



Hurley Owners Association

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

Affiliated to the RYA

www.hurleyownersassociation.co.uk

NEWSLETTER MAY 2010

FROM THE EDITOR

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Easter has gone and the May Bank Holiday is coming up as I write this. All the work is done, you have launched or are about to do so or perhaps have already had the first outings of the year. Not so here I fear, one visit to Symphony since Christmas to assure my self she is still afloat in the marina with a promise to return some time. So what has this got to do with anything I hear you asking. Well after two years of dreadful weather I am totally unprepared! Therefore be ready - you are in for a wonderful sailing season. So says that well known law!

This edition includes articles from members recounting their experiences. I hope they will entertain and inspire you, not only on the water but to put pen to paper.

On page 4 you will find some pictures of the AGM. This was held in the wonderful setting of the Royal Corinthian Yacht Club, Plymouth. The minutes have been published on the Members page of the website and a copy will be sent to those members who receive the newsletter by post.

Please take note of the amendment to the rules of the Association on page 12.

A warm welcome to all new members, a list of those who have joined since the last Directory was issued is on page 11. The 2010 edition of the Directory is due to be published shortly, if your entry needs updating please contact me by phone or email asp. This particularly applies to email addresses, also if you did not previously have access to the net but now could receive the newsletter by email again please let me know.

There are still quite a lot of subscriptions outstanding, the due date is 1st March. If you are not renewing it would be appreciated if you could let me know before the Directory goes to print. To conform with the Data Protection Act the Directory is not sent by email or put on the web.

In the past the newsletter has included "Sales and Wants", these are now on the website which opens them to a wider market. If any of the 20 or so members without access would like details please contact me describing what you are seeking.

On page 12 is a sales ad. for burgees. New members may wonder about the rather over sized but less expensive ones. These are the result of an error on the part of the supplier who, having no other use for them, let us have them at cost. Grand as a burgee if you have a forty footer but can be used as a house flag, decorate your study or fly on a flag staff on high days and holidays.

Details of rallies in the South and West can be found on the Home page of the website under Events. The main dates are:

28-31 May	West	Fowey
28-21 June		Dartmouth
10-11 July	South	Lymington
16-19 July	West	Falmouth

Do hope my weather prediction proves true and you have a fantastic season.



'PERIPATETIC PLYMOTHIAN' - BRIGHTON TO THE SARDONIC SEA

Having been a member of the Hurley Association since 2004 I have finally built up the courage to put fingers to keypad in the hope that our little adventure might be of interest.

My wife (Sue) and I (Andy) are the owners of a Hurley 30/90 'Peripatetic Plymothian' which we purchased in 2003 from the previous owner who just happened to be my brother, who during the nine years of ownership carried out extensive improvements.



Dolphins off Gibraltar

Our dream was to sail to Greece. Myself with average sailing experience and my wife with none, (except a practice trip to Cowes, Isle of Wight), sold our home and set off from Brighton Marina on the 8th May 2004. The first leg to Plymouth via Portsmouth and Torquay was fairly uneventful apart from rough weather off Portland and the GPS going down requiring a new antenna. We then spent an anxious week in Plymouth awaiting a good forecast which would enable us to cross Biscay to La Coruna in one hit. Eventually we had a window of calm weather for four days with an ominous low following behind. The crossing lasted until the morning of the sixth day when in thick fog and low winds we reached our goal exhausted but exhilarated. But by this time it became apparent that our engine the original 10hp single cylinder Yanmar apart from being old was inadequate. This was to cause many problems that year.

After catching up on our sleep, a few minor adjustments and stocking up on supplies off we set again. The next leg to Gibraltar took us into the Spanish Rias and down the Portuguese coast via Varzim, Porto, Foz, Peniche, Sines, and eventually Lagos. But not before we had an exciting trip around Cape Vincente with strong tail winds and high seas which 'Peri' took in her stride and handled like a dream. With good tail winds and a southbound current, plus the friendly Portuguese ports we had a very enjoyable time. Our Hurley was sailing superbly and filling us with confidence (having

previously owned both a 22 and 24 I really was not surprised). On more than one occasion especially in strong winds she has out performed boats much larger than herself and has been the cause of many favourable comments throughout the trip. 'What make is she ?' we are often asked and proudly reply a 'Hurley'. Unfortunately we are then often met with a blank look.

Arriving in Gibraltar was a big milestone for us made extra special by the escort of a pod of Dolphins. After going through customs and despite the by now very temperamental engine we successfully moored in Queens marina, our first experience of 'med mooring', bow to and lazy lines! An enjoyable week was spent here discovering the local history and making friends with other cruisers, many of whom I am sure looked at our 30ft boat with sympathetic glances, but I would not swap her for the largest of them.

After topping up supplies and taking advantage of some tax free purchases we left Gibraltar in mid June and set course along the Spanish coast spending a week in Almerimar marina. Here we had the now essential Bimini fitted. The engine by now was a real worry, smoking badly and cutting out at any time. But



"Peri" at anchor at Koiladhia

despite this we set sail for Menorca where we had been told of a good place to winter. Stopping off at Ibiza and Mallorca en route, anchoring in bays filled with huge boats which had smaller boats coming out of them and even helicopters landing on decks. The winter was spent in the safety of the picturesque, quiet

AGM MARCH 2010 PLYMOUTH

"...well are we going out today or not?"

Tim Sharman,
Donia Coomber
and Tom Eaves



"Your call"

Jerry Barker, Ian Chantrell, Ian Calderhead, Vicky Carter, Keith Fisher, Mike Bryant, Tony Littlewood, Howard Cogan, Bob Crocker, Phil Biggs, Bruce Carter, Rod Coomber



Michael & Jenny Harrison,
Kevin Mitchell, Phil Kirby,
Jean & Jerry Barker

"With this view and lunch on its way who wants to go anywhere?"



"BOSUN'S WHAT?"

We joined our friends on their Offshore 45 for a three week cruise starting in Monastir, Tunisia. It had been blowing hard for several days leading to the sort of sea we did not fancy. This allowed a trip to be made to the souk at Sousse.

The next day we left for Beni Khiair in a F4 and choppy sea. Half way across the bay there was a crack behind me I looked back from the helm to see the mizzen mast in the gate in the pushpit. This was no mean mast and clearing the shrouds and getting it tidied away on deck was quite a task. We motored on finding no help at our



first two ports of call. Finally at the marina at Sidi Bou Said they thought we would be able to get a rigger from the dock yard in Tunis and this proved to be the case. The cause had been the failure of the main mast swage of the triatic stay. This ran from the top of the main mast to three quarters of the way up the mizzen.

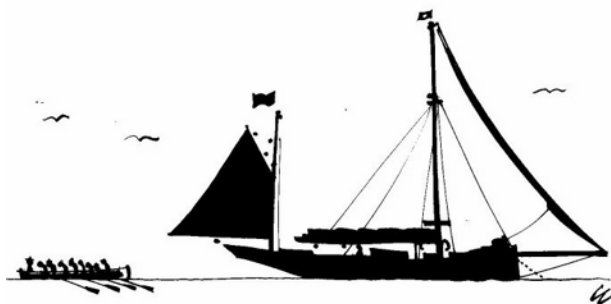


As it was going to take several days to get the replacement stay measured and made up there was time for more expeditions. First the museum and port of Carthage where one could see where the Phoenecians had docked their ships. Then to the wonderful preserved Roman city of Dougga.



When the rigger was asked how he would get the mast up - "No problem, come with my friends". And so he did, four of them. The photographs shows him up the mast securing the triatic stay- **he just shinned up!**

The main topping lift was used to raise the mast with all hands hauling. When we sailed the next day he had come up from Tunis to see us off. He cared.



My means have never enabled me to attain to the dignity of possessing a large yacht, but I have a snug little yawl of eighty tons, which I find quite sufficient for channel cruising, although no doubt too small to afford much comfort if I wished to make longer trips.

My season afloat never exceeds twelve weeks and my weekly cost is £50. I have no unusual expenses: I never have more than two friends with me. Indeed I have not room for any more unless I were to put two into a cabin.

My crew consists of nine. As I like to have things done smartly, the crew is none too large. At any rate I could only spare one seaman, or I should have no gig's crew, and the saving in money would only amount to about £30 (a year).

My cook has no sinecure, as he cooks for all hands, fore and aft, my steward has also plenty to do, and his duties comprehend what on shore would belong to butler, valet, and housemaid combined.

On the whole I am pretty sure I keep "no more cats than catch mice".

Expenses of Keeping a Yacht.
Hunt's Yachting Magazine, 1885



HOW I GOT MY HURLEY 22

This is the story of how in April 2009 I became the proud owner of a Hurley 22 called 'Dream Catcher'. By expanding my search area and doing a little research I ended up with a boat to my specification and within budget. How I went about purchasing the boat, preparing her for sea then sailed her back single-handed from Guernsey to her new home in the Isles of Scilly. It sounds like a hard way to buy a boat but with some research, a little planning and a very helpful previous owner it really wasn't that hard.

About me....

I started sailing twenty years ago and have owned a variety of small sailing boats including a Mevagissey Tosher, Seal 22, Leisure 23, Tiki 26 Catamaran and a Mk1 Cornish Crabber 24 as well as a couple of motor boats. I have also crewed and done delivery trips on larger sailing boats, all from East Coast ports to Scilly in mid winter.

The majority of my sailing consists of single-handed day sailing and week ending around my home waters of the Isles of Scilly, with a few trips across to the mainland. Around June each year I also try to get in a 10 day cruise, but as I have to book my time off well in advance, plans of getting to Ireland or Brittany are normally thwarted by the weather. Thus I usually end up having a cruise along the South Coast up as far as Dartmouth and occasionally to Guernsey. I am an engineer by trade and as well as working on my own boats I have also done a refit on a customs launch to Lloyd's A1 spec for local marine engineers. Being able to do my own repairs and maintenance has enabled me to own and experience sailing a variety of small boats on a low budget.



Why a Hurley 22...

I have lived in Cornwall and Scilly all my life and the low pay in the area lead to my interest in small, affordable sailing boats. I first considered a Hurley 22 around fifteen years ago, but the one I was going to view was just out of my price bracket back then. I thought that it might be a little cramped down below for a family so I ended up buying a Leisure 23 instead, but the finer more tradition lines of the Hurley 22 still appealed to me. While clearing out the office at home I came across a file with old 'Practical Boat Owner' articles I had kept. I had read many positive articles and reviews in the yachting press over the years about the Hurley 22. This one in PBO described her as "A Proper Little Yacht" and heaped praise on her performance in rough seas, sparked my interest in them again. I also went to the HOA website and read through the huge amount of information they have about the boat. I was convinced that it was the boat for me and so began my search for a Hurley 22.



Starting the search...

I did a few 'Google' searches and found around thirty boats for sale, but I wanted the bilge keel version so that I can dry out with ease on the many sandy beaches and coves in my home waters. There were plenty with long keels for sale but it would seem that there are not as many bilge keeler's around. I don't know if this is because they didn't build as many or whether they are more sought after and people keep hold of them so they don't come up for sale very often. I was able to find ten bilge keeled boats advertised and they were widely scattered across England, Scotland and Wales. I emailed all the owners and got them to send extra photos so I could eliminate boats that needed too much work or money spent. After a week I had narrowed it down to two or three boats with about the same spec and luckily one of these was relatively close by in Devon.

A different tack...

I had already decided while driving up to view the boat in Devon that if it wasn't suitable, and it wasn't, rather than carry on the costly business of viewing other similar spec boats scattered around the country I would look again at a Hurley 22 I had first seen advertised back in 2008 in the small ads on the H.O.A. website. This was a 1982 boat called 'Dream Catcher' for sale for the seemingly very low price of £2,200. The first sentence of the advert clearly stated it needed a new mainsail and spray hood. At that price I could afford to replace these and probably fit her out to my own spec for around the same price as the Hurley 22 I had seen in Devon. The down side was it was ashore on Guernsey in the Channel Islands, which had initially put me off in 2008. The price made it very attractive, so I started looking into it.

I contacted the owner and found out it had been for sale for 18 months and it was still for sale because he had been let down by a time waster in 2008. The owner was very easy to speak to and obviously a very experienced boat owner and was very frank and open with me. The engine was a four stroke 6HP Yamaha and was only five years old and would be serviced ready. The Genoa and Furling Gear was only three years old. Most of the head linings had been replaced and the upholstery was



good. There was a new spinnaker and pole and the standing rigging was only 6 years old. It was all sounding very promising so it was time to sort out any red tape. A letter from the original owner established that it was exempt from Recreational Craft Directive .

Insurance and Survey.....

I have always had to have surveys carried out to satisfy insurance companies and have mostly been disappointed in the number of items that are not checked or that get completely missed by surveyors. Perhaps it's me and I have always managed to choose a bad surveyor, but as an experienced boat owner and an

engineer by trade, I find it a very expensive piece of paper. But our hands are tied by the insurance companies who insist on these bits of paper. Then I came across a website for Yachtline Marine Insurance who now offer a policy for vessels under £10,000 owned by experienced sailors, that does not require a survey to be done. You will have to declare and self certify that the vessel is in seaworthy condition and will be maintained in such a condition. At last a common sense policy for cheaper boats and experienced owners and at £150.00 a very good price. Of course if you do



not keep your boat in a seaworthy condition a claim might fail, which is only fair I think.

Logistics.....

The logistics of buying a boat in Guernsey and then sailing it back from to Scilly are not as complicated as you might think. I booked 10 days off work and began getting organized. Now all the red tape was sorted I sent a deposit with full payment to follow in a week's time on 1st April. I would be coming to inspect and collect the boat on the 16th April. To save myself a lot of time I got the owner to arrange for her to be anti-fouled and organize the transporting, craning and launch of her at St Peter Port. I would be paying for this of course. He also offered to help me rig her and go through everything onboard with me. The owner couldn't have been more helpful and without his local knowledge and contacts it would have been very time consuming and much harder for me to ring around and organize all this in advance. Its little things like this that help sell a boat and create confidence and trust between buyer and seller. I know St Peter Port quite well after being there for five days on a boat in 2007 in the visitor's marina berths in Victoria Basin. The facilities for boats are excellent and everything you need can be found around the Harbour area. There is a very good chandlery called 'Boatworks' and a selection of marine engineers. On top of this everyone I met in 2007 had been extremely

helpful and friendly, even the Harbour Master. This was all a major factor in influencing my decision to buy 'Dream Catcher' from Guernsey.

I found a sail maker on Guernsey who would make me a new spray hood at short notice. The old spray hood was so rotted by the sun it was too brittle to even be used as a template. I was very relieved to have a spray hood for the trip back as April can be quite unsettled and the protection from the elements would make the trip so much more enjoyable. As far as instruments, the boat only had an old VHF so I ordered a new Raymarine ST1000 tiller pilot, Standard Horizon 7 inch colour chart plotter and C-Map European Chart bundle, DSC VHF with remote mic, handheld VHF, and a new compass which could all be sent direct to Guernsey beforehand ready for me to install. It was a bit extravagant, but this was going to be a very well

equipped Hurley 22 and buying the boat at such a good price allowed me to have exactly what I wanted. Things were starting to move fast now and by the 1st April I was the new owner of 'Dream Catcher'. Unfortunately I could not find a sail maker who could guarantee delivery of a new mainsail in time, so I would just have to be careful and nurse the old sail home. The owner had been very honest about the sail and said it probably wouldn't survive in a force 6 for long, but it would get me home in light winds. Over the next couple of weeks I got everything together I wanted to take and then whittled it down again to everything I needed to take. I still ended up with four large bags weighing 68kg, but this did include a quite comprehensive toolkit.

GARY HOYLE

(Part 2 next issue)



FALSE OR TRUE?

When talking to an old acquaintance of mine some time ago whom I had not seen for several years, the conversation went something like this:

"Yer, I got one o' yer Hurley 22s," says he.

Have you?" I say.

"Ess, I found un in a field. The farmer gibben to me," says he. "The farmer gave it to you?" I say.

"Ess, there was no bottom on un, though," says he.

"There was no bottom on it?" I ask.

"No, there was no bottom on un so I got un 'ome, put some cross pieces o' wood on un, and covered un over with hard board. Then I put some fibre glass over un and made un water-tight, as yer may say; turned un right way up and done some work inside, got a short mast and away we go," says he.

"Did you really? How about keel or ballast?" I say.

"That was aisy — poured in 'alf a ton o' concrete in the bottom and 'er sailed like a bird," says he.

"You flabbergast me," I say, and wish him the best of luck and go on my way.

Was it a joke? Or was it true? I spent some time puzzling over it. Was he pulling my leg or was his story genuine?

Some time later whilst turning out some photos, it clicked. The story really could have been true.

When we put the "22" on the market, we took it to the London Boat Show for the first time in 1966. Some time later, to get some publicity, we moulded a very thin superstructure and a wafer-thin hull—only down to the water-line — and placed it on a trailer, covered with wavy blue paper to represent the sea. Dressed all over, with a short mast, and headed by Plymouth's Margaret MacMillan's Dancing School of Majorettes marching with their drums and sitting on the boat, and with a well-decorated car, the boat was entered in quite a number of local carnivals. It caused quite a stir and certainly made a very attractive turn-out.

What happened to the mould, I never knew. But, if you see a "22" sailing in Plymouth Sound with the legs of the crew sticking through the bottom or his arms through the cabin roof, you will be able to come to your own conclusion about the story I was told that it was true!

GEORGE HURLEY

(This was first published in the Silhouette Owner,)



STEPPING OFF THE EDGE FOR THE FIRST TIME.

I'm certainly not afraid to admit there where butterflies in my stomach, when I set off from Plymouth on 26th October in my 22ft yacht 'Miss Content' for my first long passage to the Canaries. It wasn't my first long Ocean passage, but the first I'd undertaken alone, and in a very small boat. My plan was to cross the Atlantic, and like many people before me I hoped this would be the successful culmination of many years of dreaming, saving money and preparing the boat.

As often happens when you have been anticipating any event for a long time the slow start with fog was an anticlimax. Indeed I anchored at midday off Penlee Point having not even cleared Plymouth Sound! The vis. slowly improved after lunch, but the fog never disappeared properly, so we ('Miss Content' and myself) ended up anchored, in the bay off Mevagissey by 19:30. When I awoke in the early hours to check on my position, the fog seems to have gone, so in my excitement I broke out the anchor. Only to stupidly spend the rest of the night drifting south, accompanied by the sound of engine noises and fog horns from the inshore fishing boats, and not seeing a thing when the fog returned! Consequently I was absolutely knackered when the vis. finally improved at 13:30 abeam of the Manacles buoy, when we picked up a steady W 3-4 wind, about to head out offshore from the Lizard!

Obviously my first lesson, in the art of single-handing sailing a little boat a long way, was to make sure you clear the land ASAP.

Sighting my first two dolphins of the trip at 1710 raised my spirits; this coupled with the wind slowly veering north and

strengthening, meant that even though I only managed two hours sleep the second night we were now heading south rapidly. It felt bloody cold though, so I hoped we would reach much warmer weather, soon. My oilskins were held together by string (the zip had gone), and a lack of thermals or middle layer also contributed to a lack of warmth; I'd spent most of my money on gear for the boat! Spending most of the next night passing though the Cornish fishing fleet, with the wind

strengthening to NNE 6-7 under storm jib, then beginning my fourth day at sea. According to the log reading it looked like we had cleared Ushant later the following night, though possibly it was only my imagination that made me think I saw the loom of the light! I was feeling sick, which I reasoned was due to tension and fatigue, but at least my first big hurdle was astern! Numerous ships and fishing boats mean that the early days of any passage away from the Western Approaches, give any single-hander little time for any decent sleep, but luckily the fair wind made this happen pretty quickly on my first attempt. As the wind eased down to NE 4 and steamer traffic lessened, I started to sleep better, worrying less. Beginning to enjoy the whole experience far more. The little boat had looked after me; my modifications to her all seemed to work, so perhaps she would do the job. Also, I seemed to be able to cope mentally without feeling too lonely, mostly talking to the boat and cursing the occasional breaking wave!

Cape Finisterre was passed in strong SE'lys, after nine days and some lighter winds in Biscay. A big rogue wave here popped part of the port aft porthole glass out of its rubber and aluminium frame. This lack of seal allowing salt water to leak into my tool locker (I repaired this with sealant, it wasn't necessary to use a storm board!).

Progress at this stage was still excellent. Then the wind changed and I found the next test of my resolve was, how slow and wet it is, sailing continuously to windward against foul strong winds especially in a tiny boat, twenty-four



Endless days beating South to the Canaries, with some Dolphins playing and vanishing - almost stirpped off!

hours a day. The lack of an interim No. 4 jib didn't help, as I had to change down from No. 3 to storm jib which didn't always give enough sail power in F 6/7 up wind.

I'd also been given quite large amount of free canned food by my last employers, which was great, but this added weight didn't help 'Miss Content' in this long drive to windward. At least I ate heartily even if cooking is a bit of a chore when sailing close hauled all the time!

During one particularly windy day with a SW'ly gale, when the seas grew massive with giant breaking waves, I stopped trying to fight up wind and ran her off. Streaming warps in a big semi-circular bight with my



Early days going West

fenders attached in the middle in an effort to disrupt the big crests which seemed to work. Anxiety about whether the little boat would handle weather as bad as this, rapidly disappeared when the wind started to moderate quickly and we could resume sailing again with 3 reefs and the storm jib. Without a spray hood and a leaky main hatch, salt water seems to squeeze in everywhere and life didn't seem quite so wonderful

now. Running out of dry clothes, I found sleeping in them, to dry them off worked out best!

The topping lift somehow unclipped itself from its snap shackle during my seventeenth night at sea. Standing balancing on the pushpit whilst holding on to the backstay in the dark not being clipped on trying to unravel it wasn't my wisest move, but it was all part of a steep learning curve. So I hove too, and had a good night's sleep, before fixing it the following day. The tri-colour light also had to be rewired several times at the mast foot, and there were other minor problems, but all the major parts of the boat still held together and worked well. So we plodded on! The lack of progress was depressing, but we kept hammering to windward, with the temperature slowly improving as we crossed from Europe to Africa.

These strong foul winds slowly moderated three weeks into the passage, and I made a decent landfall in Morocco thinking I might have to use the land and sea breezes on the coast. Celebrating that night with a great meal of curry, rice, lime pickle and pompadoms. I was down to my last seven gallons of fresh water and the cutlery was starting to go rusty after being washed up in salt water for so long! The wind was still mostly against us but much lighter and we had reached the sun which allowed the boat to be aired out. Some of the lockers were starting to grow mould inside after being shut up for a month! We were slowly edging closer to Lanzerote, which was sighted at daybreak twenty-nine days out from Plymouth. By 1500 we were moored alongside three very friendly French yachts in Arrecife feeling a warm glow inside and a sense of achievement. The little boat needed some TLC, but she had done me proud, looking after me well on my first long single-handed passage.

JOHN SIMPSON



It must not be thought that racing is the beginning and end of the sport. There are very many for whom actual racing holds no fascination but who prefer to potter about any old where that their fancy takes them in most weird craft without any turn of speed at all. Some there are whose sole joy seems to be to go round from one regatta to another and to end up looking like a Christmas tree with strings of winning flags hanging like rain-bows. Each one to his choice, and far be it from anyone to detract from the value and enjoyment gained from competing with other craft.

Paymr. Lieut-Commander E. C. TALBOT-BOOTH
Yachts, Yachting and Sailing, 1938



MEMBERSHIP

Annual subscription of £10 falls due on 1st March unless you joined on or after 1st October 2009.

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:- Hurley Owners Association

For the latter two please ensure that any charges are covered.

NEW MEMBERS

A warm welcome is extended to the following members who have joined since the September newsletter was issued.

B. South West

Ash, Mike	27 Fiddler	Ashore
Pardon, Julian	18 Mischief	Tamar
Robinson, Peter	22 Joker	Helford River
Spalding, Dave	20 Delicia	Paignton
Spencer, Alastair	22 Tiggitar	Millbrook Lake
Walsh, Alan	20 Benbecula	Ashore
Westwood-Frame, Basi I	22 Summer Wine	Falmouth

C. South

Davis, Paul	Sirius Super Star	Marchwood
Fairs, Graham		
Fisher, Keith	22 Falcon	Chichester
Holmes, Tom	30/90 Moelwyn	Birdham Pool
Lawes, John	26 Bowman of Emsworth	Gosport

Reed, John	24/70 Tintamarre	Southwick
Young, Steven	Felicity Last Penny	Emsworth

D. Thames Est & East Coast

Brooks, Peter	22 Gemini	Kielder Water
Clough, Emily	18 Molly Kool	North Shields
George, Stephen	22 Spray	Sunderland
Hale, Peter	Silhouette Arabella	Rutland Water
Harris, Dallas	30/90 No Quarter	Faversham, Kent
Hodgkins, Pete	24/70 Touché	Maldon
Lowe, Ian	22 Xeitosa	Medway
Pledge, Derek	22 Turnstone of Helfon	Walton-on-Naze
Schreiber, Gunter	Sterlina Meridian 31	Lowestoft

E. Scotland

Bennett, Scott	24/70 Tenacity	Connel
Campsie, Gavin	22 Ginty	Fortrose
Charnley, Ken,	22	Tyme
Shenton, Neville	Alacrity Vandra	Garlieston

F. North West

Bryce, Steve	20 Ursula	Ramsey
Megson, Julian	24/70 Ragamuffin	Fleetwood
Sweet, Roy	22 Devanne	Barrow-in-Furness
Warburton, Tom	TBA	

G. Wales

Fowler, Tom	20 Kathglen	Chepstow
Hyde, Max		
Jorgensen, John	24/70 Black Velvet	Holyhead
Rees, John	22 Surprise	Neyland

H. Ireland

McConnell, Brian	22 Orion	Kinvara, Galway
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J. Europe

Backstrom, Christer	22 Aura	Vasteras
Birkedal, Bjorn	22 Luffe	Faxe Ladeplads
Drakeford, Geoff	22 Blue Mouse	Cadiz
Kah, Ben	700 Guppy	Sneek, Holland
Lindborg, Peter	22	
Mattheijer, Marcel	22 Isolde	Niftrik, Holland-
Moxon, Ken	Tailwind 38	Yalikavak, Turkey
	Drake's Drum	
Odman, Bo	20	Halmstad, Sweden
L. Other		
Van den Berg, R	22	Melaka, Malasia

The soldier and I had our baths, one after the other, in the cabin, but the parson preferred to have buckets of water poured over him on deck.

A Month's Cruise in 1878
Hunt's Yachting Magazine, 1880



AMENDMENT TO ASSOCIATION RULES

Add

10. LIABILITY AT EVENTS

HOA may act as a communication network to facilitate the organization of events and meets, both afloat (i.e. rallies at a marina, anchorage or other berth) and ashore. The HOA will not act in any direct management or organisational capacity at such events and meets. Detailed organisation and management of events and meets is the responsibility of the individuals participating. HOA accepts no liability for any accident, incident or injury caused by a participant to any other party or suffered by a participant during a rally, meet or other gathering. Liability for such accidents, incidents and injuries rests with individual participants and HOA expects that participants in rallies and meets will hold 3rd party insurance for themselves and their boats.



Burgees ** Burgees ** Burgees ** Burgees

Do not forget your Association burgee!!!!

Standard size £17.50 incl. p&p

Large size £16.00 incl. p&p

Available from Mike Sheridan at the address below

Newsletter

Copy welcome any time in any form to:

Mike Sheridan, 152 Chesterfield Drive, Sevenoaks TN13 2EH

Tel: 01732 453069, E-mail: mike@hurleyownersassociation.co.uk

HOA COMMITTEE

Chairman	Tim Sharman	02392 580437	tim@hurleyownersassociation.co.uk
Membership Secretary	} Mike Sheridan	01732 453069	mike@hurleyownersassociation.co.uk
Treasurer			
Newsletter Editor			
Webmaster	Rod Coomber	01275 843900	rod@hurleyownersassociation.co.uk
Member	James Hester	01823 662526	james@hurleyownersassociation.co.uk
Member	Bruce Carter	01362 231425	bruce@hurleyownersassociation.co.uk

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