



Hurley Owners Association
President : Ian Anderson
M.R.I.N.A.
Affiliated to the RYA
www.hurleyownersassociation.co.uk

March 2013 Newsletter



HAPPY DAYS

Contents

Front cover – Tim Sharman in *Strider*,
Chichester harbour

P3 Photo Competition

 Website changes

P4 Outboard Problems

P5 The AGM

P6 David Reeves

P8 A Silhouette Restored

P9 Hurley 22's 50th birthday

P10 Membership

Stop Press

2013 Annual Subscription

Just a reminder that your £10.00 annual subscription was due on the 1st March. Note that if you are a new member and joined after 1st October then your 2012 subscription covers 2013.

A note from the (temporary) Editor

HELP!!

Firstly I would like to apologise on behalf of the Association for the lack of Newsletters over the last year. We appreciate how important this communication is to our members and have been trying hard to fix this shortcoming.

Over the past years we have been thoroughly spoilt. Mike Sheridan has put in many hours (not to mention skill, research and hard work) on our behalf to produce a series of excellent, interesting and entertaining Newsletters.

The HOA desperately needs someone to take over this role. Do you have some spare time and the skills (or a wish to acquire the skills) to take copy from members and turn it into a few pages of newsletter – 3 or 4 times a year? The format is flexible, so here is an opportunity to express your creative talent.

Please give it some thought and if interested, contact Tim Sharman
tim@hurleyownersassociation.co.uk

If you feel you can't manage a whole newsletter, there is always the need for copy. A few words – anything up to a page with a photo or two is ideal. A trip, a project, a bit of advise or a good story, just send it to one of the committee members.

Ian Sinclair



YOUR
ASSOCIATION
NEEDS
YOU

Photo Competition - turn your sailing snaps into cash



This year, there will be a HOA photo competition. This will be open to all members and there are cash prizes. 1st - £100.00, 2nd - £50.00 and 3rd - £25.00.

The digital photo must have been taken by the HOA member and be of a Hurley boat or boats. It must have been taken in 2012 or 2013 and each member can submit only one photo. Winners will be chosen by an email vote of the members.

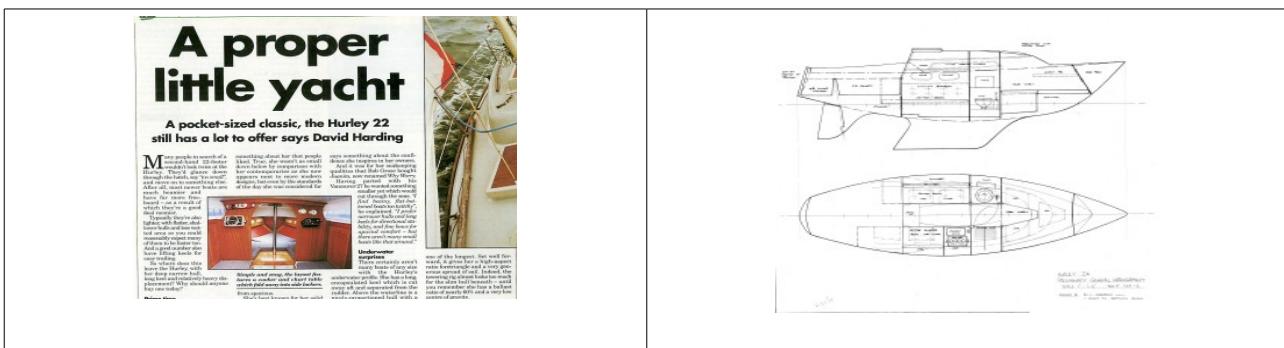
Full details can be found on the HOA website.



Watch the website

Our webmaster Rod Coomber is constantly updating and improving the HOA website. Most of these changes are minor adjustments or new adverts, but this year has seen two exciting new additions to the 'members only' area.

1. Sailing magazines are happy to sell you copies of boat reviews from back copies. The HOA has purchased the rights to reports on the H20, H22, H24/70, H27 and the PBO Hurley story. You can now access and print these off for free.



2. Ian Anderson produced many drawings during his design of boats for Hurley Marine. Ian has allowed us to scan drawings of the H18, H20, H22 and 700, H24/70, H30/90 and Felicity. These are now on the website in a very usable format. Please note that the copyright of these drawings remains with Ian Anderson and this must be respected.

Up Wooton Creek Without an Outboard

It was the first leg of my trip to the Hurley Rally at Poole, but that's another story.

I had to be off my mooring by 08.00 and I had the ebb tide to help me to Chichester harbour entrance, but that was the only good bit. The wind was going to be on the nose all the way to Wooton Creek on the Isle of Wight.

An hour later I crashed out over Chichester bar with two reefs in the main and several rolls in the genoa. The washboards were in, but I still heard the cupboard burst open and dump the crockery, pots and pans on the cabin sole.

With both wind and tide now against me I started to tack. However with a confused sea, the tacking angle was pathetic and I was making no progress towards my destination. It was time to put the motor back on, furl the genoa and sail just far enough off the wind to get a bit of lift from the reefed main. With my modest 4 hp, I crashed my way towards the IOW against the F 4-5 occ 6. The boat obviously loved it, throwing a continuous spray back over the boat (spray hood making its way rapidly to the top of my wish list). Every so often it would stick the bow into the next wave, scoop it up send a solid sheet of water over the cabin roof onto the unfortunate helm. I never even noticed it had started raining.

Wooton is the arrival terminal for the IOW ferry from Portsmouth and it was great relief I followed the ferry into this sheltered creek. Just as well as the F 6 was now not just occasional. I even decided to follow the pretty little creek away from the terminal and Royal Victoria Yacht Club's visitors pontoon to do a spot of sight seeing. Being low water I only got about half a mile up the creek before the depth display said it was time to head back to the pontoon.

Rather than follow the channel all the way back, I tried to cut through the moorings and promptly ran aground. With soft mud on the bottom and a rising tide, this was not a problem – I put the motor in reverse for a minute and I was back afloat. In fact it was all so easy I promptly repeated the exercise. This time as I floated off astern, I spotted the hand buoy just about to disappear under the transom. I just had time to engage neutral before I ran over it. Despite this, I was now firmly attached to the bottom of the creek..

Poking around over the side with a boat hook achieved nothing, so I opened the lazarette locker lid and pushed the boat hook down round the outboard. Eventually I located the rope and with one last push I was drifting free.

My trusty Yamaha has always been a good starter, usually only requiring a single pull. Now as I drifted amongst the moorings, it would not oblige. It was a good job the boat hook was still available to fend off passing boats. Pulling the start cord like a thing possessed, I tried all permutations of throttle and choke setting – to no avail. I dropped the anchor, but in amongst the moored craft I was constantly being blown onto other boats. A few more pulls of the chord and it was time to up the anchor and drift to clearer water. Once clear and with the anchor set there was only one thing to do. I lit the stove and put the kettle on. Time to survey the cabin. Water had obviously been getting in under the front of the closed hatch and spraying the cabin. Lifting the sole revealed about half a gallon of water in the bilges, but that could all wait till after a cup of tea.

As I sat in the cabin, mug in hand, I glanced back at the useless outboard – and then I spotted it. While poking down the side of the motor I had removed the kill cord. The chord was still lying on the cockpit seat! Two minutes later I finished my tea safely moored alongside the jetty.

The sun came out (briefly) and a good breeze through the cabin soon had most things back to normal. The RVYC pontoon is a pleasant overnight spot, sheltered from all but the north, with a convenient bar and meals in the club house. Only £ 1.50 / meter overnight, but you need to be able to take the ground at LWS.

Ian Sinclair



H22 Lalep La in Wooton Creek

Annual General Meeting

The AGM took place as planned at the Royal Plymouth Corinthian Yacht Club, in Plymouth. You may wonder why we choose this location! Well we have held the AGM in other places, e.g. Gosport and Torquay but we have used RPCYC for four years now, for a number of reasons. Plymouth is the home of the Hurley brand, there are quite a few boats around and lots of local connections. The South West group is the most numerous and most active and attendance has, generally, been best here.



The RPCYC is a very fine establishment which gives us excellent service, has stunning views over Plymouth Sound and George Hurley was a member – there is still a memorial plaque to him in the Club. We can of course consider other venues, but the Committee has to consider how many folk are likely to attend, in order to make sure we get best value out of the event.

The meeting kicks off – it was not always so serious!

Something I have mentioned before is that it is entirely possible to arrange Regional Days – if there are a few folk in a given region who would like to meet, discuss Hurley boats, have talks, presentations, and generally socialise – this can be done and HOA can meet the costs of venue hire, coffee etc. Additionally, if you would like to have some members of the Committee attend, that too can be arranged.



This year numbers of attendees were down from the normal around 25 to just 16, which was a shame as I had arranged a special speaker – David Reeves. This followed Ian Anderson's suggestion last year that we try to increase the content and value of the meeting. Who is David Reeves? Well see the following article for a fuller explanation.

Vicki Carter, Steve Barber and Phil Biggs

Sadly I have to report that Ian Anderson was unable to attend because of serious health reasons. Ian Sinclair, Mike Carter and I were able to visit Ian, temporarily in a hospice in Exeter, on the Friday evening as we drove down to Plymouth. We had a good chat with him, about boats naturally, and he sent his best regards to the membership.



Otherwise, the AGM went well with some good business conducted and some exciting new projects on the go. We announced a new photo competition for this year with some worthwhile cash prizes – details of this are now on the web site.

Ralph Smith, James Hester & Steve Dark

In addition, thoughts and plans for the 50th anniversary of the H22 are underway in the charge of the South West group. This is looking like a big event in Plymouth in 2016, so watch this space!

Although the H22 was the biggest seller for Hurley in numbers terms, and will form the core of the anniversary event, we want to involve as many members as possible and any class of Hurley – we would really like to get as many Hurley boats together in Plymouth as we can.

Coffee break



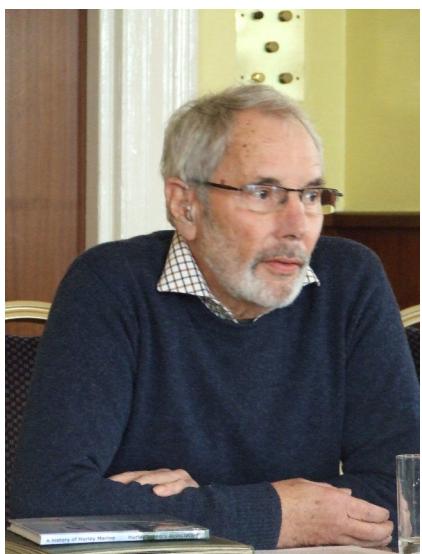
David Reeves and Mike Carter



Bruce Carter and Phil Kirby

Tim Sharman

David Reeves



When writing A History of Hurley Marine I spent a lot of time delving into the archive (cardboard boxes) of old business papers, brochures, drawings and notes. There was a lot of material from someone called David Reeves – including notes on early Company history and the development of the Silhouette. I did some internet searches to try and find him but to no avail, so the book had to go ahead without his expert input.

Next, in early 2012, out of the blue, David got in touch, first with Ian Sinclair then with me. The story was that his son-in-law, a sailor, had seen the advertisement for the 'History' in Practical Boat Owner and bought David a copy for

Christmas! We arranged to meet and did so in Shaftesbury in June 2012. I was rather anxious in case David was going to prove lots of our conclusions about Hurley to be wrong – but in the event there seems to nothing major!! I then probed him mercilessly for information and even after that grilling, David agreed to be our guest at the 2013 AGM and to give a talk on his experience with Hurley Marine.

David's career began with National Service in the RAF as an engineer in the Air-Sea Rescue Service where he did rather a lot of sea time. However, this combined with early enthusiasm for boats as a boy, clearly gave him a strong liking for boats and the sea. After leaving the RAF he worked for a Plymouth engineering company designing hydraulic systems and grease guns! However, he really wanted to be involved in boats and so in 1968, speculatively, wrote to Hurley Marine asking for a job – which he got! Taken on as a design draughtsman he had to set up the formal drawings organisation himself, including buying a drawing board!

Over the years to 1975 David was involved in many aspects of the firm, especially product design, sales and – his favourite – sailing demonstrations. At the very end he was one of three remaining in the Company – the Company Secretary - Fred Hawkins, the Receiver and himself! They literally turned off the lights, locked the doors and walked away. A detailed note by David, which was the basis of this talk to the AGM, will be placed on the web site – it is well worth a read.



The Committee were delighted when David accepted our offer of becoming a Life Member of HOA and we look forward to staying in touch and inevitably inviting him talk about his life some 45 years ago!

David helming H27 Sail Number 4 in the early 1970s

Tim Sharman

A Silhouette Rebuild

In February 2011, I bought a Silhouette Mk3 in a very run down condition in a small boat storage place in Torpoint. *Jubilé* was not really seaworthy enough to risk even a short trip across the Sound to the Cattewater. I was very suspicious of the cockpit drain skin fittings and the rudder tube, and the rudder was very very hard to turn anyway. Some of the standing rigging was missing, too. In order to get her home to my back garden, the first thing I had to do was to build a trailer. However, I was in the process of selling my 36 ft motor sailer, which was in Sonderborg, Denmark. This was finally accomplished on the 29th of July, 2011. On our return home from Denmark, there were quite a number of things outstanding with the house, and an unavoidable meeting for an RAF Association of which I happen to be President, in Harrogate of all places. A long way from Plymouth. I finally finished the trailer one Friday night at 10pm, and had to get it to Torpoint by 6am the following morning because the crane was hired for the day only, to lift the other boats ashore. *Jubilé* had to be the first lift so that the yard was cleared for the incoming boats. It was still dark when I drove onto the Torpoint Ferry on the Plymouth side, alongside the crane bound for the same yard. The lift was successfully accomplished, the trailer was fine, and the 12 mile trip to Dousland went off with no trouble. *Jubilé* passed under my carport roof with 6 mm clearance below the beams, and arrived at the bottom of the garden, in the berth recently evacuated by my Silhouette MK2 1631 Pixie, which had gone to Lymington. As I'd suspected, the drain skin fittings fell out when prodded, the rudder stock was solidly seized in the tube, and the bottom pintle was largely a botch up of grp resin and bits of rusty steel. Now I happen to know an engineer who works for a company in Plymouth which makes all manner of specialist items in stainless steel tubing, so obtaining all the tubing and plate in A4 I needed was not difficult, as a rummage through the scrap skip provided me will everything I needed. A total rebuild then commenced. All the wood work on deck and around the cockpit was scrapped. The plywood of the after cabin lockers was all soft, and could be pulled out by hand. The plywood supports below the cockpit sides were all rotten, the rubbing strakes fell off when gently wagged about, and all the deck hardware was scrapped. The stemhead fitting had been bent skywards, and the pulpit was bent downwards. All woodwork was replaced in good mahogany, routed out to the Hurley pattern and dimensions, all the deck hardware was replaced in stainless, a new pulpit, a new

rudder stock and rudder, and a new pintle, all fabricated at home. All the old layers of antifouling were grit blasted off, the hull polished, and the decks cleaned and painted with 2 pot Polyurethane paint. All the rotten plywood throughout was replaced with marine grade BS1088 plywood, and new cockpit locker tops made and fitted.

New cabin windows, through bolted, new rubbing strakes in keruing, new bunk cushions, and a new set of sails to a high spec all arrived in due course, new standing and running rigging provided, and a couple of coats of VC17M copper antifouling just about completed the job.

A trail sail in May when the cabin temperature in the cabin overnight up the Tamar in Hole's Hole proved the need for a cockpit boom tent and a sprayhood, but everything worked and did it's job. A new 4 hp Mercury Saildrive engine pushes her along very nicely indeed, and with it's alternator and remote fuel tank it can recharge the battery and run a long time without having to fiddle with cans of fuel over the transom with the boat doing a fandango.

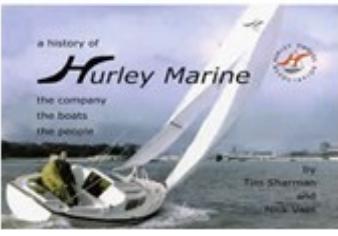
So, I'm very happy with my new little boat, delighted to be a life member of the HOA, and I hope to meet up with other HOA members in the Plymouth area from time to time. Her radio callsign is 2FXL9, fitted with VHF, and we monitor Ch16 as and when. Her name is now *Evette*, and we wear the burgee of the Royal Plymouth Corinthian Yacht Club and the burgee of the SOIA. I must get a HOA burgee soon. Burgee now delivered (Ed.)

Tom Eaves, HOA Life Member.

Silhouette Mk3 - *Evette*



HOA Merchandise

	<p>No Hurley is complete without a HOA burgee Price: £17.50 including world-wide postage and packing</p>
	<p>This superb hardback book by by Tim Sharman and Nick Vass is a must for all lovers of Hurley Boats. 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 world-wide postage and packing</p>
<p>To order, please email - ian@hurleyownersassociation.co.uk or write to - Ian Sinclair, HOA, 26, Parklands Road, Chichester, PO19 3DT, UK</p>	<p>Cheque payable to 'Hurley Owners Association' and sent to Ian Sinclair or PayPal to "ian@hurleyownersassociation.co.uk" or Bank Transfer (Not recommended for non EU countries due to the charges). Sort code: 40-20-29 Account No.: 71155407 IBAN - GB52MIDL40202971155407 BIC/Swift code – MIDLGB2130U</p>

50 Years of the Hurley 22 – nearly

<p>The first Hurley 22 was sold in 1966, which means that in three years time it will be the 50th anniversary. The HOA would like to mark this event in some way and to that end, a sub-committee has been set up to consider options and coordinate any proposals. If you have any good ideas, or would like to participate in any way, please contact Bruce Carter – bruce@hurleyownersassociation.co.uk Progress will be reported in future newsletters and on the website.</p>	
---	--

MEMBERSHIP

The HOA membership numbers fluctuate at somewhere around 250. We think there may be as many as 2000 Hurley boats out there, so there is certainly room for expansion. Our annual membership is a bargain at only £10.00 per year. This is due on the 1st of March (unless you are a new member who joined after 1st October 2012).

The bad news is that each year, nearly a third of the members fail to renew their membership. Boats are sold and some of the older members swallow the anchor.

The good news is that a similar number of new members will join to fill the gap.

The HOA would like to welcome this year's New members -

Steve Barber	24/70 Zephyrus	Porthleven	Barry Stuttle	22 Belvoir II	Southampton
Dave Berry	22 Hurley Bird	Lyme Regis	Claire Templar	22 Duet	Portland Harbour
David Buckland	Silhouette Mk 2 William	Home	Nigel Wilmshurst	Felicity Last Penny	Portsmouth
Ian Clelland	22 Morgana	Helford river	Kieran Wilson	22 Little Wing	Portsmouth
Steve Foster	27 Red Dawn III	Plymouth	Gordon Brown	20 Tommy Noddy Too	Beadnell
Matt Geisler	20 Foxtrot	Teignmouth	Martin Draper	27 Taroona	Maylandsea Essex
Charles Hood	22 Badger 4	Newlyn	Tom Fadden	22 Arrow	Brightlingsea
Malcolm Johnstone	18 Magic of Mylor	Fowey	Stephen Reeve	20 Gi Gi	Great Wakering
Tony King	22 Xenophon	Fowey	Stephen Rumsey	18	River Blackwater
Matt Kynaston	22 Kemara	River Exe	Stuart Smith	20	
Shane Pridham	Hurleyquin Chittawee	Tamar River	Paul Squire	Alacrity Aventurier	Home
Brian Rowland	22 Daisy	Teignmouth	St.John Starkie	22 Welkin	West Mersea
Peter Snook	22R Dabchick	Plymouth	Ross Garman	24/70 Primavera 2	Glasgow
John Tearle	27 Ubique	Mylor Yacht Harbour	Rinaldo Kutterink	18	Peterhead
Ian Atkinson	20 Grace-May	Chichester	Gordon Lindsay	22 Sweet Pea	Home
David Adamson	22 Tina	Poole	Alan MacDougall	24/70 Tenacity	Connel
Graham Allen	22 Marlin	Poole	Andrew Straker	22 Tyme	Campbeltown Loch
Jerry Clinton	24/70 Curlisa	Poole	Lee Carter	20 Lydia	New Brighton
Alurie Dutton	24/70 Shabby Tiger	Langstone Harbour	Mike Gill	22 Kingfisher	River Wyre
Lee Gladman	24/70 Thursdays Child	Southampton	Tony Harris	Silhouette Mk 3 Double Dee	Milford Haven
John Goss	Alacrity Mystere	Harris	Raymond Munns	20 Cadifach	Cemaes Harbour
Allan Grainger	22 Hurlwind	Chichester	Kevin Orme	22 Rochelle	Conwy
Laurence Hibberd	Silhouette Mk II Falcon	Cowes	Tim Orrell	Atlanta 24 Kinnell	Cardiff
Ian Howieson	Atlanta 25	Portsmouth	Eoin MacCraith	20 Cadhan	Spiddal
Paul Locklin	20 Bless The Weather	Southampton	Sebastian Goller	20 Lumumba	Bremerhaven
Brian Molyneux	22 September Sky	Portsmouth	Johan Kleman	22 Dolly	
Chris Pope	22 Hully Gully	Chichester	Mauricio Villasmil	18 Herbie	Smedjebacken, Sweden
Andrew Powell	22 Amy	Rye	Christopher Blotiau	20 Saoirse	Amityville NY
Gareth Randall	20 T Janna	Chichester Harbour	Marilyn Packer	18	Maine
Jo Robinson	20 Spindrift	Portsmouth	John Niarhos	20 Hurley Burley	Baltimore
John Stratford	9.5 Hydriad	Portsmouth			