



Hurley Owners Association

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Affiliated to the RYA

www.hurleyownersassociation.co.uk

NEWSLETTER AUGUST 2010

FROM THE EDITOR

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STOP PRESS

East Coast Rally
August Bank Holiday Weekend
River Blackwater, Bradwell Marina
Contact John Carter for details
john@joncharlesmortgages.com or 01206 307807

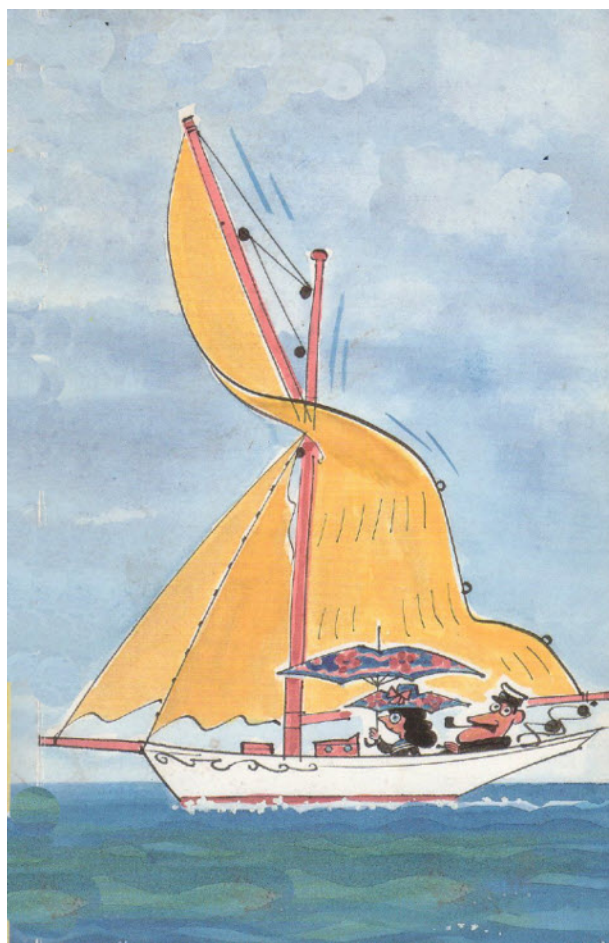
This edition is out earlier than usual mainly due to the excellent response for contributions. In fact I hope there will be an extra and that articles about your sailing or other exploits this year will come flooding in for an early autumn issue.

Flooding may be an appropriate word for some parts of the country but not the SE. Although we have had some rain these last few days the ground is bone dry and the lawns/fields brown. But sailing wise it has been good with plenty of wind and sun - perhaps not always quite as one would like them. Sadly I have missed out on this but, from correspondence received, I am not alone where illness and age are taking their toll.

Have been looking through back issues of the newsletter from the first in 1998. In the early days there were more articles dealing with problems - the "how to do"- than now but that correspondence has probably moved to the Google website.

One theme that runs through out is the payment of subs or rather the non payment. In the first year membership stood at 50 by Sep 1999 it was 150. Today it is 286 but I have to report that 72 members have not yet paid. If you are one and have mislaid your invoice payment details are on page 10.

A final plea. For the majority of members email is now the principal means of contact so please let me have any change to your email address to ensure you receive your copy of the newsletter and other mail. If you see this on the web and have not received an email copy then please email me.



FOWEY RALLY 28-31 MAY

A week before this rally it had looked as if eleven boats would be coming and I had emailed Fowey HM and told him that eight possibly eleven Hurley's were coming but this was not to be with the weather forecast putting off some owners.

Phil Biggs in Gypsy 22 and my wife Vicki and I in Gala 22 sailed up to Fowey from the Fal area (24nm) on Friday afternoon with the wind SW4-5 and lumpy sea. We found we needed to tack down wind in these conditions because of the risk from a jibe, later in Fowey we found out that Phil had crash jibed and pulled his main sheet track out of the deck. In Fowey we met John Summers in Blackfriar 24/70 who had had a hard beat from Plymouth (23nm) and Kevin Mitchell who had sailed Vixen 22 from Torquay over three days (73nm) Three other owners were going to sail down from Plymouth on Saturday, but weather closed in with a SW gale and heavy rain. In the evening we went for a very nice meal and pint at the Luggar in Polruan followed by night cap and chat on John's 24/70.

Sunday morning Blackbrair decided to get back to Plymouth before the weather changed and he would have to beat again.

Kevin had had a phone call to say Tony and James were sailing from Plymouth. Around lunch time, Kevin's wife Linda arrived by train, bus and water taxi; after a day in port they were going to sail on down to the Fal area. Late in the afternoon James Hester in Éclair 22 and Tony Littlewood in Gallivanti 24/70 arrived in Fowey. Tony, whose engine was not working, sailed right in and on to the pontoon. After Tony had fixed his engine and we all had eaten we settled down for an evening of drinks nibbles and Hurley chat on Gala under our boom tent.

On Monday the forecast was for a SE 3-4 gusting 5 so Éclair and Gallivanti departed early for their passage east and to catch the tide back to Plymouth. The wind for the passage back southwest to the Fal area looked good, so Gypsy and Gala left Fowey 1030 hrs, an hour before slack water. We set a reefed main and full genoa but there seemed little wind after exiting Fowey so we let out the reef. There was a steady E3 for the rest of the passage, SOG of 3-3.5kts, at least we didn't have to motor. Gypsy and Gala parted ways off St Antony lighthouse, Gypsy motored north to St Just in Roseland and we sailed on over to the Helford River picking up our mooring at 1706hrs.

BRUCE CARTER



LYMINGTON RALLY 10 - 11 JULY

Eight boats and 13 sailors gathered at the Dan Bran pontoon in Lymington for the Rally.

Blaze 22 with a crew consisting of Dave, Jonathan and Mick, sailed from the mooring close to the 'Jolly Sailor' pub at the Bursledon end of the river Hamble. The location is ideal for the Elephant, Deacons, Swanwick (ex. Moodey's & Howards Way TV programme) marinas, with a Force 4 chandlery close by.



I had noticed that Steve's *Rifleman Harris* 24 is moored in Deacons marina and Ed Hughes Silhouette at the Elephant yard (see his blog). Jonathan in the past built a 24 foot sail boat which he sailed with his wife and 3 young boys to the west country and the Channel Islands. His sailing experience was greatly appreciated, especially during the bad weather to the Bembridge rally last year. Mick had just returned from Phuket, Thailand where he now lives for most of the year playing golf, bowls,

diving and has purchased two small farms with his girl friend in the north of Thailand.

We left the mooring at 10.30 hrs on Saturday to take advantage of the tide and ran on the Yanma diesel engine past Mercury marina (was owned by Robin Knox Johnstons family) to refuel at the Port Hamble pontoon. The 10 h.p. Yanma is really mean on fuel consumption.

We then headed past Hamble Point marina where 4 years earlier I visited the marina to purchase a *LM* 27 but decided on *Blaze*, which I purchased complete with a 4 wheel trailer from Sea Ventures. This was a better and cheaper option for single handed sailing. *Blaze* with its heavy fin keel is not really suitable for trailer sailing and there is always an additional cost to store the trailer.

Sailing out into Southampton water we headed south for Calshot Reach avoiding Calshot Spit, passing the old flying boat control tower and hangers on our right. There is a huge four engine Short Sandringham flying boat in the Southampton aviation museum. This was the last one in service and flown back from the Bahamas. Its double decker seating arrangement was the 'Easy jet configuration of its day and used for island hopping. The flying boats also flew passengers across the Atlantic in style, with sleeping cabins, via Shannon and Newfoundland to New York - out of the range of German aircraft!





Entering the Solent Westerly approaches strong westerly winds and the Solent chop forced us to tack for what seemed like ages. We soon made good progress once we passed the entrance to the Beaulieu River and Newtown Creek. Mick and I had a great days sailing 2 years ago when we moored up in glorious sunshine at Newtown Creek and had lunch on the back of boat with a good bottle of wine. Beware when leaving with a fin keel of the low tide water depths .



We have also had an excellent lunch and fine weather at the Bucklers Hard hotel that same year. Beware the bar at low tide entering the Beaulieu River.

Approaching Lymington we looked for the Dan Bran pontoon, but no worries as we saw Donia and Rod waving in the distance. I believe we were the last of the 8 boats to arrive.



After mooring up alongside Tim in *Strider 22* we opened up the bar on *Blaze* and then at 6.30pm headed for more drinks and nibbles at Rod and Donia's *Gandalf 27*, to once again experience their kind hospitality.

I was impressed at Howards *Honey 22* new diesel installation. He spent a day with me and Mick measuring my installation on *Blaze* over a year ago.

Dinner in the Mayflower followed, enjoyed by all with plenty to eat and too much to drink.

That night I slept outside at the rear of the boat with the crew inside, but was awakened at 4 am with rain and strong winds. Not a good idea. I do have a tailor made tent for *Blaze* which I have never used. A lesson learned.

Following an on-board breakfast of French bread, eggs and coffee we set sail at 8 am to catch the tide and winds for a fast rolling motion sail back to the Hamble, arriving at the mooring at 11.30 am.

DAVE GOWERS



One of the most important elements towards the smooth working of the whole party is the presence of a lady, wife or mother or daughter of a member; her advent has a humanizing influence on the male members, however diverging their temperaments may be. If she be an artist or a musician (every lady should be a musician in its best sense) and does not object to smoking—if she be an artist she won't — in a properly ventilated, not draughty, cabin, her presence will be still more appreciated; and whether she be ashore or afloat, the fact that a gentlewoman is a member of the party helps to give a restful glamour to the whole cruise. These remarks are intended to apply chiefly to small vessels.

G. L. BLAKE

Irish Clubs

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

HOW I GOT MY HURLEY 22 - PART II

Wednesday 15th April,

I boarded the passenger ferry Scillonian III at 1630 bound for Penzance. My wife Sara was already on the mainland on a pre-planned trip visiting family. She would meet me in Penzance and drive up to the Travel Lodge we had booked close to Weymouth.

Thursday 16th April

I contacted the previous owner 'Daniel' to let him know I was on the way. We arrived at St Peter Port at 1225 and were disembarking within minutes. Once through arrivals Daniel spotted my bright red jacket and introduced himself and we transferred the bags into Daniels car. We walked into St Peter Port, found a café and discussed the boat and this afternoon's launch over some lunch.

At 1600 I had my first sight of Dream Catcher. As she drew nearer I could see she was in reasonable order and had been anti-fouled as promised. The bilge keels looked fine, there were no signs of chunks missing or any old damage or repairs to the hull. While she was still in the strops I took the opportunity to check the rudder



bearings for security and play, but none was evident and she was lowered into the Marina. Daniel stayed aboard as she was lowered and I took a bow rope to keep her straight. The strops were removed and Daniel started the engine and moved her up to the pontoon. Two important requirements achieved, the engine started first time and she floated! Daniel went home for some dinner, while I got my first chance to see what I had bought! After a good look around I got everything on board and sorted out the rigging.

I wanted to be departing Guernsey on Monday to take advantage of the unusually settled weather for April. I checked over the mast got some soapy water and started scrubbing, checking all the fittings and rivets as I went. I uncoiled and attached all the standing rigging and bottle screws ready to raise the mast when Daniel returned. The furling gear all looked sound and apart from the anodizing starting to show its age all was in order. I fitted the shrouds and taped up the shroud cap covers and sorted the running rigging ready. Unfortunately this had been left on the mast and was very green and stiff and would need replacing as would the bottle screws some of which were pitted. I visually checked the tri-colour and steaming light but ran out of time to test the wiring or bulbs.

Later with Daniel on the pontoon pulling the spinnaker halyard and me pushing the mast up we soon had it up and the forestay attached. It was going to be dark in an hour so I motored around to Victoria Marina where the visitor's berths are located the harbour master pointed out a berth in a quiet corner. It was nearly dark and

Daniel said his goodbyes. I managed to re-arrange the clutter inside to make a space to throw down my sleeping bag on the quarter berth before getting myself a late dinner in town. Everything was dirty and damp inside and would need some serious cleaning at some point.

Friday 17th April.....

Up early, another beautiful morning and time to get organized. The priority was to get her seaworthy so the outside took priority as the inside could be sorted last. First I did the cockpit and the decks, then the anchor locker and outboard transom locker. The hull was also given a quick scrub to remove all the grime and strop marks from the crane. It was a twenty minute walk each way to the chandlery but they had everything in stock. It took until mid afternoon to change the bottle screws and feed the new running rigging through the mast. Dream Catcher unusually has six winches and all the lines have been nicely led back from the mast to the cockpit. This enables the sail to be easily hoisted from the cockpit. The foot of the sail can be reefed from the cockpit but you do need to go forward to put the reef cringle over the horn on the boom first. I knew the chandlery wasn't open on Sunday so if I was hoping to depart on Monday I needed to get anything I needed today or tomorrow. I made another trip back to the chandlery and got a new battery, anchor chain, a radar detector, oil lamp, flare pack and most importantly a kettle. They put the new anchor chain in a plastic bucket and delivered it along with the battery to the pontoon for me an hour later. Keep the bucket they said, now that's what I call service. I cut off the old anchor chain and fitted the new, remembering to secure the end to an eye in the locker. After a busy day I was shattered and another late dinner was followed by an early night in the musty cabin again.

Saturday 18th April.....

After breakfast I fitted the genoa to the furling spar and set up the furling gear. The sail was in good condition and the furling spar worked perfectly. I then collected my new spray hood from the sail makers and stowed it down below for now. Next it was time to sort out the interior so everything was scrubbed and cleaned and as it dried out I started stowing things properly. The cooker was stripped, cleaned and tested but needed a new regulator. There was no flag staff for the ensign and forty pounds for one at the chandlers seemed a bit excessive to me. I quickly made one out of an old broom handle instead and cable tied it to the pushpit.

There was a 12 litre petrol tank and 5 x 5 ltr cans. All needed cleaning inside and out and were left to dry out in the sun. I would also need to get petrol today. Another trip was made to the chandlers; we were getting on first name terms now. I bought a regulator and a new bottle of gas, and a shore power kit. This would be most useful for charging the laptop and using power tools in future. A selection of shackles and screws and other small items were also bought. The chandlery also supplies the fuel at St Peter Port as regulations state that all fueling must take place onboard vessels and I would have to bring the boat alongside the fuel pontoon. This was bad news as I would not have time to get the boat ready to move across to the fuel pontoon and back before they closed. It looked like I might have to get it on Monday morning now. This was done to stop people putting 'no duty' fuel into cars which had to pay a high duty on Guernsey. When I asked if I could get another boat to bring my cans over they said that would be fine. So when I got back I collared a couple of young local lads in a rib and got them to take me over with my cans. They dropped me back to the boat and I had to insist they take £5 for their trouble.

All I needed for the galley was bought cheaply from a hardware store in town. I got the rig tensioned and the mainsail ready to hoist. He wasn't wrong when he said the mainsail was tired and needed replacing. I put two rips in it while hoisting it and I could easily have put my fingers through it in places. It was dirty, brittle

and awful, but surprisingly still set well and had a good shape. I lowered it gingerly and sewed up the splits and taped over them as well. It only had to get me home and by the looks of the forecast the wind was going to go light northerly and I would only be motor sailing anyway. At last I had cleared enough space inside to sleep on the larger forward berth tonight.

Sunday 19th April...

Another bright sunny day. The first job was to get the spray hood on. It was a perfect fit and a quality job, made from heavy duty acrylic canvas with additional wear patches on the back edge. The windows were nice and large and visibility was excellent. The boat was finally looking ready to go and I was eager to complete the rest of the jobs I wanted to have done before setting out. The next thing to concentrate on was the electrics. I fitted the new tiller pilot and the new electrical socket on the coaming. Replaced the flat battery with the new one. As my first passage would include an overnight passage I wanted to start out with a known good battery to power the tiller-pilot, nav lights and nav equipment. I installed the shore power kit with the socket up high inside the aft locker leading through to a four gang 13amp socket strip over the quarter berth. The shore lead itself would just be stowed coiled in a locker. The dinghy was rolled up and stowed in the quarter berth where it would remain for the whole trip. Worked too late again and everyone had stopped serving food, so sandwiches again and a nice glass of wine.

Monday 20th April...

The forecast was looking good for departing today and I needed to depart the Marina by 1800hrs to catch the start of the SW Ebb in the Little Russell Channel. I decided the best place to mount the chart plotter was on the coach roof next to the main hatch under the spray hood. I mounted the base on to a plywood pad and fixed this to the coach roof with self adhesive Velcro. The power data lead could be temporarily run up through the main hatch and the whole unit could be removed quickly and stored below when not in use.

I checked the nav lights, cleaned all the lenses, fitted the base for my new Iris 100 compass to the port bulkhead and installed my new DSC fixed VHF. I had opted to get a remote Mic for my new radio which I mounted on the starboard bulkhead in the cockpit. This allows me to operate all the functions of the radio from the cockpit and also has a speaker in it. I wanted this boat to be really well set up for single-handing.

It took me a while to alter the wiring behind the distribution switch panel in the cabin as some of it needed to be extended or moved. After some frustration I finally found the right wires to connect between the VHF and Plotter to enable the radio to read position information from the Plotter for the DSC function. The manuals were as confusing as ever and trial and error won the day. I entered the waypoints I had wanted from St Peter Port to Salcombe and did a radio check. I now knew every inch of the boat and was confident she was more than ready to put to sea. Time was getting away from me and I only had an hour left to shop, tidy up, stow my tools have a shower and a meal.

Managed everything except a meal. I was finally able to depart a little late at 1930. I had already let go of two of my lines when the depth gauge on the wall caught my eye - only two feet left on the gauge over the sill. Frustrated and angry with myself I started putting my lines back ashore again, cursing my own stupidity. I resigned myself to a 0630 start and relaxed. It soon became apparent that I was much more tired than I had thought. The four days hard work getting her ready was starting to catch up on me and the reality was I needed a good night's sleep before setting off. Fate had intervened so I got changed and went to a nice restaurant on the quayside right next to the boat and had a very leisurely steak

dinner before turning in. Far better than setting off without any sleep.

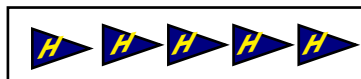


Tuesday 21st April....

Up at 0500 for a shower, snacks, drinks and flask prepared. The forecast looks good for a couple of days with light winds from NW or N 1-2 occasionally 3. The forecast for the weekend was starting to look border line though. This meant that instead of doing the shorter passage from Guernsey to Salcombe today, then on to Falmouth on Thursday, I would now need to go straight to Falmouth. This should save me a day and enable me to get back to Scilly before the weather turns. If today's forecast winds are correct this will mean that a lot of the time will be spent motor sailing. I might not have enough fuel to motor sail the whole distance, if my fuel calculations were correct. I had spoken to a Yamaha engine dealer who thought I would use about 1.5 litres per hour at half throttle with this engine. I have 40 litres of fuel onboard so I reckon that gives me 28hrs motoring at around 4 knots. If I use more fuel motoring against tide it's going to be very tight. Need to make sure I make full use of the strong SW Ebb in the Little Russell Channel as I depart, St. Peter Port.

All ready at last, slipped moorings at 06:11 hrs and am on my way!

GARRY HOYLE



A Brixham Trawler cure for seasickness is to eat hard ship's biscuits moistened with clean sea water.

L.F.CALLINGHAM
Jottings for the Young Sailor, 1943

OUR BEST EVER SUMMER HOLIDAY

Our plan was for a weeks cruise to the Isles of Scilly leaving the Helford River at 0030 hrs on Friday. By 2230hrs on Thursday all provisions had been stowed and so Vicki and I put our heads down for an hours rest and at 0030hrs on Friday Vicki woke me from a deep sleep, we got all ready and cast off at 0100hrs.

We motored Gala our Hurley 22 east out of the river and set course for Nare Head and then Manacle Buoy which we past at 0200hrs, there seemed little wind but it was hard to tell in the dark because I couldn't see wind vain on top of mast. At Manacle Buoy I set the chart plotter for our WP off the Lizard and we continued to motor southwest until we reached it at 0345hrs changing course to the west and Scilly 43nm away, still dark it was interesting watching the passing ships and fishing boats, it seems a lot clearer in the dark which way they are heading. As the dawn was coming Vicki went below and slept for three hours. About an hour after she went below I set the Genoa and stopped the engine, we were making about six knots SOG in a Northerly3-4 with a helping tide. We were aprox 8 miles south of Lands End and approaching Wolf Rock lighthouse when Vicki came up into the cockpit with cheese sandwiches and a flask of coffee, after we had eaten Vicki took over the helm and I went below for a sleep.

I am not a good passenger and only if I can fall sound asleep can I stay below for any time. After an hour I was back in the cockpit watching out for shipping as we neared the TSS. The wind increased to a steady northerly 4 and as the tide turn against us we started to sail faster in the now moderate seas, still making five knots SOG and making for a lively passage. By 1205hrs we started motor sailing to keep our course for Crow Sound with the now north to south flowing tide, not having a main sail up we also had a lot of leeway. The wind picked up to a north northeast 5 so we rolled the Genoa and motored the last three miles into shelter. Having got to the Isles of Scilly and not knowing them well we opted for the safety of St Mary's Harbour for the night picking up a mooring at 1430hrs. We both slept in the cockpit for three hours that afternoon before going ashore for an early pint and dinner in a pub and back onboard and were early to bed.

On Saturday morning at 0900hrs we left St Mary's Harbour and motored the 2.5nm over to Green Bay on Bryher dropped anchor and fitted our beach legs. There was a northerly 3-4 blowing but with a fetch of about ½nm there were only 6in waves which were



not a problem. In the afternoon we motored in the inflatable over to Bryher and walked around the island, the sun was out, the temperature in the 70s so when we arrived at the pub we had a pint. Later we did some shopping at the local store before returning to Gala now high and dry. A little cooler on the water that evening we

fitted our boom tent for dinner and had a bottle of red in the cockpit. On Sunday we awoke to a sunny day with no wind and by 0930hrs the boom tent was taken down and put away. From this day on it stayed in the 80s with no wind. In the afternoon we went to New Grimsby on Tresco had a pint in the pub and then walked over to Old Grimsby. On Monday we stayed around the boat and did some jobs, its just great to take your time when the weather is so good.

On Tuesday we decided to take a look at some more islands and also find some other anchorages, we removed the legs and motored over to Tresco and checked out an anchorage suggested by Gary Hoyle who lives on St Mary's. As we motored north out of New Grimsby Sound we saw two yachts from the Helford River, most skippers seem to be surprised to see us so far from home. We rounded the north end of Tresco and southeast into Old Grimsby Sound before turning east and slowly working our way though the many rocks and into Tean Sound (4nm) between Tean island and St Martin's. After dropping anchor close in between Tean and Crump islands we motored over in the dingy and walked from Lower Town to Higher Town and back on St Martin's. In the evening we had a nice meal in the St Martin's Hotel and met up with another sailing pair from Mylor who sailed a 26ft yacht over in two days stopping over at Newlyn on the way. They were surprised we had sailed all the way in one hop.

On Wednesday we motored south to Pentle Bay on Tresco (2nm) and anchored close to Skirt Island, another place Gary had suggested, we had the place to ourselves. From here we walked to New Grimsby for stores and an evening meal in the pub before returning to Gala to find her settled into soft sand and leaning to starboard on her legs. I laid out the kedge anchor and got out at 0200hrs to line her up and down the beach, in the morning having slept together on the fore bunk we found Gala had this time sunk into the sand at the bow. At low tide we could see there was harder



ground a little nearer Skirt Island.

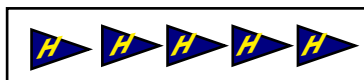
When the tide floated Gala again at 1430hrs we removed her legs and motored to The Cove, St Agnes 5.5nm and anchored in deep water, again we had a short walk on the island and a pint at the pub before returning to Gala to deflate the dingy and then stow it and the beach legs for our return to the mainland the next day. All jobs done we settled down to enjoy the last hours of our holiday with a cold buffet and bottle of red looking south in this lovely warm evening.

On Friday at 0830hrs, with a CG forecast of south westerly 2-3 possible 4 west of the Lizard Point, I raised the main and we motored out of The Cove and set course east for the Lizard 45nm away, there was no wind and the sea was just like glass. The east

flowing tide around the Lizard was between 1500-2100hrs so the first six hours of our passage was against the tide. Motoring at a steady 5kts we were making SOG of 4kts. By 1030hrs we were motor sailing in a southerly 2-3 and we kept this up for 2 hours before the wind changed to a south east 2 when we started motoring again. As we passed Wolf Rock lighthouse about 2nm to the north the tide changed in our favour and we averaged a SOG of 5.83kts over the next 6hours. Having motored all the way home

we picked up our mooring in the Helford River at 2040hrs having averaged 4.93kts for the crossing. It was nice at last to turn off the engine and as the tide was wrong for getting ashore we dined and slept on board that night. We had set off on a sailing holiday but without much wind this had turned into a relaxing summer holiday on the wonderful Isles of Scilly.

BRUCE CARTER



WEST COUNTRY CRUISE

I had wanted to undertake a cruise along the south coast for some time – especially wanting to sail into Plymouth. Well, I did (most of it) and had some great sailing and some great lessons! I won't bore you with detail of what I had for tea etc etc, but will highlight the lessons, although it means baring my soul!

Getting out of the Western Solent can be hard if the wind is perverse, however the weather for the weekend 10/11 July seemed good and the HOA South Rally at Lymington seemed to be a good jumping off point. I planned to r/v with Ian Sinclair in Lalep La (22) somewhere near the Sturbridge Shoal (Solent) on the Friday morning but my first lesson was waiting for me as I did my last minute checks before sailing. One of these is to unfurl the genoa to check everything is running OK. It wasn't – it was jammed which it sometimes did. I forced it a bit, as I sometimes did, and then a bit more and then the roller mechanism fell apart, revealing broken strands! I was speechless and very abashed. Anyway, moral support was at hand in the form of Nick Vass in the area doing a survey and practical help from XW Rigging at Haslar marina who had a totally new roller reefing system in place in 6 hours. Now here is the real lesson. I knew that the old system tended to jam – and did nothing about it – except (and I still cannot fathom my own perverse logic in this) – I had just bought a wire



on Saturday afternoon, where everything had been prepared in detail by Rod and Donia Coomber. A most convivial event – well reported elsewhere.

Sunday morning saw me out past Hurst Castle and North Head and eventually on my way past the Needles Fairway buoy (nearly hit it – messing about trying to put a reef in!). By later in the afternoon the flood was against me and the wind was dying as I was nearing the Dorset coast. Thoughts of staying at sea overnight past Portland were put to one side given that there was little sailing power available to get me past the Bill. With some motoring I



cutter in case the mast came down!! The consequences of a parted forestay in a blow offshore on the South Coast still makes me shiver – why did I not get the thing fixed when it first started to play up? Don't know – but there's the lesson – don't live with defects in critical equipment! Don't only plan to recover from an equipment failure – reduce the likelihood of its happening in the first place!

I made my r/v with Ian at the Folly (River Medina, S. of Cowes) about 1930 and we sailed in gentlemanly fashion into Lymington



arrived in Mupe Bay (W. end of Worbarrow Bay) for a quiet anchorage.

Monday morning 0900 I was politely encouraged on my way by the range boat and made a gentle passage towards the Portland Bill area. By midday I was flying along at 6 kts+ with the ebb on a westerly heading, heading for Torbay. Fantastic sailing all day, fine reach round to a run. Later in the evening the wind became easterly, making my plans for anchoring near Brixham less attractive and the weather became rainy and murky. However,

Torquay was an easy option and I found a berth on the Haldon Pier at about 2215. What a day, about 50nm – tired but pleased.

Tuesday morning. Weather forecast starting to indicate a blow coming. My object was to get to Plymouth but with the forecast and continuing coastal murk I was unsure about this. However a friend from church owns and lives aboard a 40 ft ketch moored in the Dart – so after a quick phone call I was on my way and by 1400 was moored alongside Lorelia, after a nostalgic passage up the river. By the end of the day it was becoming obvious that I was going nowhere the next day – or probably the day after that either! Force 8s with some 9 in them began to blow I was so very grateful for my safe and comfortable berth. It was a fun time, with no end of entertainment from the Navy who were conducting a security exercise on the river in the picket boats from the Naval College. In the end I stayed until Friday. Had I been holed up elsewhere it would have been rather dull, confined to my own company and small cabin.

Friday, I sailed, having decided to abandon Plymouth and go for home. I probably should not have sailed because the forecast was still west F5 – 7 – becoming 4 – 5. I tended to believe the ‘becoming’ bit as it suited me better. Out of the Dart it was lively, but safe enough with 2/3 genoa still giving me 5 knots and the flood behind me. So I set out again at high speed (for a 22) across Lyme Bay. My plan for rounding Portland Bill was to give the race a wide margin and go around the Shambles Bank. Ok so far – but my planning was shallow as I failed to appreciate the effect on the sea of the strong westerly blow over the last 3 days, working against the strong ebb which was beginning as I came south of the Bill. The effect was uncomfortable and rather alarming seas, a strong SW blow still giving me 4 – 5 kts way through the water and the ebb preventing me going anywhere over the ground. So for about 3 (very long) hours I fought the steering as each successive wave picked up the stern, had the occasional soaking as waves broke and watched as Portland Bill lighthouse resolutely refused to move astern. This was a lesson and a half – a wholly avoidable situation (I should have delayed my eta to round the Bill with the flood) – if I had only thought it through. Eventually by about 1900 the flood began and I was able to make ground to the north – over a benign Shambles Bank – and eventually into Portland Harbour at about 2245, by God’s grace, safe and sound, although wet and chastened!

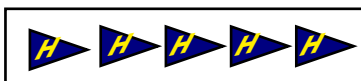
Saturday. Away by 0800 and a relaxed and happy run along the Dorset coast making about 5 knots with the consistent W/SW F4-5 and flood behind me. I passed St Albans via the inshore passage, went through a minor race on the way to Anvil Point then raced (6 knots +) past Swanage and up to Old Harry Rocks. By 1300 I was anchored happily in Studland Bay with the stunning beauty of Old Harry and the Dorset coast and the antics of other water users to amuse me. The SW F4-5 came in handy again as I opened the fore hatch, got mattresses, sleeping bag, towels, oilies etc out on the deck for a thorough ‘air bedding’. By contrast with Friday – totally relaxing and uneventful.

Sunday. Underway at 0900. The W/SW 4-5 still continued so I had plenty of puff to speed me over Poole Bay towards North Head and Hurst – took about 2 ½ hours with the wind broad on the starboard quarter. Turning south east to run down to Hurst I recorded my fastest ever speed through the water: 6.4 knots. Finally a sedate and uneventful passage through the Solent, back in Gosport by about 1500.

So what is my overall conclusion? I am really pleased to have done it. I recognise where my judgement was faulty – and stored those lessons away carefully. Trouble with single handing in a small boat is constantly watching your options. With only 6 hours of tide in either direction, the question of where you can get to in, say, 12 – 15 hours, is critical. I guess I could have stayed at sea overnight – but tiredness has to be reckoned with. Also, once the steady weather of the high pressure systems gave way to the more familiar unstable low pressure weather, any one day’s plan can abruptly change and a safe haven may become untenable or unreachable. All this is quite a pressure and can be source of a some anxiety. I guess with a crew this is less so and the option of staying at sea overnight is not a problem, weather permitting. In addition, getting holed up in a marina for days during a blow would be both expensive and boring!

So will I do it again? Not sure at this stage. My sojourn in Studland Bay reminded me that my favourite thing is a few hours good sailing, followed by a picturesque and quiet anchorage, with time for peace and solitude. Cruising between Chichester and Poole offers plenty of that!

TIM SHARMAN



If most men are like the writer they are quite willing to sweep the cabin and cockpit floors but they detest the job of bending over and trying to sweep the pile of dirt into a dustpan, or worse yet, a piece of tin or paper. The broom is too large for the job and then, when you finally do get it all collected it blows off the dustpan again as you try to throw it overboard.

Perhaps it is a small matter, but there are enough annoyances without having this added. A sure end to the distasteful job is to cut a small hatch in the floor, have a shallow copper or galvanized steel pan made to fit the opening and of course a hatch to cover the opening. Now, when you use the broom, lift the hatch and sweep the mess into the pan and leave it there if you want until there is enough to make it worth while to lift the pan and gently deposit the contents over the leeward side.



The Rudder, 1925

HOW ABOUT A MEET-UP?

With the excellent Lymington HOA rally now a fading memory, it seemed a shame that there was nearly a year to go to the next opportunity to sail with and spend time with fellow Hurley owners. So when Tim Sharman sent me an email suggesting an overnight meet-up I jumped at the chance. Social calendars were compared against tide tables and a date was set.

Tim's Strider is a fin keeler living on a pontoon just inside Portsmouth harbour entrance whereas Lalep La is bilge keeled, moored at the top of Chichester harbour's Itchenor channel on a swinging mooring that only floats 2 ½ hours either side of high water. So, we agreed to meet at the entrance to Chichester harbour.



We were to monitor VHF Ch 77, but Cowes week races seemed to have got there first, so a quick text and we went to Ch 06. Communications - what ever happened to semaphore flags and Morse code?

Contact was finally made at East Head, and we set off for a quick blast down the Emsworth channel. Lalep La and Strider have sailed together before and are fairly well matched most of the time, although the fin keel does seem to have the edge on some points of sailing (is it the boat, or the skill of the skipper?). This day our sail configuration reflected our journeys to the meet-up. Tim had had the wind behind him all the way from Portsmouth and was just under genoa, whereas I had been motoring against wind and tide down the Itchenor channel with one reef in the main to catch any lift I could. In these configurations we had a great broad reach down the Emsworth channel with both boats doing well over 5 kts in the sheltered harbour waters.

Our chosen stopover was in the Thorney channel behind Pilsea island as we both share an aversion to marina fees. This is a lovely sheltered spot and much quieter than the more popular and exposed East Head anchorage. Because of the good shelter, we just put down one anchor and rafted together – much more sociable. By

now the sun was well over the yard-arm and the beer locker was opened. Tim then announced he had sufficient sausage casserole for two and a bottle of wine. That beats any gastro pub in my book.

The next morning there was a strong wind warning and Tim had a fairly lumpy ride home. I had the most of the day to enjoy the harbour before I could get back on my mooring. At one time I had to pick my way through about 200 dinghies and associated safety boats. The kids

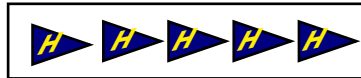
were having a great time and I couldn't help wonder how many would be the next generation of Hurley owners.

It's a shame the thunderstorm could not wait half an hour when I would have been back on my mooring, but it certainly did not dampen a couple of great days.

So if you enjoy sharing your love of sailing your Hurley, don't wait till the next rally, phone a friend, or two, and set something up. It's good fun.

(IAN SINCLAIR

t's a pity the video on YouTube <http://www.youtube.com/watch?v=3niHkxGUID4> is not as good as the sailing.



BOAT SHOW OFFER

We are pleased to pass on an offer from National Boat Shows to HOA members for discounted entry into the Southampton Boat Show, plus a free drink.

Hurley Owners Association booking code: SJG84

PSP Southampton Boat Show – 10th to 19th September 2010

Tickets are valid any day including Preview Day on 10th September

They can be booked right up to the last day of the show

£10 Ticket Only - Option to 'Print at Home' or order delivery of tickets by post

£11 Ticket & Drink voucher - Delivery of tickets & accompanying drink vouchers by post only

Website bookings: <http://www.southamptonboatshow.com>

Telephone bookings: 0871 230 7140

IMPORTANT NOTES

A single transaction fee of £1.25 applies whether ordering one or any greater number of tickets.

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

The drinks offer only applies to paid for tickets (i.e. not to free tickets for under 15s or those issued on a complimentary basis).

Because tickets ordered via postal delivery could take up to 7 days for to arrive, those purchased shortly before or during 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.

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 0844 412 4650.

MEMBERSHIP

Email - Please notify any change as the NL and most communications are now sent this way.

Annual subscription of £10 falls due on 1st March unless you joined on or after 1st October.

Standing Order forms for members with a UK bank account are available on request.

Payment by electronic transfer should be to:- HOA, A/C no.71155407, Sort Code 40-20-29

From overseas:- IBAN - GB52MIDIL40202971155407 BIC/Swift code - MIDLGB2130U

By PayPal to:- mike@hurleyownersassociation.co.uk Sub £11 to cover handling charge.

For the bank transfer please ensure that any charges are covered.



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Do not forget your Association burgee!!!!

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Available from Mike Sheridan at the address below

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Tel: 01732 453069, E-mail: mike@hurleyownersassociation.co.uk

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