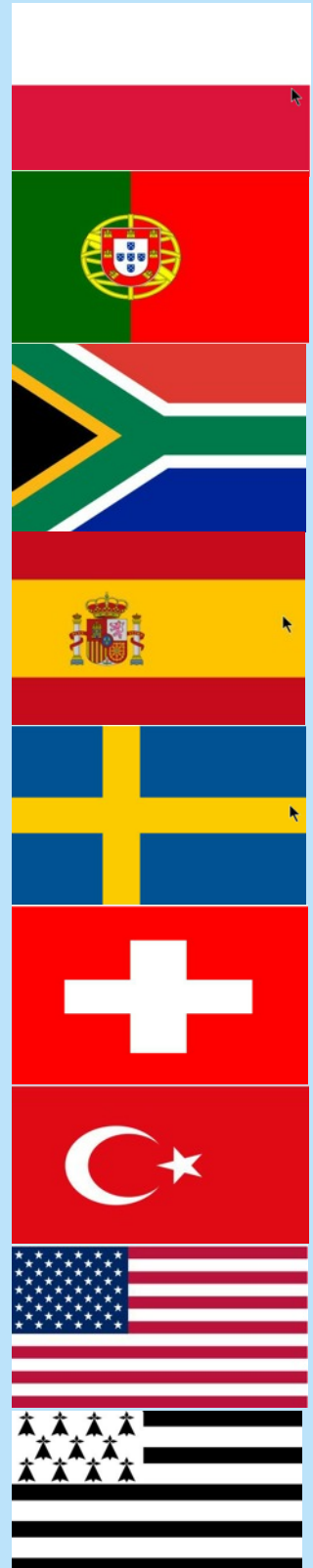


Hurley Owners Association



HURLEY OWNERS AROUND THE WORLD



Newsletter August 2011

Hurley Owners Association

Affiliated to the RYA

www.hurleyownersassociation.co.uk

President: Ian Anderson M.R.I.N.A.

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Member	James Hester	01823 662526	james@hurleyownersassociation.co.uk
Member	Bruce Carter	01362 231425	bruce@hurleyownersassociation.co.uk

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Newsletter

Copy welcome any time in any form to:

Mike Sheridan

152 Chesterfield Drive, Sevenoaks, Kent, TN13 2EH

Telephone: 01732 453062

E-mail: mike@hurleyownersassociation.co.uk

MEMBERSHIP.

A big thank you to all of you who have paid for this year. A gentle reminder to the rest of you that the subscription for 2011, still £10, was due on 1st March. Note that only paid-up members will be eligible for a copy of the new 'History of Hurley Marine' book at the subsidised price, so dust off those cheque books.

Standing Order forms for members with a UK bank account are available on request.

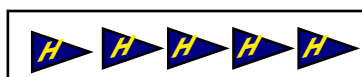
Payment by electronic transfer should be to:- HOA, A/C no.71155407, Sort Code 40-20-29

From overseas:- IBAN - GB52MIDIL40202971155407 BIC/Swift code - MIDLGB2130U

By PayPal to:- ian@hurleyownersassociation.co.uk Sub £11 to cover handling charge.

For the bank transfer please ensure that any charges are covered.

IAN SINCLAIR



EDITORIAL

Back in March thinking about this newsletter I expected to be spoilt for choice with rally reports and tales of sea adventures. But yet again the weather has conspired to limit or curtail the best laid plans. And not just here, my son and his wife heading south in their Wharram 30 have had either very light or no wind when on passage then found themselves storm bound in various anchorages or harbours in the bay of Biscay.

I am grateful to Bruce Carter, Kevin Mitchell and John Simpson for their articles and also to Tim and Ian for sharing their frustration with us. Had not realised that there was to be a rally on the Fal this month. A full report will be in the next newsletter.

When my copy of PBO came through the letter box this week I was delighted to see that a six page article on Hurley boats based on the excellent book produced by Tim and Nick. For anyone

who has not yet had a copy the details of how to get one are given below..

This has been another frustrating year for me sailing wise. Symphony has only just gone back in the water so I have had plenty of time to look into some aspects of navigation that interest me. This led to the article in this issue. I am sure many of you have innovated features on your boat so why not share them with us.

You may be wondering about the front cover. Following on from the March issue I intended this one to show photo's from the various rallies; but not to be. What it shows is the countries of the membership since 2004. I have included home countries, Brittany and the red ensign to balance the page. If you are puzzled by some there is a complete list on page 14.

Mike



Some Hurley boats that you are unlikely to encounter on the water today but can be found in:



A History of Hurley Marine by Tim Sharman and Nick Vass is now available to order.

Paid up members are entitled to one copy at the special price of £10.00.

Additional copies may be purchased for £15.00.

Non-members may purchase a copy for £15.00.

Price includes P & P.

Please send your name and address (including country and post/zip code) to - ian@hurleyownersassociation.co.uk

or - Ian Sinclair, HOA, 26, Parklands Road, Chichester, PO19 3DT, UK

Payment for the book can be made by :-

Cheque payable to 'Hurley Owners Association' and sent to Ian Sinclair

Or by PayPal or electronic transfer - details under Membership on page 2.

GALLEY CAPERS

Galleys at sea can lead to some varied and amusing situations. We were staggering south from Cape Finisterre, in the middle of a November ten day beat on my tiny boat, H22 *Miss Content*, hoping we'd make a landfall in the Canaries. After a fast start in cool but strong NE'ly winds from Plymouth, round Ushant and across Biscay, the wind turned foul. Strong wet, southerlies with their accompanying large Atlantic stopping seas were hampering our progress.

You have to grab forty winks when you can so I was catnapping on an extended starboard



Miss Content

quarter berth opposite the stove. There I was, dreaming of soft beds and cool beers when - clang - something whacked me right on my napper. The kettle had jumped clean off the cooker. Least it was empty! At the time, I was dazed and aggrieved but later; strangely, I began to treasure that cheap old aluminium kettle complete with its head shaped dent. Maybe, it would remind me not to be so stupid and set off south that late again from UK, in a 22ft. Boat...

Bigger boats can present different cooking problems: any hassle rapidly motoring 'Jolie Brise', an old French 55 ton pilot cutter, up a narrow crowded creek on a falling tide; dropping one member of crew on the pontoon south of the Royal Lymington Yacht Club; even gently running this fine lady aground, turning her round between ferries: quickly disappeared for me... 'Cause we managed to

save the last of our ebb leaving the Needles Channel just before dusk.

The fresh NW F4-5 should blow us across to Alderney, tute suite. With a good Mate, but rather scratch crew (friends and trustees of the Exeter Maritime Museum). Once clear of the Bridge buoy, with the boat humming along on a broad reach, I dived below. Sticking the two chickens we had aboard in the oven along with a few spuds to roast. Already one crew member had started feeling sea sick and been taken below. With the light fading and the Channel swell slowly building. My people would need feeding, very soon!

Shortly after returning on deck I heard a loud bang. Not completely sure of where the noise came from but having a feeling it might be from below decks, to be absolutely certain I grabbed the binoculars from their stowage close to the helm. Taking a quick scan of the rig in the gloom. Particularly looking at the massive wooden blocks holding up the gaff and the other sails. Nothing wrong there.



Jolie Brise

Leaving the deck in the Mate's capable hands. On reaching the bottom of the long companion way steps, I skidded fast downhill. I felt as if I'd stepped on a bar of soap. I almost landed in the roasting dish with the two chickens and narrowly avoided a prone body on the dinette berth. I was a whisker away from joining a female crew member who was bedded down with mal-de-mer, sea-sickness buckets at

either end. As I careered through the cabin on my greased boots, it was hard to stifle splutterings of laughter. I struggled to steady myself, and worked out what had happened. The oven door lock had failed. Hot oil on the wooden floor and soles of my boots made for a long tricky uphill climb, to the starboard galley side. Where I hoped to locate kitchen paper and start cleaning up the mess. A saving



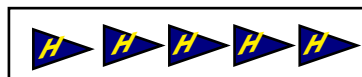
Al Bashiq

grace was that my chickens and veg. were still intact in their baking tray. I only mentioned this little saga to my crew, after they'd finished eating!

More bizarre, years later, we were having a huge evening 'fuddle' (Bedu group meal) on the top of the coach roof of 'Al Bashiq', a Sigma 38 we were racing from Dubai to Muscat (a 360 miler!). It was flat calm on a lovely warm moonlit Gulf night as the skipper/coach was pondering on how we might have blown our first long race with a keen crew by going far too far offshore, perhaps even less than a mile... *so much reduces our chances of picking up the land breeze, early!*

Finally realising, that all the guys have quickly worked that out and though, not of your culture, are gracious enough to forgive you! Meanwhile we could all sit down, laugh and enjoy Adam's wonderful lightly spiced Omani food, accepting our joss. Though, he would have much preferred to conjure it up in windier circumstance...

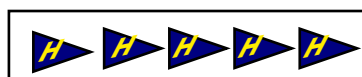
JOHN SIMPSON



If most men are like the writer they are quite willing to sweep the cabin and cockpit floors but they detest the job of bending over and trying to sweep the pile of dirt into a dustpan, or worse yet, a piece of tin or paper. The broom is too large for the job and then, when you finally do get it all collected it blows off the dustpan again as you try to throw it overboard.

Perhaps it is a small matter, but there are enough annoyances without having this added. A sure end to the distasteful job is to cut a small hatch in the floor, have a shallow copper or galvanized steel pan made to fit the opening and of course a hatch to cover the opening. Now, when you use the broom, lift the hatch and sweep the mess into the pan and leave it there if you want until there is enough to make it worth while to lift the pan and gently deposit the contents over the leeward side.

The Rudder, 1925



PSP SOUTHAMPTON BOAT SHOW – 16TH TO 25TH SEPTEMBER 2011

CLUBS & ASSOCIATIONS £12 TICKET OFFER

Valid any day including Preview Day on Friday 16th September

WEBSITE BOOKINGS: www.southamptonboatshow.com

TELEPHONE BOOKINGS: 0871 230 7140

BOOKING REFERENCE CODE: **Clubs 12**

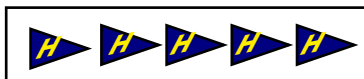
IMPORTANT NOTES

Tickets can be ordered up to midnight on Thursday 15th September. They can be printed at home, delivered by post, or collected at the Show.* A single transaction fee of £1.75 applies whether ordering one or any greater number of tickets.

Youngsters 15 years or under go free (up to two per accompanying adult) provided tickets for them are requested when ordering adult tickets.

The above phone number and website are for orders of less than 10 tickets. Group orders for 10 or more tickets (still at the same price) can only be made by telephoning National Boat Shows ticketing agency, Seetickets, on 0871 231 0828.

*Because tickets ordered via postal delivery could take up to 7 days to arrive, those purchased shortly before the show can be collected on arrival from the advance ticket box office at the main entrance. The most expedient option, for those ordering tickets over the Internet, is to use the website's 'Print at Home' facility.



HOA RALLIES 2011

SOUTH WEST RALLIES/SOCIALS

The Tamar Group program for the autumn:

3 rd – 4 th Sep	Yealm Meet
24 th or 25 th Sep	BBQ – location to be decided

Full details of the above from Tony Littlewood

THAMES /EAST COAST

HOA members have been invited by the Countess Owners Association (COA) to attend the following meet:

Saturday 3rd September at The Old Oyster Packing Shed, West Mersea (high water at 16.00). This is a 'not to be missed' event with lunch provided by the famous Company Shed and eaten in the **Packing Shed from 13.00.**

Please let Tony know if you wish to join us for this event.

Tony Kerry
tony.kerry@virgin.net
01438 714436

TAMAR VALLEY GROUP

EDDYSTONE RALLY 2011

Now here in lies a story; this Spring I had to go into hospital for an older man's operation which has been so successful I feel like a much younger one again and am really happy to be fighting fit for this years sailing. I had made a few preparations for the first rally before all that happened and Vixen only needed to have her larder and wine bin stocked, I had also left the sailing itinerary in my chart drawer. During my convalescence I had made sure my channel charts, tide almanac, plotter and dividers were at home so some planning could be done in advance for the proposed Channel Islands hop. Anyway as the time drew near for the Eddystone

thoughts of having a nice day sailing in Start bay disappeared and I set course up the river to Dittisham where I picked up a mooring and within about thirty minutes the sun came out, my oilies were shed, shorts and T shirt were broken out and I sat in solitary very comfortable state on my cockpit cushions behind the sprayhood getting brown for the rest of the afternoon.

Early on Saturday morning the sun peeped through my predominantly yellow curtains with repeat pictures of boats and lighthouses, very apt and even bright and cheerful on dull days! With the upcoming tide I let go my mooring and made my way further up the river to the creek at the back of Dittisham opposite Blackness point where I have anchored before. There were three other very much larger boats there already but I could see a Vixen sized



The Dart at Dittisham

jaunt I felt sure it was the Easter weekend and e-mailed some other members via the Yahoo group but no one responded so on Good Friday I set off regardless on the usual forty five mile passage and was halfway across Torbay when I thought to look at the printed list from Tony Littlewood and horror of horrors I was a week too early, that's enthusiasm for you! Well I suppose I should have turned round and gone back but decided to carry on to Dartmouth and to spend a couple of days up that lovely river to get the feel of the boat again.

Linda my wife had given me a large Easter egg to share with other members so I didn't open it and left it in one of my bags for a future occasion. The weather on that Friday was marginal and by the time I arrived in the Dart estuary there was a massive black cloud which suddenly dropped a load of rain so I quickly set my tiller girl to look after Vixen and dived below to robe up in my oilies, that done my

position and dropped my hook in 6.4mtres of water which even at low only went down to 4. This is a lovely quiet part of the river and even members with fin keels could very happily spend some time here. The harbour patrol boat does visit to extract some dues but one is only liable for half the buoy/pontoon mooring fees and in my case with an H22 it was a little over £4.00.

On the Easter Sunday I had arranged to meet Linda at Greenway house car park so we could enjoy walking around the National Trust gardens, very pretty at this time with azaleas, magnolias and carpets of bluebells. We also went in to see the refurbished house and had something to eat outside the little cafe. My wife had had the good idea that I should leave my boat in Dartmouth until the following Friday when sailing towards the real rally would save three hours and I did this having arranged with the Harbour office. Linda then drove

me home and we had a few days together before she returned me to my boat on the eve of William and Kate's Royal wedding. I was going to miss seeing this on the box but have a good radio and from ten that Friday morning I listened intently whilst under full canvas. At the precise moment when they were saying their vows I was five miles off Burgh Island at Bigbury which I will always remember. Just before that I had phoned home and shared some of the happy moments with those family and friends Linda had invited to our house for the celebrations.

During part of that passage which was mostly under blue skies I had been surfing down some 1 ½ metre waves and clocked 7.3 knots and the whole trip had taken me 7 hours. There was even time to drop my anchor in Cellars bay for a rest and some food before I went up to the Pool in the Yealm to moor alongside my friend's 36ft Dehler. I enjoyed his company along with a nephew for drinkies before we went to his home and on to the Yacht club for dinner. That was all in calm weather which was to change drastically by the next day when I awoke to the sound of the North Pole!! Talk about windy with a forecast of ENE 5-7 perhaps gale 8, the Eddystone was a no no and as expected no one was going to venture anywhere including that intrepid sailor for Torquay, Vixen was securely tied up to the 'mother ship' and there we stayed for three days!

However, all was not lost, I had been in good

would run ashore to pick him up. Well within about thirty minutes of his call there he and his crew George were in Billy's water taxi ready to step onto Vixen. We had a jolly afternoon with me providing drinks and biscuits we even had a long chat to Tony Littlewood who managed to break through the poor signal curtain. Incidentally for those of you who want to use a phone here or a WAP or get your e-mails from home if you moor up at the higher pontoon in the Yealm there is an excellent signal. It is said that when two or more get together it can be called a rally, there were three of us and one boat so we are treating that as the first rally of the year! I am sure the numbers will be bettered as the season gets under way but camaraderie within our group is excellent and I must thank Bryan and George for making the effort to visit me as it made such a difference to what could have been a very lonely time. The following day a dinghy bearing two persons came past Vixen under power and I recognised one as being John Summers one of our group who has a Hurley 24/70 called Blackfriar. He was on his way to a friend's Sadler further down the river; it is surprising what, I mean who, comes floating past sometimes. We had a short parlez before they were on their way.

That spell of weather left me marooned at Newton Ferrers for four days until the following Wednesday when on leaving the estuary, I managed in still strong winds, to rip my mainsail a six inch vertical



The Yealm at Newton Ferrers

contact with Bryan Mermigan by text as the phone signal is dire here, he said he would come round by car and visit me and since my friend Tony had loaned me his GRP dinghy and outboard I said I

tear which the following day, when I was up on the visitors pontoon in the Bag at Salcombe, I spent all morning stitching up and making good. That was most difficult to achieve on account of the rain. I

had earlier been into the Yacht Chandlers for the necessary tape and some more waxed cotton and on arriving back at the boat with that and some provisions to keep me happy in the form of croissants, tasty pastries, some bacon and fruit I had to put my winter boom tent over the area.

I have an old book which is called The New Glenans sailing companion, it is rather ancient but it is a sailor's bible with virtually anything one needs to know about sailing within. It suggested getting a bottle full of hot water and wrapping the torn part of the sail in it to dry it. I had already washed the area the previous evening. Well have you ever tried to pour very hot water from the dribbly spout of a camping style kettle into the narrow neck of an empty wine bottle without scalding yourself, it is impossible so with necessity being the mother of invention I cut out the middle section of a plastic water bottle and with thumb and forefinger squeezed one end to narrow it and holding the plastic on an angle poured the water gently in from the wide end, it didn't melt the plastic and it worked and soon the sail felt dry enough to proceed. My new tape had replaced some I had and I thought it would stick better but in fact there was little or no adhesion at all so there was only one way I was going to be able to effect a decent repair and that was by stitching the whole job. I placed the strip of sail repair tape down over the rip and proceeded to stitch all the way down one side and both ends. I then turned the sail over and with blanket stitch sewed the rip edges together which took some time and finally I stitched down the remaining side of the tape from the original side and it has made a good strong job.

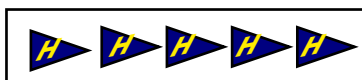
For some reason or another I was mentally exhausted after that little job and rested up in the afternoon with a good book and a couple of bottles of Bud. I was actually holed up in Salcombe for two complete days. On the evening before my bid for Torquay I experienced my first thunder storm on

board which was very spectacular if a bit worrying in case the mast was struck but I consoled myself with the fact that it would have been an unlucky strike as there were boats with higher mast around. I am always one to make good preparations before I leave a port especially with poor weather conditions and since there could be fog I pulled out my chart and with the dividers and my Portland plotter I drew a line out from Salcombe five miles distant and at a suitable angle to take advantage of the forecast wind, Calculating the True course and allowing for the variation of my chart the noted figures here are in magnetic course to steer, 125 degrees magnetic this would be my first stage and would take an average 1 ¼ hours, from the end of that line I drew my next of the same length, turning to port on 053 degrees, which would take me two miles off Start point to ensure I would be well out of the way of the overfalls which occur with wind over tide. Because of the wind and tide pushing me up channel I found that 060 was better and I duly passed Start point at two miles distant. My next and longest leg would take me to just past Berry Head, 3 hours and the line on my chart passed south of the Skerries port hand buoy. My original calculation was a course of 026 degrees magnetic and in actuality was 030 degrees which was pretty close. The final leg across Torbay was 340 degrees direct to the harbour entrance and would be one hour. The calculations were therefore 6 ¼ hours and with good use of the tide I made it in 5 hours and twenty minutes.

We may all have GPS chart plotters but doing things the old way is always good practice and is very gratifying and had the fog come down and the GPS plotter packed up I reckon I would not have been far out.

Here endeth the story of the first Tamar Valley HOA Eddystone rally for 2011 that never was!

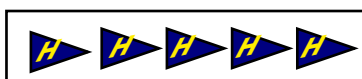
KEVIN MITCHELL



Frequently raise the floorboards and see how much water there is in the bilge. If it is more than half way up the floor timbers pump or bale it out; otherwise a good list to a squall may shoot some of it into your bunk and bunks take a long time to get dry. Also it can smell. But the man who does not mind a wet bunk will not bother with details like smells.

S. J. HOusley

Sailing Made Easy and Comfortable in A Small Craft, 1930



THE FOWEY RALLY 27-30 MAY 2011

This season started well with hot sunny weather and good sailing in April but when May arrived the hot settled weather disappeared. As the

in Roselle's big cockpit for evening for much chat and far too much drink, Mick seemed to have a very big cellar with all sorts of liquor and tried each one in turn. Leaving in the early hours for our own boats and waking up the next morning with thick heads, no one surfaced that early.

Mick, Ian, Vicki and I decided to have a look at Fowey on Saturday and do some shopping. In the evening all crews went to Polruan for a very enjoyable meal a drink and more chat about Hurleys in the Luger Inn.

On Sunday Claire had to be making tracks for home so Lynne came and picked her up from Fowey. We all checked the forecast for our return on Monday as it had been a south-westerly 5-6 over Saturday and Sunday with light rain, we were looking for a more northerly wind. The last forecast I received before we left on Monday morning was, W3-4

decreasing NW2-3.

As we three Hurleys motored out of Fowey in the fog there was no wind at all, calm with a soft swell from the days before. Gypsy had raised all her main but Roselle and Gala had reefed mains, with no wind I left the reef in and started motoring for home. Halfway across St Austell Bay the wind



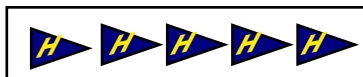
Phil, Vicki, Bruce, Ian and Mick

Fowey Rally date approached it looked like no one would be able to get there or if they did, then get back with strong westerly's that were forecast. In the end three Hurleys made it to Fowey from the Falmouth area on Friday, Mick Harris with Ian Calderhead in Rozella (27) from Mylor, Phil Biggs in Gypsy (22) from St Just-in-Roseland with Claire Brown and Vicki and I in Gala (22) from Helford River. The forecast for Friday was NW7 decreasing NW or W4, I estimated the wind on our passage to NW4-5 and 6 crossing Falmouth Bay, sailing on just our Genoa we averaged over 4.5kts for the 25nm passage.

Arriving in Fowey we moored to a pontoon I had booked for the rally, not long after the HM arrived to pick up his dues, £25 for three nights for Phil's and our 22s each, Mick had to pay £36 for his 27ft, there are some advantages to being smaller. Later we all gathered



Gypsy





Vicki and Bruce in Gala (22)

the passage. It was only when I got back on our mooring that I realised I hadn't slackened the topping lift, so 25 nautical miles in 5 hours with a reefed depowered mainsail and full genoa.

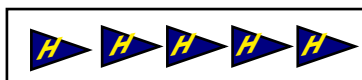
Not the best of weather but great sailing and good company.

BRUCE CARTER

got up to a NW3 and we could stop the motor and sail, the wind continued to increase and I was glad I had left the reef in, as we neared the Dodman Point I estimated the wind to be NW5 possible gusting 6 and we were logging up to 7.8kts SOG, it eased a little again after the Dodman but still gave us a great sail back to Falmouth Bay. I was expecting the wind to increase again across the Bay but it almost died off altogether. It had taken just 4hrs for us to cover 21nm and then another 1hr for last 4nm. Phil in Gypsy recorded a peak 8.3kts SOG during



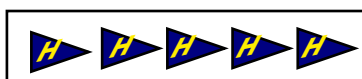
Mick and Ian in Rozela (27)



FAL RALLY 20-21 OF AUGUST

I am just back home from the Fal Rally, where four 22s, one 27 and one 30/90 came. One 24/70 owner only got as far as Fowey from Plymouth due to diesel bug in fuel, full report with photos in next NL
Next SW HOA rally in the Yealm River over the weekend 3-4th of September, please come and join in.

BRUCE CARTER



THE NEARLY-POOLE RALLY

PART 1

The 2011 South Area rally at Poole was conceived in a pub in Lymington during the 2010 rally where Mike Carter (H24 *Mi-Solite*) very kindly allowed himself to be volunteered as organiser. There was much anticipation during the year, at the thought of breaking out of the Solent for a get together; this can be difficult sometimes if the weather decides it is going to be contrary.

Ian Sinclair (H22 *Lalep-La*) and I (H22 *Strider*) hatched a plan for a coordinated and gentlemanly passage from the Eastern Solent to Poole. Not wanting to create a too demanding speed, time, distance, problem – we decided to begin on the

master's launch came up for our fees. He explained that the other pontoon was Row W – on the other side of the river (the West side – doh!!). We put the world to rights over tea and enjoyed watching the varied river traffic. About 5 we went ashore in the water taxi ('Sally') and had a good walk to Egypt Point where we enjoyed the sight of Queen Mary II rounding Bramble Bank. An enjoyable pint and food was to be had in the Union pub.

On Thursday we embarked on the next leg of our marathon tour of the Solent – to Newtown - a distance of about 5 miles! For those not familiar with the Solent, Newtown is an ancient harbour on the NW coast of the Isle of Wight, between Cowes and Yarmouth. Run by the National Trust, it is an area of outstanding beauty and great

popularity with yachties. It is a good anchorage, although still rather exposed to winds from west and north. Ian had not been there before so I volunteered to lead-in. The entrance is straightforward, if narrow, with a clear pair of leading marks, but you do need to know the marks once inside. All went well although I was a bit nonplussed as someone seemed to have nicked the starboard-hand mark



Ian and Lalep La, Cowes

preceding Wednesday (13th July)!! With high water Portsmouth around 1100-ish I sailed with the first of the ebb and enjoyed a really lazy drift, foresail only, down tide towards our first stop at Cowes. Failing to keep a seamanlike lookout astern, I was shaken from my reverie just after midday by Ian's cheery hail as *Lalep-La* raced up behind me under full sail. He had made excellent time from Dell Quay, Chichester, having slipped at 0830. We entered the Medina about 1300 and were tucked-up on the Whitegates Pontoon (Row E – outboard side) by about half-past. Having puzzled for some time where Rows A – D etc were, things became clear when the harbour

at the entrance to the channel! (I swear that my chart corrections are up to date!). As it happened the anchorage was not crowded and we easily found a spot – Ian anchored and I rafted-up. About 20 minutes later, just beginning to enjoy a beer, we realised that we were dragging – rather rapidly - towards a boat astern. Moving swiftly, we lashed-up and motored in tandem about 100m north and Ian re-laid the anchor. After that all was well and, as it proved the next morning, the anchor was this time well bedded-in! Evenings in Newtown, in good weather, are delightful. We watched the sun go down to the accompaniment of the oyster catchers 'beeping' madly.

Without a doubt we enjoy a great service from the Met Office and the capabilities of modern weather forecasting are excellent and fantastically helpful. But there is a kind of contrary side. That is that one knows days in advance when a weather front is going to turn up right on cue to 'rain on my parade'. Thus we knew, probably on Tuesday, that a rather nasty frontal system was going to sweep through the south over the weekend – probably with the epicentre passing over the Poole Quay marina! By Thursday evening Ian had, very sensibly, made up his mind that the forecast strong winds from the west (F5- F7) and accompanying unpleasant weather, were not the reason he took up sailing and therefore made other plans. I was still, rather naively, a bit optimistic that the stronger wind was due 'later' (e.g. 12 hours from time of forecast) and that it ought to be possible to get across Poole Bay in only a moderate blow.



Sunset Newtown Creek

time I reached Lymington, I had about 10 rolls in the genoa, a reef in the main and *Strider* was well heeled-over as we beat towards Hurst Castle. Looking west was looking into the teeth of a dark

Force 5 and rising and completely contrary for a passage to Poole. As the gull flies, Hurst to Poole entrance is about 16 miles, but with this wind that would mean a zig zag course of probably about 25 miles – several hours beating against a wind rising to F7. It took me about 30 seconds to realise that Ian had been right and this passage was not going to happen.

So back up the Solent I went with a rising wind astern and a spring ebb against me! 5 knots through the water and 2 – 3 knots over

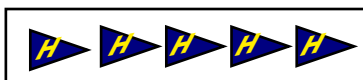
the ground! Some 4 hours later I was up the Medina at Folly Reach (where I met Steve Ellam in H24 *Rifleman Harris*, who had also cancelled his plans for Poole) and I hopped ashore to walk up to Newport (about 2 miles) to meet Ian who had taken refuge there – but that is his story.

TIM SHARMAN



Lalep La leaving Newtown Creek

Ian left Newtown early on Friday morning to catch to tide going east. Perversely, Newtown was a mill pond first thing and the wind only gradually increased by 1100 when I weighed and proceeded west. It was a sparkling morning and I tacked off towards Lymington, intending to exit



PART 2

Lalep La spends half its life sitting on its bilge keels on my Chichester mooring. However, I had never used this capability to select a destination. The Medina River leads inland from Cowes and 5 miles later you arrive at the town quay of Newport. Accessible 2 hours either side of HW, this seemed an ideal place to sit out the bad weather. In fact being so sheltered, I was very surprised to hear the conditions Tim was

Bargeman's Rest for a good pint and a very nice meal. Afterwards, Tim walked back to his boat and then enjoyed a boisterous trip back to Portsmouth the following morning.

We also heard that Rod and Donia Coomber (H27 *Gandalf*) had made it as far as Yarmouth, before electrical problems prevented them even considering the Solent to Poole trip.



*Lalep La weighing anchor
Newtown Creek*

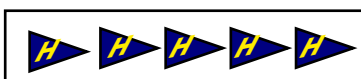
I settled down for a couple of days in Newport, grateful for the walk-ashore access, toilets and showers at a very reasonable £13.00 per night. This gave me time to investigate the town and environs, read a couple of books and try and track down where the rain manages to get into the boat! I can recommend the little boat museum just behind the quay.

Emerging into the Solent a few days later, the wind promptly dropped to a F1-2 and I had to motor-sail back to Chichester. It is a shame that we did not make

it to Poole, especially after all Mike Carter's hard work, but having had enough new experiences to make it a very enjoyable break.

encountering in the Solent. Meeting up again with Tim that evening, we headed to the

IAN SINCLAIR



HURLEY OWNERS AROUND THE WORLD

AUSTRIA
BELGIUM
CANADA
CYPRUS
DENMARK
EIRE
FINLAND
FRANCE
GERMANY

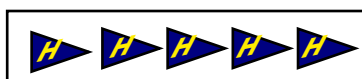
GREECE
GUERNSEY
RED ENSIGN

SCOTLAND
HOLLAND
HUNGARY

ITALY
MALAYA
ENGLAND

WALES
MALTA
NORWAY

POLAND
PORTUGAL
SOUTH AFRICA
SPAIN
SWEDEN
SWITZERLAND
TURKEY
USA
BRITTANY



SOFT ON SOFTWARE

From a sailing point of view, and others come to think of it, this has been a very frustrating year. But as a result of not being able to get out and about as much as I would like I have been looking into the electronic aspects of navigation and my attempts to use them.

My GPS, a Koden KGP 912, was bought at the boat show about 1995ish when the emergence of a mountable Garmin forced Koden to match them for price, a third of what they had been asking! It is a very reliable piece of kit, easy to program and with a large clear display.

A few years later I was invited for a sail on a classic yacht where the owner had just had a chart plotter installed. This was a man who spent more on

on the Yorkshire man in me. In fact the charts still work 5 years later but you get several messages on start up saying they are out of date. So what to do?



Koden GPS

maintenance each year than I will spend in a life time and if reports are to be believed sailed no more than twice a year and seldom left the Solent. All that is rather beside the point which was that regarding the plotter I thought for the money (in the hundreds) you got a pretty small picture!

Even so it sowed the seeds for wanting to have a hands on go with this technology. Purpose kit was out of the question on cost. But I had a computer and various navigation programs became available. At this early stage not all were of the standard available today and again cost was a deterring factor. That is until I came across free down loads from the web two of which I tried, SeaClear and GPS Utility (better version for a small charge). Although both interfaced with the GPS one had to produce the charts for the data to plot on. The best I could do at that time was to scan my paper charts but only at A4 size. This proved frustrating and in 2006 I bought the RYA Admiralty Chart Plotter software for the Thames Estuary, Essex and Suffolk estuaries, 18 charts all for £45.

Now I was hooked but the catch was you needed an annual update, another £45. This put a severe strain



On the screen the resolution is as good as the original chart

Well by this time I had a suite of Serif programs including PagePlus DTP), PhotoPlus and DrawPlus and to which was added Scan, Stitch & Save. Now it might be a little tedious but I could scan my charts bit by bit and have the whole chart on which to plot.

In the early days all I could use this new navigation tool for was planning as my PC was definitely desk bound. Then in January 2005 I bought a lap top to replace my old and ailing tower. Could I now take to the water and put GPS, laptop and software to their intended use. Well maybe on a fine, calm day to see how it

worked but the laptop would not take kindly to sea water or being bumped around. Then in 2008 another step forward whilst travelling on the Eurostar. A lady in an adjacent table produced a small notebook type computer and started communicating



with the world. My interest was obvious and she kindly demonstrated its capabilities. The main one to me being the fact that it was solid state – no moving parts, hard drive or CD/DVD reader, so fine for use on a

included. This really works, you can load the SeaClear exe file on to the hard drive for a faster response but the charts can not be downloaded. All waypoints and routes can be saved for future use. At a click of the mouse you can move to the next chart or a smaller scale, in fact all the major facilities of systems costing a great deal more.



Weymouth Bay and Portland Bill using visitmyharbour and SeaClear



Marina in Portland Harbour

boat provided you kept clear of the elements. This was the Asus eee PC.

So now I had the kit (Christmas present to myself!) and the software all should be well. Not so; I could not get my GPS to talk to the Asus; but then I remembered that the cable connecting the two came with a CD - installed the USB serial converter and all was well. At this very moment there was another major step forward in this "not seeming to get anywhere" saga. An ad in PBO caught my eye, visitmyharbour.com were offering complete chart coverage of Great Britain and Ireland, 800 charts and chartlets for £25. This came on a DVD or dongle (at additional cost) with all the SeaClear programs

So has this overcome all my initial negative approach to chart plotters? Well the fundamental requirement still applies – a chart plotter is a tool but it needs to be backed up with paper charts.

My screen is no larger than that initial plotter I saw and, yes, if I wish to be kept up to date I will have to send my dongle away each year to be updated but at a reduced cost!

MIKE SHERIDAN



PS. To see the real thing nav station wise look at page 80 In the Sep. PBO!

