

**HURLEY OWNERS ASSOCIATION**



Scotland

Norway



England

U.S.A.

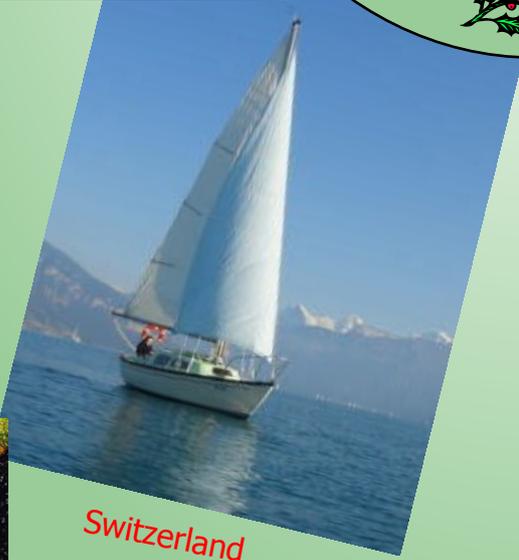


**MERRY  
CHRISTMAS  
AND A  
HAPPY  
NEW YEAR**



Finland

Belgium



Switzerland

Ireland



**NEWSLETTER DECEMBER 2011**



# Hurley Owners Association



**Affiliated to the RYA**

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

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

## 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>Membership Secretary &amp; Treasurer</b>	<b>Ian Sinclair</b>	<b>01243 790630</b>	<b><a href="mailto:ian@hurleyownersassociation.co.uk">ian@hurleyownersassociation.co.uk</a></b>
<b>Webmaster</b>	<b>Rod Coomber</b>	<b>01275 843900</b>	<b><a href="mailto:rod@hurleyownersassociation.co.uk">rod@hurleyownersassociation.co.uk</a></b>
<b>Member</b>	<b>James Hester</b>	<b>01823 662526</b>	<b><a href="mailto:james@hurleyownersassociation.co.uk">james@hurleyownersassociation.co.uk</a></b>
<b>Member</b>	<b>Bruce Carter</b>	<b>01362 231425</b>	<b><a href="mailto:bruce@hurleyownersassociation.co.uk">bruce@hurleyownersassociation.co.uk</a></b>

## **EDITORIAL**

As I was writing this the news came through of the sinking of a Russian coaster in the Irish Sea during a F8 gale. Those of you in the UK will be aware of various tragedies at sea that have been reported this year. Perhaps one of the most alarming for yachtsmen was the slicing in two of a fishing vessel in the Channel Islands by a catamaran ferry doing 30 knots in fog with it appears the watch keepers paying no heed to the conditions. Human error is one thing but the Russian ship was struck by a huge wave that broke the ships back causing her to sink immediately. This was not in the middle of the Atlantic but in an area traversed regularly by yachts of all sizes. Again it is brought home to us the power of the sea, an element not to be trifled with.

My thanks to the contributors to this edition which I am sure will be of interest to all. As you will read in the chairman's report several Hurley related articles have been published in sailing journals this year - all good publicity.

Adjacent is the notice for the AGM, directions and an agenda will be published in January. See also the notices below re rallies and area meetings; Countess Association AGM; London Boat Show.

The membership report looks at numbers and payment details, as an ex treasurer I would like to endorse that a standing order is a great help. Paypal users can also set up an annual reminder. The final page of the NL is a flyer to cut out or copy to pass on to potential members you may meet or to leave on their boat.

Today the newspapers report the likelihood of a drought in 2012 in parts of the country particularly the south east. How nice it would be if they were forecasting a fine summer and fair winds - oh well dream on!

Seasons greetings and best wishes for the New Year on land and afloat.

## **MIKE**

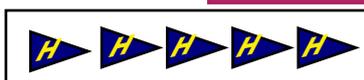
**Notice of the Annual General Meeting of the  
Hurley Owners Association**

**To be held on Saturday, 25<sup>th</sup> February 2012**

**At 11 am at the**

**Royal Plymouth Corinthian Yacht Club**

**Madeira Road, The Hoe,  
Plymouth, PL1 2NY**



# **CHAIRMAN'S ANNUAL REPORT 2011**

The aim of the HOA is to foster an interest in Hurley boats in all their forms and in particular:

- To keep members informed of developments concerning the Association and any proposals concerning the Association Rules.
- To organise meets, afloat and ashore.
- To maintain an archive of information of general and technical interest relating to boats within the Association.
- To provide a forum for discussion and queries through a newsletter and website

Reading again my report for last year I am struck by my own comment that 2010 seemed to have been the best year for HOA in my memory. I think that was true then but I am bound to say that I think 2011 has eclipsed its predecessor!

As always, keeping an eye on the 'back bearing' of our aims and objectives (above), the mechanics of HOA are still working as smoothly as ever. The newsletter and web site are working really very well in forming the principal means of communication and repositories of great information about Hurley boats, their use, renovation and maintenance. Thanks again to Mike Sheridan and Rod Coomber for their excellent work here. The Yahoo forum remains a lively source of discussion and often the first point of contact for newcomers to the Hurley world. The warm welcome afforded to folk who post messages for the first time is a great feature of our community.

There is lots of good information being shared between members in order to provide mutual support but what is not obvious to most is the continuing support given by Nick Vass. This is mostly to people wanting to buy a Hurley but also those facing fairly serious technical issues. Nick manages to find time to respond to enquirers with detailed descriptions of points to look for and advice on an amazingly wide technical front, despite his punishing schedule as a self-employed yacht surveyor.

Many thanks are due to Ian Sinclair who has sailed through his first year as Treasurer and Membership Secretary with never a hint of choppy waters or head winds, although he had to navigate round some infuriating bureaucratic banking 'rocks' in the early stages. He operates the finance and membership systems seamlessly, despite the fairly hefty turnover of numbers – somewhere around 80 members leaving or failing to renew in the year and about the same number of joiners. Membership is in a kind of dynamic equilibrium averaging at about 250. He has also managed to find an excellent new source of burgees, which have been selling steadily throughout the year.

The rally scene remains lively – mostly in the South West where they have a great concentration of Hurley owners who are keen to get together. These have been well reported in the newsletters and on the web site. In the South Area we keenly anticipated the Poole Rally and Mike Carter had done a sterling job of preparing things. Sadly, the weather decided differently.

After last year's AGM, I dumped (rather unceremoniously!) a number of cardboard boxes into Bruce Carter's lap (metaphorically). These were the 'Hurley Archive (hard copy)', although the organisation of the material hardly qualified for so grandiose a title! Many thanks to Bruce for taking ownership of this random, un-catalogued pile of historical stuff, which is a bit like the Crown Jewels – irreplaceable. Lots of photographs, boat production lists, brochures, old technical notes, business information and letters. Over a fairly long period of time, Bruce is going to sort it all and scan some items, with a view to progressively building-up a soft-copy archive on the web site.

I was able to pass this treasure-trove of Hurley memorabilia on to Bruce because we had finally brought 'A History of Hurley Marine' to a finished state – having distilled all the relevant historical information. The book finally came back from the binders in April and Ian and I were able to get into gear with distribution. At time of writing we have distributed nearly 120 copies, about 20 of which were complimentary copies to people who had given significant help. I admit I was rather surprised at the low level of uptake from members, 60 or so, (it really is a bargain for a tenner!) but it has achieved the desired effect of turning cash into stock, which should last for a while. Copies are getting into all sorts of unusual places, including a book shop in Cheltenham who have taken 16!

Although Nick and I had the privilege and fun of doing the leg work, getting the book to completion was a joint effort of many people, especially the Committee and key folk such as Ian Anderson and Tom Eaves who all took their share of reviewing. Publication of the book has been the high point of the year and I am especially delighted with the opportunity it gave Nick and I to meet the Hurley family. In 2010 we were able to meet with Mrs Marion Hurley and her daughters Margret Miller and Linda Reeves when we introduced them to the idea of the book – and also picked their memories for information. I am very happy to report that they are all delighted with the book – it clearly surpassed their expectations – and they have been passing copies to many of their friends and family. Linda, Margret and their respective husbands Berry and Mike, very kindly treated Nick and I, with our wives, to a celebratory supper.



*Tim Sharman, Linda Reeves, Margret Miller, Nick Vass*

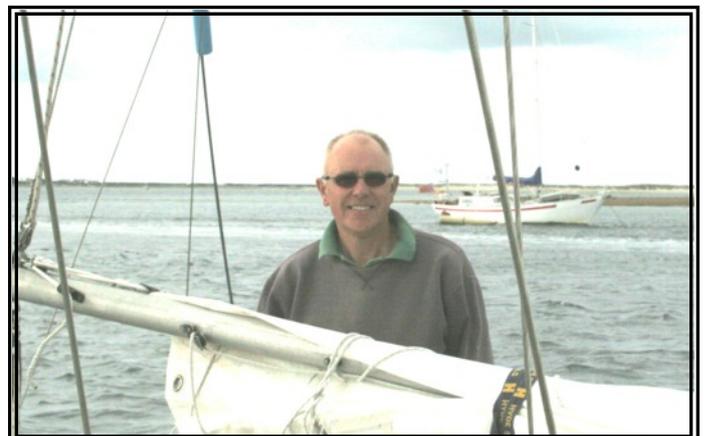
It has also been a great year for Hurley in the press. Firstly and just in time for last year's AGM, yours truly bared his soul to the yachting world with an article in PBO about my escapade off Portland the previous July. Well, they say there is no such thing as bad publicity and the reputation of the Hurley 22 certainly came out of it well, rather better than mine did! However, the very fine watercolour of *Strider* off Portland is now hanging proudly at home – so it was worth it!

Then in September we had a great 'double whammy'. Firstly, Bruce had an article (and his picture) published in Yachting Monthly's Cruising Log, describing how he came to buy Gala and began to take her further and further afield. This was a great little article demonstrating how much value can be derived from these classic old boats, in the hands of someone determined to use them to the full.

Secondly, PBO published a stomping 6-page article on Hurley boats, based on the information in the 'History'. In an e-mail from PBO Editor, Sarah Norbury, after the article was published, she said:

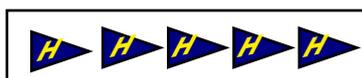
*"I'm delighted you are pleased with the article in PBO's September issue. We consider Hurleys to be quintessential Practical Boat Owner yachts and were therefore pleased to have your excellent raw material with which to create the article. I wish you every success with the book."*

To conclude – I rather feel that I should follow the old adage and 'quit while I am ahead' as the Hurley 'star' could hardly (it would seem) rise any higher in 2012. That is only partly a joke as I have nearly completed 6 years as the committee Chairman and I distinctly recall saying at the AGM in about 2008 that I would be very happy if someone else felt like a 'turn at the tiller'. I have given up repeating this at subsequent AGMs – but probably I should repeat it. Although I am quite happy with the role and enjoy it, it is healthy to have new blood in such organisations in order to ensure succession and avoid getting stale. Bruce and James were the last people to join the committee a couple of years ago and we have benefitted enormously from their sage advice and contribution. Although we don't need a committee of 20 there is scope for one or two others to join if you have a yen to do so (we are quite a sociable bunch!). Do contact me if you would like to know more about the life of a committee member!



Best wishes for your winter lay-up and the new season.

**TIM SHARMAN**



## **RALLIES**

### **South West**

5-7th May, Eddystone/Yealm Rally (contact Tony Littlewood)

Fowey Rally 25-28th of May (contact Bruce Carter).

West Cornwall group are hoping to get to Scilly in June, weather dependent (contact Bruce Carter).

The Tamar Valley group possibly going to the Channel Islands or France sometime in June or July, also weather dependent (contact Tony Littlewood).

### **South**

To be held at Poole date not yet fixed (contact Mike Carter)

## **REGIONAL DAYS**

If HOA members in any area of the country, especially any who are too distant to attend the AGM, would like to hold their own regional gathering the HOA would be happy to help with costs of hiring a venue. Please contact Tim Sharman.

## **COUNTESS OWNERS ASSOCIATION**

The COA (President Ian Anderson) extend an invitation to HOA members to attend their AGM and Dry Meet. This will be on Sunday 4th March 2012. The event will be held at Margaretting Village Hall - just off the A12 near Chelmsford.

More information will be forthcoming in the New Year.

## **London International Boat Show – 6th to 15th January 2012**

### **CLUBS & ASSOCIATIONS £12 TICKET OFFER**

**Valid any day including Preview Day on Friday 6th January**

WEBSITE BOOKINGS: [www.Londonboatshow.com](http://www.Londonboatshow.com)

TELEPHONE BOOKINGS: **0871 230 7140**

BOOKING REFERENCE CODE: **Clubs 12**

#### **IMPORTANT NOTES**

Tickets can be ordered up to midnight on Thursday 14th January. They can be printed at home, delivered by post, or collected at the Show.\*

A single transaction fee of £1.75 applies whether ordering one or any greater number of tickets.

Youngsters 15 years or under go free (up to two per accompanying adult) provided tickets for them are requested when ordering adult tickets.

The above phone number and website are for orders of less than 10 tickets. Group orders for 10 or more tickets (still at the same price) can only be made by telephoning National Boat Shows ticketing agency, Seetickets, on 0871 231 0828.

\*Because tickets ordered via postal delivery could take up to 7 days to arrive, those purchased shortly before the show can be collected on arrival from the advance ticket box office at the main entrance. The most expedient option, for those ordering tickets over the Internet, is to use the website's 'Print at Home' facility.

**Burgees \*\* Burgees \*\* Burgees \*\* Burgees**

Standard size £17.50 incl. p&p

Large size £16.00 incl. p&p

Available from Ian Sinclair at

26 Parklands Road, Chichester

West Sussex, PO19 3DT

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

### **Newsletter**

Copy welcome any time in any form to:

Mike Sheridan

152 Chesterfield Drive, Sevenoaks, Kent,  
TN13 2EH

Telephone: 01732 453069

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

## MEMBERSHIP REPORT

At present membership stands at 250 with 77 new members this year but losing over 80 who have not renewed for one reason or another. Members who have joined since the Directory issued in June are listed on the next page.

Renewal is due on the 1st March. It is now the policy that the name of any member who has not paid by the 1st June will be deleted from the Directory of Members. The amended edition would then be published once for the year in June. If someone subsequently decides they to wish to be a member then they can happily be reinstated but will not appear in the Directory until June the following year.

It is a great help to the Membership Secretary/Treasurer if UK members pay by Standing Order for which he can supply a form.

Payment by electronic transfer should be to:- HOA, A/C no.71155407, Sort Code 40-20-29  
From overseas:- IBAN - GB52MIDL40202971155407 BIC/Swift code - MIDLGB2130U  
By PayPal to:- [ian@hurleyownersassociation.co.uk](mailto:ian@hurleyownersassociation.co.uk)

For the bank transfer please ensure that any charges are covered

## DIRECTORY UPDATE

### B SOUTH WEST

John	Cooper	22 Rochelle	Falmouth
Mike	Featonby	22 Lazy Daze	River Exe
Andrew	Howe	Felicity Mirage	Ilfracombe
Adam	Husband	22 Mvu	Plymouth
Phil	Morris	22 Black Lola	Falmouth
John	O'Toole	22 Seahawk	Plymouth
David	Parr	22 Dawn	River Yealm
Mike	Roberts	18 Wind Hover	Torquay
Terry	Wood	22 Phoenix	Cornwall

### C SOUTH

Glen	Beard	22R Elysium	Hamble
Philip	Brook	20 Ciao Bella	Poole
Raymond	Leach	22 Bronwen	Cowes
Roger	Powell	20 Big Easy	Poole
Lance	Stevens	18 Nicola	Chichester
Tony	Sutcliffe	Meridian 31	

### D THAMES & EAST COAST

Michael	Chatfield	22 Can-Can	Ipswich
Steven	Childerley	24/70 Kiwa	Woodbridge
Trevor	Creed	22 Slinky Malinky	Norfolk Broads
Shona	Fairchild	22 Guileen	Orwell, Ipswich
Roy	Hardwicke	20 Saramax	Stansgate
Stephen	Humm	Atlanta 25 Shant	iWalton-on-Naze
Jim	Manning	Silhouette Mk 2	
		Dewdrop	Trailing
Kevin	O'Neill	20 Bluetit	Woodbridge
Andy	Smith	22 Midge	Boston
David	Spencer	Felicity Little Owl	Humber
Mike	Taylor	Alacrity 19 Sunray	Waveney River
Dave	Webb	Alacrity Kismet	R.Orwell, Ipswich

### E SCOTLAND

John	Colman	22 Gavin Bee	Drummore Harbour
Innes	Hutton	22 Shadow	North Queensferry
Alistair	Lennie	22 Nyala	Holy Loch
Gordon	Liddle	22 Catherine Grace	Clyde
Paul	Padfield	22 Rainbow	South Queensferry
Craig	Pagett	22 Inca	Perthshire

### F NORTH WEST

Russ	Hawkins	Silhouette Mk 2	Home
		Sandy P O.B.E	Home
John	Roberts	Felicity Diaablo	
Barry	Robinson	Silhouette Mk 3	Ossett
		Serenity	Barrow-in-Furness
		22 Emma	

### G WALES

Jonathan	Rogers		
Murray	Foster	22 Isla May	Angle Bay
John	Hughes	24 Sw n y Mor	Milford Haven
Laurie	Kent	22 Pegasus	Neyland
Huw	Llewelyn	20 Lindos	Solva, Pembrokeshire
Robert	Matera-Byford	22 Paprika	Milford Haven
Donald	Perkins	20 Wavebreaker	Anglsey
Dennis	Williams	20 Liz	Pwllheli
Howard	Williams	274/70 Ail Gwynt	Milford Haven

### H IRELAND

Eamonn	Gannon	22 Jonty	Oranmore
Quentin	Large	22 Lutra	Sneem, Co. Kerry
Mel	Pengelly	20 Ethans Point	Northern Ireland
Billy	Scanlan	20 Bad Antaine	Galway

### J EUROPE

William	Jacobsen	20	Gershoej, Denmark
Jan	Klingen	700 Aeolus	Friesland
Johan Ur	Riise		Bergen
Michael	Smolka	22 Memory	Kopperby/Augustenborg

Ulrich	Schmidt	20	Mühlehorn
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### N NORTH AMERICA

Sean	Kampfer	20 Heidi	Glen Cove
Marilyn	Packer	18 Maine	



# MAST RAISING AND LOWERING

There are many reasons why we need to take the mast down and having done it – put it back up again. My club has a good deal on lift-out at the end of each season. They hire a crane for a few hours and approximately 30 boats are lifted onto the jetty for the winter. However the masts must be down before the lift takes place.



Simple 'A' frame made from two pieces of 2x2 (inches) ready to use.

Boat yards are very happy to charge large sums of money to do this for you, but armed with a couple of bits of timber, it is a fairly simple DIY task. They need to be long enough to reach from the bow to



the stanchions (the ones which are nearly level with the mast base) – for my Hurley 22 that is 7' 10". The forward ends held together with a shackle (but for the first year I just lashed them together).

To prepare for lowering:

- Remove the boom
- Disconnect all electrical cables from the bottom of the mast
- Check all electrical cables are disconnected at the bottom of the mast!!
- Slacken off all standing rigging bottle screws.



The aft end is rounded to allow rotation during lifting and tied to the stanchion base.

- Disconnect all standing rigging that terminates in front of the mast **except the fore-stay**. (In my case that is the inner fore-stay and the forward lower shrouds.)
- If the mast base has two bolts through the tabernacle, remove the lower bolt.
- Disconnect the head-sail furling from the bow (unless this is integral with the fore-stay)
- Attach the boat's main-sheet between the bow roller and the front of the A frame. Attach the top of the mast to the front of the A frame using the foresail halyard. This will support the mast when the fore-stay is disconnected.

You are now ready to disconnect the fore-stay and start to lower.

It is handy to have a helper who will look after any tangles with ropes or rigging as the mast is lowered, but all the weight of the mast is supported by the



main-sheet. This can be cleated off at any time during the process, so there is no need to rush and the mechanical advantage of using the main-sheet means little effort is involved.

Note that with the mast in the crutch, it forms a useful support to lift the outboard out of the lazarette locker (once again using the main sheet for extra purchase).

### Raising the mast.

As they say in all the best instructions, raising the mast is just reversing the process.

Once raised, it is probably best to make the final rigging adjustment according to the instructions from Nick Vass -

“Loosen off all shrouds. By loose you should be able to move them about a foot in either direction when held at head height. Set the fore-stay so that the mast is vertical

Tighten the back-stay so that the mast is now slightly facing aft or just about vertical.

Tighten the forward lower shrouds a little at a time. One turn alternately port then starboard. Tighten the aft lowers. The mast should be still vertical.

Lastly tighten the cap shrouds a bit at a time. Do not over tighten the shrouds. You should be able to move them about 4 inches when held at head height. The mast should not be bent backwards as it is a cruising mast.”



I have a couple of pieces of timber lashed to the push-pit to support the mast during storage. This crutch will make it easier to get round the boat for maintenance work. However the mast can be lowered directly onto the push-pit.

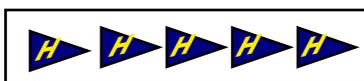


Once the weight of the mast is supported by the stern of the boat, the A frame can be disconnected. The second bolt holding the mast to the tabernacle can be removed and the mast lifted forward to be supported on the pull-pit. This is the only time when a second person is essential. The mast on a Hurley 22 weighs about 100 lbs.



There is no doubt that the first time you raise or lower the mast is the most stressful, but this procedure is undertaken by all our club boats (up to 26 feet loa.) every year without mishap. Just take your time and don't rush.

**IAN SINCLAIR**



If you don't read the newspaper you are uninformed, if you do read the newspaper you are misinformed.

-- **Mark Twain**

# THE STORY OF SKYROS

Skyros was purchased from the then landlord of the local pub after he was bemoaning the fact that he had no time to restore her and if a buyer could not be found she would be burnt. John and myself discussed it over a pint (or several) and we agreed to buy her for £250.

For the next six months all our spare time was spent stripping, sanding, replacing rotten wood, glueing, repainting, varnishing and anti-fouling.

Then came the big launch day, to which we invited the previous owner. We gingerly lowered her into the Exe and put her on our mooring just off Starcross pier.



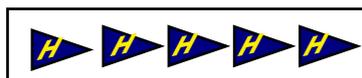
We had ten good years coastal sailing out of the Exe and many an enjoyable weekend excursion.

There was one scary occasion when the mooring rope parted in a storm and she was found the next day bumping on the outside of the Pole sand trying to come back in on the incoming tide. Luckily she was undamaged and thereafter moored on a chain.

We sold her to buy a bigger boat. She was never sailed by the new owner and we later heard that she was being used to live in somewhere up the top of Haldon! What a shame.



**TREVOR MORRIS**



We hang the petty thieves and appoint the great ones to public office.  
-- Aesop

A government big enough to give you everything you want, is strong enough to take everything you have.  
-- Thomas Jefferson

# **MY MISTRESS**

**(AGE/2 + 7)**

Many years ago I was told that, should I ever desire taking a mistress, she should be at least, half my age plus seven (Age/2 + 7). Why such an age? I never knew until now.....

In June this year, I was at a loose end and feeling in need of a hobby. Something that I could do with a partner. I wasn't really sure what I wanted to do, I just wanted some fun. At first I thought about placing an advert in the local paper, stating my availability, but decided against it as local people all know one another or know someone who knows someone who knows something about someone. After much humming and hawing in frustration, I opted for the well tried 'Internet' system for finding an ideal partner with which to spend many happy hours of messing about.

One balmy (yes - it is true, we do have balmy days) Friday, early in June whilst on the internet, I received an invitation that was too good to refuse. A lady living in Sandbank, aged about forty-two years old, apparently reasonably well known in the Holy Loch Marina (for all the right reasons) was available to share in some fun and frolics. On seeing her picture - well, I was bowled over. I made contact and arranged to meet her the following day. I was so excited and couldn't wait for our date. I arrived in plenty of time and after casting an "inexperienced" eye over her, I decided she was just my type. A real stunner, slim figure, no noticeable blemishes, a non smoker, petit in her own way and only slightly older than my 'ideal age' (half my age plus seven), but, I thought "what the hell, three years older than ideal is no big deal". She was beautifully dressed in green and off white, (her favourite colours) with a touch of light grey and she was a lovely mover. Her 'downside'? - well, she does not cook or do housework!

She was smart and very welcoming – I was extremely excited by her and knew she was going to make me a very happy man. We went out for a trial date, as I wanted to see if I was able to handle her, as I had recently had a very lively lady and I was really hoping for something more stable and reliable. I would take the plunge and try my hand at manipulating her to see how she would respond. Well, needless to say, she had no vices, was gentle to the touch of my inexperienced hands and, content to go wherever I desired The most enjoyable part of the day was finding out how easy it is to both dress and undress her and, no problem at getting her to bed'. Having met her several times since our first date, I realized that I had to have her and, as one would expect - I did.

Now, my biggest problem was going home and breaking the news to Christine. I was not too sure how she would react to the news of my new found friendship which was developing rapidly. To my amazement, I did not receive a belting nor harsh words but, on the contrary, she was all for my new hobby and, believe it or not, she insisted on coming along on my next date to 'check out the competition'. Can you possibly imagine my relief when Chris gave me her approval and blessing? The only stipulation being that I was not to stay out ALL night and to allow her (Chris) to pursue her own interests - Agreed.

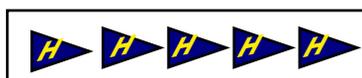
Since our first meeting, the 'mistress' and I have had many happy hours of messing about on the waters of the Holy Loch. We are, at last, starting to become as one and maybe, just maybe, I'll bring her South sometime so that, if you are interested, then you can meet her.

Oh! Before I finish, it might be helpful to tell you a few of her intimate details?

**BORN: 1969 AGE: 42 NAME: NYALA, TYPE: HURLEY 22'**

**ALISTAIR LENNIE**

*Ed: Go to page 13*



## THE AUGUST FAL MEET

The plan was to meet in Falmouth on Saturday, 20<sup>th</sup> August. Vicki and I on "Gala" from Helford river and Mick Harris with Ian Calderhead on "Rozela" from Mylor arrived Friday evening. Phil Biggs on "Gypsy" came over from St Just but returned to his mooring for the night. Vicki and I joined Mick and Ian for a very enjoyable drink and curry in Rozela's cockpit.



Saturday morning started with the rain pounding on the cabin with nobody wanting to get wet. Hurleys didn't start arriving until the afternoon. Philip and Peter Kirby arrived from Torquay on "Magatha"(30/90) the flag ship of the fleet with



"Gypsy" in escort. Philip and Peter had been in St Just over night on a mooring and met up with Phil Biggs for drinks on Friday evening. Then Norman Aubrey on "Moon Dancer" from Looe Beach and a few minutes later Kevin and Linda Mitchell arrived on "Vixen", Kevin had sailed solo from Torquay over a few days and Linda had joined him on the Fal for the rally.

Phil Biggs had been in contact with John Summers who had set off for Falmouth from Plymouth on "Blackfriar" and had just made it into Fowey with a diesel bug. Having spent all day Friday with the engineer stripping down and removing all the fuel from the system to clean out the bug he had decided to return to Plymouth.

I quickly got out the sailing quiz as Norman had to get home. I told them all it was a ships quiz so if the skipper has crew the crew can help, all the answers should be somewhere on board so I was only giving them half an hour to complete. I was surprised just how much they all complained, it was meant to be fun. In the end Norman won by a point, Kevin got a bit of ribbing all in good fun because he didn't even know the name of his 22.

On Sunday there was just enough breeze in the Carrick Roads to fill the sails and make 2kts or so. I said before we set sail that it was not a race the idea being to get together for photos. The trouble



was keeping us all together; we all went about at the same time and often ended up going in opposite directions. After a while I got our cruising chute out and thanks to all our Hurley friends now have some great photos of "Gala" sailing with her chute set.

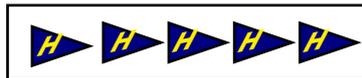
Lunch time we headed over to St Mawes and rafted up on a visitors mooring for final good byes, the harbour master came over for his £5 which



to moor on a visitors buoy and Philip, Peter, Mick and Ian met up again for a meal in the sailing club that evening.

we shared and told us they don't allow rafting in the harbour but didn't want to split the party up. An hour or so later we went our different ways. Roezela and Magatha sailed over to Helford River

**BRUCE CARTER**



Winter work fitting out. Bring home some of the work. If the running gear requires overhaul or renewal, it may be done much more comfortably—always providing the 'O.C House' permits—at home by your fireside on a winter's night, than in a chilly shed. For serving splices, a stout table may be capsized and the rope set up between its legs.

PERCY WOODCOCK  
*Fitting Out, 1938*



Alistair Lennie's "mistress"

**NYALA**



# INSTALLING A JABSCO TOILET

Here are details of how I fitted a Jabsco Compact Sea toilet into my H20 forward locker. The aim was to fit the Jabsco unit without having to cut the Jabsco unit or the boat about if at all possible. In reality I

directly to the forward bulkhead such that the forward end of the ply plate is held firmly in place underneath the new strip preventing the plate from moving vertically. The unit is extremely rigid and shake free

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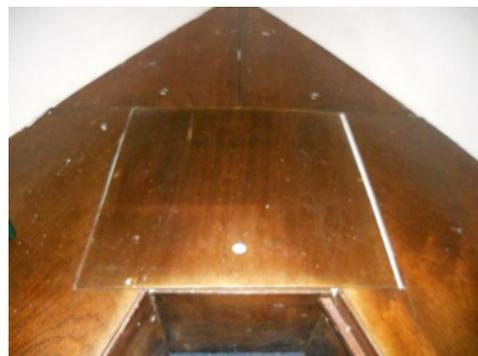


discovered the Jabsco Compact will go in with no modification whatsoever if you utilise a suitably chamfered marine ply plate cut to follow the shape of the hull that brings the port/starboard sides of the Jabsco foot as low as possible in the hull. However, if you sand a chamfer onto the base of the Jabsco unit's foot (see photo) I found you can keep the unit low but also wiggle the sea toilet across to starboard by about 1-2" or so and get it more central in the locker as this makes the installation more comfortable in use. In the interests of longevity I West Epoxied the newly

practice despite the minimal number of fixings actually used.

As explained above, two screws are all that hold the Jabsco unit in place, making it easy to remove in a few minutes for servicing. The original locker cover fits nicely and does not foul the toilet in anyway. The bow end of the locker lid is now hinged so it acts as a fold up lid rather than a pull out cover.

I may have to fettle/lower the plywood bulkhead leading into the saloon to prevent chaffing on the underside of the users legs. We will give it a go as is



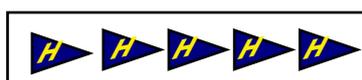
created Marine ply plate utilising a combination of epoxy/woven cloth on the underside, and epoxy on it's own on the upper (visible) surface for added strength and protection before bolting the Jabsco unit to the plate. This formed a removable sub assembly for the entire unit (see pics).

In order to make the whole assembly both rigid but also easy to remove for servicing, the plate has a couple hardwood strips attached to the underside at the stern most face. Screws thro the rear ply locker bulkhead (accessed under the floor of the saloon) hold the assembly in a fixed position within the locker. At the bow end of the locker a hard wood strip is attached

for the 2012 season as I'd prefer not to cut the boat about if this can be avoided. Test runs (!) have proven the installation as OK for now.

The photo's with this article depict the main stages of the project and hopefully demonstrate the advantages of getting the Jabsco unit as low as possible in the forward locker. Simple maintenance of the Jabsco unit combined with quick and easy removal make the extra work involved in making the plate the unit sits on follow the hull shape as closely as possible worthwhile.

**ROGER POWE**



# COMMUNICATIONS FOR THE IMPECUNIOUS SAILOR

When we decided to go off for an extended cruise away from the UK (France, Spain, ...) we wanted to be able to get access to good quality weather information and a means to keep our families updated with our passage plans and whereabouts.

Twenty years ago there was nothing available for weather information other than the local harbour master's notice board, VHF and LW broadcasts and for keeping in touch only the mail or telephone. Now there is a proliferation of advanced technology for getting information and keeping in touch, to the point where you can get information in whilst out in the middle of an ocean as easily as at home – but it devours money.

We would have liked to have had a satellite phone with a data connection but the cost was such that it would have reduced our cruising time so we looked for an affordable compromise. Our approach is to use text messaging (cheap), Skype and email (when on the internet), and PAYG mobile phones to keep in touch and to use VHF and NAVTEX for basic weather information and to get better information via the internet (WiFi or GSM phone or smart phone) when we can at a reasonable cost. In addition we plan to try out using a SSB receiver and laptop to get weather faxes. Also, phone cards can be a cheap way of calling home.

We also use free GRIB file software to download and view weather maps for planning purposes. The GRIB files are very small so are ideal if you have an expensive and/or slow internet connection. Frank Singleton's website gives a lot of good advice on GRIB files and all other aspects of getting weather information. ([www.predictwind.com](http://www.predictwind.com)).

The key to finding the best deal is lots of research in advance to understand the cost, constraints and capabilities of what is on the market, and in order to do this you need to analyse what your usage will be; for instance the Vodafone passport deal is very good for

data, but is only good value for lengthy phone calls, for us it worked out cheaper to call on our personal PAYG phones – how much time do you think you will NEED for phone calls?

Our GSM internet connection cost us a minimum of £2 each day we used it. In some places we managed to get free or very cheap WiFi, but the quality of the connection was variable. One of the best WiFi services we used was in Joinville and provided by the Vendee at a euro a day.

You should also give yourself time in the UK to make sure that the solution you go for works, we left it to the last minute to get our Vodafone PAYG passport contract and only just managed to get it working before we left the UK. The tricky bit about this is that the mobile phone market is very dynamic so there may always be a better deal in the offing.

Don't forget to think about security of your personal data, we keep it on encrypted USB sticks rather than on our computers.

Below is a list of the equipment we took:

- Netbook used only for internet connections on public networks.
- Unlocked mobile phone which can be used with a local sim which we also used as a dedicated GSM modem..
- Personal mobile phones (we already had these).
- Laptop for doing everything other than connecting on public networks.
- SSB, LW, MW and FM portable radio.
- Navtex (we only had single channel, it would have been useful to have dual).
- VHF radio.
- Ugrib and Zygrib GRIB downloading and viewing software.
- JVComm software for processing weather faxes etc obtained via the SSB radio.

The communications services subscribed to were:

- Cheap/free wifi when ever it is available in harbour.
- Vodafone passport on pay as you go, used for data connections via the mobile phone.
- Pay as you go contracts on personal mobile phones (Orange and 3).
- Internet cafes.
- Skype.

Things we have discovered along the way:

- Texts are the cheapest way to communicate and are generally free to receive.
- Skype is good value for making calls to other phones as well as Skype users, but it does need
- a fast network connection unless you just use the messaging.

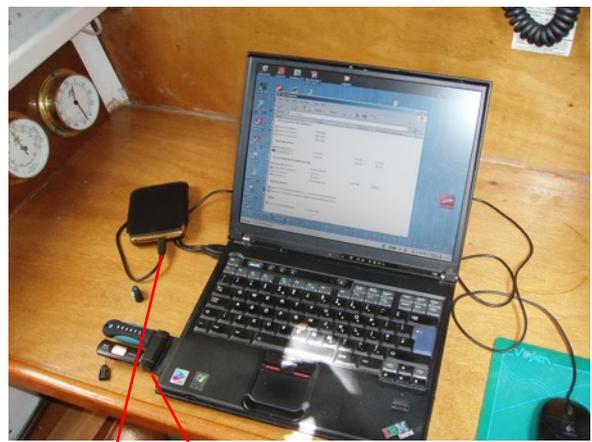


*GSM Mobile phone used for internet connection*



*Aerial extension*

*SSB radio used with JVComm software on PC*



*Hard disk used for backups and storing large data items such as films plus with encrypted area used for backing up USB sticks encrypted*

*USB sticks used for emails, accounts and other personal data (no sensitive personal data kept on PC)*



*PC being used to get a weather fax (on the screen) via the SSB radio*

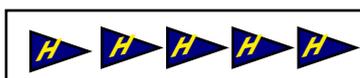
- Test out how easy it is to top up your PAYG contracts, some providers have web sites that are bandwidth hungry and tedious to navigate.
- Watch out for exceeding allowances on data connections or talk time, subsequent costs can be high.
- You will be charged for receiving calls.
- There is no point having a contract if you are away for a time as you will not make use of the 'free' minutes etc (the exception being Vodafone, but there is a 75p charge in addition).
- There may be supplementary charges from local operators on mobile phone calls.
- Internet cafes are not cheap unless you were going to have a beer/coffee/etc anyway.
- Keep a record of what you spend so that you can analyse it later for value for money.
- You may need to get your laptop in a good position to pick up a WiFi signal, or get an external antennae for it.

- The weather fax is tricky to set up; however, it would pay dividends on a long passage out of range of the GSM network.
- We also sent post cards!

Making the best use of the technology to get good weather information is not necessarily straight forward. Below is a summary of what we have found to date:

- You need to get a feel for what the weather is doing, for instance the 'vent solaire' effect on the coasts of the Bay of Biscay, and how weather systems at a distance, e.g. lows in the Spain, will effect your local weather. The things you are used to monitoring in the UK may not be applicable, e.g. lows tracking across the Northern North Atlantic do not have the same impact in the Charente as they do in the Solent.
- GRIB charts are great for giving you a feel for what is happening but do not make you into a weather forecaster: it is real skill to make a accurate forecast from this data.
- Use more than one source of weather data, any significant disparity in what they are telling you means unsettled conditions, which is a good indicator for you to stay put!
- Get a list of meteorology terms for the local languages of the countries you will be in (the french Meteorology service produces the excellent 'Guide Marine' which can be downloaded as a pdf).
- Search the internet for advice on sources of weather information, there are some excellent weather sites aimed at yachties such as that put together by Frank Singleton.
- Practise listening to local language broadcasts with a print out of the broadcast in front of you.

**ROBERT SHERIDAN**



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*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 Ian Sinclair, Membership Secretary**

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

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

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