

The Silhouette Owner

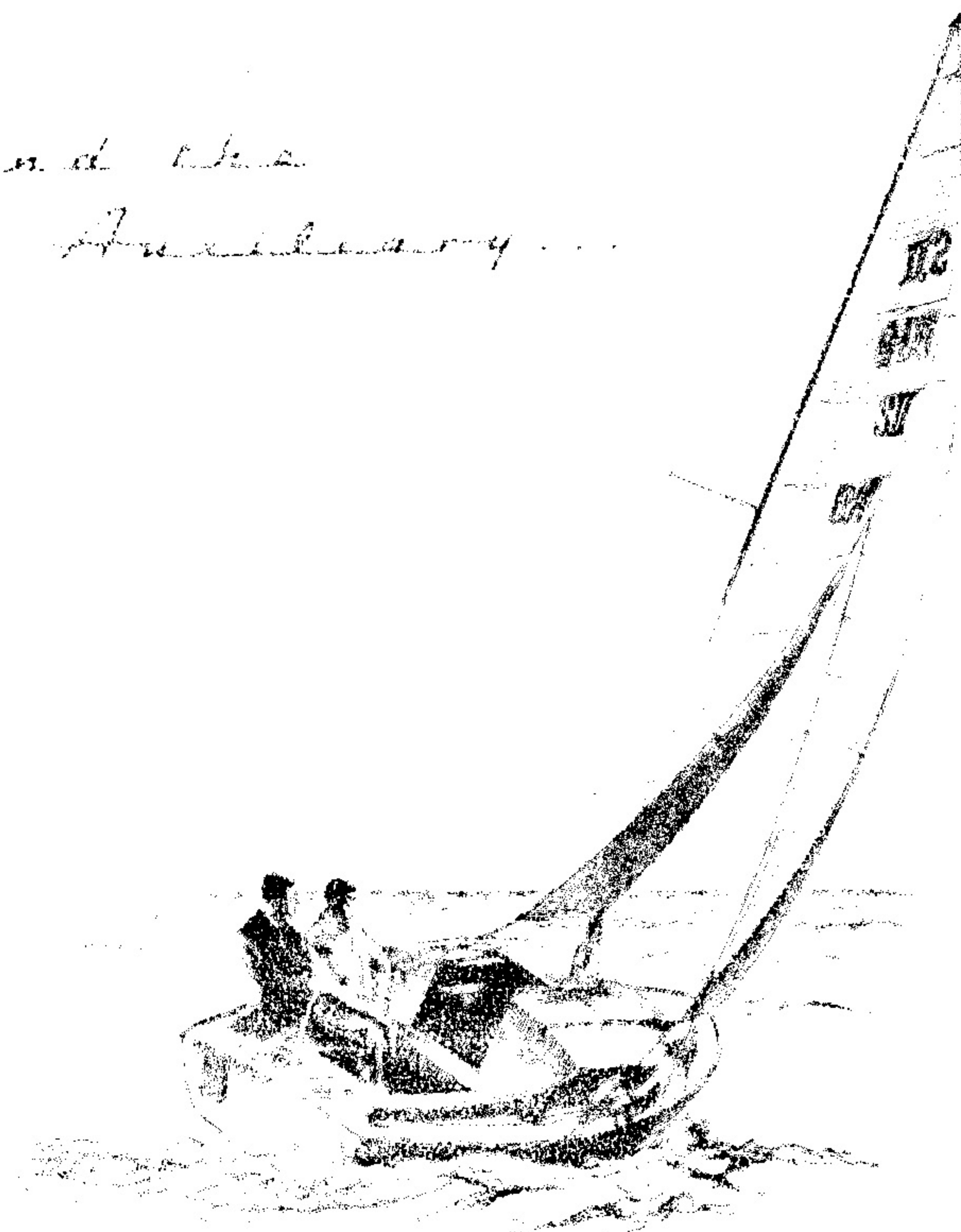
*The Journal of the
Silhouette Owners' International Association*

Number 23

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THE SILHOUETTE OWNER. The *Journal* of the SOIA is published monthly, and is sent to all members by post.
Hon. Editor: J. R. L. Anderson, The Old Hall, Marple, Cheshire.
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The Silhouette Class

THE list of measurements defining the boat known as the Silhouette Mark II which we publish in this issue is the outcome of painstaking effort spread over nearly two years. It may seem a fairly simple job to write down measurements from a set of plans, but when applied to real boats sailed by real people it becomes a difficult and complex task. Some boats are built by amateurs, and to overcome a problem of joining this to that, half an inch may be allowed here, three-quarters there. The boat may conform in every sense with the spirit of the Silhouette — at what point do small physical differences matter? They must matter at some point; at *some* point differences in measurement will create a different sort of boat. But at what point? In setting out to define "a Silhouette II" the committee of the SOIA determined to avoid any narrowly legalistic approach. Definition is necessary, but nobody wants pettifogging restrictions for the sake of restrictions. We owe a debt of gratitude to the sub-committee which has done the hard work of dealing with figures and details, and to Robert Tucker, the designer of the Silhouette, whose practical help in suggesting measurements that are physically easy to take has been invaluable. The resulting list seems to us to provide an accurate definition of the Silhouette II as a Class boat, with tolerances sufficiently generous to allow a fair degree of individual variation. May we commend the comments of our Commodore, Stan Morgan, in his note introducing the list of measurements? We hope with him that there will never be occasion for a protest in a



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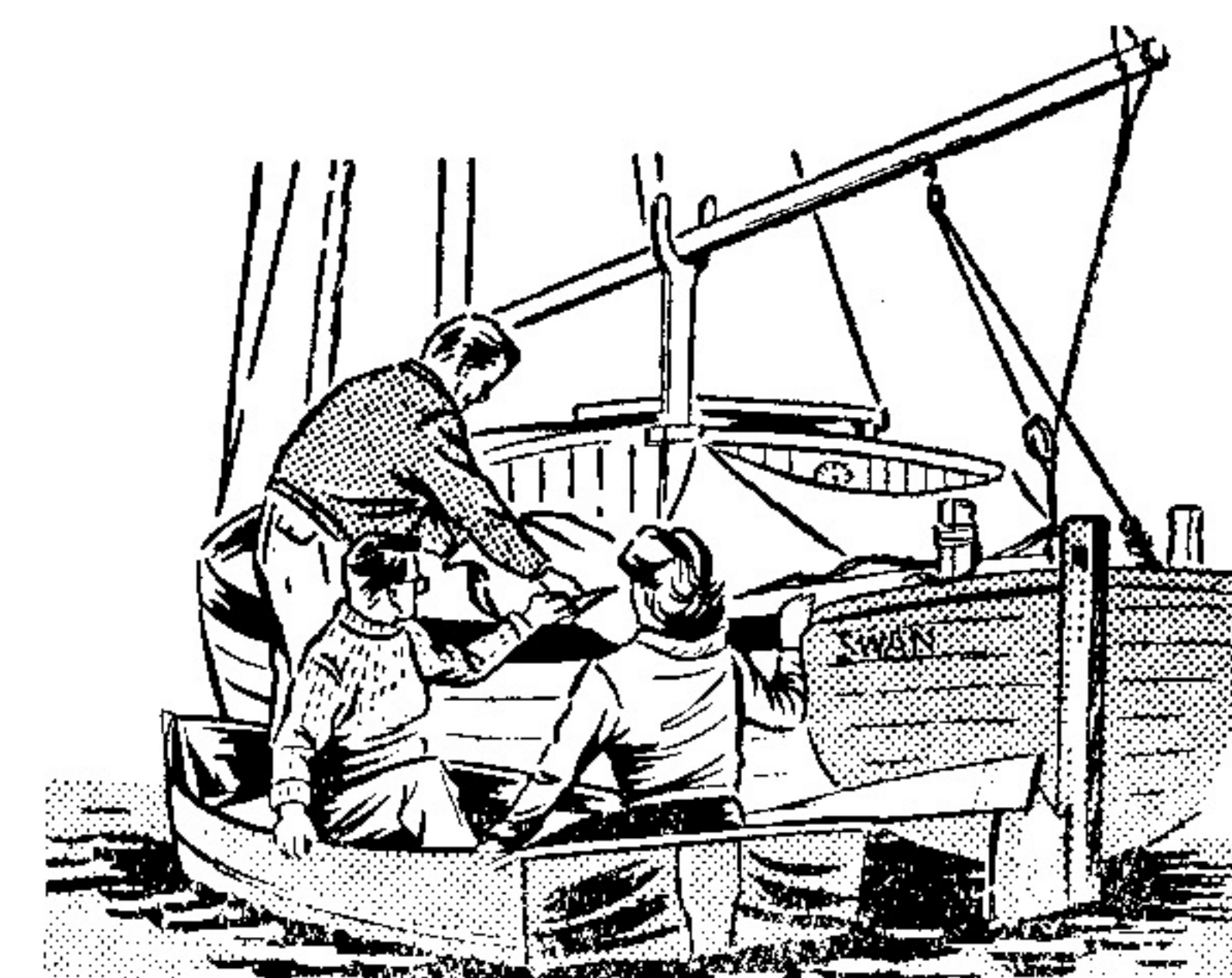
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Silhouette fleet. In some forms of yacht-racing nowadays it would almost seem that a training in law is more important than seamanship in winning races. Obviously, any sport must have rules, and the good sportsman obeys the rules. But there is a world of difference between sportsmanship and what Stephen Potter has called "gamesmanship." We sail for love of the sea, and most of us who sail Silhouettes race for the fun of it. Let us keep it so. If a Silhouette owner wants to rig a squaresail, good luck to him — but not in a race under formal rules with other Silhouettes. Anyone is free to experiment on his own with weird and wonderful rigs, but not in Class racing. Handicapping within a Class, as our Commodore says, is absurd, but if yachts that are primarily cruisers are to race happily together as a Class, there must be cheerful give and take. Some Silhouettes still have what is called the "original" rig, and if owners prefer this to the later masthead rig, there is no reason why they should not use it. But they should not expect those with masthead rig to be penalised in racing; similarly with cotton and Terylene sails. If you like cotton, stick to it, but don't expect others to be penalised because they prefer Terylene. Races are not won by sailcloth alone, nor by masthead jibs: a good skipper may win a race by changing at

the right moment to a storm jib. These questions have arisen rather particularly for Silhouettes, because the Silhouette is still a new kind of boat in the world, and our Class Association is navigating an uncharted course. Out and out racing yachts have long existed, and Class rules for them are readily understood; purely cruising boats have long existed, and they do not race as a Class. Our Silhouettes are family cruisers with a nice racing performance, and it is part of the satisfaction of owning a Silhouette that one can enjoy Class racing in her. There must be Class Rules, but over-regulation would simply (and properly) irritate many owners who primarily want their boats for cruising. The balance between freedom and licence is never easy to strike, and it is best achieved by an unwritten code of tolerance and understanding between people. The wonderful spirit of good comradeship that animates Silhouette groups has been remarked upon by many people, inside and outside our own ranks. We are confident that this will preserve the spirit of the Silhouette as well as the integrity of her design, to the lasting benefit of yachting.

Secretary's Notes

YOU Sir! You Madam! Have just time to fill in that entry form for Plymouth Week, without having to pay the penalty of being a late entry. So before you read any further, if you have not sent off your entry, stop, and do it now. If by any chance you have mislaid, or haven't got a form handy, send me your address and cheque post haste, and I will complete the details. Whatever you do, don't miss Plymouth Week. With or without a boat, you'll enjoy yourself as never before. Everything is now arranged for what should prove to be the biggest rally of small cruisers ever held anywhere.

* * *

Many of you have already seen the official Association Car Badge. These are now available in the form of a transfer, at the very reasonable price of 4s. They can be applied direct to the wing or body of your car, or mounted on a small plaque, they also add a spot of colour to the transom of your boat. Already we have had some very favourable comments, where this idea has been done, and it is not beyond the realms of possibility that, should this idea catch on among other clubs and Associations, we shall soon see our transoms bristling like a vintage Bentley radiator at the local car club. So if you want a badge for Plymouth, send along your remittance to me, but don't expect a reply if it arrives after August 17. I shall be on my way by then.

* * *

I have an apology to make, and I cannot for the life of me remember to whom I should make it. A whole batch of letters was sent out recently, on which I stuck the customary 3d. stamp, and popped them in the local letter box; alas, I suddenly remembered that some would be over weight, and at least two were for addresses abroad. So if you have recently received correspondence from me on

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which you had to pay excess postage, please accept this apology. I will try hard not to do it again.

* * *

A committee meeting will be held at the Royal Plymouth Corinthian Yacht Club, on Saturday, August 17, at 8 p.m. All officers and representatives of groups are welcome. Besides making any last minute arrangements for the National Rally, this will be a full meeting and any items to be added to the agenda will be welcomed.

* * *

Can I, please, be allowed to reiterate my plea? All applications for membership to the Secretary, please. Our treasurer is much too busy counting the shekels to write letters of welcome to new members, and sometimes they take a long time to reach me if they are sent elsewhere first.

* * *

If you are a newly-joined member, you can still borrow the back numbers of the *Journal*, if you care to drop a line.

* * *

Looking forward to meeting you all at Plymouth.

R.A.G.

FOR SALE. Silhouette MkII., two berth. Ply built with fibreglass decks and coach roof. Masthead rig, three jibs, mainsail. 102 Seagull dinghy All good condition. A well found craft for comfortable cruising, £310. Fairman, 6 Torrington Court, North Road, Plymouth.

FOR SALE. Silhouette Terylene genoa, one season's use £9. Simpson, Cedar House, Windermere. (Windermere 2385).

Measurements

By Stan Morgan

EVER since the inauguration of the first Silhouette Owners' Association, attempts have been made to compile Class Rules and Measurement Tables, particularly to avoid handicapping in races, and also any doubts in a purchasers' mind about what *is* a Silhouette.

With Plymouth Week very nearly on us, I have been called upon to have measurement tables published so that there can be no argument when competing for some of the valuable trophies which have been presented, and to avoid any question of handicaps, which, in the opinion of most of our members are an unsatisfactory arrangement within a Class and should not be necessary. I know of no other Class that endeavours to handicap its own boats even in the case of change over to Terylene sails, which most classes now have. You either use a set, or you stick to the old cottons, but compete on even terms.

The greatest argument that has been going on regarding the Silhouette concerns the forestay position. Bob Tucker has strong views on this, and insists that in all the circumstances, particularly of safety, the set back deck fastening of the forestay is desirable. But so many of our members have taken this to the stemhead to improve the performance of their craft, that he recognises that it will have to be an optional amendment to his design. Bob does not admit that it *does* improve performance, but respects the opinions of his owners who say it does.

A committee of members was set up last year, headed by Ken Barratt, which drew up measurements and tolerances for a Silhouette, to be used by an official measurer. This was a difficult task, but it resulted in an excellent piece of work. The list of measurements was handed to Bob Tucker for his comments; he highly commended them, but suggested that it might be better to have measurements which could be taken without any special equipment, and while the boat was afloat. The tables printed here are the result of all these deliberations.

These measurements are really more pertinent to a racing yacht than to a cruiser, but as we do race Silhouettes, the Race Officers of our host clubs probably expect us to have something of this nature in existence. To avoid any frivolous objections or protests, it will be necessary for a protest on measurements to be in writing, and to be signed by three other members, one of whom is empowered to sit on the National Committee. Protests must be accompanied by a fee of £1. I am firmly of the opinion, however, that no one will find it necessary to make any protests either at Plymouth or anywhere else. We are too much of a friendly crowd for this. At the same time, though, I do not expect anybody to race his boat under "cutter rig," or unusual sized sail. The decision to allow jennies and spinnies must rest with our very able Plymouth Race Officers of the Day.

Good luck to you all, and let's hope that the weather holds good.

Silhouette II

The following measurements can be taken with the yacht afloat, and uniquely define the shape, according to the drawings issued in October, 1961.

		Tolerance (Plus or Minus)
1.—Stemhead attachment of forestay along deck ..	1ft 3ins	2ins
2.—Forestay point to front of forehatch coaming ..	2ft 3ins	2ins
3.—Aft side of forward b/h to centre of mast tube ..	3ft 2ins	1ins
4.—Centre of tube to aft end of coachroof, inside ..	3ft 6½ins	1ins
5.—Length of cockpit, coachroof to stern deck	4ft 6ins	1ins
6.—Maximum length of stern deck	2ft 6½ins	1ins
NOTE. The sum of measurements 1—6 must be ..	17ft 3ins	2ins

Measurements on forward bulkhead

7.—Depth from underside of beam to top of hog ..	2ft 9ins	½ins
8.—Distance from centreline to inside of beam shelf	2ft 1ins	½ins
9.—Distance from c/1 to top inside edge of chine ..	1ft. 4ins	½ins

Measurements at aft end of cabin (end of coachroof)

10.—Depth from crown of bridge deck to top of hog	2ft 9ins	½ins
11.—Separation of inner faces of cockpit coaming ..	5ft 4ins	½ins
12.—Width of side deck	7½ins	½ins
13.—Separation of berth fronts	1ft 10½ins	½ins
14.—Width of berth below coachroof end bulkhead .	1ft 10½ins	½ins

Measurements on aft bulkhead

15.—Separation of coamings plus twice side-deck width plus twice thickness of coaming	4ft. 10½ins	½ins
16.—Half-width of cockpit floor plus distance from seat-front bottom to top of chine	2ft. 0ins	½ins
17.—Depth from deck crown to top of hog	1ft 11ins	½ins

Other measurements

18.—Forward face of aft bulkhead, at hatch bottom, to inside of transom, just above the head of bottom frame, measured on the centreline	1ft 8ins	1ins
19.—Length of mast tube plus thickness of mast step from base of tube to top of hog	4ft	1ins
20.—Overall length of mast	19ft 9ins	3ins
21.—Extreme length of boom from aft face of mast	7ft 9ins	2ins
22.—Distance from base of mast to centre of goose- neck track or pin of fixed gooseneck	1ft 9ins	1ins

THE SILHOUETTE OWNERS' INTERNATIONAL ASSOCIATION

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

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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). Bugees and ties can be obtained from the Hon. Treasurer.

Next Month's Journal

WHAT would normally be the September issue of "The Silhouette Owner" will be impossible to produce at the ordinary time this year, because of Plymouth Week: those of us who produce the Journal will (we hope) be sailing at Plymouth instead of struggling with typewriter, proofs and envelopes. To maintain continuity of twelve monthly issues of the Journal in the year, the issue dated September will be published about a fortnight earlier than usual as a "Plymouth Week Special," with various useful details about Plymouth.

It will be posted to members to reach them just before the start of Plymouth Week. The issue after this (October) will appear at the end of September, in the usual way.

WANTED An overseas visitor to UK wishes to purchase a glass fibre Silhouette in first-class condition, complete with trailer if possible. Able to view in any port of UK. Sea trial desired.

Reply to — R. G. GROVE,
140 GOWER ROAD,
SKETTY SWANSEA, GLAMORGAN.

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.

Corsairs at Dover

Dear Sir,

I read with regret in last month's *Journal* that no Silhouettes were at Dover to welcome the Corsairs after their arduous trip, but would like to put it on record that we, *Conqueror 1066*, set out to get to Dover, but just had to turn back. The Skipper, Ron, our daughter Madeline (11), and I, set off from Chalkwall at 10-30 a.m. on Whit Saturday and fought round to Whitstable. We turned back as the seas really were mountainous. I was very happy to be back near our mooring at 2-15 p.m. We are all very proud of our boat, she rode the seas exceedingly well, and we have no qualms about taking Madeline with us. She has her life jacket and loves sailing.

Yours,

Iris Fairman,

141 Hornchurch Road, Hornchurch, Essex.

FOR SALE. BEST QUALITY SILHOUETTE SAILS. Nylon spinnaker, red and white stripes, unused, £9 10s. Storm jib, very heavy Terylene, unused, £7 10s. Large genoa, Terylene, used twice, as new, £9 10s. Winship, Fairview, Penton Mewsey, Andover, Hants.

Fleetwood to Ramsey Race

By D. C. W. Sutherland

AGAIN this year we (just the two of us) decided to enter *Sid* (SH 816) in the open handicap passage race from Fleetwood to Ramsey, I.O.M. This time our entry was accepted without question, and we were given the limit time allowance (RYA, TCF) of .508.

We sailed from Lytham on route to Fleetwood at 0.900 hours on Friday, May 13, on a fine misty day with a forecast of an East wind, Force 3. The wind and weather were perfect, and after an exhilarating sail we moored up along side a fishing boat in the outer dock at 16.30 hours. The starting time for the race was 0.800 hours on Saturday morning and the race time limit was 36 hours. Saturday morning came fair and clear, with an East wind of variable strength. We cast off at 07.30 hours, and as it was flat calm in the dock we motored out into the stream, and hoisted sail. Although there was little wind here, we knew that it would be fresh once we cleared Knot End.

All around us were our biggest competitors, fighting to hold a position in the calm conditions. We were overshadowed and, sad to say, we made a poorish start, just ghosting over the line at 08.10; some were behind us though.

As we thought, as soon as we cleared the Channel we got our wind and spurted off. We were through the Channel and round Wyre Light at 08.45, and then made a direct course for Ramsey, with a following wind and a very helpful tide. Visibility was good, and everyone else was in sight; most ahead of us we had to admit, but then we were limit boat, by quite a bit.

We passed Lightning Knoll at 10.00 hours exactly, slightly ahead of our ETA, but we got an exact position, and started our main plot to Ramsey.

Sid now boasts a chart table fitted over the starboard bunk. The spinnaker was drawing as it had never done before, and we just creamed along; we even persuaded ourselves we were catching up the fleet. At 11.30 we were passed by *River Lady II*, a 112 ft. motor cruiser, who shouted encouraging remarks and asked if we wanted a lift! We just pressed on.

The wind still held up on a dead run. The 13.40 forecast gave East by North, Force 4—6 with Ronaldsway reporting Force 6, and visibility 6 miles. This surfing was fun, although at times it did blow rather too much, and we saw some others lower their spinnakers. For a time we held ours on the maxim that we were racing and intended to put up a show in conditions that suited our boat.

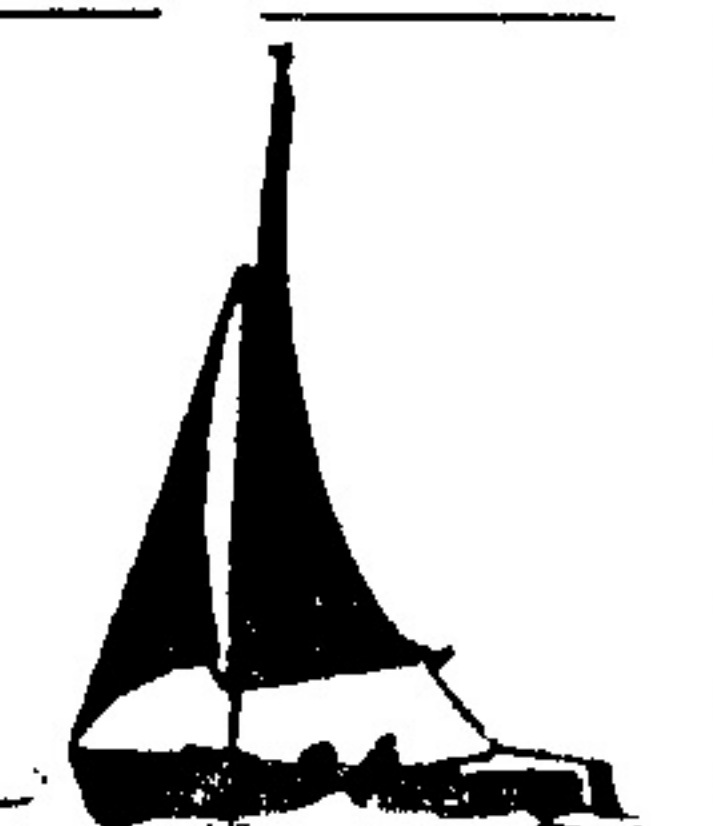
The main fleet was still in sight at 14.30 when we got our first glimpse of the peaks of the Isle of Man. We were watching through binoculars the 6-ton pilot ahead of us, when we saw her spinnaker blow out. We were ready to cut ours if necessary, but we were still under full control.

About an hour later we reduced to working sail and then at 16.30

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we put in a precautionary reef. But this was for less than half an hour and soon afterwards we were running on full main and genoa. The 18.00 weather forecast gave the wind as East increasing to Force 6, but we were happy, and could still see yachts, and now we could pick out landmarks on the island.

The last two hours were more hectic as the seas increased, but we were very comfortable, and heading dead into the bay to clear Maughold Head. At 20.16 we gybed across the finishing line, having taken just 12 hours, 16 minutes, 40 seconds for the course of 56 nautical miles. And we weren't far behind the others, at that. By 20.30 we moored up in Ramsey Harbour, among a splendid collection of yachts. We felt for *Sid* because she looked so small; but she was smiling, we knew.

And what a time we had in Ramsey: here we should like to express our thanks to the people of Ramsey, especially the Harbour Master. The wind stayed Easterly, and blew quite strongly for the next few days but we, like most of the others in harbour, were enjoying the sunny Isle of Man to the full. We watched the Round the Island Race and the T.T. practising.

On Saturday, June 8, we prepared to return to Lytham. This would be a longer leg of 65 miles, and as the tides were midday it could be Sunday morning before we got in. We left Ramsey at 12.45 with a Force 2 to 4 forecast East wind, but poorish visibility. The wind was from our port bow, rather closer than we'd hoped but we could keep a fair course, and we bubbled along under full working sail with some help from the engine. At 13.05 we cleared Maughold Head. It was uneventful, and in poor visibility we were soon in our own sunlit circle of sea, with just the odd seagull here and there. There was a little swell, and after careful trimming *Sid* practically sailed herself for most of the way, with a lee side tiller lashing holding the tiller. *Sid* still has a little weather helm.

Our only slight apprehension was our navigation, but as night fell we sighted MBLV dead ahead. We were tickled pink over this, as we'd been on DR from Maughold Head, and we'd set a plot and calculated to pass MBLV at 2245, whereas we took avoiding action round it at 22.30.

We had an interesting diversion here, as in the dark we saw the black shadows of several large yachts racing in the Morecambe to Bar Light Vessel Race. We showed our navigation lights and stayed well clear.

From this light to Nelson Light should have been a short haul of

around 14 miles, but our navigation had gone to our head, and we allowed much too little for the tide running 076 degrees, the result being that the first lights we saw were Blackpool. We were North of the Channel and had a bad tide to beat out against.

When finally we made the Channel bouys the flood tide we'd just been striving to get South against, changed to an ebb at the moment we turned into the Channel and the wind now was dead ahead again. With all the motor's help, we punched and punched that tide, but we paid for our mistake, and the sand flats appeared as the water ebbed. So at 04.20 we anchored in deep water off Peets Light, and had breakfast, a yarn and a cat-nap in the cockpit, as it was a warm beautiful dawn. We realized how silly we'd been to try to beat up against the fast ebbing tide in the dark.

As the flood started, we got up the anchor, and proceeded on to Lytham, being home and moored by 09.45 hours.

Subsequent study of the plotting showed the error made in applying tide allowances which cost us around 6 hours.

SUMMARY

27 miles — Lytham to Fleetwood — 7½ hours.

56 miles — Fleetwood to Ramsey — 12 hours, 19 minutes.

67 miles — Ramsey to Lytham — 21 hours.

(This last time includes anchor time).

Eventually we learnt that we were placed 6th with a corrected time of 7 hours, 15 minutes, 14 seconds. What mattered most was that our boat had achieved her aim, for this was what we had strived for.

News from Scotland

THE HELENSBURGH SAILING CLUB has this year decided to introduce a class for Silhouettes in its Regatta on August 10. Silhouettes will start with other classes, but will race as a class, not on handicap. If four or more boats start, there will be a first prize, if eight, a second prize, and if twelve a third prize. Under four boats may race, but will have no prize. If there is sufficient support, it is hoped to make this an annual event. All enquiries should be made to the Hon. Regatta Secretary, L. T. D. Taylor, 74, Lawers Drive, Bearsden, Glasgow.

West Solent

THE WEST SOLENT GROUP is holding its annual barbecue at Newtown on August 31. Anyone cruising in the Solent is very welcome. The barbecue is held just inside the harbour mouth, on the Hamstead side, at 19.00 hours.

John Bownas has added to the growing number of singlehanded cruises in Silhouettes by sailing from Christchurch to Cherbourg in 18 hours. His return trip took considerably longer as lack of wind left him drifting in mid-Channel and it was many hours before he reached harbour.

Sharing Experience

ACCOMMODATION FOR CHILDREN. Sailing with two young children (now 4½ and rising 7) we have found that getting them to go to sleep at night is a tricky problem. If one is in the cabin with them after they have been bedded down, they want to chatter and to stay awake. If they are to be left alone in the cabin, where to go? In really fine weather one can sit happily enough on deck or in the cockpit, but if it is the usual English summer evening, sitting out of doors tends to be pretty bleak. This solution to the problem is not really our idea, but Mike Vine's—we adapted it from an idea of his. The aim is to get the children out of the cabin. We have a boom tent, which covers the cockpit, and the simple addition of two boards from coaming to coaming across the cockpit well enables a couple of 5 ft. air-beds to transform the cockpit into a good marine night nursery. The boards are not fastened in any way, and are supported quite adequately by the cockpit seats. When not in use they fit neatly under the mattress in the quarter berth, and take up no room at all. Plastic 5 ft. air-beds can be bought at most camping shops: ours cost about 12s. apiece. They go well side by side, and give the children plenty of room. With the children put to bed in the cockpit, the comfort of the cabin is available for hard-worked parents (as it should be!). We can have what light we want, and sit and read or eat in comfort, with the children safely out of the way. We can enter or leave the cabin by the forehatch without disturbing the children. With the boom tent tightly laced, they are in no danger of getting out and wandering about. This method of sleeping the children transforms the comfort of a night on board, but there is one important caveat: it is suitable only for the most secure anchorages. With the cockpit covered by a tent and occupied by sleeping children, it would be an appalling job to get at the tiller in the dark. But for a secure anchorage, or a place where the boat takes the ground, we have found it an excellent system both for the children and for us.—*Editor, Journal.*

TRAILERS. The trailer supplied by Hurley (Marine) for Silhouettes looks frail, especially at the point where the front part joins the "square." Actually, the boat acts as a strengthener, provided that the stem is well bowed down to bear on the V bracket, preferably well padded. Early models had two pairs of "horns" to guide the stub keel into the channel, but these are a menace and can hole the boat. Later models are without them. The worst point is that the depth of trailer in the water must be accurate to within about an inch in order to get the bilge keels into place, and for them to stay there while pulling out the trailer and boat until the keels set down. It is advisable to weld steel plate "walls" on the outside of the "square," about 6 ft high, slightly angled out, with both ends rounded down to the frame. Such plates will give a tolerance of some six inches in the depth of the trailer when the Silhouette is hauled into it. For those

who prefer to strengthen the trailer, some stiffening below the central fore and aft angle bars is useful, but it often occurs that the trailer is already slightly arched or hump-backed, and this should be carefully checked. More useful are light angle bars from the front outer corners of the square to the vicinity of the hitch. As well as stiffening the front against sideways flexing, these bars are handy for standing on to guide the boat in, especially when wearing ordinary seaboots. A front "stop" is desirable, and athwartships sloping plates in line with the positions of the bilge keels is one idea. They should slope the same as the front angle of the keels, so that the boat can be pulled forward against them, and, as the boat and trailer are hauled out, the keels can slide gently aft and down the sloping plates to seat correctly on the side members. Do not cut off the rear end of the central channel and "skid"; if you should tip the boat and trailer up unexpectedly, the skid lands on the ground and thereby protects the rudder and skeg. For those about to buy — don't forgo the trailer brakes. Brakes are easier to operate than chocks under the wheels on slipways and sloping ground, and greatly simplify the job of launching and hauling out, especially when short-handed.—*A. M. Seymour.*

LOCKING OUTBOARDS. For owners who are looking for a good outboard motor safety chain and lock there is the Squire Sea-King which will fit any make of engine. It has a 2 ft 6 in chain, which is padlocked round the engine and secured to the boat by four irremovable security screws. It costs 19s. 6d.

Manchester Cruising Association

MANCHESTER CRUISING ASSOCIATION, which is one of the oldest and largest yachting associations in Britain, invited the President of the SOIA, John Anderson, to address the July meeting of its members on the Silhouette. It was a splendid meeting, with over 100 members of the MCA attending.

The Commodore, C. Swinglehurst, presided, and with the Vice-Commodore, Tom Needham, and other officers of the MCA, gave a most generous welcome to John and Helen Anderson. John recounted some of the remarkable voyages made in Silhouettes, and discussed her virtues as a family cruiser. Since four Silhouettes of the NW fleet had sailed at the end of June in the MCA's race for the Fitzpatrick Cup from Beaumaris to Holyhead, and earned much respect for the way in which they stood up to rough conditions, MCA members were keen to know more about them. John did his best to oblige, and the general interest shown in the Silhouette was most heartening.

A vote of thanks to John and Helen Anderson was moved by Commodore K. N. Hoare.

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.

A Note on Anchors

ONE reads about one pattern of anchor's being better, weight for weight, than another, but one ought to remember that the nature of the bottom, as well as the depth, has considerable effect. The physical dimensions of the anchors with which we deal are such that pebbles or small boulders, sand, mud, clay, weed and so on, offer differing holding to any one anchor. One of the most favoured anchors among fishermen, the "Fisherman's," "Admiralty," or "Bay Palm" anchor, usually needs to be bigger than other sorts to get the effect, but is more universally reliable. But if the tide drops, and the boat sits on it — well one of the other sort would not have done it.

Weight of chain plays as much a part as the anchor, acting as a spring, and avoiding sharp jerks on the anchor. That is why three or more times the depth of water is the guide. The heavier the chain, the better the spring of the catenary, and the greater the frictional drag of the part lying along the bottom. Thus, while a second anchor may have two or three fathoms of chain and the rest rope, it is advisable to have one full length of chain. Ninety feet is a popular length, allowing one to anchor in up to about 30 feet of water in fair safety. Swivels should be included in the ground tackle.

One may wish to moor in a restricted area, and need more than one anchor, plus rope to shore. It is suggested that a 90 feet chain ought to be in three 30 feet lengths, with a large link each end, and be joined by shackle, preferably with a swivel as well. Thus one can dispose chain and swivel between three securing points. Swivels may be "rivetted" to one end of each length with split connecting links, and the large link that end dispensed with. Remember that a "chain swivel" is small both ends, and each will only take a shackle pin. A "mooring swivel" has a big end through which a rope will go. But don't get worried—that is one use of a "bow" (or harp) shackle; it will take a big rope through its bow, and shackle neatly to a chain of appropriate size, even to a "chain shackle." "D" shackles are for chain-to-chain and similar uses.

On a second anchor one ought to have at least two fathoms of chain (unless it is only used for tea-time stops), and it is a good idea to have a "mooring swivel" at the end of the chain, away from the anchor. Thus a rope can be bent on, also the swivel is less in the mud, and closer to where any rotation may come from.

There is something to be said for anchors which are ready, and don't have to be rigged first. Danforth, CQR, Thames and Digger are among these. CQR is an awkward stower, the others not too bad.

Club notes: Maldon Y.C.

The Maldon Yacht Club, at which the Blackwater Group of the the SOIA has its headquarters, has adopted the Silhouette as a Class, and would be pleased to extend a welcome to anyone wishing to become a member. Details of moorings, Club activities, etc., from the Hon. Secretary, Maldon Yacht Club, The Quay, Maldon, Essex.

PLYMOUTH WEEK

August 18 - 24

We invite all Silhouette Owners, and everyone interested, to visit our works during their stay in Plymouth.

Eagle Works, Clare Buildings, Sutton Road.

In charge, Roy Saunders (wood production), Tony Saunders (glass fibre production)

Tweedside Place, Seemhouse.

In charge: Allen Wright (glass fibre assembly)

Richard Wells.

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