

MSV 02 No 134
This is the first of a series of articles entitled:

S III - REBUILD

Any sketches, measurements, materials, sizes and much of the text refers to Mk III Silhouettes, but a great deal of the information will also be useful for work on Mk II Silhouettes, especially G.R.P. ones.

PART 1 - PREPARATION/ GENERAL.

I am assuming that the boat is moulded by Hurley's, I think all but the last two were, and also fitted out by Hurley's. Only a few were finished privately and those were almost all using Hurley kits.

There were basically two versions built.

1. The 'Standard' version with two berths in the saloon and two deck lockers.
2. The 'Suzanne' version with one quarter berth, usually on the port side, a galley forward on the port side, a saloon berth on the starboard side with just one deck locker also on the starboard side.

In the articles to follow I will refer to these two variations as 'Standard' and 'Suzanne'.

With a G.R.P. boat the most important part of the rebuild is to make sure the whole boat is dry and I mean DRY before you do any repairs of any kind, but in particular any jobs requiring work with glass and resin, or sealing compounds.

Almost all of the Silhouettes I have been to see which were not in immediate use, were wet inside, some of them very wet and sometimes with more than a few inches of water inside!

If you can work on the boat indoors then it is just a matter of leaving it, well ventilated, until it is dry. This will take 2-3 weeks.

Most people will not have a building large enough and will therefore have to do the work outside. Invest in a good quality translucent cover in white reinforced plastic.

It needs to be as long as the mast i.e. 22'6" or so, and wide enough to reach at least 6" down the boat below the rubbing strake with the mast resting on a pad on the pulpit and a support about 10" to 12" high in the tabernacle and a suitable support on the rear deck. You should be able to crawl into the boat over the stern. The hatch board should be in two halves with an overlapping bead on the top half to make it weather proof. This enables you to remove the hatch boards with the cover in place.

The support for the cover can be the mast itself or a suitable length of timber about 3"x2" in section. If you use the mast you should protect the cover from chafe at any projections, bits of carpet are ideal! If you do not do this the cover will soon have holes in it after a few windy days. You can lash the cover down using strong bungee or pieces of car inner tube, to avoid the eyelets being pulled out.

Remove the hatchboards, prop open the forehatch and leave for a few weeks to DRY OUT! Then you can start the rebuild by first of all doing the jobs that will make the boat watertight.

Part 2 to follow - WINDOWS.

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