The Silhouette Owner

The journal of the
International Silhouette Owners' Association

Number 79 April, 1963 Price 6d.

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Auxiliary...



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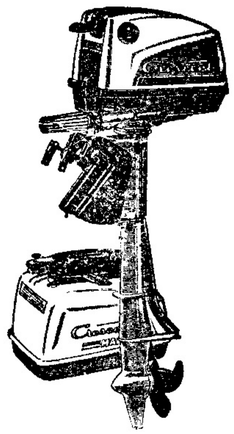
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Shipmates

WE have been immensely heartened by the response to the feature we introduced a couple of months ago called *Sharing Experience*. Letters have come from all over the place from people saying how useful they find these brief accounts of other people's experiences, and the notes on equipment, gear and handling that Silhouette sailors have contributed are really valuable. Please go on writing to the *Journal* about *your* way of doing this and that, about the anchors and compasses you use, and any gadgets or methods that you have adopted successfully. This is what a sailing association like ours is *for*. Few of us are great experts, and we are not involved in the fierce and cut-throat competition of some purely racing classes which makes one man's refinement or bit of technique as jealously guarded as a trade secret. We sail because we love the sea and all that is meant by seamanship, and among the best and oldest traditions of the sea is the readiness of shipmates to help one another. The response to *Sharing ERperience* is ample proof that Silhouette sailors are good shipmates, ready to give a hand to someone else, and to do whatever they can to help others to get more out of their boats. It has made us very proud of members of our association.

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A message from the Commodore

AS the newly elected Commodore of the ISOA for 1963, I must write to say how honoured I feel to take over the helm for what, I am sure, is going to be our most active year. I am very aware that successes in the coming season will be due largely to the hard work of John Anderson who preceded me in this office, and my duty now is to carry on and complete the programme for 1963, the foundations of which were laid by John, and to try where possible to take the association a step further. I am extremely lucky and grateful to have Herbert Firth at hand as Vice-Commodore, and I know that I shall find his counsel most reassuring. You couldn't have better material for a Flag Officer.

I felt some misgivings about taking over from John; he has done so much for the association, right from its revival in 1960. Somehow, it has become more than a Class association, and while we reserve certain privileges for the Silhouette owner, the ISOA is the first to acknowledge feats of fine seamanship by anyone, and the work of those who are helping the yachtsman generally. It is becoming very apparent that owners of other small craft are recognising in the ISOA a means of reading and writing in the *Journal* about sailing as they understand it, and a means by which they can meet or call upon members for assistance in any part of the country. All this makes the venture very much worth-while.

As our members are aware, it is the policy of the ISOA to change its Commodore each year. Some have been heard to say that we will find this impossible to do. This is not so—indeed, one can see good Commodores for years ahead, and what is more, the association can draw its leaders in turn from different parts of the country. I would like to thank the Hon. Secretary, Hon. Treasurer and Committee for their continued support, and for all the hard work that goes into the administration of the association's affairs; I do assure them of the appreciation of us all.

Plymouth seems to be where most of us will meet this year for sailing. I wish you all many happy sea miles until then, and hope that this year's summer will give us the weather we all long for. *Stan Morgan.*

RIVER DART AND DEVON COAST. Why trail *your* boat to Devon when you can charter one of our well-found 2-3 berth Silhouettes for £10 - £17 per week? Brochure from South Devon Marine Agency, Stillwaters, Crossparks, Dartmouth.

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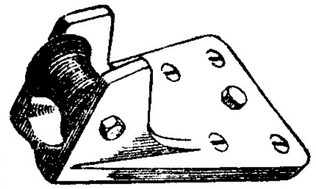
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Secretary's Notes

ANY rags, bottles or bones? No, I'm not thinking about starting a new series for TV, neither am I hankering on making a fortune out of scrap, but it has occurred to me that the number of new members that write and ask if we have any back numbers of the Journal are so many that perhaps you, Sir, might like to rake out any spare copies you still have lying around, and pop them in the post to me, so that I may distribute them as and when requested. (*Has been done, there are not many back numbers left, but the few we have are now in our Hon. Sec's. hands, Ed.*)

* * *

Several times I have received a letter from a member informing me that he has sold his boat for some reason or another, and that the new owner would like to take over his membership. This form of gesture of goodwill to the buyer is all very well, but we have to decline for two reasons; firstly, our membership consists of *people,* and not boats, and secondly, while we are always happy to enrol new members (i.e. the buyer) there is no earthly reason why our seller should not remain on the books as an associate member. After all, I feel you must agree that this association is as good a fifteen bob's worth as you can get now-a-days.

* * *

It was mentioned in last month's edition, that the committee had approved the idea of a car badge to be adopted by the association, and I have been instructed to arrange for a supply of these; but life sometimes gets complicated. I have now received 'a very nicely

produced alternative design, from a reader who suggests that we hold a competition for the best design to be approved. He also suggests that it would be a good idea to produce a drawing of all entries in this *Journal*. Without wishing to turn down any good ideas, I feel that the cost of making a number of blocks for these badges to be printed once, would be wasteful, but I am in favour of having the best we can produce in the way of a badge. So if you would like to try your hand at a spot of designing, send your ideas along to me before the next committee meeting, and we will let that august body decide on the one to be used.

* * *

Did you see John Westell's article in *Yachts and Yachting* recently? While not really mentioning the name, he was pretty scathing about "Silhouettes". Since then I have had a letter from a prospective owner asking what is the association's answer to these criticisms. Surely we shouldn't try to argue point for point. My own view is that everything I buy or have ever bought, is a form of a compromise, nearly always governed by the length of my purse; otherwise, I would have a string of cars in the garage, a sports two-seater for the occasional rally, a Mini, for easy parking when shopping, a high powered touring saloon for the coming trip to Plymouth, and a sedate limousine for social do's when the "monkey suit" is dusted of its mothballs.

Likewise with boats; if I had the courage, time and money to emulate Hiscock, I must confess I wouldn't choose a Silhouette. But for good fun, ease of maintenance, very low cost, and for maximum use of the leisure time I have, and in spite all your adverse comments, Mr Westell, I am content that I have made as good a choice as possible.

* * *

Sorry to have to report, that we are temporarily out of stock of ties. Burgees are still available, so if you have sent for either of these articles, please be a little patient if you have not received the former. But there is no reason why the latter should not have been dispatchd (unless you have omitted to enclose the money).

* * *

Washing down the rubber dinghy during the cold snap, when little could be done outdoors, I pondered on a small patch I had stuck on during the season; decided that it looked a little amateurish; so hied myself off to the local garage to ask them to vulcanise a patch with their heat application method. But was assured that this would not be successful on the fabric which the dinghy is made from. Not wishing to send it all the way back to Avon's just for one puncture (it is only a pin-hole), I wondered if anyone has any better ideas than just leaving the cycle puncture piece of red rubber, which I have at present?—*R.A.G.*

On the Blackwater

IN the middle of the worst part of arctic February, the Blackwater Group successfully held its A.G.M. The following officers were elected for 1963:

Commodore: *A. A. Collie*
Hon. Sec./Treasurer: *Peter Croft*
Committee: *G. Spalding, A. G. Banks.*

The following events were arranged for the season:

Annual Race: June 30. Start, 10 a.m. Osea pier. Race briefing and social, 8 p.m. Saturday, June 29, at Maldon YC.

Grand Rally at Maldon: August 3, 4, and 5 under the burgee of Maldon YC, and in conjunction with the SE Group. August 3, Summer Dance at Maldon YC, 8-30 p.m. August 4. Team racing against SE Group. Informal social evening at Maldon YC. August 5, small cruiser display in conjunction with MYC Open Day.

Rally at Brightlingsea: September 14. Cruise to be arranged to meet SE Group off Bench Head or Eagle. Meeting 8 p.m. Anchor Hotel. If weather conditions are bad, the rally will take place as last year, when members attended by road and enjoyed a most convival evening.

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Crewing Register

LAST year's *Crewing Register* put a number of owners and crews in touch with one another, and we've been asked if the *Register* is still at work this year. Of course it is, and the more people use it, the more useful it will be. Will owners who want crews at any time during this season please let us know as soon as possible? The information we need is: owner's address and telephone number; name of boat; where she lives, and sailing area; whether transport is available for crew to travel to the boat with the owner; dates on which crew is needed; degree of experience in crew wanted—some skippers are ready to take new hands, others feel that they want a crew with some experience. Similarly, will anybody who would like to crew in a Silhouette let us know when he or she can be free (weekends, occasional weeks, midweek, etc.); experience (if any); area in which he or she would like to sail; and whether own transport is available. If people will send these details to the *Journal,* we'll gladly put owners and potential crews in touch with one another. Some disappointment was caused last year because we were unable to find any boats for married couples who wanted to crew together; we had a number of such applications, but couldn't fix up any of them. There may be owners who are willing to take a married couple as crew, and we'll do our best to help any couples who apply, but the Silhouette is a small boat, and in the nature of things most owners need a single crew. So if married couples do apply, perhaps they would understand that we may not be able to find boats for them.

Another of those things
by Margaret Croft

THERE is more to owning a boat than just sailing. Sailing is the prime object, and from it is derived the greatest pleasure. But besides refitting during the winter, there is also that "not very often done" job of keeping her cabin tidy. All yachts collect dust, and the Silhouette is no exception. On *Me Too II.* last season, we had only one major clear out, and after that experience I have decided that we will have only one this year.

It was a job that we had put off for ages, but finally decided that our next day off must be a tidy-up, make and mend day. So on the making tide, the Skipper rowed across the river, slipped *Me Too II's.* mooring, and towed her over to the quay. It did not seem worthwhile getting the Seagull out of the locker for such a short distance.

It was a very hot day (one of the few) and we spent over two hours grovelling around in the bilges, sweeping, washing and throwing out rubbish. The atmosphere wasn't too pleasant to begin with, as I was to blame for insisting that we didn't go sailing even though the weather was fine; by the time we had finished the job and re-stowed

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everything, the tide was ebbing. Wind about Force 3 -4, although in the shelter of the quayside it was much less. The Skipper got into the dinghy and I cast off. This time I was aboard the Silhouette.

Everything went well until we reached the other side of the river, when the wind and tide together were just too much for the dinghy to hold. The Skipper rowed like mad, and I watched. Then he lost his temper, and both oars missed the water; over went the dinghy and Peter disappeared. (The first thing I thought of was to say, "What shall I do now"? but of course that was silly, because he didn't hear me.)

I dropped the anchor, stood up, and waited. When the Skipper surfaced, he babbled something about "Don't just stand there, woman, do something". So I suggested that we had better collect all the bits of the dinghy (I can say the most aggravating things sometimes). The dinghy is a collapsible, and inclined to fall to bits when upturned.

The Skipper climbed aboard, got out the engine, and by the time we had filled up with fuel and got under way the pieces of the dinghy were way down-river. However, we were fortunate in picking up everything quite quickly, and without event. The only things lost were the rowlocks, which meant that we had to spend a perilous twenty minutes kneeling up, paddling back to the quay.

While all this was going on we were hailed by mother from the shore, waving frantically to tell us that our ice cream was melting.

Channel Crossing

Mr P. E. Hopper writes from 86 *Hunters Forstal Road, Herne Bay, Kent*:

My wife and I are planning to sail from Dover to Calais in our Silhouette on Whit Sunday, June 2. Always preferring to do these things in company,may we ask if anyone else is proposing to do a cross-Channel trip at this time? We hope to stay on the Continent for about a week, and then make the return journey.

Norfolk Broads holiday

by G. Moggridge

WE have had two holidays on the Broads. The first in a hired auxiliary yacht was enjoyed by my wife and me so much that we decided to buy a boat of our own.

I had sailed a little while in the Army, but my wife had never done any sailing at all, and the fact that she enjoyed it so much really decided us on buying our own boat. We could not afford anything so grand as the one we had hired, but have found the Silhouette first class.

We then decided on our second Broads holiday, this time in our Silhouette. We wrote about 3 weeks beforehand to the Great Yarmouth Port and Haven Commissioners, 21 South Quay, Great Yarmouth for our licence, giving details of the Silhouette and also type of engine (1½ h.p. Stuart). The fee for two weeks was only 15/9. A registration number is supplied, which can be stuck on either side of the bow before leaving home.

The Broads and rivers are divided in two parts at Great Yarmouth. The Southern half, the Yare and Waveney, the northern half, the Bure, Thurne Ant, etc. If visiting for one week, I would recomend the Northern part, if for two weeks one can do both.

We launched at Brundall on the Yare, at Bell Boats yard, where they have a slip which is in our opinion only suitable for launching as the bottom is soft. But the idea (which worked well) was to launch here, which is well up the Yare, and enable us to do the Southern rivers. Before leaving, we ran the car and trailor across to Acle Bridge to the yard of Faircraft Ltd., where we were able to garage the car and leave the trailor. Acle is only a few miles by road from Brundall, but is on the North rivers. We caught a bus back to Brundall and, having launched at 9 a.m., parked car and trailor and were back on board and on our way by 2 p.m.

The South rivers are not as nice as the North, but worth seeing. Oulton Broad is good sailing, and the Yacht Station mid-week is fairly quiet. There is a good swimming pool there (open air) within 60 yards of the mooring and a good bus service to Lowestoft, where good meals can be had.

We dropped down river from Brundall via the new cut to Oalton Broad. The new cut is about two miles long, perfectly straight, and if to windward an engine is useful, although it is plenty wide enough for a Silhouette to tack. We visited Beccles, which is good with pubs and all services. The river Chet up to Loddon was interesting, but at Loddon itself, no decent pub, or place to eat. This much took us through the first week, and on the Friday we left Oulton Broad after our second visit there, and went down the Waveney, through St. Olaves, across Breydon Water, and through Great Yarmouth.

With a Silhouette I would not in any circumstances stop at Great Yarmouth, except to put up the mast after passing under the bridges. The tide runs very fast indeed, and even if you do everything correctly, some one in one of the very heavily constructed hire craft is likely to hit you, if you stay long.

I would advise everyone to get Hamiltons Broads Navigation Charts and Index, 7/6 from Hamiltons Publications, 167 Normanston Drive, Oulton Broad, Lowestoft. Not only are all the navigable waters shown and described in half-mile sections, but tide details for passing through Yarmouth are given in detail. The idea is to cross Breydon Water on the last of the ebb, anchor, take down mast for passage under the bridges, and perhaps have a cup of tea, until the start of the flood up the Bure; then through Yarmouth, just making fast at the yacht station to raise the mast, and on through about 11 miles of not very pretty country to Acle Bridge. Here there is a first class pub, and next door a really excellent restaurant. This is also where we had garaged the car. We collected clean clothes for our second week, and paid a visit to Yarmouth by car for half a day. This was enough—in August; it is one long rush and noise, and fish and chip paper.

The reason for bringing the car to Acle at the start of the holiday now becomes apparent; as at the end of the second week, there is no need to leave early to do perhaps 30-40 miles over rivers already covered, and parts not really interesting at that.

With regard the North rivers; all the way up from Acle, these are really nice, and worth more than a week. Pubs, etc. worth a mention are the Anchor at Coltishall (excellent) a pub by the bridge at Wroxham (quite good). Swan Hotel, Horning (excellent) Bridge Hotel, Potter Heigham (good). Some of the nicest places are the little villages at the end of the navigable waters, but at these there is only the local pub, and one must be prepared to eat on board.

We were disappointed both times at the Pleasure Boat Inn, at the top of Hickling Broad (good sailing here) where we had heard the food is good, but you apparently have to book at least the day before.

The Broads do make a wonderful holiday and, we shall certainly go again. Do take plenty of fendoffs, and signal to motor cruisers which side you wish them to pass (they are only too pleased to know). Try to moor away from bends or obvious turning points. (ilhouettes are not as powerful as hire cruisers). Take two spikes or dond anchors for fixing your mooring lines t othe grass banks. Use boat-yard moorings; they don't mind, except Friday and Saturday nights.

We have had a holiday in the Solent areas, with our Silhouette, and this year we hope to go to the Fal, and Helford rivers, with our Westcoaster. We reluctantly sold the Silhouette as our two children are now as big as us, and the Silhouette became too small. Any information on the Fal will be appreciated.

THE INTERNATIONAL SILHOUETTE OWNERS' ASSOCIATION

President

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

Honorary Flag Officers

Bernard Collins, Francis Chichester, J. R. L. Anderson.

Flag Officers and Committee

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

Vice-Commodore: Herbert Firth, 5 Mosgrove Road, Timperley, Cheshire. Altrincham 0765.

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

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

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

Press Secretary: Harry Maloney, 42 St. Thomas's Road, Finsbury Park, London, N.4.

National Member: Peter Croft, 48 Annalee Road, South Ockendon, Romford, Essex.

The Commodores and Secretaries of recognised Regional Groups of the ISOA are ex officio members of the Committee.

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

The Silhouette Owners' Association exists to promote the interests of Silhouette Owners throughout the world. The annual subscription is 15s. (USA$5). Burgees and ties can be obtained from the Hon. Treasurer.

Plymouth Week

PLANS for Plymouth Week (beginning August 18) are going ahead splendidly, and whatever the weather does, it will be a jolly good week for Silhouette people. Our Plymouth Week is going to be a big thing, and the sooner the people in Plymouth who are doing all the work can get an idea of the numbers to be catered for, the easier it will be to organise things. If anyone wants shore accomodation, just let Peter Harvey (Hon. Sailing Secretary, Royal Plymouth Corinthian YC, Madeira Road, Plymouth) know. Plymouth City Council is being immensely helpful, and has arranged to send an illustrated booklet, listing hotels and boarding houses in every price range, to any names and addresses passed on by Peter Harvey. George Hurley is ready to help in any way he can with the transport of boats. Since this is an individual problem, depending on where a boat wants to start from, no general arrangements can be made. But if you have a problem, write to George Hurley, at Richmond Walk, Plymouth, and if he can help, he will.

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.*
Blackwater.	*Hon. Sec. P. F. Croft, 48, Annalee Road, South Ockendon, Romford.*
Solent.	*Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth.*
South-West.	*Hon. Sec. C. A. Gulliford, 50, Merafield Road, Plympton, Devon.*
Bristol Channel.	*Hon. Sec. Cyril Watts, 5, Vassall Road, Fishponds, Bristol.*
Midland.	*Hon. Sec. E. G. Oldham, 206, Hagley Road, Edgebaston, Birmingham.*
North-West.	*Hon. Sec. D. Williams, Ael-Eilian, Llanceilian, Amlwch, Anglesey.*
Wyre and Morecambe Bay.	*Hon. Sec. T. H. Swarbrick, Wardleys Cottages, Hambleton, near Blackpool.*
Lake District.	*Hon. Sec. A. M. Seymour, Hartforth Grange, Gilling West, Richmond, Yorkshire.*
Yorkshire (Humber to Tees).	*Hon. Sec. Brian M. Beeden, Toll Bar House, Firsby Lane, Conisborough, near Doncaster.*
Scotland.	*Hon. Sec. J. B. Jackson, 81, Baillie Drive, Calderwood, East Kilbride. Tel. East Kilbride 21194.*

The Seagull topsail

SETTING the Seagull topsail has got most of us home against a foul tide, into or out of a tricky anchorage, or just along the water when the wind decides to give up. There is an idiotic theory that an auxiliary of any kind is out of place on a sailing boat, that it is somehow "bad seamanship" to use an engine. Any competent skipper ought to be able to handle his boat under sail in all circumstances; but the right manoeuvre in many circumstances under sail alone may be to let go the anchor and wait patiently for the tide to turn or the wind to change. In the days when sailing boats had no engines, they would sometimes wait weeks for a favourable wind.

Given all the time in the world, there is a lot of satisfaction in doing everything under sail alone. Even so, it would be folly to ignore the important safety factor of a modern auxiliary. Setting the Seagull topsail can make all the difference in a vicious on-shore wind if one is embayed. No doubt the perfect sailor does not let his ship get into such situations; but the perfect sailor lives for the sea, and does not have to be back at his office at 9 a.m. on Monday morning. There are times when good ground tackle is more vital that the best of engines: and it is seamanship to recognise them. But there are many

more when an engine that fires when you need it will get you out of danger; and many, many more when it will get you home for tea, or make an anchorage before nightfall, when otherwise you would spend a weary and anxious night beating up and down and getting nowhere.

But it is no good having a Seagull topsail in the locker if you can't set it when you want it. These notes on the care and maintenance of Seagull outboards are contributed by a skipper who has had a good many years of practical experience of Seagulls. He writes:

1. *Fuel.* I should like to take a good heavy belaying pin to anyone who says that the recommended mixture of three-quarters of a pint of oil to a gallon of petrol is "too oily." Petrol pump attendants, particularly young men who know a lot about motor bikes, are bad offenders. *The motor bike is not a marine engine.* Things have got worse since automatic "petroil" dispensers have appeared, catering for land engines which may require only a 2 per cent addition of oil to the fuel. These are remarkable engines, but they are *not* Seagulls, and the lubricant in their fuel does not have to do the same job as the oil in a Seagull. When you turn up with a can and ask for a pint and a half of oil in two gallons of petrol, just take no notice if the pump attendant says, "What are you trying to do mate? Asking for oiled-up plugs?" I myself have run a Seagull 102 for years on a mixture that is even slightly oilier than the 10 per cent recommended. I use a pint of oil to a gallon of petrol, mainly because it is easier to measure out if you are doing it yourself from a can. And my engine has always run sweetly, without a smoky exhaust, and with every sign of relishing the mixture. If in any doubt, err on the side of too much rather than of too little oil: within a wide tolerance, a Seagull will run happily on more than the normal quantity of oil; but it will soon run itself to a standstill on less. *Don't use high octane fuels*: they are expensive, can do no good in a Seagull two-stroke, and may do harm. Don't use benzole mixtures. The best petrol for a Seagull is the cheapest you can buy, ordinary so-called "commercial" grade. But it does pay to buy branded oils of known and reliable quality. I always use Castrol 2-stroke oil, but Energol, Essolube, or Mobiloil are all good, provided that they are in the right grade, which is SAE 20/30. In a two-stroke engine, the oil in the mixture can do its job properly only if it is thoroughly mixed in with every drop of petrol that goes into the carburettor. Don't put neat petrol in the Seagull's tank pour in some oil and hope for the best; it won't work. If you are buying petrol from a pump, have the oil put in the can first, then have the petrol pumped in, so that the pressure swooshes up the mixture. And give the can a good shaking before you fill the tank on the engine.

. *Plugs.* Given the right mixture in the fuel tank, the essence of reliable starting and good running is plug drill. First, use the right plug: it must be a single-point plug, and Lodge C 1 or Champion 8 COM are recommended. Next, whenever the engine is in commission, take out the plug, look at it and clean it regularly—after

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every 20 hours is the recommended time. You should always enter time under engine in the log, and make a record of plug inspection, so that it can't get overlooked. I have a small tobacco tin in which I keep a piece of soft rag, a square of fine emery paper, and the plug gauge. I wipe the plug gently with the rag, touch the points with emery paper, and then check the gap. This should be.015 in., but of course there's no need to measure it if you use the gauge from the engine's own tool kit. There is always a tendency for the gap to widen with use; close the points so that the blade of the gauge can just slide in and out. Regular plug drill pays infinite dividends, and means that 99 times out of a hundred the engine will start first pull; the hundredth time it will start second pull.

3. *Gearbox.* Some of the older Seagulls had grease lubrication for the gearbox, but for many years now only oil has been used. This should be a good EP lubricant—SAE 140 in British waters (but if you are contemplating a world cruise, take a tin of SAE 250 for use in the tropics.) The oil used should pour readily. The filler-hole in the gearbox is stopped with a screw cap: a half-crown fits the slot of the screw nicely (pennies tend to be a bit thin). Whenever the engine has been out of use, check the oil in the gearbox before use, and when in commission have a drill which looks at the oil once a week. Always top up if it looks even a fraction of an inch low. Don't worry if the oil has emulsified with water to form what looks rather like grease—this is quite normal. At the start of each season, and during the season if you use the engine a lot, change the oil. If it has emulsified (as it probably has) lay down the engine and leave the emulsion to drain out: better go off and do something else while this is happening, because it will take some time. You can hasten the process if you have a thin spoon by spooning it out.

4. *Starting.* Given good plug drill, you will hardly ever have difficulty in starting. But occasionally the fuel in the carburettor on starting can be too thin or too rich. If the engine fires and then stops at once, the mixture is too rich—too much petrol and not enough air. To put this right, shut off petrol at the cock from the tank, and turn the engine a few times with the starting cord, pulling *gently*, not with the brisk pull that you use to start. If the plug is in good shape, this will not oil it up, and the engine should start and run properly as soon as you turn on the petrol again. If you have neglected plug drill, the plug may get oiled, and if the motor still won't start take out the plug

and clean it. If the engine runs for a moment or so and then conks out, the mixture is too thin—too much air and not enough petrol. This is easily put right by flooding the carburettor.

5. *Tools.* A small bag of tools comes with each new Seagull, but it is worth adding a pair of pliers and a King Dick shifting spanner. It is worth keeping a half-crown with the tools so that you have one when you need it. This half-crown can also come in handy when your wife has gone shopping with the ships money, and you want a drink. But don't forget to replace it when your wife comes back with the change.

6. *Spares.* The range of spares you carry is really a matter of choice, depending how far you are cruising and on how long you are likely to be away from civilisation. Absolute essentials are spare plug, propeller drive spring, and HT lead for the plug. I think a spare plug cover is almost essential, and for myself I also carry spare nuts for the locking bolts, spare split pins, and a spare locking pin for the engine mounting. Some carburettor washers may come in handy. If I were going on a really long cruise I'd have a spare carburettor and magneto, though I've never known the magneto to give trouble and only once in five years have I had to clear a carburettor jet. I think I'd also take a spare propellor, though that is a bit like wearing braces with a belt. Still, if one wanted a spare prop, one might want it very much indeed.

Sharing Experience

PETROL STOVES: A WARNING. Monty Smith may or may not be right about the absence of fire hazard with petrol stoves, but there is a far more insidious danger—lead poisoning. All motor fuel contains lead for its anti-knock properties, and the stove distributes this in an ideal form for absorption via the lungs .So never burn ordinary petrol in a confined space. Leadless petrol can be obtained from Shell, to special order. *D. Wilkie, 4 Grange Road, Highgate, London N. 6.*

THE BROADS. In reply to Mr. W. Swaby, a most helpful book is *"What to Do On the Norfolk Broads—Everybody's Broadland Guide"*, (Jarrold and Sons, Cowgate, Norwich. 2s. 6d.) To anyone intending to go on the Broads for the first time, it is a "Must". We spent a month on the Broads during a part of our first season's sailing, and went to Graham Bunn's boatyard at Wroxham, where we were able to park our car and trailer. I can recommend them. We sailed on Wroxham, Barton and Hickling Broads (the latter was our favourite; no trees to blanket the wind.) We did not go to Breydon Water or Oulton, where, I believe, there is better sailing than on Hickling. I would suggest that, when you arrive at the Broads, you hire a couple of *RONDO* anchors and a *BROADS* anchor. The former are useful when tying up to a bank, and the latter essential if anchoring.

Launching sites, pubs, good areas for sailing, route map of the Broads, etc., are described in the booklet mentioned above. For short visits to the Broads, there is a small fee charged by the Broads Authority. Information regarding this can be supplied by Bunns or any other boatyard. *Lt. Col. H. O. R. Fowler, 3 Promenade, Castletown, Isle of Man.*

DINGHIES. We have found the Prout coracle (PVC covered) an ideal tender, and somewhat to our surprise it is still as good as new after three seasons. When under way, it folds up, and stows easily in the cabin, taking up one side of the gangway, and still allowing us to pass through to the forehatch. In harbour, we hoist it out of the water and put it on the afterdeck if we are going to take the ground. It takes two of us (combined weight about 21 stone) in most harbour conditions —the freeboard alarms onlookers more than us. It is easy to row or scull over the stern. We did try the outboard motor on her stern once, but she was not really controllable. *Felicity Redmond-Lyon, 436 Wells Road, Bristol 4.*

SHOCK CORDS. I have had ten different boats from Graduates, National 12, up to a 5-ton Hillyard sloop, and now own a Silhouette. I fitted all with a topping lift, and stretched a length of elastic shock cord along the boom, held in place with five or six "saddles" (as used to secure electric wiring). When the mainsail is lowered, it can be neatly secured by tucking the sail into the elastic loops. The same principle can be used on the cockpit and tent awnings: a short length of elastic cord is incorporated in the awning lacing, which enables the awning to be fitted quickly under the coaming clips. The lacing remains constant, whatever the weather conditions. *W. P. Lloyd-Jones, 40 Sydenham Villas Road, Cheltenham.*

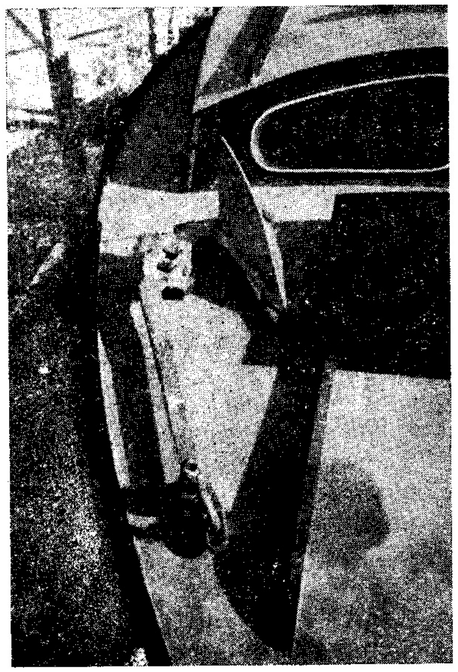
COMPASSES. What has been found to be the most suitable compass for a Silhouette, and where is the most convenient location? *B. S. Freeman, Athgoe, Shankill, Co. Dublin.*

ANCHORS AND LOCKERS. I use the Danforth type of anchor, together with four fm. of chain and 100 ft. of Terylene warp. The main anchor I keep chocked on deck, and the kedge in the side locker. I find it a great help to cut a large rectangular piece out of the locker top, and to hinge this to the main locker top, which then has additional bearers screwed to its underside, to form a rebate and to strengthen the top. This remains a free unit as originally; it can be lifted and slid out when necessary, but the hinged opening allows quick access when on the move, I should like also to add a word of praise for the Russell Marine pulpit, which I fitted last year. This gives a much greater sense of security to the crew when working forward. *B. M. Beeden, Toll Bar House, Firsby Lane, Conisbrough, Nr. Doncaster.*

BRITISH BLUET. In answer to Mr Smith's query about stoves, the British Bluet Boiler is manufactured by Sherwoods Ltd., 44/50 Granville Street, Birmingham. We have the 6 wick model which has a 7 ins. diameter brass oil container, is 9 ins. high and costs 52s. 6d. The 10 wick model is 8 ins. in diameter. I believe that Sherwoods also make a

steel Kukum oven, to stand on top. We use the fiddle we bought for the Primus stove, but from the photograph, it looks as though the seperate frame for the oven might act as a fiddle, gimballs would be ideal, of course. The Bluet burns parafin, and is very simple to use. The six candle-like wicks are raised and lighted, and the top canopy is replaced. It takes about 20 minutes to boil a kettle. *Anne Fowler.*

STOWING AN ANCHOR. — Here is an illustration of a convenient deck stowage for a 15 lb. CQR. When conditions may warrant quick action, I keep mine stowed in this way, ready shackled to 12 fathom of chain led up through a chain pipe. Three teak or oak chocks are required, shaped to receive the shank-end, the hinge, the point and one "wing" of the anchor, and are bedded to Seelastick and bolted through the deck. Stabilisation is provided by a short length of shockcord led from a deck-mounted ring bolt over the hinge, and back to the bolt, where it is secured by a quick release "Bodic" plastic clip. When the anchor is stowed below the chocks are unobstrusive. B. S. Freeman, Athgoe, Shankill, Co. Dublin.



Draco on the Thames

by June and Douglas Wilkie

June and Douglas Wilkie won The Silhouette Owner Trophy for their splendid summer cruise to France and back in Draco. Having some holiday left, they then took Draco inland to Oxford. Here is a brief account of their inland voyage.

FOR the second part of our holiday we had our little boy, Andrew, with us. He was just less than three, and far more interested in trains and animals than in winds and waves, so we decided to go inland. We left St. Katherine's Dock with mast down, and locked into the Grand Union Canal at Regent's Canal Dock. For the next twelve days we kept the boat at Little Venice while we went back to work, and in the evening took friends on excursions through Regent's Park.

We had nine more days of holiday, and we planned to go up the Grand Union to Napton Junction, then down the Oxford Canal to the

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Thames and so back out to sea. We thought it would be terribly lazy-going after the waves and the tides; but we had not reckoned on the locks, 127 of them in the 155 miles to Oxford. These you have to work yourself, so it turned out to be quite strenuous after all. The canals still preserve much of their early XIX Century atmosphere, both in town and country, an atmosphere full of charm.

By the time we reached Oxford our holiday was at an end and we left the boat there, bringing it down the Thames weekend by weekend. This part of the journey is most beautiful and impressive, as you follow the river through all its changes from above Oxford down to the open sea; in the upper reaches through sylvan country and past fabulous gardens; in the lower through the complementary landscape of City and endless docks.

We left Kingston in the early afternoon on Friday, August 31, and motored down river. Just before it got dark and the tide turned against us, we tied up in Gallions Reach (just beyond Woolwich) to a raft of coal barges moored in the stream. We put up the mast and snatched a few hours sleep, interrupted by the crashing together of the steel barges as they turned—twice on the one flood, to our great surprise.

We were up early next morning for a start at 03.35, in the dark. The Thames here is as well lit as Piccadilly, so there was no difficulty. Not a breath of wind, and few ships moving. We motored along, and by 0900, though a slight breeze had come up, it was dead foul. By 1100 the tide was running strongly against us, so we anchored near the Blacktail Spit buoy to rest, and wait for enough water to feel our way over Foulness sand. At 1215 we reckoned that we had enough depth, so we set off northwards under sail with the wind now E.N.E. Force 3. At 1430 we passed the tower on Foulness, festooned with fishermen who had no visible means of access or escape. by 1505 we were on through the Ray Sand channel, with the wind now fair, S.E. Force 2. It was a lovely sunny afternoon, with the boat rocking like a cradle and putting us both to sleep. We made across the mouth of the Blackwater to anchor in the shelter of the Nass at 1815.

Sea Communications

by Eddie Coxell

ALTHOUGH my Silhouette is still on the stocks and will not be completed next Spring, I have on several occosions enjoyed short cruises as guest on boats owned by fellow members in my group. I have noticed that before setting off it is usual for all skippers concerned to hold a pow-wow regarding such matters as the course the cruise will follow, rendezvous, action in the case of indifferent weather etc. etc., a proceedure with which I heartily agree; but what alarms me is that emergency action is rerely mentioned.

For many reasons, you always find that once the cruise is underway, the boats seem to get well dispersed. Some forge ahead, whereas those more intent on preparing their next five-course meal for the stove, or breaking the Customs seal on their bonded beer, lag behind. How often have you heard said, "What's happened to Jack?" or "Why is Len turning around?" Only on the odd occasion do you find anybody willing to turn about to see if all is well with the boat in question and so the cruise continues with an element of doubt. In fact a whole cruise can be spoilt if a boat fails to rendezvous as planned.

"What happened to you?" are the first words when you meet again back at the Club, and usually everybody has a good laugh when the reasons are heard. But it *could* have been serious, even on a fine day; man overboard, holed by half-submerged flotsam, a broken limb, or burns are just a few of the accidents that *could* happen to anybody, and additional help is often needed. This doubt of whether aid is needed could, I feel, be overcome by devising a simple code, other than firing distress rockets (which normally bring out professional aid) between the cruising boats concerned. To carry a full set of International Code Flags and manual in a boat like the Silhouette is difficult, but a knowledge of the Morse Code and a cheaply priced flashlamp with press-button contact is within the range of everyone. Admitted on bright sunny days this method would be useless, but it would be easy make an arrangement whereby, say, flying a coloured towel from the masthead would signify that the boat concerned wanted help. Other simple signs could also be agreed on.

Going back to Morse, I understand that this subject is being included in the syllabus of Navigation Classes held at Evening Classes in most ports. But from what I hear of one local class, the students are just told to learn it! Now to confront yourself with the Morse Code Alphabet is enough to put you off completely, like the keys of a typewriter, and an immediate reaction is that it is beyond your ability. During the last war, I had to learn Morse in a week, and I feel sure the following system which I was shown will greatly assist all those amateur yachtsmen wishing to acquire the knowledge.

In the first place, do not attempt to learn the alphabet "parrot-fashion" as you were taught the ABC at school. If you study the

letters for a few moments you will soon see most of them have an opposite; take, for instance, the symbol for A (.-) you will see that the opposite (-.) represents N. With the exception of four letters—C,H,V and Z all the other letters of the alphabet have opposites, thus :—

A	.-	**N**	-.
B	-...	**J**	.---
D	-..	**W**	.--
E	.	**T**	-
F	..-.	**Q**	--.-
G	--.	**U**	..-
I	..	**M**	--
K	-.-	**R**	.-.
L	.-..	**Y**	-.--
O	---	**S**	...
P	.--.	**X**	-..-

Thus leaving :—

C	-.-.
H	....
V	...-
Z	--..

Numerals likewise are comprised of opposites with each figure from 0 to 9; five characteristics being used so as to avoid confusion with the letters, as follows :—

1	.----	6	-....
2	..---	7	--...
3	...--	8	---..
4	....-	9	----.
5	.....	0	-----

Whilst learning the letters, practice writing small words consisting of all dots or all dashes or a combination of both, such as SHE (. . . ..), HE (.... .), HOME (.... --- -- .), the distress call SOS is a good one to remember (... --- ...).

Proceedure is also very important and should be introduced into your practice from the onset. The following are a few examples :

Calling a vessel (a series of A's) .- .- .- .-

continue until answered by

Answering sign (a series of T's) - - - - - - - -

On completion of each word the receiver should answer with a T (-): if T is not received, then the sender should keep repeating the word until acknowledgement is received.

In Peter Heaton's book *Cruising* and most other yachting literature you will find this simple procedure explained, so I will not take up further space here.

Some readers who have been Boy Scouts in their youth may think that semaphore would be easier, but I would hate to see myself standing on the foredeck of a small cruiser, even in a slight swell,

trying to perform the two-arm movement required; in any case this method of communication is useless at night.

I think most amateur yachtsmen will agree that they should be familiar with the Morse Code, bearing in mind that a good many Harbours around our coast have a control system for entering and leaving by Morse Signals and it is nice to know if permission has been granted to your movements. If I had my way, I would like to see all coastal buoyage system changed from the present method of time and dot numbers to a two-letter Morse arrangement. I feel sure I am not alone when I admit that I have great difficulty trying to combine the counting of flashes with the timing of intervals, and then finding them on the chart! Those reading this who were flying during the war will remember the simplicity of reading at night the many RAF beacons flashing in the style I have mentioned; they could be read instantly without any doubt.

* * *

Mr. Coxell makes some excellent points, and I hope that all Silhouette sailors will ponder them. But don't write off flags! A wallet of signal flags takes up little room, and the simple one and two-letter signals in the International Code cover many needs; they are to be found in any good yachting diary (or Reeds); they can be written down on one sheet of paper and put in a plastic case to keep handy. Each boat in a cruising fleet should be given a Morse letter with which to identify herself at night. Any torch is better than nothing, but the bigger the better—the EverReady "Lantern" with a 6 volt battery, is a useful type. And don't forget spare batteries and spare bulbs—they are essential stores.—Editor.

FOR WOMEN

Achievement
By Anne Fowler

"AND where" I asked "am I going to put my clothes?" It was the beginning of a three year's battle. "You only want a spare pair of slacks, and a change of clothing. It will all go quite easily in a kitbag," said the Skipper.

"We are going to live on board for two or three months," I said. "You know that I'm the wrong shape for trousers. I shall have to have other clothes when we go ashore.

The Skipper made a great concession; I was allowed to take three kitbags. This happened three years ago when we first bought *Sou*. I eyed the kitbags with disfavour from the moment we brought them, and my suspicions were fully justified. Unfailingly, the garment I wanted was always in the third kitbag I opened. and at the bottom of that. All the bags were the same colour, so that I could never

remember what was in which, and everything I stowed away sprang into involved wrinkles. I was dishevelled, upset and irritable. As only I could wriggle down the quarterberth, I bundled down all the luggage each morning, and extracted it at night, so that I could sleep there. It was splendid exercise but took a fearful lot of time.

During our first week of ownership, when the Skipper was having his lessons at the Bosham Sea School, we got up at seven. As I had not yet learnt to dress on my knees, I sprawled over the bunk, and dressing proved exhausting. I maintained strict rules of cleanliness, and bathed in two inches of hot watter in a bucket, the Skipper, barricaded in the cockpit, deplored my scrupulousness. I remembered an amusing and lengthy correspondence in one of the yachting magazines when feminine crews revealed their shocked reactions to the universal male habit of reverting to their youthful days, and merely dabbing water on their faces when on board. The Skipper, I wrongly thought at the time, had highminded notions of cleanliness. I bathed, I packed, I stowed away.

"I can't think what on earth you *do* down there," grumbled the Skipper. By the time we had finished breakfast and washed up, it was ten o'clock, and the Skipper's lesson was due to start at nine. Although the Skipper had relaxed certain rules, he maintained his soldier's horror of being late, and we usually rowed ashore in icy, brooding silence. Only the thrill of learning to sail succeeded in dispelling his gloom.

Gradually we became organised. Whereas the Skipper instinctively and swiftly chooses the correct course, I learn painfully by making mistakes. After a month of tussling with kitbags, I bought a suitcase which could be tucked down the quarterberth and, although heavy to extricate, at least it gave me a quick view of my possessions, and restored our habitually happy relationship.

The following year, I insisted that I must have a hanging locker, and another large locker. I achieved the latter, a handsome locker stretching back from the forward bulkhead above the starboard berth. We have the three berth boat, and to me it seemed possible that a hanging locker could be fitted where the forward port locker is. In the way that husbands have, the Skipper decried the idea. The carpenter supported him. It was apparently too difficult, too obtruding, too uselessly feminine a notion. Regretfully I abandoned it. Our second year's crusing in the Solent was made easier for me because of the extra locker. There was somewhere when I could push things out of sight, but I still longed for the hanging locker. My tentative suggestion this year was turned down heartily by one carpenter, but, doggedly persevering, I have just found a shipwright who seems delighted with my plan. Only part of the forward port locker will be used, leaving a useful locker beyond and adequate room for working through the forehatch.

I consider this a major triumph; the Skipper awaits the finished article with pessimistic, but resigned, forbearance.

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