

The Silhouette Owner

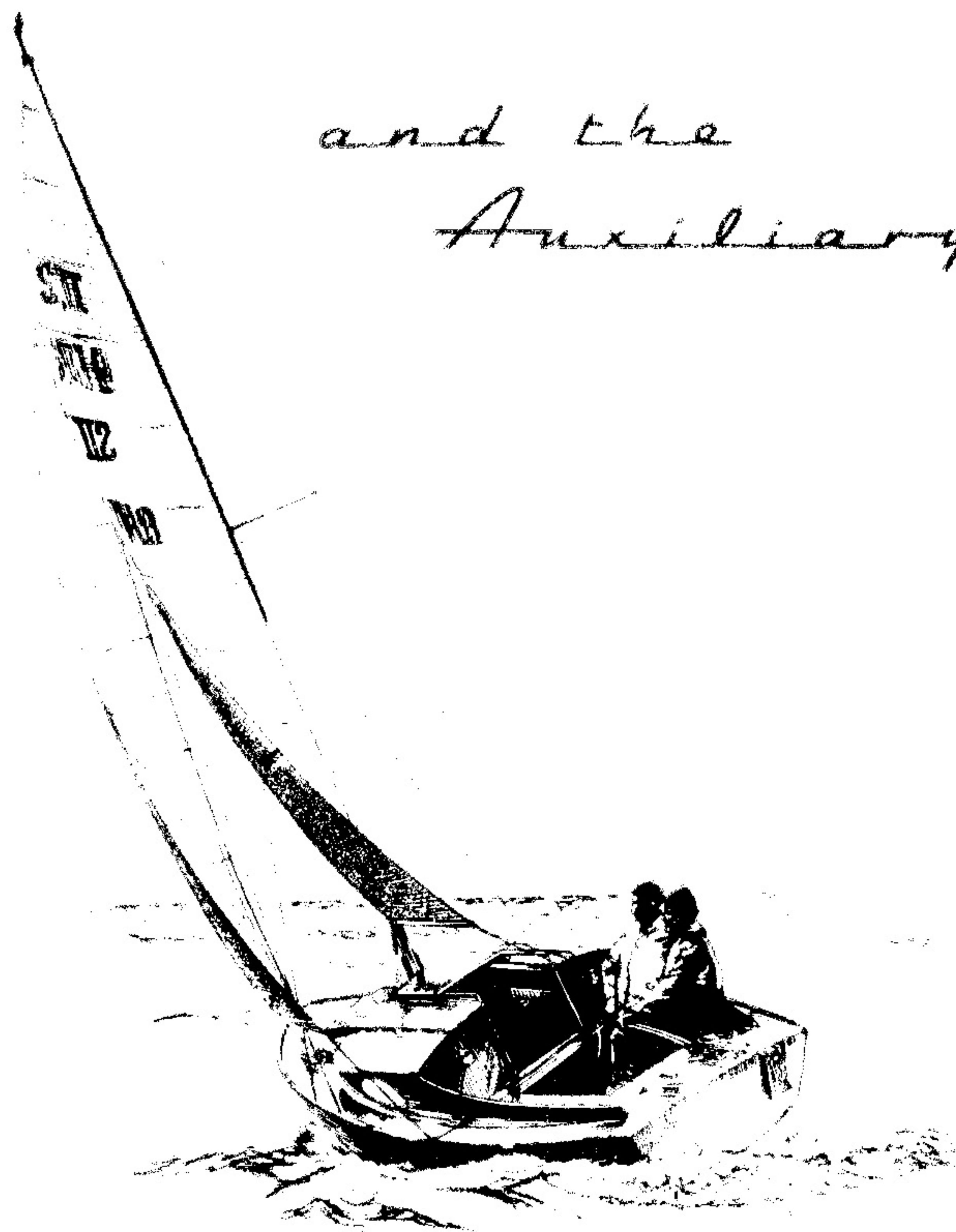
*The journal of the
Silhouette Owners' International Association*

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MARCH, 1968

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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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Outward bound?

SHOULD we continue more or less automatically to hold our annual rallies at Plymouth? This is a question that crops up every year, and every year we have decided to make for Plymouth next year in our accustomed fashion. There are vast advantages in going to Plymouth: it is the home of the Silhouette, the staff at Hurley Marine do everything they can to help us, and the Royal Plymouth Corinthian Yacht Club is a friendly host. But times change. Partly because of our example, Plymouth is becoming more and more popular for Sailing Club rallies, and there are rumours that the moorings in Sutton Harbour may not always be available. Moreover, we are a national—indeed, an international—association, and it might be considered fairer to members in other places to choose different waters now and then for our annual rally. This is not at all an easy question. If we were dinghies doing nothing but race round buoys, there are a dozen or more places to which we could go with little difficulty. But we are not dinghies; we need good cruising waters as well as merely a racing roundabout; and, since many people make Silhouette Week part of their annual family holiday, we need somewhere with good facilities for families on shore. The one disadvantage of Plymouth is that it is far from ideal for young children; unless you contract out of most of the rally and go to Cawsand or Kingsand, there is not much of a beach. But the many advantages of Plymouth pretty well outweigh this; it has admirable hotels and boarding houses to suit all pockets, cinemas, shops, places for hair-dos, and a zoo. And the superb greensward of the Hoe almost makes a beach unnecessary. Nevertheless, there are

places where the bucket-and-spade brigade could do better than at Plymouth. But could their sailing fathers and mothers? As far as sailing is concerned, the waters of Anglesey and the Menai Straits, of the Clyde, or Solent can offer as much as (if not more than) Plymouth. Rothesay would be a splendid place, but for most of us the Clyde is even farther away than Plymouth. Anglesey has much to be said for it, and we should have the powerful advantage of being in the good hands of the North-West Group. But the shore facilities on Anglesey are limited, and those who want hotels would probably have to be scattered all over the island. If we booked early enough it might be possible for most people to get in at Beaumaris, but this would mean making firm bookings, and sticking to them. Still, these things can be done. Abersoch is another possibility. What about the Solent? The Isle of Wight is a wonderful holiday area, but that, in a way, is a difficulty—it is almost too popular. Could we get in, and, if so, where? Should we consider Torbay? Or Scarborough? Or Aldeburgh, or somewhere else on the East Coast? We invite members to give hard thought to all the problems involved, and to send suggestions to the *Journal*. For ourselves, we confess to a hankering for a great Silhouette rally abroad—in Ireland, Holland, the Baltic or even the Adriatic. The obstacles are time and cost, and the need to make plans far ahead and keep them. Nevertheless, it might be possible. Brian Heaney and the Danish fleet are doing splendid exploratory work in this direction, and the NW Group has ambitious plans for Cork. Anyway, let us have some views—the more the better.

From the Commodore

THE last thing we want is "Sailors Anonymous." Silhouette owners certainly need not suffer from anonymity, and perhaps this is the moment to urge all owners to make sure that their ship's name is clearly displayed, as has been so often requested by the RYA: and what about making it a (self-imposed) rule always to fly that burgee when aboard? The burgee is an invitation to come alongside for a chat, and make new friends, for ours is surely the friendliest association of sailing folk. Looking through last year's members list, I was struck by the number of members we have internationally—we are, after all, an international association—but we don't hear a lot of what goes on in the rest of the Silhouette world. What about it, in New Zealand, U.S.A., Sweden, Germany, Denmark and so on and so on? One more thing. This is the season of planning, so make this the year you enter for the Log Competitions and give the judges something to think about! Happy sailing in 1968!—Cyril Guscott.

Change of address

WHEN members change the address to which they want the *Journal* to be sent, please notify the Circulation Manager, Harry Maloney, at 13 Branksome Road, Moredon, Swindon, Wiltshire, and *not* the Editor.

Secretary's notes

"OH to be in England now that, oh . . ." This is all right, I know

I am a little early, but with the clocks being altered already, Easter being just a few weeks away, the covers should be coming off now, paint and varnish will be splashed about, with the excited expectation that we all share as we prepare for the start of the 1968 season. We have had one or two requests for a 1967 edition of the Plymouth medallions that have been given to every entrant in previous years; evidently some folks screw them on their boats; some are making belts of them; and as we did alter the pattern and give ash trays for 1967, it has spoilt the collections. However, there will be no difficulty in obtaining these items at 7s. 6d. apiece, so if you would like one, send me a postal order before the end of the month, and you will be included in the list. But please hurry, as we don't want to make more than one order.

* * *

February always sees the first committee meeting of the year, and at our meeting last month Cyril Guscott was unanimously re-elected Commodore for another year. I am happy to report that Cyril agreed to be drafted, for few people can carry out the duties of Commodore with as much dignity as he can.

* * *

The only other change made was to present Brian Heaney with a Rear Commodore's burgee, as it was felt that the leader of the overseas contingents should be able to fly (or is it to wear?) that type of pennant. The Bo'suns stores, are to remain in the hands of Mrs. Morgan, with the slight alteration, that the Secretary will hold supplementary stocks to satisfy the needs of newly joining members.

* * *

Plymouth Week was among the items on the agenda, and much discussion took place about the programme, but it was eventually decided to have pretty much the same as last year—that is, four points races, with a special trophy for a helmsman under twenty-one, three cruises, fun and games at Cawsand, and water-sports in the Club basin. Social events will include the Lord Mayor's reception, a dance at the Club, a barbecue on Drake's Island, and our usual dinner. In fact, a really spectacular family holiday, so book the date, August 17 to 24. Entry forms will be sent with the *April Journals*.

* * *

Have you yet received the small paste board card from our treasurer, informing the world at large, that you are a member of The Silhouette Owners Association for 1968? If you haven't, then either he has forgotten to send it to you, or you have forgotten to pay your 1968 subscription. Please look into this now, as it is a rule now that *Journals* are not sent after April to anyone who has not paid up.

* * *

One of our members wrote "We decided to cross the Channel for our holidays, and had a very good sail from West Mersea to Dover, and a fast crossing from Dover to Calais, picking up our mooring

there 4 hours and 55 minutes after leaving Dover Harbour. We then worked our way along the Belgian coast quite happily, though it was a beat the whole way, and after sailing all night we had a huge breakfast and were just sailing into Zeebrugge, when a big steel trawler came up from dead astern at ten knots. There was hardly any wind and we couldn't get out of the way, so concentrated on taking the blow on the transom. The trawler's bow cut down through the stern decking and the transom itself, bashed in the engine, and ripped the rubber dinghy in two; then the boat was whisked round broadside, and the beam trawl dismasted her and tore the sails to ribbons. Fortunately his insurance paid out hundred per cent, but it took endless negotiations to get the repairs carried out." Which, of course, proves that it pays to keep watch astern in crowded seaways.

* * *

We all welcome the newly formed Coniston Water Group, and look forward to hearing more of their activities, which I understand include a trip to the Isle of Man. But we learn with regret that the Midland Group is no longer an organised body, though Mr. Oldham will continue to give any assistance possible to people sailing in that area.—R.A.G.

Summer cruise in Denmark

AUGUST 1-17, 1968

RON FAIRMAN, Brian Heaney and their families will be returning to the scene of their memorable holiday last year, when they spent a fortnight as the guests of Sletten Badeklub, sailing in the Baltic. This is as near perfect sailing water as one can hope for, with small harbours every few miles, no tides to worry about, and always the genial help of Peter Mitchell in case of any difficulty.

Unfortunately, the devaluation of the pound has given the ferry operators the opportunity to raise their charges far beyond the 15% expected, and the two-part crossing Harwich/Bremerhaven and Trave-munde/Copenhagen is a heavier financial burden than it was last year. Nevertheless, the ferry crossings in themselves are a mini-holiday, and Brian Heaney will be glad to give financial and other details to those interested.

Calais cruise

DETAILED planning of this event is now complete, and crews this year can look forward to using the relatively luxurious new facilities provided for yachts at Calais. The intention is to launch trailed boats into the Wellington Dock, Dover during the late afternoon of Friday, May 31 and to sail for Calais the next morning. One party will return on Monday, June 3 but the remainder will stay on for a few days to come back later in the week, with the possibility of some coastal cruising in French waters, not to mention the Duty Free stores.

Further details of what has become a popular family event are available from Brian Heaney, Lower Lee, Beaconsfield Road, Liverpool 25, whose family hope to take *Circe* across for the third time.

The Silhouette Owners' International Association

President:

J. R. L. ANDERSON,
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Telephone: West Hanney 282.

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Commodore: C. J. GUSCOTT, 64 Cowick Hill, Exeter, Devon.
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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.

North-West group

THE Annual General Meeting of the N.W. Group was held at the Westminster Hotel, Chester, on Sunday, January 21, and new Officers and Committee were elected for 1968. Jeffrey Walsh becomes the Group's Commodore, with Brian Heaney continuing as Hon. Secretary, and joined by Norman Cottam as Hon. Treasurer. Alun Pritchard has once more taken on the task of Sailing Secretary; by the time this report is printed, we hope he will have another year's programme ready.

A new venture for the Group is the Spring Bank Holiday Cruise to Porth Dinllaen, on the Lleyen peninsula. This is a delightful spot, with a pub virtually on the beach (no breathaliser worries). Boats will be sailing in company from Abersoch and from the Gazelle to converge at Porth Dinllaen on Saturday, June 1, and there will be a race on Sunday with dinner in the evening. The Group will be glad to give

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. J. T. Daniel, 71 Highdale Avenue, Clevedon, Somerset.</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>
Coniston.	<i>Hon. Sec. David Thornton, 47 Brackenley Lane, Embsay, Skipton, Yorks.</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>

assistance with launching trailed boats, or pilotage through the Swellies; a telephone call to Jeff Walsh (Ringway 2620) in the case of Abersoch, or a letter to Alun Pritchard, 15 Victoria Street, Bangor, in the case of Menai is all that is required.

Coniston group

MR. David Thornton writes from 47 Brackenley Lane, Embsay, Skipton, Yorkshire. Several members of The Coniston Sailing Club have decided they are keen to form a group of the SOIA based on Coniston Water. This group would be run independently of the Lakes Group, since Coniston is not connected to Ullswater, and regular trailing of boats over the hills would be impracticable. However, we would of course, welcome any member of the SOIA if they were in search of a change of sailing water and conditions. The Coniston Sailing Club is a young club, having only formed last season, but we have a good selection of boats and we race regularly through the season, every other weekend being for the points championship, both in dinghies and cruisers. The cruiser section last year consisted of seven Silhouette IIs, one Hurley 20, one Mistress, three Lysanders, and a 'Brunning One Design.' The coming season should see an extension of this list by another Hurley 20 and a 22.

On the question of minimum cruising equipment for Silhouettes when racing we do not have any regulations, and in fact the first two

cruisers in our points championship last year were both SIIs which were used for living aboard every weekend and were undoubtedly carrying more gear than any of the other cruisers.

Our programme for 1968 will be similar to last year's except for the addition of a proposed cruise to the Isle of Man at Whitsuntide. We shall be racing on most Sundays and there will be several social events during the year. The early part of the season will be spent extending our club house, which is in a lakeside boathouse which we converted last year at the cost of much effort (and even more ale!).

I hope this letter gives you some idea of our background and we hope that the Coniston group will become an active and worthwhile addition to the SOIA.

In the South-West

THE SW Group meets on the first Tuesday of every month at the Royal Plymouth Corinthian YC, and after a Group Committee Meeting from 19.00 to 20.00 hours there is usually an interesting Guest Speaker for an Open Meeting that begins at 20.00. The Group has arranged a splendid list of speakers for the coming months. They include:

Mr. E. R. Coleman, Harbourmaster of Sutton Harbour, who will give a first class display of bends and hitches, knots and splices.

Mr. J. White (a Group member)—A recent cruise under sail to the Mediterranean.

A representative of the Plymouth and District Lifeboat Service.

Mr. R. Swinfen, of the Marine Biological Association.

Mr. P. Hallam (Monarchorum Mfg. Co.)—A talk illustrated by slides, on glass fibre construction and maintenance.

These are all most interesting speakers, who are generously giving up their time to come along. Group members are asked to make every effort to attend.

The Group's Fitting-out Dinner and Dance will be at the Duke of Cornwall Hotel on March 22. Tickets 27s. 6d. Please let the social secretary, Jim Sprunt, know as soon as possible if you are coming. His address is 2 Grantley Gardens, Mannamead, Plymouth. Cash with order would be appreciated—cheques payable to SOIA SW Group Social Fund, please.

The Scoutmaster and boys of the 12th Devonport Sea Scouts are most grateful for the really wonderful response by the Group to an appeal for help. These Sea Scouts do a marvellous job, and the donation list is still open.—Ernie Sweet.

* * *

Members will learn with regret that Ernie Sweet has been suffering from a duodenal ulcer. He writes gamely that he is learning to live with it, and adds, "I have had so many good wishes from SOIA members that perhaps I could say 'Thank you' through the *Journal*." Good luck, Ernie, and don't work too hard.

New members

WE extend a cordial welcome to the following new members:

William E. Dale, 157 Sigston Road, Beverley, E. Yorks. *Iota*, Scarborough; Fredk. A. Carrol, 25 Meadow Lane, Willaston, Wirral, Cheshire, *Bobbler* (1048), W. Kirby. Flt./Lt. Anthony J. Couchman, 14 Officers' Married Quarters, R.A.F. Church Fenton, Tadcaster, Yorks., *Julie Anne* (1743), Naburn; Scott Forrest, 6 Orchard Brae Gardens, Edinburgh 4, *Pintail* (485), Cramond; E. J. Rice, Crosspark, Gordons Close, Taunton, Somerset. Ronald A. Vine, "Whiterose," Fawkham Avenue, New Barn, Longfield, Kent, *Jasper* (1177), Medway; James D. Browne, 10 Holland Way, Broadstone, Dorset, *Kelpie* (88), Poole; John Radford, 2 The Cresta's, Quinta Road, Torquay, Devon, *Ladybird* (68), Torquay; Jeffrey Edelsten, 34 Northwood Rd., Birkenhead, Cheshire, *Martini* (983), Hoylake. Douglas Ritchie, 18406 Haas Avenue, Torrance, California, 90504, U.S.A., *Wings of the Morning* (155), California; William H. Rhodes, 20 Fairview Road, Broadstone, Dorset, *Rhoda* (SIH 90), Poole; Richard J. Brown, Rockwood House, Dublin 14, Eire (1432), Poole; Dr. Charles E. Shipley, 4 Sea View Drive, Hestbank, Nr. Lancaster, *Bambino* (820), Lakes. John M. Tree, 20 Lilliput Road, Poole, Dorset, *Marie-Gem* (1164), Poole; A. I. H. Stephens, 38 Hall Road, Leamington Spa, *Sorrell* (683), Blackwater; George M. Gale, 19 Broadoak Crescent, Bayston Hill, Shrewsbury, Shropshire, *Vikki* (522), Glywedog; Eric E. Brook, 64 Orchard Avenue, Parkstone, Poole, Dorset, *Pally* (1670), Poole; Neil MacKinnon, 9 Fouracres, Llantwit Major, Barry, Glam., *Shirley P* (527), Barry; J. P. Bartlett, Lota Lodge, Forest Road, Meols, Wirral, *Well-I-Never* (638), Hoylake; Arthur H. Chettle, "Hove To," 20 Estuary Road, West Mersea, Essex, *Gazelle* (939), W. Mersea; Garnet H. Jordan, Elma Lea, Butts Ash Lane, Hythe, Southampton, *Calypso* (1645), Hythe. John G. Osborne, Sheerwater, New Road, Esther, Surrey, *Puffin II* (1045), Falmouth; Michael R. B. Harris-Reed, 72 Oakdale, Harrogate, Yorks., *Mallard* (Vivacity 359), Ullswater; Malcolm C. Cowlshaw, 3 Sea Road, Prestatyn, North Wales, *Stardust* (975), Rhyl; L. D. Needleman, 145 Earlham Grove, London, E.7, *Irene* (1713), Grouch; Michael Chancellor, "Greenway," Sharer Coulter Rd., Chestfield, Whitstable, Kent, *Wisp II* (1104), Tankerton; Gordon E. Wilkinson, Woodhall Farm, Hatfield, Herts., *Tumbletoy* (624), Blackwater; Robin J. Freeman, 10 Wayman Road, Corfe Mullen, Wimbourne, Dorset, *Ela* (603), Poole; Robert M. Kilburn, 14 Taylor Rd., Hr. Burraton, Saltash, Cornwall, *Goldilocks*, Saltash; Robert G. Cromie, "Bonne Chance," Welcomes Road, Kenley, Surrey, *Gwelo* (60), Sheppey; John F. Barlow, Seacroft Cottage, 9 Lansdown Road, Worthing, Sussex, *Blue Pertel* (895), Littlehampton; R. Michael Weedon, Willow Court, Canterbury Road, Eddington, Herne Bay, Kent, *Blue Haze* (32), Herne Bay. Anthony W. Simpson, Windyknowe, The Avenue, Kingston, Lewes, Sussex, *Emma* (1247), Newhaven; Wynford W. Upjohn, School House, Brize Norton, Oxford, *Spingo*, Emsworth;

Arthur H. Mahoney, 62 Larkham Lane, Plympton, Devon, *Caroline* (177), Plymouth; Thomas W. Wright, Penstone, Hele, Exeter, Devon, *Morinda* (SII 83), Exe; Eldred T. Cobb, 9 Copley Lodge, Murton, Swansea, *Blue Marlin*, Swansea; Miss Ruby D. Tabram, 34 Broadstone Avenue, Folkstone, Kent, *Eliska*, Folkstone; Miss Kathleen C. Shelston, Lower Flat, 3 Bouverie Road West, Folkstone, Kent, joint owner of *Eliska*; S. H. Buckle, 88 High Street, Shoeburyness, Essex, *Prima III* (1408), Roach; Alan J. Stratford, Viavadum, 165 Tankerton Road, Tankerton, Kent, *Kinky* (63), Tankerton; Norman Dodd, 148 Parkside Drive, West Derby, Liverpool 12, *Jacinth* (1839), Anglesey; George N. Dawson, "Kerleven," 6 Ringmore Close, Shaldon, Devon, *Gnome* (869), Shaldon; Anthony Lachlan-Cope, 273 Main Road, Hawkwell, Hockley, Essex, *Tryphena* (69), Blackwater; Elfed Lewis, 40 Ffriddoedd Road, Bangor, Caerns, Menai Straits; David W. O'Kelly, The Shielings, Glenelms, Bideford, Devon, *Hi-Fi* (1087), Instow; Gordon C. Skea, 34 Toynbee Rd., Eastleigh, Hants. SO5 4DN. *Aries* (187) Southampton.

Letters to the Editor

THE FIRST SILHOUETTE.—Following Mr. G. E. Elliott's article in the February issue of our *Journal*, perhaps I can throw a little more light on the history of the first Silhouettes. I moved to Kent in 1955 and remember seeing what must have been one of the first Mark I boats at anchor on the Medway, between Upnor and Hoo. It subsequently appeared on a photograph in *Yachting Monthly* during a series of articles and letters, described, if memory serves me correctly, as "a £100 cruiser." I also well remember seeing SII 2 sailing in Rye Bay in 1956 and later. My wife and I used to go down to Rye and to Camber sands for the day and I recall that *Impala* was easily distinguished by her profile and bright yellow topsides. We also saw her from time to time at Rye Harbour, a mile or so downstream of Rye Town, so I presume her summer moorings were there, on the river Rother. The entrance to the river is narrow with high banks on each side. There is a sand bar, and *The South Coast Pilot* says that the entrance is tricky in a South-West wind above Force 4, so I should think that there have been some tense moments aboard *Impala* from time to time. The last time we were at Rye Harbour in 1963 there were quite a number of bilge keel cruisers at moorings, including Mystics and Silhouettes, as well as larger craft, and the Harbour seemed to be having a new lease of life. During the winter we used to go down to the foreshore occasionally for a breath of fresh air and *Impala* could be seen laid up in the drive of a house outside Rye, on the Camber road, presumably where Major Hamilton lived. I had a chat to Mr. Phillips at his boatyard once in 1960 or '61 and he recalled the Silhouette well, and said that he would be pleased to build another. Whether he ever did of course I do not know.

A photograph of *Impala* has appeared on more than one occasion in *Yachting Monthly* illustrating the advantages of small bilge-keel cruisers. There was also an article on *Suzanne* which I believe was Robert Tucker's own boat. Perhaps *Suzanne* is SII 1. *Impala* had a part in my decision to own a Silhouette. I had sold a traditional 2½ ton cutter in 1962. She was built like a church, all iron ballast and 1 in. pitch-pine planking. Having a small daughter then, I decided that I wanted a light easily-handled cruiser, which I could take home in the winter as *Impala* had been. I completed my own boat in the middle of 1964 and moved to the Midlands later the same year. Each year I say that I am going to have a bigger boat, but each time I start fitting out I decide to keep her for another year. The Silhouette still has much to recommend her to the family owner in these days of soaring prices. She is cheap to maintain and easy to alter or adapt, and a timber boat can give every bit as

much pleasure as a shiny glass-fibre moulding which has to be painted anyway in a few years time. It would be interesting to know if any of the other very early boats are still in existence, and of their history. Finally, dare I suggest to Mr. Elliott that it is supposed to be unlucky to change a boat's name and anyway perhaps someone else will recognise her as *Impala*, and add more information about her history.—D. S. Perrin (SII 1425), 4 Cherry Close, Ettington, Stratford-on-Avon.

THE FIRST SILHOUETTE.—In answer to Mr. G. E. Elliott's query as to the whereabouts of SII No. 1, this boat is at present owned by the father of a friend of mine, Mr. Wheeler, of Exbury, Hants. I am not sure of many of the details about the boat, except that I think that the present owner has had her for about nine or ten years; that he is the third owner; and that for most of this time she has been moored on the Beaulieu River. However, for the past two seasons she has not been in commission, but has been at her owner's house in the New Forest. Periodically her owner contemplates selling her, but so far he has done nothing positive about this. I will attempt to confirm these few details shortly when I can contact Mr. Wheeler. I am sure he would like to write to you giving more detailed information. He might even be tempted to offer this "historic" boat for sale to any member of the association who is particularly interested in owning the No. 1 (even if the second) Silhouette.—Geoffrey Stanley Jones (SII 734), 4 Somers Crescent, London, W.2.

CHANGE OF SCENE.—There must be many like us who sometimes yearn for a change of scene outside their cockpit, yet lack the love of trailing a boat, or have the ability to navigate more than a score of miles from their regular haven. This year I have the offer of a cottage in the Lake District but the idea of trailing a boat to Windermere appals me. Would it be possible to put together a scheme whereby we could borrow the boats of other members in different waters? Genuine inquiring members would initially offer their boat in the scheme and pay £5 deposit as a guarantee against damage or loss of no claim bonus. I should be pleased to offer members from other areas a sail while in East Kent.—J. B. T. Sharman, 44 Queen Bertha Road, Ramsgate.

SMALL ADVERTISEMENTS

FOR SALE. £400. Silhouette Mark II, wood, 3-berth pulpit, genoa, two jibs. Seagull. Dinghy. Trailer. 10 Beeches Walk, Carshalton, Surrey.

FOR SALE. Silhouette Mark II, masthead rig, stainless, three jibs incl. large "ghost" (new); all usual gear incl. anchor, chain, warps, compass, navigation lamp plus TWIN Seagull 'Century' engines. Fast boat under sail or power offered at keen "winter" price of £295. Powell, 192 Weston Lane, Southampton, SO2/9HL. Southampton 48472.

FOR CHARTER. Felicity Sloop for hire, £20 per week. Apply J. F. & P. C. Johnston (Boat Services), Bath Place Wharf, Downs Road, Maldon, Essex. Telephone Maldon 3114.

EXCHANGE. Exchange Berkeley-De-Luxe caravan with site at Somerset, for SII, with cash adjustment. Preferably fibre glass. Parkstone 5385, or write 31 Twemlow Avenue, Poole, Dorset.

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 Hon. Sec., 4 Crawley Road, Bush Hill Park, Enfield, Middx. or Mrs. E. Morgan, Swatchways, 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!

1987 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 1987.

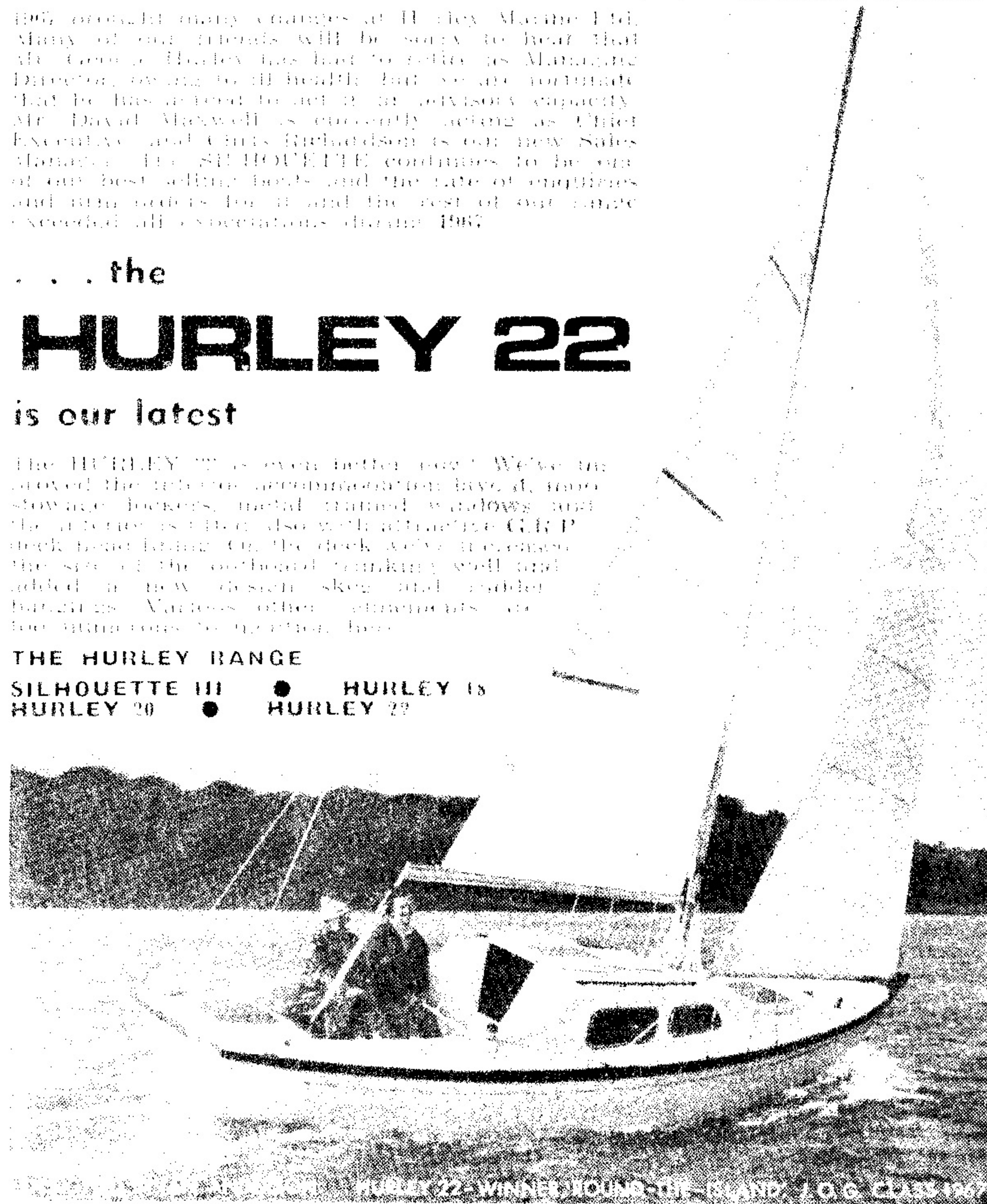
... the **HURLEY 22**

is our latest

The HURLEY 22 is even better built. We've improved the interior accommodation by adding more storage lockers, metal framed windows and the interior is often also with attractive G.R.P. deck hand lining. On the deck we've increased the size of the cockpit, tanking well and added a new design skeg and rudder harness. Various other improvements are too numerous to mention here.

THE HURLEY RANGE

SILHOUETTE III ● HURLEY 18
HURLEY 20 ● HURLEY 22



Every 24 hours two Hurley boats are completed



HURLEY MARINE LTD
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