

The Silhouette Owner

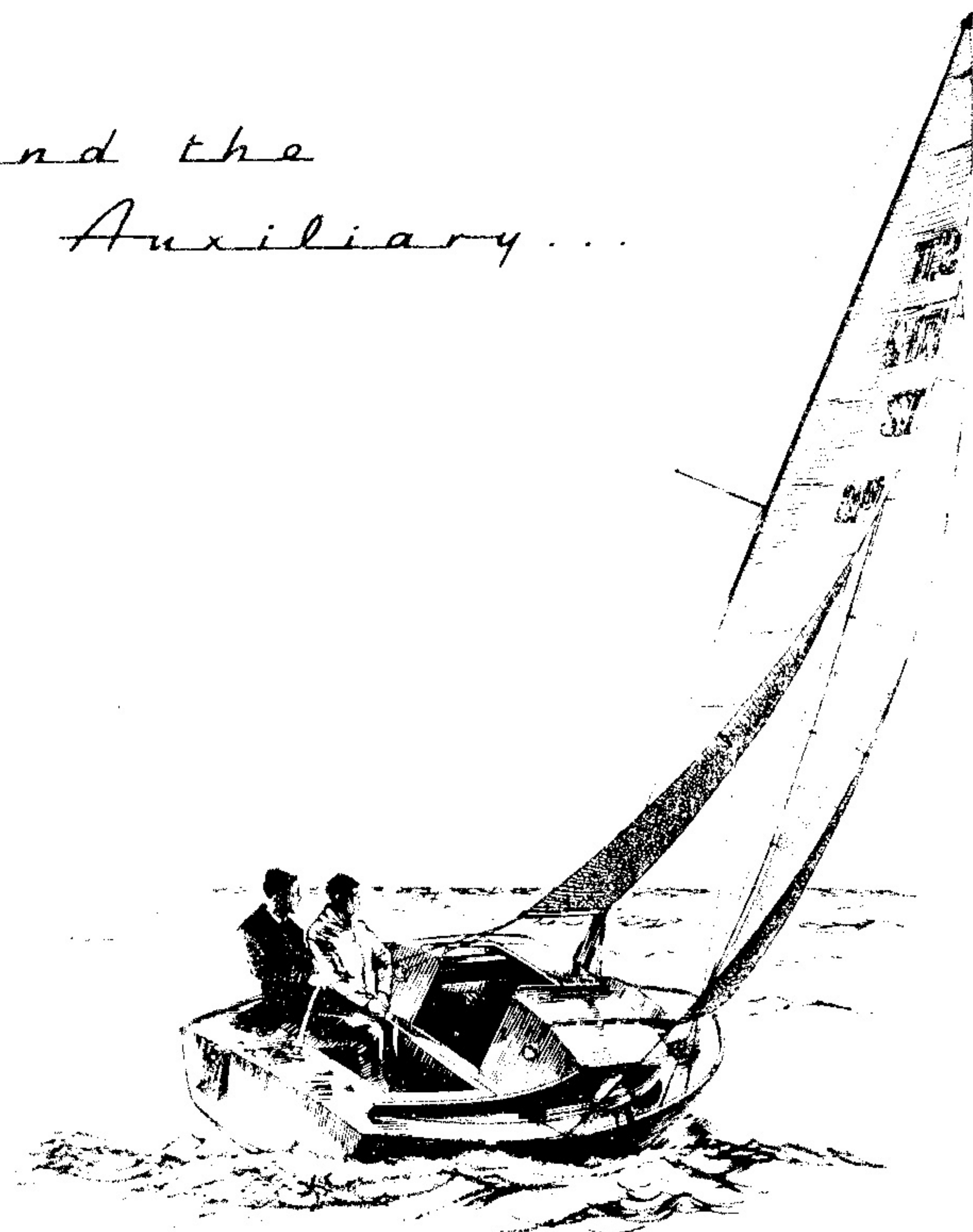
*The journal of the
Silhouette Owners' International Association*

Number 31

June, 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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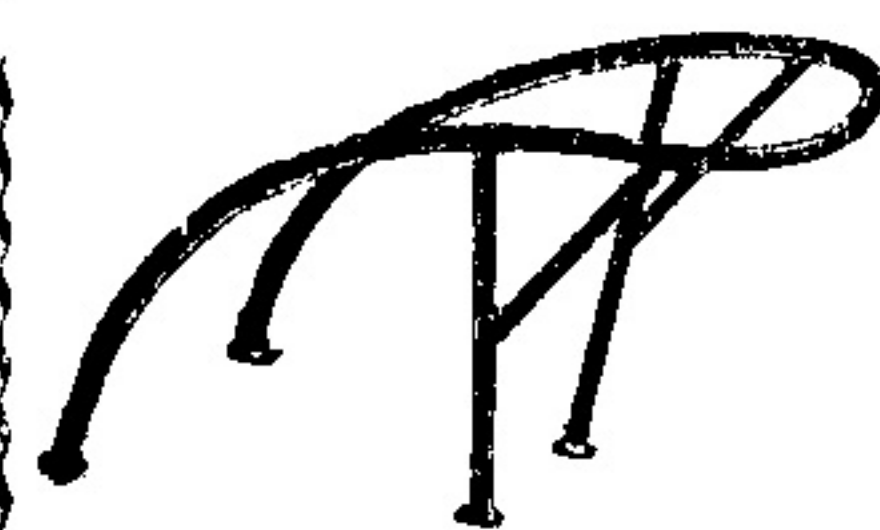
The Log Competitions

WHETHER this Summer lives up to our hopes or not, we hope for a record entry for our Log Competitions this year. The Association offers three international trophies. They are:

1. *The Suzanne Trophy* (presented by Robert Tucker) for the best log of a cruise by a member in a Silhouette anywhere in the world.
2. *The Silhouette Owner Trophy*, for the best log of a cruise by a member in a Silhouette in any waters, with a crew including a woman—she may be master, mate, navigator, deckhand or cook.
3. *The Open Cruising Trophy*, for the best log of a cruise by an associate member in a yacht of any type.

To be eligible, cruises must be made during 1963. Please do not hesitate to send in logs because you think that a voyage was not ambitious enough—the novice, provided that a cruise was well planned and carried out in a seamanlike fashion, stands just as much chance as the expert. Enterprise, wise handling of the vessel in relation to the conditions, sensible observance of the weather, seamanship, and the presentation of the log in a readable and attractive manner, all count in the judging, and none of these qualities is the monopoly of the expert. So have a go: send in your log to the Editor of the *Journal*, and even if you don't win a prize, you will have the satisfaction of knowing that readers of the *Journal* will enjoy reading of your cruise, and will certainly learn from your experience. The closing date for the sending in of entries is November 30, but *please*

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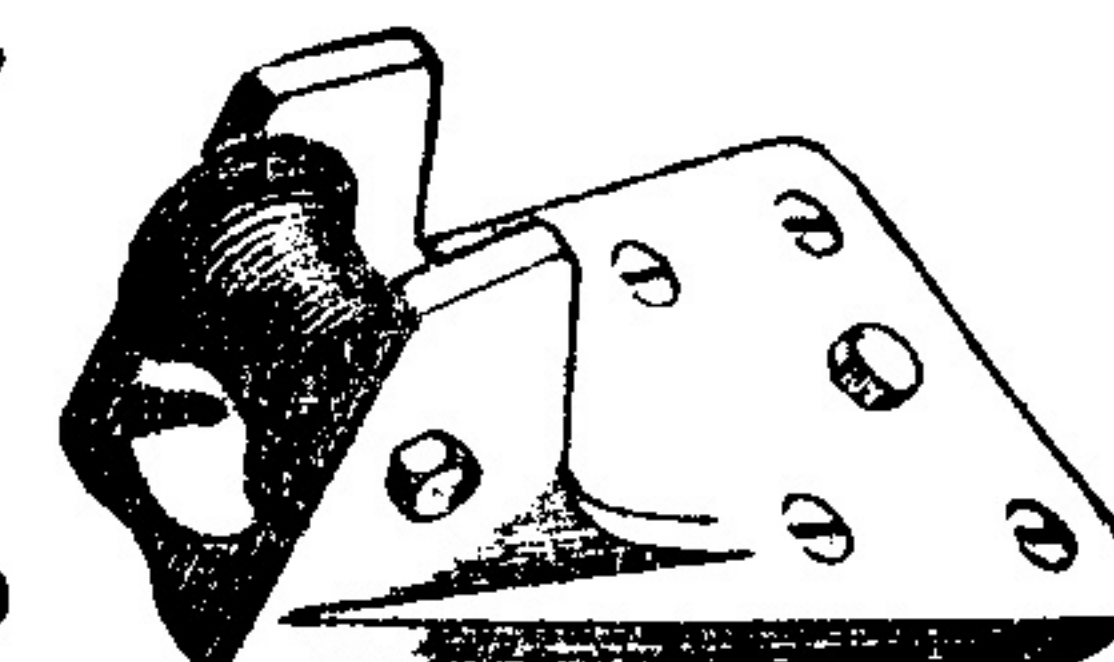
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don't leave it until November 29! It is a great help to everybody to have entries in good time—particularly to the *Journal*, which wants to publish them. So if you made a cruise at Easter, send in your log now. If you make more than one cruise, you may send in more than one log—all entries are welcome. The results will be announced in the *Journal* for January, 1964, and the trophies will be presented at the Association's next New Year party.

In addition to the international trophies, some Regional Groups have their own Log Competitions. The North West Group has the Irene Goodwin Trophy, which is open to both members and associates, and other groups may also offer cruising trophies. If Group Secretaries will send in a list of the various cups and prizes they offer, we shall be glad to publish them, and we urge members to support these regional competitions. An entry for a regional competition may well also be submitted for one of the international competitions. Type-script is obviously preferable and when you type, please use double spacing, and type on one side of the paper only. But no entry will be excluded because it is handwritten (provided that its handwriting can be deciphered!) If you can't find anybody to type a log for you, send it in just the same. The important thing is to send it in.

INSURANCE. Edward Lumley (Yacht Insurance) Limited, Lumley House, 43/51, St. Mary Axe, London, EC 3, offer special facilities to members of the SOIA for all forms of marine insurance. Details from Hon. Treasurer.

FOR SALE. Set of 3 red cushions for 3-berth Silhouette II. (Will no longer fit changed cabin arrangement). £12. Hon. Secretary, Lakes Group, Hartforth Grange, Gilling West, Richmond, Yorks.

Secretary's Notes

THERE can be few of us who have not sailed on, thought about sailing on, or intend at some future date to visit, the Norfolk Broads, that wonderful web of sheltered inland waters so beloved by the student of nature, the piscatorial artist, and the sailing enthusiast. It is, therefore, especially encouraging to learn that every effort is being made to form a new Group, within our Association which will be based in that area; encouraging because, although we already have many Broads-based members, with the creation of a definite Group, visiting cruisers will have someone to contact, and to help and welcome them. So we wish every success to Mr N. R. Cann, 5 Pinewood Close, Reepham Road, Norwich, and his little band of fellow enthusiasts, and hope and trust that anyone interested will get in touch to make the organisation a going concern.

* * *

We can all breath a sigh of relief, now that we are at peace with the RYA, and have finally worked the word "International into our name without altering the significance and without giving false impressions of "International status" to our boats. But it has rather played havoc with our stocks of stationery. I hate wasting valuable material, and therefore if you do notice that your membership card is not in accordance with the final wording, be a little patient; it is only while stocks last.

* * *

Our car badge, which is now in the throes of production, was designed by John McCaffy, of Thornton Heath, who has put in a lot of work, and gone to a lot of trouble, so while I would like to here and now record our thanks for his efforts, I am sure that when the finished article is available, he will have many congratulations on the design. Ken Mantle, of Harlow offered the only other suggestion, in the form of a colourful and well depicted motif, and I for one am not in the least sorry that the decision was made by our President and Commodore, but after all we can only use one, so I hope you are not too disappointed Ken, but many thanks for your efforts.

* * *

When the Concours d'Elegance is judged at our coming Plymouth week, I can accurately forecast one person who won't even be in the running, because even if there are some things that your best friends don't tell you, being untidy is not one of them; and my best (and sometimes my worst) are constantly remarking on this failing of mine. Nevertheless, there are some things that I like to feel are regular and

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in order, and that is why I am a little worried about our new members. Every new member should receive, a current copy of the *Journal*, a membership card, a boat registration form, the latest list of members, and an insurance proposal form, and sometimes, I fear, this is not always the case. Can I therefore say. APPLICATION FOR MEMBERSHIP TO THE SECRETARY PLEASE. If you are recently joined, and do lack some of the documents listed above, please drop me a line.

* * *

Deciding to renew my jib sheets recently, I went into the local chandlers, and bought a length of very nice, soft, but rather expensive Terylene, only to find when I roved it through the fairleads that my economical turn of mind had caused me to not buy enough. As I can't splice tails on plaited rope, there was nothing else to do but buy a longer piece, which made me think that it would be a good idea for some of our more knowledgable members, to compile a list of statistics, for the use of newcomers to the fold, with such things as recommended size of ground tackle, lengths of sheets, size and quality of halliards, etc., etc. In view of the foregoing anecdote, some of the not-so-new newcomers would find it useful.

* * *

May I quote Sir Hewry Newbold's famous line, "*Dreamin' arl the time o' Plymouth Hoe.*"

August 18 in case you are not sure of the date.—R.A.G.

North West Group

An account of the North West Group's cruise to Caernarvon will appear next month.

"Arctic Adventure"

HONORARY Members of the Silhouette International Association seem to have a way of doing outstanding things! Last year Francis Chichester made history by setting up a remarkable record for a singlehanded crossing of the Atlantic from East to West in his cutter *Gipsy Moth II*. This Summer, another of our Honorary Members, Dr. David Lewis, who came third in the singlehanded Transatlantic Race in 1960, is setting off with four companions in his catamaran *Rehu Moana* to explore the Greenland Arctic. He hopes to reach the Arctic by mid-June, and will be away for about two months. Like *Gipsy Moth II*, *Rehu Moana* will be equipped with a small Marconi radiotelephone, and again the *Guardian* hopes to publish the daily narrative of the voyage. It should be a fascinating story. *Rehu Moana*, designed by Colin Mudie and built by the Prout brothers at Canvey Island, is a catamaran of novel design, and her performance in the Arctic ice may have an important bearing on the design of future ocean-going cats. The expedition has also undertaken much scientific work for the Admiralty, the Institute of Navigation, the Medical Research Council, and other bodies. Dr. Lewis's companions are Charles McLendon, an American with much sailing experience, Axel Pedersen, a Dane, who sailed singlehanded from New Zealand to Denmark, Tony Jennett, a physical education instructor from Derbyshire, and Merton Naydler, a London solicitor. We are sure that all members of the Silhouette Association will wish them well in their courageous enterprise, and we look forward to welcoming them at our next annual party.

* * *

We congratulate David Lewis and his wife Fiona on the birth of their daughter (Vicky Anne) at the end of April. Vicky is a little young to go with her father to the Arctic this year, but David has plans to sail with his family later round the Horn to New Zealand!

Thorpe Bay YC *by Stan Morgan*

DURING the sailing season last year it was obvious that the Thorpe Bay Yacht Club was showing interest in the activities and growing numbers of the Silhouette fleet, and for its regatta the club announced in the local press that it was promoting events for Silhouettes. At that time I wrote to the officers of the club and said how sorry we were that we could not support the regatta owing to previous commitments, but that if in future it would let us know of such events in good time we would give it full publicity in the *Journal*. I also suggested that the club might like to consider giving the



Silhouette club recognition as a Class. No other club had done so along the Southend front, and it would be nice if owners could have the opportunity of a choice of a club in that area to sail from, and get the little extra benefits and enjoyment from Class recognition.

Thorpe Bay Yacht Club like the Silhouette Owners Association, is young, go ahead and internationally known. You will remember last year they staged the catamaran match races between America and Great Britain, of which, with the Thorpe Bay Yacht Club, we can all proudly boast. The Commodore and officers of the club showed great interest in my suggestion, and a preliminary meeting was arranged to meet the Commodore informally at the end of last year. Reg Garrod and I went along, and were warmly welcomed in the magnificent clubhouse. We informally ironed out a lot of little points and it was agreed to hold a formal meeting at a later date. This meeting was duly convened, and I am very pleased, and I think that the Thorpe Bay Yacht Club is also, that the Silhouette now has an official home club on the Thames Estuary.

I was extremely impressed with the way the club dealt with the arrangements required by this type of craft. It has already announced that a block of moorings is available to prospective new members, and the Commodore observed to me that now that the club will have a fleet of Silhouettes, it will be the finest fleet in the country (I am sure he meant it).

The clubhouse stands in an unrivalled position overlooking the Thames Estuary and the view from the bar's panoramic window and the balcony is unrestricted. The ground floor is for changing rooms, showers, etc. There is a permanent bosun around at all times, so that craft will always have a weather eye on them, and the bosun can be reached by phone should there be any anxious moments during the week. I feel that this must be a great comfort if you live any distance from your mooring. Open winter storage for the craft will be available on the club premises.

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 SOIA are ex officio members of the Committee.

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

The Silhouette Owners' International 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.

Membership to the club is through the usual channels of the Secretary, P. Jones, Esq., 143 Marcus Avenue, Thorpe Bay, Essex (Tel. Southend 82158).

I personally would like to say how pleased I am that we have chosen this club as what, I hope, will be the nucleus of the Thames Estuary Group, and I am sure that the Thorpe Bay Yacht Club will be proud of its Silhouette owning members, who, from my experience, make excellent club members. It has been a little worry to me that I have not been able to cater for those in the South East who moor on the Estuary, but now I feel that they will soon be enjoying a full programme of their own similar to what we have on the Crouch and Blackwater.

The Thorpe Bay Yacht Club has the reputation of producing some excellent helmsmen, so you lads who think you have a good tight grip of the winning reins had better look to your laurels in the near future.

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.*

Colonel and Mrs. Fowler

READERS will be sorry to learn that Colonel H. O. W. Fowler, who, with his wife Anne, has done so much for this *Journal*, recently had to undergo an operation. He is progressing well, and we know that all members will join with us in wishing him a quick return to health.

For nearly two years Colonel and Mrs Fowler have done much of the envelope-addressing for sending out the journal to our members, and Anne has contributed the immensley popular feature, "For Women". She is going to have a rest from *Journal* work for a few months. We shall miss her writing, but look forward to welcoming her back in the Autumn.

Clyde Cruise

THE Lakes Group has organised a Clyde Cruise from July 6-13 which will provide a splendid week in these lovely sailing waters. At least three Silhouettes from the Ullswater Flotilla, and probably a couple more, together with some boats from Windermere, have already arranged to join the Clyde party. All other members who would like to join in will be welcome. Plans are for boats to trail to Largs, and to

launch from the slipway there within two hours of high water on the Saturday. Vehicles and trailers can be parked at W. Boag's boatyard, Largs. Cruising plans include the Kyles of Bute, Tarbet and Ardrishaig in Loch Fyne, or Loch Ranza, as wind and weather serve. Details from Mike Seymour, Hon. Sec. Lakes Group, Hartforth Grange, Gilling West, Richmond, Yorks.

Sharing Experience

FORE SHEET CLEATING. Fore sheets easily hitch up when released, are loathe to run through the deck lead, and the slightest friction aggravates the trouble. Sheet leads through holes or fairleads of any sort tend to stop the weather sheet from running clear. A handy single-handed device is Barton's no. 341, a flat base mounting a sheave and a cam jamb cleat, all in Tufnol material. The sheet is just hooked round the sheave, and pulled taught when it drops into the jamb. A slight lift takes it out of the jamb to check it. When going about, a good flick throws the rope out of the jamb, off the sheave, and gives plenty of slack to run out when the other sheet is hauled in. A block of wood should be fixed on the side deck against, and as high as, the coaming where the horned cleat is fitted by Hurley Marine, and the Barton 341 goes on top. The fitting retails at about 16s each. Quite costly for the pair but well worth it for efficiency and trouble saved.—*Mike Seymour, Richmond, Yorks.*

CONTAINERS. The problem of keeping food, matches, and precious possessions in the dry on small boats is a real one. We have found "Tupperware" containers in various shapes and sizes immensely useful on *Mary Lane*. There is a good bread-bin, shaped to the right size to take a tin loaf, and bowls and canisters in many different shapes. All have lids that produce a really good air-tight seal. "Tupperware" tumblers, which also have good, well fitting lids, are jolly useful for handing drinks from cabin to cockpit when the boat is kicking about.—*J. R. L. Anderson, The Old Hall, Marple.*

DINGHIES. I use an 11ft. dinghy to go to and from the mooring, but I wanted something that could be stowed aboard. An inflatable seemed the solution, but the price was the stumbling block. I chose a Metzeler Riviera, which was less than £30 complete, but this was further reduced by using home made oars. The Riviera is of stout material with serviceable rowlocks. I particularly like the inflated floor. It is almost 7ft. long, weighs 22lbs., and its buoyancy is said to be 485lbs. It easily supports 2 adults, and has carried 3. There is no outboard bracket. When I am rowing it, I sit on an air cushion, as it has no seats, and the water runs to the lowest point.

It can be pumped up in 10 minutes hard work, though the pump is not particularly convenient to use. This can be done in the cockpit, and the boat is easy to drop overboard, or to bring aboard. Deflation on board is not easy if you want to pack it in the bag, but simple if you

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are content, as I am to put it under the cockpit floor because it is then unnecessary to remove the last drop of air.

This season I have bought a compact 12 volt pump which will save me a lot of work as I often pump it up alongside the car, but the next step is a small 12 volt battery on the boat. This way it can be ready for use in 6 or 7 minutes.

There are other inflatable dinghies at a similar or lower price and they are well worth considering as a convenient and safe dinghy. Once you get used to using short strokes, they are easy to row, even in a breeze.—*John Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth.*

THE FAL. In reply to G. Moggridge's query in the April issue about sailing on the Fal: I should emphasise that this forms one of the finest natural harbours in the country. All-weather sailing is invariably possible. The most satisfactory anchorages/moorings are off St. Mawes, on the East side, and Mylor on the West bank. Mylor is now an excellently equipped yacht centre, having fuel available on the quay, a good chandlery, a licensed restaurant, and Restronguet Yacht Club nearby. The moorings off Falmouth are crowded, and are not to be recommended for any length of time. St. Mawes is a good anchorage, but becomes uncomfortable in any sort of SW wind. The village gives the impression of being imported from the Mediterranean.

Another anchorage is at St. Just-in-Roseland, on the East bank, but there are no facilities here. However, a visit to the tropical garden laid out in the churchyard is a *must* here. There are virtually no hidden dangers in and around the Fal estuary. Navigation up-river is straightforward. There are several branches of the river, the main one going up to Truro, where it is possible to tie up alongside the quay (drying out at low tide) within a hundred yards of the city centre. A day trip to Tresillian (take the port branch at Malpas) is well worth while. Some of the other creeks are more tricky to negotiate, though this can be done safely on the flood (but have your

anchor handy!) Restronguet creek is interesting to explore on the flood after half tide, but beware of the numerous mud banks. Helford is, delightful. The creeks would appear to be on a smaller scale than on the Fal, but they are even more enchanting. There are several anchorages, but be careful not to anchor on one of the many oyster beds, which are marked by red barrel buoys. Helford Village is the best place for stores and so on. Helford Passage (opposite the village) has a good beach, and a pleasant pub.—*Geoffrey Stanley-Jones, 10 Somers Crescent, London, W.2.*

Solent Group

JOHN CAULDER, of Sellafeld, Orchard Lane, Hermitage, Emsworth, writes: All members who are interested in the Solent should have received details of activities planned for this season. Please write to me if you have been missed.

While we are not centred on any one sailing club, we should be pleased to meet visitors to our area, and offer any help we can. Given notice, if you are without a boat we may be able to arrange a sail in a local Silhouette.

Our main activity this season is the Rally at Wootton Creek, Isle of Wight at Whitsun. This will include the race for the George Oliver Trophy.

West Solent

Dick Sheen writes: On Sunday, June 30, we are holding an "At Home" at Keyhaven. This is a new experiment in the Solent, and we shall need the co-operation of our members to carry it through. Keyhaven is unknown to many in the Solent area, and the main idea is to give our friends in the Chichester Group an opportunity to sail in this beautiful and interesting part of the Solent. Briefly, the programme is:

- 12.00 Meet at Crown in Milford on Sea.
- 13.00 Keyhaven, embark for Yarmouth
- 18.00 Back to Hurst Beach. Visits to Hurst Castle
- 19.30 Barbecue on Hurst Beach
- 21.00 Return to Keyhaven

The trip to Yarmouth (35 minutes) across Hurst Narrows will be carried out only under ideal conditions. No risks will be taken. Bring waterproofs and deck shoes. If it is barbecue weather, a bottle of cider or cheap wine will be helpful. It will assist us greatly if we know as early as possible how many hope to come.

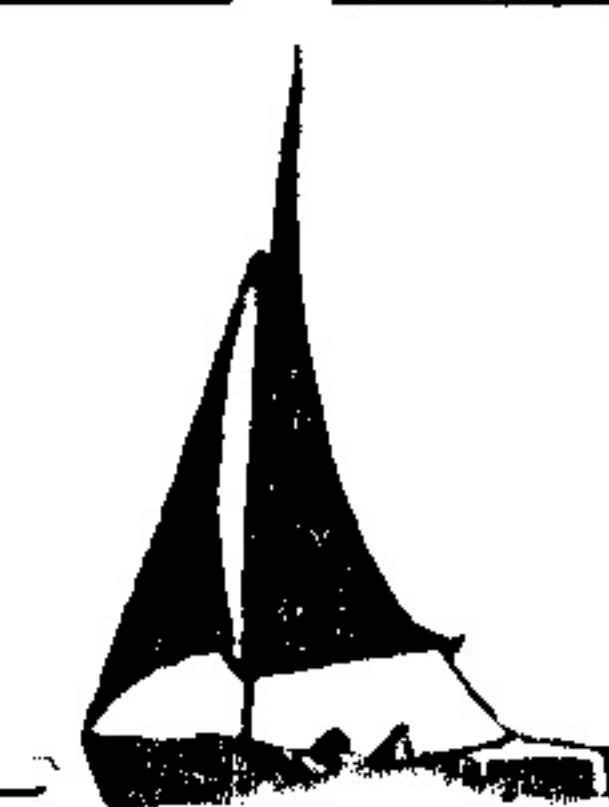
George Oliver writes: May I thank all Solent members for the way in which the questionnaire was treated? When finally analysed we shall be able to cater for all your needs, and this was our intention. In most cases, where the answer was "No" to the "sociable" bit, an

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explanation was given, and this has helped a lot. Your little extra notes went down well, and I'm sorry that it is impossible to answer them all individually. I endorse your feelings, and join in with your expressions of thanks to our *Journal* editor. A summary of the answers given in the questionnaire is being made, and the interesting conclusions will be published, perhaps next month.

Silhouette in Rhodesia

by Peter Stonehouse

SOME years ago, sailing got right into my blood when my family and I lived in Kent and explored the Medway and Thames Estuary. When we first came to the Rhodesias and found ourselves miles from the sea, we thought that was the end of our sailing for years to come.

You can imagine our pleased surprise when we found that keen sailing and motor boating clubs abound in Northern and Southern Rhodesia. What we didn't fully realise in England was that there are some wonderful lakes in this part of Africa, and that sailing on such places as Lake Tanganyika (400 miles long), Lake Nyasa (even longer) and Kariba, which is the largest man-made lake in the world, was almost like going to sea. Most towns, too, have lakes nearby, to provide their water supply, and many of these have thriving yacht clubs on them, with regular dinghy racing and motor boat regattas.

Having constructed and used small motor cruisers for several years, I realise their limitations, and started looking around for a sailing cruiser that would fill our need. When I came across the Silhouette I knew that I need look no further, as she is an ideal craft for our conditions, easily trailable, able to take us for long weekends, stable in sudden storms, and very beautiful to look at.

So we decided to build a Silhouette, and having obtained the plans, we started looking around for material. Living in Rhodesia is far from being a bush existence, and in our fine cities almost anything can be found except, unfortunately, ships chandlers (which is not really surprising in a land-locked country). Anyway, marine plywood is imported from England, Hong Kong or West Africa and meranti semi-hardwood is readily available, so we were off to a good start.

When the hull was finished, and still upside down, we got busy with resin and fibreglass matting, and put a good protective coating on bottom and topsides. This is very necessary here, for any boat

that stays in the water permanently, as we have lots of nasty little borers in the lakes and rivers.

A local engineering firm had meantime cast the stub keel, and made our bilge keels, so as soon as they were in place the big moment came, and over she went, looking more and more like the fine craft the plans showed. Spurred on, we got busy with all the interior work and decking, and started looking around for our spar and sail. A few inquiries produced a source of spruce, and a craftsman to work it; before long we had a fine mast and boom. We also found a sailmaker in Salisbury who had some terylene, so that was another problem out of the way. We were lucky enough to find a Stuart Turner 4 h.p. motor and stern gear, which though rather heavy, would do for our power unit very well. So now we felt that we really were getting somewhere with our Silhouette.

Finally, just 6 months after starting, and by working consistently in the evenings and at weekends, she stood sparkling with her new paint and varnish in the sunshine, waiting for the borrowed flat-bed trailer we were going to use for getting to the lake and launching.

The first home for our Silhouette, now named *Poppett*, was to be Lake McIlwaine, a large dam some 20 miles long by 5 miles wide, about 18 miles south of Salisbury. She took the water gracefully and easily with the help of a local club's hand, and we were soon aboard, raising the mast, trying out our Terylene sails, and, later, testing the motor. In spite of the fact that we were still officially in our rainy season, we were lucky with the weather, and all went well on the trials.

Having settled the usual teething troubles, we now sail regularly on Lake McIlwaine, and are more than happy with *Poppett*, who has come so wonderfully up to all expectations. Like all boatbuilders and yachtsmen, we are beginning to feel a little restive now, and are busy making plans to take *Poppett* to the sea or the lakes for more exciting and ambitious cruising. The Portuguese port of Beira lies about 300 miles East of Salisbury, and is easily accessible, so we are looking forward to cruising the African coast. Both North and South of Beira there is good sailing on a fascinating and historical coast, first explored by Vasco da Gama, and there are many sheltered and interesting inlets and ports of call, right up to the Zambesi delta, and down to Bartholomew Diaz named after another famous Portuguese explorer.

In addition, we have yet to explore our own enormous natural lakes and Kariba, so we are not going to be at all short of sailing here in Central Africa. Our friends are so impressed with the Silhouette's qualities and the ease with which she can be trailed, that already plans are busily being made for the construction of two more boats, and, who knows, one day we may have our own Central African branch of the Silhouette Owners Association!

In the Straits

O H what a wind !
 Must be Force Nine,
 (Helmsman says Five)
 Forecast is fine,
 Glad I'm alive,
 Glorious day,
 Let's get away
 Down through the Straits
 Meeting our mates,
 Gallows Point past,
 Real wind at last,
 We're on the run,
 Spray in the sun,
 Helmsman inflated,
 Crew quite elated . . .
 Heard something go
 Crashing below,
 China—oh NO!
 Cabin for me,
 I make the tea.—Hazel Folkes.



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