

NEW from HURLEY

Hurley Marine Ltd., of Plymouth, the United Kingdom's largest builders of sailing cruisers, announce a revised version of the highly successful Silhouette—the Mk III and a new addition to the range, the Hurley 20.

Silhouette Mk III

The Hurley Silhouette is famous throughout the world, and after building 3,000 we introduce the Mk III with round bilge and increased sail area (245 sq ft). This is an improved version of a boat proved beyond doubt. Glass fibre construction, two berths and immediate Hurley finish. L.O.A. is 17' 2". Price £595 ex yard, including shoy spars and berylene sails.

Hurley 20

The Hurley 20 is a brand new design. In the Hurley tradition it is an effective combination of sparkling performance and comfortable accommodation at an unbeatable price. The all glass fibre hull and superstructure contains four berths. L.O.A. is 20' and the price of £350 ex yard includes shoy spars and berylene sails.

SILHOUETTE MK III

£595



HURLEY 20

£850



Write for
Free Brochure

HURLEY MARINE LTD

VALLEY ROAD PLYMPTON DEVON Plymouth PL6 6DT



CONTENTS

Introduction	3
Place and Method of Construction	4
Statistics	5
Spare parts and optional extras available	6
Action on receipt of boat	9
Stepping Mast and Rigging Ship and Sails	10
Learn to Sail Service	12
Weather	14
Cautions	14
Maintenance and Laying Up	16
Launching and Recovery from Trailer	16
Trailers	17
Names and Addresses of Silhouette Club Secretaries	18

Colonel G. Pincott, who has given us much assistance in compiling this booklet, will be pleased to give sailing tuition or assistance in overcoming any problems, and he can be reached at Beverly, Green Over Road, Brixham (Tel. No. 2701).

Richmond Walk
Plymouth

Tel. Plymouth 51417/8

Dear New Owner,

We hope that you will find this booklet, which comes to you with our compliments, helpful in getting to know all about your new boat.

It is always our wish to give complete satisfaction to our customers, and if you should have any 'teething troubles' we ask you to be tolerant and to remember that even boatbuilders are only human, and we will do our utmost to overcome your problems with the minimum of delay.

In this booklet you will find lists of stock extras supplied by us, but we can also supply at very short notice most makes of inboard or outboard motors, as well as a comprehensive range of fittings for all types of small craft.

We hope that you have many happy hours of safe, trouble-free sailing and look forward to being at your service in the future.

Yours sincerely,

George Hurley

Managing Director.

PLACE AND METHOD OF CONSTRUCTION

Your boat is built by A. G. HURLEY (MARINE) LTD., of Plymouth, and personal supervision ensures that quality materials are used and a very high standard of workmanship is maintained at all times.

At every stage of construction the work is subjected to careful inspection by qualified tradesmen and the boat is carefully examined before passing to the rigging and finishing shops.

After the boat has been rigged and all fittings have been installed according to the customer's requirements, the boat, complete with rigging and fittings, is finally examined before de-rigging and packaging for despatch to the customer or agent. Two methods of construction are normally taking place simultaneously to produce the models constructed of timber and fibreglass.

At this stage we would offer you a very cordial invitation to visit the yards at Plymouth to see the care and consideration that take place to ensure that your boat is perfect in every way.

1459.

STATISTICS

SILHOUETTE		ALACRITY		SIGNET		FELICITY	
L.O.A.	17 ft. 3 ins.	L.O.A.	18 ft. 6 ins.	L.O.A.	19 ft. 10 ins.	L.O.A.	20 ft. 0 ins.
Length, waterline	14 ft. 0 ins.	Length, waterline	17 ft. 0 ins.	Length, waterline	16 ft. 0 ins.	Length, waterline	16 ft. 6 ins.
Beam	6 ft. 7 ins.	Beam	6 ft. 11 ins.	Beam	6 ft. 8 ins.	Beam	7 ft. 1 in.
Displacement	1,100 lbs.	Draught	1 ft. 10 ins.	Draught	2 ft. 0 ins.	Draught	1 ft. 11 ins.
Draught	1 ft. 8 ins.	Cabin headroom	4 ft. 0½ ins.	Draught (Fin keel)	3 ft. 0 ins.	Draught (Fin keel)	4 ft. 0 ins.
Draught (Fin keel)	2 ft. 8 ins.	Ballast	480 lbs.	Displacement	2,146 lbs.	Weight	16 cwt.
Weight	10 cwt.	Sail Area	150 sq. ft.	Ballast	800 lbs.	Sail Area	185 sq. ft.
Ballast	300 lbs.	Mainsail	95 sq. ft.	Cabin headroom	4 ft. 1 in.	Cabin headroom	4 ft. 1 in.
Sail Area	117 sq. ft.	Jib	55 sq. ft.	Sail Area	192 sq. ft.	Ballast	732 lbs.
Cabin headroom	43½ ins.	Genoa	90 sq. ft.	Mainsail	103 sq. ft.	Mainsail	100 sq. ft.
Mainsail	65 sq. ft.			Jib	89 sq. ft.	Jib	85 sq. ft.
Jib	52 sq. ft.			Genoa	154 sq. ft.	Genoa	140 sq. ft.
Genoa	95 sq. ft.			Spinnaker	180 sq. ft.	Spinnaker	200 sq. ft.
Storm Jib	30 sq. ft.					Storm Jib	50 sq. ft.
Spinnaker	115 sq. ft.						

SPARE PARTS and OPTIONAL EXTRAS AVAILABLE

SILHOUETTE

Stemhead Roller
Outboard Motor Well
Block on Transom for 'Seagull' Outboard
Roller Reefing Gear for Mainsail
Spinnaker, Nylon (120 sq. ft.)
Genoa, Terylene (95 sq. ft.)
Storm Jib, Terylene (30 sq. ft.)
Toilet Box, complete with pail
Cockpit Cover
Complete Overall Canvas Cover
Tent Awning to fit over Boom (with boom crutch)
Foam Cushions covered in Vyanide (2-berth)
Foam Cushions covered in Vyanide (4-berth)
Cockpit Cushions
Anchor, 15-lb. C.Q.R. type
Chain, per fathom
Boom Crutch
Chain Pipe, 1½-in. Gunmetal (fitted)
Chain Pipe, 1½-in. Galvanized (fitted)
Rope, Sisal, 1½-in. circ., per fathom with Thimbles
Swimmers' Ladder, alloy, collapsible

Swimmers' Ladder, mahogany
Trailers
Flagstaff Socket, gunmetal
Whale (bilge) Pump and Fitting
Spinnaker Boom, alloy
Burgee Halliard and Zephyr Pennant
Table, adjustable
Kicking-strap
Pulpit, galvanized
Pulpit, stainless steel
Anti-fouling, hard racing copper
Stanchions and Guard Rails, stainless steel
Stanchions and Guard Rails, galvanized
Coloured or Part-Coloured sails 10 per cent. extra
Flavel Duette, 2-Burner Hotplate
Argyll, 2-Burner Hotplate and Grill
Leamington, 2-Burner Hotplate and Grill
Gas Cylinder
Regulator
Gas Strip Light and Fitting

ALACRITY

Block on Transom for Outboard, Stainless Steel Tracks
Roller Reefing
Spinnaker, Nylon 200 sq. ft. with sailbag
Spinnaker Boom and fittings
Spinnaker Mast Track, slide and topping lift
Topping lift with swivel snap shackle and block

Halliard, swivel snap shackle and block
Genoa, Terylene (standard) 90 sq. ft. with sailbag
Genoa, Terylene (Ghoster) 115 sq. ft. with sailbag
Two 2-in. snubbing winches/cleats
Two Genoa tracks, slides, stop ends and blocks
Storm Jib, Terylene 30 sq. ft.

SPARE PARTS and OPTIONAL EXTRAS AVAILABLE—continued

ALACRITY—continued

Toilet Box complete with pail
Mini Water Toilet
Cockpit Cover
Complete Canvas Overall Cover
Tent Awning to fit over Boom
Foam Cushions covered in Vyanide
Anchor 15 lb. (C.Q.R.)
C.Q.R. Anchor deck chocks
18 lb. S.A.V. Folding Anchor, suitable kedge anchor
Chain
Boom Crutch
Chain Pipe, 1½-in. gunmetal

Rope, Sisal, 2-in. circ., per fathom
Navigation Lights, Stern and Interior Lights
Trailer with Brakes, Jockey Wheel, Lights and Number Plate
Trailer, Continental, complete as per regulations
Galvanized Iron Pulpit
Whale Pump and Fittings
Burgee Halliard and Zephyr Pennant
4 Canvas Covered Fenders, 9 ins. × 4½ ins.
Argyll Double Burner Unit with grill
Regulator
Interior Light-strip

SIGNET

Fitted mattresses for berths—foam filled—vinyl covered with zip fastenings, 3 in.
Fitted mattresses for berths—foam filled—vinyl covered with zip fastenings, 4 in.
Cockpit cushions—foam filled—vinyl covered with zip fastenings, 3 in.
Marine toilet complete with seacocks
Whale Bronze bilge pump—complete with seacocks
Lights: Navigation and cabin 12 volt, port and starboard, masthead and stern, 4 cabin lights on independent switches, all wiring, and watertight connection for masthead lights (battery not included)
Fitted overall winter storage cover
Mainsail and boom cover, Nylon
Cockpit cover

Port and Starboard sheet winches, Tufnol
Genoa Halliard winch, Bronze
Genoa Track, slides and stops, Stainless Steel
Genoa quarter snatch blocks, Tufnol
Spinnaker boom, Aluminium alloy
Spinnaker halliard, snap shackle, and block, Terylene
Spinnaker Topping lift, snap shackle and block, Terylene
Spinnaker quarter snatch blocks, Tufnol
Kicking Strap and boom topping lift, Terylene, with Tufnol blocks
Genoa jib, 154 sq. ft.—Terylene, with sheets and sail bags
Spinnaker, 180 sq. ft.—Nylon, with sheets and sail bag
Storm jib, 40 sq. ft.—Terylene, with sheets and sail bag
Trailer—Custom built, two wheel, with over run brakes, 2 in. ball hitch, front jack and jockey wheel

SPARE PARTS and OPTIONAL EXTRAS AVAILABLE—continued

SIGNET—continued

Rear lights for trailer, mounted on board
Rear lights, and flashing indicators for trailer, mounted on board
Alternative continental approved type ball hitch on trailer
Stainless steel pulpit
Lifelines for J.O.G. acceptance
1½-in. Bronze chain pipe with cover

Flavel Duette two burner cooker for Calor gas
Gas Cylinder with fill of Calor gas
Regulator
Fitting charge Calor gas installation
Seagull Century plus Longshaft outboard motor with clutch fitted.
Anchors, Chain warps etc.

FELICITY

Outboard Motor Well
Roller Reefing Gear for Mainsail
Spinnaker, Nylon (200 sq. ft.)
Genoa, Terylene (140 sq. ft.)
Storm Jib, Terylene (45 sq. ft.)
Cockpit Cover
Complete Overall Cover, canvas
Tent Awning to fit over Boom, fitted with Boom Crutch
Foam Cushions covered with Vyanide (4-berth)
Cockpit Cushions
Anchor, 20-lb. C.Q.R. type
Chain, per fathom
Boom Crutch
Chain Pipe, 1½-in. gunmetal
Chain Pipe, 1½-in. galvanized
Rope, Sisal, 1½-in. circ., per fathom
Swimmers' Ladder, alloy, collapsible
Swimmers' Ladder, mahogany
'C' Cadet Toilet
Mini Toilet

Galvanized Pulpit
Stainless Steel Pulpit
Sliding Chart Table, port side
Flagstaff Socket, gunmetal
Whale (bilge) Pump and Fittings
Burgee Halliard and Zephyr Pennant
Kicking-strap
Trailer with Brakes and Jockey Wheel
Anti-fouling, hard racing copper
Spinnaker Boom, alloy
Stanchions and Guard Rails (stainless)
Stanchions and Guard Rails (galvanized)
Coloured or Part-Coloured Sails, 10 per cent. extra
Flavel Duette, 2-Burner Hotplate
Argyll, 2-Burner Hotplate and Grill
Leamington, 2-Burner Hotplate and Grill
Gas Cylinder
Regulator
Gas Strip Light and Fitting

A. G. HURLEY (MARINE) LTD., will be pleased to supply any of the above parts ex stock.

ACTION ON RECEIPT OF BOAT

We have shown you that all possible care is taken at all stages of construction and we are sure that the boat has left our yards in perfect condition.

The boat will have been delivered to you by road, rail, or sometimes by sea transport, hence it may have been subjected to a series of movements or lifts which may have resulted in some loosening of nuts, screws etc.

Your Action

Please carry out a careful examination of the general structure of the boat for evident handling faults (keels, hull, topsides, cabin, coach roof). Now, armed with a set of spanners and a screwdriver, carefully check all visible nuts and screws to ensure that they have not worked loose.

If you have an inboard engine check holding down bolts and ensure that the engine manufacturers' requirements are carried out (oil, greasing, etc.).

STEPPING MAST AND RIGGING SHIP AND SAILS

The mast is stepped in a tabernacle on the deck and held in place by two bolts with dome nuts on each side.

Before stepping the mast ensure that you have checked that the port and starboard shrouds and also the fore and back stays are clear and that all bottle screws are at full extension.

Before stepping the mast you must reeve your main and jib halyards.

The main is reeved from the stern over two masthead pulleys and brought down forward of the mast.

The jib is merely reeved through the jib pulley in the masthead fitting.

To step the mast place the foot in the tabernacle from the stern and insert the top bolt; use the fore stay to assist hoisting the mast into position and insert second bolt and make fast shrouds and stays.

When your boat is in the water and fully rigged, tighten all bottle screws to ensure there is equal tension all round (fore stay, back stay and shrouds). At this stage of preliminary tuning the mast should be perpendicular fore and aft and also on the beam. When you are satisfied that the tensioning is correct, make sure that the knurled ring nuts are firmly home to prevent the screws of the bottle screws unwinding under stress.

Make sure that the two bolts holding the mast in the deck tabernacle are secure and that the dome nuts are tight.

Your boat should now be ready for sailing.

If there is any problem remaining, please telephone or contact the Service Manager at Hurleys, who will give your queries his immediate attention.

Main Sail

We presume it is a fair day with light winds, so take your main sail out of the sail bag and check which is the HEAD, CLEW and TACK (see diagram). You will find 3 or 4 pieces of wood or BATTENS (dependent on boat) which have to be inserted in the pockets which are built into the sail: do this. Now insert the CLEW end of the FOOT of the sail into the groove in the boom and pull it towards the outer end with the MAIN SHEET attached, easing the sail at the same time to avoid damage to material. When the TACK hole coincides with the holes in the boom insert the pin to hold the TACK in position. Now lace the CLEW in position with the outhaul. The next step is to fasten

the main halyard to the head of the sail by means of a shackle. Insert the head of the sail into the mast groove and haul away on the HALYARD at the same time, carefully guiding the luff of the sail into the groove. When the sail is hoisted to its full extent make fast the halyard to the cleat at the foot of the mast. Make sure that the MAIN SHEET is free to allow the boom to move from side to side to spill the wind, thus preventing the boat from trying to sail around the moorings.

Jibs

This is a simple operation; check that you have the HEAD, TACK and CLEW identified; fasten the tack to the stem head fitting by the shackle and then fasten the JIB SHEETS to the CLEW by means of the shackle provided, making sure that the sheets are not twisted. Lead the sheets back to the cockpit through the fairleads provided and knot the ends with a figure of eight knot to prevent them running through when tacking. Fasten the luff to the forestay with the piston hanks provided; attach the jib HALYARD to the head and hoist away and make fast the jib HALYARD to the cleat at the foot of the mast.

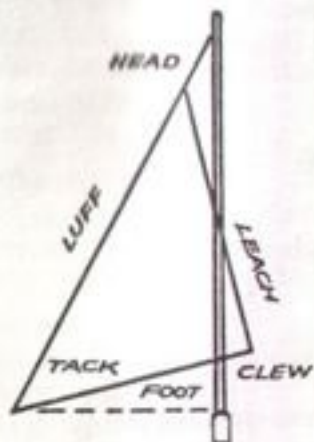
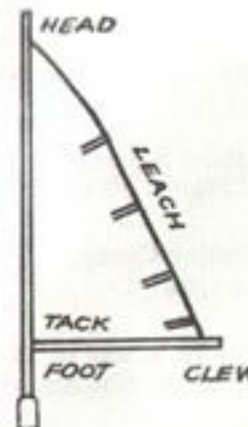


Diagram to show parts of jib sail

Diagram to show parts of mainsail



WEATHER

Please remember that the sea always presents a worthwhile challenge to your skill. Your boat has been designed to meet this challenge, so you must ask yourself whether you are prepared to meet it.

The weather in conjunction with the state of the tide probably poses the greatest hazard, but with modern equipment and very little effort on your part you can avoid taking risks. A telephone call to the local weather station will give you the forecast of what you may expect over the course and for the period you propose to be at sea. You can with practice read the signs of weather changes for yourself by looking at the weather charts given in the newspapers. Many inexpensive pamphlets and the yachting papers give the details you require to enable you to prepare your own forecast.

Remember to ask the local fisherman if in doubt and take his advice.

CAUTIONS

These you must know before you can be considered competent to take your boat to sea or operate in a crowded harbour or estuary.

1. BUOYAGE SYSTEMS (including some local rules).
2. DISTRESS SIGNALS (MAY DAY, PAN, SECURITY).
3. RULES OF THE ROAD. Briefly:
 - (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
 - (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
 - (c) When both are running free with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
 - (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel to leeward.
 - (e) A vessel which has the wind aft shall keep out of the way of the other vessel etc.

You would be wise to procure a text book on the rules.

Remember:

Here lies the body of Michael O'Day,
Who died maintaining his right-of-way.
He was right—dead right—as he sailed along,
But he's just as dead as if he'd been wrong.

ALWAYS CHECK BEFORE CASTING OFF :-

1. Is everything that should be secure above and below decks secured ?
2. Is everything that should be free, free (sheets with knots tied in ends to stop over-running; tiller not still lashed etc.) ?
3. Is the anchor and warp on board and long enough to hold the boat in the areas you propose to cruise ?
4. Are the fire extinguishers ready for use ?
5. Are there any fuel, petrol, gas leaks ? If so eliminate the leaks and remove all surplus from the bilges.
6. Is there sufficient spare fuel, grease, oil etc. (for the unexpected head winds, no wind, etc.) ?
7. Is there adequate first aid equipment for treating minor injuries, cuts, burns etc ?
8. Is there some means of attracting attention if required, or making yourself heard in fog ?
9. Are the bilge pumps or balers handy in case they are required and is there material to plug a minor hole ?
10. Even a small compass is better than none in case of fog.
11. Above all keep alert and your eyes open to be ready for the mistakes that others, less competent than you, will make in the course of a days' sailing.

MAINTENANCE AND LAYING UP

There are many good handbooks covering the subject of maintenance, both daily and seasonal, and the meticulous compliance with such instructions will lead to the most economic use of your boat and increase your confidence and add to your pleasure.

Wood

All woodwork should be thoroughly dried before repainting or revarnishing, but at no time should the plywood be left bare and untreated.

IT IS FATAL to allow ice to come into contact with plywood.

Glass-Fibre

No maintenance is necessary on a glass-fibre hull other than anti-fouling below the water-line. Hurleys supply a glass-fibre repair kit complete with instructions for minor repairs that may become necessary.

LAUNCHING AND RECOVERY FROM TRAILER

Launching

1. Fasten a length of rope to the stemhead with which to control the boat when launched.
2. Unfasten all ropes holding the boat to trailer and unscrew the turnbuckles through the keels.
3. With the trailer still coupled to the car, reverse as near to the water's edge as possible.
4. Uncouple the trailer from the car and push the boat and trailer into the water until the boat floats off.

Recovery

1. Immerse the trailer and float boat onto it.
2. Make fast the boat to the trailer with rope, remembering to fasten the turnbuckles through the keels.
3. If possible, reverse the car to the water's edge, couple the trailer and pull away.
4. Alternatively, fasten a length of rope from the trailer to the back of the car and pull away until it is possible to couple the trailer to the car.

MAINTENANCE OF TRAILERS

Unfortunately, with fast-moving trailers such as those used for boats it is not possible to have sealed bearings, and the only protection that the bearings and brake mechanism have against salt water is grease.

Trailers that have been immersed for launching should always receive special care and attention to avoid corrosion and general deterioration.

We make and supply all-metal trailers specially designed to carry our boats and would be pleased to supply further details on request.



**NAMES AND ADDRESSES OF REGIONAL SECRETARIES OF THE SILHOUETTE
OWNERS' INTERNATIONAL ASSOCIATION**

South-East

Hon. Sec.: Stan Morgan,
44 Station Crescent,
Rayleigh, Essex.

Blackwater

Hon. Sec.: P. F. Croft,
48 Annalee Road,
South Ockendon, Romford.

Solent

Hon. Sec.: J. R. Caulder,
Sellafeld, Orchard Lane,
Hermitage, Emsworth.

South-West

Hon. Sec.: Vic England,
8 Belle Vue Rise,
Hooe, Nr. Plymouth.

Bristol Channel

Hon. Sec.: Cyril Watts,
5 Vassall Road, Fishponds, Bristol.

Midlands

Hon. Sec.: E. G. Oldham,
206 Hagley Road, Edgbaston,
Birmingham.

North-West

Hon. Sec.: D. Williams,
Ael-Eilian, Llanceilian,
Almwch, Anglesey.

Wyre and Morecambe Bay

Hon. Sec.: T. H. Swarbrick,
Wardleys Cottages, Hambleton,
Nr. Blackpool.

Lake District

Hon. Sec.: T. K. Jones,
Foxton House, Lowther Street,
Penrith.

Yorkshire

Hon. Sec.: B. M. Beeden, Toll Bar House,
Firsby Lane, Conisborough, Nr. Doncaster.

Those who are not actually owners of Silhouettes can take advantage of the Association's amenities by becoming Associate Members. For further details apply to your Regional Secretary.

UNDERHILL (PLYMOUTH) LTD. PRINTERS, REGENT STREET