



Hurley Owners Association

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

Affiliated to the RYA

www.hurleyownersassociation.co.uk

NEWSLETTER JULY 2009

FROM THE EDITOR

First I would like to welcome new members to the Association, 34 this year of whom 22 have joined since the April Directory was published. Membership stands at 246 but I fear 69 members have not yet renewed their subscription so a reminder has been sent.

Thank you to those members who have set up a standing order as this saves us both time and effort in the long run. I now have the SO form available as a PDF file which can be down-loaded for completion and forwarded to your bank.

As I write this it is 30° Celsius outside. I am feeling guilty that I am not sailing but without a bimini I would fry and I already have two trips a year to the out-patients to keep my keratoses under control!

Not so warm in May when we joined two friends on their Rustler 42 in the Solent to sail to South Brittany. As the average age was mid seventies we sailed in F4 or less (F5 on two days!). After passages to Cherbourg, St Peter Port and Trebeurden we made L'Aberwrach to be told that all the marina berths were taken. From a mid channel mooring we watched as 78 yachts in various classes from 7 to 17 metres prepared for a race to Plymouth with a one or two man crew. The race started at 6 pm and we sailed the following morning at 8 am. As we crossed the entrance to Aber Benoit two sails appeared to the north. They were the larger boats, and when hailed as they rounded us they confirmed they had finished the race to Plymouth and back and were now heading for Ireland for their next race.

No doubt they were in Ireland before we reached our next port of call Cameret! At least it now warmed up and we were in shirtsleeves.

Ten days to the Bembridge Rally; let us hope the fine weather continues and a good time is had by all. I look forward to news of it for the next newsletter. This one covers three West Country Rallies from the Fal to Newton Ferrers.

As you may recall we purchased some new burgees this year and due to an error by the supplier we have some larger versions as well at a very reduced price (see back page). In addition to the burgees we have some even larger flags for rally organisers to fly when moored - see opposite. Good sailing.

MIKE SHERIDAN

Another provision against the weather is a large umbrella for the use of any lady passenger when sailing under a strong sun. When in use the handle is fitted into a socket on the coaming of the hatchway, the socket being fitted with a universal joint, so that the umbrella may be adjusted in any desired position. There are two sockets, one on either side of the cockpit, in order that the umbrella may be carried on whichever side is most convenient.

JAMES McFERRAN

The Lady Hermione

Yachting. Vol. II; edited by His Grace the Duke of Beaufort' 1894



BOOKCORNER

Not received any suggestions but it occurred to me that another area for sharing information is useful web sites. This month I found the following one advertised in PBO 512 -

www.wileyalmanac.com

It covers Suffolk to Cornwall, Belgium, Northern France and the Channel Islands for: 150 ports and harbours; full tidal data and streams; 7 day weather; pilotage and navigation. It is free and well worth a look.



The West Country Rallies May and June 2009

HURLEY FOWEY CRUISE 22-25 MAY

This weekend was arranged so the West Cornwall Owners could meet up with the newly formed Tamar Valley Owners on the water.

On Friday Phil Biggs in Gypsy(22) was not able to find crew but was going to come anyway from St Just in the Carrick Roads. Vicki and myself in Gala(22) were leaving from the Helford River and had planned to meet up and sail together but this was not to be and we followed Phil about an hour later to Fowey. Phil told me in the evening that he had sailed with full genoa and a reefed main; he had a green wave come over his bow right up to the spray hood and run into the cockpit, we sailed on just our genoa at 1300hrs with a SW4/5, the tide not in our favour until 1600hrs but with good wind as we headed NE at up to 5kts SOG arriving at Fowey entrance at 1830hrs (25nm), Phil had covered it in 5hrs. We picked up visitor moorings for the weekend because the pontoons had been booked by Mylor YC.



Phil Biggs in Gypsy



Saturday afternoon James Hester and David arrived from Sutton Harbour, Plymouth in Éclair(22) I ferried Phil and Vicki and myself over to see their boat. About an hour later John Wheeler and Tim Beavon arrived in Slinky Maliki(22) from Tamar Bridge Plymouth. They picked up a mooring near by and paddled over in their tender and we then enjoyed beer (thanks James) Both Éclair and Slinky Maliki had sailed through a school of dolphins on passage from Plymouth. We then returned to our Hurleys before Vicki and I went to check the pubs in Polruan to see if we could book a table for supper. In the evening we all went by water taxi to the Lugger in Polruan for a meal, beer and good chat about Hurley boats.

On Sunday morning Éclair and Slinky Maliki motored over to Fowey town pontoon before later motoring back to Plymouth due to lack of wind. Vicki and I headed up river in our tender to Golant for a pub

lunch in the sunshine, returning in the afternoon for a chat with Phil before going back to Gala and deflating and stowing dingy. In the morning with a forecast of W3-4 veering NW4-5 we left the moorings having both put a reef in the mains and motored out of Fowey at 0840 to find NW3 so we soon took the reefs out which pushed us along at about 3kts for an hour before it died and we then motored for 10nm (like a mill pond) The wind then picked up to a NW2-3 so we motorsailed another 3nm before the wind increased NW4-5. Phil now heading north into the Carrick Roads was motor sailing as we set off across Falmouth Bay for the Helford River on a reach doing between 5.7 and 6.3kts SOG, we sailed in past August Rock Buoy, the entrance to Helford River at 1310 and Phil picked up his mooring at 1315hrs.

What more could you ask for, good sailing there, hot and sunny weekend, good company and some good sailing home again.

BRUCE CARTER



TAMAR VALLEY HURLEY GROUP - 6/7 JUNE

The first rally of the newly formed Tamar Valley Hurley Owners Group took place on Saturday and Sunday, 6th/7th June 09, in Newton Ferrers. Although 7 boats had originally expressed interest, several had difficulties which prevented them from attending and the weather on Saturday was very cold, wet and squally until late afternoon, with visibility very poor at times.



Tony Littlewood

Nonetheless, Kevin Mitchell had sailed Vixen(22) from Torquay to the Yealm the day before and was snugly rafted up with a friend in a larger boat when James Hester in Eclair II(22) and myself, Tony Littlewood in Gallivanti(24/70) arrived together in glorious evening sunshine and tied up on the upper pontoon.

As soon as the boats were shipshape we rowed off to the Harbour Master's pontoon in our Avon and walked round to the yacht club where we had a lovely meal and a few pints. A tow back to our pontoon was much appreciated at the end of the evening by Kevin's friend with an outboard driven dinghy.

I was fascinated to see aboard the two H22s on the Sunday morning; the lovely condition they were in and the character and ingenuity that had been bestowed upon them by Kevin and James. We then sailed out together and I was hard pushed to keep up with them in my 24, tacking out of the bay in the light cyclonic winds and lumpy swell.

This was my first rally (we decided that 3 boats could make a "rally") and I think we all enjoyed meeting up, spending a bit of time together and swapping ideas. The sunshine held for the evening and Eclair II made a rapid trip back to Sutton Harbour and Gallivanti continued on up to moorings in Calstock.

As I write this on Sunday evening, I'm hoping that Kevin gets good weather tomorrow to return to Torquay as he's staying another night in Newton Ferrers.

Looking forward to the next meet.



Kevin Mitchell, James Hester and Mike Whitelock (crew Gallivanti)

TONY LITTLEWOOD



VIXEN FROM TORBAY TO NEWTON FERRERS

Vixen left her inner harbour mooring soon after lunch and I motored to the summer holding pontoon attached to Haldon pier where I was to spend the night before leaving relatively early the next morning. Once she was moored I drove home to Teigngrace where I live and later that evening my wife Linda drove me back down so that I did not have to leave the car in a public place which would not only add anxiety but would also cost an arm and a leg in parking fees.

Having bade a fond farewell I jauntily bounced down the car park steps, walked along the pier and down the gangway to the pontoon feeling proud to see my little Vixen gently bobbing below. Once on board I prepared my charts, Portland plotter, log book, pencil, rubber and my GPS ready for the morrow. I was about to turn in when Provident one of the old Brixham sailing boats came into the harbour and wanted to moor to the same pontoon. Having been listening to my VHF I knew what was needed and that was for me to re moor further in to enable this far bigger boat to have a comfortable berth ahead of me. In turn their skipper made fast with plenty of room for me to extricate myself in the early hours without difficulty.

When I have been sailing in the past with others it seems that we turn in when the daylight goes and tonight was no exception and having set my alarm for 6 ready for a 7 am start I dropped off.

Friday the 5th June 7am

What a beautiful morning with a light easterly wind, not enough to sail comfortably to Start Point to arrive whilst I would still have a favourable tidal stream so I motor sailed as far as Salcombe twenty five miles away. It was good to be off and leaving Torbay, then Dartmouth behind I was now in unfamiliar territory about eight miles out and



Kevin Mitchell in Vixen

heading for Start, past Blackpool, Slapton and Hallsands where that tiny village fell into the sea one dreadful night after a considerable amount of the shingle had been excavated for building purposes and allowed the sea to breach the base of part of the cliff and the footings of many houses. Start Point was photographed and slipped behind and soon Bolt head appeared, Salcombe was getting closer. I had decided only to pull into Salcombe if the weather turned bad and since the wind had picked up to a steady three I cut the engine and quietly sailed onward, often goose winged. Vixen with her bilge keels rolled a little but settled into a good downwind course and with tide we sometimes reached a heady seven knots SOG.

I have a sailing friend who lives in Newton Ferrers called Tony who owns a Dehler 36, we have often sailed on his boat and twice in French waters down to and from the Vendee. I had told him I was coming down and he was awaiting my arrival. At my first opportunity I telephoned him from Salcombe and we both thought it would take me about two more hours to reach my destination and we were not wrong. Bigbury bay is quite a long way across and the tide was now adverse but finally I was nearing Newton Ferrers when I had another call, Tony had slipped his mooring and was coming out to meet me. A twenty two foot boat looks like a little child alongside a thirty six footer and henceforward for this trip his was known as the mother ship! I had been invited to raft up alongside his boat 'Topaz' for as long as I wanted and since it would be a day before any other Hurley boats were due I took him up on his offer.

My passage had taken me nine hours and although a little tired I felt really elated with my achievement and Tony cracked open a fine sparkling Chardonnay to celebrate. Later that evening Vixen remained on Tony's mooring whilst I went with him and his partner to Cellars bay in the estuary for a sundowner supper and genteel chat before returning to the pool, re-mooring alongside my little Vixen and turning in for a very tranquil night. Saturday the 6th dawned dull and by 9am rain was steadily speckling the surface of that otherwise lovely anchorage. I had breakfast and decided to stay where I was rather than go out to meet any other Hurleys in Plymouth Sound. I didn't think it a good idea to get all my clothes and sails soaking so decided on a few maintenance jobs, one of which I thought could have had a better result than it did. My steering compass has lost liquid, ever since I bought the boat there has been a fairly large area of air at the top and I thought I had the solution, to put some neat alcohol in. I thought the liquid to be that but later after painstakingly drilling a tiny hole and squirting gin in through a hyperdermic and seeing bubbles forming on the inner surface it dawned on me that perhaps I was wrong and the liquid was in fact oil. Too late and I can't even drink the gin as I even epoxied over the hole!! So let that be a lesson to one and all, it is probably better to bite the bullet and buy a new compass but it was an interesting little project. To date I have not bought the new instrument and the current one although it has a few bubbles seems to work ok. Part of the problem was obviously that it was impossible to get the gin up the syringe without some air so that got injected too, good job it was not into a person or they would be somewhat dead!!



James Hester

By the afternoon no one had turned up but I moved away from Topaz and went up to the higher of the two visitors pontoons to await company. By this time the weather had improved and the sun was out but on reaching the pontoon that area was soon in shadow and rather gloomy. My friend arrived in his dinghy and invited me to the Yealm Yacht club for dinner so I motored back down to the mother ship and secured once more. Whilst Tony and I were having a sun soaked G&T in Vixen's cockpit Tony Littlewood his crew Mike in Gallivanti and James Hester in Eclair II turned up and were invited to join us for dinner and that is what happened, a jolly good evening was had by all.

Sunday the 7th June

I had promised my Hurley friends to make them a fresh coffee today so motored up to their mooring for mid morning where the camaraderie was brilliant. Three Hurleys is definitely a rally, thanks Tony for organising it and well done you for coming all the way down from Calstock in such foul weather! I think I had the best weather the day before and would not have entertained such a passage without there being a rally. We viewed each others boats, took photos and had a good chat before motoring down the Yealm and setting sail for Plymouth. The others were on their way home and I said I would follow just for the sail. We had light airs and needed a bit of help from our motors but at least it was not pouring with rain!

As the other two Hurleys became small specks on their way into the Eastern entrance to the sound I checked my tidal stream atlas and the tides and decided there and then not to return to Newton Ferrers but to sail to Salcombe. I worked out I could be there by 18.30 hours and with nothing left in the Yealm and all my belongings with me I was soon well on my way and did arrive off Bolt Head by 18.00. Using my pilotage details, transits and other guides after stowing sails I was soon past the bar and the nasty outcrops of rocks and radioing for a mooring. When I called on the VHF I explained I was a twenty two foot Hurley, formerly known as Cornucopia and at one time based in Salcombe, the harbour patrol mistook my length and said, say again your length, was it seventy two foot, that would have been a good mooring fee for them!

I was allocated an orange buoy off the town and the sun had not gone down, it was 18.30 when I passed the tail of my mooring warp through the eye of the buoy, clean as a whistle in front of a number of already moored yachts people. It would not have done to become a mooring spectacle for their pleasure now would it.

I had not ventured into Salcombe on my own before and was justifiably proud to have done so and of course I needed to toast myself again mmmm another G&T whilst I wrote up my log and diary not wanting to go below just yet but to just savour the sun and the 'after passage' feeling. Cruising is great fun or has been so far and beats just sailing in familiar waters all the time.

Tonight I made a good curry and had a glass or two of Argentinian Merlot, a coffee and some music from my quadraphonic radio before lowering my ensign and turning in having set the alarm for 04.30, a god forsaken time but necessary to catch the eastgoing tide for Start point in the morning. When I awoke it was a bit dark with a violently red sky, not a good sign and the wind remained east to S east at that time force 1-2. Since I was new to Salcombe I decided to wait till it was a bit lighter to negotiate the various hazards on the way

out. This was a bit of a mistake because by then the upcoming tide was being drawn in towards Salcombe town and I needed full throttle on my 8 hp 4 stroke engine to get me out and away towards my destination. I hauled up the main and motor sailed to and just beyond Start Point before unfurling the jib and cutting the engine.



Kevin Mitchell

The wind was rising, still from the east which meant, on the nose and a hard beat was on the cards. Always with easterlies the waves become lumpy and of course wind over tide off any promontory produces overfalls often a long way out and therefore a confused sea. Unfortunately even one who knows the seas cannot tame or teach a confused sea to behave itself so one just has to put up with it and soldier on regardless. I was starting to have a little problem with 'weather helm' and could really have done with putting a reef in but did not fancy stepping out of the cockpit onto the deck of my bouncing cork so what should I do? Then some words once uttered to me by a friend long days past came to mind, when the wind gets up and you can't shorten sail, ease off the main sheet and slide the car down to the leeward end of the track. Instantly the weather helm eased and I was more in control and sailed like this all the way back to Torquay a passage that morning of five and a half hours and at times once again up to 7 knots SOG even in those rough conditions.

By 10.30 I was safely moored on the same pontoon I had left four days earlier and soon was fast asleep before cleaning up and preparing to put Vixen back later that day onto her inner harbour mooring. During my below decks cleaning session I decided to lift the cabin sole board and found half a gallon of water, where it had come from I was unsure but after careful inspection it seemed to be from the bow area and would need me to inspect deck fittings at a later date, always something to

do! However, that was not of major importance now, I did not think the boat was sinking and mopped it all dry before leaving that evening and before finally getting into my dinghy I had a last look and no water was visible.

As for the passage, what a success 107 nautical miles in varying conditions and all on my own at 62 years of age, for me quite a memorable experience and I hope one of the many I will make with my little Vixen!

KEVIN MITCHELL



THE FAL RALLY 13-14 JUNE

The plan was to meet on the Turnaware pontoon on the River Fal Saturday afternoon/evening for a Bar-B-Q and then go sailing together on Sunday.

Vicki and I set off from the Helford River on Gala(22) around midday on Saturday, there being little wind we motored out of the river and started to sail as we neared August Rock Buoy in the entrance. We sailed in a S3 across Falmouth Bay at around 4kts as we entered Carrick Roads we could now goose wing getting up to 5kts near the top of the Roads. On the pontoon we met up with Phil Biggs and his son Graham and partner Jeanette on Gypsy(22), in the evening we used the area at the end of the pontoon made for Bar-B-Qs for just that. Norman Aubrey owner of Moondance(22) arrived in his dinghy from Loe Beach and chatted with us for a while. Before dark Gypsy headed back to St Just and we settled down for the night.

Sunday was a little foggy to start with but this burned off by 10am, Phil phoned us about 11am to say he was then setting off from St Just and he arrived around midday. Not long after Mike and Jackie Wills arrived in Esmeralda(24/70) from Loe Beach, after a bite to eat we headed off for a sail together. I helped Mike get off the pontoon and then returned to Gala and Vicki helped Phil cast off who was rafted beside us and then we cast off. By this time we had lost sight of Mike and although we looked for him we did not see him again. Ra Burnie phoned to say he was just leaving his mooring in Falmouth, the fog had not lifted in Falmouth until half an hour before. Gypsy and Gala then started to beat down the Carrick Roads into a steady SW3 as we neared Mylor, Ra and Clarissa Burnie joined us in Black Lora(22). Not long after we were joined by another (22) Solitaire from St Mawes, I had dropped my details on his boat the weekend before when we stopped there for lunch, we only shouted across to each other when sailing but I think he said his name is George Watts. All four (22)s now sailing together (I was the only owner with a camera) but we got some good photos. As we neared Falmouth Bay Gypsy, Solitaire and Gala turned and headed for our home ports but Black Lora continued out into the bay for a sail so we motor sailed up to them to say we were heading for Helford River before shutting down the engine again. We had to beat across Falmouth Bay so the normal 3nm became 7nm but we had some good sailing.



Phil Biggs (Gypsey) and Ra Burnie (Black Lola)

Phil met up with Mike again just before he picked up his mooring at St Just (Mike had gone back to his mooring at Loe Beach to haul up his sails). Phil saw Bryan Mills in Katie(22) after we split up. I also saw a Hurley 20, 22 and 24/70 just when we were leaving the pontoon, there were lots of Hurleys out sailing on Sunday but they either didn't know or didn't wish to join in the rally.

BRUCE CARTER



Gas installations in non-commercial yachts

The whole subject of gas installations in yachts is a grey area and open to a great deal of debate.

We can break the issue of gas systems into two areas.

1. Boats built before 1999 which do not have to comply with the RCD (Recreational Craft Directive);
2. Boats built subject to the RCD requirements that were built after 1999.

When a vessel is surveyed for insurance purposes the criteria of 'Best Practice' is applied. That is what is considered to be good practice by considering advice from Corgi and Calor Gas (UK suppliers of bottled gas). This advice is not legally binding on sea going vessels as both Corgi and Calor Gas are private companies and their documents have not entered legislation. Also, your boat might have a Camping Gaz bottle. Corgi and Calor Gas have helped create the much tighter regulations used for the Boat Safety Scheme which applies to boats used on the inland waterways.

The 'Best Practice' advice opted for by marine surveyors is largely based upon the advice given by Calor Gas and Corgi. It is a lot more detailed and demanding than what is actually required by the RCD standards. In my opinion standards of safety as regards to gas installations have been lowered since the introduction of the RCD. The RCD allows craft to be built to a lower standard than they used to be. The following is a brief list of details that a good gas system should include:

- The gas bottle should be stored, secured upright in a locker;
- The gas locker should be drained from the bottom and vented at the top outside the hull;
- The drain skin fitting should be at least 75mm above the waterline even when the vessel is heeled over;
- The drain hose should have a continuous fall and be at least 19mm internal diameter;
- The gas locker should be dedicated for gas bottle use only;
- The flexible hose should be no longer than 1m. Copper pipe should be used, not flexible hose for longer runs;
- The gas bottle regulator and the join between the flexible hose at the bottle end and the copper pipe should be made within the gas bottle locker as if the gas system leaks it will most likely be at these points;
- The copper gas pipe should be secured to the vessels structure at intervals of no more than 300mm;
- The copper gas pipe should be protected by conduit where it goes through a bulkhead or piece of joinery to reduce fracture and chaff;
- Feeble hose should not be fed through a bulkhead;
- A gas shut off tap should be fitted into the galley if more than one gas appliance is present;
- Armoured flexible hose should be used at the cooker end if the cooker is gimbed to reduce chaffing.

The advice given by Corgi and Calor Gas go beyond the above as they advice fitting gas alarms and a bubble leak detector. Also, a Corgi registered gas fitter will not repair or install a cooker that does not have a flame failure device.

Some people disagree that armoured hose should be used at the cooker end as the rubber hose itself cannot be seen.

A plastic gas bottle locker can be purchased from chandlery shops. They cost around £80 and can be fitted to most yacht cockpits. However, they are only useful for Camping Gaz bottles, as shorter bottles are needed to allow for a drop in the drain hose.

It is not always possible to fit a draining gas locker into boats, especially older yachts with low, deep cockpits and narrow transoms such as the Hurley 22 and 24. They were built without draining lockers and adding such a drain would cause problems in itself. The freeboard on older yachts is a lot lower than that of flat-bottomed beamy modern yachts.

Many Westerly Centaurs and Pageants that I survey have a skin fitting fitted to the transom near to the waterline. This is usually a bit of an attempt to create a gas locker drain but is useless as the lazarette locker is deeper than the waterline and any spilt or escaped gas would just go into the bilge anyway.

You are able as a boat owner to repair, modify or repair your gas system and there are no rules about what qualifications you need to have if you work on private gas installations commercially. However, if you are paid to work on a gas system you have a duty in law to display a level of skill and knowledge, which usually means being Corgi registered.

The RCD is the standard that boats have to be built to be sold within the EU. It is a method of ensuring free trade between member states but has been compromised so often that its value of ensuring safety is debateable. Yachts and boats built outside of the EU must comply with the RCD standards and have to be inspected whilst being built or when they arrive in the EU.

The RCD is broken down into categories according to how the vessel should be used.

- A: Ocean cruising/racing;
- B: Offshore;
- C; Coastal;
- D; Inshore.

Boats within C and D categories can be self certified by the builder and do not need to be inspected by a surveyor. Surveyors are appointed by licensed bodies known as Notified Bodies. These Notified Bodies include the MCA and RYA.

Boats sold within the EU must have a certificate of compliance with the RCD and carry a plate in the cockpit stating that the vessel complies with Cat' A,B,C or D.

The letters CE must be shown as should the registration number of the Notified Body that inspected it plus other info such as weight that can be carried and max number of passengers etc.

The RCD requirements themselves are broken up into standards. The standard appertaining to gas systems is EN ISO 10239. These standards should be available to the public at a modest fee but are in fact very expensive to get hold of. The RYA, MCA and BMF have joined forces recently to addressed this issue (supposedly) by launching a new website www.rcdweb.com This is to enable interested parties such as surveyors, boatbuilders, owners and brokers to gain easy access to all the standards in downloadable PDF form. It costs £400.00 per year to subscribe! Easy access? I think not!

According to the RCD it is permissible to have electrical items within the gas locker! Which was a big surprise to me! Also it is permissible to have hose longer than 1m as long as it is visible for inspection.

Clearly the RCD falls short of what we in the UK would consider to be good practice and falls a long way behind what is recommended by Corgi and Calor Gas. The problem is that the RCD is a method of breaking down barriers to trade within the EU. It is not intended as a method of ensuring safety. (my opinion).

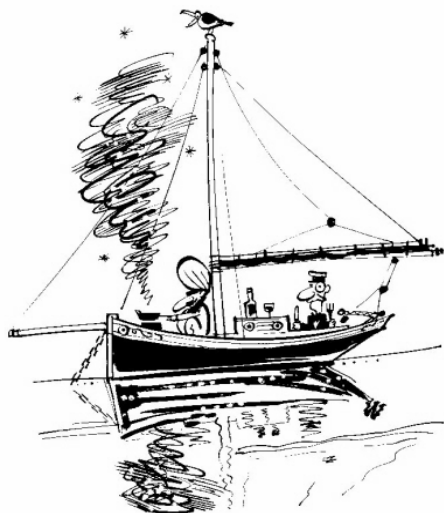
Sorry if some of the above sounds like a bit of a rant but it should illustrate that there is no definitive standard as regards to private pleasure craft used on the sea. Insurance companies will accept recommendations from surveyors as being the bottom line.

People often comment to me that the British marine industry is a bit shambolic. Yes I would agree with that as far a little legislation exists and there is no one particular body to oversee the industry. The RYA is voluntary, the BMF is a trade/marketing group paid for by its members and the MCA is dreadfully overstretched and mostly out of its depth (currently on strike).

The above applies to private yachts. Coding of yachts for commercial charter or sailing school use is a different matter.

NICK VASS

(Ed: The above is an extract from an article on the website under Technical.)



On plenty of smart West Indian and other foreign sloops and schooners of about the size of our 50 tons, it is customary to do all the cooking on deck; and I do not see why this method should not be adopted on our small ocean going yacht when she is at sea in fine weather or lying at anchor. A tiny temporary galley or fireplace— very 'unyachty', it must be confessed — might be fitted up on deck forward, and if the cook be a West Indian negro of the right sort, he will probably be found as clever as an Indian 'bobbachee' on the march, at turning out a capital meal without the aid of a cumbersome stove or oven — and that, too without making any mess whatever, so that the skipper need feel no anxiety for his spotless deck and sails.

E. F. KNIGHT

Fitting Out a 50 tonner to Go Foreign

Yachting, Vol. I;

edited by I His Grace the Duke of Beaufort, 1894

FROM MEMBERS

This photograph was sent by a member. Where was it taken? Mention in dispatches for the location.

The two below are of Liz (22), Sven Messuer's boat (sail 602) which he keeps at Fehmarn, Germany. I showed the photo's to Nick who tells me sail number 602 was sold new on 2/02/71 to dealer Alfred Neble, Copenhagen. At some stage boat and sail numbers fell out of line, for example Sail 627 is boat 8613. The German dealer Alexander Puhl of Postfach 9045 sold sail number 601 on 1/02/71. It would be interesting to know which of the above two is Liz.





TAIL PIECE

So, you are saying, are we an international association or just a UK West Country one!



Well you get what I have been sent! So how about putting fingers to key board or if you will pen to paper. Projects in hand or completed; passages made; places visited ; useful tips for maintenance, boat handling etc. Photo's and sketches really help. Don't worry about the format as long as it is clear i.e. I understand it, then I can reproduce it.

Copy to:

Mike Sheridan at the contacts below or by post to:
152 Chesterfield Drive, Sevenoaks, Kent, TN13 2EH



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