

SILHOUETTE III

SAILING CRUISER BY HURLEY MARINE

hmarine



Silhouette III

The success of the SILHOUETTE is shown by the number of these little sloops to be seen in harbours throughout the world – indeed, well over two thousand have now been built. In introducing the MARK 3 SILHOUETTE the designer, Robert Tucker, has recognised the fact that owners, whilst still asking for the same basic dimensions, want an even better performance from their boat, and this is just what the MARK 3 provides.

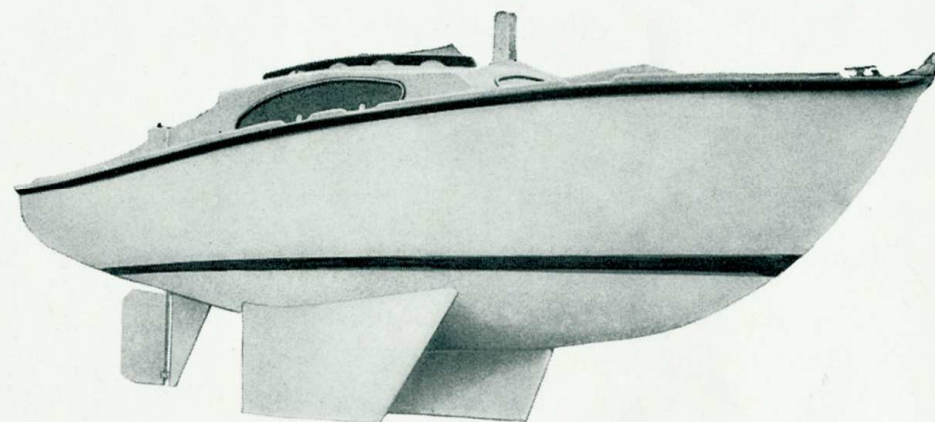
The MARK 3 SILHOUETTE is of glass fibre construction, built to Lloyd's specifications and carrying, of course, a Lloyd's Series Production Certificate and registered number. The 17 ft. 3 in. (5.26 m.) hull differs from the Mark 2 in that it has a round bilge form instead of hard chine, and that the bilge keels are now glass fibre mouldings with interior ballast set in resins. This new hull form, together with a 40 per cent increase in sail area, ensures that the new SILHOUETTE has a greatly improved performance, particularly to windward, and that her movement through the water is both smooth and comfortable.

As with all Hurley boats, a masthead rig is used on the SILHOUETTE, with 4½-oz. Terylene as standard sailcloth for the 165 sq. ft. (15.33 q.m.) of working sails. Both mast and boom are of 'maintenance free' aluminium and all standing rigging and spar fittings are in high-specification stainless steel. A standard fitting on the SILHOUETTE is the roller reefing gear on the boom, giving rapid and easy sail reduction in the event of bad weather. The stemhead roller is of gunmetal, as are all fairleads, cleats, and other deck fittings. An important safety feature, rarely seen in such small cruisers but standard in the SILHOUETTE, is the self-draining cockpit. Two large cockpit lockers and a stern locker allow plenty of stowage space for gear, including an outboard engine which, when in use, fits onto a specially moulded well on the stern. An inboard engine can be fitted if required.

In the cabin are two full-sized berths with ample stowage space for stores beneath them and lockers either side of the companion-way provide stowage space for small items, which can also be reached easily from the cockpit.

Space for a cooker is found immediately below the bridge-deck and a marine toilet can be fitted forward, between the two berths, as an optional 'extra'. An alternative layout is available at extra cost, which has a 'quarter' berth to port and a galley unit forward of this containing lockers and a working surface in laminated plastic.

A fin-keel version of the SILHOUETTE is also produced for the owner whose boat will lie afloat at all states of the tide and where the need for easy trailability is not required.



SPECIFICATION

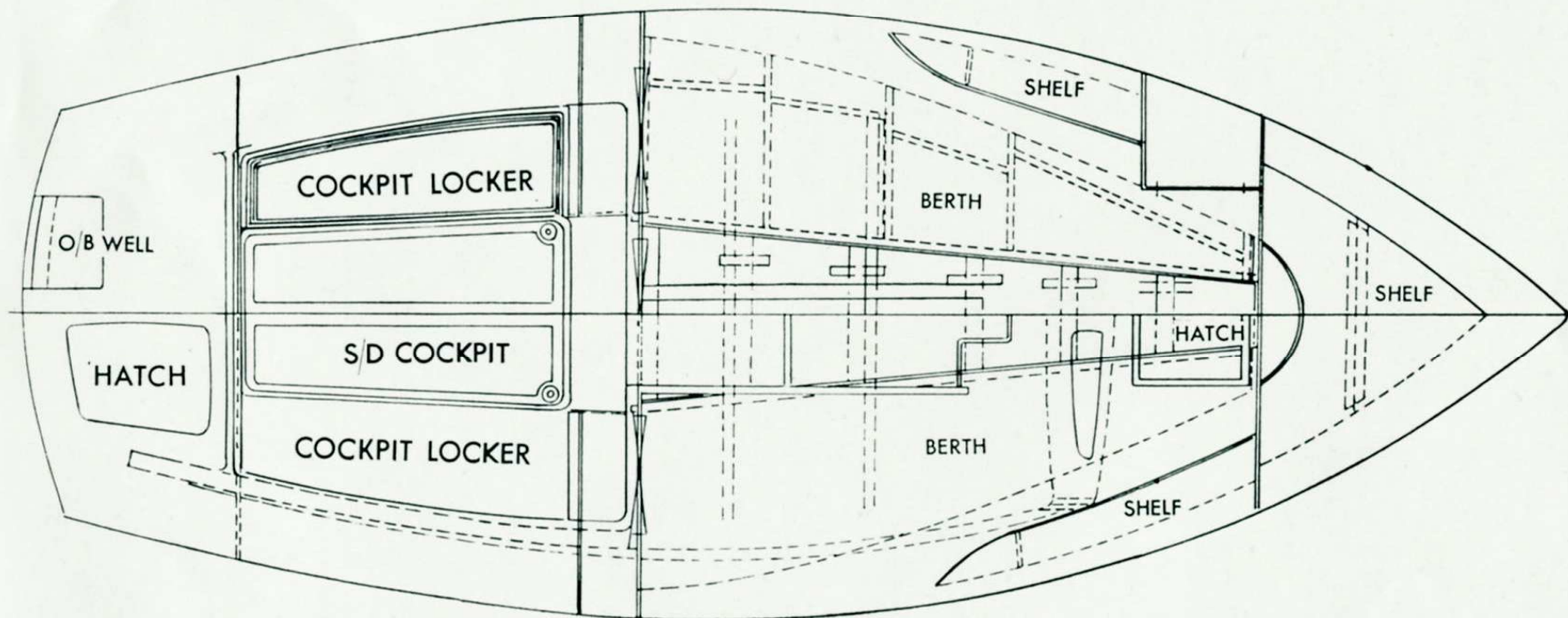
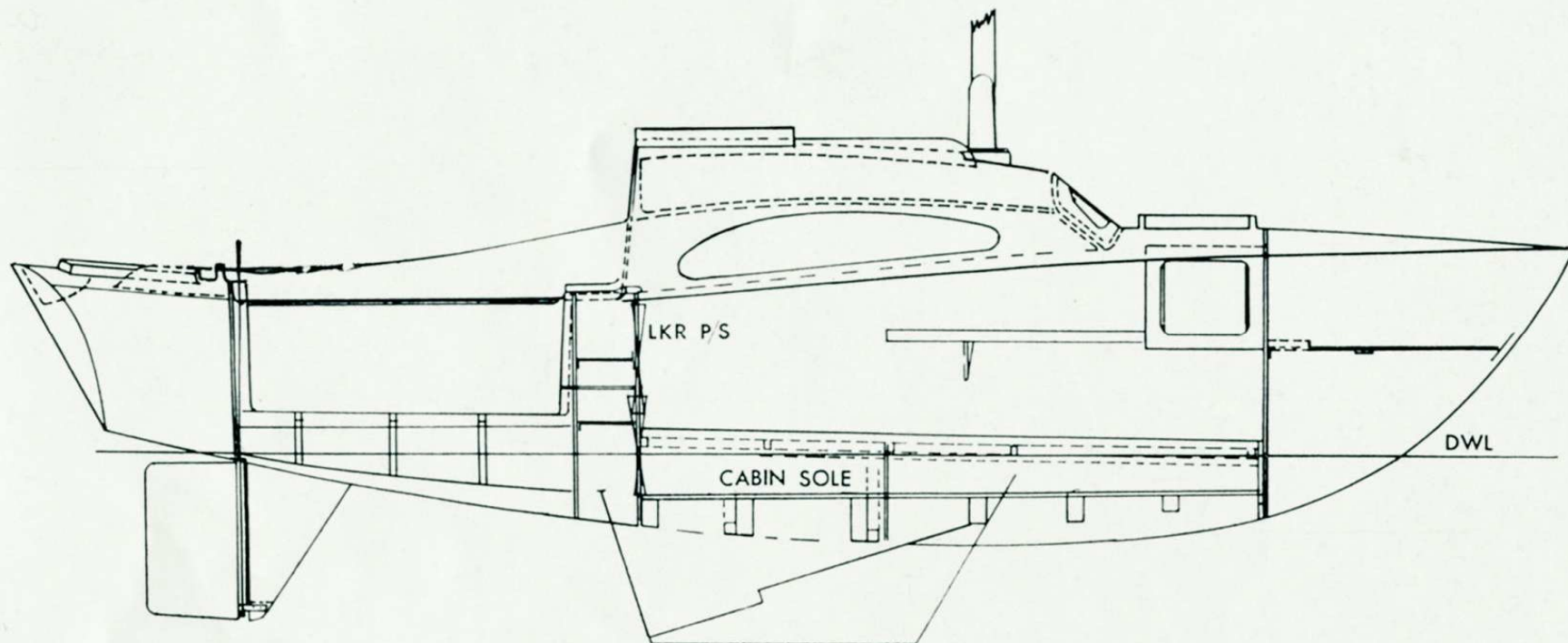
Length, Overall . . .	17' 3" (5.26 m.)
Length, Waterline . . .	14' 0" (4.27 m.)
Beam	6' 7" (2.0 m.)
Draft - Bilge Keel . . .	2' 1" (0.63 m.)
Fin Keel	2' 8" (0.81 m.)
Thames Measurement . . .	2.3 tons
Ballast	450 lb. (204 kg.)
Displacement	1,288 lb. (584 kg.)
Headroom	43 in. (1.11 m.)
Number of Berths	2 or 3
Construction	G.R.P.

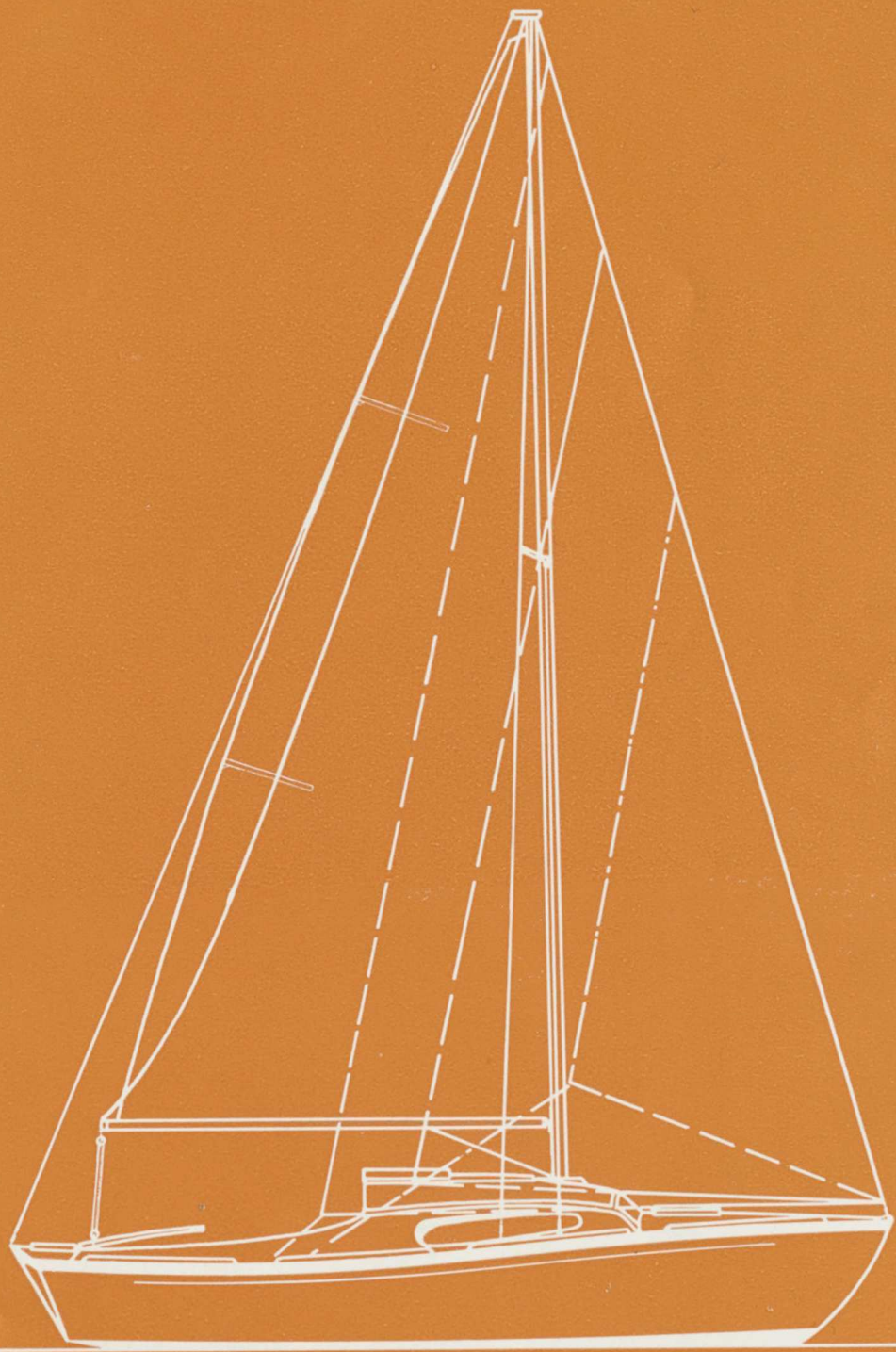
SAIL AREAS

Mainsail (4½-oz. Terylene)	99 sq. ft. (9.20 q.m.)
Working Jib (4½-oz. Terylene)	66 sq. ft. (6.13 q.m.)
Genoa (4½-oz. Terylene)	110 sq. ft. (10.23 q.m.)
Spinnaker (2-oz. nylon)	115 sq. ft. (10.69 q.m.)
Storm Jib (4½-oz. Terylene)	30 sq. ft. (2.79 q.m.)

STANDARD EQUIPMENT

Terylene Mainsail and Working Jib, with battens and sail-bag. Sheets in plaited nylon and running rigging in Ulstron. Aluminium Spars with stainless steel fittings and standing rigging. Gunmetal Deck Fittings, including stemhead roller and 'snap-shackles'. Barton Roller Reefing Gear, Main-sheet Track and 'Tufnol' Blocks. Self-draining Cockpit.

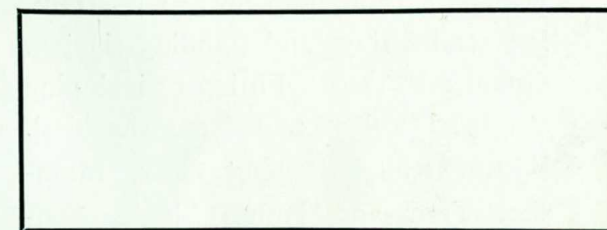




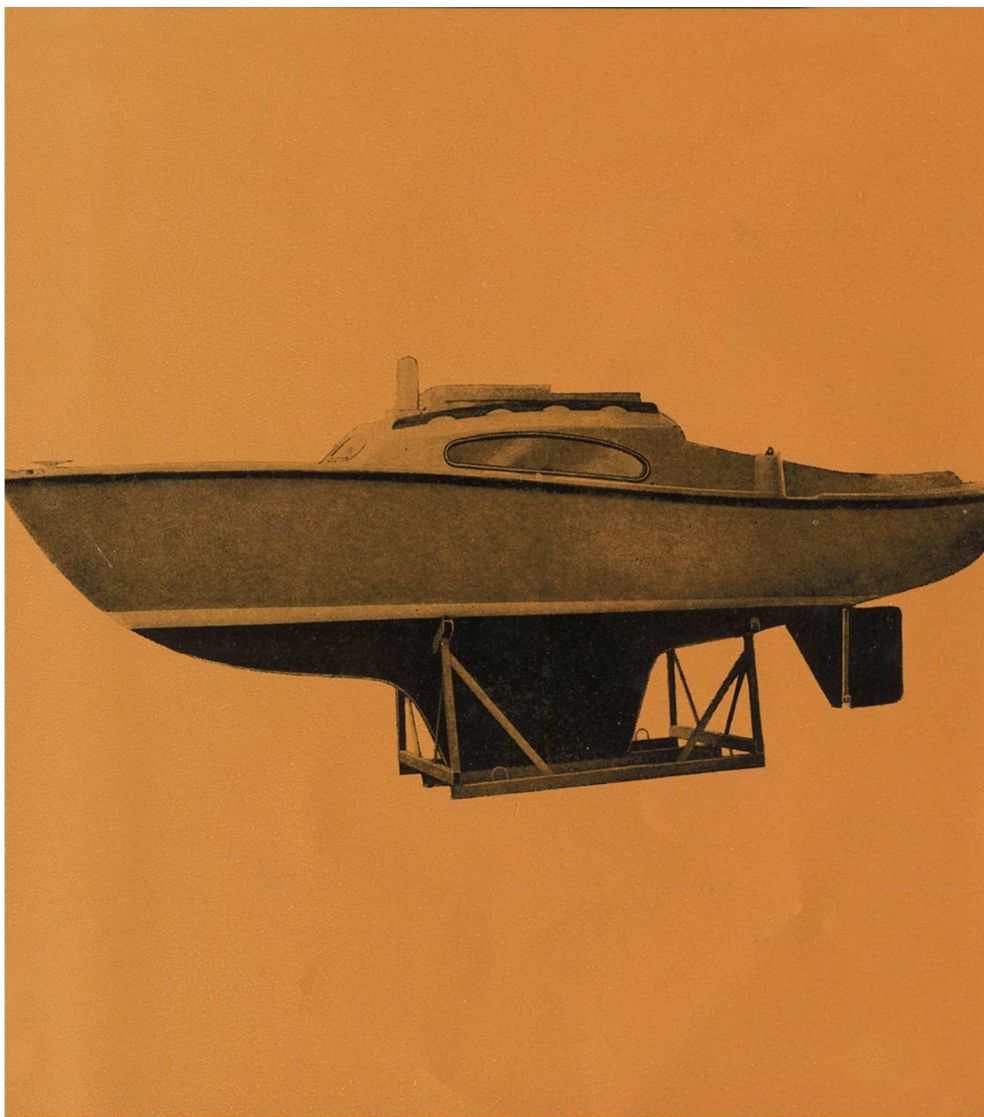
A LLOYD'S SERIES PRODUCTION CERTIFICATE . . . What does it mean to your HURLEY boat?

It means that the detailed plans of the boat have been approved by the Lloyd's Register of Shipping Surveyor and that any recommendations made at that time have been properly carried out. It means that the Surveyor has watched one of this series of boats being built in all stages of construction and that that boat has been thoroughly tested by the Surveyor. These tests include a 'deflection' test and the famous 'drop test', where the boat is dropped into the water from a height of seven feet below the keel in order to ascertain the overall strength of the hull under the severest conditions. Finally, it means that your HURLEY boat has been built in a modern factory which conforms in every way to the Lloyd's requirements relating to temperature and humidity control. In short, a Lloyd's Series Production Certificate is your guarantee that a HURLEY boat is built to the highest specifications of safety.

AGENT:



The right to modify the design and specification without prior notification is reserved.



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