

The Silhouette Owner

*The journal of the
Silhouette Owners' International Association*

Number 30

May, 1963.

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

MEMBERS will notice a small change in the name of our association this month: "*International Silhouette Owners' Association*" has become "*Silhouette Owners' International Association*". This has been done at the request of the Royal Yachting Association, and we are glad to comply. The RYA pointed out that "*International Silhouette*" in the former title might suggest to those who were unfamiliar with either our boats or our association that the Silhouette was an "International" class like the "International Fourteen". Of course it is not; in adopting the word "International" at our last AGM, the sole intention was to describe the international nature of our association, which now has members all over the world. We do agree, however, that the original title might lead to some confusion, and that "*Silhouette Owners' International Association*" is really a better description of ourselves, and of our purpose. The change will be reported formally to our next AGM for approval. We should like to put on record our appreciation of the kindly and helpful way in which Mr Francis Osborne, M.B.E., the secretary of the RYA, has advised us in this matter, and of the complete understanding of our position that the RYA has shown. For ordinary purposes we need a shorter version of our name—what about "*The Silhouette International?*" It is short, it is descriptive, and having no political purpose, perhaps it may help to restore the word "*international*" to its true meaning of unity and amity among men and women of all nations. Perhaps as yachtsmen we may succeed in making a small but real advance towards a friendlier and a happier world.

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Friends at Plymouth

REG GARROD, our Hon. Secretary, makes clear on another page that Associate Members of the SOIA will be as welcome to take part in all the festivities of Plymouth Week (August 18-24) as any other members. Obviously a boat that is not a Silhouette cannot enter for Silhouette class racing, but such racing will be only a part of the many activities at Plymouth: there will be cruises, dances, parties, barbecue, and a host of events in which everybody can share—this is the spirit of our association. So we hope that Associate Members will join in at Plymouth, with or without boats—it will be a jolly good week's holiday. The entrance fee for Silhouettes (which of course, includes racing fees) is £3 3s. per boat. For Associate Members the entrance fee will be £2 2s., which will include all facilities at Plymouth during the week, and admission to all parties, dances, etc. So will Associate Members who may be able to come to Plymouth please send £2 2s. to Peter Harvey, Hon. Sailing Secretary, Royal Plymouth Corinthian Yacht Club, Maderia Road, Plymouth, as soon as they can make firm plans?

Entries for Plymouth Week are coming in very well, and it is now certain that there will be an impressive fleet of boats in Plymouth Sound for "The Week". It will be a great help to the organisers at Plymouth if people who hope to come will let Peter Harvey know *as soon as possible*: even if you can give only provisional notice because summer plans may have to be changed, please drop a line to Peter Harvey. There are all sorts of arrangements to be made—moorings, catering, and all the rest—and a good preliminary estimate of the numbers to be catered for will be essential to the success of "The Week".

Clubs and Silhouettes

MANY newcomers to the association ask for advice on where to keep their boats, and whether there are any yacht clubs near them which have adopted Silhouettes, or which may have other Silhouette owners among their members. It will be a great help if members with knowledge of Clubs with an interest in Silhouettes would drop a line to the *Journal*, so that an up-to-date list can be prepared.

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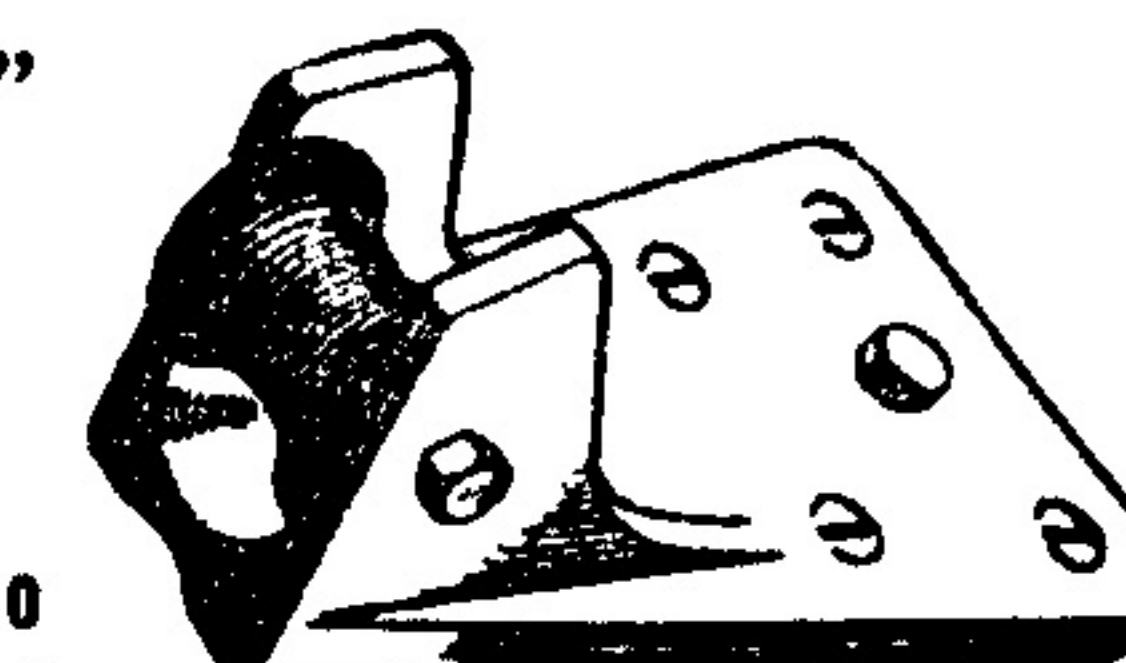
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Secretary's Notes

HARDLY have I got used to writing 1963, on top of my correspondence than here we are entering the fifth month of the year. The few months that one is able to sail in this country seem to fly, while the cold wintry scene with the boat cocooned in tarpaulin in the back garden, seems to drag interminably. But we haven't done too badly so far, all those industrious folk who were afloat for the Easter holidays, enjoyed themselves, while the more laggardly had a chance to catch up with the painting and varnishing.

* * *

My appeal for back numbers of the *Journal* has met with quite a success, although this does not mean that we will not be more than pleased to have any more. However, it will be quite impossible to satisfy every new member with a complete set of back copies, so we have sorted out as many sets as possible, and suggest that anyone who would like to see the earlier editions should drop me a line, and we will arrange to *lend* a set for about a fortnight. This way we should be able to let everyone interested have a turn, but I must hasten to add that we are still short of one or two numbers, so that the sets will not be one hundred per cent complete. (That is, unless we have a few more older members sending their spare copies).

* * *

We have been well and truly called over the coals, and I must admit that an omission has been made, which I would like to rectify here and now. Active arrangements are being made for "Plymouth Week" (I am sure that you have already sent in your entry form), but

it has been pointed out that no mention has been made about catering for Associate Members. Should you come to Plymouth by train, car, coach or bicycle sail in a Silhouette, Caprice or Dragon, you will be welcome, and there will be plenty of activities that you will be able to join in.

* * *

Now that we all have a copy of the newly printed list of members, I hope that you have not spotted too many mistakes. I have had a couple of letters pointing out errors and omissions, but unless it is that members don't think it important enough to comment on, I should think that, generally, we are pretty well up to date and correct. Did you notice how the list has grown from last year? It is really heartening to see the numbers increase, even if it does entail a bit more work. Yes, it is quite a list, which brings me to a request; when and if you do write, can I make a plea that you print your name after the signature? I had a letter from a member, whose signature was quite unreadable—even with a magnifying glass, neither my wife nor I could even make out what the first letter was! We had to wade all the way through the list until we found the right address; so, *please*, a printed name on the bottom of the letter helps a lot.

* * *

Only two designs have been put forward as suggestions for the proposed car badge. The committee has made its decision, and we are now negotiating with the manufacturers for a supply at a reasonable figure. As soon as these are available, a notice will appear in this *Journal*.

R.A.G.

News from the North-West

HERBERT FIRTH and George Smith were the first to launch their boats on Saturday, March 30. They went in at Gallows Point, with other members of the NW Group assisting at the launchings. Next morning they sailed in company to take up their new moorings near the Gazelle, with Don McKnight crewing for George Smith, who is new to the Straits.

Easter weekend saw Reg Pegg, Ian Hyde-Smith, and new members Neville and Richard Hopkins launching their boats at the Menai Bridge slipway. Ian Holyman had an unhappy mishap while launching, and broke his mast.

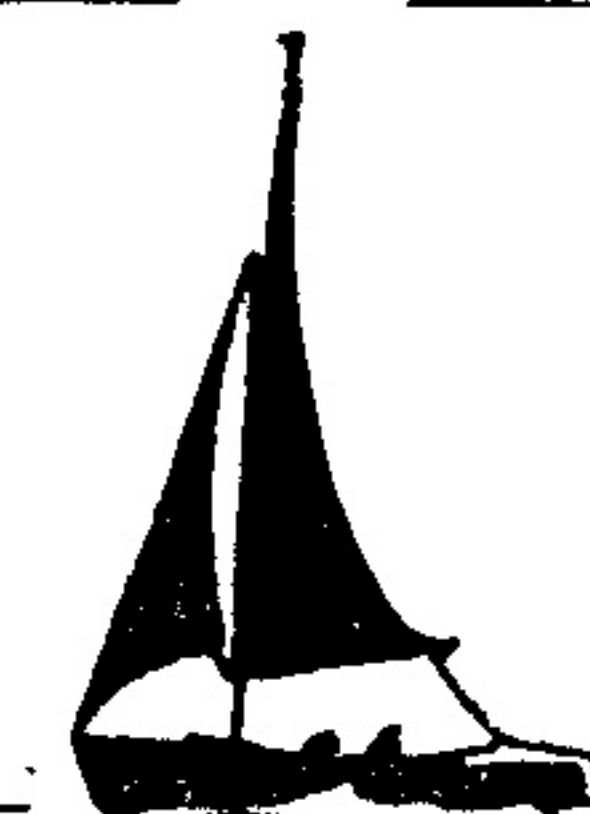
The group was delighted to welcome two old friends (and founder members) in Joe and Mrs Wallace, who motored from Penrith (through snow) for the Easter gathering in the Straits. An excellent and exciting sail was had by *Dolphin* (488) sailed by Herbert Firth and Dicky Roper, and Ian Hyde-Smith's *Slipper* (643), sailed by Ian and Joe

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Wallace. The wind was Force 6; both boats were well reefed, and sailed beautifully.

There was a first-class turnout of 42 members and friends for the group's Fitting Out Party at the Royal Anglesey YC. Everybody was delighted to meet new members Frank Lingard and Frank Kerridge at the party, together with friends from the NW Venturers YC. Everything went with a swing, and people voted it one of the best parties that the group has ever had. Particular thanks are due to the committee of the RAYC for allowing the use of the club premises, and to the Steward, Mr Miller, and his wife, and the staff for their great help.

A gale on Easter Day postponed the race for the Firth Trophy, and this will have to be held later.

The NW Group is fortunate regarding moorings this season, as Emlyn Oliver has already laid nine for members, and Norman Williams eight. Members requiring moorings for this season should notify the Group Secretary, Derek Williams, at Ael-Eilian, Llaneilian, Amlwch, Anglesey, without delay. It is hoped that the group's launch will have its own mooring this season, and that it may be possible to recruit the help of a regular boatman to look after it.

Solent activities

TO make it easier to organise local activities, the Solent Group has been divided into Fleets. John Caulder, Hon Sec. of the Solent Group, writes:

The following Group Officers have been elected:

Chairman: Commander R. S. Brookes.

Treasurer: Mr G. Armstrong.

Secretary: Mr J. R. Caulder.

The following Officers will represent and organise their Fleets:

Poole: P. Rothwell, "Red Gables", Canford Cliffs Road, Canford Cliffs, Poole.

West Solent: H. Sheen, 11 Binnie Road, Parkstone, Poole.

Southampton Water: G. Armstrong, 10 Denbigh Gardens, Basset, Southampton.

Chichester: G. R. Oliver, 52 Middle Road, Higher Denham, Bucks.

Christchurch: J. McCaffrey, 66 Mayfield Road, Thornton Heath, Surrey.

Any member interested in Fleet activities is asked to contact the local Officer.

West Solent

THE West Solent Fleet opens its season on May 4, with a rally at the Folly Inn on the Medina River. High tide is 21.30 hrs., and there will be a favourable tide down the Solent from early afternoon. People who sail from Keyhaven can leave about 15.00 and should arrive at the Folly Inn about 18.00. There is ample room for anchoring, particularly just upstream from the inn and well inshore, where it is shallow and reasonably firm and flat. It will dry out in the early hours, enabling people to walk ashore in the morning. Camping is allowed on spare ground at the back of the Folly, and flush toilets and washing facilities are available at the inn.

At Whitsun (June 1) the combined Solent Groups are holding their annual rally at Wootton Creek, IOW. It is hoped to get a good fleet this year, as there is to be the race for the Oliver Trophy on Sunday morning. Fishbourne and Wootton Creek are delightful places—to be in Fishbourne on a summer's morning is about the nicest thing that could happen to anyone. Again, there will be a favourable tide down the Solent in the afternoon.

The Harbour Master is always helpful at Fishbourne and may be able to provide moorings. Otherwise, one can potter up to the end of the creek where there is a good anchorage. You need a dinghy at Fishbourne. Further news of any of these events may be had by ringing Parkstone 3170 between 7—8-30 a.m. on Saturday mornings or weekday evenings.—*Dick Sheen.*

In the South-West

C. A. GULLIFORD, Hon. Secretary of the South-West Group writes:

Our energetic committee member for the Torbay area, C. J. Guscott, tells me that the following Sunday cruises are being arranged in those waters:

1st Sunday in the month. Sail to Dartmouth. RV Brixham Breakwater.

2nd Sunday in the month. Sail to Teignmouth. RV Thatcher Rock.

3rd Sunday in the month. Sail to Elbury Cove.

All Silhouette owners on holiday with their boats in Torbay are cordially invited to join these cruises.

It was agreed at our last committee meeting that the committee would continue to meet on the first Thursday of each month throughout the summer, and that there should be a general get-together of members every Thursday from May to September in order to put in our entries for our Saturday races, and to make final plans for any weekend cruises that are being planned.

The committee is particularly anxious to get something moving

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in Cornwall—our group comprises the whole of Devon and Cornwall. Anyone in Falmouth, Fowey, or other yachting centre, who would be interested in getting Silhouettes in his part organised, can be assured of all possible help from us.

Needless to say, any Silhouette owner who finds himself in Plymouth during the summer will be heartily welcomed at our Thursday evening meetings, and in our sailing activities. We meet at 8-0 p.m. in the Royal Plymouth Corinthian YC, Madeira Road, Plymouth.

Sharing Experience

TRAILER AND BOAT.. Having had easy launchings and recoveries of my Silhouette and also difficult ones (when at 5 a.m. I waded about, up to my waist in cold water) I decided that it was time to sort out the job properly! The simple, effective and not at all costly system may be of general interest, as it has been proved and not found wanting.

The trailer is a Bramber, which means that I need at least 20ins. of water below my bilge keel when launching or slipping. My choice of trailer was due to most launchings taking place in soft muddy areas, and the larger wheels and tyres (size 6-40-13) are an absolute asset here; I have tried the smaller in our Oldbury mud, and become truly bogged. I mention this, as the drill to be quoted can be applied to any trailer, and the lower the frame the easier life is (mud and soft ground apart).

In the leading edge of each bilge keel, I have a hole approximately midway up the plate. This I use with a rigging screw and shackles in the leading edge of the bilge keels, and brought through a couple of cheap galvanised blocks shackled to the hole in the trailer angle that takes the other end of the rigging screw. These are then brought up like reins to the hitch end of the trailer; the boat is pushed out

THE SILHOUETTE OWNERS' INTERNATIONAL ASSOCIATION

President

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

Honorary Flag Officers

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

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.

(always with a good painter) and the trailer fed in to meet her. Two side plates of 1/16in. sheet steel screwed to the angle frames guide the keels, and life is easy! All you need is a stop to get just the right spot on the trailer. You will doubtless appreciate my point when I say that when my trailer is immersed, the water is so muddy that you just cannot tell where you put it! At the end of last season, out came my Silhouette easily, my only help being a neighbour who knows nothing of these jobs, my only gear a pair of thigh boots—apart from that already mentioned. It is a great asset, however, to have a 100ft. length of rope and a couple of 3in. double-sheave galvanised blocks. This makes a handy handy-billy when launching etc. It was of great assistance with my car during the Artic winter.—*Cyril Watts, 51 Vassall Road, Fishponds, Bristol.*

LIGHT IN THE FO'C'SLE. When building my boat, I fitted 1/2in. Perspex to both fore and after hatches instead of ply. A cross-member should be fitted fore and aft down the centre of the hatch to strengthen it, and the Perspex screwed down with a sealing compound. The Perspex greatly increases the amount of light in an otherwise dim fo'c'sle. Before fitting it, I approached Robert Tucker,

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

who approved the idea, but thought that the Perspex would get badly scratched. In practice, I find that people just don't tread on it—treating it rather like a glass skylight. (It often gets sat on, though).—*Rex H. Mendham, Pilgrims, Compton Down, Winchester.*

COOKING. When we bought our Silhouette from Hurley's eighteen months ago we ordered the two ring Calor gas stove secured to a small wooden stand. Experience showed that this stand did not fit well between the bunks for cooking, and was a heavy, rather cumbersome, contraption for stowing in the fo'castle. The stove was therefore, removed from its stand and secured to a solid piece of wood 19ins. by 10½ins.

A large, 1/2in ply shelf was cut to shape, to fit across the cabin, supported a few inches above the bunks by battens on the fo'castle partition, and on the ship's sides. When in use, the cooker rests on this shelf, leaving plenty of room for other cooking equipment. At this shelf level, the opening in the fo'castle partition was widened, so that the cooker could be pushed forrard on to the two battens which run like a horizontal 'A' from the partition to the bows. When not in use, the cooker rests on these battens, secured by two bolts slipped through holes in its wooden base.

For early morning tea, washing water etc., a simple Gas cooker

(Cylinder 901) is used in the cockpit, and stored when not in use in one of the lockers. Incidentally a Lunogaz light, with a second 901 cylinder, gives excellent light (and heat) for the cabin.

On two holidays last sailing season we found these cooking arrangements ideal—*Mark Lesten. Eastbourne.*

POLYTHENE CONTAINERS. The uses to which the polythene containers of many domestic products (for example, detergents) can be put are legion. They can be used as bouyancy for a life-ring, or float, to throw to a man overboard; they can be fillers for bouyancy chambers at bow and stern, or in the dinghy; partly filled with water, they make useful fendoffs. Cut up, they can make cups, rings, funnels and bailers.—*W. J. Reynolds, 182, Corbets Tey Road, Upminster, Essex.*

FORESTAY JIB HANKS. The metal ones have a habit of undoing themselves when the sail is down; the nylon type have a tendency to jamb. How about little snap shackles?—*Monty Smith, Lughurst, Wisboro' Green, Billingshurst, Sussex.*

ENGINES. The choice is not as wide as the technical press would have us believe. No one should under-estimate our old friend the Seagull. To many it may be a trifle stark but most of the alternatives, although beautifully smooth running, are very bulky and heavy, and take up the whole cockpit floor when not on the transom.—*Monty Smith, Lughurst, Wisboro' Green, Billingshurst, Sussex.*

Good manners with flags

THE proper ensign to be worn by Silhouettes is the Red Ensign. One measuring one yard long is about the right size, and an ensign staff of 3 feet long mounts well on the stern deck. In view of the strains which may be imposed on it, the ensign socket ought to be bolted through the deck, and a pad piece be fitted underneath. Wood screws will eventually get strained and pull out, with consequent damage to the decking. If an ensign shaft has been reduced at the base to fit into a socket (1 in. diam. staff and $\frac{3}{4}$ in. socket results in the staff and socket having the same *outside* size), then it is worth considering a 6 in. or 7 in. nail or steel rod in a drilled hole up the base of the staff. A "truck" (sometimes called "button" or "cap") should be fitted to the top of the staff.

Any British subject may wear the undefaced (no badges on it) Red Ensign, and it is the correct flag afloat. One does not have to get permission or pay anybody anything, apart from buying an ensign.

Burgees. These are special flags indicating membership of particular clubs of association. They are usually triangular in shape, and the design and colouring are decided by the club. A club's Flag Officers, (Commodore, Vice Commodore and Rear Commodore), have the same design and colouring, but the shape is swallow-tailed, like

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Flag B of the International Code. The three Flag Ranks are distinguished by the addition of balls or discs to the swallow-tailed burgees, two on the Rear's, one on the Vice's and none on the full Commodore's. They are usually white on dark colours, but suitable contrasting colours can be used. According to the design, they may be side by side in the top corner, or (especially with a vertical cross design) may be in the upper and lower "cantons" (corners) next to the mast. Occasionally clubs with widespread sections use a triangular burgee with balls in it for local officials when a Flag Officer would not be appropriate.

Wearing Burgees. Wearing of club flags depends on circumstances. An owner who belongs to only one organisation (other than R.Y.A.) should wear the burgee at the masthead whenever he is on board, or in the vicinity. Those belonging to two or more clubs should consider the activities they happen to be engaged on at the time.

When sailing in the home waters of a club, and under its auspices, (for example races or cruises), it is correct to wear that club's burgee at the mast-head, which is the position of precedence. If it is desired at the same time to indicate membership of other yachting communities, then the burgees of others may be worn at the yards, spreaders, or crosstrees, the starboard side being classed as senior to the port. Thus a "Royal" Club's burgee ought to be worn to starboard, and a "non-Royal" to port if they are both worn together, and the circumstances merit some other burgee at the mast-head. A Flag Officer should wear his flag or special burgee at the masthead, unless he is sailing with a club to which he belongs wherein he is not a Flag Officer. In other words, if you have been elected Commodore of any one club, you should show it so that other clubs and members can accord you the courtesy appropriate, wherever you go. If, however, you are sailing as a private member of one club and wish to wear other burgees, then do not use your Flag Rank burgee at the yard, but use an ordinary triangular burgee at the "inferior" position. In other words, a Commodore's flag should be at the masthead, or else in the locker.

Care of Flags. All flags should be kept clean and repaired; better no bunting than a lot of frayed ends and black rags. Bunting will wash easily in soapy water. Hems are usually well sewn, but a stitch in time saves a new flag. All flags should be hauled down when you leave the vicinity (for example, after a week-end). While you are ashore around a port or harbour, the flags stay up, but they should come down when they cannot be seen. Loosely following the customs of the Royal Navy, it is usual to leave the burgee up all the time, and to wear the ensign only in the daytime. ("Loosely", because few folk wish to stick to a time for hoisting and lowering of colours.)

Included with "clean" and "repaired" comes the need to keep the halliards taught. A burgee on its "stick", hanging horizontally near the masthead, looks decidedly scruffy. It should fly proudly upright and free: if your swivel arrangements on the flagstick is all right, it usually will fly free.

Personal Flags. These are used by some owners of larger yachts. They are nearly always rectangular, belong, like a signature, to one person (and sometimes his wife) and are worn at the yardarm.

Racing Flags. These are rectangular, and worn at the masthead when actually racing. The design is of personal choice, though some association or team ones exist. They enable other vessels to know when a yacht is racing, and to accord the courtesy of not inconveniencing her. Racing flags should be hauled down and replaced by triangular burgees as soon as the race is finished.

Books. Club burgees, special ensigns and personal flags are published as a supplement to Lloyds Yacht List. (21s.). There are various books on Flag Etiquette on the market.

Single handed by J. J. Beales

HAVING sailed a Silhouette for two seasons without a regular crew I have made several trips single handed, and have had to give some thought to gear arrangement in order to make life a little easier.

When managing the boat single handed (and this may also apply to the family man, whose crew, though willing, may be otherwise occupied) a little thought given to gear arrangement will speed up operations when speed and ease of handling are essential. I have found the following ideas useful.

1. Use Eaglefield clips to attach sail to halliards and fore-deck fitting. The sails can be detached and put down the fore-hatch quickly and got out of the way when picking up moorings without fiddling with shackle pins.

2. Having tried most forms of jib sheet arrangement I have found the following method best:

Have about an inch diameter hole through each side coaming, level with the aft edge of the bridge deck, and about two inches above

the main deck. Have these holes fitted with nylon bushes, which are readily obtainable, to form a fairlead. Have a large cleat bolted to the centre of the bulkhead, just below the edge of the bridge deck, shaped so that it jams a couple of turns of the jib-sheet. All that is required when going about—whip off the lee sheet, go about, haul in the other sheet, whip a couple of turns on the cleat, and there you are. If a crew is handling the sheets, and you are sailing hard, feet can be braced against the lee side locker while the sheet is hauled taut. I am not claiming to have originated this, as I first found it used on Stan Morgan's *Midnight* at the Up River Yacht Club.

3. Picking up moorings can be a tricky business and cause moments of family friction. A useful idea is to have a three fathom warp with a large eyesplice at one end, and at the other a large, strong spring hook. Before reaching the mooring, have the warp slipped over the bitts and led aft outside everything to the cockpit. Come up to the mooring using the usual seamanlike method, clip on to the buoy handle from the cockpit, swing to the warp, get down the sails, and then haul the mooring aboard at leisure.

4. Have a fairly large loop made in the buoy rope just below the buoy so that when picking up the mooring the buoy can be picked up out of the water, the loop dropped over the bitts and left till sails are stowed before picking up the main chain.

5. Have a large loop formed in the mooring chain by shackling back a portion of the chain, and have the loop protected by a rubber tube (a length of car radiator hose is ideal). When mooring, put the protected loop over the bitts, plus a couple of hitches of buoy rope. It is much better than trying to tie clove hitches in a piece of rusty chain. All you have to do when casting off is place the loop on the bitts above the cross bar, just flip it off, and away.

6. Secure the free ends of the halliards by attaching small eyes to the base of the mast, putting the ends of the halliards through and securing with stopper knots. Then the sails can be whipped down smartly without the worry of having the ends of halliards disappearing up the mast, or blowing out to leeward.

7. In light airs and steady winds, tiller lines sometimes work quite well. Have a screw eye on each side of the tiller. To one side, attach a short length of strong shock cord to the side coaming, so that it forces the tiller over to that side. To the other side of the tiller attach a light line through a pipe cleat on the other coaming. By letting the line go slack, the tiller will be pulled over by the shock cord; or by taking in the line, hold the tiller the other way, and jammed in the pipe cleat.

8. A kedge anchor of about ten or twelve pounds attached to about twelve fathoms of hemp or nylon warp can be very useful when leaving a crowded anchorage with, perhaps, a tide running; because as soon as you break out the main anchor you are virtually adrift and out of control, and with ten fathoms of chain and a twenty pound anchor in both hands is hardly the time to start running around the deck fending off from other craft. I know there are clever types who scorn the use of the motor at any time, who can raise sail, break out

the hook, and by holding the main boom to one side with one hand, and backing the jib with the other, sail out backwards; but remember a Silhouette is light, with a fair amount of free-board, and can become wind rode, and in a restricted place may not always do what you expect. Getting out on a motor can be much neater. Throw the kedge out from the cockpit forward, and to one side, so that the boat will swing away from the warp. When the main anchor is lifted, make fast the end of the warp to the stern bollard, raise and stow the main anchor, walk aft, start the motor, light a cigarette while the motor warms up, and take a look around the anchorage which is always a pleasant way of wasting time. Haul in the kedge over the stern, put in the clutch, and quietly motor out to a spot where you can get sail on. It is much more dignified than performing circus tricks round a crowded anchorage while worried owners run round their decks fending you off.

Nyroca's first season

by Kathleen Ellingham

WE decided to call our Caprice, built during the winter of 1961, *Nyroca*, as the habits of this duck fitted our intensions admirably; it is, the book says, a bird "found mainly on inland waters but occasionally by the sea." We live in Nelson, Lancs., only a pleasant couple of hour's drive from Windermere, so this was the obvious choice for our weekend sailing. Our application to the Windermere U.D.C. for permission to put a mooring in the lake (fee £10p.a.) did not meet with success until Whitsuntide, 1962, but that did not deter us from embarking on our first week's cruise at Easter. Windermere is a public right of way.

Apart from odd days spent with relations on hired yachts, and much book-learning acquired during the winter months, we were complete novices to sailing. In the event, our initiation on our own vessel was completely unrehearsed. We launched her for the first time on a dazzling, crisp, April morning, on which the sight of snow-capped mountains reflected on the surface of the lake was breathtaking. After breakfast we rowed ashore, walked to Ambleside, and spent a leisurely couple of hours shopping. On our return, our relaxed holiday demeanour was shattered by the sight of *Nyroca* drifting gently down the lake, and already a good quarter of a mile from where we had left her. Immediately, all was bad language and thrashing oars. *Nyroca* retrieved, our solo sailing career began. But first, there were the sails to put on, a task never before attempted. The discovery that the shackles provided for this job were too large for the sail cringles put us to the ignominy of having to use little bits of string. Insecurely canvassed, we sailed gingerly for the shore then, while the skipper stood anchor watch, I trekked to the nearest chandlery for suitable shackles.

Windermere is an excellent place for learning to sail a cruising boat. The wind is variable, both in strength and direction, thus

affording plenty of practice in sail handling, without the additional salt water distractions of tides and navigation. Nor is sailing on an inland stretch of water necessarily tame; a stiff breeze soon whips up sizeable waves; oddly, it always comes as a shock to me that the spray from these does not taste salty.

Until August we were motorless, which was good for us. Having to sail at all times, regardless, of the weather and the unpredictable behaviour of people in rowing boats, put us on our metal, and the resulting success boosted our confidence. The effort involved in rowing the dinghy for towing the becalmed yacht made us strong and healthy, although we did not always appreciate this blessing at the time. Strangely, it was some time before we felt as comfortable approaching a pier under motor power as we felt under sail; we were glad of the outboard, however, as it increased the amount of sailing we could do. Windermere falls calm each evening and, without a motor, one is obliged to stop sailing while the wind still holds in order to be sure of making a good anchorage for the night. There was one memorable evening on which, having miscalculated, we were becalmed in mid-lake with an imminent supper date some miles away on shore. On this occasion we were put to the embarrassment of accepting the tow kindly offered by the passing police boat.

Nyroca's crew normally consists of my husband, myself and our cat. The cat took to sailing without difficulty. No sooner do the sheets start to fly than she retires below for a snooze, and, immediately the anchor is away, she is up on deck strutting to and fro for the benefit of admirers in passing boats. She has been boat-trained from the start, making use of a small bowl filled with gravel from the shore. On long stays she has an occasional romp on an island, or even on the "mainland" if there is no road nearby. Naturally, with a cat on board, tying up at piers is not really possible; we usually anchor, and then, with a gap left in the hatch slides, she can roam at will.

In spite of the dreadful weather this last season, we have spent, in all 45 days on board, and entertained 30 guests. Most of our visitors have been new to sailing, all have been favourably impressed, and some have been inspired to take up sailing themselves. Windermere is an ideal spot for a family holiday, even with such a small boat as ours. Perhaps the best arrangement is to put any excess crew in tents. (There is a camp site at Low Wray Farm, near the castle.) Making a rota, to keep the numbers on board down to reasonable proportions, it is then possible to have a combined sailing, walking, and general sight seeing holiday. For picnic meals we have had as many as six people on board but, for more elaborate meals with these numbers, we have usually gone ashore to a restaurant.

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FOR WOMEN

Learning to Navigate By Anne Fowler

"NOW," said the Skipper enthusiastically, as he spread the newly arrived charts in front of me, "I can show you how to navigate".

I stared at the vastness of the sea. On the atlas, the distance from Ramsgate to Calais seemed a mere hop; on the chart the immense blue expanse overawed me.

"It looks such a long way," I said.

I was still more horrified when I learned that you could not aim straight at your destination. "That's where the tidal stream tables on the Y charts are useful. They show the direction in degrees, and strength of the currents," remarked the Skipper.

I knew the moment I stared at the mass of degrees and knots that it would remain incomprehensible. "I can't think how one can tell from which direction the tidal stream is coming," I remarked.

The Skipper explained. The third time he explosively expounded, I nodded in bewildered agreement.

"But I prefer Reed's Almanac's little arrows," I said.

I dropped the subject for some days. The Skipper studied the journeys of other people with meticulous care; he worked with dividers and parallel ruler, drew lines on the chart, and labelled them with degrees. I was impressed but anxious; surely it seemed to take a long time to work out our course. It should have been consoling to watch the care he was taking, but it only made me aware of the intricacy of the proceedings. He found a January 1959 *Yachting Monthly* and studied an article on "First Time Across". I have the greatest respect for the Skipper's judgment, quickness and character. I had learnt through the years, however, that his mathematical ability is suspect. Tact, I felt sure, was necessary. Fear lent strength to my urge to master some understanding of the problem. I confiscated the magazine, and pored over it. I was impressed yet again with the intricacies of tides when crossing the Channel. It all looked so regrettably geometrical. One was urged to study line AD, AB and AC. There were too many ways in which one could make a mistake. Only one clear statement caught my eye. "You should leave Ramsgate at four hours after H.W. Dover."

I should have to leave the confusing compass setting to the Skipper. I could, at least, work out what time we should have to leave Ramsgate. I brooded for hours over Reed's Almanack, studying the revealing arrows of the tidal streams. I based all my conclusions on the wrong date, laboriously corrected it, forget to add on an hour for Summer Time and finally, triumphantly but with dismay, discovered that we should have to leave Ramsgate at 3-12 a.m. on June 21.

"It's impossible," I said in open rebellion. "We shall never be ready, and I can't face the thought of creeping past the Goodwin Sands

in the dark."

"Nonsense," said the Skipper. "Your figures are entirely wrong. I've worked it out by the tables on the 'Y' chart. We must leave at 4 hours before H.W. Dover."

We argued with increasing heat. The Skipper was certain that I must be wrong. My belief was shaken, but still clinging.

"We'll settle it," finally decreed the Skipper. "I'll work the whole thing out again."

It was the proudest moment in my life when some time later he murmured uneasily, "I believe you're right after all. I've been working 'Before' and 'After' H.W. the wrong way round."

"It's a ghastly hour to leave," I said hastily. We studied the article, and Reed's Almanack. "I see that we should leave Dover two hours before H.W." I said. "If we go on to Dover the next day, we can leave the following day at 9-38 a.m., and be in Calais by 3-30 at the latest."

"If you expect to cruise, you can't featherbed yourself and not sail because you don't want to get up early," said the Skipper. "However, we'll go on to Dover instead, but I'll expect a thumping good breakfast from you before we leave."

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