



Hurley Owners Association

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

Affiliated to the RYA

www.hurleyownersassociation.co.uk

NEWSLETTER DECEMBER 2010

FROM THE EDITOR

This has not been a good year for me and I probably owe several contributors an apology. In August I missed putting Kevin Mitchell's article in the news letter hence there are now three articles from the Tamar Group.

Enough of my sins of omission there is much in this edition for your attention. First dates for your diary. To the right is the notice for the AGM, this notice is earlier than usual but there will NOT be a separate notice so please make a note of it now and come along and join in what is also an enjoyable social occasion. For those who came this year you will be pleased to learn that a larger room has been booked for 2011.

Below are the provisional dates for next years rallies these will be firmed up by the AGM and final details put in the minutes and the Spring news letter.

On page 2 is the Chairmans report for 2010; on page 3 a notice regarding Hurley Moulds and on page 8 a Membership notice. An administrative problem has been the payment of subscriptions.

Provisional Rally dates for 2011

South West

First May bank holiday	Round Eddystone LH from Plymouth
Second May BH	Fowey Rally
June or July	To Channel Isles from Salcombe
June or July	Cruise to Isles of Scilly

South

16 July	Poole
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AGM

The Hurley Owners Association Annual General Meeting

will be held at

**The Royal Plymouth Corinthian Y C
Madeira Road,
The Hoe, Plymouth.**

at 11 am on

Saturday

5th March

Details of changes decided by the committee are given in this notice.

I hope you enjoy this edition, as ever a plea for more input and a big thank you to those who have contributed this year.

A Merry Christmas and great sailing in 2011

MIKE



HOA CHAIRMAN'S REPORT 2010

The aim of the HOA is to foster an interest in Hurley boats in all their forms and in particular:

- To keep members informed of developments concerning the Association and any proposals concerning the Association Rules.
- To organise meets, afloat and ashore.
- To maintain an archive of information of general and technical interest relating to boats within the Association.
- To provide a forum for discussion and queries through a newsletter and website.

I am bound to say that I think that 2010 has been the best year for HOA, certainly since I was first involved in 2003. In addition to meeting all the objectives above, there has been a general increase in the levels of membership and activity and this seems set to continue into 2011. In addition, there are number of interesting things on the plot.

The first significant event of the year was the AGM and I was delighted with the turn out of 23 members at the Royal Plymouth Corinthian Yacht Club. There is a clear historic link with Plymouth and the RPCYC and I know that, subsequent to the AGM, the Tamar Valley group have used it themselves as a social venue.

Regarding the Rules and the formal business of the Association, the principal issue which arose during the year was that of liability at rallies. We have to recognise that we live in a litigious society and that corporate responsibility and health and safety are issues that no one can afford to ignore. At the same time, it seems to me that governmental and institutional reaction to this is to button-up people's actions so tightly in rules and procedures that the fun can go out of it and a 'tick box' mentality to risk and precautions is taking the place of properly directed common sense and experience. This was raised at the last AGM and the Committee worked on the issue in the early part of the year. The result was that we have chosen not to spend £300 - £400 on insurance, which may not have been very effective in the event but we have clearly placed the onus for responsible behaviour and any liability resulting from any possible incidents during rallies, with those participating and organising. This is a pragmatic and practical approach which is in line with RYA guidelines. The Rule 10 has been added to the rules and a notice placed on the website home page.

It has been another good year for rallies and other informal meetings – both ashore and afloat. As has become the norm – the South West members lead the way in this with a whole programme of events – as you can see on the website. The South area managed probably it's best rally so far by mustering 8 boats and 13 crew at Lymington, impeccably organised by Rod and Donia Coomber. It is clearly more difficult to arrange events elsewhere in the country where the density of Hurley owners is much less – nonetheless it was great to read of the plans for an East Coast Rally at Bradwell Marina, even if in the event, the weather killed it off. Well done anyway to the organisers.

The website continues to give excellent service, thanks to Rod's careful attention. The Newsletters have been good too, although Mike found himself short of material for an Autumn edition. With so many members, who must be doing interesting things to and with their Hurley boats, there is scope for lots of interesting articles. So do please take pictures of your particular renovation project or maintenance, or day sail or rally – and let Mike have a few words. The Yahoo newsgroup continues to fulfil the role of HOA discussion group. As always though, there are many participants in the Yahoo group who are not actually members of HOA, which is a shame. Please do encourage non-members to join – the life and future of HOA is so much more secure when the membership is reinforced in this way.

I would like to pay a big tribute to Mike Sheridan who, in his capacities as Newsletter editor, Membership Secretary and Treasurer, plus advisor to the Chairman (!), has continued to manage all the crucial functions which keeps HOA going. His energy, attention to detail and efficiency have been exemplary and we have all benefited as a result. Despite suffering and subsequently recovering from a minor stroke earlier in the year, Mike has

maintained HOA business and an accurate picture of the membership and finances. He has also exercised enormous patience with members who either forget to renew their membership or just don't, or some who sell their boats and don't let us know. In order to relieve Mike of a deal of this pressure I am delighted to report that Ian Sinclair (H22 Lalep-La) has agreed to take over the roles of Treasurer and Membership Secretary with effect from 1st January 2011. Mike will retain the role of Newsletter editor.

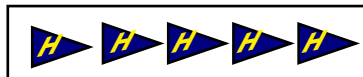
On membership it is great news that we have just breached the 300 mark. This is an excellent indicator and shows that Hurley boats are still going strong. That said, we generally have a turnover of some 50 – 70 in year, with the associated problem of failure to renew membership. The approach to renewal is going to become a little firmer in 2011, as I shall report at the AGM.

On the historical front there has been interesting activity. As was reported at the 2010 AGM the Committee decided that it was appropriate to write a history of Hurley Marine as a means of capturing a lot of important information in a permanent form and also to reduce our financial reserves. As I had the good fortune to retire from full-time work in February I have taken on this task myself in conjunction with Nick Vass. Consequently a lot of boxes of archive information are occupying my spare room and I have spent many interesting hours poring over it to build up a picture of the Company and its history. I have also had the very great pleasure of meeting both Ian Anderson and the Hurley family – Mrs Marion Hurley and her daughters Margret and Linda. The work is going well and it is hoped that we should be able to go into production in the Spring with a view to launching the book in the late Spring or early summer. One of the aims of this project is to give members value for their money by using some reserves to underpin the finances and to enable us to offer the book at a discounted price to members. So watch the newsletter for details. Once the book is complete a permanent home will be found for the archive and, in a staged manner, selected items will be placed on the web site.

I would encourage you to try to attend the AGM on the 5th March in Plymouth. I intend to hire a bigger room this year in anticipation!

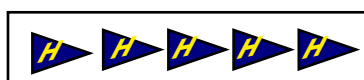
All best wishes for your winter refits and for a great 2011 season.

TIM SHARMAN



HURLEY MOULDS

A significant number of moulds for Hurley boats - hull and small moulds - had been held by Blaxton Boats for some years. Sadly Blaxton Boats stopped trading this year. The Committee had been concerned to ensure that the moulds remained accessible to members who may have wanted parts made, although we did not want to take direct ownership. Having paid a small sum to the owner of the yard where Blaxton Boats had operated, in order to gain access to the moulds, we were pleased to learn that all the moulds have been acquired by a Mr Mark Reade, a London businessman, who intends to open a classic yacht build and restoration operation at Rye, Sussex in 2011. Mr Reade has assured us that the moulds are in safe storage and will remain available to manufacture parts for Hurley owners, once his operation is up and running.



TAMAR VALLEY GROUP, FIRST RALLY OF 2010

Part 1

Being a member of the Tamar Valley Group I have a good fifty miles to sail to get to Plymouth for a meet. I once took nine hours, six of which the tide was with me and the last three against since then I have decided to make my sailing schedule rather more comfortable.

This year I asked one of the new members, Dave Spalding if he wanted to sail in company for his first rally. Dave is based in Paignton. David told me he would rather not do the whole trip this time but asked if he could accompany me to Dartmouth which would be my first stop. For Friday the 30th April I had calculated that a good time to leave Torbay would be mid day as on average it takes an hour across Torbay then two more to get to Dartmouth. The wind forecast was f 4/5 SW with gusts of force 7 not good but the first stage is not that far and so I put a reef in the main and unfurled the jib to half and set off to be called very shortly by Dave who was out in the bay waiting for me with just his jib up.

We were soon closing Berry Head and once round one is able to see in the distance another Mew Stone just outside Dartmouth, the sea conditions were choppy and the number of tacks meant my progress was fairly slow. Dave in fact found very quickly that he could not tack with his jib alone and resorted to motor sailing.

Inside the area where Dartmouth castle stands sentinel over all arrivals and departures we closed each other to stow sails and set a warp from the bow foredeck cleat over the roller to be led back to a winch near the cockpit. I have found an easy way to pick up a mooring buoy is to do this so that when approaching the buoy with tide against you all that is necessary is to position the boat so that as the buoy drifts down the side of the boat or you gradually motor forward, when it reaches you in the cockpit, you just lean over, pass the free end of the warp through the ring on top and then walk

forward to the bow and secure your line to the cleat and you are moored, usually a piece of cake!

We motored up toward Dittisham a favourite place we have been to before. One fairly dire incident would have caused me a major problem but which happened to Dave was that he caught a large piece of polythene around his prop which stopped him dead. David's engine is mounted externally and being able to tip it he could reach to unwrap the fouled object. Had that been me with my engine down in the lazarette I would have had to drift toward another boat or buoy, attach myself, rope myself onto the boat and go down my ladder



getting wet and cold to disentangle the rubbish before being able to proceed.

We arrived thankfully at our destination and were soon rafted together and breaking open a celebration drink and having a good old chin wag about our passage of the day. Curry and rice was dinner which we ate in Daves cabin during which time we of course set the world to rights and found out a little more about each others lifetime to date exploits. We turned in before ten and were soon fast asleep.

The following morning dawned with a duck egg blue sky and a sunrise featured in two of my photos. We both had preparations to make, Dave for Torbay catching the last of the upcoming easterly flow of water and I a little later to pick up the west going ebb tide so as to be able to round Start point with favourable conditions. We said our goodbyes and Dave was soon disappearing round the bend in the river by Greenway Quay below the house of that name formerly owned by Agatha Christie.

The last of the outgoing tide helped me down the Dart and I was soon hauling my main up but motor sailing as the wind was WSW about a force 4 which was on the



Kevin...who tied this!

nose. As the distance between Vixen and Dartmouth increased, so did my angle of attack and I was able to break out the jib and cut the engine. I have now a great deal of respect for Start Point and something you don't do is go in too close when the conditions are wind over tide as the overfalls can be really nasty. Today the conditions were bad so I rounded the point about two and a half miles out before heading in toward Salcombe.

With the wind conditions and direction today and the dire forecast for that evening and night I decided to go right into Salcombe and up to the pontoon in the Bag where we were for our epic Rally last year when we had thirteen boats! I radioed Salcombe harbour and was told there was space and I found one between larger cruising boats, blocking the wind was a floating block of flats, well not exactly but a giant luxury motor cruiser which also blocked the sun but one cannot have everything!

It is a matter of pride before putting the sail cover on when possible I fold the mainsail properly, flaking it along the top of the boom, I don't have lazy jacks so balancing the sail has become the norm and the sails may be old but look good in this way, also there is never a problem with hauling them up the next time the sail is needed. For my own sanity I also tie short lengths of cord around the halyards and other pieces of rope and pull them outward attaching the other end of the cord to a shroud which gives me and others around a quieter night.

I cooked my evening meal, a tinned 'all day breakfast', beans, sausages, mushrooms, pepperoni and a hunk of brown bread and butter helped down with a glass of white wine. Nearly all the other mariners had gone ashore on the ferry to Salcombe so all was peaceful. With a fresh coffee I settled down to start a new book and then to check my tides etc for the next day and to write up my two logs. I have one which is just for the boat and covers the basics and another which has become my journal complete with photographs which perhaps sometime in the future when I am too old to sail I will read with pleasure and maybe members of my family will be able to get an insight into the person that I was and the life and times of my era.

The shipping forecast for Sunday the 2nd May was NNE 4 & 5's with 7's later, by which time I thought I would be in Newton Ferrers. On waking in the morning the wind in the rigging of all the boats sounded like the north pole. There had also been some pretty heavy rain in the night which fortunately had passed. Boats were leaving before me and since they did not return I presumed it would be OK to venture out. I did hear a call to the coastguard from Salcombe lifeboat but since I am

unable to hear channel zero I didn't know much about the situation. As I left the town behind me the lifeboat came in with a number of crew topsides and wearing my RNLI Offshore cap I gave them a wave as greeting. They may well have thought 'he does not know what he is going out to' I soon did though, once over the bar I thought to pull up my main with a single reef in it but the wind had other ideas and whipped both the sail and my reefing lines all over the place so I quickly gathered everything in and headed out and around under the cliffs on the western side beyond Starhole bay where there was some shelter and here I sorted myself out, one mainsail reef and 1/4 of the jib unfurled and Vixen was soon bounding over the waves.

I could see beyond Bolt tail there was a considerable amount of white water with spray being blown off the tops of waves but I was set and ready, well so I thought. On clearing the tail the full fury of the wind hit us and I don't know where the forecasters are but I know from experience that what I was getting was force 5/6 with gusts of seven!! And the water was choppy. Bigbury bay is twelve miles across and at my usual 4 knots that would have been three hours of skilful sailing, in fact I averaged 5.5 knots but when surfing that went up to 6.8. There was lots of spray over the boat and unfortunately



Mistral off Edison lighthouse

some water managed to drop in onto my bedding under the fore hatch, not a lot but enough to annoy me.

I was glad to have only had a minimal breakfast as queasiness was lurking down in the depths of my

stomach. In these conditions, when sailing solo and without an auto there is no way one is able to go below so everything like food, drink and other essentials needs to be stowed topsides and one of the items I made and have been thankful for is a gimballled double cup holder in the form of an oblong slatted box with a piece of non slip rubber in the inside base, which pivots on a bolt through a small block of wood secured to the upstand



Slinky Malinki

of the cockpit below the cabin entry, so here all I needed was to hand.

There was a kind of beauty about that wild thrashing scene where gannets and other sea birds glide effortlessly between the turbulent troubled seas. For some of the time the sky was blue and there was some fleeting sunshine between scudding clouds which shone on the millions of wind blown water droplets creating star spangled jewels for brief seconds. Having raced across the bay in record time I thought once under the coast which leads toward Newton Ferrers there would be some shelter from the wind but it was either Sods or Murphy's law but for some reason the wind seemed to

have veered around and was now blowing along the cliffs, so chosing the exact moment to furl the jib I took it and at the same time fired up my 8hp 4 stroke engine and motor sailed till Wembury Church was abeam so as to enter the Yealm.

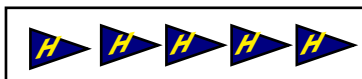
There is a good area outside the bar in which to take in sail but not with today's the wind. Sailing into the eye of it hoping it would abate a little to allow me to take the main in. Soon I was motoring towards the narrow buoyed entrance. The tide was pretty low but Vixen only draws around a metre and I have been in and out of this place many times in larger boats and knew I would be OK.

Newton Ferrers has very good 'leading marks' and when observed properly there is no problem even though the distance between the port hand buoys and the rocks is only about thirty feet. I could see water breaking gently over some sand beyond and to one side of the second buoy and knew that the second set of leading marks would clear this so was happy proceeding but kept a good eye on my echo sounder which registered a minimum 1.9 meters so I was ok. I had decided to try to go onto the lower visitors pontoon as it retains sun for longer and is therefore more comfortable and as luck would have it, there between the other boats was a Vixen sized space which I slid into with no difficulty.

I was soon invited on board the boat ahead of me for G&T, olives and a good chat, great camaraderie! When the Harbour Master came to collect the dues I asked him if any other Hurleys arrived he would direct them to where I was so that we could raft together, little did I know at that time that there would not be anyone else. Tony Littlewood managed to get through the otherwise mobile signal blind spot to tell me that the only boats going to the Eddystone were all based in Plymouth and would be mustering off Plymouth Breakwater the next day at about 09.00. He also gave me the forecast for Monday so I knew what to expect.

KEVIN MITCHELL

VIXEN



One of the most important appendages to a yacht large or small is the dinghy or as it was formerly called the jolly boat. Without a boat of some sort it is not wise to get under weigh in even a five tonner.

TYRELL E BIDDLE

The Corinthian yachtsman, nr, Hints on Yachting, 1886

TAMAR VALLEY GROUP, FIRST RALLY OF 2010

Part 2

In the morning the sky was blue and the sun although not visible because of the lay of the land was none the less showing signs of being around. The wind would occasionally whistle through the rigging and then disappear but there was no resting up today as the whole reason for coming this distance was to sail out to the Eddystone. One could be forgiven for considering why go deliberately to a rocky outcrop miles from anywhere just for the fun of it when the whole reason the lighthouse is there is to warn mariners of the dangers! However it is a place to focus on and provided one is sensible and keeps outside the 15 metre depth indicators then it is quite a sight and serves to remind the visitor of all those very brave men who would daily, weekly and monthly set off from the comfort of their homes to be there at low water to build a succession of lighthouses including the present one, tall as a sentinel perched perilously atop rocks which are more awash than dry.

I motored out of the Yealm with a double reefed main ready to pull up and my jib which I proposed to open fully, Tony had told me to expect NNE winds of 4/5. Once away from the confines of the narrow channel Bryan Mermigan contacted me by VHF radio and we were soon sailing towards Penlee point and hoping to meet with any other Hurleys. Slinky Malinki joined us and I had a call from James Hester in Eclair 2 to say he was already on his way out to the stone, however I could not see him and in fact none of the three boats which finally went saw him at all which was a pity.

Much of the time the wind was abaft and the boats were rocking and rolling whilst zig zagging out trying to keep as much wind in the sails as possible. At one stage we all had different configurations of sail and I have a feeling that my double reefed main slowed me down a bit but after yesterday's exploits I was taking no chances. Bryan acted as Admiral and even when he and the other boat were some way ahead of me would occasionally come back to check I was ok, the sign of a good skipper. We all arrived and took pictures of each other with the lighthouse in the background to prove we had made it and were soon divided as we had to go our different ways to return. Mistral and Slinky Malinki were bound for Plymouth and I had decided to go straight to Salcombe although this proved a long haul because the tide had turned against me and the wind dropped

leaving a choppy uncomfortable sea to navigate over. I ended up motor sailing the whole way and arrived finally at 19.00 hours to pick up a buoy off the town and to take some sunset pictures.

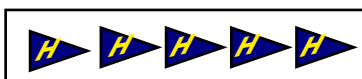
I could not believe the promptness with which the guy came to extract my mooring fees, I had only arrived some ten minutes when the boat was alongside! In the course of our conversation the chap suggested I put a double turn in my mooring rope to help prevent chaffe. A good idea but as I had expertly slipped the warp through the ring only minutes earlier I really did not want to risk slipping off the buoy so waited till he had gone then did the necessary but nearly lost the buoy as in my tiredness I pulled the wrong end of the rope and instantly detached myself. Fortunately there was little or no tide and the buoy stayed where it was so I was able to do what I had to quite easily but it could have been problematic and I would have had to restart the engine to re position myself if conditions had been different!

My return to Torbay had it's moments including getting caught in the overfalls off Start point where I had not gone out far enough and really had too much sail up for the conditions within what turned out to be some very uncomfortable turbulent confused seas where at one time I remember the bow being well above my head before the boat slid down the next wave into a trough.

I stayed in Salcombe and Dartmouth as is usual and my final leg to Torbay was mostly motoring in a flat sea with the wind on my bow. I arrived in home waters at 12 noon and had a short play around the bay before re entering our harbour and mooring on the Town Dock Visitors pontoon. Another successful passage even though there had been some pretty awful sailing conditions. The lesson to be learned though is that if you do all the things you have been taught, properly, make decisions based on your ability and the forecasted conditions, follow through without taking uncalculated risks you will achieve your goals and live to sail another day and to sit back and smile and think I did that all on my own, when is the next time, soon I hope!

KEVIN MITCHELL

VIXEN



a history of

Hurley Marine

the company

the boats

the people



by **NICK VASS**
and
TIM SHARMAN

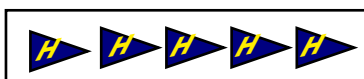
HISTORY OF HURLEY MARINE

Tim Sharman and Nick Vass have been working on the history of Hurley Marine since the Spring. They hope that it will be ready for production in Spring 2011, possibly with a preview at the AGM in March. The intention is to offer the book to members at a significant discount on the cost price. An advance ordering system will probably be used, so watch the Newsletter and website for further information.

MEMBERSHIP

At present membership stands at 246 with 78 new members this year but losing over 60 who have not renewed for one reason or another. Renewal is due on the 1st March (details of how to are on the last page). At the committee meeting in November it was agreed that the name of any member who had not paid by the 1st June would be deleted from the Directory of Members. The amended edition would then be published once for the year. If someone subsequently decides they to wish to be a member then they can happily be reinstated but will not appear in the Directory until the following year.

It is a great help to the Membership Secretary/Treasurer if members pay by standing order a form for which he can supply. Note that from 1 January 2011 Ian Sinclair will be Membership Secretary and Treasurer. His contact details and how to pay are on the backpage. Standing Orders and BAC



MEMBERSHIP

Below is a list of members who have joined since the May Directory was issued. The next Directory will be issued in June 2011.

B. South West

Birtwistle	Phil	32 Sovereign	Plymouth
Brigham	Philip	22 Freya	St Mawes
Harris	Mick	27 Rozela	Mylor
Hicks	John	27 Red Dawn III	Cargreen, R Tamar
Jelly	Mike	20 Corbiere	Polperro
King	Billy	20 Auora 2	Torquay
Kynaston	Matt	22 Kemara	River Exe
Lockwood	Andy	Silhouette	Exeter
Norton	Paul	22 Marion	Ashore Somerset
Sedgwick	Mel	18 Lady Emily	Falmouth
Waters	Patrick	20 Toad	Plymouth

C. South

Frake	John	TBA	TBA
Holder	Peter	22 Hurley Bird	Saltash
Passmore	Karen	24/70 Noonsight	
Peters	David	22 Jetstream	
Price	Paul	22 Intrim	Portsmouth

D. Thames Estuary & East Coast

Blewitt	Alan	22 Philamena	Darlington
Brownbridge	John	22 Water Rat	Brightlingsea
Fearby	Peter	Silhouette Mk 1	Gateshead
Martin	Gavin	Alacrity 19 Jaconte	Waldringfield
Moreland	Clive	18 Solace	Newcastle upon Tyne
Pattison	John	22 Cara	Kielder Water
Pearce	Nick	27 Fairmaura	Amble
Potter	Roy	27 Bon Amie	Hartlepool Marina
Turk	Ted	TBA	TBA

E. Scotland

Foster	David	22 Mova IV	Loch Lomond
Gierlowski	Gillian	22 Lone Star	Firth of Clyde
McNicol	Gregor	22 Cochise	Invernesse
Steen	Rory	Felicity Islay Mist	Troon

F. North West

Gale	Tony	24/70 Seletar II	Port St.Mary, IOM
Grogan	David	30/90 Kittyflo II	Fleetwood
Larmour	Marcus	Vivacity 20 Isabelle	Tarpoley
Muir	Bill	22 Follian Vane	Peel, I o M
Seed	Barry	Vivacity 20 Pugwash	Windermere
Sheriff	Roy	30/90 Claren	Liverpool

G. Wales

Cadman	Derek	20 Share and Enjoy	Anglesey
Kidson	Mike	22 Muddy Waters	Chepstow

H. Ireland

McCormack	John	?? L'autre Dame	River Shannon
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J. Europe

Aaltonen	Leif	18 Minette	Salo Finland
Bruhns	Edger	22 Spray	Wilhelmshaven
de Carteret	Rémy	22 Lapwing	Guernsey
Franklin	David	30/90 Hie	Greece
Koenraad	Bart	700 Kornuit	Kaag (Leiden)
Lidebo	Martin	22 Black Pearl	Bohus-Bjorko
Mevel	Bruno	22 Puffin Too	Morlaix
Olympios	Kyriacos	Felicity Eleane	
Sturm	Lein	22	Middelburg
Visser	Gijsbert	700 Aegir	Aalsmeer
Vosmer	Berend	700 Melody	Dintelmond

N.America

McMillan	Gordon	Alacrity Windemere	Atwood
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TAMAR VALLEY RALLY

18th–21st June Dartmouth and Dittisham

It had been thought there could have been five boats taking part but the weather decided to play up and altered that number to two H22's. Geoff Cave from Salcombe in Shelduck and Kevin Mitchell from Torquay in Vixen. Tony Littlewood did try to make it and managed to get from his mooring up at Calstock on the Tamar to Salcombe before the wind decided to let rip with force fives and sixes from the North East which to get around Start point would have made it very uncomfortable especially as Tony does not have a spray hood and I am sure he would have been drenched.

Geoff first at Dittisham in the early part of Friday afternoon and I came up with some tide to aid my passage around six. We were both able to share the same mooring and were soon rafted comfortably together.

Dittisham for those who don't know it is a wonderfully tranquil spot around two miles up the river from Dartmouth itself where there are a number of both private and visitor's moorings buoys. There is a ferry service across the river plying between Greenway quay below the house of the same name, formerly the home of Agatha Christie and now owned by the National Trust and Dittisham village where there are two public houses, The Ferry Boat Inn on the shore and the Red Lion up the hill a good walk but well worth the effort as Geoff and I found out when we were told the small pub near the water did not take bookings and neither did they have any space that Friday evening.

Walking up the narrow lane with so many flowers in gardens and sprouting out of the walls, Valerian, Campanula and different varieties of daisy, roses on thatched cottage walls and ancient properties add to the magic of the place and the days warmth absorbed by the stonework served to enhance the heady perfume as we wended our way upwards. There is a restaurant at the Red Lion but also tables in the bar where we sat and enjoyed the ambiance of the place. The gentleman behind the bar who may well have been the owner told us that we as other yachtsmen were welcome to visit for a shower if needed.

I had only just that morning finished making and fitting all the various parts for a recently acquired second hand Simrad TP10 Tillerpilot and my passage to the Dart had been a good test and it had proved itself though I felt it required a little re calibration. What was strange was that Geoff was also doing the same with an identical though new model and on Saturday finished installing his before he left to return to Salcombe.

There is a gentleman with another H22 which is moored further up the Dart near Stoke Gabriel who was to have joined us but who later paid me a visit in a small dinghy with his grandson. Terry explained that he had had difficulty starting his engine and thought he would venture down to see who was there and by that time it was just me so we had a little chat and they then left to do a little crabbing, a fine occupation for small boys and their grandpas!

Sunday was in fact Father's day and since no one else had joined me I decided to return home and salvage some of the day with my son, however I could not go east with the flow till around 10am so made use of the outgoing tide to take me down the Dart first checking out an anchorage just down river from the Anchor Stone which is opposite the Greenway estate and then later, in Sugary Cove just below Dartmouth castle. The latter is a place I have wanted to visit for some time because it is sheltered from westerly winds. I motored in very slowly, taking bearings and soundings and finally dropped the hook in 5.9 metres.

The sun was out and it was only 07.00, time for coffee and breakfast and only me in solitary station, a good place to observe the comings and goings of others making for Start bay and some with good engines prepared to go against the tide, off to Torbay and beyond. I had no need to rush and wanted to make use of the upcoming tide so just sitting idling the time away, reading and doing a spot of fishing with a new Bass lure passed the time very enjoyably.

When I did finally leave, once clear of the Mew stones I set my mackerel line and within the space of an hour had caught four, plenty for my wife and I to enjoy that evening and my son should he be around. I then played around with the Tillerpilot noting how out of sync it was with regard to holding a straight course so read the instruction leaflet and re set things accordingly and now it is as good as it will get apart from when there is a rougher sea state when it may have to have a temporary alteration. By around 12 noon the wind had increased to threes and

fours from the west and so I was able to have a really good sail in and around Torbay before returning to my mooring.

It was a shame there were not more boats but there we are, our sport is very much weather dependent and we are in the hands of the gods who sometimes smile favourably and at others send us testing times and it is with skill and judgement that navigators the world over have to decide for their own safety and that of their boats and there will always be other occasions in the future.

KEVIN MITCHELL
VIXEN

TAMAR VALLEY RALLY

18th / 19th September River Yealm

Five boats attended the last floating rally of the season in the Yealm river. We met in pleasant weather with a high tide mid afternoon on Saturday 18th September in Cellar bay before moving up to the lower, sunnier pontoon. We had two H24's, my Gallivanti from Calstock and John Summers in Blackfriar, based in Plymouth. Three H22's were Kevin Mitchell and Eric in Vixen from Torbay, Jerry and Jean Barker from Plymouth in Pisces III and David Parr with his family in Dawn, in her home port on the Yealm. David has just joined so it was a very good opportunity to meet him and his family and we look forward to seeing more of Dawn.

The yacht club restaurant was fully booked by other yachtsmen from Salcombe but we had managed to reserve tables downstairs in the bar. After pumping up the dinghies on the pontoon, nipping over to the landing stage and walking to the club we had a good meal together but without Jerry and Jean who had their two marinised dogs on board but felt it might not be appropriate to take them to the club.

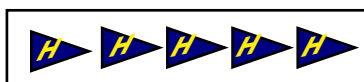
On our return we were very kindly hosted by John on Blackfriar and spent the rest of the evening the usual way together with Jerry and Jean.

During the night we were all aware that the wind was getting up a bit and whistling up the river valley. On Sunday, we left together at quite a civilised time, mostly with mainsail only, under power, and headed out into around 18 knots of headwind funnelling the sea into Wembury bay. On my anemometer it was gusting frequently to 24 knots with one burst later up to 30. I estimated the sea to be "moderate" on the basis of the wave height and the forecast had been "slight to moderate". It took quite a while to pitch our way out through that and keep the lee shore of the Mewstone at a decent distance but once we turned Westwards, it was a really powerful sail. Then three of us turned towards Plymouth leaving Vixen continuing towards Cawsand bay for lunch (which, due to a collision course with the Brittany ferry approaching was apparently abandoned later). I was most impressed by the sight of her, I think under full sail now, carving along the troughs first up on the wave tops then half disappearing but looking as steady as a rock, sails set beautifully and just ploughing along on a reach. I was moved to leave a message on his mobile to that effect whilst trying to keep Gallivanti steady with the sea on the quarter. Unfortunately, I had not brought my camera but it would have made an impressive shot. In fact - none of us took photos this time, I believe.

Our next meeting will be ashore on November 13th when I hope we'll plan the programme for next season.

With best wishes to all Hurley Owners

TONY LITTLEWOOD
GALLIVANTI

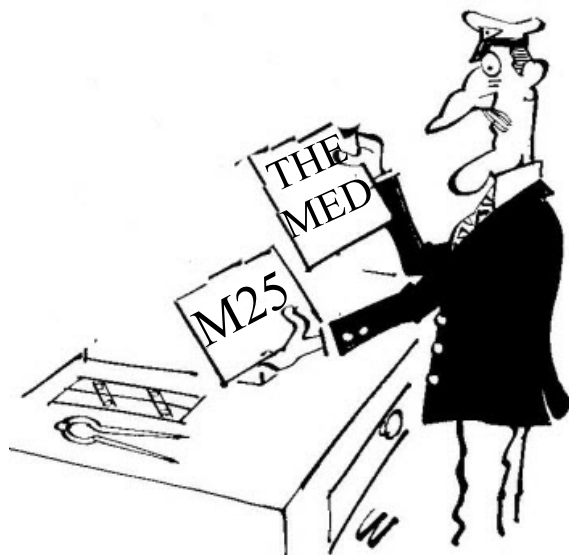


GLOBAL NAVIGATION - A NEW WAY

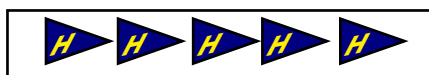
In recent years we have all read or heard of people with no experience in unseaworthy boats having to be rescued. Recently such a character on passage from the Thames to the south coast had to be rescued when he ran out of fuel. He kept turning right and managed to sail round the Isle of Sheppey how many times I do not recall. He thought he had plenty of fuel as it was shorter by sea than road – he was using a road atlas to navigate. It was the latter that reminded me of an encounter some years ago.

We were on passage from the Solent to Bayona. The first port of call was Caruna which we reach after having to motor across the Bay of Biscay in glorious sunshine and a flat calm. We then cruised for several days visiting several rias. On the final leg we encountered the hazard of that coast – fog. Now this was pre GPS days but we did have Decca and radar and so we proceeded keeping a careful lookout.

There was then a call on the radio from a large motor sailer astern of us. He did not have radar and had lost his electronics could he follow us in to Bayona which of course the skipper was happy for him to do. Now the skipper was below with his eyes glued to the radar exhorting his crew to keep a good look out. This was re-enforced when he reported a large contact ahead. We could hear and see nothing but were told it looked to be the size of a tanker. The drama continued between decks until we passed a lobster pot with a radar reflector on it!



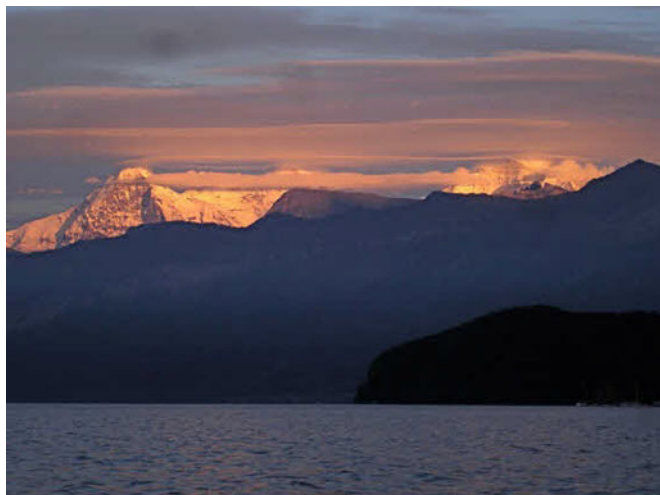
With no further incidents both boats berthed in the marina at Bayona and the skipper was invited to visit the other boat. It transpired that the skipper had built the boat over a number of years and was now sailing it to the Med where his family were to join him. He was a retired petty officer and his crew were all ex navy but not seamen. What charts were they using – a school atlas! North Brittany, the Chenal du Four, Pointe du Raz and Biscay - *on an atlas* - the mind boggles.



SAILING IN SWITZERLAND



Avalun (22) and yawl



Thunersee and Eiger, Mönch and Jungfrau

Photographs taken by Enzo Roesli - Avalun



THE SINGLE SAD SWAN.



Once, I lived on my small 22 ft. yacht 'Miss Content' for a while in Portsmouth harbour, to save money, between making long voyages. Moving the boat there from Southampton, in late summer, and lucky enough to be 'found' a free alongside berth owned by the Ministry of Defence (MOD), who I worked for at the time. It was just north of the Royal Clarence Victualling Yard, up a shallow, narrow channel (not unsurprisingly named 'Weevil Creek'!), at the entrance of Forton Lake. A dozen Mexyfloats (linking sections carried by Army Landing Craft) formed into a U shaped pontoon made the little harbour, making it an ideal spot to spend the winter. Well sheltered except when the wind was strong in the NE and the tide had covered the mud banks. Very secure being close to Priddy's Hard, a Royal Naval Ammunition Depot, guarded by the mod plod (MOD Police). It had been quite busy when I arrived with Army yachts, some private but mainly service owned, which were generally used at the weekend. During the week after work in the evenings my only company, were the occasional fisherman on the footbridge access across Forton Lake to the boats, and a pair of swans that used to come round. They knocked me up, by tapping on my varnished teak rubbing strake, asking for food.

Summer gave way to autumn and the army yachts were laid up, some left alongside others mostly taken away to be lifted out. The weekend's sailing activities slowly ceased for all including myself, I hadn't been using my own boat much anyway, teaching mostly on other yachts at the weekend. Which earned extra money, and stopped me hammering the little boat to much, before I set off across the Atlantic again. I stripped and stored most of my sailing gear to make more room during the winter months, although I hoped to spend the majority of my weekends staying with a lovely Irish girl, of the time.

Unfortunately our relationship hit the rocks just before Christmas, so I spent the coldest months of the winter living aboard, my only company now one sad swan, who'd lost his mate. She probably died of lead

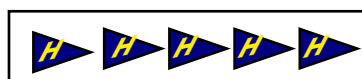
poisoning which some people use for weighs when rod fishing, although banned (an RSPCA man I met had mentioned this to me, when he came down to look at the swans, earlier in the year). Since swans mate for life it certainly hit him much harder than my own broken intimacy, and at the time I thought he might pine himself to



death. We were certainly two 'sad old bastards'! He visited every evening, looking in rag order, without grooming himself properly and weight loss. At first refusing to eat, the broken up bread, that I chucked in the water for him. The crisis point reached perhaps, when Forton Lake froze early in February and he half swam half slithered on the broken ice round to the boat, and tapped for food. He'd made the decision to live then, and I found myself having to buy extra loaves of bread to feed him (brown not white he preferred!). His spirits seemed to rise further after the cold snap and he started grooming properly again.

By spring he looked a different bird as the evenings lightened off, not always gracing me with his company. Perhaps he'd found better food available elsewhere. Sometimes flying in, which was always a buzz when he skidded to a halt, close to 'Miss C'. Sometime later that summer he came to see me after quite a considerable gap in time with a new mate. If a swan can look pleased with himself, I'd say that's what he looked like then. Funnily enough it must have been, around the same time, I met my present wife! So it turned out to be a better year than we both imagined back in that bleak February.

JOHN SIMPSON.



HURLEY 22. OMEGA. FIN V BILGE KEEL

Looking through my sent mail I noticed I sent quite a few queries to the list when I was in the process of buying my boat, and I got a lot of helpful advice. What I didn't do was follow up with the decisions I made. So just in case anyone is interested I thought I would follow up a couple of my posts.

Bilge vs Fin

I asked the group, "should I get a bilge or a fin keel H22?". The response that came back was mainly, depends where you want to moor it. The general consensus seemed to be that in pure sailing terms the fin was the best but not by as much as you might think.

I didn't know where I was going to moor but made the decision to go bilge for versatility, and put down a deposit on a boat. Unfortunately the survey showed up problems with the chainplates and a few other things. I decided the boat was too expensive with the work that needed doing, but the owner disagreed. I had wanted a boat I could do some work on myself and bring up to date, but I didn't want to do anything structural...

I went to look at a boat in Wales, and she was perfect, exactly how I wanted her and nothing to do. She was over budget but there was more than just me interested (genuinely) so it needed a snap decision... I bought her. Nick Vass was involved in building her, somehow or other she also received the name Omega. She's a Hurlwind built fin keel 22, sail number 1198. Nick surveyed her, but happily there wasn't much for him to find.

I can't speak for the bilge but I don't regret buying the fin - she sails brilliantly, 1m draft still isn't much, and I don't really fancy drying out if I can avoid it (which hopefully I will). She lives in Maryport Marina, Cumbria. Thankfully she wasn't affected by their lock gate accident last year, though sadly I believe that may have sunk another 22.

Hurley Navigation

Perhaps the idea seemed romantic in some way, but on my first couple of trips I tried to navigate using paper charts. I did my Day Skipper in 2002 on a Starlight 35 belonging to Plas Menai. It was all very easy on that with a nice big stable chart table. Trying to do paper chart work on a 22 in Irish Sea Chop proved difficult and nauseating, although it was possible, what I actually found myself doing was relying on what was meant to be the backup system, a Garmin GPSMAP 76c handheld plotter, with an Irish Sea bluechart card in it.

The problem with that was it was hard to hold a plotter and sail a boat, and without a mount of some sort it tended to fly around the cockpit. So I posted to the group to ask what solutions others were using. I don't think any two people were using the same instrument! The idea of a plotter mounted in the companion way made a lot of sense to me. I could just mount the handheld, but I decided it would be a lot easier to use with a bigger screen, and I would then be able to read it from the tiller.

I had a look at screen shots from other plotters and realised that I really preferred Garmin Bluecharts over other brands, so I bought a Garmin GPSMAP 551 which included a UK wide map. Omega has a two piece Washboard, so I attached the circular mounting plate for the Garmin to the bottom half. The plotter easily attaches and detaches using a thumb screw. If I'm wanting to use the plotter inside, e.g. if I'm at anchor and want the benefit of the drag alarm, then I can turn the washboard round, and the plotter is inside. Part of me wishes I'd paid extra for the S version so I wouldn't need the separate sounder, but it's screen is brilliant, even in the sun, it's easy to use (once you understand how to setup waypoints), I can read it clearly from the tiller, and I love it.

However as it's electronic I don't entirely trust it. I keep the handheld plotter on board as a backup, and I maintain my paper charts. I still do my passage planning on paper before punching waypoints into the Garmin.

Under way I use a waterproof notepad and fisher space pen to maintain a regular log, so that if necessary I could bring the chart up to date and switch back to DR and EPs. Before I set off I also write onto the pad waypoint details, tidal information, VHF channels at the destination and anything else that seems relevant.

The pad and pen are similarly amazing. You can literally write on it under water. I've tried it. Mine came from - <http://www.ukge.co.uk/UK/chartwell.asp> - items FD0044 and FD0060.

A more esoteric item of nav equipment on Omega is a Wasp Trailing Log (off ebay). The boat doesn't have an electronic log, so by attaching this thing to the pushpit and chucking a spinner on a long string over the side, I can get an accurate water speed which I can use to check the tide (by comparing against GPS SOG), or if necessary as an input into my DR.

The pad, the pen, the handheld plotter, a thermos flask and a couple of other things live in a McMurdo waterproof grab bag, bungeed to the outboard access holes at the stern of the cockpit. So far this has worked well.

Unfortunately Omega now needs a bigger battery as her existing battery is only about 40ah and dependent on a low power outboard engine alternator and solar panel to charge it. I'll get her a bigger battery some time this year. I was considering shore power, but I'm hoping to spend a month on her this year and a lot of that time may not involve marina access, so I'm now considering a wind charger. Again it's low power, but it works up to 24 hours a day, and if I switch to LED cabin and nav lighting it should be sufficient to keep me going.

Heavy Weather Sailing

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I'd chosen a Hurley because I wanted a fairly inexpensive and safe boat that would look after her inexperienced (and generally single handed) skipper when he goofed. I asked the group for any tips. I received a lot of reassurance from the group about the boat's capabilities and her ability to look after me. I was also told that H22's don't much like small sea chop.

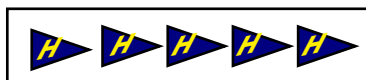
As I detailed in a recent reply to another post this has all proven true. In a recent sail I faced winds varying from as little as Force 2/3 to a high 5 or low 6. At first I attempted to reef and unreef to match the wind, but it quickly got boring (and tiring for a single hander). I ended up just leaving up full sail. When a heavy gust came she healed quite a lot, but in a slow, predictable and controllable way. I'm sure that as Bruce said the more I sail her the safer I'll feel, but I'm already confident that this boat will look after me far better than any other 22 footer out there, and probably some bigger boats too.

Omega heaves-too wonderfully and becomes a surprisingly stable and placid place, and enables me to go below and make a brew. I'm really looking forward to getting to know her properly this year.

There are some photos of the trip here

<http://www.flickr.com/photos/43230845@N07/>

JAMES JAFFREY



An automobile robe or a steamer rug is grand protection to the helmsman on a cold day or night.

A night watchman often keeps warm with a couple of lanterns placed under the blanket wrapped around his legs. Try it some cold wet night at the helm.

HAROLD AUGUSTIN CALAHAN
Gadgets and Wrinkles, 1938

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