

THE
WORLD

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International

THE decision at the Annual General Meeting of the SOA to change the name of the association to The International Silhouette Owners' Association reflects the world-wide growth of the Silhouette fleet. Already we have a number of members overseas, and in time we hope to see active National Associations of Silhouette owners in many different countries. Individual owners overseas often write to the SOA for information and advice about the Class, and it seems proper that the association should formally accept international responsibility. This does not mean that the British body has any wish to interfere with the organisation of Silhouette owners overseas: the pattern of organisation will naturally differ in different countries, and Silhouette owners themselves are the best judges of what suits conditions in the areas in which they live. It does mean that there is now a formally constituted International Association to give recognition to national groups, and in which all recognised national groups can be represented. Just as Regional Groups in Britain are entitled to send representatives to the National Committee, so recognised National Associations will be entitled to send representatives to the International Committee. Thus there can be no question of any one body dominating, or trying to dominate, another; the International Association will truly unite those who sail Silhouettes wherever they may be, and through their own representatives all will have a proper voice in its affairs. Difficulties of distance may sometimes prevent all who are entitled to attend meetings from being able to do so, but this *Journal* will be a continuing forum for the airing and exchange of ideas, of criticism, and of suggestions. The Silhouette has won for herself a place in the world that is certainly unique. Already there are many other small sailing cruisers, and many excellent boats among them—made possible by modern techniques and materials. But the Silhouette has proved herself such a staunch sea-boat, so suitable for her purpose, and such a friendly family cruiser, that she has won for herself world-wide affection and respect. We believe that like the

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Snipe, the Silhouette will continue to be loved and sailed for many years to come. The formation of an International Association testifies to this faith, and we hope that it will enable Silhouette owners everywhere to feel that they belong to a united family in the fellowship of the sea.

Plymouth Festival

A National Silhouette Week is to be held at Plymouth during the week beginning August 18. This will be the greatest gathering of Silhouettes that has ever taken place, and owners are urged to come if they possibly can. It should be a splendid week: there will be racing of various kinds in the grand sailing waters around Plymouth, and a full diary of social events, barbecue, dances, and the like. The Plymouth Group is hard at work in organising the programme, and details will be announced as soon as everything has been worked out. We hope that it may be possible to make some special arrangements for the transport of boats. Plymouth Week will be a memorable occasion, and members are urged to give it all possible support.

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Mr. Francis Chichester

FRANCIS CHICHESTER, whose magnificent performance last summer in breaking his own record for a single-handed passage from Plymouth to New York thrilled yachtsmen throughout the world, has accepted an invitation to the first Honorary Rear Commodore of the International Silhouette fleet. The institution of this honorary Flag Office will enable the association to honour distinguished services to yachting from time to time, and it will also serve as a link between the Silhouette fleet and the wider world of yachting. We are proud that such a fine seaman and navigator has accepted our flag. A personal Rear Commodore's pennant, incorporating the Silhouette device, is being designed for Francis Chichester, but unhappily it was not ready in time to be presented to him at the National Party in London on January 5, when his acceptance of honorary Flag Office in the association was announced. It will be presented to him as soon as possible. The applause which greeted the announcement of Francis Chichester's acceptance of our flag expressed the association's pleasure in welcoming such a distinguished Flag Officer. Francis Chichester replied in a happy little speech, recalling his pleasure in presenting our trophies in 1962, and saying how glad he was to be associated with our fleet.

AGM

NEARLY 150 members turned up for the Annual General Meeting of the association at the National Liberal Club on January 5—a really wonderful effort in the appalling weather of the first week of January. An AGM is a business meeting and the proceedings were mostly formal, but it is particularly nice to record the real warmth of enthusiasm with which a vote of thanks to George Oliver and his wife Ethel, proposed from the chair by John Anderson, was carried. George was Hon. Secretary to the SOA from 1960 until he felt compelled to resign last Spring owing to the pressure of his own business. He took on the secretaryship at a difficult time, and the present health of the association owes much to his hard work, and the devoted help of Ethel Oliver. Everybody was delighted that they were able to come to the party that followed the AGM, and they had a great welcome.

It was proposed by the Committee that the name of the association should be changed to "The International Silhouette Owners' Association," and this proposal was agreed unanimously. John Anderson explained that the change would probably be of more significance in the future than the present. The Committee had been looking ahead, and with the growth of Silhouette fleets all over the world it felt that it would be right for the association to accept international responsibility for the affairs of the Class.

The Hon. Secretary's report showed a continued increase in membership, and the Hon. Treasurer's report issued to members

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separately with the accounts) showed the association's finances in a healthy condition. The report and accounts were adopted.

The meeting agreed that the association should make a donation to the Sail Training Association, the amount to be decided later by the Committee. John Anderson asked all members who could afford to do so to make individual contributions to the Sail Training Association, which is trying to raise £300,000 to build and equip a 300-ton topsail schooner to provide fortnights at sea under sail for about 500 boys a year. (Donations should be sent to the Sail Training Association Special Appeal, c/o Hoare and Company, Bankers, 37 Fleet Street, London EC 4.) A member suggested that Silhouette owners might add a voluntary 5s. for Sail Training to their 15s. subscription to the SOA, and send £1 instead of 15s. to the Hon. Treasurer when they paid their subs for this year. This is a practical and generous idea, and all money added to subscriptions for this purpose will be sent on to the Sail Training Association.

Reg Garrod, who has been acting Hon. Secretary since George Oliver resigned, was elected Hon. Secretary, and J. D. O'Brien was re-elected Hon. Treasurer. The Committee was re-elected, with the addition of Peter Croft as a nationally elected member.

It was agreed to hold a National Silhouette Festival at Plymouth during the week beginning August 18. A note about the Plymouth Week appears elsewhere in this issue, and full details will be announced soon.

The meeting concluded with an expression of thanks by the Commodore to the committee and members for all the hard work and good comradeship that makes up the association.

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.

National Party

THE party at the National Liberal Club which followed this year's AGM was generally acclaimed as the best London party that the SOA has ever held. The Club, through the good offices of a member, put its great dining room at the disposal of the SOA, and provided an excellently stocked bar and buffet. Reg Garrod, Peter Croft, A. A. Collie and a number of other London members worked immensley hard to make arrangements, and the great room was attractively decorated with a Silhouette mainsail bearing the number S II 2,000, and with strings of burgees of Yacht Clubs with which members are associated. A band provided pleasant incidental music during the evening.

The association was honoured by the attendance of a number of distinguished guests. They included Mr. S. Haworth, Vice-Commodore of Lloyd's Yacht Club, who presented trophies won during the year, Mr Maurice Griffiths, editor of *Yachting Monthly*, who judged the log competitions, Mr and Mrs Francis Chichester, Dr David Lewis, who came third in the singlehanded Transatlantic Race of 1960, and Mrs Lewis, Mr Nicholson, Comodore of the Up River Yacht Club and Mrs Nicholson, Mr A. R. T. Garrett, editor of the Royal Cruising Club's *Journal*, Mr Williams, Vice-Commodore of the Thorpe Bay YC, Mr Lancaster, Commodore of the Maldon YC and Mrs Lancaster, Mr B. Coates, Sailing Secretary of Maldon YC and Mrs Coates, Mr Thomas, secretary of the Up River YC and Mrs Thomas, and many other distinguished friends and representatives of yacht clubs. The evening was rather notable for the fact that in Francis Chichester and David Lewis two men who have raced across the Atlantic singlehanded were both present.

Before the presentation of trophies by Mr Hayworth, Mr Maurice Griffiths gave a brief report on the log competitions. He said that he had much enjoyed reading the logs, and had been impressed by the high standard of preparation for their cruises shown by most owners. Mr Hayworth spoke of the changes that had taken place in British yachting since the old days of professional crews, and said he thought that the high standards of professional seamanship of the old days were being maintained by the amateur sailors of today. Those standards were in the keeping of all yachtsmen, and it was up to all to see that they were maintained, to study seamanship, to avoid taking foolish risks, and to act always in accordance with the best traditions of the sea. Mr Hayworth then presented the trophies won last season: the Suzanne Trophy to D. C. W. Sutherland, the *Silhouette Owner Cup* to Dr Douglas and June Wilkie, the Russell Marine Trophy to Harry Maloney, and the association's new Open Cruising Trophy to A. Goodwin. Mr Hayworth, Mr Griffiths, Mr Garrett and Dr. Lewis all accepted Honorary Membership of the SOA, and were presented with Association Ties as a small memento of the occasion. Bouquets of flowers were presented to Mr Haworth for Mrs Haworth, who

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unfortunately could not attend the party, Mrs Sheila Chichester, Helen Anderson and Eileen Morgan, and to Mrs Peter Croft and Miss Valerie Bell as a small "Thank You" for their help during the evening in looking after guests, and seeing that everybody got agendas and minutes for the AGM.

A photographic competition arranged by A. A. Collie produced a number of fine pictures of Silhouettes under sail, beautifully displayed on boards specially made by Arthur Collie. The prize of a book token in the photographic competition was won by Anthony Linton.

The party ended with a well-deserved vote of thanks to the management and staff of the National Liberal Club, the band, and all who had helped to make the evening such a success.

A Presentation

The Editor writes:

IT is difficult to record a presentation to oneself in a journal which one happens to edit. But I must record the wonderfully generous presentation that was made to Helen and me at the association's London party. The beautiful table in old English oak, with a superb chart of our sailing waters around Anglesey on the table-top, is something that we shall treasure all our lives, and our sons after us. It is a beautiful example of woodworking skill. Stan Morgan, in making this utterly unexpected gift to us, spoke generously of what we have tried to do for Silhouette people. I can only say that if our fellow Silhouette owners enjoy this journal, the work of producing it is amply rewarded. We have had much happiness out of our boat, and anything that we can do to help other owners is no more than an attempt to repay our own debt to others. In the Silhouette family we have met many wonderful friends, and we take this opportunity of saying Thank You to you all.

THE INTERNATIONAL SILHOUETTE OWNERS' ASSOCIATION

Officers and Committee

Commodore: J. R. L. Anderson, The Old Hall, Marple, Cheshire, Marple 1458.

Vice-Commodore: Stan Morgan, 44, Station Crescent, Rayleigh, Essex.

Rear Commodores: Bernard Collins, Hilltop, Lincoln Road, Rochford Essex. Southend 544876.

Francis Chichester.

Hon. Secretary: R. A. Garrod, 4 Crawley Road, Bush Hill Park, Park, Enfield.

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

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

National Members: Herbert Firth, 5, Mossgrove Road, Timperley, Cheshire. Altrincham 0765.

Peter Croft, 48, Annalee Road, South Ockendon, Romford, Essex.

The Commodores and Secretaries of all recognised Regional Groups of the SOA are ex-officio members of the National Committee.

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

THE SILOUETTE OWNER. The *Journal* of the ISOA is published monthly, and is sent to all members by post.

Hon. Editor: J. R. L. Anderson, The Old Hall, Marple, Cheshire. *The Silhouette Owners' Association exists to promote the interests of Silhouette Owners throughout the world. The annual subscription is 15s (USA \$5). Burees can be obtained from the Hon. Treasurer.*

Silhouettes in Ireland by B.S. Freeman

AS everyone who has ever heard of Molly Malone will know, there have always been some shapely silhouettes around Dublin's Fair City; but the aquatic variety, whose characteristic reversed sheer is so well known, has only recently appeared. There were four Silhouettes in Dublin Bay in 1962 but, with one building privately and others since acquired, the fleet should soon be impressive. Irishmen in general (and Dubliners and Corkmen in particular) seldom pause to consider how lavish nature has been in providing them with fine sailing for small boats. When a city dweller can leave his office at 5.30 p.m. and cast off his moorings, at the most, 20 minutes later (as many can in Dublin), having at least 5 solid hours of daylight at his disposal every night of the week for racing and cruising, the millennium might seem to be at hand. I have no experience of the North and East Coasts of Ulster, but to judge from the many stalwart small boatmen who hail from there, the sailing would seem to be abundant.

The best East Coast base for Silhouettes in the Republic is Dublin Bay with its many clubs and splendid harbour of Dun Laoghaire, from

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. Altrincham 0765.</i>
Solent.	<i>Hon. Sec. J. R. Caulder, Sellafeld, Orchard Lane, Hermitage, Emsworth.</i>
Bristol Channel.	<i>Hon. Sec. Cyril Watts, L, Vassall Road, Fishponds, Bristol.</i>
Midland.	<i>Hon. Sec. E. G. Oldham, 206, Hagley Road, Edgebaston, Birmingham.</i>
Lake District.	<i>Hon. Sec. Lt. Commander A. M. Seymour, RN, Hartforth Grange, Gilling West, Richmond, Yorkshire.</i>
Wyre and Morecambe Bay.	<i>Hon. Sec. T. H. Swarbrick, Wardleys Cottages, Hambleton, near Blackpool.</i>
Yorkshire (Humber to Tees).	<i>Hon. Sec. Brian M. Beeden, Toll Bar House, Firsby Lane, Conisborough, near Doncaster.</i>
Blackwater.	<i>Hon. Sec. P. F. Croft, 48, Annalee Road, South Ockendon, Romford.</i>
Scotland.	<i>Hon. Sec. J. B. Jackson, 81, Baillie Drive, Calderwood, East Kilbride. Tel. East Kilbride 21194.</i>

which day-long passages to nearby small harbours and estuaries provide pleasant and easy sailing. Real passage making is more formidable, as long distances, North or South, must be covered before places are reached which can be entered, if need be, under all conditions.

On the South Coast, the magnificent harbour of Cork, with its nearby airport, is the obvious place for a Silhouette, and many happy weeks can be spent there, based at Crosshaven. Again passage making on the South and West Coasts of Ireland is hazardous for so small a cruiser; the ever present lee-shore is spiky, though of almost dream-like beauty.

If one's preference is for inland waterways, the Irish Midlands contain a vast system of inter-connected loughs, rivers and canals, easily accessible by trailer along uncrowded roads, or via the Grand Canal from the Port of Dublin itself. A Silhouette is by no means too large a vessel to cope with Loughs Derg and Rhee in their boisterous moods, as can be gathered from Hugh Malet's *Voyage in a Bowler Hat* (required reading for anyone contemplating this type of holiday).

The Irish Inland Waterways Association is very active, and willing to offer advice to anyone who seeks it. Transport of trailed Silhouettes from Britain to Ireland is feasible via the many ferries now operating and more laid on every year as the Irish Tourist Board wakes up to the enormous undeveloped potential for holidays afloat. Doubtless, the Rev. Clementina Gordon would tackle the Irish Sea crossing

without hesitation, but less intrepid owners may prefer other methods of getting their boats to Ireland.

Will there be a big increase in numbers of Irish-owned Silhouettes?

If Irish sailing has suffered from anything, it is a shortage of sailing people—a reflection of long standing economic difficulties, and hence a small population in the middle-income groups. But the wind of change is blowing a gale in Ireland at present; long range predictions are unwise, but if any class of small boat was designed for Irish waters it is the Silhouette. Large families abound here, and as the writer and others have discovered, there is a better chance of their survival during their sail training in a Silhouette than in all the sizzling “planery” of out-and-out racing machines—fun though they undoubtedly are.

Let's hope that the SOA will see the formation of an Irish Regional Group in the not too distant future.

Whitley Yacht Club

AT a recent open meeting of the Whitley Yacht Club Sailing Committee it was decided to amend next season's racing programme to include a handicap class for boats of less than 18 ft OA. This is to replace previous dinghy racing for which there has been very little support in the past. The new programme will enable Silhouettes to sail the same course as the Dragons, but with fewer laps, and will enable any light cruiser to have a race.

A further motion to adopt a new 20 ft two-berth sloop as a NE Coast One Design was given a “no action” vote, as the club felt that it would be better to study and encourage existing classes. They were pleased to see the growth of a new fleet on this coast, and would give all help possible to Scarborough in organising passage and other races for Silhouettes.—R. W. S.

“Two men”

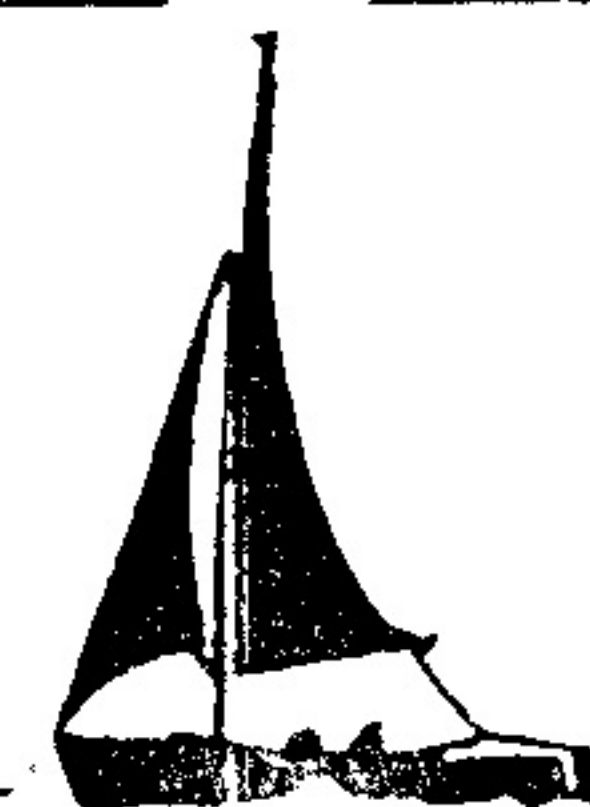
A Silhouette, of course, is capable of doing the work of a lesser boat of twice her size. But perhaps only a Silhouette could turn a woman into two men! In our report of Mr D. C. W. Sutherland's achievement in winning the Suzanne Trophy in our Log Competitions, we recorded his crew in the Fleetwood - Isle of Man race as “two men”. He did not specifically say who was his crew, and with a reprehensible assumption of masculine seamanship, we assumed that his mate was a fellow-man. In fact, she was that fine sailor Miss Jean Parkinson: and it is not surprising that all along the Lancashire coast Miss Parkinson is now being acclaimed as being worth two men! We ask Miss Parkinson to forgive us. At the same time, while penitent, we are not a little proud of a Silhouette woman who will be thought of as “two men” wherever yachtsmen gather.

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Sharing Experience

SEVERAL readers have suggested that it would be useful to owners generally if people would write of their practical experience with various forms of sailing equipment. This is an excellent idea, and we hope that owners will respond. For a start, can we have factual accounts of experience with

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Don't wait for other people to write first. Please send accounts of your own experience to the *Journal* as soon as you can.

“Best Value in the Show”

A. G. HURLEY'S stand, with its display of Silhouette II in both wood and glass fibre, Alacrity and the new Felicity, was once more one of the big attractions at the Boat Show at Earl's Court. Throughout the Show there was always a small crowd around the stand, and our friends from Plymouth were kept busy answering questions and giving details to interested inquirers. The observation of an experienced yachtsman is, we believe, thoroughly justified. “To my mind,” he said, “Silhouette II is by far the best value in the Show.” Alacrity and Felicity also attracted much attention, and offer the same remarkable value that is characteristic of Hurley's shipyard.

The cruise of Platypus

by J. FitzGerald Cook

“WITH a little bit of luck” I said “we'll be dining in Bruges on Tuesday night”. Faithful crew said nothing, but just gazed in front of her to where the car headlights pierced the darkness. Out of the corner of my eye I could see the English Channel gleaming below. Ahead lay Dover, *Platypus* (S II 55), the first day of our holiday, and the excitement of the Channel crossing.

At 10.45 next morning, Saturday, July 29, with sails set, we waited in Dover outer harbour, eyes fixed on the harbour entrance. The signals changed; vertical red balls became a triangle; we were away. The wind was kindly, from the South West, and it was not long

before the Calais landmarks were discernible; the great block of flats, the town hall and the lighthouse. As we closed with Calais harbour entrance, we could hear from the adjacent beach the shouting and the laughter from the crowds, reminiscent of our own Camber sands. On the evening tide we moved into the west Basin, a peaceful and pleasant mooring, improved since last year by floating pontoons and steps which allow one to reach a boat in comfort.

We cleared Calais harbour at 10.00 next morning, but not before we had laid in a mouth-watering stock of wine, French cheeses and freshly baked long loaves of bread. We set course for Dunkerque, and with a light SW wind and a favourable tide, *Platypus* chuckled along happily. Gravelines was abeam at 12.15, and at 15.10 we entered Dunkerque harbour. The yacht club of the Mer du Nord permits visiting yachtsmen to use its moorings, and allows them the use of their premises with showers, washroom, bar etc. On this secluded mooring we spent the night. Monday morning found us on our way again, still passing mile after mile of glorious beaches. Nieuport was our objective, and this we reached at 15.15. Here the mechanical topsaid had to take over. The mast was struck, and at 16.30 we locked into the Belgian Inland Waterways, pressing on to Slijpe for the night.

All Tuesday morning our imperturbable Stuart 1½ pushed us steadily along the pleasant tree-lined canals, regarding with true British phlegm the occasional competition from 80 h.p. diesel barges. Barges, whose skippers treated us with unfailing courtesy and thoughtfulness were met throughout our entire trip. Just after mid-day on Tuesday we passed through the lock at Plassendal into the Ostend—Bruges Canal, a broad and lovely tree-lined stretch of water which links Bruges with the sea at Ostend. Here we were again able to raise the mast and, under sail, we completed the last leg of our voyage arriving, at Bruges at 17.30. That night we dined in the main square of this beautiful and romantic city, the Venice of Belgium.

Bruges completely captivated us. We moored *Platypus* within a few minutes walk of the centre of the town, and lived aboard during the three days we spent exploring the lovely old-world city. The religious pageant of Sanguis Christi took place in the main square on Wednesday night, and we were treated to the sight of Crusaders and visored knights, the Counts of Flanders, riding on white chargers through the flare-lit cobbled streets.

At 17.00 on Friday August 3, we left Bruges, intending to return canalwise to Calais. We used sail wherever possible, and reached Veurne at 17.15 on Saturday. This quaint old-world provincial town is dominated by its beautiful central square, surrounded by fine examples of Flemish and Gothic architecture. We rested in Veurne all Sunday, and in the evening were delighted with a wonderful pyrotechnic display, which took place in the main square.

The next day we departed from Veurne, and before mid-day we had crossed into France at the Pont de Ghyvelde and, passing Dunkerque, reached Bourbourg that evening. With gales blowing in

the English Channel, there was no point in pressing on to Calais, and we spent the day at Bourbourg. On Wednesday evening we reached Calais, and on Thursday moved back to our original mooring in the West Basin. There were a considerable number of storm-bound British yachts waiting in the basin, including another Silhouette with a 10-month old baby on board. Friday and Saturday showed little abatement of the gales, but by Saturday evening the wind had moderated, and the midnight forecast was much more optimistic. Sunday morning brought great activity to the basin as yacht after yacht moved out into the outer harbour. We left Calais at 11.00. Close hauled on port tack, it was a straight sail to Dover, and four hours from Calais we sighted a dark hump in the cloud which was Dover Castle. We broke our "yellow" as we came through Dover Harbour entrance—the cruise was nearly over. We moored. The Customs boarded us, and all was well. Departing they handed me the Certificate of Pratique "Master of the ship *Platypus* lately arrived from Calais."

Reflections in the season *by Stan Morgan (concluded)*

I feel that there should be some thanks going somewhere, and I would like to put mine firmly on the shoulders of my shipmates of the Up River Yacht Club, who have shared a lot of the season with me, and also to thank the officers of the club, who have been most helpful to us all, the Association, and my long suffering family, who after three or four days of living aboard a very little ship, can still say how nice it all was.

* * *

I must make a special mention of that whirlwind week-end Bob Tucker and I spent in Scotland at the inaugural meeting of the Scottish Group. The meeting went with a bang right from the start, and I must express my thanks to Mr. Lang, of Clyde Chandlers, who organised the show and was the provider of refreshments to a lot of thirsty Scots sailors—what a combination to have to provide for! Saturday morning came, and this, I felt, was going to be the miserable part of the trip, but after a quick look around Clyde Chandlers' showroom, I was calmly told that we would be going to Ayr. There are two ways of going from Glasgow to Ayr; one is quick and across country, and the other is the long way round along the Clyde bank. We were taken the latter, and what a beautiful sight the Clyde was. The Silhouettes made a proud sight among all the big fishing boats and trading craft around the harbour. We were told that Ayr was thought to be perhaps a little too far round the corner for comfortable Silhouette sailing, but our friends there seem to manage well enough in the seas between the main coast and the islands of Ailsa Craig and Arran. Later in the afternoon the weather turned, and the rollers started coming across and into the

harbour. No one was more surprised than Bob Tucker to see one of those small Silhouettes forcing her way *out* of the harbour entrance over the bar, into the comparatively smooth (but heaving) Atlantic. We were contemplating how many rolls they were going (or ought) to take in—but they don't sail that way in Ayr! I think the sight of that boat, driving into the waves between the grey moles with the late Spring sun sinking behind Ailsa Craig, was the most wonderful farewell we could have had at the end of that day in Scotland. Thanks, Scotland.

Choosing a Silhouette

I started my sailing as far back as 1924; it has all been done between here and Ireland, in a variety of boats.

I saw a Silhouette for the first time a couple of years or so ago, but wasn't impressed. I was brought up in the old straight stem, gaff-rigged tradition, and am, I fear, rather conservative, so that, as I say, when I first saw a Silhouette, I was not a bit impressed. However, I got to know a fellow member—Col Fowler, whose wife Anne writes in the magazine. He himself has also written accounts of cruises in the Solent area. I took his boat out on one occasion in a quite heavy sea that we get round here, and came ashore in a decidedly thoughtful mood. She did *not* pound, was as stiff as a little church, and slid through the seas in a remarkably satisfying manner.

At that time, I had got all the moulds made, and erected, ready to start work, on the *Yachting Monthly* 3 tonner, which I proposed to build (I must explain that I am rather good with my hands, and have built a number of small boats, the last one being a clinker built 15 foot centreboarder).

After having a few more sails in the Silhouette, I decided to scrap all idea of building the 3 tonner, and sell, or otherwise dispose of, the moulds. I had come to the conclusion that the little Silhouette would do all the limited cruising that my wife and I can find time for. Until we are even older, the most we can expect are short week-end cruises, over to Ireland, or England, or up to Scotland, and this, I am quite convinced, is very well within the capabilities of a Silhouette. Then she will be so much easier to build, and cheaper, too. So, I bought a set of plans from Bob Tucker, just over a year ago.

I am a pretty busy sort of person, and my spare time is very limited, so that months passed without anything being done, but after laying down the job full size on the top floor of a warehouse of mine (which is my own special "messing about floor"), I have made all the moulds, and am at present engaged in putting the bevels on them, and cutting the notches for chines, hog, and gunels. I hope to have her planked by the back end of this year, and ready to launch in 1964 (DV).

—J. Hampson Jnr., Port St. Mary, Isle of Man.

FOR WOMEN

Out of Commission

By Anne Fowler

"YOU must be reasonable," said the Skipper. "It's not so bad as having the ceilings draped with leaves as they were when I was growing and curing my own tobacco."

"Nothing of the sort," I replied irritably. "At least we could clean the floors."

A crisis had been participated by the approaching visit of a friend. The one spare room had proved a convenient dump for all *Sou's* gear. Sails, ropes, crockery, locker doors, floor boards, compass, rubber dinghy also overflowed into the Skipper's study, and now everything had to be moved from the spare room.

"I can't think why we can't put a few things in the bedroom," suggested the Skipper.

But I was adamant. At least one room must look respectable.

"I can't think why we can't put some things in the garage," I said.

"Far too damp." The Skipper was horrified. Only the best was suitable for *Sou* and anything she owned.

It was amazing that so small a boat could hold so much equipment. To add to the confusion, locker doors had been varnished and had to stand in safe seclusion until they dried. Gay red mattresses reared up against the walls, and the bulky outboard hacked pieces out of shins as it was passed.

"There is only one thing to be done," I said firmly at last. "We must put everything up in the attic."

The Skipper eyed me coldly. "It's going to be a frightful job carrying everything up a ladder. It's far too cold to work there too. I want to do a lot of revarnishing."

It was then that I had my great idea. Husbands being what they are, the Skipper had turned a deaf ear to my faint suggestions, forceful pleas and captivating (I hoped) blandishments, that a glass fibred roof would warm a chilly house. But nothing was too good or too much trouble for *Sou*. A task that had proved too labourious during five years was quickly finished. Even the oil heater for the car was commandeered. The Skipper scaled his ladder easily and worked in snug and uninterrupted comfort.

I learned a valuable lesson. There must be many ways in which I can link *Sou's* needs and comfort to a domestic frame. While the Skipper is varnishing *Sou's* locker doors, surely he can also paint some shelves for me? After he has spliced some ropes, it should be easy to suggest that some broken china needs repairing. And after five years the house may even be warm this winter.

