we will be in Chicago at this pace. He is sure it will

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not be later than the end of September. I gave him a levelled blast. He am a moron with outboards, and it Sunday and everything is closed. feels guitly of defeatism, and keeps silent from then on. I am sure that he continued calculating in his mind, for he is a persistent fellow with an unwavering belief in figures, which I have difficulties sharing. But he is a reliable crew, and good to have around as soon as he stops figuring. 8.0 p.m. The lake is like a mirror, but a faint breeze of about 4 knots from the South pushes us gently along on our Westward course. 10.0 p.m. Wind S, up to 6-8 knots, and hardly a ripple on the water. It is a beautiful night, eerie and silent. Because of the dense haze, we can see only the stars above us, no lights on shore. In the far, far distance, the St Joseph foghorn (Enid's sick cow) can be heard once in a while. We are doing 2-hour watches. 5.30 a.m. It is dawning, and the sun rises for a beautiful day. A real dense Lake Michigan haze is all round us. Visibility 2 miles at best. Because we have been unable to make out any landmarks since yesterday afternoon we are not quite sure about our position. Wind still S, 3-7 knots. 7.50 a.m. Suddenly, ont of the mist appears Chicago's 8-mile buoy. I thought we were much farther South. My navigation must not have been too hot. We need a radio direction-finder for this awful haze. Poor Enid, there go the next three or four glamorous dresses for the winter season. I am chewing my fingernails thinking of how to break the bad news to her. 9.30 a.m. Ghostlike, and suddenly, the big water intake of Harrison crib emerges out of the

STATISTICS

Chicago, Burnham Yacht Harbour—St Joseph Yacht Club	62	miles
St Joseph Yacht Harbour—Saugatuck Yacht Harbour	42½	,,
Saugatuck Yacht Harbour—Grand Haven Marina	28	,,
Grand Haven Marina—Maskegon Municipal Marina.....	18	,,
Muskegon Municipal Marina—Grand Haven Marina.....	18	,,
Grand Haven Marina—Holland Municipal Marina	25	,,
Holland Municipal Marina—South Haven Yacht Club	31	,,
South Haven Yacht Club—St Joseph Yacht Club.....	24½	,,
St Joseph Yacht Club—Chicago, Burnham Yacht Club	62	,,
By sail alone—225 miles in 77 hrs.	3.0	mph.
By engine only—74 miles in 18 hrs.	4.0	mph.
By sail and engine—12 miles in 2½ hrs.	4.8	mph.

haze, less than half a mile to the North. It is three miles from shore, but we cannot see anything but the crib. Only the Chicago foghorn is blaring its ugly sound. 10.0 a.m. All at once the upper layer of the haze lifts and less than 2 miles in front of us, towering high like a fairy castle, the tops of Chicago skyscrapers are greeting us in silent grandeur. What a beautiful surprise. Wind turning West, just like the weatherman said. 11.30 a.m. It is now a beautiful clear and sunny day. Many yachts are out, and form a fascinating contrast with the dark walls of the skycrapers. We are tacking home against a WSW wind of 12-14 knots. We have simplified the belaying of our jib and Genoa sheets in the heeling of the boat by putting cleats on the roof of the

cabin near the cockpit, between the handrail and main hatch. Thus we don't have to bend over to lee in a gust to trim the foresail. This proved to be extremely handy all along our trip. Also for the spinnaker, boom vang and other belaying jobs, this is an invaluable cleat, particularly for Enid, who with her limited strength, just loves these convenient gadgets. 12.35 p.m. Burnham Yacht Harbour passed. *Sweetie Mouse* is home again. Big thunderclouds are forming over the city. We came in just on time.



Hitched on and ready for the road.

Trailing and Launching

By R. N. Pegg

ONE of the reasons why we chose a Silhouette was that it could be readily trailed. We are not as agile as we used to be, so we were looking more for a day boat on which we could have a meal or sleep for a night or two, and visit friends.

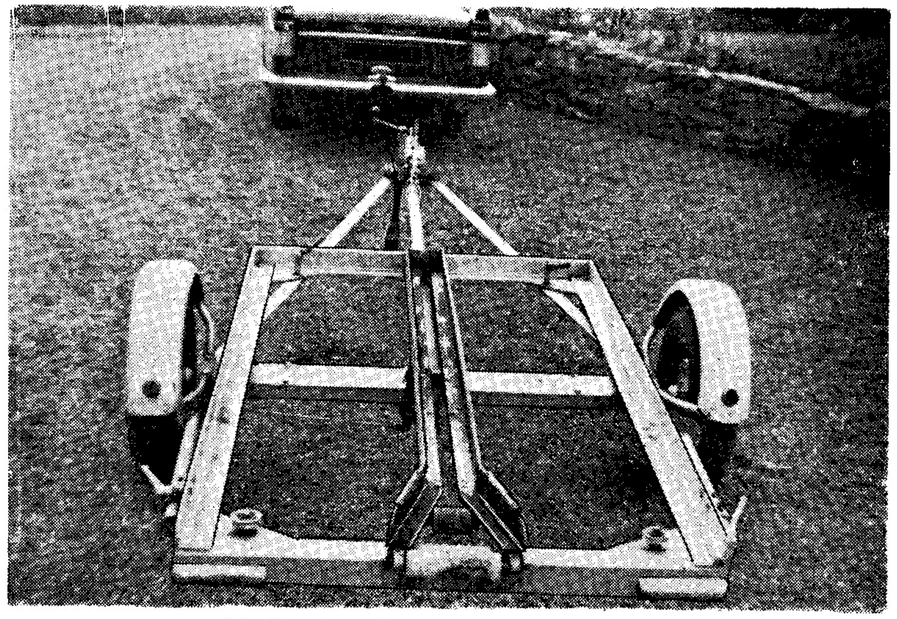
We have been to the Menai Straits, the Lleyn Peninsula, the Thames, the Lake District, Portsmouth and Southampton, and to the Isle of Wight. A trailer allows you to lay up at home if you have the room, and to spend some of the winter week-ends refitting etc. This is what we do, so first of all I will deal with our " laying up " berth. This consists of six pieces of 3 ins. × 3 ins. angle iron bolted together, with two ⅜ in. Whit countersunk bolts at each joint. The two cross members have two ⅞ in. diameter holes drilled through the horizontal flange near the bilge keel fore and aft member. Through these holes I have driven

15 ins of ¼ in. bar into the ground to anchor the " stillage ", as we call it, against the pull and thrust of hauling the boat on or off. There is a gap between the two members which carry the ballast, but this gap is 2 ins. and conveniently allows for the rudder and deadwood. When the boat is on the stillage I pack up under the after deadwood for additional support. By taking out sixteen ⅜ in. bolts the stillage can be packed up and taken away if required.

Now for the trailer. This is of our own design, and although the sub-frame is designed for a Silhouette it will carry a load of 30 cwt. It has a 2 ins. ball hitch and a jockey wheel which is useful for picking up the load off the car hitch, and also for manœuvering on the launching site. The trailer has a triangular main chassis, with the sub-frame mounted on it. The wheels of the sealed bearing type are suspended on Flexitor mountings, which are housed in the channel iron member between the two wheels forming the base of the triangle. The two rollers on the after end of the sub-frame were made from washing machine wringer rollers. At the forward end of the sub-frame there are two lever bolts, which I will refer to later on. We carry a winch in the boot of the car which has four studs in its base which drop through holes in the trailer chassis and are secured by wing nuts. We drilled a hole near the top of each bilge keel and screwed in a shackle. To these two shackles we hook a wire bridle (hooks 5/16 in. M.S.), the bridle is shackled to the winch hauling wire, and the boat is hauled from the stillage on to the trailer. The boat can be prepared for towing while it is on the stillage; that is, the mast laid horizontally, supported fore and aft and secured, and the rear number plate fixed in place, which we secure to the back stay bracket and the two quarter fairleads. The rear light is illuminated by means of a flexible cable which we lay along the deck, take a turn round the sampson post and plug into a socket under the car's rear bumper. Also from the number plate board we take another lead away, and this supplies our " steaming lights " on the boat. We bought two of those car parking lights which are made to slide on top of car windows and have a white light facing one way and a red light the other. We secured each one to a strip of brass and then bolted the strip of brass to the shroud plate with white showing forward and red aft. It is quite effective and looks rather pretty at night if a bit unusual to other road users.

Once the boat is on the trailer and the winch and bridle uncoupled, we use the shackles I mentioned on each bilge keel to hook on, two turnbuckles at the other end being hooked into a hole on the front member of the sub-frame. These are at an angle at which they hold the boat forward and down. They should only be hand tight, and have a wing nut to lock them in position.

Our dinghy is a 6 ft. 6 in. " Shorty ", of Maximar Mouldings, Pulborough, made of glass fibre. It is light in weight, and light to tow, and taking everything into consideration I think it suits a Silhouette. We always stow it on the transom and over the cockpit, and lash it down to the trailer, the one lashing holding dinghy on the boat and the boat on the trailer. We have an alternative now in the shape of a " Victoria "



Mr Pegg's trailer built to his own design.

car roof rack on which " Shorty " can travel with an oar on each side. This is most convenient when we are leaving the boat on moorings, as we can take the dinghy and oars home with us, and haven't to find a place to stow them ashore where they will be safe. The dinghy on the car roof enables the cokpit to be a little more accessible during the trailing journey, and this can be useful if one wants to stay on the roadside and use the boat as a caravan for a night. For this evolution we support the back of the trailer by dropping down into position two tubular legs. We also have a rope ladder whose top rung is hooked under the inside of the cockpit coaming which helps getting in and out.

For trailing we find that 35 to 40 mph is about the maximum speed, depending upon the condition of the road surface. We adjust the weights in the boat to give a weight of 60 lbs. to 80 lbs. on the ball hitch.

Having arrived at our launching site we step the mast, free the anchor and range plenty of chain on deck, and have the dinghy oars handy. If we are launching in tidal water and have arrived before high water, the trailer can be backed into the water, the boat unlashed from the trailer, to wait for the tide to lift the boat off the trailer with someone in the cockpit. As soon as the boat is launched clear, the anchor should be dropped and the crew aboard can begin to make the boat ready for sea. The crew ashore will moor the dinghy, recover the trailer, and take car and trailer to a parking lot. Then the crew ashore joins the crew aboard by means of the dinghy, which is made fast astern. I have presumed that all stores have been put aboard, and that there is fuel for the outboard, so it is now up to the crew.

If you wish to launch in non-tidal water, such as a lake or a river,

or in tidal waters without waiting for the boat to be floated off by tidal action, the sub-frame to which I referred can be very useful, particularly when the slope of the foreshore is small. The pivot of the sub-frame is arranged so that in a normal trailing condition the weight of the boat is just over the point of balance. To operate the sub-frame we take a lashing from the sampson post round a member of the trailer, then remove the two lever bolts referred to earlier. By slacking off on the lashing, the boat and the sub-frame may be easily tilted with one member of the crew aboard as before, and the boat launched.

We have found that on a fairly steep launching site the trailer may be left coupled to the car during the whole process, but against emergencies we have a piece of pipe, which is a push fit in our car exhaust, and bent into a right angle. This effectively puts our exhaust opening 15 inches higher than the standard exhaust pipe. It was made for this purpose, but we now carry it in the boot where it has been useful in dealing with flooded roads on no-boating expeditions. We carry five fathoms of $2\frac{3}{4}$ ins. hemp rope in the car boot to tow the trailer clear as required.

Now for recovery. It is most desirable, if not essential to have relatively calm conditions of wind and water, and to find this may mean recovering at a site other than that intended—if, for instance, the other side of a headland gives shelter. As far as possible, it should be a tideless, windfree, currentless stretch of water. Run the trailer into the water with the winch mounted, remove the two lever bolts and drop the sub-frame. On the boat, have a good long hauling line at the stem, another on the lee quarter, and on the weather quarter have the kedge anchor made on to another long hauling line. As soon as convenient, one or more of crew go ashore in the dinghy and moor it. The one member of crew aboard throws stem line to crew ashore, and drops his kedge anchor over on the wind or current side. As the bow line is pulled in, so the crew aboard pays out on the kedge, keeping the boat in line with the trailer. As soon as the boat is entered on to the trailer, the bridle from the winch is hooked on to the shackles in the bilge keels, and the boat hauled on to the trailer, and when right home the sub-frame is tilted back and the lever bolts screwed home. Then the two turnbuckles are connected to the shackles and the trailer frame, and screwed home. This secures the boat to the trailer, and the trailer and boat can now be hauled up the launch ramp or beach as the case may be. Then above high water the mast is unstepped etc. and everything made ready for trailing away.

Once home, to transfer the boat from the trailer to the stillage is carried out thus: The boat on the trailer is backed up to the stillage. A bight of rope is put round the forward end of the ballast keel, and then reeved through a pulley which is secured by a chain to 4 ft. of $1\frac{1}{4}$ in. water pipe driven into the ground aft of the stillage. The car is disconnected from the trailer and backed alongside the boat, where the end of the rope is made fast to the towing hitch on the car. Drive the car slowly forward and the boat is pulled back on to the stillage, ready for covering up for the winter, or refitting and painting.

SOA REGIONAL GROUPS

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

South-East. *Hon. Sec. Stan Morgan, 44, Station Crescent, Rayleigh, Essex.*

North-West. *Hon. Sec. Herbert Firth, 5, Mossgrove Road, Timperley, Cheshire. Tel. Altricham 0765.*

Solent. *Hon. Sec. George Oliver, 52, Middle Road, Higher Denham, Bucks. Denham 2602.*

Bristol Channel. *Hon. Sec. Cyril Watts, 5, Vassall Road, Fishponds, Bristol.*

Avon. *Hon. Sec. E. G. Oldham, 206, Hagley Road, Edgebaston, Birmingham.*

Scotland. *Provisional Hon. Sec. W. G. Lang, Clyde Chandlers, 200, Great Western Road, Glasgow, C.4.*

Blackwater. *Hon. Sec. P. F. Croft, 48, Annalee Road, South Ockendon, Romford.*

New Silhouette Plans

By Robert Tucker

EARLY in October my printers broke the horrible news that the tracings of the Mark II Silhouette, wearied by many passages through the printing machines, had died; well, they'd run about twice as long as they should have done, so I couldn't complain. We've given them honourable burial. Of course, it did pose the problem that a new set was required, and since this would take around 600-700 man-hours to produce, it was some problem. However, as many of you who have built your own Silhouettes will agree, the old plans were somewhat bitty, and—especially with the advent of the masthead rig—not entirely adequate. Moreover, Silhouette was originally designed to offer the choice of fin or centreboard, and the drawings for the bilge keels came rather as an afterthought. So a redraw was overdue in any case, and we had long felt that a new set of plans ought to have been produced to give the Silhouette builder a really first-class set of working drawings which anticipated all his problems and presented the most effective solution. With close on seven years of dealing with queries, we were in a reasonable position to know both the problems and their solutions, and it is on this basis that the new set of plans is presented.

Comparison between the old and the new drawings will reveal considerable apparent differences, but this arises only from the desire to incorporate all that experience has shown to be desirable, or those things which have long been part and parcel of the Silhouette as we know it. The rig is, of course, the masthead one, exactly as now fitted.

with the " long " mast to give a good kicking strap and better backstay clearance; coupled with it are all the proper fittings, in detail. The sails remain unchanged, giving the 65 sq. ft. main, jibs of 27, 50, 67 and 100 sq. ft. and the 125 sq. ft. spinnaker.

The slight changes in the lines are the result simply of improved fairing methods, but a new load waterline has been drawn to indicate the immersion of level found to give the best performance under the greatest variety of conditions. The really big change is in the accommodation, for the so-called 3-berth or *Susanne* layout has been adopted as standard. This arrangement has delighted every owner who has it, and certainly gives the most effective design for living aboard so small a cruiser. Of course, the builder who wishes to stick with the original berth-each-side layout will find no difficulty in adapting the drawing to this simplification, and it is probable that our builder, Mr Hurley, will continue to offer this as standard. There must, of course, always be some latitude allowed in the accommodation of a cruiser class, but we are anxious to prevent the building of Silhouettes which will prove unsatisfactory and so give the class a bad name; an example of this is the odd one which contains four short berths and no form of stowage whatever.

The drawings also show an inboard engine, the 3½ h.p. "Sea Urchin," which is the biggest unit the hull can carry. It gives enough power for a top speed of around 7 knots and combines the advantages of a 4-stroke power unit with slow-running propeller and light weight. Many owners may still prefer the smaller 1½ h.p. Stuart Turner, or the transom-hung outboard, and there is no intention of advising against these.

From the foregoing, I hope it will be quite clear that we have most emphatically *not* redesigned the Silhouette, and that a boat built to the new plans will be no better or worse than one built to the old. What we have done is to produce, of necessity, a new set of drawings to encourage more amateurs to build their own Silhouettes, and to be more helpful to those who decide to do so. In pursuance of this hope we have kept the price of these drawings the same as before, namely £5-5-0, which still includes the royalty, and all the help and advice I can give you. Dare one add that this is one of the few things which has not become dearer since 1955?

A Date for Bristol

ROBERT Tucker is visiting the Bristol Group on February 21 to talk to Bristol Channel owners. The meeting will be at 19.30 hrs. on board *John Sebastian,* the headquarters of the Cabot Cruising Club, Bathurst Basin, Bristol 1. The occasion has been jointly arranged with the Western Section of the Island Cruising Club. All Silhouette owners who would like to attend are invited to get in touch with J. Corin, Gable Farm, Wraxall, Bristol.

FOR WOMEN

Dressed Overall

By Anne Fowler

I SUFFER, unfortunately, from several severe handicaps. I am untidy, hamfisted and the wrong shape for trousers. It is readily understood, therefore, that I am apt to be a slight encumbrance in a boat. Dressed in Marksway jacket and thick leatherette plastic mackintosh I am neither overlooked, nor easily passed in the cockpit. Enthusiasm does not always compensate for the dropped shackle or batten, the upset basin, the strewn cornflakes, the gritty sugar, the slipping boathook or toppling crutch. It is curious how many things can be lost or dropped on board.

I am, however, as interested as the next woman in the fascinating catalogues which form part of one's winter reading. Nylon waterproof smocks from £6/6/0 and trousers from £3/3/0 sound more attractive than thick pvc. Violently gay patterned cotton trousers, jeans and brief shorts are obviously for the very young, but sailcloth skirts suit all ages on shore. Sailcloth, too, has the great advantage of retaining its freshness. Living on board for some time it is essential to choose clothes to wear ashore that are not easily crushed or dirtied. A grey Terylene pleated skirt is a useful standby, and never creases, and a floral skirt is gay. The lucky few who can live permanently and attractively in trousers are not so concerned, but, if one has to wander further afield in search of shops or the invaluable launderette, then one or two skirts are a welcome addition. Drip-dry fabrics can be washed on board, but it is easier to collect a weekly bundle and find the nearest launderette, where, for an extra sixpence, one can dry completely even thick towels. Drying is always a problem on a boat. Paper handkerchiefs are useful, but, unfortunately, often disliked by men.

Corduroy trousers are not frequently seen on board, but are both warm or cool and trouble free; an important point when one wears them for 95% of the time. Navy blue woollen slacks, so smart ashore, pick up every bit of dust. We had our white haired dog on board, and I found them a hopeless combination, but sailcloth trousers do not seem to gather dirt. Several warm sweaters and a couple of gay neat blouses are necessary. I have two striped cotton shirts which can be worn either inside or outside one's trousers; they have been very useful, and are pleasantly cool on hot days. My blue leatherette plastic mackintosh has proved invaluable on wet days at sea or on land. I have also a yellow plastic skirt, obtainable from Capt. O. M. Watts, which buttons quickly over one's trousers, and is easier to put on when the sea is heaving than another pair of trousers. It took me, by the way, several weeks of grotesque writhings on my bunk before my husband

pointed out that the easiest way to put on trousers is to kneel on the floor.

The large food locker makes an ideal locker for clothes—a woman must put things somewhere— but half of it is going to be turned into a hanging locker. I use several plastic laundry bags, obtainable from Woolworths, and also put all my day clothes in one at night in a locker; it is then easy to pull everything out together. Before, I hunted feverishly for lost oddments. Any better going-ashore clothes can be packed in a suitcase kept at the foot of the quarter berth. I put my clothes in a plastic bag, and try to change on shore. Trousers can be well pressed under the mattress, and dry pvc oilskins are tucked behind the cushion on the bunk.

A nylon damp-proof sleeping bag is ideal. I doubled and stitched halfway up a flannelette sheet so that it was comparatively easy—after contortionist wriggles—to force feet and sheet down into the sleeping bag without undoing too much of the Zipp. A rug under the sleeping bag, and two on top keep me beautifully warm. The sleeping bags, roll up, and are put in mackintosh kitbags and stowed down the quarter berth. Two pairs of non-slip rubber-soled canvas shoes and a pair of sandals for going ashore are usually all the shoes required.

Have other women any helpful suggestions?

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