



Hurley Owners Association

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

Affiliated to the RYA

www.hurleyownersassociation.co.uk

NEWSLETTER JANUARY 2009

FROM THE EDITOR

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A Happy New Year to you all. Let us hope for a good one for sailing, fair winds and some sunshine will be much appreciated. I hope you have had an enjoyable Christmas with lots of goodies for your boat in your stocking! This newsletter goes out with the notice for the AGM to be held on Saturday, 28th February 2009, meet from 10:30 for a prompt 11 am start, drinks and food available in the bar after the meeting. It is appreciated that distance precludes most members from attending but this year with the venue in the West Country, the area with the largest number of members, we are hoping for a bumper attendance. For more details of the venue go to:

www.pubexplorer.com/devon/pub/beaconquay.htm

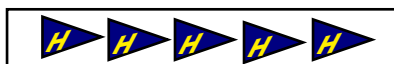
In his report Tim Sharman, the Chairman, lists the aims of the Association. The second item, Meets, can realistically only be organised locally. The main source of information to members is personal contact via details in Directory, the website and newsletters. The latter relies on input from members; this has covered boat related projects, technical advice from Nick Vass and reports on passages made. I am grateful to all those members who have put pen to paper (or fingers to keyboard) and hope you will keep writing and supply plenty more of the same but I felt we could

emulate some of the boating press with regular features. The sort of thing I had in mind was a book corner with brief reports of interesting books you have read, tips for making life afloat (or work ashore) more simple. Better still you tell me what we should have. In September Bruce Carter reported on the Fal Rally and in this edition on the SW Social and photo competition and Phil Biggs on his trip to the Scillies. We have some silver ware passed on by John Udy from an earlier Association so how about annual competitions for the best log and photograph? Again your thoughts please.

Reading the January PBO I see they are planning to publish in February a comparison of marina charges across the country, that should make interesting reading but I suspect it will hold few surprises.

Peter Le Mare, Hurley 22 "Be Disarming", sent me details of his passage from Penzance to London for Hiroshima Day and then on to the Climate Camp on the Medway. For those interested a full report can be seen at www.littlepeaceboat.net. What I found disturbing was the treatment he received on my home waters, the Medway. I had followed the coverage in the press of the large police presence mobilised to handle the protesters who were objecting to the building of a new coal fired power station without waiting for the technology to extract CO₂. I knew a boat from Rainbow Warrior was present and with the agreement of the officials landed crew on the coal jetty. But Peter tells me he was stopped by a police launch and searched. Subsequently he was turned away from all the marinas despite having a booking at one, presumably a request from the police. Not the treatment I expect to be handed out to peaceful protesters.

Mike



THE BOAT BUG

In 2005 I'd had enough of sailing. I sold my Rustler 31 and that was that. Well not entirely - because I suspected that, once you've caught it, the boat bug never leaves your bloodstream and eventually I'd yearn for another. And so I allocated a percentage of the proceeds from the Rustler to buying and maybe one day refitting a Hurley 20 which I re-christened Ali because these three letters were faintly visible under her current name and because 'ali' is Portuguese for 'over there', which is exactly where the little boat would sit: just over there, on drying moorings five minutes' walk from my home.

A big benefit of these moorings was that they only cost £125 a year so I'd feel no qualms about wasted marina fees if I left Ali, simply forgot about her until the bug returned. Except that this benefit was counterbalanced by a couple of problems: first the small matter of two bridges between the moorings and the sea, and second their attraction for the kind of vandal/thief element which gets kicks from smashing boat windows, breaking into cabins and stealing anything not bolted down.



Part of the solution to the second of these problems involved a lot of thinking about boat windows: did I

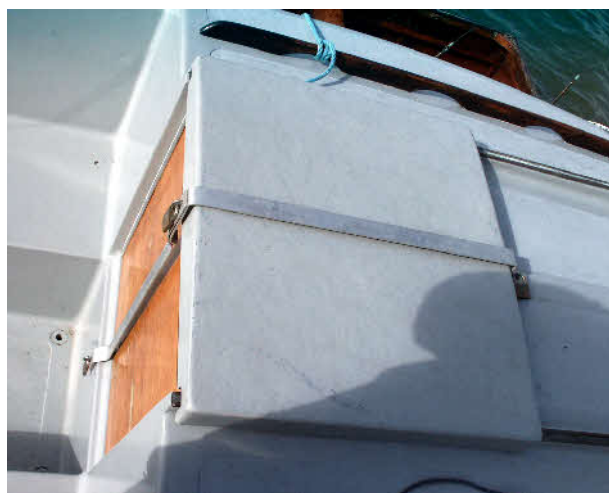
want to have to board them over every time I left the boat, are they really necessary on such a small craft, is there such a thing as a window which doesn't eventually leak? The answers being No, No and No, I had all Ali's windows glassed over and, although Hurley purists may not agree, I think she looks elegantly sporty as a result.



The solution to the getting under bridges problem is the mast lowering/raising system in the illustration. The 'goal post' on the stern reduces the angle from which the mast has to be raised and the removable strut, a converted dinghy spinnaker pole, at right angles to the mast foot provides the necessary purchase. The second illustration provides detail of the fitting for this strut. The other major part of the system is the forestay wire I've terminated with a length of low stretch rope which runs back through blocks and a clutch to a cockpit winch. The system enables me to lower and raise the mast from the cockpit, single-handed.

A further benefit of the goal post is that I can rig a block on it to make swinging Ali's outboard onto the transom less of a back-wrenching activity. I store the outboard in the cabin, access to which is as thief-proof as I've been able to make it. The illustration shows the two piece hatchway locking arrangement which has the looks as well as the reality of being very secure - much of this security game is about encouraging thieves to go pick on someone else's boat!

The downside to the locking bars is that they are secured with three padlocks - but I have mitigated this somewhat by using a set of five keyed-alike locks. The remaining two are on the new and very solid cockpit lockers I've had made. The lazarette cover is also secured and padlocked. These



external locker modifications have improved the boat's weatherproofing and resolved my worries about having to sail a boat with fly-away locker lids, potentially dangerous in serious weather.

And that was about it for 2006 and 2007. Ali just sat on her mooring waiting for me to regain my interest: finish off her rigging, sort out her sails, and start work on rebuilding her accommodation (which I'd gutted). I'm pleased to report that the bug returned this summer and ever since I've been working hard to get my boat into a state where I can take her out for a sail before the end of the year.

JOHN CRIX

FROM THE TREASURER

Subscriptions. Yes I know they are not due until 1st March 2009 but....! New members joining after 1st October 2008 are covered for 2009. Save the hassle of remembering to send a cheque by making a standing order.

Payment from overseas can be expensive if you do not have a UK bank account. Here are two possible ways to avoid this.

In Europe you can get your bank to transfer the money using the International Bank Account Number (IBAN) and the Branch Identifier Code (BIC). For the HOA these are:

IBAN - GB52MIDL40202971155407

BIC - MIDLGB2130U

Please ensure that the transfer is in GB£ not euros.

PayPal (www.paypal.com) is the alternative. This allows you to pay "bills" in GB£ at no extra cost to you. To use this facility go to the HOA website and use the button at the bottom of the Application Form for membership. It would be appreciated if you add a £1 to cover the fee charged to HOA.

MS

MEMBERSHIP

As we go to press membership stands at 253 in 15 countries. The web now appears to be the main point of initial contact from our own site, the RYA or the Yahoo Hurley Owners. Personal contact is of course ideal either by word of mouth or use of the Association flyer a copy of which goes to all new members and was included in the July 2008 newsletter.

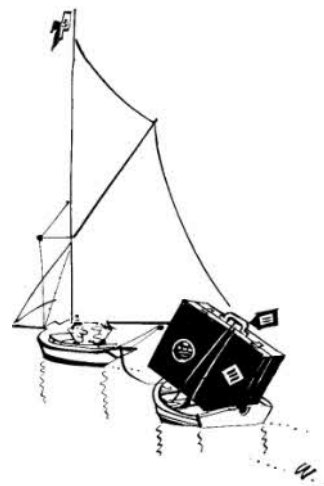
The Directory is useless unless it is up to date so please keep me advised of any changes, in particular the email address.

MS

As for the man who brings a large suitcase with sharp edges and pointed corners aboard a small boat, it were better for him that it were hanged about his neck and he were cast into the sea, for the thing is unstowable.

ALEC GLANVILLE

Elements of Yacht Sailing and Cruising, 1939



MAST COMPRESSION

The Hurley 22 and 24/70 yachts tend to suffer from a condition that we call mast compression; that is when the coachroof around the mast is deformed downwards by the weight of the mast and the tension of the shrouds. Other yachts in the Hurley range are less effected, as the smaller yachts have more strength, because the structure is more compact. The larger yachts have kingposts from underneath the mast deck plate to the keel plate.

Some other makes have keel-stepped masts, i.e. mast runs through deck down to keel, e.g. Carter 33, Elizabethan 30. These vessels sometimes have leaks due to faulty mast gaiter glands.

The mast compression problem manifests itself in several symptoms. Firstly, the thin main bulkheads roughly under the mast area might become bent under the load. The coachroof and deck might be deformed out of shape and could even crack in extreme cases. The standing rigging will be difficult to keep in tension and the forestay might become loose and bend when the wind blows.

On the 24/70, the timber mast support beams that are on the top of the bulkheads to spread loads might crack in the middle.

Solution:

The obvious solution would be to put a timber, aluminium or stainless steel post (kingpost) that is attached to the wooden plate on the inside of the coachroof under the mast deck plate. The post should then run down through the cabin sole moulding to a wooden plate that could be glassed onto the encapsulated keel top or the centre of the bilge, if the vessel is a bilge keeler. The solution is the most effective one but is only suitable for boats just used for racing or short-handed, as a lot of interior space will be wasted. It is cosmetically unattractive and will prevent easy access to the forecabin berths, or, in the case of the 22, reduce its size.

The next solution would be to beef up the bulkhead with timber posts running up to the deck support beam or fabricate an articulated post out of stainless steel that performs the same function as a kingpost but is made in such a way as to run up the side of the heads compartment. If any post is to be fitted, the mast should firstly be unstepped and the deck plate will need to be raised by fitting a carjack between it and the keel to slowly and carefully return the coachroof to its original shape.

Whatever solution you choose is up to personal opinion, depending on how much space you require to retain and cosmetic considerations. Some examples of members' solutions are shown here. My solution to the problem on "Omega" (my Hurley 24) was to fit a mahogany post, routed to fit around the modified bulkhead and bolted to the forecabin furniture moulding and to the transverse mast support beam. My solution was, of course, a compromise, as I wanted to retain forecabin space and access to the heads compartment, but it has worked. I fitted it in 1992 and no movement has been subsequently noted.

The post was tricky to make. You will need to make a 3D template out of card and have access to a good quality band saw to reproduce the complex angles and mitres. You will also need to estimate the deflection of the coachroof when it is returned to its original position. In my case, it was only 10 mm. My brother was a retained fire fighter at the time and borrowed a hydraulic jack to slowly return the coachroof to its original state. This job was done over several days with the mast down. Much creaking was noted. I cut away the bulkhead at the top to accommodate the post.

Bryan Mermagen's H22 "Mistral" is fitted with an excellent stainless steel solution and Philip H 24/70 "Chances R" is fitted with an excellent and well-constructed kingpost, also of stainless steel.

Not all H22 and 24/70 are affected, as all are not affected by osmosis, mostly down to luck, as there seems to be no logic or pattern. If your coachroof is not distorted, you don't need to worry. If it is, don't worry either, as it has probably been like it for a long time and isn't going anywhere. Nothing major is going to happen overnight. These boats are over-built.

If you wish to view particular boats to measure solution, please get in touch with us through the membership directory.

NICK VASS

THE SCILLY ADVENTURE. 23- 28 JUNE 2008

When Des Hodgkiss asked on the Yahoo! Group if anyone was game for a trip over to Scilly the following week, there being a weather window, I immediately got in touch. My crew, Mary, was already coming down to Cornwall for a week's sailing with me so this seemed an excellent opportunity to realise an ambition I'd had since buying Gypsy in 2005, but which had so far eluded me due to lack of crew availability and unsuitable weather. Mary arrived from Leicestershire at just after midday on Monday and we left St Just in Roseland at around 1300 having loaded up the boat with all her gear and vegetarian grub and set off for Newlyn, straight into a southerly 4. We motored down to and around The Lizard expecting a cracking sail across Mounts Bay. Alas, it wasn't to be - the wind died away just as we rounded The Lizard and headed northwest, so we ended up motor sailing instead. Although I know Mounts Bay and the Penzance / Newlyn area quite well having dived extensively around there, it amazed me how very different the place looked at night. We arrived in Newlyn harbour at 2300, were met by Des on the end of the pier and rafted up alongside his boat Sula for the night while he went off home to a proper bed.



Newlyn from 10 miles off at sunset

On Tuesday morning we set off at 0800, passed the Runnel Stone buoy and Lands End at around midday and continued west at over 5 knots out into the Atlantic. We motor sailed Gypsy most of the way in order to keep up with Sula which was much the faster boat. It's nice having a great heavy lump of diesel engine but the difference in speed between the two boats was quite surprising. We arrived in St Mary's at 1630 and anchored (which I later discovered was not permitted) and went ashore to The Mermaid for a beer and a burger. When we got back to where Gypsy was anchored there was no sign of her. She had dragged her anchor for some distance and was heading for the rocks. Fortunately some eagle-eyed fisherman saw what was happening and contacted the harbourmaster who saved Gypsy from disaster by taking her in tow and putting her on a visitors mooring. A most embarrassing interview without coffee with the harbourmaster followed the next morning. I thought I'd let out enough chain - had I still



A rather lumpy St Mary's Harbour

been in Falmouth it would have been plenty - but I hadn't anticipated the increased Atlantic swell as the tide came in. In future whenever I anchor, wherever I am, I'll use as much anchor chain as possible.

Wednesday was a glorious day with bright sunshine, but the westerly wind had increased somewhat so Mary and I went ashore to buy fuel and have a wander around. Des went off to St Helens for the day and came back to fetch us later in the day to guide us through the shallows to the island of Bryher. He has a rather superb laptop and chart program, Tsunamis 99, which showed the way around the rocks at low tide.

We motored our way to a nicely sheltered Green Bay on Bryher, anchored and had a few relaxing beers. This time I let out all my chain - 150 feet of it - for a maximum 10 feet of water. A slightly bouncy night followed



Green Bay, Bryher looking over to Tresco

until the tide went out when all became calm as we took the ground, but it was nowhere near as uncomfortable as the previous night in St Mary's harbour which was subject to some swell.

The wind went westerly overnight and rose to a force 6/7 for the next two days, so we weren't going anywhere for a while. We woke at dawn to a glorious sunrise over Tresco and a couple of hours later discovered that HM Coastguard were taking industrial action in pursuit of fair pay and grading and were only dealing with emergencies, so no weather forecasts from them. This was an opportunity to explore Bryher, and Mary walked the whole way around the island in about 4 hours taking photos whilst I wandered around the beach acquiring a pair of sunburned ears.



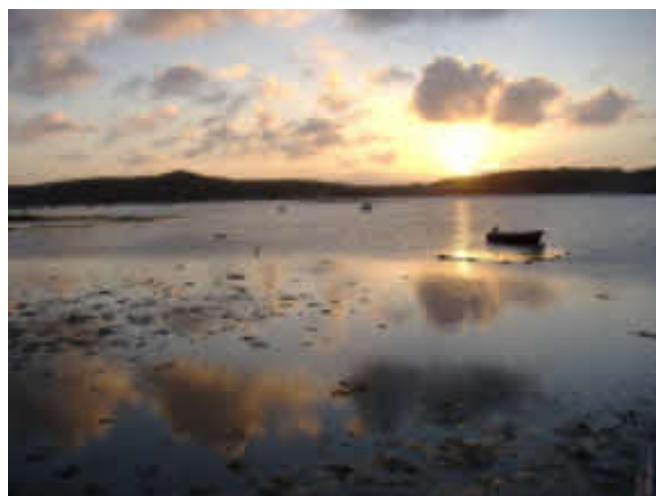
Wolf Rock Lighthouse

set off for the mainland at 0445. The forecast was southwest 4, occasionally 5 but was more like a 3-4 with some rather interesting Atlantic swells that had built up over the previous 2 days. We occasionally disappeared from sight of each other behind some of them. At a pre-determined point some way past Wolf Rock, Sula and Gypsy went their separate ways. Des headed north for Newlyn and we carried on eastwards to The Lizard and Falmouth Bay.

The wind had increased to a steady SW 4-5 by 1800 and the last 10 miles from The Manacles was a superb sail on a reach. We arrived back on the mooring at St Just in Roseland at 2205, almost 18 hours after departing from Scilly, and definitely in need of a rest!

Friday was much the same weather-wise, and having established a mobile phone contact on the mainland to fix us up with weather forecasts from the internet, we learned that the wind was to abate later in the day and decided to move to Watermill Cove on the NE side of St Mary's later that evening when the tide had risen sufficiently to float us. It's the closest sheltered anchorage to the mainland. As departure time approached the fog came down and visibility was reduced to around 200 yards. This was where Des's navigation system came into its own and saw us safely past a few nasty lumps of rock and into a very sheltered Watermill Cove at 2200 to anchor for the night.

On Saturday morning we rose just before first light and



I'm not entirely sure about distances, but the outward trip - done in two stages - must be approaching 70 miles and the return trip probably 10 miles less and done in one leg. I now feel so much more confident in Gypsy's ability. The H22 is certainly a fantastic sea kindly boat.

PHIL BIGGS

Be sure the stove is securely fastened. It is no fun to be chased around a cabin by a red hot stove.

Plumbing is a nuisance and a danger. A commode, of the variety used in the sick room, is an excellent substitute for the expensive, annoying, and dangerous ship's toilet and is vastly more sanitary than most ship's toilets. It must be well anchored in the boat, of course, kept empty and clean, and must be kept from spilling.

HAROLD AUGUSTUS CALAHAN
Gadgets and Wrinkles, 1938

CORNWALL WINTER HURLEY SOCIAL 14 NOVEMBER 08

Phil Biggs very kindly organised this social and there was a good turnout with 10 owners coming to the Crossroads Lodge at Scorrier.

	Home Port	Boat
Norman Aubrey	Looe Beach	HM 22
Mike Wills	Looe Beach	24/70
Phil Biggs, partner Lynne & crew Jan Daffern	St Just in Roseland	HM 22
Bryan Mills & daughter Bethen	Looe Beach	HM 22
Peter Le Mare	Penzance	HM 22
Ra Burnie & Adrian Clarke	Falmouth	SCM 22
Steve Dee	Penryn	HM 22
Dan Murphy	Gannell Estuary	HM 20 & Felicity 20
Kim Woods	Portnavas(Helford R)	SCM 22
Bruce & Vicki Carter	Helford River	SCM 22

A well travelled cup that I think was given to Nick Vass by Ian Anderson and was then given over to Philip Kerby at a HOA committee meeting who then gave it to me when down at Coverack on holiday. It had been decided via the Hurley Yahoo Group to present this cup yearly for photography to do with sailing. To start the social off, 3 sets of photos were voted on by those present. I'm embarrassed to say my photos won (All taken at the Fal 08 rally) I was only trying to get some good photos of other Hurleys to give to thier owners. After some of us had some bar food, we all in turn told of our sailing in the year. Phil Biggs had managed at last, to sail to the Isles of Scilly (60nm) in company with Des Hodgkiss from Newlyn both in 22s (come on Phil tell your story) Vicki and I had managed to sail up to the River Yelm (50nm) only to get storm bound for 4 days before sailing home again but most of the others had only sailed locally because of the weather. Peter then told his story.

Peter La Mare a peace activist in his 22 (Be Disarming) had sailed to London for Hiroshima Day. This was an amazing voyage all the way from Penzance to London and back over 10 week period starting around the beginning of July in probably the worst summer weather ever.

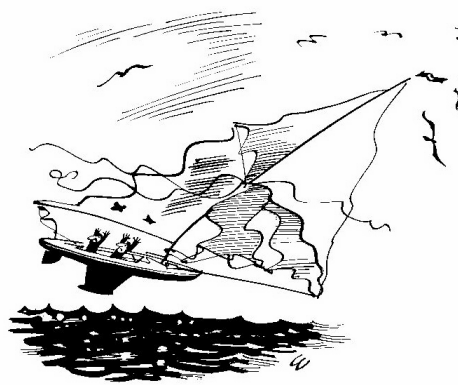
The social broke up around 10.30pm. The next social is set for Saturday 7th of March 09 but we are looking for a new venue due to the Crossroads Lodge trying to charge us for the room.

BRUCE CARTER

One caution to the unwary. Some of the senior clubs are very proud of their ordnance, but racing boats of *modern* construction should give them a clear berth or the concussion may cause damage. One of the cracks had to proceed to the builders for repair soon after a race at which that great artillerist the hall porter of the Royal London yacht club shook Cowes to its foundations. Certain it is that some racing boats are now built far too light for safety if caught in a gale on the open sea.



Small Yacht Racing on the Solent
Yachting. Vol. I: edited by His Grace the Duke of Beaufort, 1894



Boat for Sale: If you want to buy a boat or offer your boat for sale it is well to know the 'For Sale' sign on a yacht. Nowadays a lettered notice is mostly lashed to the boat, but sometimes one sees the old time-honoured sign – a broom or a bunch of brushwood hoisted to the mast-head. This can be seen from afar off, and is advisable as an addition to the notice-board – which latter is visible only when a person is close to the yacht.



GEOFFREY PROUT
Brown's Pocket Book for Yachtsmen, 1930



Burgees ** Burgees ** Burgees ** Burgees
Do not forget your Association burgee!!!!

£17.50 including postage

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Newsletter

Copy welcome any time in any form to:

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