

The Silhouette Owner

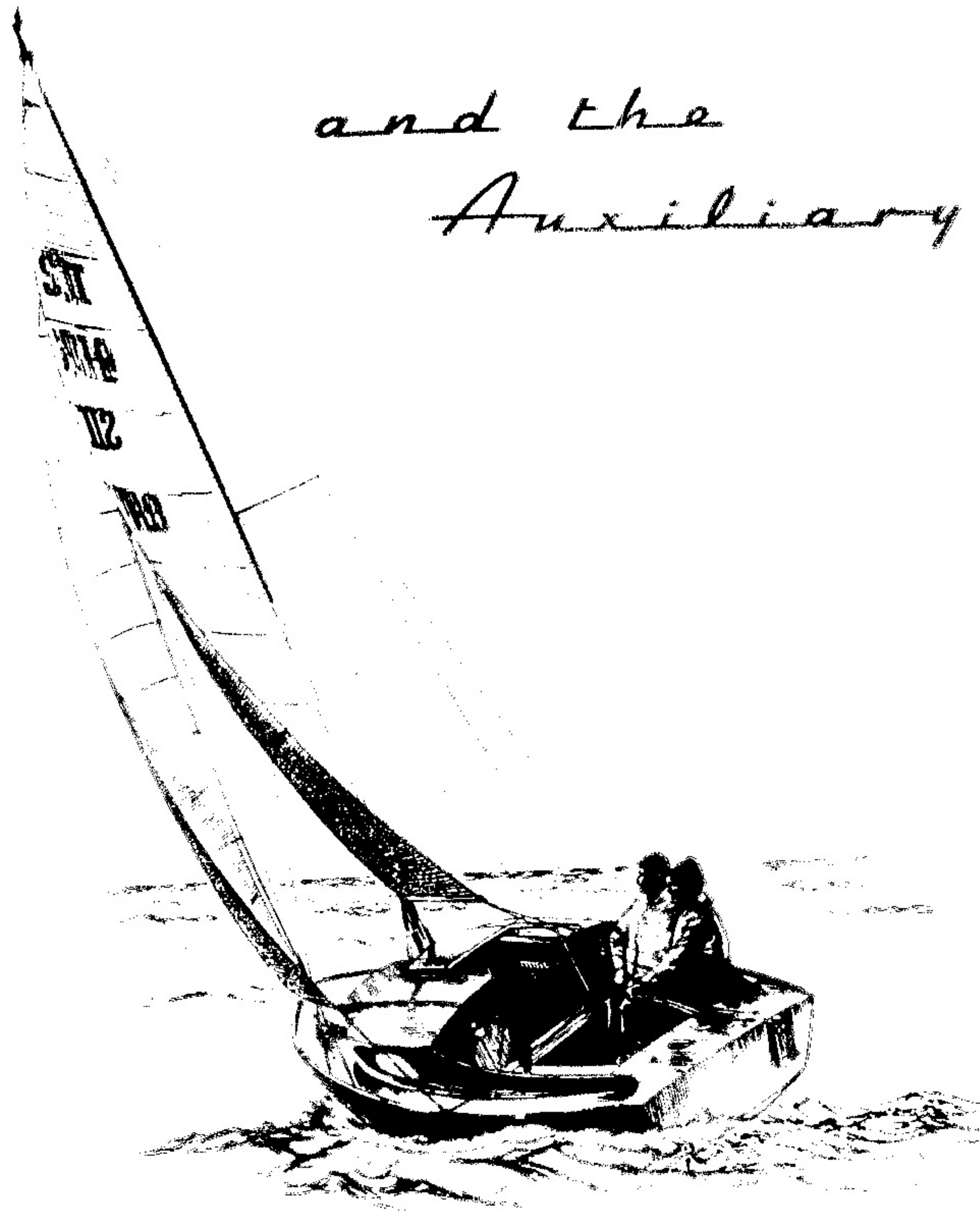
*The journal of the
Silhouette Owners' International Association*

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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.

Hon. Editor: J. R. L. ANDERSON,

Wick Cottage, Charney Bassett, near Wantage, Berkshire.

Telephone: West Hanney 282.

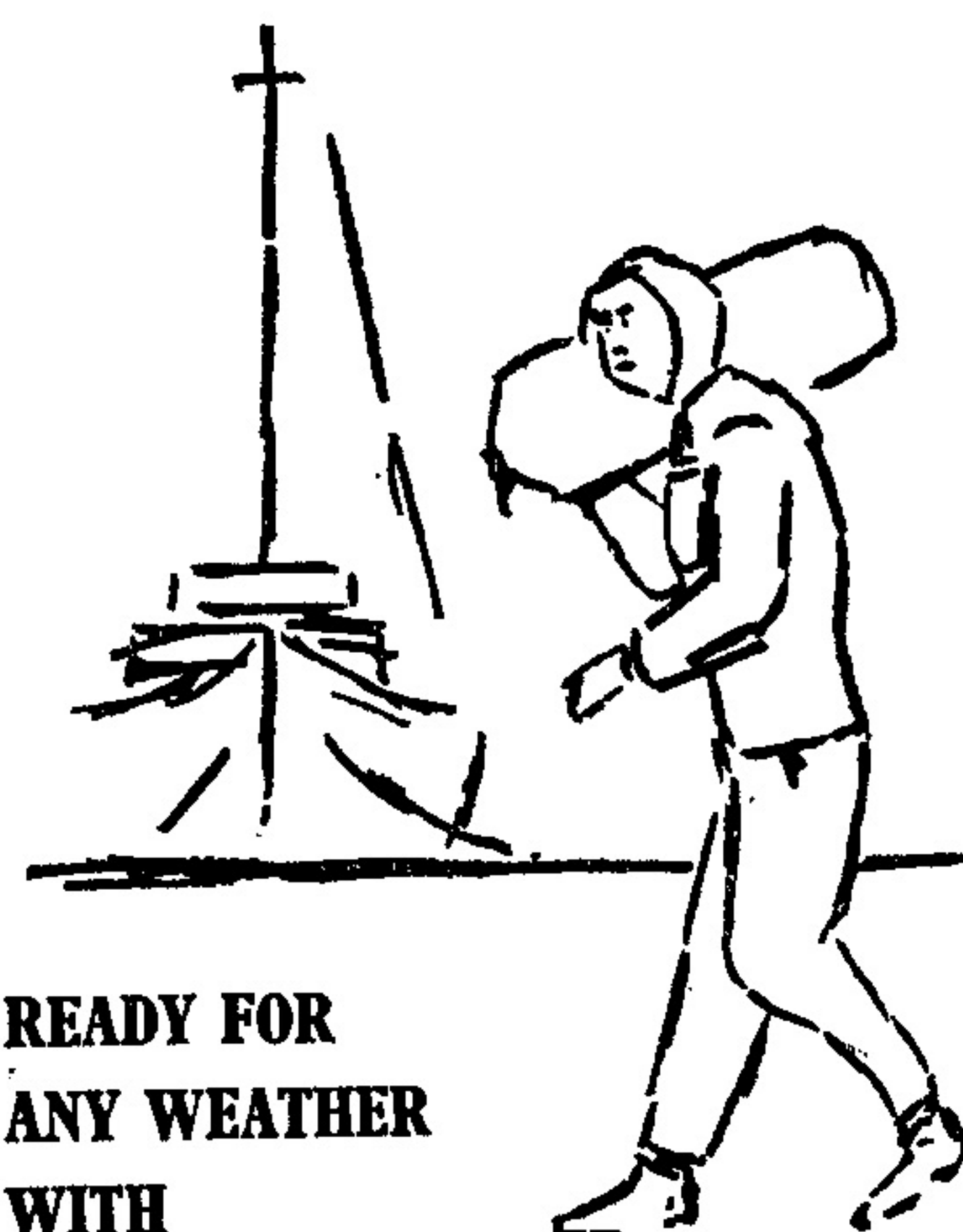
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Flags

MR. MICHAEL WEEDEN writes from Herne Bay: "With the cruising season rapidly approaching, and many of our members 'going foreign,' would it be possible to include in *The Silhouette Owner* some guidance regarding flag courtesy?" We'll do our best. And first, may we say how delighted we are to get a letter like Mr. Weedon's? It is a nice indication of the importance that Silhouette owners attach to good manners at sea. Every vessel at sea should wear her ensign, which not only indicates her nationality, but is the traditional means of paying those small courtesies to other ships that mean so much. The proper ensign for a British-owned Silhouette, particularly if she is registered under the Merchant Shipping Act, is the Red Ensign. In certain cases an owner may be entitled by Admiralty Warrant to fly a Blue Ensign, but the Silhouette, being under 4 tons, normally does not benefit from the privilege of using the Blue Ensign accorded to members of certain Royal Yacht Clubs. In any case, this privilege must never be taken for granted: it is personal to the member of the club to whom it is given, and requires the formal grant of an Admiralty Warrant. A sailing ship traditionally wears her ensign either at the peak of the gaff, or on a jackstaff aft. For a Bermudan rigged sloop, the jackstaff aft is the only practicable position, and make sure that you get a good long staff, for you need it to "dip" your ensign. This is the proper way to salute another vessel, or to acknowledge a salute. To dip, drop the ensign to half-way down on the jackstaff, and haul it up again smartly. You should always salute a Naval ship, and she will acknowledge your salute by dipping her own ensign in return. Owners of nationalities other than British should fly the ensign of their own nation. On entering a foreign harbour, and all the time you are there, you should fly a miniature ensign of the country concerned at your starboard spreader. This is known as the "courtesy flag," and the



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officials in most ports attach much importance to it. In any case, it is rank bad manners not to display a courtesy flag in someone else's country. When entering a foreign port, and until you have been visited by the medical officer and given health clearance, you should fly the yellow flag Q of the international code. The Q flag flown singly tells the port authorities, "My vessel is healthy, and I request free pratique." A convenient place for the Q flag is at the port spreader. If you have any reason to suspect illness on board you should fly the Q and L flags together; this means, "My ship is infected." As soon as you have been given clearance, the Q flag comes down. If you have illness on board, of course you must do whatever the port authorities tell you. When you are about to leave harbour, it is polite, and also conveys useful information to other shipping, to hoist the single letter P in the international code (the Blue Peter). Again, the port spreader is a convenient place for this. Opinions differ on the practicability of making effective flag signals at sea from a vessel the size of a Silhouette, but our own view is that flag signals can and should be made, and that in some circumstances they can be of vital importance. Obviously a long hoist of signals in the naval manner may seldom be practicable (although if the main is down a fine spread of signal flags can be displayed on the main halliard shackled to the end of the boom). But the single letter signals can be invaluable — for instance, V, "I require assistance," W, "I require medical assistance," D, "Keep clear of me, I am manoeuvring with difficulty," L, "You should stop, I have something important to communicate." A wallet of signal flags should, we think, be carried by every seagoing Silhouette. Apart from the value of being able to make the proper signal when necessity requires, the flags are admirable for dressing ship on important public (or private) occasions.

Secretary's notes

WHAT a really splendid idea of Mr. Sharman's! In his letter to the Editor in March, he suggested that it would be worthwhile to arrange for members either to swop or borrow boats from other members in a different sailing area, to enlarge one's experience and satisfy the exploring instinct without having to bother with trailing. Let us be truthful; although the Silhouette is about the most handy cruiser to slip on and off a trailer, it is a bit of a bind to take down the mast, lash everything secure, and then face the intricate task of threading through the thousands of sweating, steaming, throbbing vehicles that invade the roads any and every weekend. All power to the scheme, and let us hope that a long list of people who are willing to participate can be published soon.

* * *

While on the subject of trailing, although there is a welcome letter in the editor's column this month, it would be appreciated if someone with full knowledge of the law, would print all the facts clearly. Having been stopped on one occasion and earnestly taught that a large red triangle has to be displayed on the rear of every trailer, I still am not sure if this is in fact so, as one sees many more without than with. And is it true that flashing indicators are compulsory? If so, then my two torches with a piece of red paper over the bulbs, are a bit primitive now.

* * *

So much has been written about the third London Airport that, even without any connections with Stanstead, it is easy to feel in sympathy with those who are fighting to retain the rural character of their district, and to applaud the suggestion of turning some almost derelict swamp on the East Coast into vast concrete runways for giant aircraft. But those of us who sail in the shoal waters around the Thames Estuary, and love what has been called the "Magic of the Swatchways" would be sad indeed to see Foulness Island turned into a concrete bastion. If this does happen, I cannot visualise a mass protest organisation; after all we *did* allow the bureaucrats to forbid landing on the island, which cannot have harmed anyone, or caused any trouble whatsoever, without a murmur of complaint.

* * *

My chemist friends tell me that it is unwise to carry petrol, or petrol and oil mixture, for the faithful Seagull in plastic containers. But I like plastic containers; they are lighter, they don't rust, and they don't chip woodwork and paintwork. At present I have a series of half gallon plastic cans, which are used to carry a powerful detergent, handy of size, easily stowed, easily handled for re-fuelling under way—what is the *real* objection? Are they liable to spring a leak more than metal cans (which are quite capable of springing leaks), or do they contaminate the spirit, and so have a bad effect on the engine? So far I have found no evidence of this. Is it just plain prejudice, for something

comparatively new, as witness the bitter arguments against glass fibre construction that can be heard where ever boat folk gather.

* * *

Peter Mitchell who, as most people know, normally lives in Denmark, and has been one of the prime movers in arranging for members to visit that part of the world, occasionally has to make a trip to Kenya in the course of his business. Returning from such a trip last month, he was rushed off to Redhill hospital after landing in England with suspected malaria, but it is pleasing to be able to report that this proved to be nothing more serious than a mild, though violent, form of food poisoning, and it was but a few days before he was being jet propelled over the North Sea to his home that is described in song with a double "Wonderful."

* * *

In spite of inviting criticism of repeating the message too often, please fill in the enclosed entry form for Plymouth Week as early as possible. It makes life much easier for the organisers, and, above all, do make up your mind to attend. You will have a wonderful week's holiday, and there must come a time when we shall not be able to organise our Rally at Plymouth, because so many other associations are clamouring to book dates. You will certainly be lacking an experience if you have to say that you never attended a Silhouette Owners International Association Rally at Plymouth. Happy Easter!—R.A.G.

Denmark cruise 1968

SINCE this event was run as a pilot scheme with such success in 1967, devaluation has forced up prices. In addition, the ferry operators have taken the opportunity further to increase fares, and the result is an increase of approximately 50 per cent over last year's charges. Alternative passages have been suggested, but their rates are equally high; if any owner feels that he could arrange his own shipping better, he would be just as welcome to join in from the time of his arrival in Danish waters.

The route chosen is by Prins Lines, Harwich/Bremerhaven and Travemunde/Copenhagen, with 130 miles of good motor road in Germany in between. The *Prins Hamlet* sails from Harwich at 1700 on Monday, July 22, arriving at Bremerhaven on Tuesday at 0915. The day is spent in gentle motoring to Travemunde, sailing that evening at 2100. Arrival in Copenhagen is on Wednesday morning at 0615, when Peter Mitchell will meet us. Ron Fairman will be leading a later party by the same route from Harwich sailing on Thursday, August 1, and arriving in Copenhagen on Saturday, August 3. A joint return will be from Copenhagen at 2245 on Thursday, August 15, arriving Harwich at 1015 on Saturday, August 17. Fares can be calculated from the Prins Ferries brochure obtainable from travel agents; prices are heavily influenced by the standard of cabin accommodation individually required.

The Silhouette Owners' International Association

President:

J. R. L. ANDERSON,
Wick Cottage, Charney Bassett, near Wantage, Berkshire.
Telephone: West Hanney 282.

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

The cruise base will be the harbour of Sletten, 15 miles N. of Copenhagen, as guests of Sletten Badeklub. This is a small harbour, non-tidal like all the Oresund, and we shall be moored bow-on to a wall about fifteen yards from the clubhouse. Hot and cold water is available, and so are toilet facilities. Cars can be parked on the quay next to the boats, where they act as useful storage space. The hospitality of the Badeklub cannot be spoken of too highly.

Bookings, etc., are being handled by Wise Travel Ltd., 66 Allerton Road, Liverpool 18 (Telephone 051-733 1476), and to secure space on a particular crossing, early application is advised. Should any party discount accrue, it will be divided equally between the separate families. Mention of the SOIA should be made when inquiring or booking.

Any further information desired will be given gladly by Brian Heaney (Lower Lee, Beaconsfield Road, Liverpool 25. Telephone 051-GATeacre 4071) who will be leading the first party.

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>

Spring Bank Holiday in the North West

THIS is going to be a busy year, with two major cruises originating from the Group. First is the hardy annual, the Calais Cruise, sailing from Dover on June 1, and for which Brian Heaney will supply details on request. The second, the brain-child of the North-West Fleet's Commodore, Jeff Walsh, is to cater for those who feel for any one of a number of good reasons that the trail down to Dover is too much; it will also serve to get our far-flung Group together.

Fleets from the Gazelle, Port Dinorwic, Caernarvon and Abersoch (which includes boats sailing from Pwllheli and Portmadoc) will converge on Porth Dinllaen during Saturday, June 1. There will be a barbecue on the beach during the evening, and as there is a pleasant pub on the water's edge, no-one will die of thirst. On Sunday morning there will be a race, with boats leaving at different times, and the crews starting from the beach by dinghy. On Sunday evening there will be a dinner at an hotel either in Nevin or Abersoch, with transport arranged for crews, both ways. On Monday, the fleets return to their respective moorings. A prize will be awarded to the boat arriving at Porth Dinllaen nearest to the time of her E.T.A., which has to be declared on the Entry Form. A trophy has been given for the race on Sunday,

and will be raced for each year. Plaques will be presented to all boats arriving at Porth Dinllaen.

Fleet Captains responsible for each fleet will be announced later, but any member sailing in Tremadoc Bay who wishes to join the Abersoch Fleet for the Rally can sail to Abersoch the weekend before. Moorings can be obtained, provided enough notice is given. Further information, entry forms etc., are in the hands of Jeff Walsh (33 Broad Lane, Hale, Altrincham, Cheshire, Manchester RINGway 2620) and all members of the association in the North West are welcome.—Brian Heaney.

Boats and brochures

DURING a cruise on the Norfolk Broads early last year we became involved with a team of publicity characters. They were taking photographs, stills and movies, for publicising Holidays Afloat. Since then I have vainly studied boating pictures in the hope of finding *Sonnet* and crew gracing the scene, preserved for posterity. However the following incidental results of my research may be of interest, particularly to the owners in question.

Batsford Publications *English Heritage* contains an attractive full page colour plate of Abingdon-on-Thames with SII 454 prominent in the foreground. For me it is spoiled slightly by the old tyre fenders left dangling. (Although as an "owner driver" with experience of inland waterways I could commend it as caution).

Worthington Motor Tours of Birmingham 1967 brochure features on its cover a view of Newquay Harbour in Wales with a Silhouette at its mooring. Unfortunately it cannot be identified by name or number. Who can the owner be?

Similarly, the Isle of Man 1967 Holiday Guide has on its cover a semi-tropical looking view of Port St. Mary with again a Silhouette at its mooring. The same scene appears once again, although smaller, inside the 1968 edition. As a regular business visitor to the I.O.M. this appears to be the only glass Mk. II over there, but I have yet to see it off its mooring. Has it been installed by the Tourist Board for effect? There must be others. Let us hear about them!—B. Johnston.

West Sussex Young Mariners Trust

UNDER the presidency of the Duchess of Norfolk, a Trust has been formed to provide adventure-training afloat for young people in West Sussex. Named "The West Sussex Young Mariners Trust," its Trustees include Peter Scott, President of the International Yacht Racing Union, and Mr. E. I. Amos, West Sussex Youth Officer. Mr. J. Vernon Forster, well known as an international yachtsman, has been elected Chairman of the Committee.

The aim of the Trust is to raise money to provide and maintain a sailing vessel so that West Sussex young people can take part in offshore expeditions, either a weekend in the Solent, or a cross-Channel voyage lasting a week or more. Sir Francis Chichester has agreed to

the vessel carrying his name since it was his epic voyage in *Gipsy Moth IV* which inspired the project. Lady Chichester is to perform the launching ceremony.

Boys and girls in the county, over 14 and 21, will be eligible to sail in the new craft. Under the guidance of an experienced skipper and mate they will navigate, set sails, steer and assist in the general running of the ship. Team spirit, initiative and a sense of responsibility are excellent qualities—what better way to develop them than this?

The Trust has set an immediate target of £10,000 and all youth clubs and schools in West Sussex have been alerted to the task of raising funds. Silhouette owners may wish to be connected with this admirable scheme.

Further details may be obtained from the Public Relations Officer, 72 Parkside Avenue, Littlehampton, and donations sent to the Treasurer, Mr. T. D. Goodfellow, 26 High Street, Littlehampton.

A first voyage By Alan Broome

THIS account of a modest cruise brings up a few points of general interest and controversy, which I hope will appease those who do not know the Solent waters. From Emsworth to Poole is about 50 miles—not in the ocean cruising class. But for the prudent sailor it involves quite a bit of calculation. The difficulty with this short passage is that four tidal currents must be considered, and the times do not fit conveniently with each other.

My personal difficulty was that I was alone, and handling an unfamiliar type of boat, in unfamiliar waters. I had just bought a Silhouette II, second hand.

I arrived at the creek where she was moored one Friday evening, and used the daylight hours, not too long in September, trying out the jib furling gear, hoisting and lowering the main, checking anchor chain, outboard engine, and so on. Every owner has his individual preference about gear, and it would be highly inconvenient for a single hander to discover something unusual at the wrong moment. Saturday morning early—how the bunk pulled—it was a calm hazy dawn, blessed with a gentle NE breeze, just sufficient to guide me down the four miles to Chichester harbour entrance, on the fast flowing ebb. At times the wind died away, and I could have made good use of a paddle to keep me away from moored boats. However, putting my weight well out, dinghy fashion, caused the boat to sheer away from that side, so all went well, and the ebb rushed me windless and twisting through the narrow harbour mouth.

It was nearly low water now, and over the bar, calm today in the gentle offshore breeze, only 2½ feet showed on the echo sounder. This was a day when full advantage could be taken of shallow draft. A largish motor cruised followed me out, but appeared to get stuck on the bar. I had prepared compass courses, and needed them, for visibility was poor, with sea and sky merging together in a luminous haze of pastel colour, rather like a Turner seascape. From the Bar Buoy my

course onward was checked by back bearings on this buoy until it disappeared, and so I learned that the tide was not pushing me off course. The two forts which mark the eastern entrance to the Solent now showed up as distorted blobs, quite high above the sea, and descended to their proper place as I gradually approached. Here I began to feel the unavoidable adverse stream, and decided that it was time to see if my British outboard was going to back me.

My pessimism about outboards is probably excessive, but then so is my thankfulness when they oblige, and this time I was thankful, I had a longish run to make, so with a nearly full tank and a throttle at $\frac{2}{3}$, I checked the running time for future confidence (about $1\frac{1}{2}$ hrs.). I also had plenty of time to consider the mounting of this engine, which works in a well set to starboard at the rear of the cockpit. The advantage of easy access for refuelling and plug cleaning was obvious. Later I found some disadvantages. With little wind, exhaust smoke comes up as though the cockpit is on fire. When stopped, the propeller badly affects steering, and to lift the engine out, single handed, still hot, avoiding entanglement with the mainsheet takes some time, during which the boat is not under control and one's balance precarious. If anyone has some bright ideas about this I shall be glad to hear them. This well positively attracts anything left on the cockpit seat, and my tide table and notes vanished that way.

One of the pleasures of the Solent is the great variety and concentration of activity. Along the Island shore over a hundred sails were gracefully competing in colour and speed. I remembered that the current might be more favourable over there, but was deterred from joining them by the sight of the distant Thoresen car ferry rounding Castle Point off Cowes. She pointed directly at me, and though, glancing astern at the Horse Sand Fort, I saw that I was well to starboard of the channel, I was mighty glad when she finally altered course for Spithead and passed well to port. By long use of the engine I gradually approached the north corner of the Island and passed from an adverse current to a favourable one; sailing now, I soon found myself off Newtown River and sanctuary for the night. Several boats were moving in and out, so even without my notes the entrance was easy, and I dropped anchor well up the West Creek, thankful that a mere 18 ins. draft allowed me to choose a comfortable spot. Before turning in, with a burst of self discipline (or self preservation) I got the craft ready for the morrow, cleaned the plug, refuelled, made sandwiches, and peeped under the cabin sole, just in case!

Someone has said, "... an early start is almost agreeable after a hard night's rest." Perhaps I should throw away my mattress, for I was an hour late in getting under way next morning, and spoiled my chance of catching the tide through Hurst Narrows. Unwilling to disturb the peace I sailed slowly down river. In spite of the quiet night, two boats had managed to nudge each other, and a sleepy owner in pyjamas was surveying his unwelcome neighbour. Perhaps one vessel was moored and the other riding to a single anchor, but this sort of thing should be foreseen. (To be concluded).

Letters to the Editor

THE FIRST SILHOUETTE.—I was interested to be shown the article about SHs in the *Silhouette Owners' Journal*. This Silhouette was bought from Robert Tucker by my father, Robert Wheeler of Exbury, Hants., in the autumn of 1958. The name was changed from *Suzanne* to *Shadow* and she has been used most years either on the Beaulieu river or on the Thames. At present she is at Palace Quay Boatyard, Beaulieu in need of some paint and varnish.—Lydia Wheeler, 5 Kensington Place, London, W.8.

TRAILERS. There has been an amendment to the Construction and Use Regulations 1966 which affects trailers with over-run brakes. Briefly, it is now no longer necessary to have the unladen weight painted on trailers with over-run brakes, the total weight of the trailer and its load must not exceed three tons. There are certain exceptions, which need not bother Silhouette owners who use their trailers to tow their boats. I mention the point about painting the weight of the trailer as a couple of years ago a reminder was printed in the *Journal*, and in an issue of *Yachting and Boating* in January one of the trailer firms were reminding people to paint the unladen weight on the trailer. The amendment came into force on January 1 this year.—F. W. Bartlett.

SMALL ADVERTISEMENTS

WANTED. Silhouette Trailer. Brooke, Briar Cottage, Upper Bucklebury, Reading. Thatcham 3220.

FOR SALE. Silhouette trailer, Avon dinghy, terylene genoa. Kingston 4737.

FOR SALE. Mark II. Storm jib, new, unused. £6 10s. 0d. Skinner, 56 Cartmel, Hampstead Road, London, N.W.1.

WANTED. Silhouette II. Glassfibre, 3 berth, quarter berth type. Please state inventory. Good condition. Iles, 13 Holland Way, Broadstone, Dorset. Tel. Broadstone 4651.

FOR SALE. Silhouette II, No. 1021. 4th National Rally 1967. Full cruising inventory. Trailer. Century Plus. Dinghy. Flush Toilet. Oven Grill, 2 burners. 4 sails. 2 anchors. Cockpit cover. 4in. Bunk cushions. Compass. Cruised Holland '67. Mooring River Crouch available. £395 o.n.o. Nicholls, 21 Manor Way, Woodmansterne, Surrey.

FOR SALE. Silhouette II, 2051, two season's use. As new. Built of selected timber above specification. All seams and cabin top, sides, deck fibre-glassed Extensive inventory. Seagull. Dinghy, above average trailer. Mooring paid '68, tuition given. Bargain at £400. BOSHAM 3351.

FOR SALE. 4 Berth Silhouette II, 1504, glassfibre, $2\frac{1}{2}$ h.p. solo engine, electric start, pulpit, blue sails, genoa, storm jib, roller reefing, navigation lights, cushions, cockpit cover, Hurley trailer. £475. Cockhill, Carrwood, Hale Barns, Cheshire. Ringway 4827.

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.

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