

The Silhouette Owner

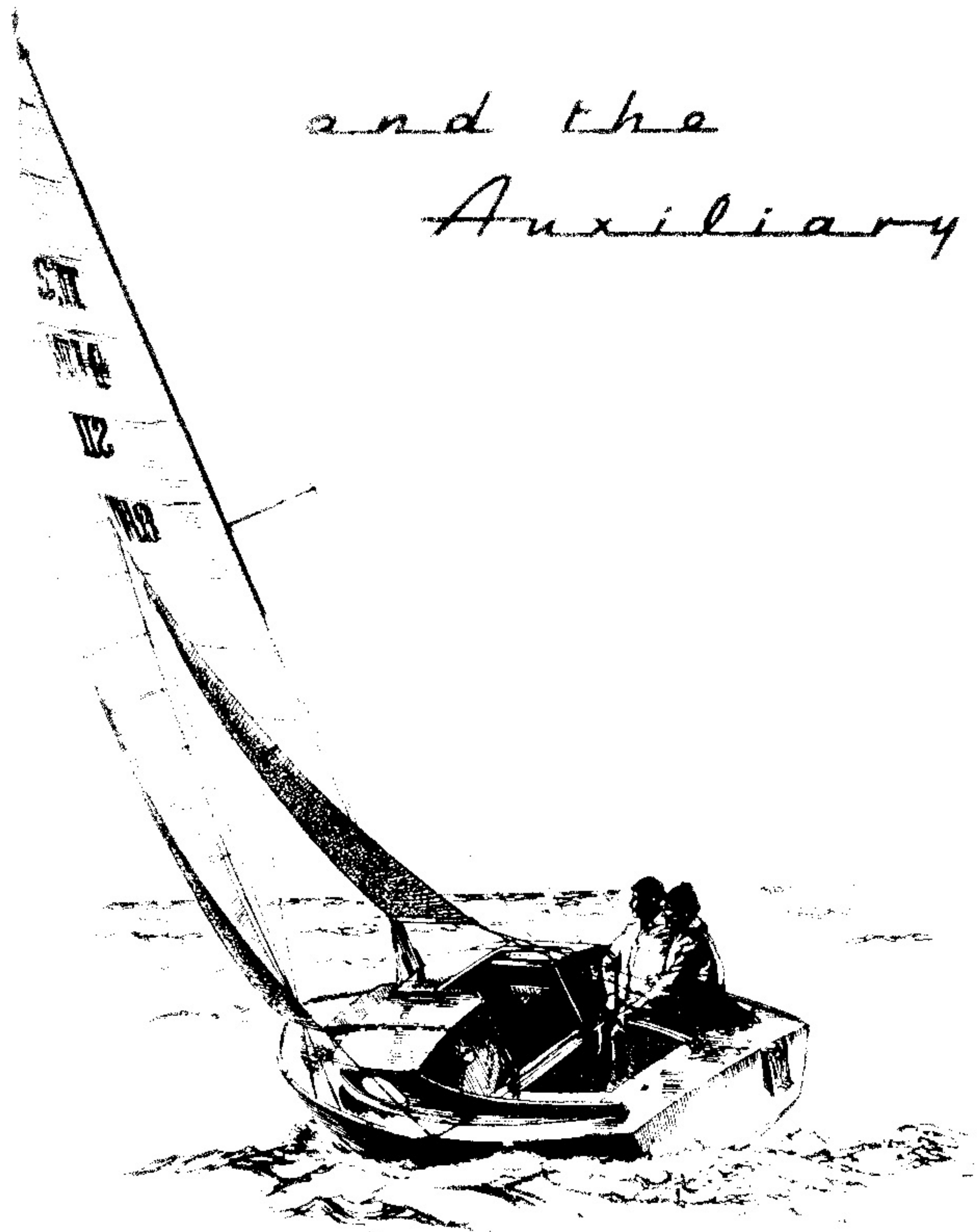
*The journal of the
Silhouette Owners' International Association*

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*and the
Auxiliary...*



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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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Apology for Absence

FOR the president and secretary of a sailing association to play hookey for most of the season in the waters of Greenland and points west is probably unprecedented in the history of sailing clubs, and many may add, with an eyebrow raised in disapproval, "rightly so." In spite of the heroic work of our mates in the SOIA, I'm afraid that this journal has got a bit behind hand.

The trouble is that there are only 24 hours in a day, and even by obtaining double watches for the tasks of the land, the mountain of work to be done seems never to get smaller. In the past we have combined the August and September issues of the journal to allow for Plymouth Week.

This we have done once again this year, though for rather different reasons, and I hope that with the publication of this issue we may get back to being on an even keel again. Please accept my apologies. This is not the time or place to write of the "Guardian's" Vinland Expedition, which I was privileged to lead, with Reg Garrod as deputy-leader. No deputy was ever a more constant tower of strength than Reg, and I owe him more than I can ever hope to say. Yet a third member of our six man expedition was a SOIA member Peter Comber, as gallant a mate as one could hope to have. To him also, I owe much. Perhaps the SOIA can be a little pleased that half the members of the expedition to Greenland and on to the United States in a 44ft. cutter were from its ranks. I regret that Reg and Peter

fell out of love with their beards, and removed them on reaching American soil—a sad end to two outstanding beards, of which any sailing body would have been proud. But there it is—the corruption of the land sets in, alas, as soon as you set foot on shore. We have all learned much that may be, I hope, of value to others. I am sorry for the extra work that our absence has put on others, and thank all those who tackled it so nobly. But I hope that as our voyage passes into sailing history, our fellow members in the SOIA may share our pleasure in its achievement, and forgive our absence during so much of the summer.—J.R.L.A.

Secretary's Notes

HAVING just returned from that fantastically wonderful two months' experience of crewing in *Griffin*, there is much to be done in picking up the threads and resuming the normal routine of life. What a wonderful organisation our Association is. While I was away, Harry Maloney carried on the work of secretary, and I find everything in order and running with the precision of well-oiled machinery. True, the monthly *Journals* have been a trifle late in reaching members, but this was in no way the fault of the stand-in editor, Michael Frenchman, who so ably carried on the very high standard of journalism, we have come to accept as a matter of course from our monthly publication. Many thanks for your efforts Michael and Harry—the members appreciate what you did.

* * *

Mr. E. O. Oliver, of 21 Fernhill Road, Newquay, Cornwall, has started collecting what he is sure will prove to be the most comprehensive set of photographs of Silhouettes ever gathered together, and would greatly appreciate the loan of any negatives which anyone thinks might add to this album. It is emphasised that the operative word is *loan*, and Mr. Oliver guarantees not only to take the greatest care, but also to ensure their safe return. Sort through your own albums for anything that might be of interest.

* * *

Delighted to note that the pages of this periodical are now being graced with, the acme of writing skill, poetry. My admiration goes to Geoff Lee in taking up the cudgels on behalf of us mere males against such a formidable master—or should it be mistress—of the art as Rhona Pinkney. I feel more skippers should lend Geoff a little support, but secretly I bet Rhona will hold her own against all-comers.

* * *

I want to try a simple experiment, and frankly have no idea where to get the necessary material or ingredients! Anyone any ideas? Perhaps I had better explain more fully. While in the Faroe Islands, we were talking to some of the local people, all of whom at some time in their lives had been connected with the sea and ships that sail

chiefly to collect the fish harvest. Everyone was speculating on what form of instruments the early Vikings used for navigational purposes, the chief conjecture being whether or not they had any form of compass. I was singled out by an elderly gentleman, who assured me that he had been in sailing trawlers around the turn of the century, and that the expensive alcohol-filled magnetic instruments which we all know so well were nothing like so accurate as his primitive method. This was to drop one or two lice, from the human body into a cup of water, and they would always swim *pointing North*. He so impressed me that this method was in use in those islands from time immemorial, that I really should like to experiment to see if it is true. But, where, oh where does one obtain lice nowadays? I do wonder if our seagoing forebears did use some primitive arrangements, which have fallen out of use and have long since been forgotten.

* * *

Anyone who would like a free boating holiday, should get in touch with Peter Haward, the well known professional yacht deliverer. Peter informs me that he can generally use any enthusiastic crew members on some of his numerous commissions, all expenses will be paid, victuals supplied, in return for a little help in working the boat. With such a superb yachtsman, much knowledge can be acquired. Peter advertises in all the yachting publications under *Yacht Deliveries*, so his address is easily obtainable. I have his full permission to make this announcement, but he did ask me to warn would-be applicants, that August is his slackest month, spring and autumn being the most likely times to be accommodated.

* * *

Much favourable comment about the Whitsun Channel cruise to France, has brought the suggestion that this should be an annual event. This point will be on the agenda for the next committee meeting. Meantime, our Editor would welcome letters from all who attended this deep sea jaunt.

Plymouth 1966

A bright spell

Cawsand, Thursday, August 11.

FROM the north wall of Sutton Quay at Plymouth the effects of the isobars parting and permitting the clouds to reach a low level of altitude was apparent to the members of the Silhouette Owners International Association. The annual water sports at Cawsand had been postponed on the Tuesday because of adverse weather and it appeared, that even with the help of the local weather prophets, that mother nature was to amend the programme again. It could be said "In spite of the weather" but a more accurate comment would be "That taking into account prevailing conditions and amenities,

comforts and sailing—qualities of the Silhouette" 22 of the fleet set off to battle sea and wind to Cawsand. The lee of Cawsand Bay provided a pleasant setting for the boats riding at their anchor chains with a background of sea fog. The fog horn hooted steadily but the calm inshore water seemed to glow in contrast to the outer choppy sea. The locals viewed us with intent as we got our tails damped by the surf as we land from dinghys, punts, Avons or bright yellow rubber boats. Once ashore the foreigners started a digging in the sand, collecting drift wood, sea weed, and even looking into dust bins. To assist our bond and to say "Thank you for having us on your beach" we asked Mr. Hancock and his associate to judge our sand, sea weed, drift wood and pebbles picture competition. After this we had fun with the events below:—

<i>Boys' and girls' three legged race</i> ..	1 <i>Pintail</i> , Mr. and Mrs. Povey. 2 Mrs. S. Kennedy and Paddy.
<i>Gents' walking race</i>	1 Mr. Delahay. 2 Mr. J. Bartlett.
<i>Ladies' walking race</i>	1 Mrs. Povey. 2 Mrs. S. Kennedy.
<i>Gents' horse and jockey</i>	1 <i>Moons</i> . 2 Mr. Kennedy.
<i>Gents' pebble and oar race</i>	1 Mr. Flashman. 2 Mr. Russel.
<i>Ladies' pebble and oar race</i>	1 Mrs. Bartlett. 2 Mrs. Povey.
<i>Tug of war, 12 to 15 aside</i>	Dead heat due to exhaustion.
<i>Boys' blind fold race</i>	1 Nebel alias Nicholas. 2 Master C. Stone.
<i>Ladies' rowing</i>	1 Mrs. Kennedy. 2 Mrs. Maloney.
<i>Gents' rowing</i>	1 Mr. Moyce. 2 Mr. Smith.
<i>Avon dinghy tug of war</i>	Nicholl and company became the champion pirates.
<i>Boys' swimming</i>	1 Master Barlow. 2 Master C. Stone.

The meeting was brought to a premature closure by the blanket of mist creeping towards the boats. With charts out, motors purring and compasses swinging the fleet set out in convoy for the trot of moorings at Sutton Pool. Cups of tea were brewed as the extra concentration consumed our energies. The previous days racing had seen who could be the first around the buoys, today it was a case of who was the first to *find* the buoys. With all safely back at the Royal Plymouth Corinthian Yacht Club other members said "I wish I knew you were going" and "We tried to come but the ferries had stopped

running due to fog." All who went had an enjoyable beat across a warm welcome ashore and a pleasant motor home, the one exception was the faithful four legged white crew with black spots, Sacha, who had not swallowed his Quells.—TERRY BICKFORD.

Fourth Silhouette Rally 1966

Results

Overall Championship Positions:

- | | |
|--|---|
| 1. 1040 <i>Dipper</i> , W. P. Grenfell
(City of Plymouth Trophy) | 20. 488 <i>Dolphin</i> , H. H. Firth |
| 2. 724 <i>Moonraker</i> , D. B. Bickford
(William Spurrel Trophy) | 21. 1066 <i>Conqueror</i> , R. W. Fairman |
| 3. 1626 <i>Amphitrite</i> , R. R. Gallie
(Russell Marine Trophy) | 22. 1439 <i>Water Baby</i> , D. Hodgson |
| 4. 1620 <i>Jan</i> , A. H. Pybus
(Exe Trophy) | 23. 1871 <i>Coringa</i> , J. S. Flashman |
| 5. 1472 <i>Nauru</i> , D. I. Barnes
(Lumley Trophy) | 24. 1420 <i>Nikki</i> , S. R. Nicholls |
| 6. 1258 <i>Siesta</i> , S. A. Kennedy | 25. 1609 <i>Miranda</i> , K. C. Ould |
| 7. 638 <i>Well I Never</i> , F. W. Bartlett | 26. 1180 <i>Westbank</i> , P. H. Crampton |
| 8. 654 <i>Wee Three</i> , H. W. Maloney | 27. 67 <i>Mistral</i> , R. A. Britton |
| 1021 <i>Spailpin Fanac</i> ,
B. C. Nicholls | 28. 130 <i>Minx</i> , S. R. Stuttle |
| 10. 1068 <i>Spray</i> , J. Mawer | 1046 <i>Peregrine</i> , E. A. B. Kirkby |
| 11. 1654 <i>Calypso</i> , S. M. Russell | 30. 72 <i>Yolanda II</i> , P. Y. Moyse |
| 12. 1790 ———, M. Hurley | 31. 1015 <i>Xanthe</i> , P. Griffin |
| 13. 983 <i>Martini</i> , J. R. Smith | 32. 578 <i>Tidgy Puss</i> , D. Benson |
| 14. 943 <i>Topper</i> , F. R. Thorne | 33. 1774 <i>Biscuit</i> , J. A. Bull |
| 1059 <i>Pintail</i> , N. F. Povey | 34. 759 <i>Jenny Wren</i> , A. A. Luck |
| 16. 804 <i>Joy</i> , F. S. Waldren | 35. 1268 <i>Oggie</i> , E. K. R. Sweet |
| 17. 1767 <i>Julie</i> , B. Wade | 36. 49 <i>Waskasoo</i> , W. Spurrell |
| 18. 999 <i>Rosette</i> , R. A. Garrod | 37. 1693 <i>Pegasus II</i> , A. L. Burton |
| 19. 1159 <i>Joanna II</i> , N. A. Delahay | 38. 1952 <i>Mary Poppins</i> ,
M. R. Thrower |
| | 24 <i>Gazelle</i> , R. N. Pegg |
| | 377 <i>Meridian</i> , A. C. Helas |
| | 530 <i>Odgik</i> , W. P. Talbot |
| | 928 <i>Sundew</i> , A. Bailey |

Attended Rally without Boats:

R. A. Pritchard	L. O. Jones
Mrs. E. J. Clarke	C. J. Guscott

Handicap Class:

- | | | |
|---------------|-----|-----------------------------------|
| 1. Hurley 22 | 30 | <i>Rose</i> , A. G. Hurley |
| 2. Hurley 22 | 1 | <i>Veloce</i> , C. & E. Simpson |
| 3. Alacrity | 515 | <i>Flipper</i> , J. P. Berry |
| 4. Felicity | 35 | <i>Nyota</i> , C. W. Hubbard |
| 5. Felicity | 441 | <i>Nereus</i> , R. Roper |
| 6. Felicity | 182 | <i>Katrina</i> , P. B. Westbrook |
| Felicity | 378 | <i>Santa Clara</i> , H. A. Turner |
| 8. Hurley 18 | 40 | <i>Showboat</i> , H. Schmidt |
| 9. Felicity | 310 | <i>Paleka</i> , L. C. Jones |
| 10. Felicity | 508 | <i>Moon</i> , P. Joyes |
| 11. Greyhound | | <i>Irene</i> , R. Trevithick |

Trophies:

Silhouettes

- | | | |
|---------------------|------|-----------------------------------|
| First Points Race. | 1620 | <i>Jan</i> , A. H. Pybus |
| Second Points Race. | 1040 | <i>Dipper</i> , W. P. Grenfell |
| Third Points Race. | 727 | <i>Moonraker</i> , D. B. Bickford |
| Fourth Points Race. | 1040 | <i>Dipper</i> , W. P. Grenfell |

- Race under any rig. 1. 1040 *Dipper*, W. P. Grenfell
2. 727 *Moonraker*, D. B. Bickford
3. 1472 *Nauru*, D. I. Barnes

Handicap Series:

- | | |
|---------------------|---------------------------------|
| First Points Race. | <i>Nereus</i> , R. Roper |
| Second Points Race. | <i>Veloce</i> , C. & E. Simpson |
| Third Points Race. | <i>Rose</i> , A. G. Hurley |
| Fourth Points Race. | <i>Rose</i> , A. G. Hurley |

Award for longest journey by road:

Julie, B. Wade

Hazelwood Hotel, Torquay, Trophy (longest sea passage to the Rally)

Sundew, A. Bailey
Irene, R. Trevithick

Special Award in this class to *Water Baby* (D. Hodgson), who set out from Burnham on Crouch and got as far as Rye where he was weather-bound. He made five attempts to continue his voyage, accompanied by various disasters to sails etc., and finally trailed the rest of the way. We are asked to draw special attention to the fact that *Water Baby* sailed by Bill Smart of the Ullswater Y.C. finished sixth in one race, ahead of A. H. Pybus in Jan!

Concours D'Elegance:

1. *Sundew*, A. Bailey
2. *Yolanda II*, P. Y. Moyse
3. *Coringa*, J. S. Flashman

Special Award for the best performance by a boat from outside the Port

Amphitrite, R. R. Gallie

Special Award for the best performance by a mixed or all-lady crew

Siesta, Mrs. S. A. Kennedy

Stuart Turner Trophy

(Best performance by a Silhouette with an inboard engine.)

Dipper, W. P. Grenfell

Special Award for the best performance by a non-human crew

"Sacha" in *Spray*, J. Mawer.

The Gin Race:

- | | |
|---------------------------|--------------------|
| 1. P. H. Crampton | 7. N. A. Delahay |
| 2. R. W. Fairman | 8. D. B. Bickford |
| 3. S. M. Russell | 9. D. I. Barnes |
| 4. C. Simpson (Hurley 18) | 10. J. A. Bull |
| 5. H. W. Maloney | 11. S. R. Nicholls |
| 6. W. P. Grenfell | |

Two bottles to the winner, one each to the next 10 finishers, and Plymouth Gin ash trays to all finishers with the complete message.

Plymouth Week Letter

I should like to express my thanks, as a member of the association, to all concerned for such an enjoyable rally this year. In spite of the disappointing weather the organisers, with help from local

The Silhouette Owners' International Association

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W. SPURRELL, STAN MORGAN, JACK O'BRIEN, GEORGE OLIVER.

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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 20s. (USA 5\$). Bankers: Westminster Bank Limited, Hornchurch, Essex.

members, ensured that there were no dull moments, and the same "locals" I do know took practical steps to care for unattended boats in the harbour during Tuesday's gale. The visit to the Meteorological and RAF station at Mountbatten during Tuesday afternoon confirmed the force of the wind, and the advisability of cancelling any sailing that day. While the visit proved most interesting it also confirmed the unsettled weather for the rest of the week. But we were informed by the organisers that they could not claim any credit for the fun and excitement that 120 Fireball dinghys caused at the start and during the Silhouette points racing.

What an impressive array of prizes were displayed at the Dinner and Dance, and here I should like to express a personal opinion on their being far too many and not of a very practical nature. I appreciate that the committee have in mind to give something to as many as possible, but I feel sure a new set of halliards, pennants, cushions, plastic containers or vouchers, would be much more useful than of replicas and so many tiny cups.

One other criticism—the crowded moorings this year. We were informed the large timber boat which occupied nearly half the quay would be sailing every day, but newcomers received little help where to tie up instead, and the boat was still there when we left on Saturday. Just one other small point.

Regional Groups

Regional groups of the Silhouette Owners' Association have been established in the following areas:

South-East.	<i>Hon. Sec. Stan Morgan, 19 Philbrick Crescent East, Rayleigh, Essex.</i>
Blackwater.	<i>Hon. Sec. A. V. Hudson, 70 Greenway, Southgate, London, N.14.</i>
Solent.	<i>Hon. Sec. J. R. Caulder, Sellafield, Orchard Lane, Hermitage, Emsworth</i>
South-West.	<i>E. K. R. Sweet, 12 Battery Street, Stonehouse, Plymouth.</i>
Poole.	<i>Hon. Sec. E. R. W. May, 2 The Circle, Moor-down, Bournemouth, Hants.</i>
Bristol Channel.	<i>Hon. Sec. Cyril Watts, 5 Vassall Road, Fishponds, Bristol.</i>
Midlands.	<i>Hon. Sec. P. F. C. Whiteman, 308 Chester Road, Streetly, Sutton Coldfield, Warwicks.</i>
North-West.	<i>Hon. Sec. George Smith, Woodcroft, Park Road, Hale, Cheshire.</i>
Wyre and Morecambe Bay.	<i>Hon. Sec. Bertram Lloyd, The Tythe, Glebe Lane, Dowbridge, Kirkham, Lancs.</i>
Lake District.	<i>Hon. Sec. T. K. Jones, Foxton House, Lowther Street, Penrith</i>
Tees Bay.	<i>Hon. Sec. R. T. Swarbrick, 21 Raby Road, Stockton-on-Tees.</i>

We shall be returning to Plymouth next year—could not the local corporation be asked to supply refuse dustbins on the quay and local garages for any spare tyre cases as fenders? So many of us, normally on deep water moorings, have little idea of the knocks and scrapes our little boats are subjected to in such crowded moorings. Nevertheless, all being well I shall be there next year, trying to improve my ability to race, sail, dance and drink in such congenial company—S. R. Nicholls, 9 Canterbury Court, St. Augustine's Avenue, South Croydon.

Cross Channel by Marjorie F. Moyse

AFTER weeks of planning and preparation we, that is my husband Peter and I, were almost ready for our cruise to Calais. First, we had to get to Dover, so at 18.00 our Silhouette *Yolanda* could be found sitting at a parking meter in London's West End. She looked so strange to us, without her usual cradle of sea-water. I am sure she had a feeling of nakedness there in the streets of the metropolis, and wanted us to hurry to return her to more natural surroundings. We had to ask her, however, to be patient a little longer, so that we, her crew, might get our eight hours' sleep in readiness for our drive to Dover.

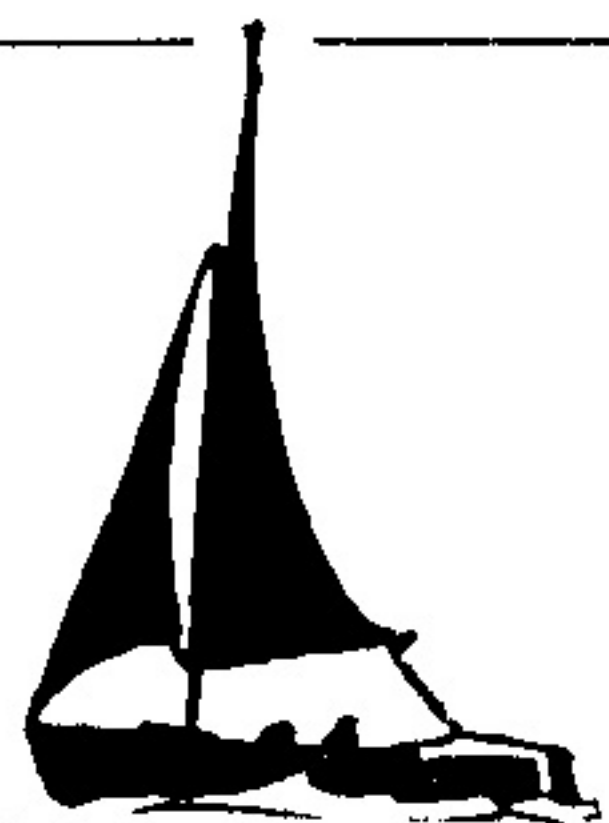
Friday, May 27. Right in the middle of rush hour traffic, we drove over Westminster Bridge and southwards out of London. As with most things, some passers-by were surprised to see a boat being

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towed, while others just ignored it. When we pulled up at a set of traffic lights on the Old Kent Road, alongside a corporation dust-cart, one old wag popped his head out of his cab and, on noticing the boat said "Do you want a cabin-boy?" Quick as lightning, his mate called out, "A cabin 'old-boy' is more like it!"

When we reached Dover Promenade we soon spotted the familiar forms of the Silhouettes on their trailers. In the capable hands of Harry Maloney and helpers, *Yolanda* was launched, and Peter then motored her round to Wellington Dock. By this time it was late afternoon, so feeling rather peckish, we decided to explore the town for somewhere to have a belated lunch. I am afraid our choice was a poor one, because shortly after sitting down to our meal we became caught up in a seamen's brawl, tables and fists flying, real TV stuff! The manager was most apologetic, explaining that, due to the seamen's strike, tempers were becoming a bit frayed in the town as all this idleness was making the men rather bored.

In the evening, Peter and I, together with all the others who were to sail to Calais, assembled at the Royal Cinque Ports Yacht Club for our briefing. This was a mixture of serious information on navigation and humorous tips on the do's and don'ts of the forthcoming cruise to France. Mr. E. C. Large, an officer of the club, told us many amusing anecdotes, particularly on French marine law, and advised us exactly what to do on entering a foreign port. Later, while we were having drinks in the bar, Mrs. Large charmingly chatted to us all and offered tips on the French daily food supplies. She made "over there" seem like just cross the road and, to us "first-timers"—all dead easy. I must mention here the warm welcome given to us at the Yacht Club and how very useful it was to be able to avail ourselves of the many amenities offered, not the least the hot water.

Saturday, May 28. This very cold, grey morning saw us up at 4 a.m. We were all very quiet and appeared tensed in a "D-Day" fashion. Then, one by one, we motored out of Wellington Dock and moored up alongside each other in the harbour. We were due to leave the East Entrance of Dover Harbour at 06.30 as the late night weather forecast was "N.E. wind, Force 4" but the early morning forecast said "N.E. changing to S.E., Force 4" so we were given new instructions: instead of making for Calais, to proceed to Boulogne. At 07.25 we all left the outside of Wellington Dock and tacked inside the harbour, to arrive at the Eastern Entrance at 08.15

and then *Yolanda*, *Circe*, *Wee Three*, *Saphrina* and *Nyota* sailed out on our voyage across the Channel.

I shall not attempt to describe this journey in detail, but leave that for others more nautically-minded than I. However, it soon became evident to us that some members of the party must have left before the second weather forecast had been received and were making off in the direction of Calais. We, although obviously the slowest boat in the fleet (according to my husband this is because we do not have a masthead rig) decided to keep as near as we could to our Boulogne-bound party.

Mountainous seas (20ft. waves); half a gale (well, Force 5)—at one moment you would see a Silhouette perched on the top of a huge wave, the next minute all that could be seen would be the burgee or the tips of the sails. Then, about 4 miles out, with the White Cliffs of Dover still visible behind us—what was this ahead? . . . a mirage? . . . No—the coastline of France! We could hardly believe our eyes. I mentioned to Peter the fact that he had bought Adlard Coles's book on ships in the channel in order to identify any ships that passed. We never saw any other boats and, at the speed we were going, I doubt if we would have had any time to compare them with their respective photographs. It was an exhilarating sail, with a following wind and tide down the coast of France. We noticed *Nyota* drop back and thought how kind it was of them to come to see if we were all right. Later, however, we found it was they who were in trouble, their forestay having come away from the masthead, which damage they were not able to repair until they reached Boulogne.

Just after entering the Outer Harbour at Boulogne our lead boat, *Wee Three*, circled round and collected us all together before we made the run up through the Inner Harbour. How considerate it was of Herbert Firth and Harry Maloney to "mother" us in this way so that we could all find our moorings together! We then tied up, tidied our boats and ourselves, and it was not long before Peter had the stove going and was busy frying a pan full of sausages and bacon. We had been sailing for 5½ hours, a distance of 33 miles, and we did enjoy that meal! All was peaceful for a short time, until the arrival of the French fishing boats—a slight case of always being moored at the very spot they wanted to occupy—so there followed quite a bit of pushing and shouting. Then peace reigned once again.

Sunday, May 29. Together with the others from our party at Boulogne, we decided to go by train to Calais, to see and chat to the other members of the cruise moored there, and also to visit the Yacht Club (Yacht Club du Nord de la France), where presentations to the Little Ship Club and the S.O.I.A. took place. Herbert Firth suitably responded with a short speech and presented the Yacht Club with a Silhouette burgee. We had lunch in Calais and returned in the afternoon to Boulogne.

Monday, May 30. 07.00 *Nyota* departed for Dover and we wished her a safe journey. Then, the four remaining Silhouettes, *Yolanda*,

Circe, *We Three* and *Saphrina*, set sail for Calais in order to join the rest of the party moored there.

Peter and I learnt many things on this cruise, one being the fact that it is almost impossible to fight against both wind and the tide. I say "almost" because somehow we managed to do just that, and the result was a journey round the French coast from Boulogne to Calais which took us exactly 10 hours 40 minutes. We now know that we really should have given up the fight and waited for more favourable conditions.

We started by leaving our moorings at Boulogne at 08.00 and passing through the Harbour Entrance into the Outer Harbour. After sailing for about 4 hours our lead boat, *Wee Three*, drew up alongside us and suggested that, as the tide was changing, we start up our motors if we were to make Calais. *Saphrina's* motor then failed, so *Wee Three* accompanied her back to Boulogne, which meant that *Circe* and *Yolanda* were forced to go it alone. We had to keep beating back and forwards and, for several hours, never seemed to make any ground at all—we saw the same houses on the shore until we were weary of them. Then, to our dismay, the Evinrude slowly spluttered and died on us. We checked the petrol etc. but everything seemed to be in order. Peter then decided to lift the motor into the cockpit for further investigation, only to find that, somewhere in all that sea, we had picked up a length of rope (about 4ft. long) and a mass of seaweed, which had tangled itself round the propeller. After getting rid of it all (need I add, under great difficulty, being buffeted around by the wind and the tide) we restarted the motor and once more continued with our battle.

Although at times *Circe* was very far away from us, whenever she did come nearer we seemed to get added strength. We thought how very calm and confident they all looked in spite of the terrific ordeal. We later heard that Peter and I had exactly the same effect on them—rather a case of the blind leading the blind. We eventually made Calais, soaked, hungry and very, very tired at 19.00, followed by *Circe* 20 minutes later.

The next two days were spent resting and preparing for our return trip to Dover. We held meetings at the Yacht Club to decide on which day to return and planned the whole voyage ourselves, as our leader was still at Boulogne, having made two unsuccessful attempts to reach Calais. Mike Rulton in *Scorpion* was appointed our new Commodore and we decided to return to Dover on the Thursday. The fleet now consisted of six Silhouettes: *Nevis*, *Scorpion*, *Yolanda*, *Nina*, *Circe* and *Reine Pedauque*. The other two boats, *Wee Three* and *Saphrina*, planned to leave from Boulogne and make straight for Dover by themselves.

Wednesday and Thursday, June 1-2. At 22.00 on the Wednesday we left our moorings in the dusk and tied up in the Outer Harbour, setting our alarm clocks for 04.00. After a bumpy night, with very little sleep, we prepared to set sail for England. We left Calais under

sail at 05.5, set our compasses at 320 deg., started up our motors, and had a calm, easy run back, reaching Dover at 10.10.

What have we gained from this cruise? I think I was most impressed by the comradeship of all the crews; new found friends; the bright, happy young daughter, Jane Heaney (from *Circe*) who, in spite of two very wet, rough voyages, always came up smiling ready for more; the wonderful welcome we received after our eleven hour battle from Boulogne to Calais—our warps were quickly secured and flasks of hot drinks offered to us; Mike Rulton the following morning bringing us lovely fresh French bread, croissants and the *Daily Telegraph* (not too early because we knew we needed some rest). The pride of the Smith brothers from Staffordshire in the legend surrounding the name of their boat, *Reine Pedauque*; the thrill of seeing a Silhouette with what I'm sure was the name-plate *Nevis* being towed through Chichester the day following our return (unfortunately we were not near enough to hail her); then, on the Sunday, sailing into Bosham Harbour to look for *Nina* and finding her on her mooring—I confess I blew her a kiss; later seeing Mike Rulton's car at Itchenor, but no sign of *Scorpion*—was she away on another cruise? Peter and I thoroughly enjoyed the whole adventure and, although this was our first experience of living afloat for seven whole days, we found the Silhouette surprisingly comfortable and cosy. I learnt that you must order your life quite differently when cruising and live by the tide-tables rather than by the clock. Sometimes one has to get away before dawn so as to catch the tide, and meals have to be taken when one feels hungry instead of at conventional times—quite a refreshing change. Altogether it was a wonderful trip in which we were proud to take part.

Letter to the Editor

MODIFICATIONS.—What an excellent suggestion it is that modifications described in the *Journal* should be made available in the form of duplicated sheets, with working drawings. My sail no. is 1790 and a recent boat, but since I have had it I am still making modification to make it an easy boat to handle. Some of these alterations, if built in by the makers, could be done with little extra cost, but I am sure would be well worth that little extra. I have added a topping lift to the boom, but this is certainly a small item. Also two extra cleats to the mast have been a great benefit. This last year I have added a little extra to the rudder, but here the proof of the pudding is in the eating and this has to be tried out under sail. The wire horse on the aft deck for securing the main sheet I have found very unsatisfactory, and have found it wrapped around the tiller on many occasions and have now made a metal one out of 3/8" bar iron and had it galvanised and this is excellent. Of course the manufacturer makes no provision for securing the main sheet when under sail but this is easily overcome.

When I bought the boat I had an outboard mounting bolted to the transom and have used a longshaft Seagull 102 clutch model. I found that on occasions if anyone was at the bow the propeller often came out or nearly out of the water. I have taken this block off the transom and fitted a slide using stainless steel mast track, and this is now excellent. I find the propeller has more bite when in the water, as it is a good six inches deeper,

and is very quiet in running. With this model outboard I found the clutch handle in an awkward place and difficult to alter when approaching moorings etc. I have now dispensed with this lever. The main clutch rod has been extended and fitted to the outboard tiller arms, so that when this arm is horizontal the clutch is out of gear and when upright it is in gear. I can now change gear without turning my head away from the front and am able to do this with one finger. This could not be done before.

I have had difficulty with keeping my cabin dry and have found that the front sliding hatch was letting in a lot of rain. I have now cured this by making it into a folding hatch. I still find a little rain entering through the main central hatch and will have to make some alteration here. Two ideas are in my mind but I have not decided on what to do yet. Have any other members found similar difficulties? Unfortunately, I am not a draughtsman, if any member should be interested in what I have done but they are certainly welcome to see my boat at Keyhaven.

I am thinking of cutting my cockpit lockers and putting hinges on them to make them easy to open and close whilst at sea. I should like to hear from someone who has attempted this and to learn from their experience. What did they do with the ply floor of the locker? Did they cut in half before altering the cockpit top, so the floor could be removed from the cockpit if required?—Harry Ancill, 82 Welbeck Avenue, Southampton.

New Members

WE extend a cordial welcome to the following new members: J. W. Abrams, 16 Holborn Hill, Ormskirk, Lancs.; R. A. Joy, 22 Recreation Avenue, London Road, Romford, Essex; C. Coupe, 24 Sandhills Avenue, South Shore, Blackpool; Karl-Heinz Nagel, Hannover, Eggestorffstr. 15, Germany; F. McCullagh, 18 Northland Road, Londonderry, N. Ireland; T. G. Lewis, Wynbrae, Wellington Road, Hakin, Milford Haven; R. A. Smith, 1 Sunnyclyffe, Braddons Hill Road, West, Torquay; D. N. Stevens, 30 Evelyn Road, Dunstable, Beds.; R. Crossland, 32 Phillips Avenue, Exmouth, Devon; Martin Philippi, 3053 Steinhude, Uferstra. 29a, Germany; E. F. Bullen, 77 Leyswood Drive, Newbury Park, Ilford; 1242 *Tobisa*, Blackwater; D. J. Dunmorewood, 10 Len y Meillion, Rithinog, Bangor, Caerns. 2009 *Sparrot*, Menai; J. Clemens, 11 Laburnham Grove, Chichester, 546 *Freebooter*, Chichester; P. C. Wade, Rose Cottage, Norwich Road, Claydon, Ipswich. 595 *Gaye*, Deben; A. R. Smith, 74 Bernice Terrace, Lipson Vale, Plymouth. 456 *Karen* Turnchapel; B. Levern, 47 Poole Road, Ewell Epsom, Surrey. 2020 Arun.

BOSUN'S STORES. Terylene ties, burgees, car badge transfers, brooches, from Mrs. Eileen Morgan, 19 Philbrick Crescent East, Rayleigh, Essex. Back numbers of the *Journal* (on loan) from Eddie Coxell, 40 Louis Drive East, Rayleigh, Essex.

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

SMALL ADVERTISEMENTS

RATES: SOIA members announcements, 3d. a word (minimum 2s. 6d.) Trade notices 1s. a word (minimum 10s.) Please send payment with advertisement.

FOR SALE. *Mystic Super*, 21ft. 4ins. inboard engine, S/S rigging, pulpit, stanchions, 2 anchors, 2-burner galley, gas light, sink unit, roller reefing, genoa, sail coat, tent awning, furling jib, extra keel ballast, D/F gear, sleeps 4, perfect condition. Lying Poole Harbour. Bath 3707 Day or Night. Offer around £800.

FOR SALE. 1965 *Silhouette*, 1823. 2/3 berth. Seagull Century. Dinghy. Pulpit. Calor gas. C.Q.R. Electric light. Many extras. In excellent order. At moorings. Blackwater. £420. Tel. Enterprise 7481.

FOR SALE. 4½ ton *Crystal*. 4 berth, Buchanan designed glass fibre sloop. Folding dinghy. 4 h.p. Stuart-Turner. Four wheel close-coupled trailer. Refitted and ready to cruise. Redmond-Lyon, Stockhill Road, Chilcompton, Bath. £1,500.

FOR SALE. *Silhouette II* 1623. £500. No offers. Registered, glass fibre. 3 berth improved design. unique solo sailing rig, extra lockers, Calor lighting and stove. 20 fathoms chain. 3 anchors, tender, Seagull Century Plus, two mainsails, genoa, 2 storm, 1 working jibs, 3 compass fathoms of rope (Terylene), pulpit and many, many extras. Lying Pitsea Marsh. C. J. Mapley. 1 Wolmer Close, Edgware.

FOR SALE. *Silhouette II*, Terylene sails, including genoa, dinghy, strong trailer, Seagull Century outboard, two anchors and complete inventory. All in very good order. Including mooring South coast. £340 all in. Phone Brockenhurst, Hants., 3277. Francis. Birch Cottage, Sway Road, Brockenhurst.

WANTED. *Silhouette* trailer, preferably with brakes. Reeves, Field Cottage. Crondall, Farnham, Surrey.

MOORING for sale, suitable for boat up to 21 feet at Dittisham, River Dart. £30. Bailey, 8 Pellew Way, Teignmouth, Devon.

FOR SALE. *Silhouette II*, two berth, carefully used boat with good inventory including genoa and heavy duty trailer. £350. Stainless steel keels. Dunthorne, 5 Rickfield, Gossops Green, Crawley, Sussex. Telephone: Crawley 24250.

FOR SALE. *Silhouette II*, 1560, 3 berth, fibreglass, Terylene sails, Seagull outboard, trailer, bunks, etc. In excellent condition. At present moored Menai Straits. £475. Telephone Wilmslow 22669.

FOR SALE. *Silhouette II* by Hurley, No. 1078. Terylenes with storm jib, cushions, roller reefing, canvas cover, trailer, Seagull Century virtually new, and many extras including compass and mooring at Oulton Broad. £325 o.n.o. for quick sale. Owner regretfully finished with sailing. Preston. 13 Pennygate Drive, Lowestoft. Phone 5463.

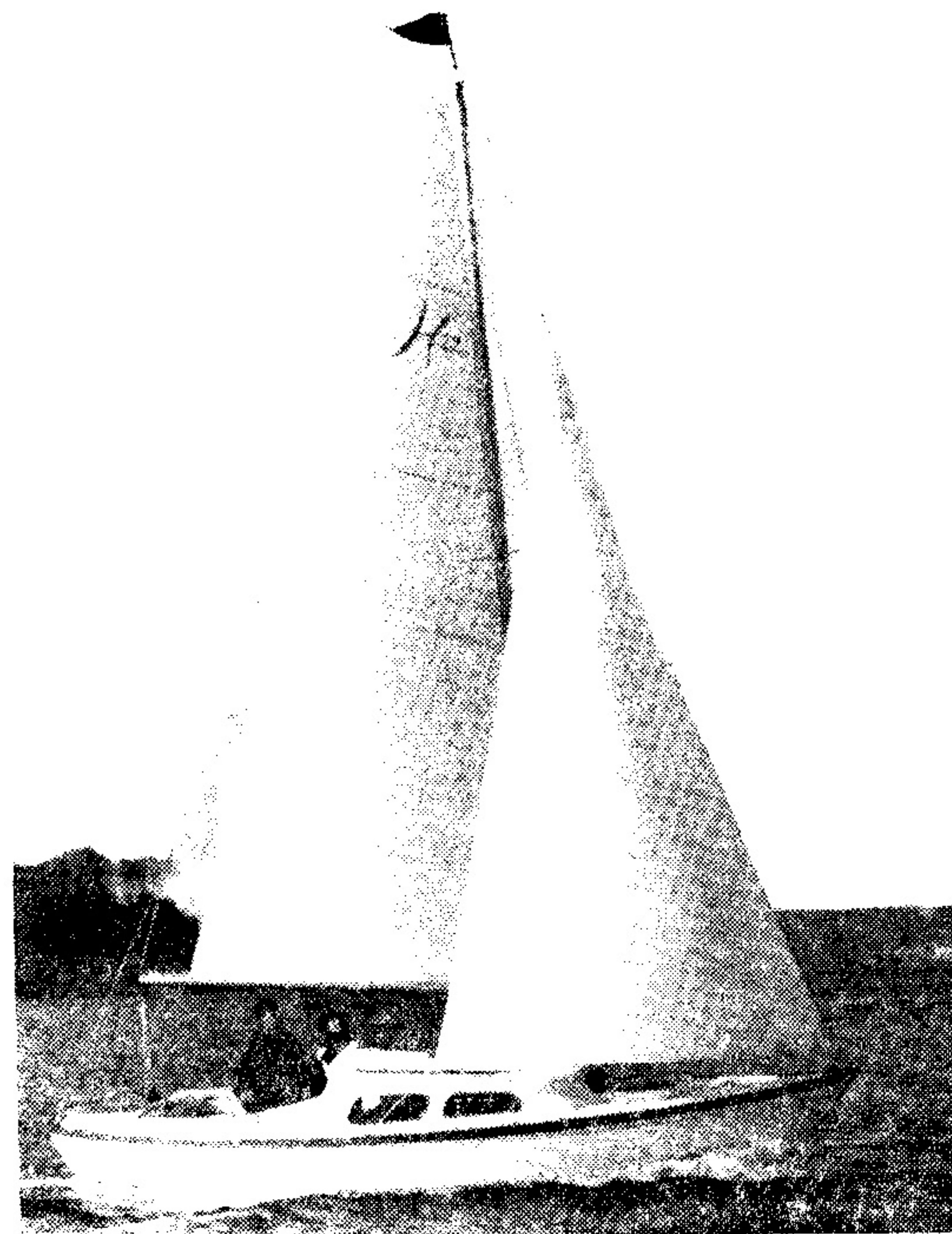
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