

The Silhouette Owner

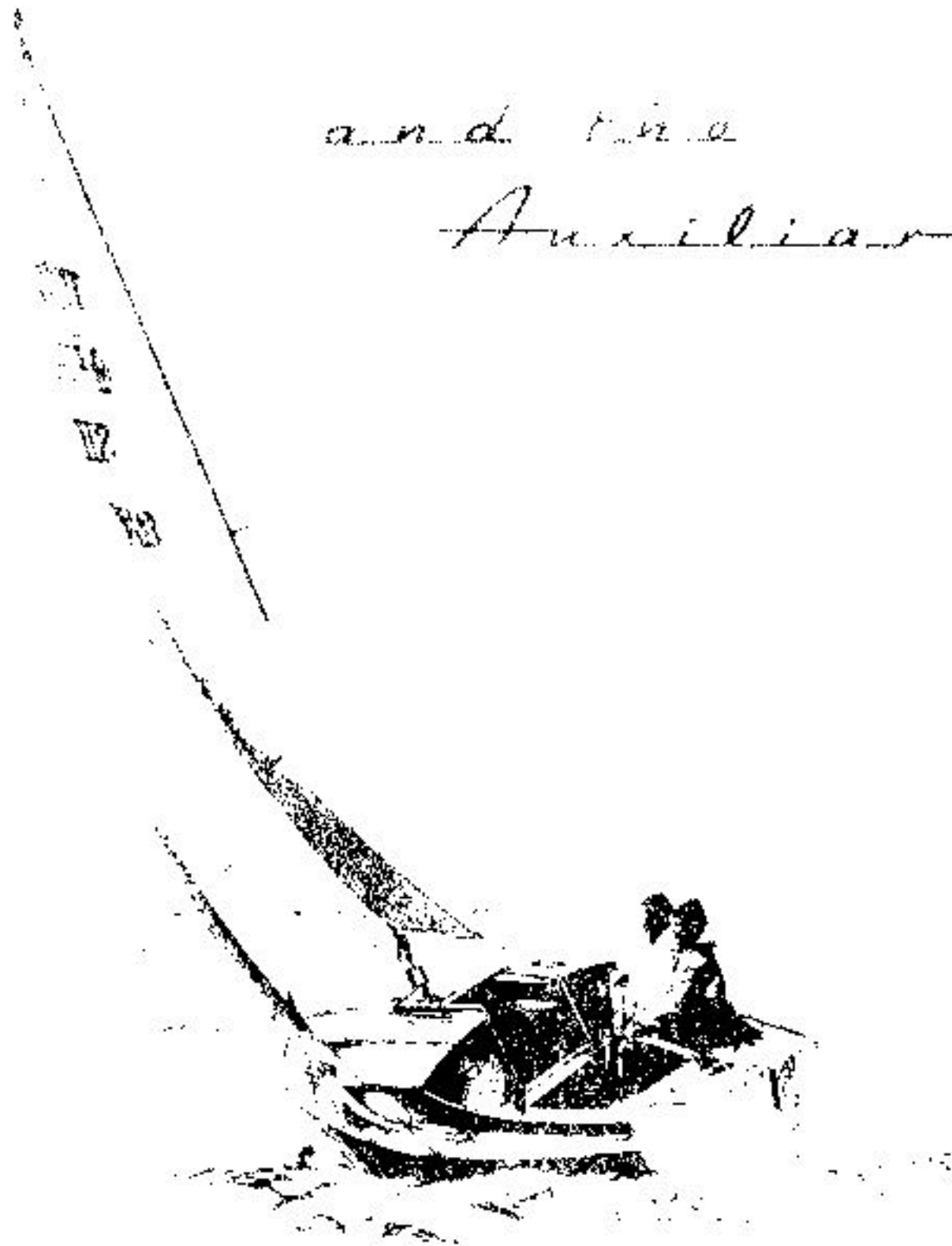
*The Journal of the
Silhouette Club of America, Inc.*

VOLUME 10

APRIL 1950

PRICE

*and the
Auxiliary...*



BRITISH SEAGULL

The best Outboard Motor for the World

BRITISH SEAGULL MOTOR CO. LTD.
HULL, ENGLAND

THE SILHOUETTE OWNER. The Journal of the SOIA is published monthly, and is sent to all members by post.

Hon. Editor: NEVILLE POVEY,
24 Harcroft, Fetcham, Leatherhead, Surrey.

Advertising rates on application to the Hon. Advertising Manager,
MRS. GILLIAN POVEY, 24 Harcroft, Fetcham, Leatherhead, Surrey.

Contents

FLAG OFFICERS	3
SECRETARY'S NOTES	4
FROM GRENADA By William C. Julier	5
REGULATIONS AND ENTRY FORM FOR PLYMOUTH RALLY, 1969	7-10
HOME WITH MERMAID By Peter Davy	12
LETTERS TO THE EDITOR	14

A New Editor

AFTER editing and producing this *Journal* for nine years, its founder, J. R. L. Anderson, has had to resign. He is succeeded by Neville Povey, who takes on the job of Editor with the next issue. At the same time Helen Anderson hands over as Advertising Manager to Mrs. Povey. John Anderson writes: My post each morning will be lighter, and duller—after all these years it will seem strange not to live with *The Silhouette Owner*. I cannot pretend that this note is not a little bit like writing one's own obituary. But I can no longer give the *Journal* all the time it demands, and while I am sad to relinquish it, I know that it is right for a younger man to be taking over. Neville Povey is a keen Silhouette sailor, and he will put his heart into the job. May I try to say Thank You to the many, many people over the years who have helped to keep our *Journal* going? Forgive me for mentioning Helen first: she and I founded the *Journal* as a little 4-page sheet together, and although she is nominally called Advertising Manager in fact she has been everything in our domestic newspaper office, editing and putting together the *Journal* when I had pneumonia, acting as Head Reader, Chief Sub, Copy-Taker, Typist and Office-Girl, as well as looking after all the correspondence concerning advertisements. She has done a marvellous job, and I don't see why her husband shouldn't say so. For the first two years or so Helen and I did all the envelope-addressing for sending out the *Journal* ourselves, and a heavy task it was. Then Anne and Shep Fowler in the Isle of Man came to the



READY FOR
ANY WEATHER
WITH

SEATOGS Mk. II

FOR ALL WHO GO TO SEA AND INLAND WATERS AS WELL. THE COMPLETE WATERPROOF, LIGHT-WEIGHT, SILICON TREATED NYLON SUIT. IDEAL FOR SKIPPERS AND CREWS.

Resistant to seawater - Exceptional strength - Packs in pocket sized wallet Sewn with Terylene - Resistant to oil, grease and petrol - Fully dry cleanable Small, Medium and large sizes in red, blue, yellow or olive green

ORDER COMPLETE SETS FOR YOU AND YOUR CREW IN YOUR OWN COLOURS

Anorak and Trousers in
Wallet £5 19s. 6d.
Trousers only £2 12s. 6d.
Anorak only £3 7s. 6d.
Post and packing 2/- per set or part.
Cash with order.

HERBERT FIRTH

5 MOSSGROVE ROAD, TIMPERLEY,
Altrincham, Ches. RIN 5559

rescue, and for the next few years large parcels of envelopes passing between England and the Isle of Man played an essential part in the distribution-system. Then Harry Maloney got to work with an addressing machine, and we became a bit less amateur. I should like to acknowledge the immense amount of help I have had from our printers, Trajan Press, and their manager, George Blaymire: it is due to them that our *Journal* always looks such a neat, seamanlike job. And now, above all, our writers—the men and women all over the world who have written of their experiences, reported the activities of regional groups, written letters, sent in logs, described the behaviour of Silhouettes in most of the Seven Seas. They have been—they are—the lifeblood of our *Journal*. So to all of you, my real and deeply-felt thanks. And I know that Neville Povey can count on your wonderful, friendly help.

Flag Officers

AT a meeting of the National Committee on March 15, Cyril Guscott, who has been Commodore for the past two years, hauled down his flag, and the Committee elected Brian Heaney in his place. A vote of thanks to Cyril and Mrs. Guscott for their splendid services to the Association during Cyril's tour of duty was carried with acclamation, and all present wished Brian Heaney the best of luck in raising his pennant. Harry Maloney was elected Vice-Commodore, and Jeff Walsh Rear-Commodore. Cyril Guscott was appointed an honorary Rear-Commodore in recognition of his services.

John Anderson writes: Cyril has been a magnificent Commodore, and it is quite impossible to thank him and Jean adequately for their tireless, cheerful work. In the chair at committee meetings Cyril's good humour and quiet wisdom have been invaluable. He has earned his

retirement, and earned, too, the gratitude of all who sail small boats. Brian Heaney is well known to members for his enterprising leadership of cross-Channel cruises, and for his helpful arrangements for voyages to the Baltic. He is an internationally-minded sailor, and the SOIA as an international organisation will surely benefit from his Commodore-ship. The SOIA is indeed fortunate to have men of the calibre of Cyril and Brian for its chief flag officers.

Secretary's Notes

EVERYTHING seems to be a little late this year, almost like a mysterious malady, that has crept into our way of life; delay and postponement seem to be the order of the day. A certain trans-Atlantic liner, has put off its maiden voyage, a revolutionary aircraft finally took to the air, several months overdue, and no longer can one rely on the post being delivered on time, with or without the penny surcharge, perhaps it is the inclement weather; but whatever it is, even the first committee meeting of the Association was not held until March 15, instead of at the end of February as usual. But a good turn out can be recorded, and much of the business for the coming year was settled.

Brian Heaney announced that all is going well for the cross-Channel cruise, for the spring Bank holiday; that he has had correspondence from many, and that the turn-out (weather permitting) should be more than ever. Plymouth Week, will be on similar lines to past events, although this year, the Association will be running the entire show. But our friends at the Royal Plymouth Corinthian Yacht Club have put their club-house and all its amenities at our disposal, and, apart from a couple of officers to act in a liaison capacity, we are on our own, to do what we wish, and how, and when, we wish it. So the third week in August 1969 will be a one hundred per cent SOIA-organised rally, which means it must be much too good to miss. Our Plymouth Group have agreed to take over the whole of the arrangements, so it will be on the spot efficiency. If you have not already done so, book a week's holiday for August 16.

The first task, however, of the committee, at the beginning of the year is to elect from its members those who are to act in the capacity of flag officers. Cyril Guscott, after acting as commodore with great dignity and ability for two years, decided to hand over to a successor. Harry Maloney was unanimously nominated for the post, but he, unfortunately, had to decline for various reasons, and asked the meeting to allow him to remain as second-in-command for a further spell. Brian Heaney, being the obvious next choice, was duly elected to be our leader and commodore for 1969. Congratulations, Brian, you have a difficult job, following on one so efficient as Cyril, but we are all quite certain, your term of office will be a bright page in the history of the SOIA. Harry Maloney will now assist in the capacity of Vice-Commodore, with Jeff Walsh, elected to Rear-Commodore. Cyril joins

the ranks of our Honorary Rear-Commodores, as well as taking up his old job of acting as Press Officer for the Association's activities.

Being conditioned to the numerous advertisements that boast of whiter than white, one of the yachting paper's advertisement for dirty hands caught my eye. This, it turned out, referred to the annual fitting-out number, which they described as the time of dirty hands not at all a bad description, when one thinks of the messy jobs that have to be undertaken. Some folks wear rubber gloves to protect these extremities, while others rely on paste that is put on before work, and the use of the many hand-scouring preparations available. But hands can be cleaned thoroughly with soap (very ordinary soap, at that) and water, provided that these simple rules are carried out. Wet the hands once, and once only, in cold water, rub in the soap in the usual way, until you have a good lather, and carry on rubbing, until all the lather disappears and the soap has turned to a dirty wax that can no longer be spread. Then, and only then, rinse the hands in water, and you will be amazed at the result. If you want to take your best girl to the fitting out Dinner and Dance, rub ordinary table salt well into the pores, and again wash with plain water. You will want to anyway if you have the smallest cut, but your hands will be cleaner and softer than you will ever get them with whatever expensive lotion.

The Members List for 1969 is now nearly completed and will soon be in the hands of the printers for publication, to be issued to every member as in the past. But, without apologies, it must be made known, that it is a *list of members*, and that a member is a person who has paid his or her subscription. So if, up to now, you have omitted to settle this small account, please do so, to make sure that you, your boat, and your home port, are listed in the 1969 edition. We all know how one is badgered for money these days, but the demands of the Association are the most modest.

Several members have written to ask if it would be possible for the new list to contain a numerical list of sail numbers as well as an alphabetical list of names. While this suggestion had sympathetic hearing with the committee, it was reluctantly agreed that it would be an unwarranted extra expense on the resources available. The suggestion can, of course, be reviewed next year when the benefit of the extra subscription has been properly assessed.—R.A.G.

From Grenada

CONTINUING our story. We left Grenada on February 25, and had to beat our way to Carriacou. This took us about 11 hours for a distance of just over 20 miles.

The following day we cleared Customs and sailed to Union Island. This was also a beat but the distance is only six miles or so. We

The Silhouette Owners' International Association

President: J. R. L. ANDERSON,

Wick Cottage, Charney Bassett, near Wantage, Berkshire.

Telephone: West Hanney 282.

Flag Officers and Committee:

Commodore: BRIAN HEANEY, Lower Lee School, Beaconsfield Road, Liverpool 25.

Vice-Commodore: HARRY MALONEY.

Rear-Commodore: JEFF WALSH, 33 Broad Lane, Hale, Cheshire.

Hon. Secretary: R. A. GARROD, 4 Crawley Road, Bush Hill Park, Enfield, Middlesex.

Hon. Treasurer: R. W. FAIRMAN, 141 Hornchurch Road, Hornchurch, Essex.

Sail Number Registrar: W. H. CHAMBERS, 79a Adelaide Grove, London, W.12.

Circulation Managers: HARRY MALONEY, 13 Branksome Road, Moredon, Swindon, Wilts. MR. & MRS. BUTT, 153 Whitton Road, Twickenham.

Associate Representative: R. B. HUNT, Holmlea, Ringwood Road, Ebblake, Verwood, Dorset.

Press Secretary: CYRIL GUSCOFF, 64 Cowick Hill, Exeter.

Supplies Officer: MAJOR E. H. SWEET, Tolsa, Grove Road, Lymington, Hants.

Librarian: E. COXELL, 40 Louis Drive East, Rayleigh, Essex.

Committee Members: PETER MOYSE, 14 Cumberland Mansions, Bryanston Square, W.1. MRS. OLIVE BUTT.

Hon. Technical Advisor: 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 30s. (U.S.A. \$5). Bankers: Westminster Bank Limited, Hornchurch, Essex.

anchored off Union for the night at Ashton and sailed to Clifton, the port of entry, the following morning.

After entering at Clifton we sailed to the island of Mayero and anchored for lunch. We left Mayero at 14.15 and beat out to the island of Sanouan. We went around to the eastern side of the island where a long reef protects the coast from the Atlantic swell. We moored near a charter yacht, called *Boreas*, and were invited on board for a drink by the four American men who were chartering the yacht. After a few drinks we were invited to stay for dinner and had a most enjoyable evening.

We left Canouan at 10.00 the next morning and tried to beat eastwards past the reef. The seas were piling up off the end of the reef, causing the steepest waves that we have seen out here. After see-sawing

(Continued on Page 11)

The Royal Plymouth Corinthian Yacht Club and The Silhouette Owners International Association

Seventh National Silhouette Rally - 1969

*in PLYMOUTH SOUND
AUGUST 16th - 23rd, 1969*

Under the burgee of the Royal Plymouth Corinthian
Yacht Club

PRELIMINARY NOTICE AND ENTRY FORM

The ROYAL PLYMOUTH CORINTHIAN YACHT CLUB, in conjunction with the SILHOUETTE OWNERS INTERNATIONAL ASSOCIATION, invites entries for the SEVENTH NATIONAL SILHOUETTE RALLY (including the National Championships) at Plymouth, August 16th to August 23rd, 1969.

SAILING PROGRAMME

Saturday, August 16th—H.W. 0831
 Sunday, August 17th—H.W. 0857
 1000 hrs. Race/Cruise to River Yealm.
 Monday, August 18th—H.W. 0920
 1000 hrs. Any Rig Race and Cruise in Company.
 Tuesday, August 19th—H.W. 0946
 1000 hrs. 1st Points Race.
 1500 hrs. 2nd Points Race.
 Wednesday, August 20th—H.W. 1022
 Cruise to Cawsand and Regatta.
 Thursday, August 21st—H.W. 1115
 1500 hrs. 3rd Points Race.
 Friday, August 22nd—H.W. 1208
 1000 hrs. 4th Points Race.
 1430 hrs. Gin Treasure Hunt.

On all occasions when there is a points race for Silhouettes, there will also be a handicap race for other craft of associate members, with starting times 15 minutes earlier. All events may be re-arranged due to weather conditions.

CONDITIONS

1. Races to be sailed under I.Y.R.U. rules, R.Y.A. prescriptions and the rules of the S.O.I.A.
2. Working sails only to be used except in the race under any rig.
3. Helmsmen must be members of the S.O.I.A.
4. The Championship will be decided as follows:—
 If 4 races sailed, 3 to count.
 If 3 races sailed, 2 to count.
 If 2 races sailed, 2 to count.
5. Silhouettes Mk. III will be raced in the Handicap series.

PRIZES

The City of Plymouth Trophy	Winner of Championship
The William Spurrell Trophy	Runner-up
The Russell Marine Trophy	Third in Championship
The Exe Trophy	Fourth in Championship
The Lunnley Trophy	Fifth in Championship
The Stuart Turner Trophy	Highest placing in Championship by Silhouette fitted with inboard engine.
The Hazelwood Hotel, Torquay Trophy	Longest journey by sea for any Competitor.
The Duke of Cornwall Trophy	Winner of Passage Race to Yealm.
S.O.I.A. Trophy	Winner of Handicap Series.
S.O.I.A. Trophy	Best performance by mixed or all lady crew not otherwise qualifying for a major award in the Championship series.
The Silhouette Transom	Group with lowest number of points (Group to consist of 3 nominated boats by the Area or Group.)

The S.O.I.A. will present rose bowls as replicas to the first five boats in the Championship series and extra awards to any class with six or more entries.

The R.P.C.Y.C. will present prizes to the next twenty boats placed after the winners of the five major awards in the overall placings.

There will also be prizes for the boats making the longest journeys by road, for the best performance by a boat entered from outside the Port, for the "any rig" or handicap races and the Concours d'Elegance.

Prizes in the Handicap series will depend on the number of entries but will be awarded on the same principles as those for Silhouettes.

Messrs. Coates (Plymouth) Ltd. will award prizes of Plymouth Gin and souvenir trophies for Gin Treasure Hunt.

SAILING INSTRUCTIONS

These will be sent to all entrants a fortnight before the Rally commences.

CONCOURS D'ELEGANCE

Judging will commence on Tuesday, August 19th, at North Quay at 1800 hrs.

SOCIAL ARRANGEMENTS

Saturday,	Aug. 16th	8 p.m.	Meeting of S.O.I.A. Committee at R.P.C.Y.C.
Sunday,	Aug. 17th	8 p.m.	Informal Get-together at the R.P.C.Y.C. (briefing on courses and cruises).
Monday,	Aug. 18th		Civic Reception at the Guildhall followed by a dance.
Tuesday,	Aug. 19th		Visit to Bowling Alley, if possible (Group Competitions).
Wednesday,	Aug. 20th		Dance and Social, with band, at R.P.C.Y.C.
Thursday,	Aug. 21st	10.30 a.m.	Gala in Club basin. Evening Coach Trip over the Moors, followed by pasty supper.
Friday,	Aug. 22nd	6 p.m.	S.O.I.A.'s Dinner, Dance and Prizegiving at Duke of Cornwall.

CATERING

Morning coffee, lunches, and teas will be available in the Club on Race Days, i.e. Tuesday, Thursday and Friday with the assistance of the S.O.I.A. Ladies.

ACCOMMODATION

The illustrated guide of Plymouth, with a full list of hotels etc., may be obtained from the City Entertainments and Publicity Manager, Municipal Offices, Plymouth (please send 1/- for postage).

MOORINGS

The fleet will be berthed alongside North Quay inside Sutton Harbour. Water, fuel and car parking facilities are all available at North Quay.

NOTE: The Rally will be held during neap tides but if there should be insufficient water at North Quay for any member's deep keeled yacht alternative moorings will be found.

CHANGING ROOMS AND SHOWERS

Owners living aboard can take hot showers at the Club by arrangement with the Steward.

ENTRY FORM

To: Hon. Sailing Secretary, Silhouette Rally 1969, Royal Plymouth Corinthian Yacht Club, Madeira Road, Plymouth.

Please enter Silhouette II/Silhouette Mk. III (delete as necessary).

Other class: SAIL No. NAME OF BOAT
 for the 1969 Rally & Championship from August 16th to 22nd, 1969.

I agree to be bound by the I.Y.R.U. Rules, R.Y.A. prescription, the Rules of the S.O.I.A., of which I am a member, and the sailing instructions.

NAME BLOCK Signed

ADDRESS CAPITALS

..... PLEASE Entry fee £6 enclosed.

..... CLUB/GROUP

I shall/shall not be living on board (please indicate as this is important for mooring).

OWNERS REQUIRING THE SERVICES OF THE MOBILE CRANE PLEASE INDICATE BELOW:

I shall be arriving on and do/do not require the services of the mobile crane. (10/- deposit please, if required).

ENTRIES

To be addressed to the Hon. Sailing Secretary, S.O.I.A. Rally, 1969, ROYAL PLYMOUTH CORINTHIAN YACHT CLUB, MADEIRA ROAD, PLYMOUTH, by June 21st accompanied by a fee of £6.

Late entries will be accepted on payment of a fee of £7.

The fee for members of the S.O.I.A. who wish to attend the Rally without their boats is £4.

NOTE: The entry fee includes racing, moorings, reception, dance etc. and two tickets for the Friday Dinner Dance and Prizegiving. Additional tickets are obtainable from Mr. F. Hawkins, Polmear, 125 Wingfield Road, Stoke, Plymouth.

TRANSPORTATION AND LAUNCHING

Boats must be ready for loading by crane in an accessible position ashore with mast unstepped.

Boats will be carried at owners risk and it is strongly recommended that owners insure them for the round trip.

Collection and delivery charge £15 per return trip.

Application for the service should be made direct to Hurley (Marine) Ltd. in groups of four to eight boats and this should be done as soon as possible in order that the lift can be planned.

Owners intending to launch their own boats by slipway should take them to the Elphinstone Boat Park, Madeira Road. There is an excellent concrete slipway. It is pointed out that Hurley (Marine) Ltd. are not permitted to use their crane for launching and recovery at Sutton Harbour and owners requiring this facility MUST AVAIL THEMSELVES OF THE FACILITIES PROVIDED BY THE SUTTON HARBOUR IMPROVEMENT COMPANY. IT IS EMPHASISED THAT NORTH QUAY IS PRIVATE PROPERTY AND OUTSIDE CONTRACTORS MAY NOT BE ENGAGED TO LAUNCH BOATS THERE WITHOUT PERMISSION OF THE COMPANY. The mobile crane will accordingly be on hand on Saturday when it is anticipated that the majority of boats will assemble and any owners anticipating arriving at another time are asked to inform the HON. SAILING SECRETARY to see if special provision can be made. This information to be given on the entry form and a deposit of 10/- sent with entry fee if this service is required.

Regional Groups

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

Blackwater.	<i>Hon. Sec. A. V. Hudson, 1a Head Street, Gold-hanger, Maldon, Essex.</i>
South-West.	<i>Hon. Sec. A. Kennedy, 59 The Knoll, Marsh Mills, Plymouth.</i>
Exe Group.	<i>Hon. Sec. L. Pithers, 16 Belvedere Road, Exmouth.</i>
Poole.	<i>Hon. Sec. E. R. W. May, 2 The Circle, Moor-down, Bournemouth, Hants.</i>
Bristol Channel.	<i>Hon. Sec. J. T. Daniel, Badgers, Backwell Common, Backwell, Bristol.</i>
North-West.	<i>Hon. Sec. Brian Heaney, Lower Lee School, Beaconsfield Road, Liverpool 25.</i>
Wyre and Morecambe Bay.	<i>Hon. Sec. Miss J. Wright, 22 Arlington Avenue, Blackpool.</i>
Lake District.	<i>Hon. Sec. T. K. Jones, Foxton House, Lowther Street, Penrith.</i>
Coniston.	<i>Hon. Sec. David Thornton, 47 Brackenley Lane, Embsay, Skipton, Yorks.</i>
Midlands.	<i>Hon. Sec. E. G. Oldham, 206 Hagley Road, Egbaston, Birmingham.</i>
Tees Bay.	<i>Hon. Sec. R. T. Swarbrick, 21 Raby Road, Stockton-on-Tees.</i>
Scarborough.	<i>Hon. Sec. Stephen Lushington, 3 Hetton Road, Leeds 8, Yorkshire.</i>

in the same spot for about ten minutes we decided to go around the western side of the island instead. We had a fine reach to the island of Bequia, and had a fast but wet sail. At one stage of the journey the spray almost reached the top of the mainsail, and we had solid lumps of spray coming across the coach roof.

We stayed a few days in Bequia and then sailed for St. Lucia. We anchored overnight in Cumberland Bay, St. Vincent, and then carried on the following day. As we left the lee of St. Vincent, the wind and sea rose and at one time we had the storm jib up, and 8 rolls in the mainsail, and we were still over-canvassed. The wind eased within an hour and we had a fast sail to Castries, taking 12 hours for the 50 odd miles.

We intend to stay in St. Lucia until March 26 when we will be shipping our boat back to Preston. This voyage should take about ten days, but at least we won't have to worry about it, as we shall be on a banana boat!—William Charles Julier.

BOSUN'S STORES. Terylene ties (17/6), bow ties (10/6), burgees (12/6), car badge transfers, brooches (7/6), silk head scarves (30/-), from Maj. E. Sweet, Tolsa, Grove Road, Lymington, Hants. Back numbers of the Journal (on loan) from Eddie Coxell, 40 Louis Drive East, Rayleigh, Essex.

Home with Mermaid By Peter Davy

TEN days before Christmas, and work was becoming a bore; the spirit of the season was beginning to make itself felt. I decided privately that I needed a change but couldn't see my boss agreeing with me. In this somewhat mixed up mood I cleared my desk, put up my pen and prepared to go home. The phone began to ring as I made my way to the door. "Peter," called the person who answered the phone. "It's for you." My thoughts were unprintable as I turned back and sat on the edge of my desk. "Hello" I said. "Ah, Davy, Johnson here." Oh lord, the boss. I thought, now what. "I believe you are something of a sailing man," he went on, "Yes Sir" I said. "Come up to my office in the morning. I'd like to have a talk with you." Well now, this was really something; an invitation to the inner sanctum was one thing, but to be asked there to talk boats—anything could happen.

That's how I found myself sitting in the Yacht Club at Dinard, just across the river from St. Malo, waiting for David Johnson. He'd bought a 30ft. ketch that was lying in the inner basin at St. Malo, and he'd asked me to help him bring her home to Brixham. I'd seen a photograph of *Mermaid* and she looked very pretty, but she was on a mooring when the picture was taken, and it didn't tell you much about her, except that she had self-steering gear. I was musing on the effectiveness or otherwise of this equipment when the steward came over with the news that there was a telephone call for me. It was David. "Peter, I'm terribly sorry, but I can't make it," he said. "Jump on a plane home. I'll have to try to get her home in early Spring." "Look," I replied, "Let me bring her home now single handed, she won't be too heavy to handle being a ketch; and she's got the steering gear." After some discussion it was agreed that I should do just that; after all it would be a feather in my cap—he is my boss. I collected the keys from the secretary of the club, picked up my bags and went out to catch the Vedette to St. Malo. It was three hours before high water. I found *Mermaid* moored alongside the pontoons and went aboard.

Now I have always been a firm believer in the theory that however long it takes a man to get to know a boat it takes the same amount of time for the boat to know the man, and if you give her a chance she'll introduce herself the way any lady will. With this in mind I had a quick look round, then put the kettle on for some coffee. While the kettle boiled I broke out the sails, checked fuel and water, and stowed my gear. Having done this I sat down in the little saloon to drink my coffee and say hello to *Mermaid*. She asked me if we were going. I said Yes. What's the forecast? she wanted to know. Very good, winds S to SW Force 3-4. I answered. Lovely, was the reply, full sail. Two hours to high water, they'd be opening the gates soon. I went on deck to bend on the sails and make ready for sea. I did a check to make sure I knew how the steering gear worked, and then started the engine—a little twin cylinder diesel that thumped away most reassuringly. I let it run until thoroughly warm, then stopped it and went up to the

Yacht Club on the quay for a last drink, and to buy some cigars. While I was there I bought a bottle of brandy which to me, even by French standards, was expensive. I was to appreciate that more at a later time.

Back aboard *Mermaid* it was time to go. The diesel fired first time, and we motored down into the lock. I tied up to the side of a Spanish coaster in the lock, as even at high water there is a fair amount of turbulence when the gates are opened. First out of the lock I went inshore to let the heavy traffic clear, and then decided to run up the sails in the outer basin, so that I could motor-sail out to sea, away from the lee of the land. The first couple of hours would be tricky with the fierce tides around that part of the world. The wind was true to forecast, being almost astern of us. I set course, and then started to check my navigation. With the engine still, and George the Robot on the helm, I was sure that this was what sailing should be. I went on checking the navigation, then I found that I hadn't allowed enough set for the tide, so I went on deck to reset the steering gear, and was astounded to find that although the compass was set for the old course, the boat was in fact sailing the new one. I reset the compass instead. I reckoned that I had time to cook and eat a meal, and thought a curry might not be a bad idea. With the curry heating and more coffee on the go, I had a quick look outside to find that we were completely alone. The sun was going down with promise of a fine cold night. I switched on the radio and tuned in to Roches Douvres for a bearing, and got what I wanted right where it ought to have been.

My meal eaten and cleared away, I went on deck to start the long night of compass watch. It had been a long day, and it wasn't long before I found myself dozing, although it was now quite cold. I don't know how long after this it was, but I woke suddenly to find the ship hove-to. Now this shouldn't have been possible with the steering gear set up, but, there she was, hove-to. I realised with some considerable alarm that we must be very near the shipping lanes, which indeed we were.

I decided to bear away for Le Hanois light on Guernsey, to keep me away from the shipping until I could go across the lanes at right angles, instead of a diagonal course. This at least would make the time crossing shorter by an hour or more. I reset the vane, and the ship swung onto her new course. I was now wide awake, and I sat watching the wake and the gently swinging compass card for a while but it seemed to make me drowsy again so I stopped. After I had lit the oil lamps the woodwork in the cabin glowed with that lovely warmth that only varnished hardwood can produce. The world shrunk to a tiny boat sliding through the winter seas, very much alone. I began to think about my family even now gathering for Christmas, but this only served to make me feel all the more alone so I stopped that too and went to switch on the radio for company. It occurred to me that man is very much a herd animal, because the voices on the radio made me feel much better.

We went on happily for three hours or so, during which time we crossed the line between Roches Douvres and La Corbière. Although it was now quite cold, with the wind almost astern it wasn't very noticeable, and *Mermid* was enjoying herself romping along, and seeming to sing to herself, making her pleasure felt all over the ship. She hadn't been to sea for almost six months, so perhaps it wasn't all that surprising. I went up forward to watch the bow wave for a while; it lay off to starboard like drifting snow. I caught the mood of the ship and began to enjoy the trip.

As I knew there were no natural hazards between us and Le Hanois, I felt that I could relax below for a while, so I went down into the saloon. One of the luxury fittings on *Mermid* was a full set of modern navigational aids, and a glance at these once in a while told you all you needed to know; having once set up the ship on course, those glowing dials and George astern do nearly all the work for you. Standing at the chart table a little later, this time with a whisky in my hand, I noticed that *Mermid* had slowed up. She was down to just over 2 knots. We were so far off the wind that the cause couldn't be wind shift, and the wind speed was steady enough. On deck I found all well, except that a mile or so off a small coaster was crossing our track. I stood watching as she passed, and went away. Then I had an idea. I looked down at the speed indicator and watched the needle climb back to almost five knots. I was torn between logic and fantasy, but logic won, when I decided that we must have picked up a piece of weed on the propeller.

By now it was almost midnight, time for the news and weather. The report and forecast were good, no change in wind or weather. I reckoned that this must be my lucky night. I'd had time to settle down to the motion and surroundings by now, and I was feeling very content. I took a look-see up top, and was delighted to see Le Hanois fine on the starboard bow. (*To be concluded*).

Letters to the Editor

A DINGHY.—You may be interested to hear that I have just won the Puffin dinghy in the competition run by the *Yachting Monthly* magazine. The dinghy will largely be used as tender to SH 2002 *Little Goose* whose mooring is at Dell Quay. Another success for the SOIA albeit a small one! J. F. Selley, 1 The Heath, Chaldon, Caterham, Surrey.

RIDDERS. May I offer a suggestion regarding the failure of the galvanized steel straps holding the rudder blade of *Reine Pedaque*? On the Silhouette which I formerly owned, and built, the rudder shaft, tube, etc. were supplied with brass screws to fix the rudder blade. While copper anti-fouling might have an effect on the galvanizing over the course of time, I think that the effect of brass screws would be worse, since the electrolytic action would continue with the steel after the galvanizing had wasted away. The answer of course is to use fixings of stainless steel or galvanized screws. I found that the galvanizing/copper combination had a greater effect on the bilge keels, but I cured the trouble by enamelling the keels before using an undercoat for the anti-fouling, thus forming a separation layer, rather than etching the keels to form a key on the surface of the galvanizing.—D. S. Perrin, 4 Cherry Close, Etlington, Stratford-on-Avon.

SMALL ADVERTISEMENTS

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

WANTED. Mast for Silhouette II. Clark, 148 High Street, Garlinge, Margate, Kent.

SILHOUETTE TRAILERS to order. £65. Tel.: 01-366 0042, Enfield area.

WANTED. Standard trailer for Silhouette Mark II. Wells, Birmingham. Tel.: 021-353 1368.

FOR SALE. Silhouette II, Terylene sails and storm jib, navigation and cabin lights, pulpit, compass, depth sounder, cabin and cockpit cushions, roller reefing, pump and full inventory. £340. Sauer, Broadstone 2799, 79 Springdale Road, Broadstone, Dorset.

FOR SALE. Silhouette 1714, GRP, double and single berth, fitted bilge and galley pumps, Lilley stove, lined interior, roller reefing, pulpit, £425. Lying Poole. M. Frenchman, 7 Barnsbury Square, London N.1. Tel.: 01-607 2665 (before 10 a.m.), 01-Cen 9221 (after 4 p.m.).

FOR SALE. 2½-ton auxiliary Bermudan sloop, 2 berth, 20ft. 3in. x 6ft. x 3ft. L.O.A. 20ft., Beam 6ft., draft 3ft. Mahogany on oak. Terylene sails, alloy spars, Stuart 4 inboard. In first class condition. £700 o.n.o. Telephone: Plymouth 52495.

FOR SALE. Two wood Silhouette masts, one unvarnished, new, one used, with boom. Offers. Tel.: Plymouth 52495.

FOR SALE. Seagull Century Plus, clutch drive, long shaft. Two seasons old, 40 hours running. £42. Tel.: Plymouth 52495.

FOR SALE. Silhouette II, glassfibre, 1966, Terylene main and two jibs. S/S rigging, roller reefing, Elsan, Watmota inboard with reversible pitch and sailing propeller, crockery, stove, etc., and Hurley trailer, £525. 3 Stream Close, Bosham, Sussex. 2419.

FOR SALE. Mystic 21ft. 4in. sloop, 3 berth, inboard engine, toilet, electric light, very full inventory, repainted ready for season, excellent condition. Inspection invited, good racing record, bought larger. £720 o.n.o. Trailer available extra. 50 Bure Haven Drive, Christchurch, Hightcliffe 4960.

FOR SALE. Silhouette Mark II 1006. Wood, 3-berth. Excellent condition, well equipped. 5 Terylene sails, Seagull, covers, pulpit, dinghy, heavy duty trailer. Possible Solent mooring. £400 cash or banker's draft. Pickup, 10 Beeches Walk, Carshalton, Surrey. 01-642 7425.

FOR SALE. Silhouette II, No. 1980, glass fibre, white, two berth with cushions. Lawrence Marine toilet fitted below forward hatch. Two burner Calor Gas stove, cabin light, two tables. Plastic wash basin piped to toilet. Stainless steel rigging, fenders, Terylene cover, crutch, pulpit, CQR, chain, bilge pump. New Seagull Century Plus clutch outboard. Trailer. Moored at Littlehampton. Price £555. S. Revesz, 31 Rayners Road, London S.W.15. 01-788 0440.

EXCHANGE. Tan Silhouette II mainstay Terylene. Jeckells, good condition, for similar white sail. N. Price, 3 Roxley Close, Thorpe St. Andrew, Norwich. NOR 44F.

FOR SALE. Silhouette II, 1886, wood, 3-berth, alloy mast, Terylene sails, Seagull 102 clutch, heavy duty trailer, brakes, boom tent, Campari dinghy, cruising inventory, immaculate condition, kept under cover. £495. Cockburn, 20 Greenwood Drive, Newton-le-Willows, Lancs. Telephone 5151, extension 284 (days).

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

plain

Silk

KIT

ENRICH
HOUR
ONLY
OVER

