



# Hurley Owners Association

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

**Affiliated to the RYA**

**[www.hurleyownersassociation.co.uk](http://www.hurleyownersassociation.co.uk)**

## **NEWSLETTER JULY 2008**

### **CONTENTS**

- p.2 Leaking rudder gland
- p.3 Cruise to Portland from Gosport
- p.5 Tonga Part 2
- p.7 A Table View
- p.8 Social in the South West
- p.9 Rudders and Weather helm
- p.11 For Sale and Wanted
- p.12 Notices

### **Flyer**

Enclosed with this newsletter is a flyer for the Association. Please use it, or copies, to pass on to other Hurley owners who are not members.

### **FROM THE EDITOR**

Welcome to this rather late edition of the HOA newsletter. I apologise for this but pressures of work have contrived to get in the way of getting any jobs, or indeed any sailing done this year yet.

The Association continues to be very successful and continues to grow. We had a very well supported AGM at Gosport. The planned Rally for Brixham had unfortunately to be cancelled but a very successful one was held in the Solent, a report will be in the next newsletter. As will be the one on Fal on 19<sup>th</sup>/20<sup>th</sup> July.

One of the joys or curses, depending on how you look at it, of owning boats like our Hurleys is that you wind up discovering quite a lot of work to be done and sometimes even have to redo something that has been done before. We have a couple of articles which other members should find useful. Philip Kirby describes how he fixed a leaking rudder gland and Nick Vass looks at weatherhelm on a Hurley 22.

The Cornish wing of the Association has developed a very lively social scene and there is included here a report of their meetings early this year. Details of their events are covered on page 12.

Because of the problems I mentioned I am returning editorship to Mike Sheridan who has completed this newsletter for me.

Happy Sailing

Roger Kynaston  
Hurley 22 Kemera

## REPACKING A LEAKY RUDDER TUBE

The included photos show the steps taken to repack the rudder gland to stop it leaking. When fitting I found it easier to bring the gland carrier down over the packing until the ring of packing went up inside the carrier. Once the packing is level with the bottom of carrier I used a piece of hardboard 20mm wide cut to about 60 mm in length placed on the flange of the stern tube against the rudder shaft to force the packing up to the top of the inside of the carrier. This is done by pushing the carrier down over the hardboard until the packing is as far up inside the carrier as it will go, moving the hardboard around the shaft to make sure that the packing is sitting flat inside the carrier, then lift the carrier up again to its starting position above the flange and start the whole process again with two more rings of gland packer making sure to stagger the joints. I put one joint at 1200 hrs, one joint at 0600 hrs, and one joint at 0900 hrs. Once all the rings of packing are inside the carrier, the carrier can be moved down over the stern tube again and screwed back onto the tube but only finger tight until the packing starts to grip the rudder shaft plus one quarter of a turn.



Then bring back the locking nut to the carrier and lock both carrier and lock nut together don't over tighten the joint as it will eventually need to be re-packed again at a later date. There is very little room under the cockpit sole so make sure you get organised with all the tools and equipment you will need. This includes: the packing cut to size, grease, hardboard and two adjustable spanners that will open up to 50 mm because the gland is 50 mm across between the flats. I also found that an LED headlamp was very useful as there is not much light under the cockpit sole. I have also included a photo of the anti fouled boat waiting to go back on the mooring. Thought I would take photo's of the procedure as I couldn't find any info available when I came to do it myself. I hope this is of use to you, and wish you luck.



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Philip Kirby  
Hurley 22 Xeitosa

The Final Result  
Xeitosa looking  
immaculate and ready  
for craning in!





## SPRING CRUISE 2008

In my first season with my 22 - Strider - (2003) I had a great cruise to the Dorset coast from Gosport and was thrilled at the experience, as it was my first ever solo sailing event and led to my learning a great deal! I got as far as Worbarrow Bay - about 20 m short of Weymouth. I have subsequently wanted to go further but perverse winds and weather have stopped me getting out of the Solent (in a westerly direction) ever since. Last year I did my own round the Island (of Wight) passage, going

clockwise round from an overnight start in Sandown Bay and finishing at Newtown - so I technically I had been outside the Solent, but round in circles rather than a passage - if you see what I mean!



This year I took some leave in May. I hoped to achieve an overnight sail to Brixham, but as you all might recall, May was dominated by NE winds F4-5 for weeks. I therefore decided that running 100 miles downwind would not be great tactics, since the wind was not going to turn SW (and neither did it!) and any ground made to the west would be hard won against the wind when the time came to return home!

So I shifted my target to Portland harbour - somewhere familiar from my days in the RN - and easy to find! My tactics were to make Yarmouth in the western Isle of Wight as a first stop on the Saturday. It was a really lazy sail under genoa with the wind F 1 - 3 and the stream behind

me and I made Yarmouth in the mid-afternoon (itself a good tactic as it gets very busy at weekends). The harbourmaster's team are very efficient at directing traffic - and I was soon escorted to a berth on the detached pontoon. Yarmouth is a pretty place, if you don't mind yachties in numbers! Another good tactic is to eat early before the big racing crews get into town. I managed to get an early table at the excellent Blue Crab restaurant - if you are going to visit - best to book.

Sunday morning was a civilised start as the west-going stream started about 1000. Again I sailed under genoa only and had a leisurely run, passing Needles Fairway just after 1100. Mindful of the guidance about passing St Alban's head either very close inshore (100's of yards), or well clear of the St Albans ledge race (about 5 miles off), I was going to go for the inshore passage. However, it seemed clearly out of my way - and the water over the Ledge did not look that scary with tide and wind working together, so I just went straight over it, direct for Portland. There were a few modest ripples but nothing to be anxious about. I would not recommend this tactic with a strong wind against spring tide and,



going west from the Needles, I would take the southerly route leaving the Ledge to the north. I made an uneventful passage to Portland, arriving about 1830. I anchored in the spot marked in the almanac; the final let go position being judged at a suitable distance from the several buoys and marks. I had the pick of the whole harbour. My last memory of Portland was when the RN still trained there, when the harbour was full of ships and there was plenty of helicopter activity from the air station. Anyway - an easy and secure anchorage with great views - and no one around to bother me!

And so Monday. My easy sailing was clearly at an end. Tides dictated a 0400 waking and at 0520 I was weighing anchor, with 2 reefs ready in the main and a F5 - 6 blowing (consistently) from the NE. Having cleared a fouled anchor with the tripping line (I figured there would be centuries-worth of rubbish on the bottom on which anchors will snag) I was motoring for the entrance - dazzled by the rising sun appearing over the Dorset hills - fantastic sight. And no other boats in sight either - what a surprise!! What glorious feeling - having the whole sea (as far as you can see), to yourself. I was soon

cracking on at 5 knots hard on the wind, double-reefed main and half-furled genoa, plenty of spray and the boat demonstrating what a great sea boat she is. Steady, solid, riding the chop with no problem at all. Loving it.

Tactics were to make the best of the flood tide and make Chapmans Pool (nr St Albans Head) mid morning to wait while the tide turned and the worst of the ebb was over, before sailing to Poole. Being a Monday of course the Lulworth range was active - but I was anchored in Chapmans Pool at 0945 and well clear of the range. Chapmans Pool is a beautiful spot - but a slightly scary anchorage when



it is your first time - it is so small and cliffs so close. It gave me reasonable shelter from the north easterly and I snatched a couple of hours kip. I weighed at 1345, but the wind was foul for rounding St Alban's and I had not let enough time elapse for the ebb to subside, so I had a few hours hard motoring to get round St Albans and Anvil Point, past Swanage and Old Harry. Nonetheless I made Poole in good order and found my way to Pottery Pier anchorage, narrowly avoiding going aground in the final approach where the buoyage was a tad confusing. However, I just steered for the other yachts and, mercifully, found deeper water and a quiet and safe anchorage.

Tuesday - another early start, motoring out against the flood, in order to benefit from the flood in crossing Poole Bay. This time I was anxious to ensure that I was east of the Needles/Hurst Castle before the ebb started at about 1100. Since I would not attempt to enter the Needles, or via North Head, against the spring ebb, especially with the wind on the nose - to be caught still to the west would have meant an uncomfortable 6 hours waiting for tide to turn, with nowhere to shelter. I could not make a more easterly heading than 110 degrees and was headed well south of the Needles Fairway. After 2 hours I turned NE and worked up to Christchurch bay, before starting the engine and motoring direct into wind and past North Head and Hurst Castle. By 1100 I was tucked up in Yarmouth again - this time treating myself to a walk-ashore berth (£18 per night!). By 1115 I was drinking a beer, sitting back in the cockpit, watching an instructor going to great lengths to explain to his class how he was going to extricate his fine looking Contessa from a corner berth. I refrained from applauding - but he executed it well. Which is more than can be said for another visiting boat who attempted 180 degree turn into his berth (astern of me), without allowing for the wind which was blowing him on! No applause this time - but a hurried fend off!

Wednesday was a rest day - lazy start and then a fabulous 10 km walk around the Yar estuary, to Freshwater Bay, a stop for a pub lunch and back via the coastal path on the NW corner of the Island, above Fort Victoria. Fabulous views over the Needles and the narrows.

Thursday was my last day - and another 4 hour beat against the, by now, familiar but tedious NE F4-5, to get back to Gosport. It was a great trip for me, my furthest alone so far and with great sailing. It was a real physical challenge and I was very conscious of the need for careful tactics in making such a passage with limited time, especially with the wind where it was. A F4-5 either Northerly or Southerly would have been a breeze (!) but in the NE it was always going to mean stiff tacking to get back east. However, other than my slight miscalculation with the tides off in the approach to Poole, all went well. I found it interesting how I was mentally geared to tactics based on the normally prevailing south-westerly. With the wind in the east, bolt holes such as Studland Bay are clearly no longer tenable in a blow and you suddenly realise that this beautiful coast, does not have many natural sheltering places !

As always - the Hurley proved its pedigree and never once gave me any cause for concern. I always think that the weakest link is the end of the tiller!

Tim Sharman  
Hurley 22 Strider





## TONGA PART 2

*(Continuing the story of John & Georgie Britland's passage from the Exe to the Dee in their 24/70; Pt 1 November 2006 Newsletter)*



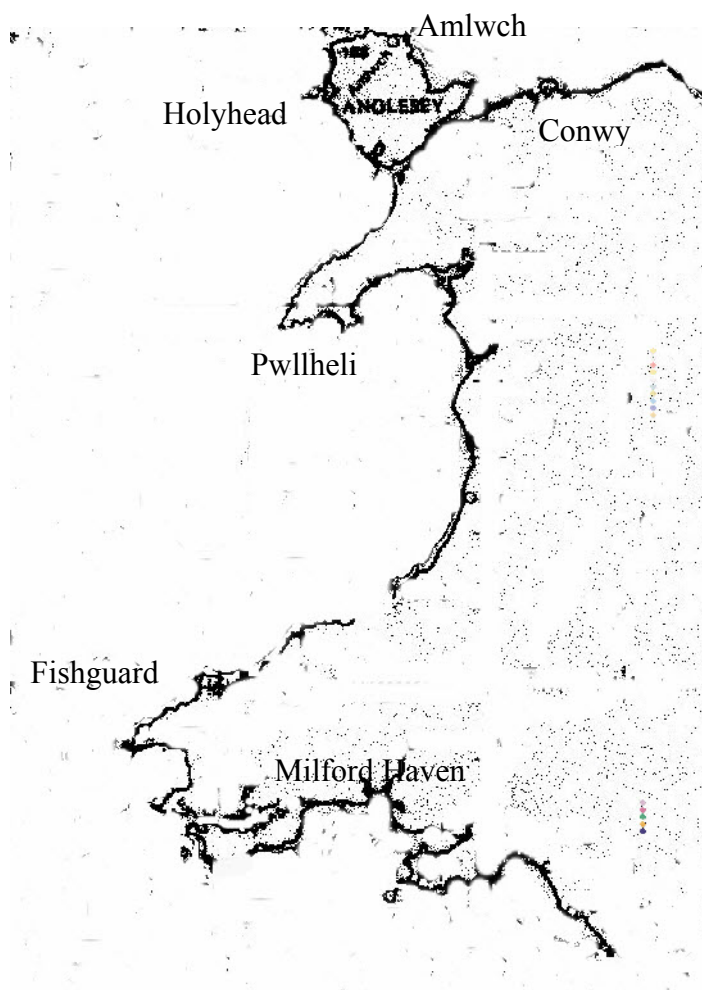
We left her in Milford Haven for four weeks during which time I took Georgie on a cruise to Norway on board the Oriana that I had kept as a surprise, to celebrate our 40<sup>th</sup> wedding anniversary. I managed to visit the bridge during the trip and I asked about radar and small boats. They said all small boats except wooden hulls were visible on radar. Whether this held good for bad weather I forgot to ask!

We returned to Rudder's Yard on the River Cleddau on 22<sup>nd</sup> June, the day after leaving the Oriana having one night in our own bed. The weather could not have been different, warm sun! We got on board at about 16:30 and attached sails and tried the engine. We went to Milford Marina and topped up on derv. before tying up to Dale pontoon again. Tonga does not like that pontoon. We had another night snatching and creaking so moved on at 04:30 for Fishguard Fri 23<sup>rd</sup>. It was a beautiful dawn. Went between Skomer and Skokholm and round the Bish-

ops and Smalls arriving at Fishguard at 16:50. We anchored near the moorings off the village and collected water. Some minor repairs due to motoring vibration were also made. During the foray ashore, I was advised about a spare mooring and moved onto it after dinner. That evening we were surrounded by a Centaur rally who all anchored. The Ship Inn, an olde worlde pub selling Theakstones at a reasonable price is well worth a visit.

We motored out with main raised. Wrong again. Motored all way to Pwllheli, the highlight being overtaken by dolphins passing about 1 metre from Tonga along starboard side. It rained off and on all evening and we turned in at 22:30 after a shower and change of clothes. Sun. 25<sup>th</sup> left marina at 05:30 with no anxious moments. What a change from F8/9 conditions. It was a long slog to Holyhead but sun out most of the afternoon. Overfalls off Bardsey Island gave a rough ride but at one point we were making 9 kts according to our sat. nav! Rest of overfalls was 7/8kts. This would cost a fortune at Alton Towers! As the wind was in the North (ish) we decided to anchor at Trearddur Bay for the night. The wind was about F4 in the early hours but sounded more in the dark. The next morning we sailed off the anchor and goose winged until rounding North Stack where the wind headed us. We motored into Holyhead.

Tue. 27<sup>th</sup> At 06:30 we headed out between Carmel Head and the Skerries for Amwlch. It was a typical cold February day and the sea quite rough. The wind was in the N.E. and we motored again. We moored to a giant rubber "sausage" fishing boat fender that was about 1 metre in diameter and perhaps 30 ft long. This had an iron ladder to the dock behind it. We had a lazy day visiting the museum, free, drinking tea at the café and sleeping some of the afternoon away. After a good dinner, we had a longish walk and a couple of pints in a local. The harbour was lit up like a



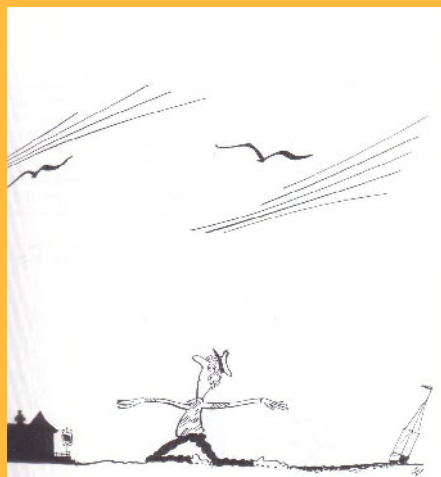
football stadium that night with small fishing boats unloading. They did not disturb us. The next day we carefully fed out the mooring ropes permanently attached to the "sausage" so as not to foul our prop and motored part way to Conwy in fog. A black pot marker we were heading for turned out to be a harbour seal that ducked under well before we ran it down. Having plenty of time, I put the boat on slow and streamed the mackerel feathers with no luck. We managed some sailing, very slowly at times. As we approached Conwy it was so calm I managed a good harbour stow of the main. We had to stay another day as the sill lowering times prevented us day sailing. The next evening we moored on a buoy outside. There is a wonderful "Conwy Bistro" that served up food that would match top restaurants except for price. A meal for two can be had for less than £50. A walk around the top of the castle walls will help work up an appetite.

Fri. 30<sup>th</sup> June we left at 05:30 to a settled and quiet morning. Once free of the buoyage we headed for the Great Orme. The sunrise was spectacular and we saw more dolphins but not close this time. We sometimes sailed and sometimes motored around to the Dee, passing the wind farm on the landward side. A lovely relaxing last day. Having moored up and inflated the dinghy I removed the main. Our son turned up in my Terrano with two massive Danforths that I had made after being advised that my large originals were too small. We managed to swap one over that evening and retired exhausted after a couple of beers. The other anchor was dealt with the next morning and we were ready to leave at noon.



To change the anchors meant carrying/dragging them about a quarter mile through mud that we sank into between 3" and 9". We nearly lost our Wellingtons a few times and both managed to sit in it once. The anchors weighed around 1 cwt. each, the cross bar being 1.5" in diameter. And 3'6" long, the flukes 10 mm thick. The shank is 2"x 1" with a forged eye in the end (I am a blacksmith by trade). On my next visit I found her leaning on a slope, so fastened the tiller to swerve her to one side on a flat area as I wanted to be level while on board. I noticed that the flukes were turned upward on the seaward end due to the scouring action of the current, so repositioned them and pushed them down to the cross bar. That night I awoke to her swerving backward and forward and lying almost gunwale under. She had straddled her mooring chain and was tied broadside on to a 6 kt. current! I did not fancy casting her off and motoring around in the dark, the only thing I could do to correct the situation. I watched for a while and decided that she was not going to sink so went back to bed. By morning she had sorted herself out. The seaward anchor was completely buried and had about 5'0" of slack in the ground chain which had been left taut previously. She was sitting perfectly level in the scour created by our mooring.

John Britland  
Hurley 24/70 Tonga II



### East Coast Mud:

If mud is too soft to be walked on, and mud patterns are unavailable, it is a good plan to sink down on the knees, keeping the weight slightly backwards; by this means the whole of the shin and the instep act as a large foot. Each knee should be slid forward alternately, and if the legs are bare from the knees downwards very good progress can be made over soft mud.

**L.F. CALLINGHAM**  
*Jottings for the Young Sailor. 1943*



## A TABLE VIEW

Now as we all know sailors come in all shapes and sizes and with different aspirations. There are those whose sole interest is racing, others go Round the World or, heaven forbid do both. But some prefer a more relaxed laid back sort of sailing. For this certain conditions need to be present: plenty of sun, gentle breezes and calm waters, all leading to a quiet anchorage or if needs must a harbour/marina. Then relax in the cockpit with a glass or two whilst enjoying the view.



Now a fitting that greatly helps this sybaritic life is a table, something that was lacking when I bought Symphony. The cockpit sole had a fitting for a pedestal so a trip to a local caravan supplier

(always cheaper than a chandlers) found not only the pedestal but also the fitting for the underside of the table. A cast off piece of wood in the garage fitted with the latter and I had my table, very satisfactory it is.



But what about the times when the forecast proved wrong and the elements turned against me? There is not much room below on a 22 even for single handlers. My design capabilities are strictly limited, a fact I some times forget to my cost. The local yard has a New Zealand fitter who is very good with wood. My brief was I wanted a table to take a half size chart, to drink and eat at, and not be in the way when I was otherwise engaged.

His solution was a table over the port quarter berth that can pivot out, from the photos you can see how convenient this is. The GPS, radio and switch panel are above the table for navigation. The cooker and sink are to the side so it provides an extra preparation surface. If needs be loosen two nuts and the whole thing lifts out.

Also shown are some solutions in other boats. I am sure there is someone out there who can upstage the lot of us. So lets hear about what you have done to make life more comfortable, or safer or just different.

Mike Sheridan  
Hurley 22 Symphony



**OMEGA**

**MATCHMAKER**



## **SW CORNWALL HURLEY WINTER SOCIAL 2008**

This was the 2nd winter social, the first being March 07. From the HOA membership list I had phoned around and set up a social, this had being enjoyed very much and Phil Biggs suggested I set up another meet this winter.

This is very easy to do on the Internet, post it on the Yahoo Hurley Group, send emails to other members not in the group, that's 19 out of a list of 25, all I had then to do was to phone the remaining 6. Those at the social this year were:

<u>Name</u>	<u>Port</u>	<u>Boat</u>
Bryan Mills	Looe Beach	22
Mike+Jacky Wills	Looe Beach	24/70
Norman	AlberyLooe Beach	22
Ra Burrnie+Adrian Clarke	Falmouth	SCM 22
Steve Dee+partner Clare	Gannel Estuary	22
Jamie Poulter	Gannel Estuary	20
Dennis+Sandra Murphy	Gannel Estuary	Felicity
Peter La Mare	Penzance	22
David Nightingale+Ian Bosworth	Portnavas (R. Helford)	22
Tony+Hilary Littlewood	Calstock (R. Tamar)	24/70
Veronica Donahuge	Portnavas (R. Helford)	SCM 22
Phil Biggs+partner Lynne+crew	St Just in Roseland	22
Annie Paterson+Jan Daffern		
Bruce Carter+partner Vicki	R. Helford	SCM 22

We met at The Halfway House in Rame on Friday 11<sup>th</sup> of January at 7.30 pm and a good social was enjoyed until the entertainment started at 9.30 pm, whereupon about half made there exit, the rest stayed and spoke between songs until 11 pm. Not put off Steve Dee suggested another social this winter. This was held on Friday 7<sup>th</sup> of March.

Those there were:

Norman Aubrey  
Phil Biggs+partner Lynne  
Michael Wills  
Peter Le Mare  
Ra Burnie+Adrian Clarke  
Ian+Peta Redmore  
Steve Dee+partner Clare  
Tony Littewood  
Bruce Carter+partner Vicki



This social started with a short meeting chaired by Mike Wills to plan a summer rally and the next social, then in turn we spoke a little about ourselves, our boats and our sailing plans for the year. The social then continued with chat about Hurley boats and split up about 10.30 pm

A report on the Fal (Carrick Roads) Rally on 19-20 July will be in the next newsletter.

Next Cornwall Winter Social - 14 November 08

Bruce Carter  
Hurley 22 Gala





## **RUDDERS AND WEATHER HELM**

Increasing the size of the rudder is not a total solution to the excessive weather helm as a larger rudder can in itself be a disadvantage. A small amount of weather helm is desirable as it gives you a feel for the helm but if weather helm is excessive you have to put the helm hard over and effectively putting the brakes on as the rudder would sit at a right angle and act as a flap. A 'balanced boat' is referred to when the forces put on the hull by both sails when it turns on its central line of lateral resistance are equal. That is when both the genoa and mainsail are equally balancing the boat out laterally.

My Hurley 24 can often be described as well balanced. The high aspect rig with narrow main and large genoa balance the boat well but give a little weather helm which feels reassuring as the boat would round up into the wind should I fall overboard. More weather helm is felt during strong winds when the genoa is furled in and the mainsail takes over as the main source of propulsion.

Although the masts are nearly the same height the Hurley 22 sail plan is very different. The mainsail is comparatively larger. In fact the sail area of the 22 is more despite the displacement being very different!

H 22 displacement 1,769 kg Sail Area 24m

H 24 displacement 2,285 kg Sail Area 20m

Therefore I would conclude that reefing in and balancing the boat by effective reefing and good quality sails is of paramount importance and a more effective way of reducing weather helm on a narrow beamed yacht than the size of the rudder alone.

Weather helm can be managed by reducing the size of the mainsail or increasing the size of the genoa/jib. This adjustment in sail area and relocation of the main driving force can be described as moving the centre of effort.

The opposite to weather helm is lee helm. Exactly what is weather helm? Weather helm is the tendency for a yacht to round up into the wind. If the helmsman has to pull the tiller towards him or her to make the boat go in a straight line then the boat is said to 'carry weather helm'.

The hull of a yacht turns on a point called the Centre of Lateral Resistance (CLR).

The CLR is the central area of the underwater profile of the yacht. The wind force on a sail creates a point called the Centre of Effort (CE). Both the main and the jib/genoa have their own CE. Both CE points combine and create the boats Centre of Effort.

If the boats CE is aligned with the CLR then the boat will be balanced.

On the Hurley 22 the CE is often aft of the CLR. The pressure of the wind turns the stern away and the bow towards the wind creating excessive weather helm. At this point the main should be reefed.

The hull shape makes a big difference too. For example, the Hurley 22 has overhangs at the bow and stern so that the wetted area of the hull is kept low when the vessel is upright but the waterline length is increased when the boat is heeled over when sailing. The Hurley 22 is narrow compared to modern yachts and carries its beam just forward of the CE. This means that when the boat is heeled over the buoyant beamy part of the boat kicks in and tries to float up pushing the bows around to windward thus creating forces exasperating the weather helm.

The Hurley 22 widens dramatically as you look at the profile above the waterline.

Modern boats carry their beam much further aft making the boats a lot lighter on the helm. The maximum speed of a hull is around 1.4 times the square root of the waterline length in feet or x 3.28 in metres. Therefore the hull speed is greater when the hull is heeled over and therefore the faster the Hurley will go but conversely the more rudder is needed, putting on the brakes and slowing the boat down.

It was considered that a slim boat was a fast boat, as seen on Bloodhound for example. Modern boats are very beamy and blisteringly fast but need to be sailed upright as their waterline length does not increase much when heeled as they have stubby bow stems and flat transoms.

So. Try trimming and reefing your sails before you buy a bigger rudder.

Nick Vass

Hurley 24/70 Omega



Suggested quantities and commodities for four healthy persons setting out for a twenty-five day passage with sufficient for all emergencies:-

Fresh meat for 4 days say 16 lbs.  
Loaves of Bread for 4 days 12

A selection of the sea stock list:-

30 lb of Flour  
10 lb Jam  
20 lb Onions  
12 lb Butter (New Zealand) 49 lb Ships Biscuits  
20 lb of Beef in Brine  
17 lb Bacon packed in salt 10 large tins of condensed milk  
8 lb of Milk Powder  
15 lb tinned meat  
15 lb Carrots  
2 bottles Cocktail Cherries  
2 bundles of Cocktail sticks  
3 lb dried Prunes  
15 large tins of Fruit  
2 gallons of Frying Oil 70 lb of Potatoes  
6 lb Rice  
21 lb Sugar  
10 lb tinned Sausages  
4 lb tinned Salmon  
12 tins Sardines  
4 lb Suet 4 lb Salt  
4 lb Tea  
12 Cakes  
10 tins Tomatoes  
6 lb Coffee  
3 lb Cocoa etc. etc.

#### JOHN IRVING

Stores and Provisions

(John Irving and Douglas Service

*The Yachtsman's Weekend Book*), [1938]



### **MEMBERSHIP / TREASURER'S REPORT**

At the time of going to press membership stands at 238. There has been an encouraging growth over the last three years but this has been offset to a degree by members leaving either because they have changed their boat or swallowed the anchor. There are also a number who have not yet renewed their subscription. It is a great help if subs are paid in March; in future I will include an invoice with the notice of the AGM.

I would like to thank all those who have paid by standing order or BACS. Unfortunately as it is not always clear from the bank statement who the payment is from it would, therefore be helpful if you have access to the Internet to email me the date of the payment and the name of the payee if that's not the name in the membership directory.

The usual plea next - please check your entry in the Directory particularly to ensure that the email address is correct. One of the mysteries of computing is how entries can, as my two fingers zip across the keyboard, move all by themselves and lodge in another column!

Mike Sheridan



## **FOR SALE AND WANTED**

### **FOR SALE. HURLEY 30/90**

Beta 20 engine new 2001, approximately 250 hours run since installation. New roller reefing genoa 2002 by Crusader Sails. New internal upholstery 2001. New running rigging 2002. GPS. New radio 2007. Generally in good condition, lovely sailer, needs some TLC, like its owner, this being the reason for sale. £12,500. Lying Newport, South Wales. For further details, contact **Dave or Heather Pugh** [house@fronlas.plus.com](mailto:house@fronlas.plus.com).

### **WANTED. FOUR-WHEEL, BRAKED TRAILER**

Wanted four-wheel, braked trailer either flatbed or purpose made to take the weight of a Hurley 22 bilge keeler. Must have relatively new wheel bearings and brakes, be in roadworthy condition and ready to roll. Please contact:

**Kevin Mitchell** on 077 926 03 926 or e-mail [kmi6@hotmail.com](mailto:kmi6@hotmail.com)

### **FOR SALE. HURLEY 27**

Long keel, sloop rigged, well maintained and regularly used family cruiser. All the usual features, Compass, GPS, Depth gauge, Wind speed and direction etc. Heads with sea toilet and washbasin. Galley with full cooker, sink and cool box. Full set of sails with roller reefing headsail. Beta marine 16 hp inboard engine. Lying on a club mooring in Sunderland, Tyne and Wear. Price 9.500 GBP

For further details contact **Ron Lowden**, e-mail [marj@leithes.co.uk](mailto:marj@leithes.co.uk) Tel: 0191 5229122.

### **WANTED. HURLEY 18 SAILS**

Wanted: Mainsail and Genoa (6.5m luff, 2.9m foot - or thereabouts) for Hurley 18. Contact: Iain Fish on 07966 513457, 01326 314490 or [dawdafish@yahoo.co.uk](mailto:dawdafish@yahoo.co.uk)

### **FOR SALE. HURLEY 18**

Hurley 18. Long Keel 3-Berth classic sailing boat with the following specification: Furling Reefing Jib, New Main sail, 4 hp Outboard. At Heybridge Maldon Essex. A very strong, excellent sailing boat and great value at only £600  
Call 01277 222142 Mobile 07963 297327

### **FOR SALE. HURLEY 22**

Bilge keel Hurley 22 for sale. On trailer ready to tow away. All details here: [www.ic2000.co.uk/hurley](http://www.ic2000.co.uk/hurley) . Open to offers (note that details are in PDF format).

Contact **Caren** at: [caz.ncle@gmail.com](mailto:caz.ncle@gmail.com)

### **FOR SALE. SILHOUETTE MK III**

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<b>Treasurer</b> }	<b>Mike Sheridan</b>	<b>01732 453069</b>	<b><a href="mailto:mike@hurleyownersassociation.co.uk">mike@hurleyownersassociation.co.uk</a></b>
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