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## THE SECOND ALBUM QUESTION? -

I have heard mentioned many times by musicians that the second album is a lot harder than the first and critics are often very chippy about an artist's second release.

Well I make no claims to be an artist, but I think I can understand their



feelings about a second attempt on the market and I hope that you readers/members/critics of this newsletter are kind about this second release!

Really I should not be worried as this is not really my work as I am merely promoting the efforts of others and after the so-so summer of 2012 it would appear that the weather this year has been far kinder and the reports in this newsletter contain some wonderful achievements of Hurley sailors.

I am sure there are more equally interesting stories to be told, so please sharpen those quills and get scribing or tap a few keys on the keypad. So as the season now comes to an end and many of our little ships get put to rest for the winter, the annual maintenance, repair & overhaul is started, can I ask that you record your efforts in word & image to share with your fellow members. I know myself how useful it has been to look through such articles in old newsletters or on the website to help with a task I intend to address.

Oh and those intending to stay afloat over winter, reports of your winter endeavours will be appreciated by those of us as we relaunch next Spring.

I was informed that my picture was rather severe, so not me! So a change, this picture was taken on Margate Sands at low water as I take to the crease for a fun game of cricket. The game was played by members of the Margate Yacht Club as we stopped for lunch en route to view the wind turbines of the London Array. Sadly a trip taken by RIB and not under sail, but the only trip this season the editor made 'offshore'.

Read on for some better reports of this summers exploits by HOA members.

# HOA NEWSLETTER



## HOA Southern Rally July 2013 - By Mike Carter.

In 2011 the Southern region organised a Rally in Poole. Unfortunately the weather was so appalling that the whole event had to be cancelled. A year later we tried again, and once more the poor weather played a major part with just four boats making the crossing of Poole Bay into Poole Yacht Club. It is now July 2013, in wall-to-wall sunshine, with temperatures reaching record values, and good breezes. What could possibly go wrong?

The venue was Yarmouth IOW and boats started to arrive from late afternoon. The harbour authorities had planned for us to be in two groups close to each other. In one section we had Aeolis (H24), Restormel (H27), Mi-Solite (H24), Gandalf (H27), Lalep La (H22) and Strider (H22). Across the pontoon we had Intrim (H22), Blaze (H22), Hully Gully (H22) and Spindrift (H20). We also had an eleventh boat, The Wizard (H22), but the harbour was so full they had to spend a night on the visitors' moorings outside the harbour. Aeolis announced they had to leave on the 2:30 AM tide so a little rearranging was required to allow them to slip away whilst the rest of us slept on.

By late afternoon we were all settled and the drinks and snacks came out. A table was arranged on the pontoon to hold all the various crisps, olives and so on, plus beer and wine. Tim was able to clamber aboard a large motor yacht so as to have a near Birdseye view of the gathering. It really was very pleasant; the late evening sunshine lit Yarmouth beautifully and the evening warmth was a relief from the heat of the afternoon.

It was soon time to walk the short distance to our host for the evening, the Royal Solent Yacht Club. I have to confess some personal nervousness here as this was the first rally

host that had presented us with a Dress Code as part of the joining instructions. The men did their best to look smart but were totally outshone by the ladies of our group of whom you would never have believed they had arrived in small sailboats.

In the end I need not have been concerned; the welcome we received from the RSYC was warm and genuine. The staff were all excellent as was the food and drink. Their attention to detail was admirable; not only had they printed all our name cards, with our menu selection, but they also included the Hurley Owners Association logo on the menus. So after a good meal and lots of chat we wandered back to our boats and a good night's sleep.

Sunday morning was another with clear skies and for those heading east there was a favourable wind. But before then there was plenty of time to wander round the other boats, compare notes and pick up useful ideas.

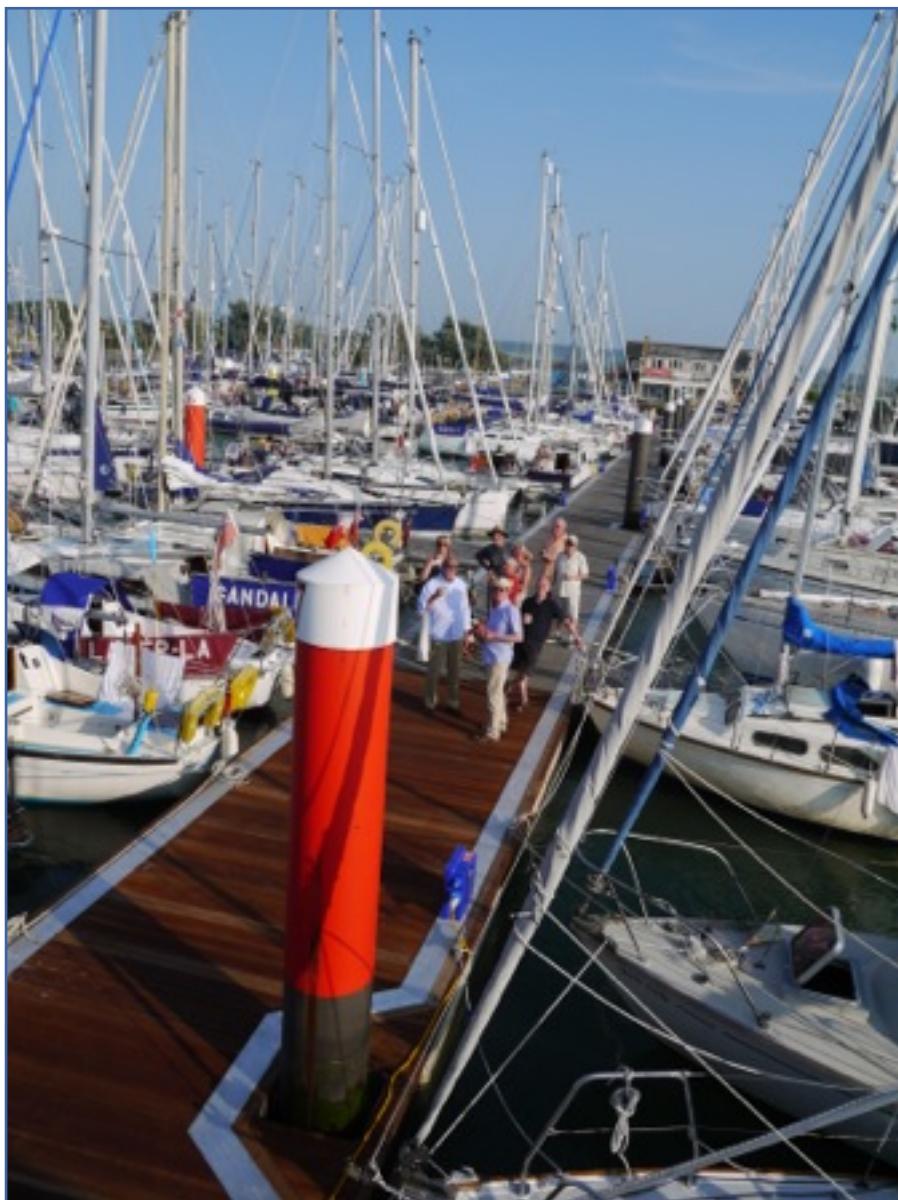
By noon we had all gone our separate ways and to answer the question posed earlier, "What could go wrong?", absolutely nothing.

So our thanks go to Yarmouth Harbour Staff, all at the RSYC and, most of all, to Tim Sharman for organising it all.

# HOA NEWSLETTER

## Crew list

Andrew and Jonathan Merritt in Aeolis  
Dennis Smith in Restormel  
Mike Carter in Mi Solite  
Rod and Donia Coomber in Gandalf  
Ian Sinclair in Lalep La  
Tim Sharman in Strider  
Dave Gowers and Jonathan Milward in Blaze  
Paul Price and Liz Hanson in Intrim  
Chris Pope and Mark Moranne in Hully Gully  
Jo Robinson and Martin in Spindrift  
Andy Kennedy, Julie and Douglas in The Wizard



## **Know Your Rules of the Road**

A lighthearted quiz to help improve and test your knowledge of the collision regulations.

*Thanks to Chichester Harbour Conservancy for permission to reproduce the questions (adapted by the editor) which they put out in their weekend navigational bulletin.*

**Q.** As the nights are drawing in you decide to give your navigation lights a check and clean. Polishing away, you wonder if there is any minimum range the lights must be seen. Your vessel is less than 12 metres in length.

**A.** Page 8

# HOA NEWSLETTER

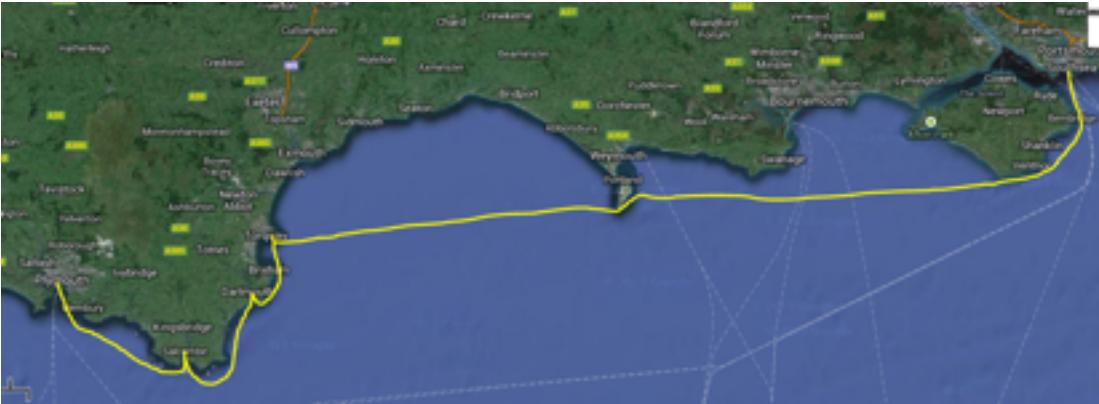
## Strider Heads West. Cruise from Gosport to Plymouth June 2013.

I have long wanted to sail my 22 to Plymouth, to extend my sailing experience, to take the boat back to its place of origin and especially to sail my own boat up the Sound, where in years past I had 'proceeded' many times in HM warships. I nearly made it 2010 (reached Dartmouth before the weather blew up) and learned lots of lessons about passage planning along the coast.

At the end of last season I was determined to give it my best shot and so blocked out the whole of June 2013 in my diary. I chose June for maximum daylight. A secondary but nonetheless important objective for me was taking the inshore passage around Portland Bill, both ways. This provides its own challenge in terms of arriving at times appropriate to the East and West going tidal 'windows'. This was the determining factor in the timing of the whole trip as it is necessary to do this passage in daylight (certainly for the first time but also because of the need to avoid fishing pots and lines).

To give me an overall understanding of the timing of the trip I made a table of the times of High Water Plymouth for each day of the month (you can also use HW Dover or Portland), then derived the time limits of the east and west 'windows'. This resolved into two periods of time in the month when the overall passage would be viable – meaning daylight for rounding The Bill plus a long passage across Lyme Bay afterwards (and the reverse for the eastbound passage). I therefore planned to take the first period (3<sup>rd</sup> – 9<sup>th</sup>), in case the weather was bad, since I would still have the option of the second period. If anyone would like a copy of the table (an excel spreadsheet) just e-mail me.

The plan therefore looked like this:



Departing on Monday (3<sup>rd</sup> June) the first leg was overnight, for which I had a crew. This was a first for me. It worked out well and watching the moon rising over the Dorset coast was wonderful. However, it taught me how tiredness can set in, which may be part of the reason I failed to

see a horizontal pot line on the surface at 0430 just off Portland Harbour. The line was a hundred or so metres long, anchored at one end and buoyed at intervals with spherical floats, so as to maximise the chance of a yacht sailing over it, which we did, coming to an abrupt stop! Every yachting nightmare. However, blessing Ian Anderson for designing the 22 with a well, we removed the outboard and I was able to cut the line so that at least we were free, although further line and floats were evidently still caught underwater. After a quick check-in with Portland Coastguard, we sailed into Portland Harbour and anchored. I then went over the side in a wetsuit and with a safety line attached, to try to cut away the offending rope. My crew worked with the boat hook down the well and it was not long before all was removed. We concluded that the rope had caught in the niche in the leading edge of the rudder (scimitar) where the lower bracket supports the rudder stock. A quick change and we were off again in time to make the start of the west-going window around the Bill, and a gentle motor sail across Lyme Bay, for Torquay.



Everyone setting out to sail to an unfamiliar area needs a Kevin. In my case, Kevin Mitchell (H22 Vixen) was a real star. He berthed his boat on the visitors pontoon at Torquay especially to greet us when we finally arrived at 2200, supplying us with suitable refreshment and encouragement. Later he also supplied masses of useful local information about navigation, tides and suitable anchorages. I had a great rest on the following day – and enjoyed the huge hospitality of Phil Kirby in H30 Magatha – which he has splendidly restored.

On Thursday I set out for Dartmouth, departing at 0730 in company with Kevin in Vixen and we had a splendid sail in a NE F4 and fine weather. We got some great shots of each other, before anchoring in Newfoundland Cove at the entrance to the Dart, to take lunch and wait for the tide. We spent the day alongside a visitors pontoon watching the world sail by and enjoying peace and fine weather.

On Friday Kevin and I parted company, I for Salcombe, he to return to Torquay. The passage to Salcombe was uneventful (having carefully planned the rounding of Start Point based on Kevin's advice) and great sailing. The views in and around the harbour are stunning. The entrance is exciting at first, as you close the cliffs on the western side to cross the bar, then fun as you turn to run up the harbour.

My run to Plymouth on Saturday was brisk but stimulating, with the wind still NE at F4-F5. The crowning moment came as I passed the eastern end of Plymouth breakwater and into the Sound. Mayflower Marina responded quickly to my request for a berth and soon I was tucked up nicely among the predominant large motor cruisers. I thought Mayflower great value for money, with excellent facilities including wifi and someone to meet me at the berth, all for about £12! I concluded my day with a nostalgic walk into the town centre, via Richmond Walk (where the original A.G. Hurley factories were sited), where I indulged in some Hurley spotting and later up to Mt Wise and the Scott memorial for stunning views over the Sound.

Tim Sharman  
H22 Strider

# HOA NEWSLETTER

## Round The Island Race

3rd June 2013

By Joseph Moore

POSTED IN DERWYN'S LOG

<http://www.sailingaround.co.uk/2013/06/round-the-island-race-2013/>

### Barely any sleep

Whenever I have an early alarm set, I can't sleep. Couple that with a million things going through my brain about what I need to do the following day and what I should have done that day and it's a lost cause.

And so, at 0459 I turned off my alarm which was set for 0500 and got out of bed. Just time for a quick wash and brushing of teeth before it was into the car and off to the boat. I'd left the inflatable on the pontoon there and it was a squeeze to say the least getting three of us and a mountain of food into it. Charles started rowing, but against wind and tide with his knees stopping him from getting a proper stroke in we grabbed hold of a moored boat, switched places and I took over. With the forecast northwesterly blowing straight down the river it was a bit of a slog and cost us more than we could afford time-wise, but we were soon off and motoring toward Cowes with a bunch of other purple-flagged boats.

With the wind on the nose we hoisted the mainsail while in the river and had our first mishap of the day. My new battens which Jim had kindly fitted fell straight out of the sail and into the water.

Charles [Edit - Ben says it was actually him, and that he refitted it incorrectly and I had to redo it for

him] caught one of them and the little one at the top stayed put, so down the sail came and I refitted the one we'd saved properly. Lesson learnt – check everything. In fairness to Jim, if you've never seen a velcro batten pocket before you wouldn't realise that if it wasn't a pig to get it fitted, you haven't fitted it right and I'd imagine all the dinghies he's sailed on have tie battens with string to adjust the tension.

### The start

Anyway, at the mouth of the Medina now, just as the gun goes for our 0640 start... better just roll the genoa out, tack round and get racing then! I guess we were maybe 5 minutes late crossing the start line.

### Cowes to The Needles

The wind was blowing strong from the north-west just as forecast. A good F4 right on the beam is perfect Hurley weather and once we were clear of Egypt point the chop calmed down and the tide took hold. With an endless stream of boats out in front of us and a few dozen stragglers behind we manhandled the outboard from its well and stowed it on the cabin sole. The plug went in, the hatch went down and we were away, the boat now doing hull speed and being pulled down the Solent by the ebbing tide like we were being washed down a giant plughole. The GPS was reading a solid 7 knots, then 8 knots, then 9 and peaked at 10.5 knots as we hurtled through the Hurst narrows, keeping pace with a

couple of Sonatas and a Contessa 26.

It seemed hilarious that the previous day we'd been discussing what might happen if the wind had been more westerly and we hadn't made this crucial tidal gate, but here we were less than 2 hours after the start, rounding the Needles.

As we approached, we debated what course to take. With plenty of water left and most of the fleet taking a line well offshore of the wreck, I dug out the safety booklet which came as part of the sailing instructions pack. It had a great aerial photo showing the end needle, the lighthouse and the position of the various parts of the wreck. We easily had enough room and the narrow channel was empty – it was a chance to gain some serious ground, but we'd dithered too long. We gybed round and headed as close to the lighthouse as we dared, only to be confronted with a Westerly on starboard with no real room to get round the back of him we had to gybe again and take the longer route round.

### The Needles to St Catherine's Point

It was around now that I remembered I had a camera in my bag and started snapping photos. The sun was shining and the breeze was somehow making it over the huge chalk cliffs of Tennyson Down. We were in the rather unexpected position of having to plug quite a bit of tide across the bay. Some headed inshore, hoping for a back-eddy and that they wouldn't get caught in the lee of the land. Others

# HOA NEWSLETTER

headed offshore where they would hopefully offset the stronger tide with a more consistent breeze, but we just aimed for the headland in the distance. There was breeze and judging by the 4.5 knots in the right direction on the GPS we probably had only a knot of tide against us. To sail a mile or more further by going into the bay in the hope of losing half a knot of tide didn't seem worthwhile.

It was around here that the batteries on the GPS died. Note to self – always replace them even if you think they're fairly fresh.

Maybe that GPS just eats batteries... I don't know.

For almost the entire leg we were entertained by boats with broken masts, a few bigger Westerlys which just couldn't leave us behind and a Hunter Liberty in cat ketch rig which would become one of our main yardsticks as to how well we were doing in the fleet as in theory he had a fairly similar handicap to us.

## St Catherine's Point to Foreland

Rounding St Catherine's, the fleet bunched up once more so it was easier to get an idea of where we were placed. At this point, sandwiched between the Hunter Liberty and a Hunter Ranger 265 ahead and a couple of Westerlys behind – one of which seemed intent on launching his cruising chute as he hardened up at St Catherines, when he'd just spent the past 2 hours on an easy, straight line broad reach. I guess it must have been because the high cliffs were providing some shelter here and the wind died to a F2-3.

Then, off Dunnose Point things got really flukey. The boats ahead sailed into a calm patch and stopped dead. We bore away to try and miss it, but got caught too. The saving grace was that we had the beginnings of the flood tide under us and were carried along into clearer air with the wind lifting back so we could almost lay Culver Cliff and Foreland beyond it. That same flood tide would be a problem though – we had to clear the lee of Culver Cliff before tacking back up, but try not to get swept too far east.

## Foreland to Cowes

Taking the more offshore line toward and around Bembridge Ledge buoy we tacked back and forth in a good breeze which really proved how useless the winches on the boat are. After 50 years I'm amazed nobody's replaced them. The sheet slips on the drum, gains riding turns and pulls itself down onto the fixed base where it grips with incredible strength. The ratchet is so knackered the handle winds itself into the sheet if you don't keep a hand on it and the icing on the cake was when we realised it was actually easier to sheet on not using the winch. Time for some new ones when I can spare the cash.

The bonus was that despite the tide we made good ground on those around us and passed a few of the stragglers from the green-flagged fleet ahead of us.

Cutting in tight around the Seaview exclusion zone we could just lay the end of Ryde Pier. We knew it was a risky move as the

tide was still coming in and Ryde Sand was clearly visible as a murky change in colour on the water but we took a chance anyway. Those with deeper drafts were forced offshore into the tide while we beat up in the lee of the sandbank. Could we make it across without tacking? There might have been enough water but without a decent echo sounder we just didn't know. The boat in front of us tacked out into the deep water, but still we pushed on. Ahead was a clear line of breaking waves but it was impossible to tell how deep the water would be – a metre? That would be enough, just. We went for it and prepared to bail out should we touch the bottom... which we did – duff, duff, duff – the chop dumped us down on the sand before picking us up and dumping us down again, probably no more than 50 metres from the far side of the bank. So close! I bore away and we gybed round 270 degrees, gaining some depth before following the line of the breakers out to their end and tacking back to cross the end of the bank.

This wasn't such a bad idea – the sea was calm, there was no tide in the lee of the bank and we needed to put in a tack to lay Old Castle Point anyway, so it was either there in the shelter of the sandbank or up near Osborne Bay. We gained a huge amount over other boats nearby in that manoeuvre, but only one other boat followed us in to try and cross the sands, turning tail and running off too far in the wrong direction.

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The rest of the beat home was spent following the wind shifts and trying to keep pace with the big Westerly just ahead of us. Rounding the headland we aimed for the south finish line and clocked a very respectable finish time of 1717.

## Heading home

Across the line, we turned off down the small craft channel and wrestled the engine into place before motoring through Cowes and up the river. There was a close call with a Class 40 as he decided to reverse off a pontoon, and sat diagonally across the river in front of us just as the water bus was coming down the other way. He yelled and pointed for us to go in front of him which would have been fine had we not been about level with it already. Sure, he had a small gap between his bow and the pontoon but there was no gap between his bowsprit and the pontoon. Two tons of Hurley 22 don't stop in a hurry with just an outboard engine and the tide beneath it. Somehow we squeeze through behind him as I think the water bus put the throttle down to make room.

That was it as far as dramas went. We puttered onto the mooring, tidied up and filled the dinghy for the row back ashore.

## Chips & party

Back at the Folly unexpectedly early we caught the water bus up to Cowes and bimbled around for a while. Sat and ate chips, marveled at all the matching crew wear and sunburnt faces before wandering up to Island Sailing Club to find out

the results where we met Anthony of the Hunter Liberty Dodona who we'd been swapping places with for most of the day. He had come over from Poole and it was his first Round The Island Race too, so well done to him.

## The results!

Finish time: 17:17:11

Elapsed time: 10:37:11

Corrected time: 08:38:02

ISCRS Handicap: 0.813 (no spinnaker)

Class (ISC Div 8D): 31/48

Group (ISC Div 8): 98/172

ISC Overall: 368/684

A solid mid-fleet position, and I'm pretty damn happy with that...

DATE

01/06/2013

ROUTE

Anti-clockwise round the Isle of Wight leaving and returning from Folly Reach

DISTANCE

60 nautical miles

CONDITIONS

Force 1-5 North-westerly

CREW

Charles England, Ben Jordan



*Editor- to see more images please see follow the link at the head of this article.*

## Know Your Rules of the Road

Question Page 3.

**A.** Assuming clear visibility (clearly defined in the Col Regs) Rule 22 (c) states that lights should have the intensity to be seen at the following ranges - masthead light, stern light, a towing light and a white/red/green/yellow all round light 2 miles and a side light 1 mile.

You're glad you checked and cleaned them now!

## Know Your Rules of the Road

**Q.** You've read a Local Notice to Mariners saying a dredger will be working at night in the entrance to the harbour. You will be passing through the entrance at night as you head off for the weekend.

Scratching your head you can't quite remember what lights the dredger will show and which is the clear side to pass. Do you know, or are you going to have to get your book of navigation lights out?

**A.** Page 11.

# HOA NEWSLETTER

## Outlaw goes to the Solent - Bob Doughty H22, Outlaw.

Yet again the weather was mixed but when it was good it was very good. Single handed as usual I left Folkestone in company with a friend in his Westerly Griffon and we made it through the Dungeness and Beachy Head tidal gateways to Ryde on the Isle of Wight in two 12 hour legs.

What Ryde lacks in facilities (only electricity really) it more than makes up for in friendliness. We took a month's berth which allowed some flexibility with the weather and from there I did a trip up to Chichester Harbour over the late May bank holiday. Emsworth especially was very pretty and welcoming and the entire area delightful if very busy compared to my usual haunts on the East Coast.



Returning to Ryde the weather turned bad so to avoid wasting precious sailing days I went back to work for a week before

returning to pick up where I left off. This time I turned west calling at Wooton Creek and Cowes before anchoring at Newtown Creek which is what I like to do most (and with a bonus of catching a fish for supper).

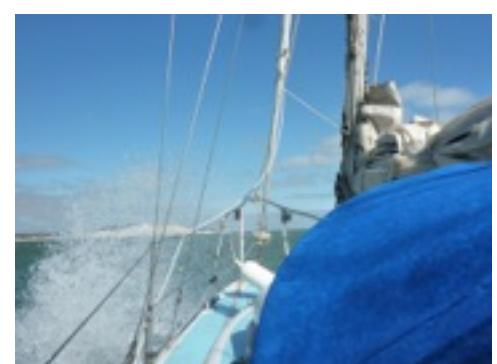
From there I drifted down the West Solent to stay at Yarmouth where we took in some evening racing from the balcony of the Royal Solent Yacht Club. Leaving Yarmouth with the last of the east going tide I entered the Beaulieu River. I had intended to anchor the night inside Gull Island near the mouth but the forecast suggested otherwise so I had to content myself with creek crawling to the very top at Beaulieu before beating a retreat down again and crossing back to Wooton Creek where I dried out 15 minutes after tying up on the pontoon.

The next day's forecast was Northeasterly (of course) F4/5 occasional F6 so with a couple of reefs in the main I set off and made it through the Looe Channel at Selsey Bill without incident but from then on the wind freshened to something more like F6/7 occasional F8 (I recorded many gusts of 35 knots and above with the highest being 38 knots) which started to lump up the sea making progress slow. I decided to run in towards Littlehampton and along the coast which didn't provide shelter from the wind but at least

the waves were smaller. Once again my Hurley proved to me what a fantastic sea boat she is and several very wet hours later I made it into Brighton where I decided to have a day off.

Eventually the forecast showed dropping winds - still from the NE! - so I ran along the coast under the lee of the cliffs coming up to Beachy Head then round the corner to Eastbourne for the night. With less wind still (but always on the nose) the final day was a straightforward trip back to my home mooring in Folkestone.

This is my sixth season with 'Outlaw' and every year as I've explored the south and east coasts of England, the north coast of France and Belgium and Holland I am always so happy with the way she behaves no matter the conditions and how comfortable I am aboard as a single hander. I've got stuff to do ashore for the next six weeks so hoping for nice late summer weather for a couple more short cruises to Boulogne and Sandwich.



# HOA NEWSLETTER

## Photo competition.

The HOA 2013 photographic competition had some superb contributions which gave the membership a tough task. Maybe that's why so few voted!

Sadly, only 59 members cast a vote. Although this made the counting easier than it might have been, we would like to see more members voting next year. The voting system will be reviewed by the committee over the winter.

That all said nothing detracts from the entries made especially our three winners.

### WINNERS

*1<sup>st</sup> – Photo 3 - Bruce Carter with 12 votes*

*2<sup>nd</sup> – Photo 7 - David Zarza with 8 votes*



*3<sup>rd</sup> – Photo 11 – Ralph Smith with 6 votes*



Photo Number	Votes Cast
<b>1</b>	1
<b>2</b>	2
<b>3</b>	12
<b>4</b>	5
<b>5</b>	5
<b>6</b>	3
<b>7</b>	8
<b>8</b>	0
<b>9</b>	3
<b>10</b>	0
<b>11</b>	6
<b>12</b>	3
<b>13</b>	0
<b>14</b>	1
<b>15</b>	4
<b>16</b>	1
<b>17</b>	1
<b>18</b>	2
<b>19</b>	0
<b>20</b>	1
<b>21</b>	1
<b>Total</b>	<b>59</b>

# HOA NEWSLETTER

## Club Sales.

### Club Burgee

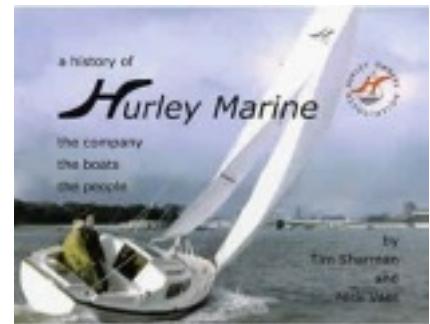
No Hurley is complete without a HOA burgee

Price: £17.50 including world-wide postage and packing



### A History of Hurley Marine.

This superb hardback book by Tim Sharman and Nick Vass is a must for all lovers of Hurley Boats. Paid up members are entitled to one copy at the special price of £10.00. Additional copies may be purchased for £15.00. Non-members may purchase a copy for £15.00. Price includes world-wide postage and packing



### 2014 Calendar.

The HOA has again produced a calendar. The 2014 calendar is that must have item for planning the year and showing of images of super Hurley boats.

Cost this year is only £9 so will make an excellent present!



### Club Sale orders, please email -

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

or write to -

Ian Sinclair,  
HOA,  
26, Parklands Road, Chichester, PO19 3DT, UK

Cheque payable to 'Hurley Owners Association' and sent to Ian Sinclair

or

PayPal to "[ian@hurleyownersassociation.co.uk](mailto:ian@hurleyownersassociation.co.uk)"

or

Bank Transfer (Not recommended for non EU countries due to the charges)  
Sort code: 40-20-29 Account No.: 71155407  
IBAN - GB52MIDL40202971155407 BIC/Swift code – MIDLGB2130U

### Know Your Rules of the Road

Q. Page 8.

A. A dredger is "Restricted in its Ability to Manoeuvre" so shows three all round vertical lights red/white/red plus navigation lights if making way.

If it's a working dredger it will also show two vertical red lights on the obstructed side and two vertical green lights on the clear side.

No prizes for guessing which side to pass!

# HOA NEWSLETTER

## News from the membership secretary. Ian Sinclair.

### Membership report.

2013 has been a good year for new members and the HOA would like to welcome those who have joined since the last news letter.

Member	Boat	Sail Area
Keith Appleton	Felicity Aurora	
Paul Armfield	22 Elandra	Plymouth
John Cawsey	22 Solitaire	Brixham Marina
Vernon Moat	20	Dartmouth
Alistair Piggott	27 Jacinta	Penzance
Patrick Robertson	22 Alice	Topsham
Colin Spraggs	22 Vixen	Polbathic
Peter Ulph	18 Antigone	Torpoint
Vladimir Zakharov	20 Essa	Torpoint
Christian Bennett	18 Sloopy	Christchurch
Mike Farey		
Robert Hammond	22 Cover Girl	Gosport
David Logan	Silhouette Mk 2 Whisper	Ashore E Sussex
Brendon McCallum	20 Blue Moon	Chichester Harbour
Paul Rushby		
Jim Thornett	22 Bluebelle	Chichester
Dean Bisseker	20 Fraoch Eilean	Humber
Steve Clarke	22	Home
Sean Fitzpatrick	24/70 Kiwa	River Deben
Daniel Johnson	Signet 20 Wiggy	Burgh St Peter
Yolanda Archibald	22 Wee Dwan	Broughty Ferry
Phillip Boyling	Signet 20 Bantiki	Limekilns Fife
Berkeley Coles	Signet 20 Soor	Port Bannatyne
James Coles		Kippford
Alexander Lee	22 Wee Venti	Rosneath
Andy McCann	22R Catherine Grace	Gareloch
Alan Quayle	27 Foillan 6	
Iain Ross	22 Katey Lew	North Queensferry
Colin Scott	Signet 20 Minerva	
Jim Whiteford	Silhouette Mk 3	Dunure Harbour
Richard Coase	22 Toto	Peel Harbour
Stephen Speakman	20 Dizzie	River Lune
Max Hyde		
Martin Hough	Silhouette Mk 2 Mistletoe	Glandore Harbour
Ian Platt	27 Curlew	Youghal Co.Cork
Ian Carlstrom	20 Doris	Gothenburg
Mike Carroll	27 Merlin	Cartagena Spain
Christian Galanthai Fekete	18 Siv	Hypeln
Sven Jensen	18 Oracle	Silkeborg
P.Anders K Govenius	Felicity	Home
Ole Larsen	20 Pilgrim	Faxe Ladeplads
Elisei Saverio	700 Parsifal	Passignano Trasimeno Lake
Rory Cessford	Silhouette Sirali	Dhahran
Colin Curtis	Tailwind Orangepeel	
Roy Sheriff	Atlanta 25 Jolly Roger	Liverpool
Billy Brown	20 Evelyn	Loch Lomond
Quentin Gargan		

# HOA NEWSLETTER

## Exploring the Isles of Scilly. Bruce Carter.



Ever since we bought "Gala" our Hurley 22 in 2005 the main place Vicki and I wished to visit was The Isles of Scilly, 2006 was a great sailing season but slipped by because we had engine problems. The next seasons the weather was too poor to risk the crossing from the mainland.

When 2009 season came along we were both very keen to get out to Scilly. Phil Biggs was planning a Hurley cruise in June or July, I phoned Phil to say the second half of June would be best for us. Phil's crew had backed out but his old ship mate "Lofty" was coming down for a spot of sailing so the end of June would be OK. Phil had sailed to Scilly in company the year before and followed the other Hurley around the inlands as they owned a chart plotter, this year Phil had invested in his own plotter. We came to an agreement before leaving for the inlands that could follow Phil and I would get us all ashore via our roll-up dinghy to save him taking his which was too big to stow.

Thinking back to our first passage to Scilly in 2009, I had worked ten days non-stop to get the time off work, not slept Sunday night (worried about the crossing), worked all day Monday. We had agreed to meet Phil and Lofty on "Gypsy" and anchor off Coverack in the evening of Monday 29<sup>th</sup> June for the 0330hrs start on Tuesday to get the tide around the Lizard Point. Coverack turned out to be a very rolly anchorage and none of us slept a wink. Then after a 13hr passage also without any sleep, 72hrs had past, its no wonder I then slept all night and most of the next day moored in St Mary's Harbour. We stayed there for two nights at £17.50 per night, bit much for a 22ft boat I thought but not many small yachts make it out to Scilly. On Thursday we motored over to Green Bay, Bryher for a night and on Friday to Watermill Cove, St Mary's ready for our return to the mainland on Saturday. We had a forecast from Friday evening giving a SW3-4 for Saturday, leaving Scilly at 0600hrs the first CG VHF forecast was given at 0710hrs, they were now giving SW4-5, 6 west of the Lizard, we had both left with full sail and after covering the first 20nm against the tide in four hours I lowered our main before an incoming squall, we covered the 60nm back to Helford River in 13hrs most just on the genoa.

In 2010 Vicki and I were again looking for the weather to get out to Scilly this time for a longer stay and holiday, it looked like Phil would not be coming due to lack of crew. In the winter I had at last been able to sell my old sailing boat and with some of the money had bought a new Garmin 551 chart plotter. This time we decided to leave from the Helford River at 0130hrs on Friday 18<sup>th</sup> June for the tide around the Lizard, we motored from Helford as far as the Lizard and sailed west from there on a Northerly 4-5 arriving in Scilly at 1430hrs, we stopped one night in St Mary's Harbour on a mooring before moving over to Green Bay and fitting "Gala's" beach legs and anchoring. The weather changed for the better as a nice high came in for the rest of the week, the temperature was in the 80s with the white sand and the water so clear you could see the bottom 20ft down, we could have been in the Caribbean only the water was too cold. We were able to visit and look around St Mary's, Bryher, Tresco, St Martin's and St Agnes before returning to the mainland on the Saturday 25<sup>th</sup> June on a the sea now like a mill pond.



2011 season went by without any sign the weather would improve and in 2012 was not much better. Phil and Lofty did manage to get to Scilly but I think they spent a wet and windy week pended up on a mooring in St Marys Harbour before making a dash for home before the next gale came in.

Vicki and I again looked for the weather to go this season and on Friday 7<sup>th</sup> June we set off from the Helford River on a two day passage via Mullion Cove to Scilly at 0940hrs with a forecast of ENE 4 gusting 5. Motoring out of the river it so became clear there was little or no wind with a 5-6ft easterly swell making for a rough passage, we had to motor to Black Head before there was enough wind to sail, it picked up nicely to an E4-5 as we rounding the Lizard at 1225hrs so we decided to sail on to Scilly arriving and anchoring in The Cove, St Agnes at 2140hrs, 60nm in 12hrs what a sail, all down hill! On Saturday we spent a lovely day having a good look around St Agnes, pub lunch and in the evening moved to Green Bay, Bryher anchored and fitted beach legs. Sunday was another hot sunny day and I had a good look around the parts of Bryher and Tresco which I had not seen in 2010 wile Vicki sat in the sunshine reading her book. On Monday morning it blew up from the south making Green Bay very choppy and not a good place on beach legs so we moved over to Gimble Porth on the northeast side of Tresco. On Tuesday with the wind gone back in the west we moved back to Green Bay and anchored well in to pick up as much shelter as possible with the forecast for strong winds for the following few days. There we stayed as the bigger yachts left and headed for the mainland. Wednesday evening and overnight we had a south veering west gale, white horses out in New Grimsby Sound but good shelter in Green Bay. The wind stayed in F6s and 7s for the rest of the week and on Saturday the CG were giving W-SW6-7 backing SE7 later and a SE gale for Sunday. Green Bay was no place to be in a SE gale, we had planned to go back to Gimble Porth but it was not safe to leave New Grimsby Sound so we picking a mooring up at £20 per night. Saturday being another nice day we went to New Grimsby for showers, shopping and a pub lunch, getting back onboard was a challenge with the swell which was then running. Sunday when the gale came in we could only wait it out safe on a mooring, I phoned a friend for an internet forecast which gave NE4-5 decreasing variable 3-4 for Monday.

I worked out the tides for our return passage, it meant leaving Scilly to the north of the inlands at 0420hrs, but the evening forecast from the CG of NE5-7 on VHF put us off leaving early but when we woke at 0830hrs there was no wind. Looking around at the remaining yachts all of which were getting ready to leave, we packed up and having mist the tide for the Lizard headed for Newlyn instead at 1000hrs. Motoring east into a E2-3 with big southerly swell 8ft high and 30-40ft long as the hours past and the wind increased a little the easterly swell built up to 4-5ft it made for a very confused sea. We had three close encounters with ships, one a bulk ore carrier coming down the south bound TSS off Lands End passed behind us when we were  $\frac{3}{4}$  of the way across the lane. The other two were container ships which crossed our path between Wolf Rock and the Runnel Stone both heading for the north bound TSS coming from Lizard Point. After passing the Runnel Stone the sea seemed to calm down a lot so may will has been caused by wind against tide, we arrived at Newlyn at 1900hrs.

The CG were giving variable 2-3 becoming NW4-5 and fog patch's for the Tuesday, we motored out of Newlyn and headed for the Lizard at 0845. There was no wind with visibility about 2nm, it was a case of running on the compass to a WP off the Lizard, as we neared the WP visibility went down to 100 yards, I decided to cut in close to the Lizard using the chart plotter to avoid the rocks rather than risk getting run down by a ship in deep water, I could see a little of tidal activity but no over falls worth speaking about. The fog cleared as we past Manacle buoy, we picked up our mooring in Helford River at 1435hrs.

Mainly we had a lovely holiday this season, sunny weather with not much rain but too windy most of the time. Scilly is really is not the place to be in a gale but there is too much open water to make a dash for the mainland so we stayed longer than intended but if you are going to get storm bound somewhere, where better than Scilly.

## HOA NEWSLETTER

The Isles of Scilly are a great place to visit if you have the time and weather to go, having now been able to get there three times over eight seasons there are a few lessons I have learnt.

Once you have been to Scilly, you will want to go again.

Wait for good weather, there is no all round shelter, there are moorings but they are expensive, be prepared to anchor most of the time.

Be well prepared for a long stay, plenty of fuel, gas and stores, anything you buy in Scilly will be expensive due to shipping costs.

Be prepared to motor all the way either to or from Scilly, I have not managed to sail both ways yet.

I would recommend getting a chart plotter for use around Scilly, having been a few times now I am getting used to the transits so do not use the plotter as much but still a good tool.

Remember the islanders like their islands to be called "The Isles of Scilly" or just "Scilly" they do not like them called "The Scillies" also they are not "Cornish" like I am, they are "Scillonians"



# HOA NEWSLETTER

## The HOA Fal Rally 2013

### Report. Bruce Carter.

The Fal Rally this year had been planned for the weekend 17-18<sup>th</sup> of August but as the date neared I could see there would be strong winds, I a postponement of a week before folk where storm bound in different ports along the south coast. As it happened this postponement stopped Phil Kirby and Kevin Mitchell as crew, leaving Torquay on "Magartha" H30/90 at all.

So it was lunch time on Friday 23<sup>rd</sup> of August Vicki and I "Gala" H22 left from the Helford River for Turnaware on the Fal River about 4nm north of Falmouth. Sailing into an easterly 1-2 for the first hour we had only covered 1.5nm, so we decided to motor the rest. That weekend was one of the biggest and lowest tides of the year so we headed for St Just before making our way up the deep channel to Turnaware. On arrival we could see Hurley's rafted at anchor in Channels Creek north of Turnaware Bar. They were Phil Biggs "Gypsy" H22 from St Just, Mick Harris "Rozela" H27 from Mylor, Tony Littlewood "Gailvanti" 24/70 from The River Tamar. Not wanting to motor around aft of them in case I went aground now low water, I tried the engine in reverse to come along side, having rafted up Hurley chat started and Tony got his camera out for photos.

Other years we had used the Turnaware pontoon for the Fal rally but while chatting no one wanted to pay the £12 each moor up, so it was decided to pick our own spots and anchor apart in Channels Creek.

Just as we were splitting to anchor, Liz and Paul Price arrived "Intrim" H22, they had sailed down in four passages from Portsmouth stopping off at Yarmouth, Weymouth and Dartmouth on the way and arrived in Falmouth about 0200hrs that day, what a trip must be one for the newsletter.

After anchoring, I inflated our roll-up dinghy and fitted outboard to use as a water taxi for the evening gathering on "Rozela", I think we can all say we had a good time! There had been talk of sailing over to the Helford River on the Saturday but having listened to the forecast the idea was dropped.

In the morning Tony attempted to contact us via VHF but it was obvious Tony wasn't hearing some so I jumped in the dinghy and told him, on my return stopped off at each when I arrived at "Intrim" Liz and Paul told me of they dried out on their side in the night and that the water had come in soaked their bedding and cushions. Liz and Paul decided to go to Falmouth Yacht Haven and use their laundry etc to dry things out, Tony decided to join them before heading back to Plymouth on Sunday. So it was just Phil Vicki and I who joined Mick on Rozela Saturday evening.

In the morning we had agreed to sail together for sailing photos, Mick said he had forgot his camera so could only look pretty for the photos, as it turned out Phil's camera battery had gone flat so the only photos would be mine. A northerly 5 gusting 6 greeted us as we left south down the Carrick Roads to deeper water. We had a reefed main and reefed genoa and were making 6.5-7kts SOG goose

winged, Mick was sticking to the channel had the same sail set up and Phil was only sailing on his genoa. Having arrived off St Just in deep water we started reaching back and forth across the Roads, although it was exciting sailing it soon became obvious the main sail would have to be lowered for our return to Helford which I did as Vicki motored into wind. Mick decided to do the same, after about an hour of sailing together Vicki and I turned south for Helford, covering the 7nm back to our mooring 1.5hrs just on a genoa.

