



# 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 APRIL 2009**

### **FROM THE EDITOR**

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The sailing season approaches and no doubt many of you are looking forward to being afloat at Easter. To the contrary Symphony has just come out of the water, first time in two years apart from two scrubs on the hard.

There are in fact more boats ashore at Hoo at the moment than in the winter. Maybe they are there for repairs, servicing or a refit. I just hope the owners do not know more about the coming summer than I do!

In this edition is the Chairman's report on the AGM. It was good to have a new venue and the opportunity to meet members from the South West. Many issues were raised, please let us have your views to add to the discussion. You will see that membership takes a pace forward and one back. Page 8 is a flyer which if copied can be passed on to potential members.

In the last issue I proposed two possible new features - a book column and useful projects. I am grateful to Sally Taylor for her item on fitting springs on her Hurley 20. No contributions for books so you have the reading content of my Christmas stocking.

The newsletter only goes by post to those of you not on broadband but the Directory goes by post to all members to conform with the Data Protection Act. Please remember that subs fall due on the 1<sup>st</sup> March. I was asked last year why no invoice had been sent, so if you have not yet paid you will find one included with your Directory.

If you have taken up one of the offers around from Internet Service Providers please do remember to let me have your new address otherwise you might think we are ignoring you.

Two Rallies are planned for the South and South West and it is hoped that one can be held in the East. As reported elsewhere these do not have to be large highly planned affairs. Just 2 or 3 boats getting together; chewing the fat and having a noggin can be very satisfying.

When the next newsletter goes out I hope to be including lots of your ideas and exploits. That is one of the many objectives of the association.

Good sailing.

**MIKE**



## FROM THE CHAIRMAN

Along with this newsletter you will be receiving the minutes of the AGM, held in Torquay on 28<sup>th</sup> February. Recent AGM's have been held in Gosport, since this has provided a convenient and relatively central location on the South Coast. However, this year the Committee wanted to make a gesture to move the meeting to somewhere new which also had a fair number of members. Given the good level of HOA activity in the South West this last year, this region seemed the obvious choice and Torquay a sensible venue.



I also want to say to those of you who live well away from the south coast, that we have not forgotten you! But I am sure you understand that, as it turns out, not only do the current committee members live in the South but the density of membership reduces dramatically (for perfectly natural reasons) as one moves north, which would make it difficult to get a meaningful meeting together.

So, about a dozen of us met in the Harvester pub overlooking Torquay harbour and reviewed the administrative business of the HOA, which you will see recorded in the minutes. The thing which always surfaces in our discussion and I want to highlight in this short article, is the question of what more can we do for the members? What do you all get for your membership and how could

this be improved? Since we are essentially a networking organisation – principally putting Hurley owners in touch with each other – the answer to this is somewhat limited. The best way to get good value out of your membership is to use it to full effect – sharing information, contacting other members, as they are doing in Cornwall – arranging local social events – and during the season participating in rallies.

The committee are going to be considering a number of things; further improving the website (noting that it is already very good – thanks Rod!); a permanent handbook; HOA merchandise (mugs, caps, burgees etc); big flags to fly at rallies to advertise our presence more. Most of all we would like to hear from YOU - what would you like us to do? Is there anything you would like us not to do? Also, as I have said in previous reports – two Hurley owners getting together for a pint – is a meeting. Two boats getting together is a rally! Let us know about it! If you have done something interesting for or with your boat – let us know about it! Photos are always good material for newsletters. Also, we have some trophies from an earlier life of the HOA and would like to bring these back into use – as prizes for the best sailing story or cruise log. So this season – do please record what you do and let us know – this can all make interesting stuff for the membership to enjoy.



Finally I want to say a big thank you to two people:

Audrey Kynaston has served faithfully as meetings secretary (planning agendas, recording and publishing minutes etc) and purveyor of burgees, since the early days of this life of the HOA and is now stepping down from the role. Many thanks Audrey for all your hard work.

James Hester has kindly agreed to become a member of the committee – as ‘minister without portfolio’. This is enormously encouraging for the others of us and I look forward to James making a great contribution – in areas as yet undefined ...but watch this space!

All best wishes for the coming season

**TIM SHARMAN**



Certainly the pleasure of a storm is getting into smooth water again.

Introduction by Sir Edward Sullivan  
to *Yachting*. Vol I; edited by His Grace the Duke of Beaufort. 1894

## CAN ROAD DIESEL BE SAFELY USED IN BOATS?

Recently I have been asked by clients if they can safely use ordinary white road diesel in their boat. The complications regarding pricing of red diesel has tempted many boat owners to simply fill up cans of road diesel from garages as red and white diesel now cost roughly the same. That is if you do not count the 60/40 rule which only applies if you have an Ebespatcher heater or run your boats engine not underload just to charge your batteries or heat up a calorifer. (not as propulsion).

Several clients have been concerned, as they have read in the press that white road diesel contains a percentage of bio-fuel, which they have heard does not store well and can dissolve fuel lines, filters and GRP tanks. I found this question interesting and decided to investigate by contacting Shell, Esso, engine makers such as Volvo and Yanmar plus suppliers of red diesel such as oil dealers, marinas and boatyards.

In theory road diesel should be better for your engine as it is a much more refined fuel and has a higher cetane level. Red diesel is more basic and has a high level of sulphur. The level of sulphur in red diesel is said to be between 500 and 1,000 parts per million (PPM) whilst road diesel is filtered to only 15ppm. Apparently sulphur is very bad for the environment.

The cetane level is a measure of how much heat the fuel will give off when burnt. The cetane level of red diesel is said to be around 42 but white diesel is supposed to be around 52. Therefore you would assume that a vessel run on white diesel would go faster and do more hours per gallon of fuel?

In the UK, the specification for red diesel is BS 2869, rather than a European specification (as for road diesel - EN590). Back in 1988, this standard covered both road and non-road diesel, but by 1993 the first EN590 standard was introduced covering road diesel.

The most recent version for off-road is BS 2869:2006 "Fuel oils for agricultural, domestic and industrial engines and boilers - Specification". At the time of introduction, the sulphur limit was 2000 mg/kg, but this reduced to 1000 mg/kg at the start of 2008. The specification allows up to 5% bio fuel (FAME) by volume. In Fuels for engine use, the pure FAME must conform to EN 14214, which is the same FAME specification as used for on-road fuels. Sulphur will reduce to 10 mg/kg (same as on-road fuels in EN590) from January 2011, although there is a waiver on this to January 2012 for rail, agriculture and forestry. In the UK, the fuel contains a couple of different markers (the legislated Euro-marker plus some other) to allow for the different taxation.

In other European countries, the national specification or supply chain set up may mean that the fuel quality is much more similar to road fuels. I know that in Denmark, the agricultural fuel is the same as the road fuel, with the addition of the Euro-marker to allow for the different taxation.

The question could be divided into two issues. The use of white diesel in a boat, i.e. will it corrode my fuel system and damage rubber hoses, seals and pumps and secondly can white diesel be stored for long periods of time?

White diesel is often called DERV (Diesel Engined Road Vehicle). The diesel that we buy from garage forecourts for diesel cars in the UK is mostly a distillation of crude (fossil fuel oil) that is blended with about 2.5% bio-diesel and kerosene to prevent it from emulsifying, 'waxing' or 'clouding' at low temperatures. Road diesel is filtered to remove impurities such as sulphur and water. The amount of kerosene added by refineries to prevent 'waxing' or 'clouding' is altered depending on the season. This amount tends to not be altered seasonally with red diesel. White diesel tends to only stay in your tank for a few weeks until you need to fill up your car but most boat owners only have to top up every few months. In fact our boats engine is so economical that we only top up twice a year and that's to top up rather than fill up! I could therefore assume that some of the fuel in our tank is several years old. To most people it doesn't matter what the shelf life of white diesel is when run in a car, as you will use it well before it goes off.

The standard of diesel bought in EU countries must comply with BS EN590. The amount of bio diesel blended into road fuel is soon set to rise to about 5% and will be Europe wide and not just for the UK. The percentage is to rise again to at least 7% by 2011. This level is set by the RTFO Renewable Transport Fuel Obligation, which is a EU agreement.

In America service stations have to declare what percentage of bio fuel goes into the fuel. Its measured by a B number. For example B5 is fuel containing 5% bio diesel. B20 is 20% bio and B100 is 100% bio fuel. No such rule applies here. B100 is supposed to be bio degradable and apparently you can drink it but being bio degradable it would be fair to assume that it will degrade in our tanks?

What is bio diesel? The first working diesel engine ran on peanut oil, which is very much, a type of bio diesel. It is a fuel derived from virgin plant oil such as soy, rape seed or peanut oil or made from waste fats and oils such as left overs from chicken processing factories, fast food fryer oil or lard. It is a methyl ethyl ester oxygenate or fatty acid methyl ester FAME. Top Gear made some to drive a car after buying a field of rape seed. They simply crushed up and filtered the seeds juice. However, it's not as easy as that as they drove the car in summer when the temperature of the car and fuel system was over 20oC. Oils solidify, turn to wax or cloud below 10oC and have to be refined, filtered or impurities and exposed to methanol to be converted into methyl ester. Water, glycerine and food solids are amongst the impurities taken out.

Bio diesel is less potent than distillate diesel; its cetane rating is lower and will not produce as much heat when burnt. Fuel consumption would be slightly higher and the boat would not be as fast. However, the small percentages used in fuel would make hardly any difference if the boat were run on DERV.

The arguments to use bio diesel are to me a little overstated. It is said that bio diesel is carbon neutral as the plants that are used to grow it absorb as much CO<sub>2</sub> from the atmosphere as the amount of CO<sub>2</sub> that is given off when the fuel is burnt. What about the fuel

used to process and transport it? And would the fields that were used to grow the bio crop not be used for growing plants anyway? Would we not have to transport food from out of the area that could have been grown where the bio fuel crop was grown?

Will DERV last as well in your tank? Probably just as well as red diesel as such small amounts of bio diesel are blended into it and also because the fuel from the petrol station is likely to be newer as more fuel is purchased from them. Red diesel can hang around for a while, especially over winter months if the fuel is bought from a recreational marina supply. I've bought dirty red diesel before and had to change fuel filters very often after they have got clogged up. My diesel car has done 129,000 miles since I bought it but I have never changed the fuel filter since the warranty expired years ago and I started to service it myself. Never had an issue with garage fuel but had issues with red diesel on several occasions.

Will DERV damage our boats fuel lines, tank and lift pump? Probably not? 'Earthrace' travelled around the world on 100% bio fuel and had no major breakdowns but did need to change both fuel pumps once. You are probably not going to do 25,000 miles in a Westerly Konsort under engine alone so there is not a lot to worry about.

You need to check with your boat engine manufacturer to see if they approve of bio diesel. Yanmar accept that bio diesel is used in its engines and find this acceptable as long as no more than 5% is used. Petter Lister have brought out a new small marine engine called the Alpha that can run on B100 diesel [www.lister-petter.com](http://www.lister-petter.com) Most small marine diesel engines are marinised industrial motors which must be able to run reliably on any grade of diesel and have to put up with harsh treatment.

Engine manufacturers have been aware of the impending legislation, which was mostly US driven, meaning that they began to use bio safe compounds in fuel pumps and tank seals as long ago as 1990.

Boat owners will not have a problem if the yacht was built after say 1993. You might have a problem if your vessel is older but you would probably be thinking about replacing the fuel pump, tank, fuel hoses and filters by now anyway, if you haven't already done so? Bio diesel will oxidise in your tank and absorb water. In high concentrations it can degrade natural rubber seals and some plastics.

But it looks as if red diesel will still be available so perhaps no need to worry. This is what the RYA state on their website: 'As of 1 November 2008 red diesel will still be available at the waterside but recreational boaters will pay the full rate of duty when purchasing fuel for the purposes of propulsion. Red diesel used for domestic purposes such as heating and generators will continue to be at the reduced rate of duty.'

The following is advice given out on a fact sheet by Exxon Mobil (Esso): Under normal storage conditions gas oil and kerosene should be expected to stay in a useable condition for at least 12 months at a temperature of 20 degrees C but only if good housekeeping is maintained.

Fuel stability can be affected by:

Metal contamination: Zinc (galvanised pipes and fittings) and copper rapidly speed the process of gum and deposit formation as well as discolouration of fuel and coking of burners. These metals and alloys containing them should be avoided. Dirt can also introduce these metals

Water: Large amounts of fungi and bacteria can only grow if water is present. These can block filters but also produce organic acids that can destabilise the fuel forming gums and coke when burned and also can cause corrosion

Heat: High temperatures stress the fuel and can cause the fuel to prematurely age - discolouring the fuel and encouraging gum and deposit formation. Again this may cause coking of burners.

To ensure that fuel stays in good condition it is essential that the fuel is well looked after through good housekeeping and the elimination of problem metal components.

If possible: Check water is not present in storage tanks; Ensure storage tanks have a way of draining water; If water is present remove if possible; Ensure that copper and zinc components are not used where they will come into contact with fuel; Empty and clean tanks periodically to prevent sediment and water build up; Where fuel will be stored for a long period, purchase winter grade stocks so that waxing will not occur in cold conditions; Where possible keep tanks full to reduce the build up of water from condensation.

I would like to thank Richard Stradling of Shell Global Solutions for his advice and help when writing this article.  
I would also like to thank Exxon Mobil's press office and RK Marine Ltd.

**NICK VASS**



Yacht Clubs, like politicians and philosophers, are necessary evils which have been evolved by man in his desire to dominate his fellow-beings. No club which has ever been organised for the purpose of promoting a certain branch of sport sails under falser colours than do many of the yacht clubs which flourish in different parts of this old world.

*The Rudder*; edited by Thomas Fleming Day, 1909

## **CORNWALL HURLEY OWNERS SOCIAL 7- MARCH 09**

This social was held at The Halfway House Rame on the Helston Falmouth road starting from 6.30pm.  
Present were :

Norman Albrey  
Peter and Ianthe delTufo  
Phil Biggs and partner Lynne  
Bruce and Vicki Carter

Bryan Mills  
Tony and Hilary Littlewood  
Kevin and Linda Mitchell

It just goes to show that you don't need large numbers of Hurley owners to make a good social, with chat about Hurley yachts, a meal and arrangements for the coming season's events the evening flew by. When the live band started at 9.30pm chatting became difficult and so the social broke up about 10.30pm.

### **Cornwall 2009 Events**

**Fowey Cruise** 23-25<sup>th</sup> May Bank Holiday, this gives the opportunity for the owners farther east to link up with the Cornwall owners.

**Fal Rally** 13-14<sup>th</sup> June

**Cruise to the Scilly's** An attempt will be made from Falmouth for a weeks cruise between the dates of 10-31st July

All above events are weather permitting

Next Social In November date to be confirmed

Phil Biggs and I set up the West Cornwall Hurley Owners Group by ringing around the HOA membership list and over the last three years we have met at five socials in the winter months, and sailed at three Fal rallies, two cruises from Falmouth to Fowey. Phil Biggs and Des Hodgkiss also managed to cruise to Scilly in there 22's last season after trying for three years. A quote from Linda Mitchell at the above social "it's a fan club for Hurley Yachts".

Tony Littlewood has recently set up the HOA Tamar Valley Group in the Plymouth area. These groups could be set up all around the UK coast, it just takes one or two owners to start the ball rolling so why not have a go yourself and make the most of the HOA.

### **BRUCE CARTER**



### **RALLIES - 2009**

#### **SOUTH RALLY**

11 July Bembridge Marina 7/8 berths reserved  
A table booked at Brading Haven Yacht Club for 15/20 people for the evening.

#### **SOUTH WEST RALLY**

See above

#### **THAMES ESTUARY RALLY**

Possible rally in July.

## BOOK CORNER

*“Attention All Shipping” by Charlie Connelly published in paperback by Abacus*

This was in my stocking at Christmas and you may have heard an abridged version last year when it was a Radio 4 Book of the Week. Connelly, a non sailor, having listened to the shipping forecast for years without being aware of where the various areas are decides he will visit them all. First he does some research at Greenwich and Bracknell. He then sets forth on his odyssey starting in North Utsire and over a year visiting each area in the order that they are broadcast.

The early pages I found tedious but perhaps I was suffering from an excess of seasonal spirit. There is much of interest, some new some forgotten. For instance are you up to speed on the Principality of Sealand off the Essex coast?

I found it an excellent bed time read where you could get through a chapter or a part of one and happily put it aside until the morrow.



Another stocking filler was a collection of confessions from the *Yachting Monthly* where yachtsmen own up to their sailing sins. Again an excellent bedside book unless you sit down and romp straight through it. With illustration by Mike Peyton (his annuals have been stocking fillers for years) it is full of “oh dear, been there done that” stories and ones you finds hard to credit.

*Published “Confessions” by Adlard Coles Nautical.*

**MS**



## PROJECTS

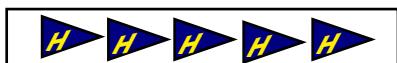
Members may be interested in my solution for spring lines. This shot of my boat, Hurley Burley, at her fixed dock in Baltimore shows I ran a large nut and bolt through the hole in the base of the lifeline stanchion on either side and then wrapped a line running the length of the slip on either side around the bolt, like a cleat. Always easy to get off and on, serves as a spring line, of sorts.



Her old mahogany rubrails had become too rotten to repair, so I replaced them with a 1"x2" strip of sunproof gasket material, running all the way around the boat. Also shown in this photo.

Now I can bounce off tarred pilings! Unfortunately, I have to watch for other boats, as the gasket material leaves a slight telltale black mark...

## SALLY TAYLOR



## A SAD TALE FROM OVER THE POND

My name is Drew Lambert, and our family has had a Hurley 20 for over 20 years. She was in our yard in Cape Cod, MA, for many years before my brother and I fixed her up 4 years ago and got her back in the water. We got a brand new set of sails made for her, redid the wood and gave her a general makeover. We sailed her for 1 season and kept her moored on the flats at the Cape. Sadly a storm in September proved to be too much for her: one of her keels gave out (we assume from banging on the flats during the storm) and we found her the next day mostly underwater. We towed her in to shore, but no one in our area wanted to take on the responsibility associated with fixing her, and save for a total restoration (far out of our budget) there wasn't much we could do. So we have had to resign ourselves to the fact that she is gone, and replacing her isn't really an option.

We unfortunately have no use for the sails, and would be willing to sell them for half of what we paid for them. I could provide photos and measurements to ensure that the rig on our boat is the same on other owner's boats. It would be a great way for a current owner to upgrade his or her sails to a brand new set for a very reasonable price.

*Editors note: Web users have already received a copy of this and one member did ask for more details. I queried with Drew the position regarding shipping and he would be happy to negotiate this in the price. He is more interested in finding a home rather than making money. Anyone interested can get contact details from me.*





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**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](mailto:mike@hurleyownersassociation.co.uk)

### **HOA COMMITTEE**

<b>Chairman</b>	<b>Tim Sharman</b>	<b>02392 580437</b>	<b><a href="mailto:tim@hurleyownersassociation.co.uk">tim@hurleyownersassociation.co.uk</a></b>
<b>Vice Chairman</b>	<b>Nick Vass</b>	<b>01722 790173</b>	<b><a href="mailto:nick@hurleyownersassociation.co.uk">nick@hurleyownersassociation.co.uk</a></b>
<b>Membership Secretary</b>	<b>Mike Sheridan</b>	<b>01732 453069</b>	<b><a href="mailto:mike@hurleyownersassociation.co.uk">mike@hurleyownersassociation.co.uk</a></b>
<b>Treasurer</b>			
<b>Newsletter Editor</b>	<b>Rod Coomber</b>	<b>01275 843900</b>	<b><a href="mailto:rod@hurleyownersassociation.co.uk">rod@hurleyownersassociation.co.uk</a></b>
<b>Webmaster</b>	<b>James Hester</b>	<b>01823 662526</b>	<b><a href="mailto:the_hesters@bigfoot.com">the_hesters@bigfoot.com</a></b>

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# Hurley Owners Association



Do you own a Hurley?

Join the Hurley Owners Association.

Newsletter, advice, gatherings,  
annual rallies, meetings and more.

Only £10 per year.

Covering Alacrity, Signet, Felicity, Silhouette, Hurley 18, 20, 22, 24/70, 27, 30/90 and 9.5 Motor-sailer, Sailwind 27, Coronel 25 and Tailwind 38.

Plus Hurleyquin motorboats and all derivatives such as Dockeral 27, Ravensail 22, Hurlwind 22, Atlanta 25, Meridian 31 and Anderson 30 etc

Get in touch with Mike Sheridan. Membership Secretary

[mike@hurleyownersassociation.co.uk](mailto:mike@hurleyownersassociation.co.uk)

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

01732 453069

For technical advice look at [www.omega-yachtservices.co.uk](http://www.omega-yachtservices.co.uk) Nick Vass 07702 915524 [nick@hurleyownersassociation.co.uk](mailto:nick@hurleyownersassociation.co.uk)

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01732 453069

For technical advice look at [www.omega-yachtservices.co.uk](http://www.omega-yachtservices.co.uk) Nick Vass 07702 915524 [nick@hurleyownersassociation.co.uk](mailto:nick@hurleyownersassociation.co.uk)