

The Silhouette Owner

The journal of the Silhouette Owners' Association

Number 16.

March 1962

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Fitting Out

AMONG the particular virtues of our boats is the fact that their size enables the average owner to do most of the work they need himself. And if a Silhouette owner, distrusting his own handiwork, or sadly pressed for time, calls in the help of a boatyard, the scale of things to be done is not great. So Silhouettes are well designed for taking to the water early in the season. There is everything to be said for getting afloat in good time—it is a sad sight to see a yacht sitting in a yard while the season goes by, and a sad misuse of time to find oneself painting desperately on a fine weekend in early Spring, when the wind and the sea and the sun all invite sailing. In these latitudes the sailing season is all too short, and it is worth while making great efforts to make the most of it. Silhouette owners certainly seem to be setting a good example in this direction, and sailing programmes are getting off to an early start. The North West Group is hoping to have a good fleet afloat by March 31, and has planned its first race (for the Firth Cup) for April 1. The South-East Group and the enterprising Up River YC have a fine programme starting from April 21. These are but two examples, and other clubs and individual owners will have an equal determination to get afloat. We commend their spirit, and wish everybody good sailing.

"Time spent in reconnaissance," runs an Army saying, "is seldom wasted." This is doubly true at sea—five minutes of inspection may save hours of repairs, to say nothing of preventing more serious disasters. All shackles and shrouds merit close inspection during re-rigging—look particularly for kinks in steel rigging, and for any hint of bending in rigging screws or shackles. A kink in steel wire is suspect, and if a shroud has been bent over some hard edge during laying up and acquired a kink, it is wiser to renew it. Sheets and halliards all want looking at, and if they are beginning to fray or wear it is better to renew them at the start of the season than to trust to luck and wait until they go: they may go at a bad moment. Try to give yourself a quiet hour on board with a ball of whipping twine: you may have whipped this and that at odd moments during the winter, but once you have got the boat in commission again there always seem to be whipping jobs

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that want doing. Few things look worse than the end of a warp or sheet that is beginning to unlay itself—and it can sometimes be hazardous. Neat whipping is more than the sign of a cared-for boat: it betokens self-discipline in her master and respect for the sea. Make sure that bosun's stores are adequate and that you have plenty of spare warp, and cast a look over the anchor chain. Boat's tools have a way of disappearing into the house—see that they all appear again, and that they are put back on board where you can get at them quickly. Decks will probably have been repainted: have a look at the little drain runnels in the after cockpit coaming, and in the slides of the main hatch and the forehatch. It is more than likely that these have been partially stopped by paint—run a wire through them, and see that they are clear. Don't forget the dinghy: painters too often start as any bit of old warp that happens to be around. See that the dinghy has a good painter—and enough painter. And see that the yacht's name is duly inscribed on the dinghy—apart from being proper, this may be important if you are unlucky enough to have to make an insurance claim in respect of the dinghy. Also, if the dinghy goes adrift you are much more likely to get her back if she is properly named. On insurance, make sure that you haven't forgotten to renew your policy, and if you have added any extra equipment for this season, see that its value is included in your cover.

Silhouettes at Scarborough

BRIAN Beeden, of Elm Tree Cottage, Doncaster Road, Thrybergh, near Rotherham, Yorks, and Derek Birse, RAF Officers' Mess, Kirton-in-Lindsey, Gainsborough, Lincs., are trying to form a Scarborough Group of the SOA. This is an excellent move, and we wish them all success. Sailing from Scarborough is good, and Brian and Derek are hoping to be able to arrange group moorings in Scarborough Harbour. It will be a great help if owners who would like to sail from Scarborough would get in touch with either of them as soon as possible. Derek Birse was one of the pillars of the NW Group last season, and won the Firth Cup in *Blue Jay*. An RAF posting has sent him across to the NE, and he takes with him all good wishes from his friends in the NW.

In the North West

ONE Sunday in January last year fourteen people met in a pub at Chester and decided to form a NW Group of the Silhouette Owners' Association. At the NW Group's first AGM on January 28 last, again at Chester, the Hon. Treasurer, L. Camden Nield, reported a paid up membership of 52.

Between forty and fifty members came along to the meeting at the Westminster Hotel—a really remarkable turnout, of which the group is rightly proud. And as well as getting through a lot of business, members enjoyed a very pleasant lunch together at the hotel.

The Group Commodore, R. N. Pegg, presided, and opened the proceedings happily by reporting a very successful year. The most notable development in the new year is the Group's purchase, aided by a grant from the National Association, of a sturdy 12-ft. launch, with a Stuart-Turner inboard engine, to serve as tender to the Group's moorings off the Gazelle at Glyn Garth. It was decided to have a roster of Duty Officers this season to be in charge of the launch, and to be on hand every weekend to help group members, and also to act as liaison officers with the Royal Anglesey YC for racing. The Hon. Secretary, Herbert Firth, expressed the Group's thanks to the Royal Anglesey for its help with racing last season, and read out a very nice letter from the Hon. Secretary of the Royal Anglesey welcoming the arrival of Silhouettes in the Menai Straits, and offering help with racing again this year.

The NW Group has decided to open its season with a hot-pot supper in Anglesey on Saturday, March 31, and to hold the race for the Firth Cup in the Menai Straits on April 1. This is a handicap race, open to boats which can race with Silhouettes on handicap, so that associate members of the group and Silhouette owners can all take part.

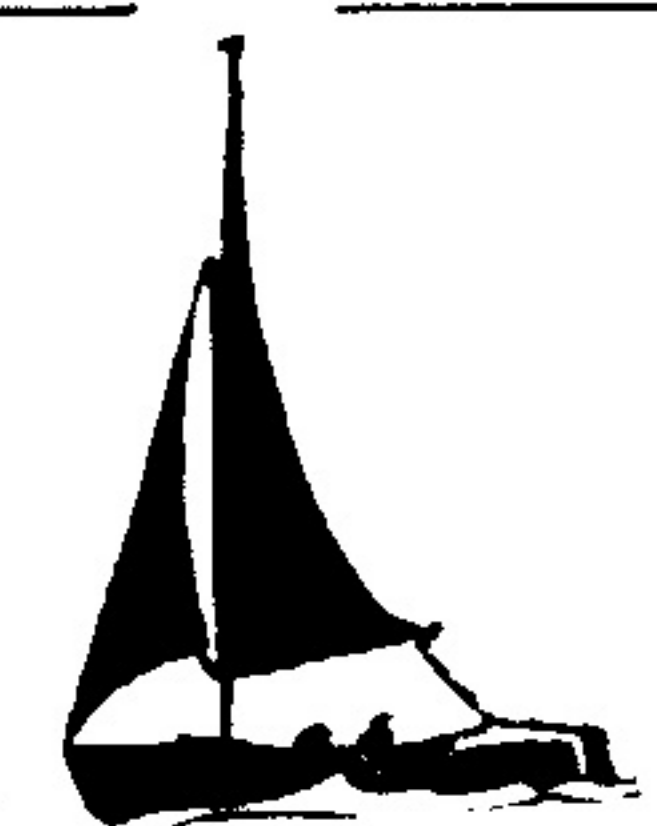
The officers, Commodore, R. N. Pegg, Vice-Commodore, John Anderson, Hon. Secretary, Herbert Firth and Hon. Treasurer, L. Camden Nield, were re-elected, and the following were elected to the

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Group Committee: Ron Bradbury, Cyril Folkes, Vivian Bellis, W. Nash, Monty Fisher, Ian Holyman, A. Goodwin. The Group AGM decided to alter its rules to provide for a representative of associate members on the Group Committee, and A. Goodwin, who has been a grand friend to the group, was unanimously elected as associate representative. J. Wallace, one of the original members of the NW Committee, regretfully said that he would have to resign, because it was really too far to travel from his home in Cumberland to committee meetings; moreover, he hoped this summer that there would be a Silhouette Group in his own area on Ullswater. Penrith to Chester is a long way, and members felt it a great compliment to the group that Mr and Mrs Wallace should have come to the AGM. They were thanked for all the help they have given, and it is hoped that they will still be seen from time to time in the Straits.

A new North West Trophy

A NEW trophy, to be known as "The Irene Goodwin Trophy," has been presented to the NW Group by Mr A. Goodwin. It will be offered for competition each year for the best log of a cruise sent to the Editor of the *Journal* by a member or associate member of the NW Group of the SOA. This will be an open competition, in which Silhouette owners, and associate members of the group with other boats, will all be eligible to compete. Rules for the competition will be announced later. The cruises will have to be carried out during 1962, and the closing date will probably be November 1.

Subscriptions

THE annual subscription of 15s for membership of the Silhouette Owners' Association for 1962 became due on January 1. Will any owners who may not yet have renewed their subscriptions please send 15s as soon as possible to the Hon. Treasurer, J. D. O'Brien, 12, Malpas Drive, Pinner, Middlesex? The committee has decided that any member whose subscription remains unpaid on March 31 will be considered to have lapsed.

Isle of Wight Race

THE Solent Group has decided to organise a race round the Isle of Wight, to take place over Saturday and Sunday August 4-5. George Oliver has generously offered a trophy, to be known as "The Solent Challenge Trophy," to be competed for in this Round-the-Island-Race. It is hoped to make it an annual event for the August Bank Holiday weekend.

The Solent Group enjoyed an excellent meeting at Portswood, Southampton, on February 10, with R. S. Brookes in the chair. The treasurer (G. Armstrong) reported a healthy balance in hand of £9. John Taylor has unhappily had to resign as Group Secretary on moving to another part of the country, and J. R. Caulder, of Sellafield, Orchard Lane, Hermitage, Emsworth was elected to succeed him.

The group has planned the following meetings: May 26, Folly Inn, River Medina; June 9-10, Wooton (IOW); September 8, Hamble. Members interested in the Hamble Scramble on May 19-20 are invited to get in touch with Russell Brookes (4, Lordswood Close, Bassett, Southampton).

A splendid tea, laid on by Gilbert Armstrong, was much enjoyed by all.

SE Group's AGM

A MOST successful first season was reported at the AGM of the SE Group on January 27. Mr B. Fairman, the chairman, presided, and unhappily had to announce that for personal reasons he would be unable to stand to re-election. Silhouette owners are most grateful for all the help that he has given. R. A. Garrod was elected Group Chairman to succeed him. Stan Morgan was re-elected Group Secretary, and K. Barratt was elected Hon. Treasurer to succeed Ken Heales. The meeting recorded its thanks to Ken Heales for his valuable work during the year. The following were elected to the Group Committee: H. Maloney, J. Beales, E. Coxall, P. Croft, and R. Cheeseman.

The SE Group's programme as far as it has been arranged for this season was published in the February *Journal*. The group extends a warm invitation to Silhouette owners in other parts of the country to join in its activities, notably its East Coast Cruise in June. Full details from Stan Morgan, 44, Station Crescent, Rayleigh, Essex.

The new Blackwater Group has been constituted as a section of the SE Group. Mr R. Cheeseman is chairman of the Blackwater Group and Mr P. Croft secretary. The officers of the Blackwater Group will be ex-officio members of the committee of the SE Group. The Blackwater Group will be able to give valuable help to Silhouette owners in the area.

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Mr Francis Chichester

WE know that all Silhouette sailors will join with us in sending Mr Francis Chichester our best wishes for the success of his new Atlantic adventure. He is planning to leave Plymouth in *Gipsy Moth III* in June to try to beat his previous time of forty days for a single-handed passage to New York. Again he will be alone. His victory in the singlehanded Transatlantic Race in 1960 was a magnificent achievement for a man in his 59th year, and to set out again at the age of 61 to work a 13-ton ocean racer alone across the Atlantic simply commands the humble admiration of the rest of us. Mr Chichester will always have a special place in Silhouette affections as the man who presented the first trophies in our Log Competitions, and he will take with him from Plymouth all our hopes for fair winds and a good passage. He will have with him on this voyage a battery-operated radio telephone made by Marconi Marine, and he hopes to be able to maintain radiotelephonic communication throughout his crossing. *The Guardian* has arranged to try to report his narrative daily. It should make wonderful reading for all other sailors.

With Apologies

When icicles hang by the wall
And Jock, the skipper, blows his nail,
And eerie cries the curlews call
O'er freezing Crouch, devoid of sail;
When blood is nipt, and ways be foul,
Then nightly sings the staring owl:
"Tu whit, Tu whoo", a merry note,
My toiling wife doth scrape the boat.
K.B.

THE SILHOUETTE OWNERS' ASSOCIATION

Officers and Committee

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

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

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

Hon. Treasurer: J. D. O'Brien, 12, Malpas Drive, Pinner, Middlesex.

Sail Number Registrar: W. H. Chambers, 79a, Adelaide Grove, London, W.12. Shepherds Bush 3856.

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

Herbert Firth, 5, Moss Grove 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.

From the Log of Ballerina

By W. Nash

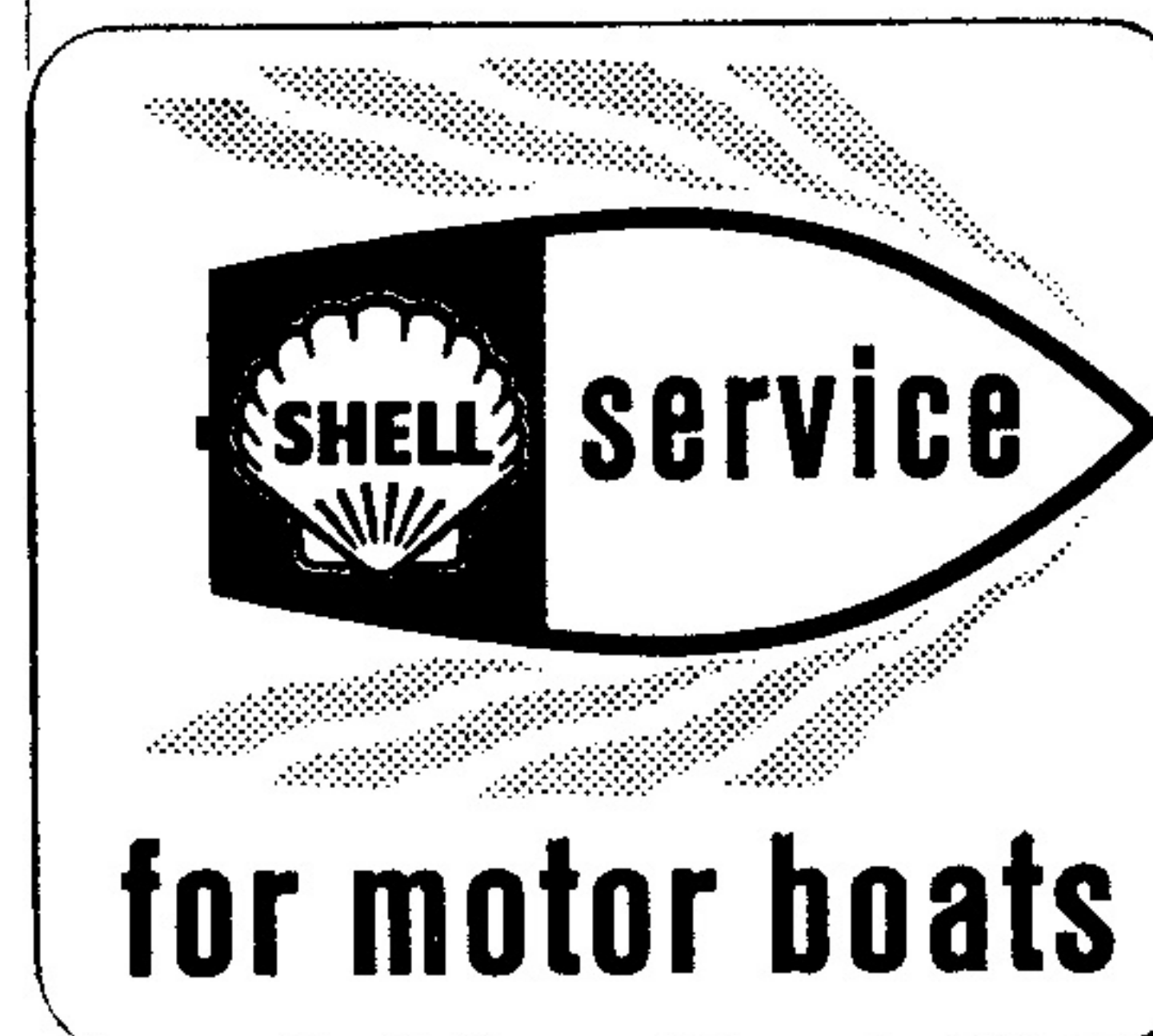
The account of a cruise from Glyn Garth, Anglesey, to Abersoch.

TUESDAY, July 4. Monday had been a terrible day with some rain and very high winds. We went out under storm jib and reefed main, but soon took shelter at Gallows Point. The trip back under power was wet and uncomfortable, and seemed a voyage in itself although only a couple of miles. Tuesday was very different, with sunshine and a pleasant breeze and we decided to start our trip to Nevin.

We went gently down to Menai Bridge and did some shopping, and had a leisurely lunch while waiting for the tide to go through the Swellies. 14.30. Through the Swellies, and a broad reach to Caernarvon. We tied up in the harbour, and spent a pleasant evening at the Yacht Club. They made us very welcome and offered lots of good advice about our trip to Nevin. Some said "Go over the banks," others said, "Stick to the channel," and so we had another drink to encourage us for an early start and went back aboard to study the chart again.

Wednesday, July 5. 05.00. Woke John, and we decided to go off as quickly as possible, and get breakfast on the way. 05.10. Seagull started first pull, and we got under way. 05.40. Have made good speed on the ebb, and cleared Mussel Bank mark. Half way from M.B. mark to C6 set course 245 deg. (M). 06.00. Now well clear of South Bank, set course 210 deg (M). Cut the engine, and set working sail. Wind Force 4, NNW, and the sea rather lumpy. Boat making good speed, but the motion is proving too much for John's inside—he took his pill too late.

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06.30. Altered course to 220 deg. (M) as we seemed to be setting down to leeward slightly. John now in a bad way, and the sea too rough to cook; biscuits and a cold drink will have to be sufficient. 07.40. Still going well, but wind increasing to Force 5. Am a bit concerned about a point of land ahead. This should be Trevor Point according to my reckoning, and we shall barely weather it on this course. Altered course to 250 deg. (M) to clear Point. 08.30. Well clear of the Point, eased off to 225 deg. (M). 09.00. Not very happy about the shape of the coast line. We ought to be sighting Nevin. 10.00. Still no sign of Nevin—decided to go inside to get a closer look. It looks as though we have come too far down the coast, but decide to carry on. 11.00. Sighted Bardsey Island, we really have come farther than we planned. Both of us rather cold; I am hungry, and John still being sick in spasms. Should we (a) turn around and beat back to Nevin; (b) go through Bardsey Sound; (c) go out round Bardsey? We came about and started to beat back, but after a mile or so it was obviously going to be a long sail back to Nevin, so we decided to go back to Bardsey and through the Sound, in spite of an adverse tide. 11.30. Into Bardsey Sound with the wind dead astern, and a nasty confused sea. The boat riding well, but yawing wildly. A couple of seas broke over the cockpit, but no harm was done. I was very pleased to see how water-tight the cockpit was. In the confusion we did a Chinese gybe, and it was clear that we had too much sail up. We got the main down with a struggle, and found the boat much more manageable under the jib alone. 12.00. Through the Sound safely, and into Aberdaron Bay—flat sea, sunshine and a

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.

different view of life. We decided to anchor inshore for a meal and a rest; John's sea-sickness miraculously disappeared, and he is hungry. We got an offer of help from a friendly fishing boat which had seen our rough passage through Bardsey Sound—fortunately no help needed. 15.00. Wind now Force 3, tide starting to ebb, set course for Abersoch in wonderful conditions, full working sail and the mast head genoa. 18.30. Arrived at Abersoch and anchored just off the South Caernarvon Yacht Club. Steak and onions for dinner and an early bed. We spent the rest of the week pleasantly and gently with Abersoch as a base and trailed home from Pwllheli on the Saturday. A pleasant week's holiday, and a few lessons learned, including the fact that the crew gets tired before the boat does if the boat is a Silhouette.

Insurance

INSURANCE premiums are calculated on the probability of claims, and it is in everybody's interests to take as much care as possible to prevent claims. The attitude, "It doesn't matter, I'm insured," is not only bad faith, but bad business: carelessness will send up your own premiums, and one man's carelessness may send up his mates' premiums as well. The essence of marine insurance is good faith—that an owner should always act as if he were not insured, taking as much care of his vessel as if any loss would fall entirely on him. We asked a marine underwriter for a few comments on last season's experiences. He writes:

Last year was a very poor year for underwriters, and generally speaking this was brought about by lack of thought by owners as much as by bad weather. For instance, total losses were paid on outboard motors because they struck submerged objects, rode up and dropped off. This could never have happened if the motor had been secured, if only by tying a piece of rope round it—nothing elaborate is required, just common sense. Masts were broken because they came into contact with overhead projections, such as cranes and booms: a glance up before choosing such a mooring would have saved that sort of thing. Dinghies were lost because they were towed on long passages when they should have been stowed inboard. The worst damage, however, was incurred on moorings, and here we do hope for an improvement this year. As far as Silhouettes are concerned, I think a good many new Silhouette owners are ex-dinghy helmsmen, and ownership of a Silhouette may be their first experience of leaving a craft on a mooring. Some people seem to have made a bad job of it, and got themselves in awful trouble. In one case a boat broke away from her moorings and brought about a large salvage claim—about £200. It was found later that the mooring chain was about 80 per cent wasted away. To put a new craft on such an old chain is almost criminal; nevertheless, underwriters had to pay out. If owners would give particular attention to moorings, and to securing outboard motors, we should have a better chance of maintaining current premium rates.

Planning for Silhouettes

By Ken Barratt

Class Captain of the Silhouette Section, Up River Yacht Club.

IN the last issue of *The Silhouette Owner* you kindly published part of the Up River Yacht Club's racing programme for 1962, and it has since been suggested to me that some discussion of the problems associated with the Silhouette portion might be of general interest.

In the design of the programme three basic characteristics of our Silhouette men were borne in mind: 1, That the majority are week-end sailors with an obligation to don their bowlers and proceed to the office on Monday morning; 2, that the same majority (including myself) are comparatively inexperienced seamen, employing the family as crew; 3, that the continued enthusiasm of the crew requires careful nourishment.

It followed that the events for 1962 should be designed to encourage Silhouettes away from their moorings to enjoy the camaraderie of a Saturday night spent in a not too distant anchorage, while, at the same time, maintaining the highest possible safety factor. Consequently the Silhouette programme was divided into three parts. These are:

A series of four comparatively short Sunday races. The aggregate points from each helmsman's best three results will compete for the URYCS Silhouette Cup. Essentially, this will be a test of helmsmanship, and will provide events for those members unable to sail on Saturdays.

Participation, to taste, in several handicap races against other classes in the club.

Cruise-races, roughly one each month, in which the helmsman is required to spend the intermediate night aboard his boat in the anchorage specified. Two cruise-races this season will involve a passage down-river and a seaward leg. It is envisaged that the race will run to a seaward mark where the fleet will heave-to, and heads will be counted before proceeding on the cruise.

The enthusiasm of our Silhouette men is amply demonstrated by their donation of six trophies to launch this programme. However, although the races are open to club members only, we have great hopes that other SOA members will join us on the cruises, or in the anchorages. To that end I will inform you of our estimated arrival times at significant landmarks when these are available. Naturally, it would be advantageous to advise me of an intention to join us, so that we may keep a lookout. My address is The Studio, 23, Roach Avenue, Rayleigh.

Class racing, if it is to be successful, must have a measure of control. Last year we had a gorgeous case where, in order to lighten their craft, some skippers dispensed with their auxiliaries, raced down-river and were becalmed off the Buxey sands on a foul tide. The mouth of the Crouch is quite desolate, and offers no anchorage readily served

by public transport, and stories of the long, silent night are many, varied and not without their humour. Certainly, many of the skippers were late in the office on Monday, and we would be wise to heed the warning, for the weather was kind on that occasion.

In consequence our Sailing Committee has now approved the following conditions for Silhouette races in 1962:

1. The RYA rules, with such local amendments as shall be decided by the Sailing Committee, to apply at all times.
2. All helmsmen will pay proper regard to the safety and true landfall of all other participants, especially when sailing to the East of Burnham.
3. Each boat shall be in a seaworthy condition.
4. Each boat must carry the following *minimum equipment*:
 - (a) Personal buoyancy for each member of the crew. Personal buoyancy must be worn at all times when sailing East of a line drawn North-South through Burnham. It is recommended that it be worn at all times and this is compulsory when a red flag is flown on the club yardarm.
 - (b) An auxiliary engine in good working order, with sufficient fuel to convey the boat ten sea miles.
 - (c) Two anchors, each with a warp of ten fathoms.
 - (d) A compass of known error.
 - (e) Charts of the complete passage beyond the Inner Crouch Buoy.
 - (f) A fire extinguisher.
 - (g) A first-aid kit.
 - (h) Distress signals.
 - (i) A kit of suitable tools for running repairs.
 - (j) A bucket.
 - (k) A racing flag and an URYC burgee, each capable of being raised or lowered.
 - (l) A container holding two gallons of fresh drinking water.
 - (m) Sufficient food to sustain the entire crew through twenty-four hours.
 - (n) Mattresses and bedding for two persons. Where an event is classed as two-day, the skipper must spend the intermediate night aboard his boat in the anchorage specified.
 - (o) Weatherproofs, or a change of clothing, for the entire crew.
5. During the passage, each skipper to accept the discipline of the Class Captain, or, in his absence, such other person as may be appointed by the Sailing Committee.
6. Each sail not to exceed the following dimensions: jib/genoa, 100 sq.ft; main, 67 sq.ft; spinnaker, 125 sq.ft. Not more than one sail to be hoisted afore the mast at one time, except momentarily when changing sail. This conditions to apply only during the actual race. During the cruises there will be no restriction on sails or engines.

The Crewing Register

THE Crewing Register for 1962 has got off to a splendid start. Already we have managed to fix up quite a few owners with crews for the coming season, and we have a substantial number of people on the books who will be available for various periods during the summer, and who would like to crew in Silhouettes. Most of them have some sailing experience, and are equipped with sailing kit. We need some more owners, particularly in the South East and South, who would welcome an occasional crew. Will any owners who are ready to co-operate please write to the Editor of the *Journal* as soon as possible?

SOA REGIONAL GROUPS

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

South-East.	<i>Hon. Sec. Stan Morgan, 44, Station Crescent, Rayleigh, Essex.</i>
North-West.	<i>Hon. Sec. Herbert Firth, 5, Mossgrove Road, Timperley, Cheshire. Tel. Altricham 0765.</i>
Solent.	<i>Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth.</i>
Bristol Channel.	<i>Hon. Sec. Cyril Watts, 5, Vassall Road, Fishponds, Bristol.</i>
Avon.	<i>Hon. Sec. E. G. Oldham, 206, Hagley Road, Edgebaston, Birmingham.</i>
Scarborough.	<i>Hon. Sec. B. M. Beeden, Elm Tree Cottage, Doncaster Road, Thrybergh, near Rotherham.</i>
Blackwater.	<i>Hon. Sec. P. F. Croft, 48, Annalee Road, South Ockendon, Romford.</i>
Scotland.	<i>Provisional Hon. Sec. W. G. Lang, Clyde Chandlers, 200, Great Western Road, Glasgow, C.A.</i>

Silhouettes in Germany

HERR Herbert Busch, of Essen-Steele, Dischstrasse 32 is trying to organise a Silhouette Association in West Germany. All Silhouette owners in West Germany are invited to get in touch with him. The SOA has sent a message of goodwill to Herr Busch, and invited his association to federate with the SOA. It is hoped that in time it may be possible to organise an international meeting.

The North West Venturers

WHEN the NW Group of the SOA was formed last year it was the only body of its kind providing a regular programme of activities for cruising sailors in the Menai Straits. A number of owners of other boats have come together to form a more general club, with the admirable objects of promoting cruising under sail and the study of navigation. It is called The North West Venturers' Club. Judge Meurig Evans, who accompanied the NW Group's fleet that went to the Isle of Man last year in his fine Hilliard sloop *Maid of Skye* is Commodore, and the Vice Commodore is A. Storm Bate (Leeward). Geoff. Walton, who last year sailed a Silhouette but now has a big gaff cutter is Rear Commodore, and the Hon. Sec. is Wilfred Jacques (Mystic) of 113, Ladybarn Lane, Fallowfield, Manchester, 14. We wish the Venturers every good fortune, and we hope that there will be many ways in which Silhouette sailors can co-operate with them in the comradeship of the sea.

No Galley Slave

By Anne Fowler

THERE is no one who has less right than I have to make suggestions for feeding that ravenous creature, one's husband, on board. Being on a boat implies that you are feeding on the high seas, whereas I have only, when sailing, poured hot water from a thermos flask on to some Nescafé or Bovril in a cup and passed up into the cockpit a previously prepared meal.

The more I consider the matter the more I think that it requires ingenuity to evolve a way of life that is likely to be free from disasters. I have read with trepidation and admiration the exploits of cooks who swing themselves in a supporting belt and apparently produce tasty meals with miraculous speed. We Silhouette owners, however, are not likely to be at sea for more than 12 hours, or at the most 24 hours on end. A woman is no organiser who prefers to balance precariously in a heaving boat instead of saying firmly, "What can we do without?"

The important thing, obviously, is to prepare your meal before you sail. A wide mouthed flask is most useful for carrying a hot stew and Batchelor's Dry Mixed Vegetables previously cooked in a pressure cooker, but a flagging spirit may often prefer hot tinned food. There is an appetizing selection. Turkey and Chicken with mushrooms (a Polish product) 5/6d., Chesswood's Bacon and Mushrooms, 2/9d., Harris Baked Beans and Baconburgers, 2/9d., Heinz Corned Beef Hash, hot curried beans, beans in tomato sauce, and spaghetti and cheese are more exciting than the usual tinned stew. They can also be carried in the thermos together with a heated tin of Heinz or Campbell's Condensed Soup. A raw beaten egg cooked for a minute in soup is particularly satisfying. Dehydrated vegetables are useful but not so quickly prepared as tinned as they have to be soaked in water for half-an-hour before cooking. But some are to be put on the market this summer which only require a few seconds' soaking.

On hot days salads can be washed, prepared and put into separate plastic bags so that it is an easy matter to hand over individual portions. Try to add variety to the salads; shred a whitehearted cabbage and add raw carrots, dates, cucumber, watercress, tomato, hard boiled egg (easily done while you are cooking your breakfast egg) radishes and cheese. Truthfully, however, you will probably fall back on the usual lettuce, cucumber and tomato; but make sure to eat some green stuff every day.

Tins of whole cooked chicken (for a party, 11/6d.) Crosse & Blackwell's Chicken and Ham Roll (which we enjoyed and are good value at 1/6d.), Corned beef, Spam, or others of less tasty substances can be easily opened when sailing. Continental sausage, tongue, ham (on a calm day!) and paté make a pleasant change. If the sea is at all rough, I sandwich the meat between Vita-Wheat biscuits, which we find more useful on board ship than bread. This can do comfortably while we are sailing. Cheese, butter and Vita-Wheat are added to or substituted for the tinned fruit if necessary. Mark's and Spencer's tinned cream (1/1d.) is delicious and has no tinny taste. Apples and oranges hang in gay net bags.

At sea, we always substitute Nescafé for tea, but, when we do drink tea, we always use Tetley's tea bags, as loose tea leaves are vexingly difficult to get rid of without wasting an undue proportion of one's fresh water, while sea water, though ample, makes the next pot of tea undrinkable.

Uffa Fox, I find, declares that fried eggs are not a sensible start to a stormy sailing day; it must have been a wise instinct of mine to choose boiled eggs for breakfast. With cornflakes, eggs, Vita-Wheat and marmalade we both feel comfortably fortified. I buy half a pound of St. Ivel butter in an attractive blue plastic bowl with lid and keep this in a damped foam rubber Jak cover, so that the butter never melts. We carry two gallons of cold water in plastic containers, one thermos flask of hot water for Nescafé or Bovril (you may like it with a little Worcester Sauce in it), and another flask of hot water for washing up. I know the sea is there but I prefer ungreasy plates and clean tea towels. Melaware bowls are attractive, although Woolworth ones can be equally useful, but Melaware cups are pleasanter to drink from and definitely increase a woman's morale. Woolworth plastic glasses, however, are good enough for anyone's short or long drinks.

Tins of evaporated milk are a good standby if one does not want to go ashore every day. We always keep two or three days' stores of all tinned food in reserve. With other stores in plastic bottles and eggs in a plastic egg box, one is prepared to sail at a moment's notice and, while taking care not to overwork one's self in the galley—who wants a household drudge on board?—can produce a quantity of food which is satisfying and adequate.

There is only one important point: remember to wedge your lunch in an accessible place. Nothing is more disconcerting, as happened frequently to me when we first sailed, than to find that the vital tin still lingers in the locker against which you have piled your bedding rolls, the tent awning, the crutch and the boat hook. Repetition, however, usually produces a sterner attention to detail.

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