

The Silhouette Owner

*The journal of the
Silhouette Owners' International Association*

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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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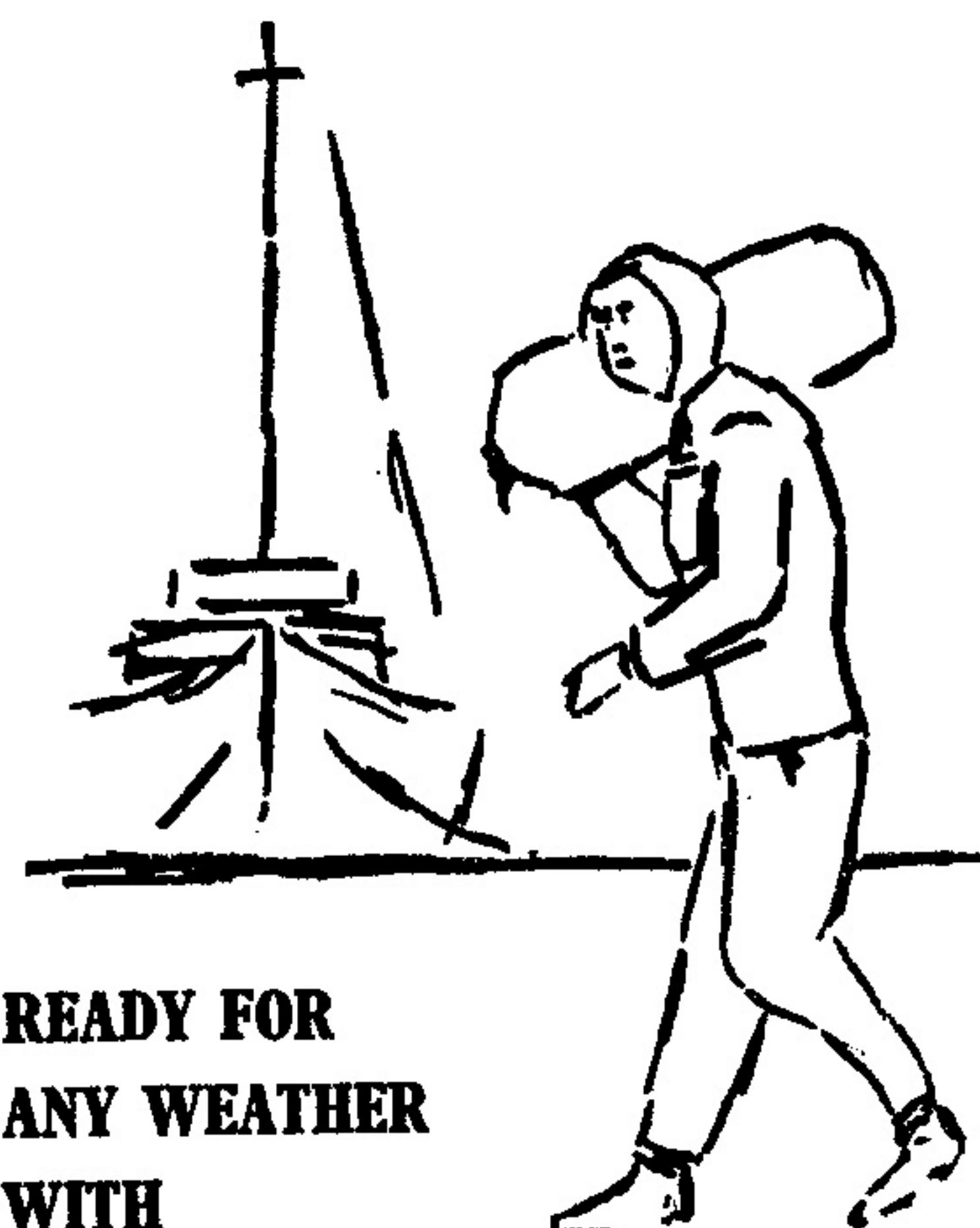
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Sailing with Children

THE Silhouette is a family boat, and the joy of sailing is many times enhanced if the whole family can sail together. But young children are a problem. They may love the sea, but the sea holds special dangers for them, and a responsible parent who takes children with him must make sure that he has done everything possible for their safety. Babies are next to no problem. We took our own daughter to sea for the first time at the age of five weeks; she slept in a box on the galley-top, and was no trouble at all. Children become a problem as soon as they begin to crawl. The best way of ensuring safety at sea is not to fall in. Next, if you do fall in, make sure that you will float face upwards, and for as long as it may take to pull you out. Applying these rules to young children (1) insist that whenever they are on deck or in the cockpit they are tied on (2) insist that whenever they are anywhere they could possibly fall in they wear a reliable lifejacket. For tying on, Haward's safety harness can be thoroughly recommended; it is well-designed, strong, easy to snap on to shroud or other strong point, and easily adjustable for length. Lifejackets must be considered with particular care. Don't have anything to do with so-called buoyancy aids, however attractive they may appear. It is vitally important that a young child should not only be kept afloat, but that he should float face upwards with sufficient buoyancy to overcome the acceleration of wave movements. If there is not sufficient buoyancy, even ripples on the surface of the water may wash over his face, and



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drown him just as effectively as if he were to sink. Children must have permanent buoyancy in their lifejackets; it is no good putting a toddler in an inflateable jacket and relying on him to blow it up if he falls in. Have nothing to do with any lifejacket that does not meet the most up to date standards of the British Standards Institution. Two good makers are Vacuum Reflex and Beaufort Air-Sea Rescue Equipment. A good yacht shop or chandler should be able to supply full details of the lifejackets made to BSI standards, and don't be put off with anything else. Inevitably, they may seem somewhat bulky for the child, but don't worry about this: he will soon get used to it, and a well-designed lifejacket is comfortable to wear. Remember that a child should wear a lifejacket whenever he is in *any* danger of falling in; this means on quayside and harbour wall as well as on a boat. Remember, too, that there is always a moment of particular danger in getting in or out of dinghies, so have a hand on the child's safety harness, or lanyard of his lifejacket, at all such moments. If you haven't a spare hand, tie him to a thwart, or snap his safety harness to a shroud before he goes aboard from the dinghy. Given these simple precautions, there is no reason why children should not go to sea from the very tenderest ages—provided, of course, that they go with people who are competent to handle a boat. They will grow up with love of the sea, and learn seamanship as they grow up: there is no better apprenticeship. But remember that young passengers are always an added responsibility, and that while *you* may be able to handle a boat in boisterous weather, you may not be able to handle both boat and child. So if there is any doubt at all about the weather, stay in port. And don't overstrain your own abilities; unless you are confident that you yourself can make a passage, it is unfair to take a child-passenger.

Secretary's notes

THE interest that has been shewn in the Letters to the Editor about the first Silhouette Mark II to be built is encouraging, especially when one remembers that the object, or one of the objects of the Association is to preserve the design. But the letter from Mr. Taylor, will cause an argument or two; is Impala really the official No. 1? I can see Bob Tucker's being called in to arbitrate any time now, but whatever emerges from this correspondence, it all adds proof to the fact that there are few, if any, small cruisers that are as good as the Silhouette.

* * *

It is a fact that you can't please all the people all of the time. Two rather irate members have spilled ink over paper expressing their complete disapproval on separate matters. The first complained that it was extremely "harsh" to send a reminder for subscriptions, instead of the usual monthly *Journal*, during April, and went on to suggest that a more pleasant reminder of subscriptions being due would be appropriate. The other was annoyed about an advertisement that did not appear in the *Journal* at the time the writer thought it should. While I have every sympathy with the former, I can only plead that we are short of clerical staff, and a renewal notice to each and every member would be costly, and involve a lot of work; in any case, we really do try to word our little pamphlet in a lighter vein, and I can but apologise if the impression is at all harsh. The latter complaint, I feel, is due to not realising the work involved in producing the *Journal*. Our advertiser wrote on the 19th of the month to me, instead of to the advertisement manager, and it must be appreciated, that anything for publication in the following month's edition has to reach the editor, *not later than the 20th of the month*, which is the absolute physical limit. And please bear in mind that no official of the Association is paid, that we all have our livings to earn, and that letters addressed to the wrong person can be delayed in the post.

* * *

The committee met last month to discuss the details for the 1969 Rally, as there is a possibility that we won't be able to hold this event at Plymouth during the month of August of that year. A small sub-committee was formed to work out the details of where and when, and its findings will be published as soon as possible. At the same meeting Brian Heaney announced that the Dover Harbour Board will welcome us this Spring Bank Holiday for our cross-channel cruise, but, owing to the possibility of a Hovercraft service, they suggest some other venue for next year. We can go either to Folkestone or to Ramsgate, or perhaps cruise from and to some other part of the British Isles. Ample warning will be given of arrangements made.

* * *

The official balance sheet and statement of accounts for the year ending November 30, 1967, which have now been signed by our auditor, were produced at the Committee meeting, and it was decided to drop the usual procedure of printing or duplicating them for distribution to all members. These figures, however, are available to any person or group who would like to study them in detail. Briefly, the overall position is that we spent £67 more than we collected during the year. Although our paid up membership rose from 847, to 910, we spent more on Plymouth (being our tenth anniversary this was approved in advance), more on printing and distributing the *Journal* (inevitable with the rise in postal rates) and some £16 less on post and telephones for our officers. This, I am sure, bears out the fact that many of our willing workers not only do the job for free but fail to claim all the out of pocket expenses they should. It is in every way a satisfactory state of affairs. The small deficit can easily be wiped out this year, always providing, of course, that our betters don't inflict too many heavy additions to post, telephone, and cost of living.

An effective and simple arrangement for bilge pumping can be seen on a Silhouette on the Crouch. It consists of two pieces of plastic hose, complete with strum boxes, fitted to the cockpit and cabin bilges respectively, each terminating at a suitable bulkhead inside the starboard locker. There are separate pieces of brass tubing ready to take a further length of the plastic hose. Normally these are plugged with a cork to retain the complete watertight compartments, but when the owner wants to pump either the cockpit or the cabin, he takes out the required cork, slips the hose, which is already attached to the pump, on to the protruding tube, and pumps that part dry, swapping corks and hoses for the same operation in the other part of the boat. It is both effective and simple, much better than the maze of plumbing and gas-cocks which were fitted to *Rosette* until they all seized up with rust and were finally scrapped.

* * *

There were few complaints about the weather over Easter. It was ideal for the final stages of fitting out, so there will be little or no excuse for not being at the Calais cruise, and none at all for missing Plymouth Week. Don't forget to fill in and send off your entry form early.—R.A.G.

On the Blackwater

MARCONI Sailing Club, between Stansgate Abbey and Stone, is holding its regatta at what used to be called Whitsun and is now the Spring Bank Holiday. The club has been good enough to organise a race for the Maldon Silhouette Trophy, which has not been raced for five years. This will make a nice day out for Silhouette owners, particularly those around the Blackwater. Further details from D. Welsford, 159 Lodge Road, Writtle, Essex. Tel. Writtle 686.

Poole Group

THE Silhouette Association's Poole Group held its Annual Dinner at Blandford in February. The AGM and film show of the previous year's events was held the same evening, with 35 members and friends from as far afield as Birmingham. Mr. May was re-elected as secretary, and Mr. John Iles, of 13 Holland Way, Broadstone, Poole will be arranging an enjoyable programme of events for the coming season including the most popular weekend trip to Wareham and the Chipperies.

Tees Bay Group

WITH the approach of the sailing season, thoughts turn to fitting-out, and already, work has started on the four Silhouettes which have wintered in the Tees Sailing Club's compound at Hartlepool. Seymour Roberts was fortunate in seizing four day's fine and warm weather, and *Jeanette* is further on in fitting-out than the others. It is understood that much work is going on in those boats which have cluttered up back gardens and have been replacing cars in garages for the winter.

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:

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Supplies Officer: MRS. E. MORGAN, Swatchways, 19 Philbrick Cresc. East, Rayleigh, Essex.
Librarian: E. COXELL, 40 Louis Drive East, Rayleigh, Essex.
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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.

There could be about a dozen Silhouettes sailing out of Hartlepool this season, together with several associates' boats. Given good weather, some happy sailing in company and keen racing could result. Nearly all of the Silhouettes are in the Tees Sailing Club, which is proposing to run a points series for them. Gerry Stevens, after a successful season in his Albercore, in taking three trophies, has now joined the ranks of Silhouette owners, and it is expected that other owners will have to look to their laurels! *Tryphena*, which was sold out of the port last season, is, it is understood, returning this year, and it is hoped that she will sail with the Group.

In addition to racing, some cruises are on the programme, and there is much interest in the proposal to have a week's "port-hopping" to Whitby, Scarborough and Bridlington. It is much hoped that we shall meet up with the Scarborough Group at Whitby during the Spring holiday cruise.

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, 1a Head Street, Gold-hangar, Maldon, Essex.</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>
Exe Group	<i>Hon. Sec. L. Pithers, 16 Belvedere Road, Exmouth.</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, Badgers, Backwell Common, Backwell, Bristol.</i>
North-West.	<i>Hon. Sec. Brian Heaney, Lower Lee School, Beaconsfield Road, Liverpool 25.</i>
Wyre and Morecambe Bay.	<i>Hon. Sec. Miss J. Wright, 22 Arlington Avenue, Blackpool.</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>
Midlands	<i>Hon. Sec. E. G. Oldham 206 Hagley Road, Edgbaston, Birmingham.</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>

A first voyage By Alan Broome (CONCLUDED)

CLEAR of the entrance I motor-sailed against a light breeze, hoping to make up some time, but I hadn't reckoned on the masses of weed drifting on the ebb from Newtown. Six times or more I had to stop to clear the propeller. Perhaps a centre prop shielded by a skeg and rudder would not pick up so much weed, or is this trouble normal here on the ebb? Anyway, it delayed me considerably, and giving up all hope of reaching Poole that day I tacked over towards Keyhaven and anchored in the shelter of the spit.

Being Sunday, a number of small yachts and dinghies were coming out of the river and milling around close to me. I almost started one race when I swallowed an orange pip and coughed suddenly! I was rather shaken by the sight of a small sloop beating westwards, apparently intending to make the passage I had funk'd. I asked myself, "If they can do it why can't you," with a few harsh adjectives thrown in. There are moments, I think, when most people do this, and I don't claim to be any different. I talk to myself. However, these remons-

trances had no effect, since my built-in laziness-factor renders me almost immune to nagging, and the day was made for contemplation. Later, as the flood made, I motored through the bottleneck which is the entrance to Keyhaven, and, advised by a kindly yachtsman, picked up an unused mooring at the shallow end of a creek. When *True* came home to the adjoining mooring her people kindly took me in their dinghy to the landing stage and the bus stop.

Next Saturday I rowed an inflatable off the sandy beach and was soon motoring out of the river and hoisting sail. "The westgoing ebb through Hurst Narrows sets mainly towards the Needles and over the Shingles bank, with a branch through the North Channel, and a strong eddy opposite Hurst Castle," says my tide guide. In trying to avoid this eddy I went too near the middle of the Narrows, and began to be set towards the dreaded Shingles. The engine edged me to the north, otherwise with the light north wind I would have been compelled to take the Needles Channel; a longer and rougher passage. Now, clear of all dangers, how delightfully she sailed, with an effortless lift, sway, and forward surge, a gentle relaxing rhythm. Soon through the haze there was Hengistbury Head, and 265° mag. was my course for Studland. Here I found myself ahead of schedule, and for an hour dawdled around in circles, for there would still be a strong ebb out of Poole. Indeed, with the wind backing NW and freshening it took me over an hour to motor-sail against the last of the ebb up the Swash Channel into Poole, about a mile and a half. Not until you are moored are you home and dry. It was near springs, otherwise I might have been tempted to try the shallow route close to the Bournemouth shore, thus avoiding the dead noser. One would need up to date local knowledge for this, of course.

Now safely hauled out, I plan for next season. The deck has been covered with Deckaplex, a non-slip waterproof compound. Except for a few edges where it has lifted, it is sound enough, but has picked up a lot of dirt. Can this be made good and painted over, or must I strip the lot off? There is always something to think about with a boat.

On balance, an outboard well is probably part covered in a Silhouette. For all its convenience, it is liable to bring exhaust fumes into the cockpit, and cavitation under the hull may interfere with the performance of the engine. Most outboards are designed for stern mounting, and the conventional stern mounting is usually best.—Editor.

Flag Signalling By Mike Seymour

ALL signalling at sea is liable to human shortcomings, and this is especially so when semaphore or morse code is attempted. The sender, good or bad, tends to churn out the letters at the speed of his own brain, which sounds quite reasonable until the other station starts to send back at the same, or faster, speed. Alas! the sequence this time is inevitably slower—one cannot be sure what is coming next, and thus reading is much, much slower than sending. All too often communication breaks down, or becomes protracted by endless "repeats."

So always *send* very much more slowly than you can read when using semaphore or morse.

Now to flag signalling. It is very pretty. It is also slow, you need to carry up to 40 different flags, certainly at least 30, and Volume I of the International Code of Signals (the Visual Signals). This latter is often forgotten. The flags are not used for spelling, but in combinations of two or three (sometimes four) flags, which indicate phrases of various sorts from the code book. One advantage of its international character; the pairs or triples of flags are the same for all languages, but the code book phrases are in one's native tongue. Not all groups mean single words, but often phrases. LNH for instance, means "You should proceed to the anchorage as soon as you can."

I often wonder how many yachts do carry a set of flags (and the code book). For regattas, flags are grand, and a good "one up on the Jones," if you like it that way. I am asked sometimes "What size of code flags should I get?" My answer is that I would measure the length from stem to masthead and down the backstay to the stern, and divide by 40. This gives the size of flag (plus its tack, the short rope at the bottom of the flag which makes the gap between two flags) which would suit, and allow a good "dress ship" when appropriate! Except against a gale of wind the vocal chords plus a megaphone are as good as a set of flags less than 12 inches long if you must communicate.

From this it will be seen that I do not favour a full set of flags and code book in small vessels. I think it a better idea to carry just a few "groups" for emergencies, etc., and these can be big flags for the purpose, ready joined in groups like NC, "I am in distress and require immediate assistance."

One may also like to carry a "Gin Pendant," a green pendant (or green white green vertically) perhaps with a white wine glass on it, for use when other yachts (and Silhouettes with SOIA burgees) are in company. If you also want a "Cup of Tea" flag a large Q flag (all yellow) can be overpainted with a cup and saucer, serves the double purpose of either tea or coffee.

South-West Group

THE South-West Group started its sailing season at Plymouth last month. There is racing for Silhouettes and bilge-keel classes in Plymouth Sound every Saturday, start at 14.15. For all organised events outside the Breakwater, boats must be equipped to the Committee's instructions. The Group's programme includes (all times British Standard Time):

	High Water
Sun., April 14	Meet Cawsand Bay 0734
Sun., April 21	Cawsand Boatel 1 p.m. 1404
Sun., April 28	Cruise to Yealm—Meet Barn Pool 11 a.m. 0705
Sat., May 4	Race or Weekend cruise.
Sun., May 5	Details later.
Sun., May 12	Saltash—arrive 1830 0617
Sun., May 19	Meet Barn Pool 11 a.m. 1214

Sun., May 26	....	Cruise to Looe. Meet Barn Pool 10 a.m.	0546
Sun., June 2	....	Weymouth Cup Event	0955
Mon., June 3	....	Details later.	
Sun., June 9	....	Tamar River Regatta	0451
Sat., June 15	....	Fowey Race.	
Sun., June 16	....	Fowey Race.	
Sun., June 23	....	Calstock. Meet Barnpool 11 a.m.	0438
Sat., June 29	....	Cawsand Bay Regatta	0846
Sun., June 30	....	Knight Errant Buoy. Meet Barnpool 11 a.m. ..	0916
Sat., July 6	.....	Saltash Regatta	1357
Sun., July 7	.....	Fishing Competition. Barnpool 11 a.m. Boatel at 1 p.m.	1516
Sun., July 14	....	Hope Cove. Meet Barnpool 10 a.m.	1001
Sun., July 21	....	Picnic on Breakwater. Barnpool 11 a.m.	1502
Sun., July 28	....	Fishing Trip to Eddystone. Barnpool 10 a.m. ..	0834
Sun., August 4	..	Explore Earth Hill. Barnpool 11 a.m.	1330
Sun., August 11	..	Grandstand View. Cornish 100 Barnpool 11 a.m.	0858
AUGUST 17—24 NATIONAL RALLY.			
Weekend August 31—September 2nd Weekend Cruise.			
Sun., September 8		Cawsand Boatel 1 p.m.	0752
Sun., September 15		Barnpool Fry Up on beach	1127
The Sailing Secretary's phone number is Plymouth 63613.			

Letters to the Editor

EARLY SILHOUETTES.—D. S. Perrin in March issue was inquiring of early Mark IIs and I thought he and others might like to have details of *Gazelle* sail No. 24. She was built by Beta Marine to the order of Mr. G. E. Maddox who was the first Hon. Secretary of the original Silhouette Owners' Association. I bought her from him in 1959, but I have forgotten the actual year she was built. Since I have had her there have been three years when she has not been commissioned. She has been on the Thames, several times to the Isle of Wight, the Hamble and Beaulieu, and to Plymouth, last time in 1965, but we hope to be there this year. She has been twice to Lake Windermere. There are quite a few features which would be regarded as non-standard which Mr. Maddox had incorporated. The chief is that the bridge deck was incorporated in the cabin. This enabled an oilskin hanging cupboard, open to the bilge, to be built on the starboard side, and a folding galley unit on the port side. Another amenity is the access to the cabin, instead of having to pull out a piece of plywood, it is provided with folding doors, a la telephone kiosk. Since having her I have made one or two additions, the chief being converting to masthead rig. Incidentally, Mr. Maddox specially braced the mast, and fitting the masthead rig did modify this a little. *Gazelle* is still in excellent condition, and I shall be glad to show her to anyone interested when we are at Plymouth. Our home base is at Port Dinorwic, part of the North West Group.—R. N. Pegg, Lantern Cottage, Glyn Ceiriog, Llangollen.

EARLY SILHOUETTES.—I read the other day that the first Silhouette built was named *Impala*, Sail No. 1. Mine was called *Impala*, Sail No. 230. I believe that the original owner did not want to part with a sail numbered No. 1, so kept it for his new boat and *Impala* was then numbered 230. The man I sold her to has joined up and is a member. He is Mr. Kyte of Poole. If *Impala*, the boat he bought from me, is the number one of the fleet, it should be of general interest.—Leonard G. Taylor, "Daggons," 20 Greenmead Avenue, Everton, Lymington, Hants.

FLAGS.—I welcome your note about the correct use of flags and would like to underline the remarks about courtesy flags. This custom is as expected as are "please" and "thank you" in conversation. Perhaps newcomers should be warned not to expect too much to result from a show of flags. The Yellow Q is rarely noticed by French Customs, and no one objects to

your going ashore; this may be the only way of contacting the Customs. British Customs, on your return, will expect you to stay on board until checked. Again, the Navy (what's left of it!) would have a full-time job acknowledging "dips" from every little vessel. In a much larger boat I have only once received the official response to my "dip," and once a salute from the bridge. Of course, one should still carry out the procedure. If you really want to get attention, be sure to have a charming and curvaceous crew. She will do more for you abroad than all the flags you can hoist!—Alan Broome, 15 Harbour View Court, Ashley Road, Poole.

ALTERATIONS TO PLYMOUTH.—Frankly, I don't think that there's a better alternative. It is difficult to think of anywhere else that could accommodate as many as fifty boats without having to use anchors and dinghies. Plymouth offers good sheltered sailing at any state of the tide. It is an introduction to racing, under expert tutorship, for many. If bad weather comes there is always plenty to do ashore and the boats are reasonably safe. If Sutton Harbour becomes unavailable to us perhaps new facilities at Millbay may be ready by then. If it is Plymouth and Sutton Harbour again this year or next, may I make a plea that the gents toilets on the quay are put in a decent state and lit at night, and that the wash basins in the ladies and gentlemen's toilets on the main road are put right?

We have cruised in other areas, Solent, Medway, East Coast, and enjoyed last year's Solent Cruise. Yarmouth could accommodate us all, but it would have to be arranged beforehand with the harbourmaster. Falmouth is a good centre for a week's cruising, but I don't know what moorings and shore facilities there are for a number of boats.—John Pickup, 10 Beeches Walk, Carshalton, Surrey.

SMALL ADVERTISEMENTS

WANTED. £30 offered for Silhouette trailer, preferably with over-run brakes. Hughes, The Gardens, St. Margaret's Bay, Kent.

FOR SALE. Silhouette II. Sail No. 1807. Glassfibre. 2-4 berth. Full inventory including compass, CQR, nylon warp, pulpit, toilet, cockpit tent cover, cooker and gas bottle, terylenes, alloy spars, removable mast support, etc., only afloat total of 10 weeks, Hurley trailer with brakes. Inclusive price £400 o.n.o. Apply J. Madders, 1 Walnut Street, Gorton, Manchester 18.

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.

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!

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

SH 5

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