

The Silhouette Owner

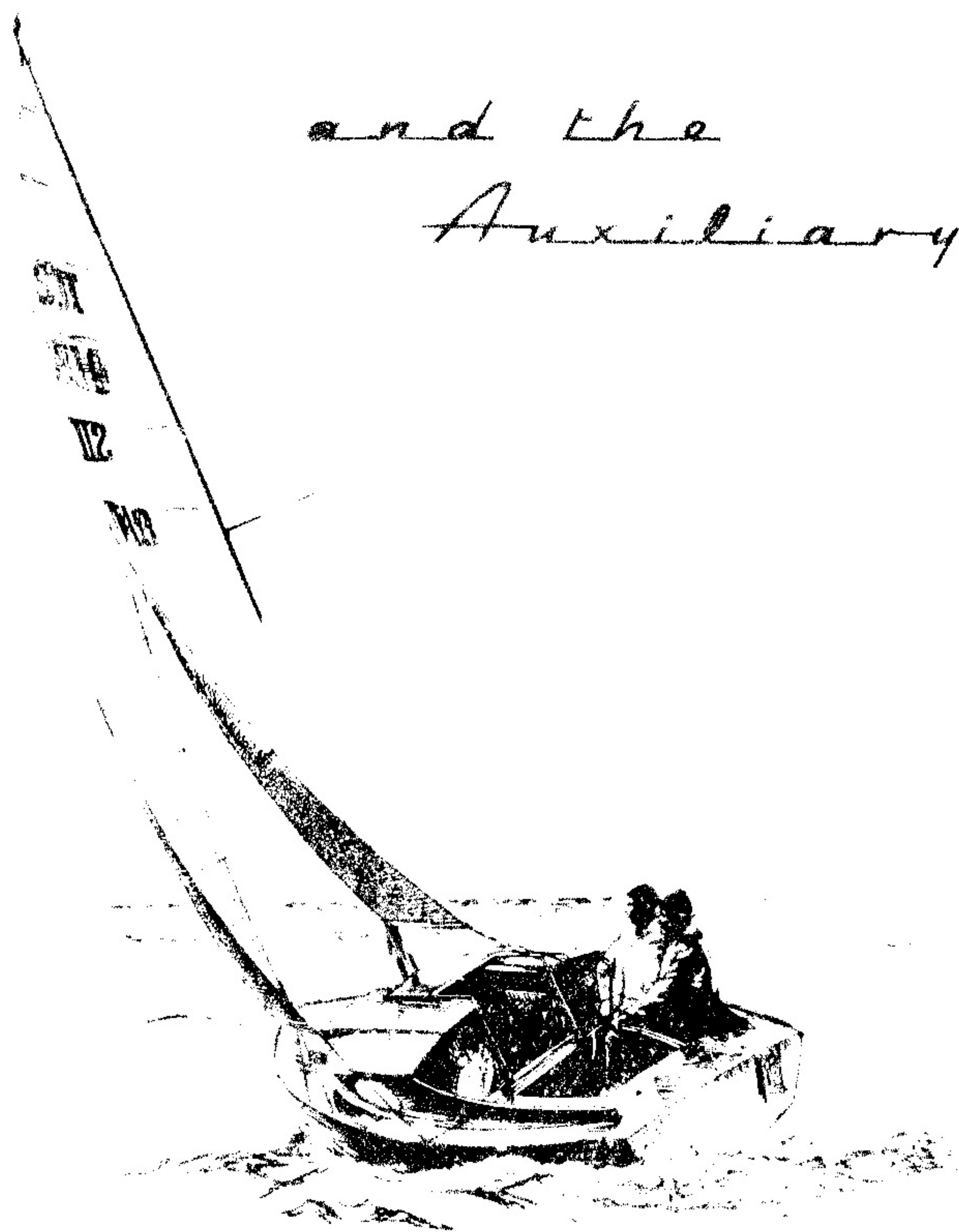
*The journal of the
Silhouette Owners' International Association*

NUMBER 41

APRIL 1964

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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.

Advertising rates on application to the Hon. Advertising Manager.

HELEN ANDERSON, The Old Hall, Marple, Cheshire.

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Learning to sail

LAUNCHING a new enterprise is much like launching a boat: designer and shipbuilders have done their best, but as the vessel leaves the ways she must go out into the world on her own, and other hands must guide her safely about her business. Our *Learning to Sail* scheme is nearly ready to be launched. Group Captain F. H. Searl, Chief Instructor of the Emsworth Sailing School, and one of the main architects of sound sailing instruction in Britain, has generously agreed to act as Hon. Adviser to our scheme, and to be chairman of a small national committee which will be responsible for running it. The heart of the scheme is the loyalty and readiness to help of SOIA members, but, as we think all would wish, the scheme itself will be wider than the association—it will be our contribution as sailing men and women towards meeting a great national need. We have already had a number of offers of help, and now appeal for more. What we hope to achieve is to have in every area of Britain volunteers who will undertake to give advice to novices on boats and boat-handling in general and, if there is no other source of instruction, will themselves be ready to give practical lessons. Advice, and a friendly hand in getting started, is the foundation of our scheme. We shall publicise it in every way we can, so that people who are thinking of buying a boat will be able to get in touch with one of our volunteers to discuss the sort of boat that will meet their needs, clothing and safety, moorings, and all the rest of the many things that newcomers tend not to think of in the first enthusiasm of deciding to buy a boat. Obviously

we shall be most able to help those whose interests are in the sort of cruising under sail that we do ourselves, but if a man wants to start with a dinghy or day-sailer, or with a powered cruiser on inland waters, we shall still do our best to help. Application forms are being prepared, and on them people will be asked to say what sort of sailing they want to do, and where they want to do it, and to give as much preliminary information as they can. When an application form has been completed, we shall put the applicant in touch with the volunteer on our register nearest to his home. After that, he will be in the hands of our volunteer helper.

Practical instruction is nearly always best given through a club, but few clubs really do much to help novices. Clubs may be interested only in certain racing classes, they may have waiting lists, and they may not feel inclined to help complete newcomers. This is understandable, but it is, we feel, one of the weaknesses in sailing club life in Britain at present. If sailing is to grow and to develop healthily, if State licensing (like car licensing) and all that it would entail is to be avoided, our generation of sailors must show that we are capable of looking after the next. Most of our volunteers will probably be members of clubs, and if they can persuade clubs to organise beginners' classes, it will be a big step forward. Indeed, one of the things that we hope will come out of our scheme will be a new recognition by clubs generally of their responsibilities in teaching. Where there is no club, or no club willing to help, our volunteers will do what they can themselves. At a meeting in London last month, Group Captain Searl, our Hon. Secretary Reg Garrod, Mr. Ernest Large, who has a long experience of teaching, and John Anderson, President of the SOIA and editor of the *Journal*, drew up a brief syllabus of the scope of instruction that we might try to provide. It includes:

Rigging and launching.

Getting under way from a bank, quay or mooring.

Sailing—(i) Reaching.

(ii) Sailing on the wind, going about and tacking.

(iii) Running.

(iv) Reefing.

Losing way.

Coming alongside an anchored or moored craft.

Picking up a mooring.

Bringing in a boat to a bank or quay.

This is basic, elementary knowledge of boat-handling, and it will be seen that apart from the techniques of *sailing*, it is all boat-handling that applies equally to small boats under power. Obviously, a keen newcomer would be well-advised to take a course at a proper sailing school as soon as he can — our scheme is preparatory, and in no sense a substitute for the work of the sailing schools. But not everyone can go to a sailing school, and we hope at least to provide beginners with some basic understanding of boats and water — and of what they need to learn for themselves as they go on. Our scheme will be a wholly voluntary effort, but applicants will be asked to pay a registra-

tion fee of 2s. 6d. towards the cost of printing, postage and administrative expenses. Where one of our volunteers actually gives instruction, people will be asked to pay 10s. a lesson, the whole of which will be passed on to the Royal National Lifeboat Institution. This will be (a) a modest contribution to a splendid cause, and (b) it should ensure that only those who are seriously interested in wanting to learn to sail apply for instruction. Inquiries about the scheme should be addressed to The Editor, The Silhouette Owner, The Old Hall, Marple, Cheshire.

People - III. Jack O'Brien

SAILING has been described by someone or other as being rather like standing fully dressed under a cold shower and tearing up pound notes. In our saner moments most of us may feel that this is not a wholly wrong description. It is comforting to find that one of our most distinguished sailors in the SOIA is by profession an Accountant, a profession noted for keeping a careful eye on pound notes. Anyone less like the popular idea of an Accountant than Jack O'Brien it would be hard to find — there is nothing hatchet-faced about him. Big, open, friendly, he looks as if he would be more at home in a fisherman's jersey than in a pin-striped suit and bowler hat. (Whether Jack has ever worn pin-stripes and a bowler it not known to the *Journal*). But he is jolly good at looking after pounds, and even pennies. As Hon. Treasurer of the Association, he devotes a most generous amount of his time — professional time given freely — to guarding the SOIA's finances, and it is largely due to his stewardship that finances are so healthy. The balance sheet that he produces so remarkably promptly in the short time between the end of the Association's financial year and the AGM in January is a model of what such things should be. Jack was born in London in 1910, and after going to St. Aloysius's College, Highgate, was articled to his profession. He now runs his own practice as an Accountant and Auditor at Harrow. He served in the Army during the war, and rose, he says, to the rank of Corporal. No one could care less about the trappings of rank in any walk of life, but whatever job Jack has to do, he will do faithfully and well. He was not the kind of Corporal who is always thinking of the baton in his knapsack; Jack has little use for batons. But you can be sure that he was a first-class soldier. He brings the same qualities of sturdy, cheerful competence to sailing. He has sailed a variety of boats, including GP 14s, Merlins, and a YM Senior before buying his Silhouette II, which he sails with the Up River Club at Hullbridge. He is very much a family man, with four grown-up children—the youngest, Jacqueline, is 18. He says that his wife sails "when I can catch her," but his two daughters, Patricia and Jacqueline sail with him when they can. He describes his non-sailing activities as "Keeping Silhouette accounts up to date" — a kindly way of observing that the Hon. Treasurership takes up a great deal of his time. But for people like Jack an Association like ours could not exist. It is a happy thing for all of us that Jack O'Brien is there to keep a practical and friendly eye on our affairs.

A Book of **SILHOUETTE VOYAGES**

IT has been suggested that we should publish a selection of the logs of Silhouette voyages which have appeared in the *Journal* over the past three years in book form. This would not only be a permanent record of some notable Silhouette achievements, but it would make a very nice Christmas present. The problem, as always, is economics. If we could print, and sell an edition of around 1,000 copies, we could probably do it for about 12/6 a copy. If the book is to be ready in good time for Christmas, we should make a start on it fairly soon. To have some idea of whether we can meet the cost involved, would all those who would be willing to buy a copy of the book at 12/6, please drop a line to the Hon. Secretary, Reg. Garrod, at 4 Crawley Road, Bush Hill Park, Enfield, Middlesex.

New Course in the NW

THE NORTH WEST GROUP charted a new course very successfully with a meeting at the Westminster Hotel, Chester, on March 8 which was a gathering of Fleets, rather than the kind of meeting that has been held in the past. The fleets represented included Hoylake and West Kirby (Philip Austin), Tranmere (Mr. Dakin and Mr. Booth), Conway (Mr. Heper) and a strong body of the original Menai Straits group, now the Venturers' Fleet. Several other clubs have expressed interest in forming Fleets.

It was decided that the NW Group's trophies should be passed round from fleet to fleet each year, with the club in charge fixing a programme for the trophies and all NW members being invited to compete. The Pegg Cup for 1964 will be at Conway, the Derek Williams Cup at Hoylake, and the Monty Fisher Cup at Tranmere.

Ron Bradbury presided at the meeting and there was a most helpful discussion about forthcoming activities. Votes of thanks to the Chairman and to the Group Secretary, George Smith, were carried with acclamation.

Francis Chichester C.B.E

MAY I again thank the Silhouette Owners International Association for the handsome little cup which you presented me on the occasion of my being awarded the C.B.E. ? This generous gesture is greatly appreciated and will be a reminder of the pleasant and interesting times I have had at the Silhouette Owners' annual meetings.

With best wishes for a good season's sailing in 1964,

Yours sincerely,
Francis Chichester.

9 St. James's Place,
London, S.W.1.

Secretary's Notes

IS it good to have an early Easter? Certainly, few of us were ready to sail, but the extra days off from the usual routine, did allow the final fitting out to be done a little more leisurely than in other years, and most of us are now afloat and ready for the season.

* * *

Thank you all for sending back particulars about Plymouth Week. Although we still have to make the final count, it is already certain that Plymouth Week will be bigger and better than ever. The date — August 16—22 and if you don't come then you will miss the holiday of your lives. One member who will not be attending is F./Lt. N. S. Smith, who last year won an award for trailing his beautifully home-made Silhouette all the way from Fife in Scotland, now the RAF has put him out of bounds by transferring him to Singapore. I fear that is far too far for his vintage Daimler to tackle (although you never know with some folks, and he hasn't actually said that he will not be present).

* * *

Amongst the interesting letters I receive regularly was one from a member who has nearly completed his own boat, and he finished up by saying "Any information you may have on desirable fittings or fixtures on a Silhouette would be greatly appreciated." How would you answer that sort of query? I wrote down all the items and alterations that I have or hope to carry out on my own boat, but I think it would be of interest to all, if perhaps you could list what you think are desirable extras, and let our Editor publish a few of the list. Information is also required from anyone who has fitted an inboard-outboard unit, what engine was used, and what are the snags? A Far Eastern member would welcome some advice. Other advice required is how to instal bouyancy into a Silhouette, cheaply, neatly and effectively. Any ideas, or experience on this subject would be received with gratitude by a family man.

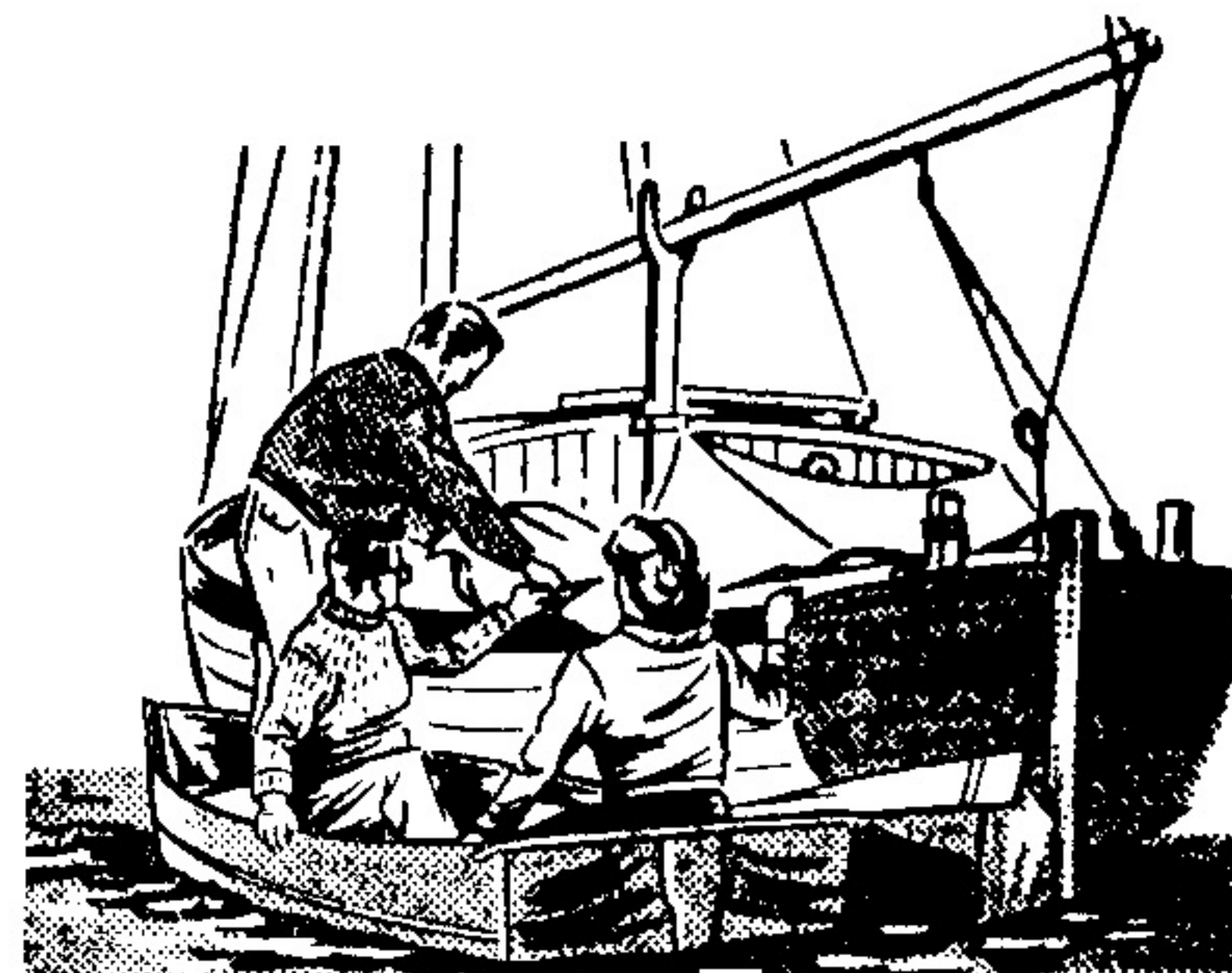
* * *

Paul Smedley, is inundated with anxious inquiries for ties. Please forgive the delay, but we have had to wait a long time for the fabric to come from the mills and there was just nothing we could do to hasten the delivery.

* * *

A meeting of the Executive Committee was held last month to discuss arrangements for Plymouth Week. Entry forms will be enclosed with this edition of the Journal, but to add to this, there will be four races, for the Plymouth Cup, together with races run over the same course for boats other than Silhouettes on a handicap basis; two full day cruises, a motor boat trip up the Tamar; an open race for all comers, including Silhouettes with any sails. The Lord Mayor is giving a Civic Reception, and on the Friday evening the prize giving will be

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at a dinner and dance, which will be held at the Duke of Cornwall Hotel. Two tickets for this will be issued to every entrant, but as there is always a limit to the number of people who can be accommodated in any room, extra tickets will be strictly limited, and will cost 21s. each. There will be room for extra guests at the dance after the meal, and for the benefit of members with young children, a room will be available where the youngsters can be left in charge of a trained nurse. All the other things that people have requested have been dealt with, including supplies of water and fuel at Sutton Harbour, a delivery service for stores, letters, etc., and a list of places where hot baths can be had for those living aboard.

* * *

Would anyone like to correspond with one of our members from down under? Rex Cotterell, 22 Notley Street, Westmere, Auckland W.2., New Zealand, would be pleased to exchange letters, photographs, and ideas with any owner.

* * *

Two oversized burgees that were made for the A.G.M. and Party last year have never been seen since. I should be pleased to hear from anyone knowing their whereabouts. Happy Sailing!—R.A.G.

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News from the Blackwater

WE have fixed the first sailing event of the 1964 season. This is to be a rally-picnic at Stone beach on Whit Monday afternoon. All Silhouettes will be welcome, and, of course, so are associate members in other boats.

We hope to give further details of this event later.

Wreck Warning. A concrete barge has sunk since last season in the entrance to West Mersea and is nicely placed to do a lot of no-good to a small boat sailing over it at high tide. It is awash at half tide, and unmarked, so members launching or sailing into West Mersea this season would be well advised to ascertain its position. — R. W. Sharples.

Maldon Yacht Club

MALDON YC held its Winter Dance at the King's Head Hotel, Chigwell, last month, and some 250 members and friends enjoyed a splendid evening. The following officers have been elected for the coming season: *President*, Alderman D. T. Tonkin, *Commodore*, Douglas Catt, *Vice Commodore*, John Gwilliam, *Rear-Commodore*, Richard Dodge, *Hon. Secretary*, D. Ling, *Hon. Treasurer*, B. Law, *Sailing Secretary*, E. J. Kempton, *Social Secretary*, Brenda Briggs. The new Commodore is an ex-South Eastern Snipe Champion, and was a member of the British Snipe team at the World Championships in Yugoslavia in 1957. In his inaugural address, Mr. Catt said that the club now had the largest membership in its history. He thanked the retiring Commodore, Les Lancaster, for his excellent work over the past three years and, on behalf of Maldon YC members, presented him with a pair of binoculars. The club sponsors Snipes, GP 14s, Hornets, and Silhouettes. There are vacancies for members in these classes, and a few moorings are still available for cruisers. Inquiries to the Hon. Secretary, Maldon YC, Hythe Quay, Maldon, Essex.

Wyre Officers

MR. R. O. BREWER has been reappointed Commodore of the Wyre Group. Mr. T. H. Swarbrick, who was one of the founders of the group and who has been acting as Hon. Secretary has taken on the job of Hon. Treasurer. The new Hon. Secretary is Mr. Bertram Lloyd, The Tythe, Glebe Lane, Dowbridge, Kirkham, Lancashire.

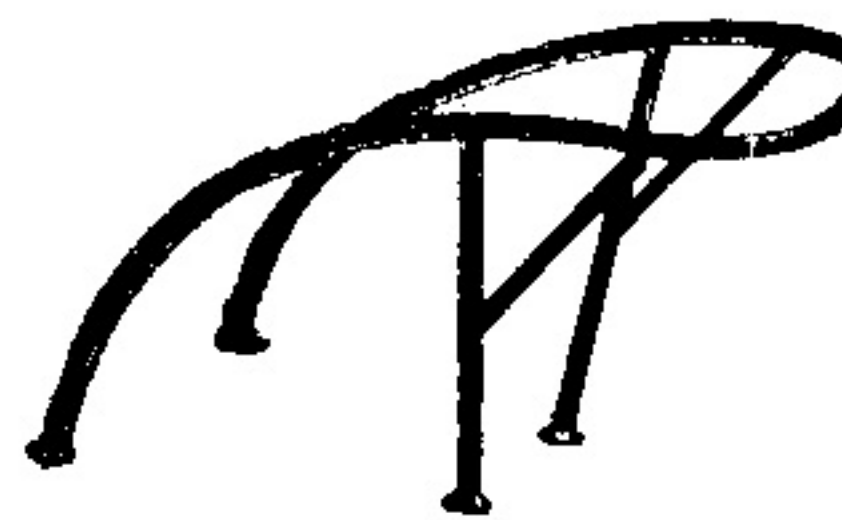
INSURANCE. Edward Lumley (Yacht Insurance) Limited, Lumley House, 43/51, St. Mary Axe, London, EC 3, offer special facilities to members of the SOIA for all forms of marine insurance. Details from Hon. Treasurer.

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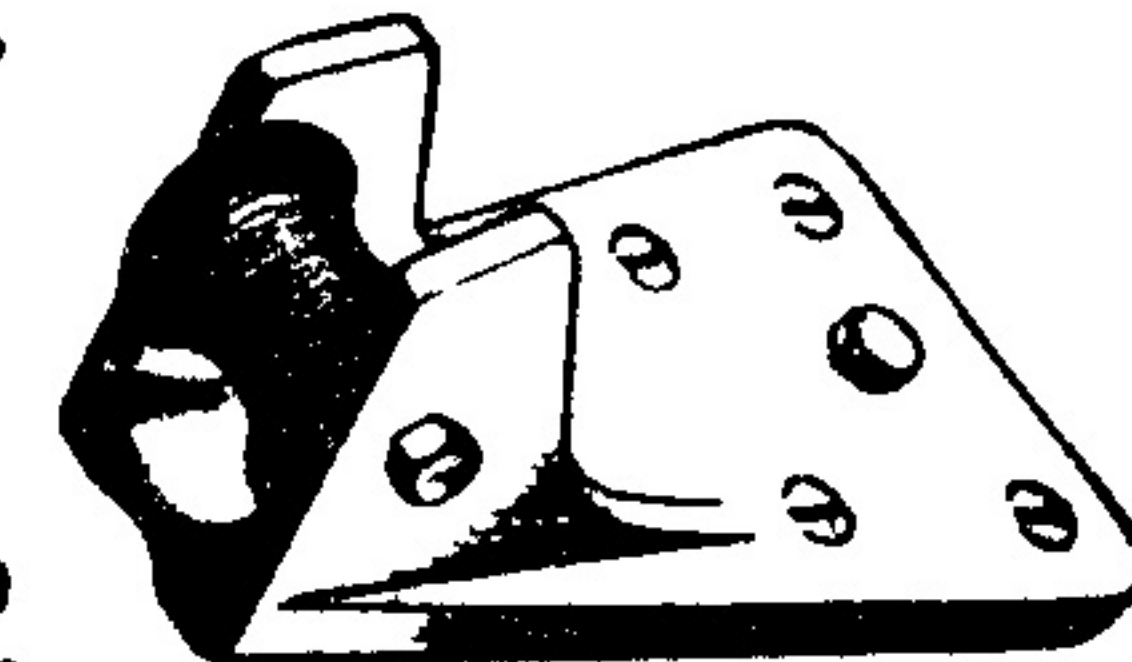
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Singlehanded to New York

THIS year's Singlehanded Transatlantic Race, from Plymouth to New York, will be a notable event in sailing history. Some fifteen yachts are expected to leave Plymouth Sound on Saturday, May 23, to make their way across the North Atlantic, each sailed by one man. The race will be particularly notable for us, because our Honorary Rear-Commodore, Francis Chichester, will be sailing *Gipsy Moth III* for the third time on a solo Atlantic crossing, and Dr. David Lewis, another welcome guest at our annual SOIA parties in London, will be taking part in his ocean-going catamaran *Rehu Moana*. Among the others who have formally entered so far are:

Charles McLendon (*Morna*, 48ft. ketch).

Val Howells (*Akka*, 35ft. steel cutter).

Dr. Robert McCurdy (*Tammy Norie*, 40ft. ketch).

Aksel Pedersen (*Marco Polo*, 28ft. gaff ketch).

Alec R. Rose (*Lively Lady*, 9-ton cutter).

Bill Howell (*Stardrift*, 30ft. cutter).

G. Chaffey (*Ericht*).

This list is not complete, for there are known to be several other entrants. Entries do not close until April 23—one month before the start—so the final fleet may be larger still. The race is sailed under the authority of the Royal Western Club of England at Plymouth, and will be finished by the New York Yacht Club.

When Francis Chichester set off from Plymouth in 1962 on his triumphant attempt to beat his own record for the singlehanded crossing set up in 1960, our own Commodore Spurrell, of the South West Group, in his Silhouette *Waskasoo*, was among the fleet of boats and launches in the Sound which gathered to give Chichester a send-off. This year we hope to see a goodly little fleet of Silhouettes at Plymouth to salute Rear-Commodore Chichester and his gallant companions as they set off on their 3,000 mile passage across the North Atlantic.

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, STAN MORGAN.

Flag Officers and Committee:

Commodore: HERBERT FIRTH, 5 Mossgrove Road, Timperley, Ches.
Vice-Commodore: R. A. GARROD.

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.

Supplies Officer: P. SMEDLEY, 46 Joy Lane, Seasalter, Whitstable.

Hon. Technical Adviser: ROBERT TUCKER, 58 Southbury Road, Enfield, Middlesex.

All recognised groups appoint an ex-officio representative to the Committee.

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.

The record for the passage singlehanded under sail, held by Chichester, is 33 days, 15 hours, 7 minutes. In 1960, Chichester won in 40 days, and Lt. Colonel Hasler, in his junk-rigged Folkboat *Jester*, came second in 48 days. David Lewis (then in *Cardinal Venture*) was third man home in 54 days (sailing time), and Val Howells fourth in 55 days (sailing time). Jean Lacombe, in the French plywood boat *Cap Horn*, not much bigger than a Silhouette, took 69 days (sailing time), but he followed a much longer route, well to the South. Chichester and Lewis followed more or less the Great Circle course from Plymouth to New York, beating their way as straight as they could go. Hasler went farther North, a route followed by some of the Liverpool masters in the old days of sail — if you are lucky, it pays off with favourable winds. Hasler was not particularly lucky.

The navigator has a choice of three main routes — with infinite variations between them. There is the Great Circle course, the shortest in geographical distance, but with the probability of having to beat up to 75 per cent or so of the time. There is the Northerly route, longer, but offering a better statistical chance of fair winds, and the Southerly route, longer still, but avoiding the perils of ice off Newfoundland, and offering the chance of picking up the trade wind in about the latitude of the Azores. Both in 1960 and in 1962 the Great Circle course (roughly) paid off. It does not follow that it always

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. R. W. Sharples, Dalegarth, Watch-house Road, Salleywood, Chelmsford.

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.

Midlands.

Hon. Sec. E. G. Oldham, 206 Hagley Road, Edgebaston, Birmingham.

North-West.

Hon. Sec., George Smith, Woodcroft, Park Road, Hale, Cheshire.

Wyre and Morecambe Bay. Lake District.

Hon. Sec. Bertram Lloyd, The Tythe, Glebe Lane, Dowbridge, Kirkham, Lancs.

Hon. Sec. T. K. Jones, Foxton House, Lowther Street, Penrith.

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.

will — about the one thing certain about statistical averages of weather, is that it will never be average where you are at any given moment.

An added interest in the race this year will be that David Lewis's catamaran will be competing against the traditional yachts. When she went to Iceland last year, *Rehu Moana* carried a junk-rigged mainsail, but Lewis has had her re-rigged with a Bermudan sail. She will be very fast off the wind, but her relative performance against traditional yachts on the wind and in bad weather remains to be seen. To sail her singlehanded is a gallant endeavour.

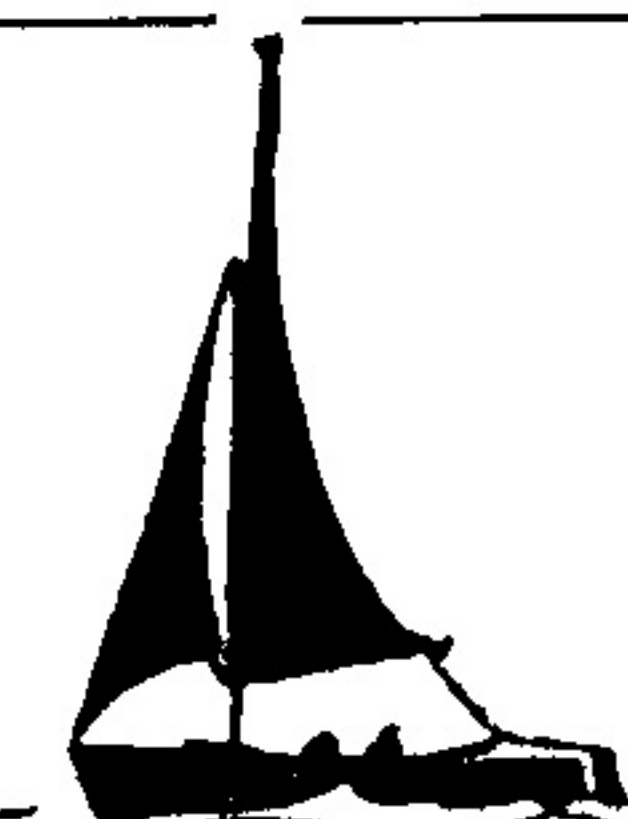
The *Guardian*, which managed to report Chichester's narrative all the way across in 1962, by R/T via a Marconi Kestrel set and the great help of the Marine Wireless Service of the GPO, is going to try to report the adventures of both Francis Chichester and David Lewis in this year's race. It should be a fascinating record. We salute all these brave men as they make ready to leave Plymouth on their splendid voyage, and wish them Godspeed.

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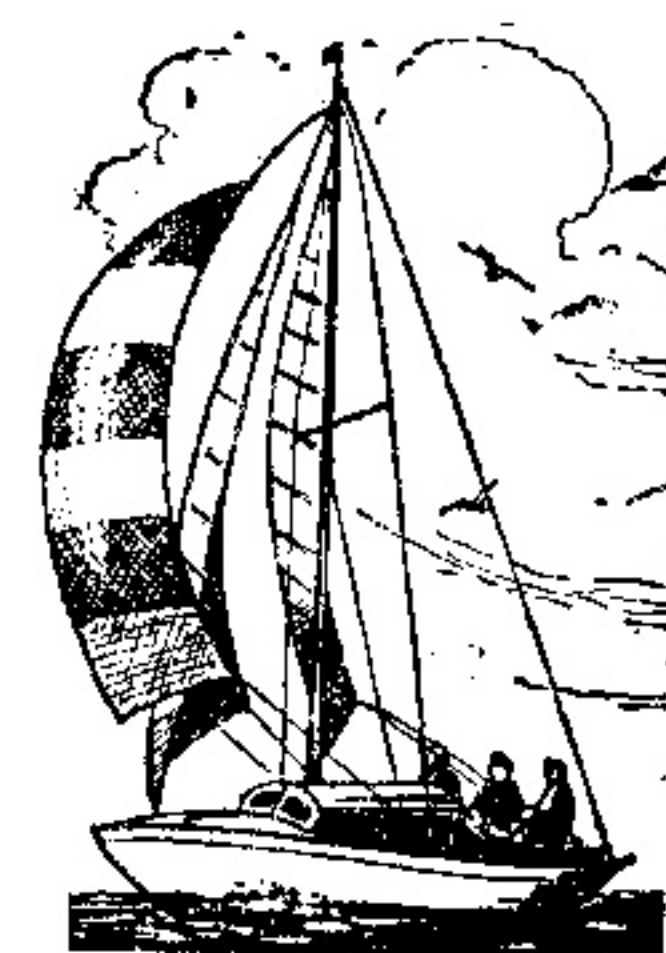
Stores for survival — (or lunch)

EVEN if one is not going to sail the Atlantic singlehanded, compactness, keeping qualities, and quickness of preparation are valuable qualities in galley stores. The trouble is that the average grocer, or even chandler, hasn't much to offer yachtsmen. There are the tinned meats, tinned and packet soups and vegetables, etc., which figure all-too-prominently nowadays in housekeeping on land. These can be used at sea, of course, but to cater for even two people for a week you need half a sack of tins; they take up a lot of room, and after a couple of days at sea all the labels come off. You should, no doubt, have a code for galley stores, with tins of soup marked with a blob of blue paint, strawberries with yellow, etc., etc. This is all right if you have time to plan a modest voyage on the lines of a major expedition, but most of us haven't. And few things are more irritating than getting the stove going in filthy weather, and then finding that you've tipped a tin of loganberries into the saucepan instead of what you hoped was mulligatawny soup.

For short passages of the kind that most of us do with Silhouettes, I have always tried to avoid major cooking at sea. We carry vacuum flasks of coffee or cocoa or hot soup, cooked at moorings before setting off, and for the rest depend on pre-made sandwiches: all right, but scarcely inspiring if one is really hungry. More important are the meals that we cook after making an anchorage and dropping anchor. Our main meal is what might be called a "basic stew," consisting of tinned stewing steak boiled up with whatever fresh vegetables we have in the locker — potatoes, carrots, onions, peas, whatever it may be. Fresh vegetables are (for us) a "must" — after a maximum of two days I get utterly sick of living out of tins, and find that fresh vegetables make or mar a holiday.

Our sea-catering so far, however, has been based to a large extent on ignorance. Over the past 20 years or so a vast amount of work has been done, mostly for the Services, on the preparation and preservation of "survival rations," which will not only keep life going in men adrift in a rubber dinghy or stranded on an ice-floe, but will actually taste good and *be* good in a scientifically nutritional sense. I have come across references to such rations in the records of various expeditions, but only recently thought of trying them out for myself. As a result of personal experiments at home this winter I have completely re-cast my ideas on galley stores for the coming season.

Horlicks are the people who have done much of the work on "survival rations" — going back to the days of Scott, Peary, Byrd and Amundsen. More to the point, you can (if you find a supplier) actually buy modern versions of Horlicks Concentrated Foods for civilian use. There are two main groups — packeted dinners, in packets about the size of a packet of 20 American cigarettes, and Concentrated Food Bars. Each dinner packet provides a substantial



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Tel.: Mossley 325. Evgs.: Saddleworth 2875

meal for one person. All you have to do is to tip the contents into three-quarters of a pint of water, bring to the boil and simmer for 20 minutes. There is a good choice: you can have beef and vegetable curry with rice, a rice, vegetables and chicken dinner, vegetables with beef dinner, a pasta and chicken dinner in tomato sauce, or a pasta and pork dinner in a savoury sauce. The packets cost 3s. each, and weigh only 3½ ozs.

These are all good dinners, but the Concentrated Food Bars are even better. Each bar, packed against all climatic hazards, and weighing around 8 oz., contains enough food to provide a really satisfying meal for 3 people. It is simpler to prepare than the packeted dinners — you just crumble the bar into water and boil for 5-10 minutes. And you don't *need* even to do this—in an emergency, the bar can be eaten raw, just as it comes. You can have minced beef in curry sauce, with rice and sultanas (packed with the bar in little separate packets for anybody who doesn't like rice or sultanas). This makes up into a marvellous curry—one of the best I've eaten for a long time. Or you can have a bar that makes up into a meat and vegetable stew. These bars, each for 3 people, cost 9s. apiece. You can also get a two-man bar (meat stew) for 5s. 3d. For "afters," or, indeed, for a main meal in survival circumstances, you can get bars of rum fudge or chocolate-flavoured fudge for 5s. 6d. Each provides around 820 calories, and can be eaten as it is, or made up into a drink.

The quality of these concentrated foods seems to me far better than the dried and packeted foods that one gets in normal life — indeed, it has to be, for life itself may depend on it. The cost, roughly 3s. per person per meal, may seem a little high, but if you go into things, you can't really get much of a meal for less than 3s. — and these are not merely meals, but fine sustaining meals.

If you write to the Manager, Services Department, Horlicks Limited, Slough, Bucks, you can get a list of places where these foods can be bought. I got one for the *Journal*, but it is too long to print in full. Here, however, are some suppliers in some of the main centres:

LONDON. Captain Watts, Albermarle Street, Piccadilly; Harrods; Selfridges; Youth Hostels Association, 29 John Adam Street, W.C.2; Thomas Black & Son, 22-24 Grays Inn Road, W.C.1; D. L. Buckle

& Son, 264/6 Barking Road E.6; Benjamin Edgington, 144/6 Shaftesbury Avenue, W.C.2; Robert Lawrie, 54 Seymour Street, W.1; Camp-tors, Jackson & Warr, 33 Ludgate Hill, E.C.4.

MANCHESTER. Benjamin Edgington, 18 Lloyd Street, Albert Square, Manchester 2; F. Ellis Brigham, 14 Cathedral Street, Manchester 4.

LIVERPOOL. F. Ellis Brigham, Harrington Street; The Boat Centre, Tithe Barn Street.

LEEDS: H. W. Poole, Eastgate; Leeds Camping Centre, Grand Arcade.

BIRMINGHAM: City Camp & Sports, Broad Street; The Scout Shop, Dale End; Oswald Bailey, Gooch Street.

GLASGOW. Thomas Black, Vincent Street.

EDINBURGH. Grahame Tiso, Rodney Street.

DUNDEE. David Low Sports, Seagate.

—J. R. L. Anderson

Moonraker — IV

by T. J. Bickford

SUNDAY, July 9th, 1961. The wind was South to East, steady to moderate. Although sitting on the mud when my father and I arrived, all seemed to go in our favour. All set within five minutes. Neighbours required punt; boat just afloat, so we were quickly down stream against the tide. Technique of lifting mast and setting sail under way found us sailing off Mount Batten within ten minutes of casting off. On rounding the pier, the thrust of the steady wind was made use of to the full extent of our abilities. It had been noted from the S.O.I.A. magazine that boat goes best at 5—8° heel, so course set for Cawsand Bay, sails eased out to let boat come up a little, and off we went.

Had to kick the opposite seat top into place to stop it vibrating, also sent Pop below to see what was rattling. Had thoughts that the builder's mate had left bolts off keel fins, for the whole boat was vibrating. My misplaced thoughts were soon washed away when I looked behind at the stern wake. Having lodged with a naval architect student for some time I had gained some knowledge of the behaviour of bodies, foreign and otherwise when thrust through water. The stern wake of the Silhouette was starting to ride up like a motor boat's. As we swept our way nearer to the open sea, the swell sweeping around the breakwater gave rise to a variation in the pitch of sound as we climbed the wave and a gentle purr as we sped down the other side to meet the next.

Outside the breakwater, the Silhouette came off the "plane," for the sea came at us in large chunks. The Silhouette revelled in the good swell, picking up her bow gently as the crest approached, and

giving a pleasing roll as the wave passed beneath her. Approaching Penlee Point we thought of Mum preparing lunch, so we came about to set course along our wake for home. We were delighted to find that with the waves approaching from 45° on our windward quarter, the shape of the stern allowed the boat to give us a similarly pleasant lift and roll as on the outward course. These conditions seemed to increase one's confidence in the boat as an excellent sea craft. With plates singing, we quickly ate up the waters of Cawsand Bay and Plymouth Sound.

All good things come to an end, so reluctantly, we sailed up the Plym to pick up moorings. The whole trip had only taken about 2½ hours, but we had had some wonderful sailing.

Wednesday, July 12. Unsettled and cloudy, but Dale and myself sailed up the Plym. After having pumped 8ins. of water out of the bottom of the boat, the Good Lord sent further instalments to ensure that we kept our pumping arm fit. After rainy period, Dale rejoined me on deck, and sat on weather side of boat. On the next "Lee ho!" going about, Dale did not immediately leave her position, so as the sails whipped over, she had a shower bath from them. The Silhouette not so much fun when tide running and the breeze light. Had difficulty keeping out of handicap races. Lack of way gave little response to helm. Also effects of cross tides upon steerage unpredictable. Someone had put the oars of the punt away, so had to use paddles from *Moonraker* to get ashore.

Saturday, July 15. Friend Johnny Searle keen for further lesson, so as wind from the West, we motored under bridge and down to the Cattewater. It was blowing a squall, and all efforts to set sail resulted in a thunder of slopping sail, so we turned tail and came up the Plym to a buoy off the Eddystone Hotel. Here we set sail and cast off to tackle a direct fight against tide and wind. Fight was the word for we battled eight times across the river and back, making absolutely no progress. As we sailed across, our wake took on a half moon curve, showing the change of speed of the tide we encountered. We realised that an alternative approach might have been more beneficial, but we thoroughly enjoyed the challenge. When the novelty of going a long way to stay still died off, we sought another path out. Sailing behind H.M.S. *Plym* (a mud dredger) we lost the strong tide, and much to our surprise found the wind coming from the South. From the surrounding buildings and ships I should have expected the Westerly wind to be deflected to appear as a 20° N. of W. wind to us, but no.

Nature does not obey the reasons of man, but sets the mere mind of man many a feat for him to endeavour to solve. Don't argue with nature: use her. Many tacks, and we were off Mount Batten pier, one tack took us with haste to Cawsand Bay, where the swell was heavy, and the tops of waves turning over. Although we had confidence in the boat, we both wore our lifejackets as we leaned out

to help balance the over-canvassed sails. We clipped across the waves at 45° avoiding the ones which curled too much on top. Occasionally this was not possible, and when this happened we shipped a little water.

On going about, we waited for a steady spell in the gusty wind, and chose the correct wave. Sailed two sides of a long L-course on same tack, to arrive back at the Eddystone Hotel.

* * *

Next month:

How to loose eel and catch fish.

Son for Silhouette, and safe pilotage to Atlantic crossers.

Sid comes through by D.C.W. Sutherland

FRIDAY, August 2, at 21.00 hours, was the time for the R.C.C. race from Lytham to Port St. Mary. There was no wind at all, so we, like all the rest, sat at anchor, waiting for the tide to turn at 22.27 hours. Still no wind, so more or less together, we ghosted out in the dark. At Gut Gas, the last of the home marks, we could all talk to each other, although by now it was a dark still night. During the night we slowly drifted on our own ways, and by daybreak the the hazy sea was uncluttered by anything at all.

The day wore on, at times under spinnaker, and at times beating as the fickle wind varied and varied. Navigation was almost a nightmare of worry, but by 17.00 hours on Saturday we caught a glimpse of Langress, and at the same moment the Ramsey entrant, a Trintel class, came out of the mist astern. Langress faded away in the mist, and after a drifting match of around an hour with the Trintel, she retired, and motored off into the mist. We stuck it out for a bit, but Langress foghorn was drifting away South, and we still did not have enough wind to make headway against the North-going stream. By just short of 20.00 hours we retired, and started up, motoring in to berth at 24.00 hours. It got worse, and the seas bigger (we photographed—before it got too bad—some of the following rollers, and they look quite good on the screen). The forecast was now gale Force 8, and we were really in it.

The difficulty was to keep *Sid* straight on her course before the wind. We had two hair-raising experiences when *Sid* got on a swishing plane on the crest of great rollers, so we decided to start towing our home made drogue.

Still the wind and seas increased. (We learned afterwards that it had been Force 9 for a time), and that a 60ft. fishing trawler had been damaged by the freak gale. We put more and more rope and sails over the stern in an effort to slow down. We were, of course, wearing safety harness, and we had everything battened down tight. We had

the cockpit cover securely tied down, with just room either side for ourselves to sit through, and this kept most of the water out, but it was not too comfortable. Towing so much rope was keeping us straighter, but even so we had near misses with almost broaching-to, when we would disappear in a swelter of foam, and come up almost gasping. But we were just under control, and felt that we had done what we could.

As dusk approached we knew that we had managed to slow down, as the shore lights had not come up yet, and we would not, therefore approach the bar until there was sufficient water.

From the moment we had caught a glimpse of MBLV tossing on the horizon, all our efforts had been to lose 2 hours in the journey to Nelson, to increase the water over the bar; that was the dark shadow hanging over us, to attempt to stay out, or to go in in the dark in a gale. We thought of the MV *Druid* of several hundred tons, which rolled over on our bar in a gale last winter, and calculated and judged our best course of action.

Our decision was to go in. If we missed, we knew that we had sand, we would wear extra life jackets, and make up our flotation raft all ready. We draw only 18ins., so we worked it out if we hit, we would be well inshore, and with the flood tide and Westerly wind, we would be in on the shore in no time. We attached one line to each other, and one line to the ship, and we had everything ready. From the top of one or two crests we now saw lights, but how difficult it was to tell which lights were blinking, and which were fixed, as *all* were just flashing in and out as crests obscured them. At last we decided that one white light was a bouy light, and not being able to read it we decided that we must keep it on our starboard. It took endless time to get North to pass it, and from being seemingly in the distance, it was suddenly rearing up and down, too close for comfort. And so it went on as we swooshed and thumped up the Channel, lights virtually impossible to see until we saw them too close; great ugly bouys, one minute above us, and the next way down below. Rushing crests, tearing along the line of the shore lights.

We made it into calmer water and moored up by 24.00 hours, going ashore in our pulling dinghy which we had left on the mooring. We had had our navigation lights on, and used a beam to find our dinghy, but no one saw us moor up. The row ashore was far from attractive, but we did it quite safely, and we were on the jetty before we were seen.

The light was on in the Life Boat house, and we reported in. Then a kind Club member gave us coffee, the first drink for over 16 hours — we had lived on Horlicks glucose tablets since mid-morning.

We were glad to be in, but we were sorry to find that the Life Boat service had been alerted and shipping worried. The Life Boat coxswain said, "She's a tough little ship, and you did right to come over the bar as you did."

It had been a very interesting passage of just over 18 hours.

Solent Group

SOME forty members and their friends met at the Crown Hotel, Alton, on Saturday, February 22. Mr. Fred Dawson, 107 Cedar Drive, Chichester, was elected Chairman, and Mr. John Caulder was re-elected Secretary.

Further exchange visits will be arranged this year to enable members to sail in other harbours in local boats. Fleet Officers will arrange local programmes, but the following main events were agreed:

Wootton Creek for Whitsun with a race on Sunday morning.

Keyhaven Barbecue, July 4.

East Head Barbecue, July 25, with activities in the afternoon for children.

Ten members present said that they were taking their boats to Plymouth.

The "Learning to Sail Scheme" was welcomed by members who offered to help in any way.

Members heard that East Head, a favourite anchorage and sandy beach in Chichester Harbour, was in danger of being washed away, and it was agreed to support the appeal. A collection realised £9, plus £1 donated by our host. It is hoped that members unable to be present will send donations, however small, to John Caulder.

All interested Group members should have received minutes of this meeting. If you have not done so, you are not on the Secretary's mailing list and so please write to John Caulder, "Sellafield," Orchard Lane, Hermitage, Emsworth, Hants.

Mast Work

I was interested to read about suggestions for lowering the mast in your February issue of *The Silhouette Owner*. The mast in the Silhouette does not, in my opinion, present any real difficulty unless one is single handed, when it could be troublesome.

I once had a five-ton Hillyard sloop with the mast mounted in a tabernacle on deck. To lower the mast was not only a feat of strength but fraught with danger on a slippery deck. I had the following equipment made:

Two eye bolts were fitted on the deck about level with the shroud plates. To each eye bolt was attached a length of suitable iron tubing, bent to conform with the sides of the bow deck of the boat, and meeting over the forestay deck fitting. This tubing was bolted together and had a forestay fitting on the upper side, and a lug to attach to the deck anchorage on the under side. To lower the mast with the main sheet attached, the lower pin was knocked out, the forestay taking the weight. When the mast was in the lowered position, the tubing stood up from the deck, and provided the necessary leverage for control to raise or lower the mast from the horizontal, and to free all those snagged shrouds catching on awning cleats, etc.. Incidentally, this contraption forms a useful grab line on the foredeck when sailing. I have not tried it on my Silhouette yet, but pass it on for what it is worth to the single-handed brigade.

Yours faithfully,

W. P. Lloyd-Jones (Penelope, SH 666, Avon S.C.I.)

Ashleworth,
40 Sydenham Villas Road,
Cheltenham, Glos.

SMALL ADVERTISEMENTS

RATES: SOIA members announcements, 3d. a word (minimum 2s. 6d.)
Trade notices 6d. a word (minimum 5s.). Please send payment with advertisement.

FOR SALE. Save £20. Complete Stuart-Turner R3MC installation for Silhouette II including shaft-log. Not run in. "Boat Show" finish. £65. Delivered Devon or near. McCarthy, Skilgate, Taunton.

FOR SALE. Silhouette II (Hurley built). 2 berth, Seagull longshaft, clutch. Roller reefing. 4 sails. CQR 15 fathoms. Gas cooking. 4ins. foam mattresses. Fitted out, £360. Grisley, 50 Bailey Road, Leigh-on-Sea, Essex.

FOR SALE. Silhouette II, No. 1023. Glassfibre, new condition. Reid, 19 Nantglyn Road, Colwyn Bay, Denbs., N. Wales.

RIVER DART AND SOUTH DEVON COAST. 2-3 berth glassfibre Silhouettes and 4 berth Debutantes for charter in these glorious waters. Brochure from South Devon Marine Agency, 22 Lichfield Drive, Brixham.

SILHOUETTE SAILS. Special pre-season offer of the world famous Rockall Terylene sails: Storm Jib £6-15-0. Medium Genoa £13-2-6. Large Genoa £14-7-6, Ghoster £20-5-0. Plus 10% for colour. Nylon Spinnaker (white or coloured) £10-2-6. No postal charges. South Devon Marine Agency, 22 Lichfield Drive, Brixham.

FOR CHARTER. Silhouette 2-berth, all found. With outboard, and dinghy. From £9 per week. Stanbury, Batson, Salcombe. Tel. Salcombe 2673.

FOR CHARTER. Silhouettes, 2 and 3 berthed. Fully equipped. Plymouth based. Windward Charters, 59 The Knoll, Plympton, Devon. Tel. Plymouth 3127.

WANTED. Genoa and storm jib for Silhouette II original rig. Linley, Lyn-dale, Dorking Road, Chilworth, Surrey.

FOR SALE. Silhouette II 688, built Hurley 1961, unique vessel fibreglass hull wooden superstructure, enjoying best of both worlds. Fully equipped CQR, Terylene sails, crutches, fairleads, roller jamb cleats, overall cover, twin berth mattresses, transom block for outboard, etc. Excellent condition, kept ashore Itchenor. Hurley trailer included at £385. R. G. Worby, 13 Dale Gardens, Woodford Green, Essex. Tel. BUC 3700.

FOR SALE. Towing bars, Dixon Bate as new. One each for Ford Zodiac Mk. II £4, Ford Classic £5, Ford New Popular (or Old Anglia) £3. Farnell, The White House, Welford-on-Avon, Warwickshire.

FOR SALE. £375. Silhouette II, June 1962. Terylene sails, jambling cleats, roller reefing, toilet, Calor gas cooker, foam mattresses, sturdy trailer. Repainted for this season. Apply Gauntlett, 173 Birchanger Road, Woodside, London S.E. 25. Tel.: Addiscombe 6520.

WANTED. Genoa for Silhouette. Sewell, 18 School Street, Witton-le-Wear, Bishop Auckland, Co. Durham.

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