

Construction

From what I have read about other Hurley's the 30 seems to share many of the same construction traits . In general she is a well built heavy boat for her size, and at 9500 lb empty (weighed in 98) it is about 2000 lb heavier than the typical 30 footer you would find in Canada. In many ways you could describe the boat as over built, which in my opinion has resulted in it aging so well. Most people are very surprised to find out it is 25 years old.

In general the boat has held up very well over the past 25 years but there have been a few minor things that have had to be done. The strut embedded in the skeg started to have some play in it causing water to leak into the skeg itself. This was repaired by digging out the glass around the strut and reinforcing it with new glass. You need to be good with fiberglass if you are going to do this on your own.

I found that the cockpit hatch was not as solid as it should have been so I glassed in a piece of marine ply and added additional sound insulation to the engine area..A leak developed between the anchor locker and the forward cabin, which for a long time I thought came from the bottom of the locker. After many unsuccessful glass and caulking jobs I finally discovered it was coming from near the top which was then easily repaired.

The hull has been fairly free of osmosis over the years. I have 6 coats of VC tar on it right now and it seems to be working quite well as a water barrier At haul out this year I noticed some play in the rudder where it attaches to the skeg so I will have to address that sometime soon.

I don't know if it is typical of all Hurley's to have a lot of outside wood trim but the 30 certainly does and it takes yearly attention to keep it looking good. I use Epiphanes clear varnish.

Rigging

Beside the usual replacement and upgrading of parts, and except for a few modifications the rig is basically as it was when the boat was new. The one major change I have made is rigging the boat to take a 170% genoa. Putting track in the gunwale beside the cockpit easily did this. I find that this sail gives the boat much needed power in lighter air. I have also installed a boomkicker on the boom that eliminates the need for a topping lift. I have a full inventory of sails (9), which for the most part get used because I don't have furling.

Auxiliary Power

My boat has the Yanmar single cylinder 12, which was the standard engine that came with the 30's. I had to replace the original engine early in the boats life because of water damage incurred when the boat was shipped from Hong Kong to Canada. This has proven to be an incredibly reliable engine but if I have to replace it again I will put in the 2 cylinder 15 to get some needed extra power.

One thing to watch for is the engine mounts, they can work them selves loose and cause the engine to become out of line. I recently had the engine pulled out and had the mounts epoxied into place. This seems to have worked quite well. The fuel system is original, I don't have any idea how long the tank will last but it seems fine right now.

Because of the offset prop handling the boat under power can be a bit of an adventure if you are not used to it. You will find that with the prop offset to port that when going forward at low speed the boat will turn better to port than starboard. When going in reverse the trick is to get up enough speed to let the rudder be effective, which is not always easy in confined spaces. When cruising in open water the offset prop causes no problems and we can usually maintain 5.5 to 6 knots.

Under Sail

I have owned this boat for 25 years and sailed in the South Pacific and the Great Lakes of Canada so I have experienced many different sea conditions with the Hurley 30. As I assume like most Hurley's the 30 is a stiff dry boat that is good in moderate to heavy air and a bit of a sea. Whenever it's really blowing here and a few of the guys want to go out for a sail it's my boat we take. Over the last 25 years we have raced the boat quite extensively and while no one would confuse it with a hot racing boat, we have won our fair share of trophies and flags. As I mentioned before I have equipped the boat with a 170% genoa that gives the boat much needed power in the predominately light to moderate air that is common on the Great Lakes. I would have to say that the Hurley 30 is at it's best in 15 knots with the 170 % and full main on a tight reach.

Interior

I think one of the best attributes of the 30 is the design and the space of the interior. The wide coach roof and the interior set up is similar to many of the newer designs that give you that feeling of open space. The inside is quite functional with 5 berths, a center table, head and hanging locker behind the v berth, sitting chart table, stove with oven, and plenty of storage lockers. All bulkheads and wood trim are done in mahogany.

Along with replacing cushions, carpet, and curtains when necessary I have also made a few other modifications. As anyone who owns a Hurley 30 knows the ice box is not nearly big enough, so when I had to replace the counter top I took the ice box out cut in half and glassed in an 8 inch insert, which doubled it's size. It still fits back into the same space and I left the counter opening the same size as it was. I also installed a drain pump that would empty water out of the icebox into the sink. It still isn't as big as I would like it but it is better than it was. For the forward cabin I had removable filler cushion made which makes for a really big single berth or one that can be used for three small children.

My boat has a tiller and one of the most useful things we built is a cockpit table. It is in the shape of an ironing board with the wide end anchored to the top of the Mahogany fuel tank cover and a wide folding leg near the front. Not only is it really functional but it stores perfectly on the ceiling of the quarter berth.

Summary

As an owner of a Hurley 30 my opinions are probably some what biased but I think it is fair to say that the quality design and construction of the Hurley 30 have helped it age much better than most boats that of it's generation and newer.

If any other 30 owners have any questions, ideas, or other problems I should look out for please contact me at tcahill@thestar.ca . I will be sending John pictures of some of the things I have written about in the Spring when I have the boat back together.

Good Hurley sailing. Tony Cahill