

The Silhouette Owner

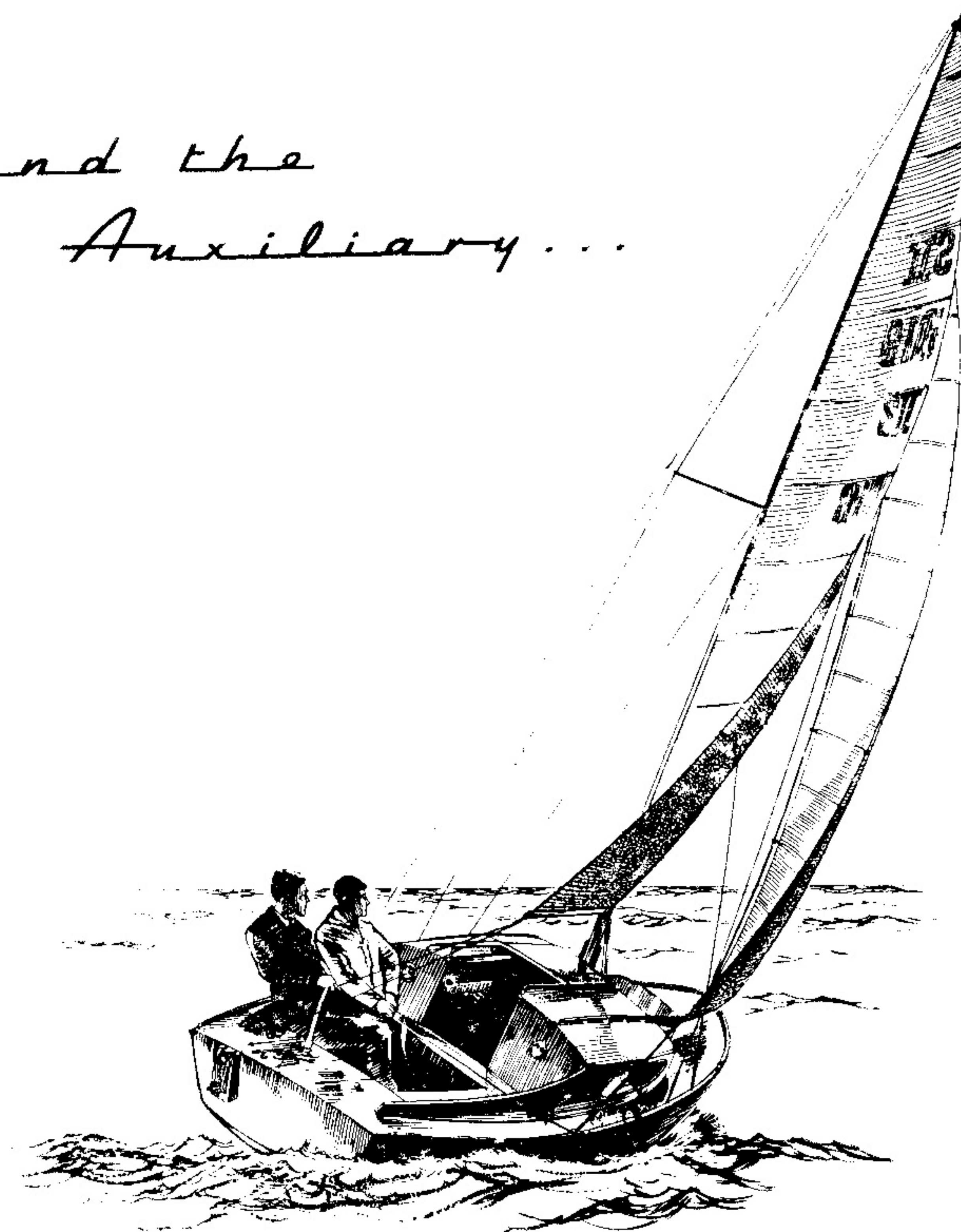
*The journal of the
Silhouette Owners' International Association*

Number 32

July, 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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Sailing alone

SOME of the greatest small boat voyages of all time have been made by men sailing singlehanded. Joshua Slocum took *Spray* round the world with no crew but himself, and Francis Chichester, Colonel Hasler, David Lewis, Val Howells and Jean Lacombe all sailed the Atlantic by themselves in the world's first Singlehanded Transatlantic Race in 1960; Francis Chichester sailed singlehanded from Plymouth to New York again in 1962, knocking a week off his own record for the crossing. Provided that a man knows what he is doing, knows his boat, and knows that his gear is well found, there is not necessarily anything foolhardy in sailing singlehanded. There is the risk of illness or of accident, but such are the normal risks of life. Nevertheless, undertaking a passage of any length singlehanded is an enterprise to be approached with a due sense of all that is involved. Our Silhouettes are admirable for sailing singlehanded, and many of us do sail singlehanded — perhaps because we have no one available as crew on a particular day, perhaps because some of us sometimes just like to sail alone. Ian Hyde-Smith's notable singlehanded passage to Ireland in *Slipper*, reported elsewhere in this issue, holds many lessons. First, Ian is an ocean-going yachtsman of long experience, and because a man of his experience and knowledge of the sea can successfully manage such a passage does *not* mean that *anybody* can. *Slipper* looked after him well — but he looked after *Slipper*, too. Then Ian met the hazard that is the chief peril of all lone sailors — he went

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overboard. Since he had taken the cardinal precaution of wearing a lifeline attached to the boat, and was also wearing personal boyancy, he suffered no more than a wetting. But he had great difficulty in getting back on board, and this suggests strongly that an essential piece of gear for all singlehanded sailors is a rope ladder of some sort, coiled on the transom and accessible to a man reaching out from the water. With a crew, of course, this is less important, for a mate on board could almost certainly help to pull up a man who had gone over. Even so, a man in waterlogged clothes, perhaps at night, and perhaps hurt, is not easy to help back on board: a rope ladder with rungs on which he can get his feet can be of enormous value, and one should certainly be among the bosun's stores of every seagoing yacht. Next, Ian went overboard mainly because he was tired and caught off guard for a moment. This is another particular hazard of singlehanded sailing. On an ocean crossing, where a boat is far from land, and, away from busy shipping lanes, can safely be left hove to, or to steer herself, the singlehander can turn in and go to sleep. This is seldom possible in coastal sailing, and anyone contemplating a singlehanded passage should consider the question of fatigue most carefully beforehand; and if one plans to run in somewhere for a night's rest, one should remember that conditions may turn hostile, and that it may be impossible to get in. This is a strong argument in favour of taking a crew for any coastal passage. It does not, of course, detract from Ian Hyde-Smith's personal achievement in *Slipper*, which has added a notable chapter to Silhouette history. He took a calculated risk, but he knew what he was about, and he was well-equipped to meet emergencies; when he did meet an emergency, he was well able to deal with it, although he could have dealt with it more readily if he had had a rope ladder handy. There is one final injunction to all yachtsmen, whether they make passages singlehanded, or sail with a crew: *leave word ashore with coastguard or harbourmaster of your plans, where you are bound for, and when you hope to get there.* If anything goes wrong, knowledge of whereabouts to look for a missing boat may make all the difference between rescue and disaster.

Plymouth Week

BY mid-June it was already clear that there is going to be a splendid fleet of Silhouettes at Plymouth for the National Rally in the week beginning August 18. At least 50 boats are likely to assemble, and there may well be many more. Plymouth Week looks like being one of the most remarkable gatherings of sailing cruisers that British yachting has known. Members who can get to Plymouth and have not already entered boats are asked to do so as soon as possible. Entry forms were sent to all members earlier this year, but if yours has gone astray, or if you have only just acquired a boat, you can get a form from Peter Harvey, Hon. Sailing Secretary, Royal Plymouth Corinthian Yacht Club, Madeira Road, Plymouth. *Associate members will, of course, be welcomed at the Rally.* Entries, with the fee (Silhouette owners, £3 3s., Associate members £2 2s.) should be sent to Peter Harvey before August 3. After that date late entries must be accompanied by a late entry fee of £5 5s. The entry fee covers racing, moorings, launchings, ferrying between moorings and shore, and a full programme of receptions, parties and dances.

Secretary's Notes

WITH all the best intentions, I find it increasingly difficult to write without mentioning the weather; and I do think that we can blame, partly at least, the fickle elements, for what I consider to be a blot on our escutcheon. The French Corsair Association, whom some of you met at Southend last year, decided to run a cross-Channel race, finishing at Dover, on Whit Sunday, and wrote to inform us of this fact, expressing the hope that some of our members would be in the area, with or without boats, to meet and greet them. With the strong Easterly wind that helped to spoil Whitsun sailing for most of us, the folks who had arranged to congregate at Dover, decided (and who can blame them) that they would be embarking on a fool's errand; and consequently there was no-one to greet the impressive fleet of Corsairs and their escorts that scudded into Dover Harbour on the Sunday morning as arranged. We are lucky, in that we have one of our members, who is also Vice-Commodore of the Royal Cinque Ports Yacht club, and he, ably supported by his wife, stepped into the breach and made our visitors welcome. Thank you, Ernie and Moya Large; we applaud all your efforts, but the Association's head is bowed in shame, and our humble apologies are offered to Monsieur Le Corsair.

* * *

A meeting of the National Committee will be held at the Royal Plymouth Corinthian Yacht Club, Plymouth, on Saturday, August 17. This being the day before the start of Plymouth Week, will assure a full attendance, and cut out many miles of journeying for members.

Reports from the South-West confirm that entries are rolling in for our coming regatta, and all bids fair for the largest collection of Silhouettes, and small cruisers ever to be assembled. If you have not yet filled in your application form, do it now.

* * *

Official announcements are usually a little boring, but they have to be made somewhere in these columns, so why not here? Association ties, in dark blue Terylene, with the official pennant motif, are available at 15s., and Association burgees at 10s., from the Treasurer or Secretary. Car badges, have caused a little difficulty; the estimated cost of producing a cast enamelled, metal badge in the quantities we are likely to require, proved to be prohibitive; so it has been decided to have these badges made in the form of a transfer, which can be applied direct to the body or wing of a car (or boat) or a disc of metal, plastic or even wood, can be made according to one's own requirements. These should be in hand by the time these words are in print, but to date I am unable to announce a price other than they will be a few shillings.

* * *

Have you ever tried running under twin foresails? Acting on a remark made by our President some time ago, faced with a run of about ten miles, with a reasonable breeze, I lowered the main and set two jibs, goose winged, the standard jib on the fore-stay and the storm jib flying Yankee fashion. With the bilge keels humming, and all possibility of a gibe eradicated, it was a wonderful sail, and I can well recommend the practice to anyone.

* * *

Our membership is still growing rapidly. The little Silhouette still more than holds her own, in spite of the ever-growing number of new designs swamping in from all quarters, and even those among us that feel for reason of growing families, that they must have something bigger are invariably retaining their membership as associates. All very heartening, but also very time consuming, which is why I have to apologise for not being able to answer some very nice letters I receive in the chatty way they are sent. But they are greatly appreciated, just the same.

* * *

Plans are already under way for our London Party, which will be held as usual on the first Saturday of the Boat Show, which next year will be Saturday, January 4. We tried to make last year's affair something a little out of the ordinary, with our special agenda cards, and other suggestions put forward, and this time we hope to improve even better this year. Any ideas you may have will be welcomed; think for a moment or two — what do *you* think we should arrange, organise or do, to make this the best get together ever? Let Peter Croft know; he will sort them all out. — R.A.G.

Racing in the Straits

DERRICK WILLIAMS, Hon. Secretary of the North West Group writes: Originally planned for Easter Sunday, the Firth Cup Race had to be postponed until May 26, which was a day as near perfect for sailing as one could wish for, with sun and a fresh breeze. The race was a handicap, and Associate Members were eligible to compete with other boats. The handicap for a Caprice (and any boat of similar waterline) was one minute added for every 20 minutes sailed. The Debutantes and Mystics had two minutes added for every 20 minutes sailed and a boat of 18 foot waterline length had four minutes added for every 20 minutes sailed. The starters were: *Lady Irene*, a Colin Mudie designed 5 ton sloop (A Goodwin), David Swinton's Mystic, Roy Francis's Debutante and the Silhouettes *Buttercup II* (818, Ron Bradbury), *Dolphin* (488, Herbert Firth), *Gazelle* (24, Reg Pegg), *Slipper* (643, Ian Hyde-Smith), *Portinaix* (1218, J. B. Hagar), *Whim* (1272, K. F. Lingard), and *Coral Reef II* (813, Roy Beaumont).

The course was a windward start to the mark buoy off Craig Y Don, SW of the start, then a run to the Fife mark, and a reach to the black conical buoy B 7 off Gallows Point, and a beat to the finish at the start line. The start was at 13-00 hours, with high water at 13-45. Eight boats crossed the starting line more or less together, some making for the Caernarvon side, and some taking the Anglesey shore. Roy Francis, who has his new Debutante moored at Beaumaris, must have taken longer than he expected to reach the *Gazelle*, and started three minutes late. Reg Pegg, the Group's Rear-Commodore, made a gallant effort in going up to the start on mainsail alone, but his arthritic hands and wrists forced him to retire.

At the first leg *Lady Irene* was in the lead, followed by the Mystic, the Debutante with *Dolphin* just passing *Slipper* and *Portinaix*. First to cross the line was *Lady Irene* with a time of 1 hr. 8 mins., second across was the Mystic, third the Debutante (1 hr. 18 mins.) fourth *Slipper* (1 hr. 18 mins) fifth *Dolphin* (1 hr. 19 mins.). On corrected time the results were, 1, *Slipper*; 2, *Dolphin*; 3, *Portinaix*, 4, *Whim*; 5, *Buttercup II*.

Silhouettes have a class in this year's Straits Regattas, and entry forms are now available. The closing date is July 18, 1963. Entries made after this date will not appear in the programme, and must be made daily to the Officer of the Day. Entry forms may be had from the Hon. Sec., Royal Anglesey Yacht Club, Beaumaris, or from Derrick Williams, Ael-Eilian, Llanelian, Amlwch, Anglesey.

The NW Group extends a warm welcome to Mr. Wiggins, a new member who has sailed his newly acquired Silhouette from Hoylake to join us at the *Gazelle*.

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.

News from the Blackwater

PETER CROFT writes: For the August Bank Holiday we have organised a rally to be held at Maldon, and we decided to invite our close neighbours the South East Group to join it. We were thrilled to receive the reply that the South East would sail round and join us; however, coupled with this, was a challenge by the South East to a team race on our own grounds. This really has caused us consternation, where oh where shall we hide ourselves if they cane us? And, further more, will it cost as much as the America's Cup to win back? Heaven forbid.

Well, we have laid on the team race, and International Paints has given a trophy. Maldon Yacht Club is ready to welcome any visitor, and I should like to add that at least thirty Silhouettes have definitely stated that they will come. More may come if weather conditions are right. On behalf of the Blackwater Group and Maldon Yacht Club, I should like to invite any club or group to send a team to compete in our team race, or to take part in the social events (incidentally, this will be the start of the Maldon Carnival Week).

The weekend programme is as follows; and there are no fees or charges of any sort.

Saturday, August 3.

- 9-30 a.m. Rendezvous with S.E. Group off Bench Head Buoy. (Blackwater Group Silhouettes should try to meet me on Friday night, when I shall be in Brightlingsea). Sail back to Maldon in company.
- 2-00 p.m. E.T.A. Maldon Yacht Club. Mooring up, and render assistance to Mooring Master to ensure that all visitors are comfortably berthed. Welcome by Commodore, Maldon Y.C.
- 8-00 p.m. Maldon Y.C. Summer Dance. (Informal).

Sunday, August 4.

- 9-00 a.m. Team race briefing and course explanation by Race Officer E. J. Kempton, Vice President, Maldon Yacht Club.
Note. Three craft to form a team and may be entered to represent a club or group.
- 10-00 a.m. Board and get ready for the start.
- Noon. Start of team race for the International Paints Trophy.
- 2-00 p.m. Estimated time of finish of team race.
- 8-00 p.m. Prizegiving, followed by informal gathering.

Monday, August 5

- 10-00 a.m. Maldon Yacht Club Open Day. Silhouette Contribution — (a) display stand, and displayed Silhouette; (b) take visitors for a sail.
- 4-00 p.m. Dispersal.

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.

Single-handed to Ireland

RELUCTANT to let the wind go, Ian Hyde-Smith left Caernarvon in *Slipper* (S II 643) on Whit Sunday (June 2) and decided to sail to Dublin. He wanted *Slipper* in Ireland later in the month for a holiday cruise in Irish waters, and the strong Easterly blowing on Whit Sunday seemed just the wind to take her there. He had hoped to find a crew to make the passage with him, but this proved impossible at short notice, so he sailed alone. He left Caernarvon around 11 a.m. on Whit Sunday, and picked up a mooring off the Royal St. George Yacht Club, Dublin, at 9-30 on Monday morning.

The Easterly was pretty strong, blowing Force 5—6, and he set off with five rolls in the mainsail and a storm jib. Later it fell calm, so he shook out the reefs and had a period of pleasant summery sailing. During the night it blew up again, with more South in the wind, and by the early hours of Monday morning it was blowing strongly from the SE, the wind reaching Force 7 in the guests. Ian reefed down again, but soon afterwards *Slipper* was pooped by a heavy sea, the cockpit filled, and she went over on her beam ends. "She behaved marvellously," Ian said afterwards. "She righted herself, and I soon bailed out the cockpit with the bucket. I did lose my torch, but that was about all. The cabin kept quite dry." This, however, was not the

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, Sellafeld, 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). Scotland.

Hon. Sec. Brian M. Beeden, Toll Bar House, Firsby Lane, Conisborough, near Doncaster.

Hon. Sec. J. B. Jackson, 81, Baillie Drive, Calderwood, East Kilbride. Tel. East Kilbride 21194.

end of Ian's adventures. The wind continued to blow hard, and as they closed the Irish coast the seas grew shorter and steeper. About eight miles off the coast he was sailing under jib alone when a heavy sea swept up under the counter, flung *Slipper* round, more or less standing on her nose, and Ian went overboard. "I don't know exactly what happened," he said. "I was pretty tired by then, and I think my attention was distracted. The counter just seemed to come up underneath me, and I was tipped out. Fortunately I was wearing a lifeline, and a kapok lined lifejacket, which kept me up. I let go of the jib sheet as I went over, and what happened to it I don't know: the whole sheet was torn off and just disappeared. The jib was left flogging itself. *Slipper* came up into the wind and began drifting towards the coast, towing me along at the end of my line. I got back to the boat fairly easily, but I could not get on board. I got my chest and shoulders on the transom, but there I stuck. I was wearing two or three pullovers under the lifejacket, and I had so many clothes on that I couldn't give myself a leg up. I was not particularly worried, because *Slipper* was all right, she was drifting towards the shore, and I knew that she would put me ashore somewhere. But naturally I wanted to get back on board and get into some dry clothes. In the end I got hold of the logline, wound it round the outboard, which was on the transom, and made a loop which acted as a sort of step ladder. By getting a foot in this I was able to heave myself up. The cabin

was a shambles, with everything thrown all over the place, and it took me some time to sort things out, and find clothes to change into. *Slipper* went on drifting quietly towards the Liffey, and later I started the engine and motored up-river until I saw a mooring off the Royal St. George YC. The club people were jolly nice to me. A man rowed out in a boat and told me of a better mooring to go to, and a member took me to lunch at his house. They were all wonderfully good. I left *Slipper* there, and caught the night boat back to England."

Ian is a member of the NW Group of the Silhouette Owners' Association, and a most experienced yachtsman. He is a member of the Royal Ocean Racing Club, and has done much ocean racing.

Corsairs at Dover

by E. C. Large

AS an associate Member of the SOIA I should have been most interested to compare the merits of the English Silhouette and the French Corsair, but the opportunity was denied, since none of our boats was able to meet the Frenchmen when they raced from Dunkirk to Dover on June 1. There is no doubt that the visitors were disappointed not to meet the Silhouettes, and fully expected to race against them on the Sunday morning after their arrival at Dover. One of them said, a little sadly, "I think we are more for racing than the Silhouettes."

The race itself (for the *Myth of Malham Trophy*, presented by Commander Illingworth) was undoubtedly a success. June 1 dawned fine and clear, with a South-Easterly wind of about Force 4, right on the transoms of the boats leaving Dunkirk. After rounding the Dyk LV it was a broad reach to the S. Goodwin LV, and a reach into Dover Harbour.

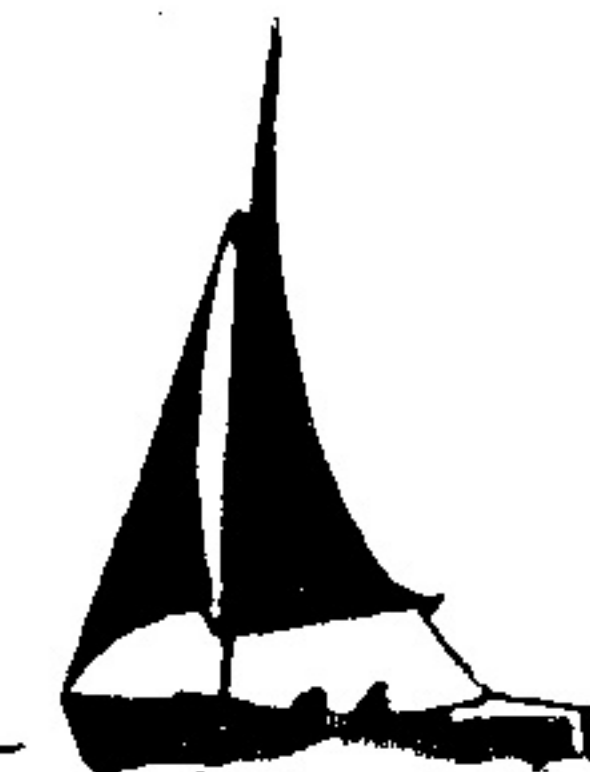
The Royal Cinque Ports Yacht Club had arranged to finish the competitors on the Club line off the Eastern Arm at an ETA of 6-0 p.m., and members awaited a telephone call from France to indicate that the race had started. Through a failure in the French ship-to-shore radio system, however, the call did not arrive, and at 2-30 p.m. an excited Steward called on the house phone to say that from his flat above the Club he could see a mass of sails away on the horizon. It seemed impossible that these could be the Corsairs, three hours ahead of time, but indeed it was, and hurrying to the Eastern Arm the race officers witnessed the wonderful sight of some forty yachts surfing down in a tight packed fleet towards the line. It was incredible that on a forty-five mile course there should be so little difference in the speed of the boats in what had now developed into planing conditions.

Wisely, the French escorts decided not to finish on the Club line just to weather of the forbidding Eastern Arm, and their committee boat hove-to farther offshore. This denied R.C.P.Y.C. members the opportunity of photographing the finish, and provided an additional hazard for the latecomers, since the committee boat drifted down wind and tide to leeward of the Eastern Entrance, lengthening the course and

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involving the last boats in a tough beat back into Dover, which took them the best part of two hours.

The bulk of the fleet moored up in the Tidal Basin to await entry into the Wellington Dock, and Dover has not witnessed a more animated and colourful sight in years, with boats moored ten abreast, their crews exuberant in their sense of achievement. As a matter of interest we looked at the anemometer recordings the following day, and discovered that at 3-0 p.m., the time of the finish, the wind had increased to Force 7, with gusts up to 40 knots. No wonder they planed off the wave crests, and not surprising that on rounding up (most were under full sail) a Corsair and an escorting Dragon both lost their masts (luckily within the Harbour, so that they were easily plucked in).

Apart from the language difference (few competitors spoke much English) one might easily have been at a Silhouette gathering during the evening 'get-together' at the Club. There was the same mixture of experienced and novice helmsmen, the same enthusiasm for the class, and, of course, the same interminable discussions on the merits of this or that tactic or piece of gear. We noticed in the morning, too, that there was the self same tendency to gossip.

The Corsairs themselves ranged from the "do it yourself" (their phrase, not mine) hull, to the better equipped professional job, but I saw nothing better than our best Silhouettes. One noticeable thing, however, was a greater tendency to "one-design" building, and there was little or no variation on rigging and gear above decks. The standard pulpit was a sturdy affair, and seemed a preferable fitment to working through a fore hatch when changing headsails, particularly in the Channel where the hatch is likely to be awash anyway. Mainly for this reason the Corsair looked better able to cope with open sea conditions, and the slightly heavier rigging and gear, although extremely simple, inspired confidence. The weak spot in the rigging plan was the wire bridle carrying both forestay and jib halliard block. With nothing else carried forward, if the bridle went, everything went over the side.

Unhappily there was no opportunity for us to sail in the Corsairs. The wind stuck firmly in the South-East, dead on the nose for a return to France, and blew anything from Force 5 to 7 all the weekend.

The Corsair Owners' Association is called "Ascorsaire." Its undaunted secretary, M. Jean Pierre Vroman, whom many of us met at Southend last year, in spite of having to unship his mast to renew the bridle mentioned above, and having to refit and reship the mast at 11-0 p.m. with the boat rolling in the Tidal Basin, left the port in the

teeth of the wind to beat back to Calais at 4-0 p.m. Four or five less hardy souls followed at 8-0 a.m., but the seas off the Eastern Entrance deterred them, and wisely they returned to travel home on the Dunkirk Ferry.

It is never a very satisfactory ending to a race to have to leave the boat "on the other side," but the event taught us a lesson. Competitors who wanted their boats back at once telephoned Dunkirk, arranged for their trailers to be put on the next car ferry, and by noon next day had loaded on their Corsairs and were again on route for France. It was our good fortune that the most of the crews have to return for their boats next week-end. We in Dover have very much enjoyed their visit, and sincerely hope that next time members of the SOIA will share in the enjoyment enlivening it even more with a little inter-class competition.

Place	Sail		Helmsman	Club	Time	
	No.	Yacht			Hrs.	Min.
1	17	<i>Sophie III</i>	Haag	YCG, Paris.	7	10
2	615	<i>Marie-flot</i>	Massen	YCG, Paris.	7	11
3	1240	<i>Lolicorne</i>	Laurenze	YCMN, Dunkirk	7	11½
4	377	<i>Teddy</i>	Croiser		7	12
5	1362	<i>Froc</i>	Bainoch	TCF.		
6	522	<i>Menatt</i>	Duverger	YCN, Nieuport.		

27 Starters. 27 Finishers.

"Roving Commissions"

ROVING COMMISSIONS, 1962, edited by Alasdair Garrett, lives up well to the high standard set by Mr. Garrett in his two previous collections of logs by members of the Royal Cruising Club. All small-boat sailors (and would-be sailors) will find these logs of last year's voyages enthralling reading. And all yachtsmen can take pride in the fine seamanship and enterprising voyaging of these members of the RCC.

These voyages range the world—the Baltic, the Mediterranean, the Caribbean, the West Coast of Ireland, the Atlantic, and waters nearer home, all saw little ships wearing the RCC burgee last year. Together, the logs recorded in this volume represent some 50,000 miles made good, mostly under sail. The RCC's Challenge Cup last year was awarded to Mr D. F. Southern for a splendid cruise in *Svano*, covering the Balearics, Madeira, and the Azores. There was one very bad moment when a bosun's chair went wrong, and a member of the crew working on the mast had to drop off into the Atlantic. By good seamanship he was picked up safely, but Mr Southern's advice (a) that anyone working on a mast should wear a lifejacket and (b) that a downhaul should always be fitted to a bosun's chair, *and kept taut*,



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PLYMOUTH WEEK

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Yacht Club
Madeira Road, Plymouth

should be taken to heart. Dr Ringrose's cruise in *Manuela* to some Soviet ports in the Baltic is a fascinating account of a most interesting voyage, and heartwarming proof that the fellowship of the sea transcends political barriers. In all, there are some twenty-five logs in this notable addition to cruising literature. *Roving Commissions*, 1962, price 25s., may be obtained from RCC Press, Limited, 53, Cornhill, London E.C.3.

Whitsun in the Solent

IN spite of the forecast of fine weather, the Solent Group's plans for Wootton Creek at Whitsun were again shattered by high winds. Eight boats managed to get there by Whit Sunday, but were in no condition to sail the proposed race for the *Oliver Trophy* on Sunday morning. Some fine efforts were made to get to Wootton Creek, but it is quite impossible to go into details of all the adventures that people had in getting there. There will be harassing tales in the Chichester Fleet of weary battles in getting home against rough seas and that tearing North-Easter. Those who made Wootton Creek included (from Southsea) G. R. Townsend (from Chichester) Mike Tetley, M. M. Hall, Stan Harris, Reg Worby, George Oliver (from Christchurch) John Bownas and (from Keyhaven) ourselves.—*Dick Sheen*.

Cruise to Caernarvon

by Derrick Williams

ON the Friday evening (May 10) we decided that we'd stick to our programme and sail to Caernarvon next day although the weather outside the Gazelle made this seem most unlikely. On Saturday morning, however, the sun did put in an appearance, and in a fresh Westerly wind, *Dolphin* (Herbert Firth and Dickie Roper) new members Richard Hopkins and Mr. Hopkins, Sen., in a JOG Caprice, *Coral Reef II* (Mr. and Mrs. Roy Beaumont and Dennis Beaumont) duly set off. *Coral Reef II* had a spot of bother with the engine, but the correct setting of the plug gap soon put this right, and I was taken aboard in style off the jetty. After passing the bridges we hoisted sail, although the wind made it a direct beat. With a fair tide it was not long before *Coral Reef II* joined the other boats in the river, and made fast alongside the Castle wall. A leisurely afternoon was interrupted by Dickie Roper's sitting down suddenly in Herbert's rubber dinghy and tipping himself in the river.

We have much to thank the committee and members of the Caernarvon Sailing Club for. They held open house for us, and gave us a grand evening. Mr. and Mrs. Frank Swinnerton joined us for the evening.

We had planned to return to our moorings at the Gazelle on Sunday morning, but the weather had deteriorated considerably and Herbert Firth and Richard Hopkins decided to leave their boats on the hard across the river until the next weekend. Roy Beaumont, my skipper, decided to sail, and at 11-00 hours the jib was hoisted, which was felt to be sufficient canvas with the wind Force 8—9. We signalled to the bridgekeeper to open his bridge so that we could clear the river, but while he was doing this our bow painter parted, and we made rather an undignified departure towing Herbert's rubber dinghy. A course was set down channel, and with the wind over the stern and the jib drawing well *Coral Reef II* really ploughed through the water. The rubber dinghy was having a somewhat heavy time of it, the wind occasionally getting underneath it and turning it over, and at one stage it started to spin like a top, a performance which it kept up while the gust lasted.

Next time I tow one of these dinghies in bad conditions I think it might be a good idea to put some water inside it to act as ballast.

At that time I'm afraid both Roy and I had our doubts about the validity of the legend stamped on the stern, "As safe as the Ark."

We got through the Swellies and decided that we would come in on the lee of the jetty at Glyn Garth and borrow a stout dinghy to come ashore from the moorings, and perhaps have some lunch. However, as we progressed, so the wind seemed to be gathering in strength, giving the boat a nasty roll, and that feeling that one was getting very little response from the helm. We were now among the moored boats, and close to the jetty which seemed awash with waves

and spray breaking over it. We started the engine to try to gain control and were coming in on a course parallel to the jetty, when, at the crucial moment, the engine decided that it wasn't playing; while it still kept going, it lacked power, and refused to turn the boat into the wind, so that those ashore standing on the jetty could take a line. With the shore in front of us there was nothing to do but go about in the hope that a better showing would be made on the other tack. No such luck; so we had no choice but to try to pick up the mooring, which was lying downwind. Failing this, we would have to run down to Gallows Point, some three miles further on, which would afford good shelter.

We decided to make our attempt on the mooring by approaching it on a 90 degrees reach, to pick up the mooring on the lee side. But it wasn't our lucky day, and the mooring was not picked up until it was abreast of the cockpit. So although we had the mooring aboard, the boat was stern on, and while Roy went forward to stow the jib, I was left holding it. There were moments when I had visions of being pulled out of the boat clinging to the mooring, and had it not been for a mooring cleat on the stern, round which I managed to get a turn of the chain, I think this would have happened. We got things sorted out in the end, and the boat mooring made fast, and by this time it was raining, so we adjourned to the cabin in the hope that the rain would kill some of the wind. About an hour or so later, Roy happened to look out of the cabin and saw that the Prout dinghy, which we had left on the moorings, was adrift. It seems that I hadn't learned to tie knots in Terylene rope yet. With the wind blowing between us and the shore one way, and the tide going the other, the dinghy made straight for the shore, so Roy and I went after it in Herbert's Avon Redstart dinghy. And not a drop of water did we ship, although I'm afraid our course was not quite so good as the empty dinghy's. We were more than reassured about "As safe as the Ark!"

Crewing Register

Owners wanting crews:

Major J. P. F. Beamish, Lake Cottage, Hadlow Castle, Hadlow, Kent. Sails from Queenborough, Isle of Sheppey. Invites crew for whole-day sailing, occasional weekend cruises.

Mr. P. Joyes, 51, Sherland Road, Twickenham, Middlesex. Sails from Canvey Island most weekends. Invites crew.

Crews available:

Mr. G. Chenery, 7, Marlow Road, Intake, Doncaster. "Very keen to get experience with Silhouettes, and prepared to travel any reasonable distance."

* * *

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