

The Silhouette Owner

*The journal of the
Silhouette Owners' International Association*

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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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The long trick

PARTIR, say the French, c'est mourir un peu . . . to say goodbye, to have to give up something that has long been a familiar part of life, this is, in truth, to die a little. But life is a succession of such small deaths, and, indeed, it must be so if life is to continue at all. Month after month for some eight years Helen and I have struggled with typewriter, pen and mother wit to bring out *The Silhouette Owner*. Our thoughts go back to No. 1, a little four-page leaflet that had nothing in it but an expression of faith in the future, and a declaration of hope—both faith and hope to be abundantly fulfilled by the splendid co-operation of Silhouette owners and their friends. No. 2 brought Herbert Firth's log of his cruise in *Dolphin* through the tricky waters of Jack Sound—the first of a long and notable series of logs that have appeared in these pages. Herbert's log was the real foundation of this *Journal*, for it sparked off others, and so we went on. But old men's memories are tiresome, and since then a whole new generation of Silhouette owners have come along, and I would not wish to weary them with accounts of our trials and tribulations in those early days. It has been a long trick, sustained by the wonderful sense of comradeship in the Silhouette family. A watch of eight years is, perhaps, a reason in itself for handing over the tiller, but that is not why I am compelled to relinquish the *Journal* now. Our circumstances have changed, and where once it was possible to fit in the work of the *Journal* with the tasks of earning a living, it has become possible no longer. In both 1966 and 1967 my life required me to be abroad for prolonged periods, and as far as I can see the next few years are likely to make similar demands. So it is no good: with the best will in the

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HERBERT FIRTH

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world, this *Journal* cannot be produced from the Persian Gulf. It remains for me to say farewell, and to make one plea. Farewell on this occasion really consists in saying *Thank You*. But I have so many people to thank that I scarce know how to begin. A journal, like a boat, is the product of many hands (I have used this phrase before, but I make no apology for returning to it, for it is precise). I am in debt to so many people: our printers at Trajan Press, whose never-failing loyalty and skill has made our little journal the distinguished work of print it is; first the Fowlers in the Isle of Man, then the Maloneys, and all who have helped them with the hard work of distribution; and our writers—the secretaries of regional groups, the men and women throughout the world who have written of their experiences in order to share them with others. I can but say "Thank You", and hope that those much-abused words will be accepted here as meaning just what they say, an expression of real gratitude, and from the heart. Now for my plea. Farewells belong to the past; my plea is for the future. No journal can exist without material to put in it. Commercial publications offer the incentive of payment: we can pay nothing, and must depend on the readiness of our members to write simply for the sake of other people. Please don't forget that this is *your* journal, and that its life depends on *you*. If our work over the past eight years merits any reward, let it be in a renewed determination by Silhouette owners the world over to send in logs to keep the journal going.

Secretary's notes

WISHING everyone a very happy and prosperous New Year, brings to mind the very first and perhaps most important event of the year—our AGM which will be held as usual at The National Liberal Club, Whitehall Place, London, S.W.1 at 5.30 p.m. precisely. Come along to this gathering, voice your ideas; Elect new blood to the committee! Make new suggestions! And make sure that we all enjoy a new season of the first year of our second decade. Bring your friends, and join in the liveliest, friendliest, happiest party which will follow, and bring along your best photographs for display. A competition will be held with prizes for the best efforts. Don't be shy, the subject of the picture will count, not the skill of enlarging, or the photographic art.

* * *

Peter Mitchell spent a few days in the old country recently, and Ron Fairman and I met him for a very pleasant, but all too brief, evening. We viewed lots of slides taken during our two members' visit to Denmark last summer, and, judging by the enthusiastic conversation that was going on, I gathered that I, in company with many others, had missed a real treat for a holiday. Peter is still eager for members to visit the land of his adoption, and is looking forward to a greater contingent this year. If I am not greatly mistaken, Brian Heaney will be shepherding a larger flock across the Skaggeratt in August. My only grumble is that the date is too near to Plymouth Week. How can a poor secretary spend two weeks on the Continent, and then arrive home to find all arrangements for Plymouth well in hand for a follow-on holiday?

* * *

Much to the horror of our accountant-minded members, you will find that we have overspent our income for 1967 (a fault that seems to be quite common in lots of organisations, much bigger than ours). But this was not unexpected, for we entered the year with the intention of making our tenth anniversary a memorable one, and I feel that we succeeded. Everyone can rest assured that in spite of rising prices, devaluation, and that even one thing that *won't* be affected is the standard of the Silhouette Owner's International Association. All we ask of members is to make sure that your boat is insured through the Association Scheme; treat yourself to a new burgee, buy the wife or girl friend a brooch, and, above all, get your firm to run an advertisement in the pages of this *Journal*.

* * *

I spent a happy Saturday evening with the members of the Gravesend Sailing Club, during the very cold snap we had in December. They have a very cosy, friendly club-house on the banks of the Thames, adjoining a snug little mooring inlet—a delightful spot so near to the heart of the metropolis. What did surprise me was that a husband and wife crew, who had spent all the freezing afternoon working on their boat, left the club house after the social evening, to sleep aboard

so as to ensure an early resumption of work in the morning. This at a time when there was four inches of snow on the decks, and temperatures well below freezing.

* * *

Visiting the workshop of a friend, I found him busily rubbing away at all the steel equipment, such as pliers, spanners, stove rings etc., which he normally carries on board throughout the season, with a patent liquid, sold to remove rust. I must confess that the stuff does its job; in fact it will take the coating off aluminium. But I wondered if the expense was really worthwhile—for many years now I have had an old tin in the back shed, filled with a mixture of old engine oil and diesel fuel, into which I drop all rust-accumulating articles, and leave them to soak until the brighter weather, when a quick wipe with some old rag, and they are whisked on board again. Maybe my pliers don't shine like chromium plating, but they do at least do their job.

* * *

Few people know that last month's *Journal* was edited and produced entirely by Helen Anderson our President's wife. John had to travel to the Middle East for several weeks, and left Helen to cope on her own. This, as well as the normal duties of running a house with a young family, to my mind, is no mean feat. Congratulations Helen, it proves how right the well known adage, "If you want something done, find a busy person."

* * *

Our Letters to the Editor columns are full of useful suggestions, but has no one come across the same snag as I have with a Seagull Century, with clutch? Why is this model constructed so that the shaft won't slide through the holding clip? Has anyone thought of a reasonable modification, so that the prop can be pulled out of the water, when the motor is not in use, but still carried on its proper bracket.

* * *

Remember to pay a call at Hurley's stand at the Boat Show. Someone from the Association will be there, and it is always nice to meet people in person.—R.A.G.

New members

WE extend a cordial welcome to the following new members: John E. Selley, 1 The Heath, Chaldon, Caterham, Surrey. **Little Goose**, 2002, Chichester; Eric F. Riddle, 746 Sidcup Road, New Eltham, London, S.E.9. **Pepper Pot**, 407, Medway; E. C. Drake, 7 Lisle Street, London, W.C.2. **Kite**, 1304, Rochester; Edwin R. North, 27 Ayr Road, Prestwick, Ayrshire. **Zephyrus**, 1795, Largs.; Dennis W. Jones, 6 Gertrude Street, London, S.W.10. **Tern III**, Thames; John B. Southern, Lagoon View Caravan Park, Instow, N. Devon. **Lesley J**, Mk. III, 78, Instow; Lt. Cdr. David Redfearn, R.N., 32 Manadon Drive, Manadon, Plymouth. **Tweenie**, 2034, Plymouth; Timothy Finch, Top Flat, 29 Lansdown Cresc., Cheltenham, Glos. **Jacaranda**, 1190, Bredon, Norman Vosper, 70 Ford Hill, Plymouth. **Hamara**, 483, Plymouth; Wilfred H. Challoner, Highfield, Houldsworth, Nr. Chester. **Melody**, 409, Abersoch; Herbert L. Poole, 1 Lensville Way, Rotherhithe, London, S.E.16. **Midnight**, 17, Greenwich; Anthony D. Shea, "Oak-trees," Burnt Common, Nr. Send, Woking, Surrey. **Crossbow**, 876, Thames; Richard B. Ide, March Cottage, Manor Mews, Staplegrove, Taunton, Som. **March Hare**, 745, Exe; Michael K. B. Molyneux, 27 Greenleach Lane, Worsley, Lancs. **Patone**, Alacrity No. 7, Abersoch; Michael J. Newton, 4 Broughton's Close, Old Marston, Oxford. **Mistie**, 556, Keyhaven; Max Bonney, "Felfield," Dene Lane, Lower Bourne, Farnham, Surrey.

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: C. J. GUSCOTT, 64 Cowick Hill, Exeter, Devon.
Vice-Commodore: GEORGE SMITH, Woodcroft, Park Road, Hale, Cheshire.
Rear Commodore: HARRY MALONEY.
Hon. Secretary: R. A. GARROD, 4 Crawley Road, Bush Hill Park, Enfield, Middlesex.
Hon. Treasurer: R. W. FAIRMAN, 141 Hornchurch Road, Hornchurch, Essex.
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Associate Representative: R. B. HUNT, Holmlea, Ringwood Road, Ebblake, Verwood, Dorset.
Press Secretary: PETER CRAMPTON.
Librarian: E. COXELL, 40 Louis Drive East, Rayleigh, Essex.
Committee Members: BRIAN HEANEY, Lower Lee School, Beaconsfield Road, Liverpool 25. PETER MOYSE, 14 Cumberland Mansions, Bryanston Square, W.1.
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 20s. (USA 5\$). Bankers: Westminster Bank Limited, Hornchurch, Essex.

Scarborough Group

THIS season has seen a number of Silhouettes taking part in the SYC racing programme, but few cruises have taken place. *Pterodactyl* visited Whitby for a few days at the end of June and both *Tammy Norie* and *Bobtail* have been to Robin Hood Bay and back. *Bobtail*, taking part in a race to Whitby, went up on a day of very strong N.W. wind—the strength can be judged by the fact that she and several other boats came back from Robin Hood Bay in under 2 hours compared with an outward journey of about 7 hours.

The SYC Regatta, held over the August Bank Holiday week-end, was well supported by Silhouettes. The first race was held in a very light S.E. wind and *Tammy Norrie* beat *Pterodactyl* by about 10 minutes over 1 lap of the bay course. The second race, starting at 10.10 on the Sunday was a long one—south to Cayton Bay, north to Hayburn

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>Hon. Sec. E. K. R. Sweet, 126 Ham Drive, Ham, 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. Brian Heaney, Lower Lee School, Beaconsfield Road, Liverpool 25.</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>
Scarborough.	<i>Hon. Sec. Stephen Lushington, 3 Hetton Road, Leeds 8, Yorkshire.</i>

Wyke then south again to Scarborough, a total distance of about 13 miles. *Tammy Norie*, *Perfect Lady*, *Pterodactyl*, *Carousel* and *Tarka* all started in a Force 2-3 N.E. wind, and the first three kept within a few boat lengths' of each other all the way to Cayton Bay. Here they split tacks on the beat north with *Pterodactyl* heading inshore and *Tammy Norie* and *Perfect Lady* keeping offshore. Fog which had been hanging over Scarborough Rock eventually came down to sea level just as all three boats, and a Hurley 22, met again about ½-mile to the E. of the Rock. The wind freshened at the same time and a short conference was held to decide whether or not it was worth continuing. We decided to carry on in company, until the fog lifted, which it did about 15 minutes later. Meanwhile *Tarka* and *Carousel* had retired. The Hurley 22 also retired, so *Tammy Norrie*, *Perfect Lady* and *Pterodactyl* continued alone in a Force 3-4 N.N.E. wind and choppy sea. After a further hour, with Hayburn Wyke in sight but the larger boats ahead apparently still continuing north in search of the buoy *Pterodactyl* retired, hove-to for lunch, and returned to Scarborough. *Tammy Norie* finished the race about 5 minutes ahead of *Perfect Lady* at about 1730. *Tammy Norie* has had a good season this year, either winning or being placed on corrected time on several occasions in Class C, and thereby beating several larger boats.

Five Silhouettes took part in the last race of the season, a pursuit race, on September 23. *Tammy Norie*, *Pterodactyl* and *Perfect Lady*

finished in that order and *Bobtail* and *Leonora* retired. A late start and very light winds meant that the last lap of the race from Cayton Bay had to be sailed in the dark.

North-West Group

THE next meeting of the far-flung membership of the Group will be for the AGM. This is to be held at 11.00 at the Westminster Hotel, Chester, on Sunday, January 21, 1968. Morning coffee will be served, and lunch will be available.

A special welcome is extended to all Silhouette owners and friends in the North West area who are not yet members of the Group. The local subscription to defray postage, stationery, room hire, etc. is only 5s. per year, and the Group Secretary has a supply of Standing Order forms to make even this as painless as possible!

A good attendance at the A.G.M. is hoped for, so that representative officers and committee can be elected to produce a programme for another successful year. A copy of last year's programme is available to anyone who would like to see that sort of thing go on. They are jolly good things.

From the South-West

AT the South-West Group's Annual General Meeting, held at the Royal Plymouth Corinthian Yacht Club on December 5, the following members were elected to serve the group as officers and committee:

Chairman: R. Thorne

Secretary: E. Sweet

Treasurer: Mrs. S. Kennedy

Social and Sailing Secretary: J. Sprunt.

Committee: Messrs. Crampton, Trevithick (representing the Teignmouth Fleet), Taylor, Hawkins, Walkden, Grenfell, Bonneywell, Mesdames Thrower (representing Falmouth Fleet), Sprunt, Ould.

The Commodore, Mr. W. Spurrell, presented the George Hurley Cup to Mr. Bickford for the best result in the local Saturday afternoon races.

There was a long discussion on the problem of handicap, rigs and weights for boats entering the rally. Two proposals were made, and it was voted that the following resolution should be put to the National AGM on January 6:

1. That the conditions of entry for SI and SII remain the same for the four Points Races in the 1968 rally: that is, working sails only (main approx. 65 sq. ft., jib 55 sq. ft.); no allowance for weight or props; boats should be in normal cruising condition, and must carry inboard or outboard engine.

2. The handicap class is open to any yacht handicapped under the Portsmouth Number. If no Portsmouth Number has been allocated,

the committee to decide on a number. An older type boat having no genoa or spinnaker may request that her PN be amended.

3. That all competing boats be open to inspection by the SOIA Measurer.

* * *

A personal note by Ernie Sweet. After reading the *Journal* for many years I thought, perhaps, that most of our members were too shy to say anything that would upset people. How wrong I was! For a long time now, especially after the Plymouth Week Rally, we have had the odd complaint or hint that "He had the wrong rig," or "He stripped his boat." Now at last we are going to have something done about it. Perhaps, for some, it's about time. But whoever is going to work out a ruling? I for one have no intention of leaving my plastic bucket and little wooden box on Sutton Harbour wall for the seagulls to use! That's what's going to happen if someone is going to decide that a certain amount of gear and weight is to be kept in a boat while racing. Our Major Grenfell, who works out most of our handicap problems for us, has proved in practice that in most cases weight adds to speed. How shall we be able to work out a protest if a heavily laden boat beats a stripped boat? We come to Plymouth for a rally, not just to charge round buoys like a Western National bus. Let the keen types do this, not me—I'll stick to my cruising, or, like Reg Garrod, find someone as fast as me way back in the line and have a private race. These are my own views—I'd like to hear of others.

THE WORLD'S BIGGEST AND HAPPIEST SAILING FAMILY

The Silhouette Owners' International Association is the largest Class Association of sailing cruisers in the world. There are Silhouettes sailing from the Clyde to the Black Sea, from the Baltic to the Mediterranean, in the Persian Gulf, the Pacific, the Great Lakes of America, virtually everywhere there is sea or fresh water deep enough for a pair of twin keels. The SOIA unites all Silhouette owners in a world-wide club that exists solely to foster the comradeship of the sea, and to promote the interests of sailing men and women everywhere. If you buy a new Silhouette at the Boat Show, or buy a secondhand boat anywhere, make sure that you join the Association. It is very easy to join. Just drop a line to the Hon. Secretary, R. A. Garrod, 4 Crawley Road, Bush Hill Park, Enfield, Middlesex, and he'll fix you up.

And the SOIA keeps its friends, even if they change their boats. Associate Membership is open to anyone who sails any sort of boat, and the growing numbers of Associate Members show that more and more people are finding it very much worth while to join the world's biggest sailing family. So invite your friends to come and join us!

SOIA—The world's biggest and happiest sailing family.

Log Competitions By the Editor

ON the whole, it has been a thin year for logs. This is understandable, for it has been a thin year for most things, except a bumper crop of political crises. And while one waits anxiously for the Government's next hammer-blow to fall, it is not easy to devote one's whole mind to planning a cruise. Moreover, there is, I think, another factor at work—the very success of the SOIA, with its now-established rallies at Plymouth, and fine new ventures to Calais and Copenhagen, tends to concentrate effort on these corporate activities, and, perhaps, a little away from the individual cruise. This is a healthy development in many ways, but we hope that it won't diminish interest in those splendid individual voyages which have made our Silhouette so famous.

It is fitting that our two main trophies this year should go to logs deriving from the Association's cruises, and what gives us particular pleasure is that these were family activities in every sense. We award *The Suzanne Trophy* (presented by Robert Tucker) to the Fairman family (Ron, Iris and Madeleine) for Madeleine's account of their Danish cruise in *Conqueror*, and *The Silhouette Owner Trophy* to the Heaney family (Brian, Marion and Jane) for the joint achievement of Marion's log of their Calais cruise, and Jane's spirited account of their Danish trip. And let there be no sex-discrimination in the engraving of names! True, it can be argued that awards should go to skippers, but the SOIA has never been afraid to set a new course, and the awards this year are *family* awards, well-earned by family good seamanship.

There remains the Open Cruising Trophy, offered by the Association each year for an outstanding cruise in any sort of boat other than a Silhouette. The award of this trophy is our salute as Silhouette sailors to our fellow-yachtsmen everywhere, and this year the award goes to Dr. David Lewis, for his wonderful circumnavigation of the world in the catamaran *Rehu Moana*, with his wife and two young daughters, and Miss Priscilla Cairns as crew. Dr. Lewis is an honorary member of the SOIA, and many will recall meeting him and his wife Fiona at our London party three years ago, before he set off for the Singlehanded Transatlantic Race of 1964 and his magnificent voyage round the world. One special aspect of *Rehu Moana's* voyage merits particular attention. "The sea," as the old saying runs, "is for sailing," and a fine small boat voyage is an achievement in itself. But if a small boat voyage can serve the interests of science and add to knowledge, so much the better. Dr. Lewis used his Pacific sail in *Rehu Moana* to test certain theories about ancient Polynesian navigation, and succeeded so brilliantly in navigating from Tahiti to New Zealand by these old methods, without compass, sextant, or chronometer, that he has been awarded a university fellowship to pursue his researches in this fascinating branch of human skill. So in awarding him our Open Cruising Trophy, we add our congratulations to him and to those who sailed with him on a great work of navigational research as well as a wonderful voyage.

Letters to the Editor

GAS AT SEA. I am a member of Chichester Yacht Club, and share experience and magazines with one of your members. So it comes about that I saw your notes about gas containers. I recommend the 4lb. Gaz container with an adaptor. The adaptor has an on/off screw tap, although one still needs a regulator—there are very neat ones though, these days.—Captain J. A. Byles, Little Orchard, Mile-End Lane, Apuldrum, Chichester, Sussex.

GAS AT SEA. In reply to your note about knowing when large containers of Calor gas are approaching emptiness. I have used the large containers for four seasons now, with a two burner cooker, and find no trouble as the contents will last a full season on ordinary use. I carry a small methylated spirit stove as well. I have just had to buy a new one; the price was 3/9, they are amazingly efficient and I have used them for preparing hot drinks, soup, boiling eggs, etc. I keep this, together with a small bottle of meth spirit, under one of the lower shelves of the cabin lockers. It occupies no space that is in normal use, and can be forgotten until or unless required. As long as a fire extinguisher is on board I think it safe enough, and I have never had one catch on fire.—J. N. Bray, 3 Courtfield, Totnes, Devon.

THE JOURNAL.—As a member of the Association since 1960, and the late Commodore, I should like to express my very great thanks to John Anderson, our President, for his magnificent service to the SOIA, as editor of our *Journal*. I think I am right in saying that it has been "his baby" since the very beginning, when, unaided, he produced the first issue in November 1960. Not many of us, I am sure, realise just how much work is necessary to produce a monthly magazine, and get it out on time but I can assure you that it is quite considerable. When one considers that John has done all this for the "love of it" one is surprised that he has been able to stay the pace so long. The *Journal* has helped, in no small measure, to make the Association what it is today, and has had a great impact on the Sailing World in general. Through it, members from all parts of the world have been able to swap their sailing experiences to their mutual advantage and, what is more, have given members a sense of belonging to an Association which cares. Many thanks, John, for such a "Good stint."—Herbert Firth, 5 Moss Grove Road, Timperley, Cheshire.

GOOD SERVICE.—Recently I wrote to Herbert Firth requesting that a set of his Sea Togs be sent on approval for the interest of the SW Group members. They arrived by return of post—likewise by return of post, they are now mine. These are well made garments, made of good serviceable material. (I know a little of this subject, because in my secret past I had a strong connection with the rag trade). I'm sure that we shall see a lot of these garments about in the 1968 Rally.—Ernie Sweet, 126 Ham Drive, Ham, Plymouth.

COACH ROOF, Hatches and Forward Bulkhead in wood as per specification Silhouette II for sale, as cost of materials. Rice, Gordons Close, Taunton, Tel.: 5424.

FELICITY SLOOP for hire. £20 per week. Apply J. F. and P. C. Johnston (Boat Services), Bath Place Wharf, Downs Road, Maldon, Essex. Tel.: Maldon 3114.

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 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.

the **SILHOUETTE** was our first success!

1967 brought many changes at Hurley Marine Ltd. Many of our friends will be sorry to hear that Mr. George Hurley has had to retire as Managing Director, owing to ill-health, but we are fortunate that he has agreed to act in an advisory capacity. Mr. David Maxwell is currently acting as Chief Executive, and Chris Richardson is our new Sales Manager. The SILHOUETTE continues to be one of our best selling boats and the rate of enquiries and firm orders for it and the rest of our range exceeded all expectations during 1967.

... the **HURLEY 22** is our latest

The HURLEY 22 is even better now! We've improved the interior accommodation layout, more stowage lockers, metal framed windows and the interior is fitted also with attractive G.R.P. deck-head lining. On the deck we've increased the size of the outboard trunking well and added a new design skeg and rudder hangings. Various other refinements are too numerous to mention here.

THE HURLEY RANGE

SILHOUETTE III ● HURLEY 18
HURLEY 20 ● HURLEY 22



DESIGNED BY IAN ANDERSON. HURLEY 22 - WINNER 'ROUND-THE-ISLAND', J.O.G. CLASS 1967

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