

Hurley 24/70



Following the success of the Hurley 22, Ian Anderson's larger new design appeared in 1972. With a high aspect ratio rig, modern coachroof styling and reverse sheer transom, the 24/70 was hailed in "Boats Power & Sail" as one of the "new generation" Hurleys.

In fact, the 24/70 shared many features with her smaller sister - not least her similar hull lines - but extra length and raised topsides and coachroof provided space for a larger, deeper cockpit and much improved accommodation with the best part of 6' headroom. A combination of Hurley build quality, strong masthead rig, generous ballast/weight ratio and relatively deep draught (the encapsulated splayed twin keel version draws the same 4' 1") resulted in a stiff, dry and capable cruiser with good windward performance in strong winds - all with good looks, too!



Deck layout is workmanlike with a useful anchor well, effective non-slip molding on coachroof and side decks and generous grab handles – pulpit and pushpit are substantial. Single panel acrylic windows are straightforward to remove, reseal or replace and the external running rigging is easily inspected and renewed. Headsail sheet winches are gunwhale mounted just abaft the companionway with mainsheet traveller on the bridge deck – all conveniently placed within easy reach of the tiller for the single-handed.



Down below, two settee berths run partially under the cockpit seats – the starboard one making a good sea berth. Forward of this is the galley area with moulded sink and room for a full size cooker or gimbaled two-burner hob with stowage under if preferred. Heads compartment is on the port side with a small hanging locker opposite.

There's a surprisingly roomy V berth in the forepeak (screenable with the bi-fold heads door) with a hatch over and 10-gallon water tank beneath. Stowage is ample throughout and the saloon has the benefit of a molded GRP headlining – easy to wipe clean and no danger of “droop”!

There is open access to all chain plate and deck fixings.





Originally engined with a Petter AB1WM 5hp diesel, many owners will have upgraded to 8hp – 12hp by now – typically Yanmar, Bukh or Beta.

There's no reason why an 8hp – 10hp long shaft outboard can't be mounted with suitable backing pad on the transom – with charging and cockpit remotes this might be a lower cost alternative for some.

Production of the 24/70 ended in 1974 with the demise of Hurley Marine. However, Atlanta Marine subsequently acquired the moulds and the "Atlanta 25" was available in various stages for home completion for a few more years.

As a small, sturdy offshore boat the Hurley 24 is much sought after for her easy handling and good sea keeping and sailing qualities. Recently featured in the June 2001 edition of Yachting Monthly she was described as a "tough little battleship" which "will take most conditions in her stride" – praise indeed!

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| LOA | 23' 9" |
| LWL | 17' 6" |
| Beam | 7' 5" |
| Draught | 4' 1" (Fin & Twin) |
| Displacement | 5040 lbs |
| Ballast | 2500 lbs |