



Hurley Owners Association

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

Affiliated to the RYA
www.hurleyownersassociation.co.uk

NEWSLETTER MAY 2007

FROM THE EDITOR

Hello and welcome from the new editor of this newsletter. I should first like to take this opportunity to thank Mike Sheridan very much for all his hard work over the years of building up this association newsletter. The newsletter has always been a very lively and enjoyable read and I hope to be able to continue to provide a similar read to the membership.

We are able to look back on a very successful year for the association as well as having the busiest yet year to come. There are no less than five possible rallies planned about which there will be more details shortly. Membership continues to grow and the web site goes from strength to strength thanks to the efforts of Rod Coomber. Nick Vass is also managing to accumulate ever more archive data on the history of our fascinating little boats.

Before continuing, this newsletter is very much for the membership so if you have anything you would like to contribute, please send them to me at the address at the bottom. Similarly if you have any ideas or suggestions, please drop me a line and I will try and incorporate them in the next issue. For those wishing to submit any material I have included some guidelines at the end. If you do not wish to write an entire article, we would welcome letters as well. Similarly, if there is anything you feel should be included, please do let me know and I will see what can be done.

At present, the plan is to continue with publishing this tri-annually and in the interests of keeping costs as low as possible, we will only be doing a full colour edition each autumn.

The biggest development for the Association this year is the proliferation of rallies around the coast. Further details of these are listed below but there are also talks of other members organising their own in different parts of the country. So far, the south and west coast are benefiting most from this with plans to have one in the Solent, Dartmouth and Plymouth. There is however talk of having one in the Bristol Channel and Falmouth.

Roger Kynaston, Editor Hurley 22 "Kemara"

RALLIES FOR 2007

This year looks like being an important one for the establishment of rallies for the association. At present, there are four rallies planned. Last year we successfully staged two, one in the Solent and one in Plymouth. Both of these are set to be repeated and we are also planning on having one in Dartmouth. There is also some discussion about having one in the Bristol Channel as well and possibly one in Falmouth. If you are unable to get there in your own boat it should be possible to take part and sail on someone else's boat.

In line with the nature of our boats, it is not planned that these events will be highly formal affairs with extensive and competitive racing. Rather, they will be a chance for like minded individuals to get together, have a chat about the joys and occasional frustrations of owning our venerable boats and do a bit of gentle sailing in company – hopefully to a salubrious watering hole. For example, I shall be coordinating the Dartmouth rally and plans are to either sail round to a nice bay for lunch or head up the river to Dittisham should the weather prove inclement.

The Solent meet.

Tim Sharman will be organising this again and current plans are to hold it at the Hornet Sailing Club in Gosport over the weekend of 08-09 June.

Contact: Tim Sharman

email: tim@hurleyownersassociation.co.uk

Plymouth Rally

This will again be in conjunction with the Silhouette Owners and will be at the Royal Plymouth Corinthian Yacht Club. Nick Vass will be the coordinator for this one and you should contact him for details. There are also plans to have an informal cruise in company for the night passage for those of us coming from the south Devon harbours. Dates are the weekend of 30th June - 1st July.

Contact: Nick Vass

email: nick@hurleyownersassociation.co.uk

Dartmouth Gathering

I have chosen the term gathering for this as it is intended that we should keep things as informal as possible, not least on account of the incorrigible laziness of the organiser. It will be held on the weekend of 13/14 June. Plans are to gather in Dartmouth itself from Friday night onwards. Saturday will involve either a gentle hop round to Blackpool bay or somewhere else for lunch if the weather is good enough. Failing that, we can head upriver to Dittisham for lunch in the Ferry Boat Inn if the wind is deemed to be too strong for ventures outside of the river.

Contact: Roger Kynaston

email: roger@hurleyownersassociation.co.uk

Tel. 0208 405 3951 eves.

Bristol Channel Rally

Details on this are sketchy but it is possible that it may be happening. Keep an eye on the website for further updates.

GETTING READY FOR THE SEASON

Over the four years or so that we have owned Kemara, we have found ourselves doing some sort of major work each year. Granted, a couple of these jobs have been simple in themselves such as buying new sails or a new radio after the old one got doused in sea water off Prawle Point in a brisk southeaster. This winter, we craned out at the Exeter Canal basin to put a mast strut in. Of course we also lowered the mast to do this but that proved very easy thanks to the crane at Turf Lock and the expert assistance from the Canal authority people.

With the mast down, I had a bit of a heart attack when I saw the forestay which had been so twisted by the furling gear that the wire had become almost completely unlaidd where it emerged from the luff foil at the top. It is amazing how some things don't impinge on your consciousness until after you find out about them and then they keep you awake at night thinking about the dire things that might have been. This seems to be the case even though the dreadful scenarios of your imagination never seem to happen..

Anyway, this particular discovery led to another dent in the wallet as I decided that we should not trust to any of the old rigging and we duly ordered new standing rigging from Trouts Boatyard who supplied some nice shiny new 4 mm wire with much better bottle screws on them than the old ones.

In the meantime, my brother, who is a much better carpenter than me came up with a plan to put a beam across the coachroof forward of the bulkhead with a steel plate to take the strain forward to the front of the coachroof. For details of how it works, I will be putting some photos on the web site.

It is amazingly difficult to source both stainless steel and hardwoods. We eventually found a metal merchant in Bath and a timber merchant outside of Frome. With these materials Matthew set to work laminating up the beam out of the Iroko. The weekend before Easter we drove down to Exeter and I met my brother off the train complete with a beam which he proceeded to measure and cut to fit in the forward cabin. Such things are a bit tricky as you have to work out the angle in two directions simultaneously but we got there in the end. The metal merchant in Bath could not supply any steel sufficiently thick for our purposes but we compromised on two sheets riveted together. I can attest to the fact that drilling holes in stainless steel is very hard work and you will get through an amazing number of drill bits. Oh for a good machine shop with a drill press! We were now faced with drilling the holes in the deck to bolt it all together.

I, like everyone else I suspect, have a bit of an aversion to making holes in my boat. At least the ones we were planning to make here were not going to be below the waterline. It is still not a nice thing to make holes in your deck. After a lot of trial and error, we go to a position where all the bolts fitted through their respective holes without undue strain and we were able to bolt the whole thing together with numerous and expensive stainless bolts, penny washers and nyloc nuts. Mr Sikaflex also benefited from our work as I bedded the new wooden pad for the tabernacle and all the bolts in large quantities of his sticky and oozy product. It truly does get everywhere and is also very good at sticking to skin, clothes and anything else it can find where it takes a long time to wash off. At least it is equally good at sticking to the things it is supposed to stick to.

By this time we were through a lot of the Easter holiday and were getting a bit worried given that we still had to step the mast. I had decided to try and step the mast myself as it was going to be easier to adjust the new rigging in the flat calm of the Canal basin rather than on the mooring at Starcross. We also had the benefit of mains electricity there rather than having to rely on cordless drills — just as well as it transpired.

We were booked to take the convoy down the canal on the 21 April and the Friday was marked by feverish activity. We did finally get all the strut work done but not before destroying far more drill bits than you would think feasible.

The final straw came when we had the mast all positioned in the tabernacle and I started connecting the stays only to find that they used smaller clevis pins in the nineteen seventies than they do now. We therefore destroyed a few more drills widening holes in the tangs at the tops of the chainplates! The trick with drilling stainless is of course to use plenty of oil and to drill as slowly as possible. At least the machine shop would not have served us this time even if we did have it. Finally the moment of truth arrived and off we went.

I had fashioned a makeshift strut out of some timbers which we formed into a triangle in way of the pulpit. I ran the spinnaker halyard over the top of this and led it back to one of the sheet winches with Audrey, my wife cranking on that. My brother, the guy from the Westerly next to us and me then positioned ourselves along the length of the mast and started lifting. I had been moving the mast on and off the boat quite a bit for various reasons over the last few weeks and it is really not that heavy but it was a huge job for all four of us to get it up! We did manage in the end and we cracked open the sparkling wine! It was by now 2130 and we were due to head down the canal at 0800 the next morning. I couldn't face the prospect of doing any more work and we all pushed off for a meal at Pizza Express but felt a bit self conscious about our filthy hands and generally dishevelled appearance. We needn't have worried though and enjoyed our pizzas.

Now she is on her mooring and all has been done and we are ready for sea. Roll on the first sail of the season. If you are looking for me, I will be around Brixham and Dartmouth. My boat will be the one with the nice shiny rigging and the guy on the helm will be peering intently at the log looking for an extra knot of speed at the very least!

Roger Kynaston

ARTICLES AND OTHER CONTRIBUTIONS

This newsletter is entirely for the benefit of the membership. One of the ways in which you can help with this is to contribute material for the newsletter. All submissions are gratefully received and will immeasurably strengthen the newsletter. Examples could include an interesting or enjoyable cruise you undertook or some work you did on your boat such as fitting a new mast support. Photographs are also welcome though, in the interests of keeping costs lower, we cannot print too many coloured ones though we may be able to put them on the web site as well.

You can use any format to submit articles though electronic is preferred as it saves me from having to copy type it in. For the most IT literate amongst you, the best document format is the Open Office .odt type though word documents are also fine. Please double space all articles and if submitting photos by email could you zip them up first to save on my inbox. If you prefer, sending them to the address below on a CD is also fine.

Roger Kynaston
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SE25 4TH

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MEMBERSHIP

The Association continues to gain strength we are now over 200 members. This represents an unparalleled pool of information and the semi independent Yahoo group's mailing list provides a very useful resource for those of us who are able to pick up its discussions. We are of course also delighted to welcome new members and in this way existing members can help. The last page is a flyer. We would urge you to make copies of this and then you can give it to other owners of Hurleys you might meet while out cruising.

There were something like five thousand boats built by Hurley marine alone and a lot of those are still afloat. At the end of this newsletter is a detachable page with some details of the association. I would encourage you to make some copies of this and keep them on your boat. Then, when you get into conversation with other Hurley Owners you can give them details of the Association and encourage them to join.

The burgee is also a good way of advertising the Association and they are available from Audrey Kynaston at the address provided below. They only cost £10 as well.

Audrey Kynaston
3 The Berkeleys
22-23 Sunny Bank
South Norwood
London SE25 4TH

email: audrey@hurleyownersassociation.co.uk

From the Treasurer there is a thank you to all those who have paid their subscription (due in March), particularly to those paying by standing order. It is still £10 although more for overseas members allowing for exchange rates and bank charges. If due please send to:

Mike Sheridan,
152 Chesterfield Drive,
Sevenoaks,
Kent, TN13 2EH

THE GREEN BLUE

Anyone who has ever taken a RYA shore-based or practical course would have been told about what can and cannot go over the side (almost nothing, apple cores were allowed, orange peel was not) and how far a yacht has to be off shore before any holding tanks can be pumped out (three miles). However, what about things like oil, diesel, anti-fouling and even boat cleaning products? The British Marine Federation (BMF) and the RYA have joined forces to form an environmental initiative called The Green Blue Project. It gives information not only on what should not go over the side, but how it affects the environment when it does.

When on the water the last thing a captain or crew want to see is a plastic bag, but the next time you do avoid one consider this, if the earth is still around in 500 years time, that same bag will be as well. Even the humble apple core, if ignored by seagulls, can take up to six months to degrade while a cigarette butt can take between three and five years. Let's not even start on glass bottles or kevlar rope. All this information was gleaned from the 'How to Guide' produced by The Green Blue, and there are also posters, flyers and there is also a code of conduct sticker for the boat. All these can be obtained via the website is www.thegreenblue.org.uk/index.asp and it is well worth a look, especially as it is not all bad news. There is an environmentally friendly boat cleaner, information on where to dispose of oil, dolphin watching, alternative boat cleaning products and even www.adoptabeach.org.uk.

Audrey Kynaston

HOA COMMITTEE

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Do you own a Hurley?

Join the Hurley Owners Association.

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

Only £10 per year.

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

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

Get in touch with Mike Sheridan. Membership Secretary

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www.hurleyownersassociation.co.uk

01732 453069

For technical advice look at www.omega-yachtservices.co.uk Nick Vass 07702 915524 nick@hurleyownersassociation.co.uk

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