



# Hurley Owners Association

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

Affiliated to the RYA  
[www.hurleyownersassociation.co.uk](http://www.hurleyownersassociation.co.uk)

## Newsletter October 2007

From the Editor

Wet, Wet, Wet! No, not the eighties pop group but a description of the season here in the UK. Oh yes, and rather a lot of wind at times as well. In short, I think that we have been rather spoilt in recent years and global warming has now shown it's other side. Still, we did manage some good cruising in Kemara and others also managed to have a good time. Sadly, as you will read, the rallies fell a victim of the weather though a certain newsletter editor succeeded in putting the wrong date in the previous one for the Dartmouth Gathering. Reports, such as they are will be found below.

Nick Vass has contributed two very useful articles on two important technical aspects of looking after our lovely little boats. One on osmosis and the other on through hull fittings. I am always reminded of that immortal but now probably anonymous sage who said "Why when they have at last developed a truly watertight material from which to build boats do we now insist on peppering it with holes like a colander?" Still, I suspect that we would not wish to give up our properly plumbed in heads and such like.

My call for other contributions has been answered and you should be able to find an interesting selection of articles here. Please keep them coming as they add enormously to the success of this newsletter and thankyou to Nick, Rod, and Bruce.

Finally, we have a couple of classified advertisements in this issue, please feel free to advertise here for whatever Hurley related stuff you may wish to sell. Rod Coomber will also of course put them on the web site as well.

Happy sailing or should I say happy laying up now.

Roger Kynaston  
Hurley 22 "Kemara  
Editor  
October 2007

I bought my first Hurley in 1982! Can that really be 25 years ago? However, my involvement with the Hurley Owners Association began a mere 2 years ago, when I attended the Southern Region gathering at Marchwood. That weekend was so good that I had been looking forward to this years' meeting ever since and so when the news came through that we were to meet at the Hornet Sailing Club in Gosport my attendance was, subject to the usual sailor's caveats of wind and weather that attend sailing, virtually assured.

My home port is Poole, which is quite a long way from Gosport and even though a friend told me it was possible to do it one tide, he has a 36ft Westerly, not a 24/70. Actually this works out rather well for me, as it is a perfect excuse to extend the meeting into an extended weekend. Spend the first night at

Newtown Creek, always blissful, then on to Gosport. By way of return I could retrace my steps, maybe fit in a look at Bembridge as well. Perfect!

The trip was uneventful. Newtown Creek was peaceful, apart from the distant racket of the IOW pop festival, and the move on to Portsmouth was



interesting. The arrangement was that we should enter the Haslar marina, proceed to the submarine and then phone Tim for further instructions. My problem was that I couldn't see a submarine – well you don't expect a submarine to be in the air do you?

Of course those of you that know about these things will know that this is part of the Gosport Submarine Museum.

The mooring space at Hornet Sailing Club is very efficiently used with many berths being used by two or more boats, which is another way of saying that it is quite tight to get into, but Tim was on hand to assist and we were soon moored up and on our way to the club house for a drink. When I think of the “summer” we have had since then it is hard to believe just how lucky we were with the weather. Sat on the patio, with Tim and Dave Gowers, overlooking the marina and soaking up the sunshine, it really was very pleasant indeed.

Dave came by road and could not stay for the evening but it was great to meet him and I for one could certainly identify with the adventures he told us he was having, as we all do, when we are fairly new to sailing.

Ken MacKenzie arrived in Sulu II, his 22, but could not stay for the evening meal either but certainly kept us entertained with stories of his career as a pilot in the Royal Navy and his plans to take part in the forthcoming Round The Island race.

Jeff Moody arrived with his 24/70, Curlew of Bosham, and once Nick Grogan in his 22, Kione, arrived with his crew, Bruce, we were all present and could settle down to enjoy the facilities of our host club



The Hornet Sailing Club started life as a naval establishment, HMS Hornet, and the clubhouse is what was the ward room

was. The wood panelling provides an excellent warm and welcoming feeling and this warmth is further extended by the members and the staff.

The food was great and very reasonably priced and the staff excellent at selling deserts to people who think they are full! Add good beer and good company, what can I say, it was a very good evening that ended all too soon. It always amazes me how much conversation can be had from a common interest; in this case Hurley boats. The most insignificant nut and bolt can be examined and analysed, with lots of suggestions for modification and/or improvement. Is it really surprising that our wives find other very pressing things to do?

The marina provides plenty of protection and the four of that slept on board had a good night. The morning was bright and sunny, giving no warning of the very poor visibility in the Solent. Jeff made breakfast and generously offered bacon sandwiches to us and as the morning wore on we chose our times to depart.

So the 2007 HOA meeting came to end.

Mike Carter

## The Dartmouth Meeting

As noted earlier, a certain newsletter editor succeeded in putting the wrong date in the last newsletter about when this meet would be happening. Needless to say, he has now been severely reprimanded and will not be committing a similar error in the future. It was rather sad about this as I did have some interest expressed by people in the area but who were then unable to attend once I had communicated the correct date to them.

The less than wonderful weather made the whole enterprise rather difficult anyway and as it happens, the weekend of June 15 which I had mistakenly given out would not have been a nice weekend at all. The weekend in July where I did make it to Dartmouth was much pleasanter but less well blessed with wind. Never was it truer that there is either too much or too little wind.

On the weekend I had actually designated I got down to Kemara at Starcross and proceeded to head down river. I was on my own as Audrey, my wife was unable to get the Friday off work.

For those of you who know the Exe, it is silting up a bit in the approach channel and I had this emphatically proven to me when I succeeded in running aground two hours before low water. In the past, it has been possible to get down even at low water springs so long as you are careful; but not now!



Still, while I was beating past Berry Head, I did receive a call on my mobile from David Rickard. We discussed meeting up in Dartmouth but he had to wait for the tide at Stoke Gabriel and with a dying wind and a tide about to turn foul it was going to be a few hours till I made it there. Still, it was a nice sail and blew the cobwebs out that had accumulated through June.

Next year I hope to be able to both get the right date in the calendar, newsletter, my diary and also contrive not to run aground in the mouth of the Exe. Below is a picture of Kemara leaving Brixham in a good breeze.

Roger Kynaston



## Osmosis

Osmosis is a condition that affects GRP boats, cars and watertanks and manifests itself by the appearance of blisters between the different layers of the layup.

Polyester resin is slightly porous. Moisture does after a time travel through it and will collect in any voids in the GRP construction. These blisters can be very small, about the size of a half of a hundred and thousand cake decoration, about the size of a split pee or up to the size of half a cherry. Any bigger than this is described by surveyors as being serious delamination.

The problem is caused by many different factors or a combination of a number of factors. Osmosis is more common on vessels used in warm waters or fresh water lakes or rivers. I have seen terrible osmosis in yachts in yards around Lake Geneva. They keep on using them and apart from being a little heavy due to water ingress not much else happens and they are fine to carry on using.

Boats used in the Lake District tend to suffer from Osmosis more than vessels found in the cold salt water of England.

My own Hurley has bad osmosis in its water tank and also under any areas of Treadmaster decking. This is where warm rainwater has collected. I carry on using the water tank and don't notice a lot of smell. I use plastic containers of water from Tesco to drink or brush my teeth.

Reasons for osmosis.

1. Failure to mix the resin and catalyst together properly during manufacture which creates pockets of uncured resin;
2. Leaving the layers to cure for too long between coats of resin. For example over night or over a weekend;
3. Poor attention to humidity levels in the workshop where the boat was layed up. If condensation is allowed to form between the layers the gelcoat or resin will not adhere properly;
4. Poor levels of cleanliness in the workshop. Contamination by dust etc.

So the moisture travels through the one or tow layers of gelcoat (resin and pigment) towards the layers of matting or woven rovings which are wetted in with resin.

The moisture collects in pockets and creates areas of high pressure. I.e. the chemicals in the dissolved resin mix with water to form a mixture that has a higher pressure than that of the water outside the hull.

Osmosis is often most evident when a vessel is first taken out of the water. If the sun is strong the warmth will increase the volume of the water in the blister pockets and make it expand. The blisters will become larger.

If you burst a proper osmotic blister you might be able to smell acetic acid. You should taste it too by rubbing your fingure into the blister. The acetic acid is a product of the styrene and acetone used as solvents in the resin.

Osmosis is commonly found on boats from the mid seventies which was around the time of the oil crisis. Boat builders were experimenting with alternative types of synthetic catalysts to save money. Not all worked. Lucky for us Hurley used standard Isophalatic resins which were of good quality and the boats were well made.

Modern boats are built in workshops where humidity is controlled. Boat builders work round the clock to ensure that curing and layering times are kept precise. Resins are now advanced.

However, USA and Canadian boats can suffer as their governments have forced boat builders to reduce styrene levels by using alternative resins. If you go Emsworth Harbour near Chichester you will see lots of almost new Trader motor yachts being treated for osmosis under warranty. Emsworth is shallow, the water is warm and brackish. Same thing happens to boats in Christchurch. There are loads of Westerly Centaurs in Christchurch. Many suffer from osmosis but don't come to any real harm. The owner's just antifouled over the blisters.

Alternatives. What to do.

Ask a surveyor who is passing how bad the blisters are and ask him or her to check moisture content.

If the blisters are small or the vessel is of low value then just carry on using the boat as if nothing had happened. Monitor the blisters each year. Take photographs and record moisture levels.

However, the moisture levels will change depending on atmospheric conditions and should be taken as a relative reading against the reading taken of the topsides above the waterline.

Typically three or four times higher below that waterline compared to above is normal.

Typically a Sovereign meter the reading above would average 4 and below would be between 14 and 19. This would be fine for a Hurley but wet for a newer boat or a Motorboat.

A condition called wicking might occur where moisture 'whicks' up through the glass fibres to the topsides and creates small blisters around the waterline. This is not a great problem.

Cures.

1. Do nothing and carry on using the boat knowing that the value of the boat might be affected;
2. Remove the gelcoat by peeling it off by a hired plane type device, by having it slurry blasted or scraping it off with a scraper and hot air paint stripper. This last way is messy, might damage the laminate, might poison you with fumes or might set fire to the boat but is cheap.

You will need to remove all of the gelcoat and allow the hull to dry for a very long time until the moisture levels fall to about the same below the waterline compared to what they are above the waterline. This will take up to nine months but depends on climate. Drying times can be speeded up by using infra red lamps or de-humidifiers but this is expensive.

It is not a good idea to paint epoxy resin onto a damp hull. This will just trap moisture in and cause the lay-up to delaminate. If this happens the structure will be scrap.

Epoxy resin should be applied to a dry hull stripped of gelcoat or you will be wasting your money.

This is a simplistic explanation of osmosis. There will be lots of folk who will disagree as it is a very contentious issue.

More about why boats aren't just built of epoxy resin later. That is a different story  
Nick

## SEALIFT2 EXPERIENCE

I should have lifted Gandalf, my Hurley 27, last October when my club in Gosport had its autumn lift weekend. I was due to come out (we can only lift a proportion of our boats each year because of lack of space ashore) but family commitments meant that I was elsewhere that weekend, so Gandalf had to stay afloat for another winter. This is not a problem in itself, as our moorings are well-sheltered from most directions, but by this spring Gandalf's beard was green not grey! So, something had to be done, but what? Well, the club has a scrubbing grid but I really didn't fancy trying that single-handed. Now that I'm retired, the assumption seems to be that I should do all the maintenance-type activities on my own during the week, so that the weekends are free for sailing and other activities. Another possibility was the local boatyard, which had a reasonable offer for lift-out, pressure wash, blocking the boat up to allow you to antifoul etc, and relaunch. The only problem was that you had to be lifted on a Friday and relaunched the following Monday. Now the real problem with that is that I live just west of Bristol - a 2½hr drive. This meant that I either had to find a B&B (living on board for the weekend was not an option) or do the Bristol-Gosport-Bristol drive twice. Either option increased the costs significantly. So what to do?

Then I remembered reading somewhere about SeaLift2, a modern way of quickly lifting a boat for a scrub etc. I couldn't remember where I'd read about it, but a quick Google soon located their website ([www.sealift2.com](http://www.sealift2.com)) which explained all. SeaLift2 is situated at Cowes a short distance up the Medina from the chain ferry. It is described as a floating dock system and comprises a floating pontoon to which is connected, by cunning pivots etc, a hollow steel dock platform which can be quickly flooded and then pumped full of compressed air to raise it, and your boat, out of the water. The web-site said that a lift-scrub-lower cycle took about 45 min and would cost about £70 + VAT for a boat of Gandalf's size. This quick scrub is ideal for the racing community but you could also have the boat antifouled and do other work on propellers, seacocks etc. Well, it all seemed quite interesting and so I gave them a ring, and after some difficulty getting through, I ended up talking to Ralph, who runs the facility (I think there's a head office somewhere else on the Island). He was very friendly and explained that if I wanted to antifoul, they would get me out as the last lift of an afternoon and put me back in the following morning. I could do the work myself, in which case they would charge me £60 for an overnight stay. Alternatively they could do it for me, when the cost would be £200 + VAT (this included the lift/launch) but I would have to supply the paint. So, with some trepidation, I booked Gandalf in for a couple of weeks time, 4 – 5th April. I was apprehensive because I'm not usually (ever?) out that early in the season and I was worried that the weather might not suit an inexperienced single-hander.

In the event, a week or so beforehand the forecasts were a bit iffy, so I gave Ralph a call. He was very re-assuring. They wouldn't want to antifoul if the weather was wet and they would just re-book me for a later date.

My appointment on 4th April was for 1500hrs, so I left my mooring at Gosport at about 1130hrs. The wind was NE 3-4 and the weather was reasonable. Looking for a quiet life, I just unrolled the genoa and shot rapidly down the eastern Solent to Cowes and then up the Medina, where I easily found the Sealift facility (just upstream of the UKSA site). When I arrived at about 1400hrs there was one boat on the platform and two waiting. I motored slowly past and hailed them. Ralph said they were running a bit late and told me to tie up on an adjacent pontoon (the sign said No Mooring but Ralph said no-one would mind). So I did that and settled down with a beer to watch how it was done with the other boats.

Eventually it was my turn and I left the pontoon and slowly motored round to approach SeaLift

from upstream. With the platform flooded down, all you can see is two large, pile-like objects sticking out of the water. As instructed, I brought Gandalf slowly between them and when we were stationary, a hydraulic mechanism moved the piles together until they were just touching the boat (Ralph had pre-set them to the correct beam). Ralph and his helpers then threw me two lines, which were fastened to the centre line of the platform, one forward and one aft. With these made fast to Gandalf's mooring cleats there was no possibility of the boat moving. At this point the compressor was switched on and quickly and without fuss the platform and Gandalf rose out of the water – it probably took less than 5 minutes. At this point a ladder was produced and I scrambled from Gandalf onto the main Sealift pontoon while two men with pressure sprays started to clean the bottom. It's condition wasn't as bad as I'd feared – some years there's been so much growing on it that I've been afraid that English Nature would come along and declare it a conservation area! Incidentally, for those of you with a green turn of mind, the washings don't go into the river but drain into a sump from where they are disposed of safely.

The main pontoon is well-equipped. In addition to all the machinery associated with the compressors and pressure washers, there's an office but also toilets, a shower and a small kitchen which customers can use – all very convenient for cups of tea or coffee.

At the time of my trip I was suffering from a stiff shoulder (anno domini the Doctor says) and I was afraid that too much wielding of the roller might aggravate it, so I had arranged for Ralph to do the antifouling and I was delighted that he was able to supply the requisite amount of Blakes Tiger at a keener price than any of the chandlers that I use in Bristol or Gosport. The first coat went on in the early evening after which Ralph went into Cowes in his dinghy to get a meal.

When he came back he lent me the dinghy so that I could do the same. When I returned, fortified by a large cod and chips and a couple of pints of Gales HSB I was in a fairly benign mood and prepared to settle down for the night. I connected to the shore power supply so that I could run my little fan heater, as it was pretty chilly, and settled into my sleeping bag with the radio and a good book. To my surprise at around 11pm Ralph switched on some bright exterior lights and started the second coat of anti fouling. He says that it's easier to get good coverage of the second coat that way, because the wet paint reflects the light better than the dry. It's an interesting theory that I don't propose to put to the test!

The following day dawned bright and sunny and after a leisurely breakfast I scrambled up onto the pontoon and visited the office to pay. While I was there, I lamented the fact that I hadn't bought a camera to record events for the article that I planned to write for two club newsletters.

Ralph promptly produced a digital camera with one of those very small photo printers and took the picture that you see below. It shows Gandalf sitting on the platform with two beautiful coats of antifoul on her bottom waiting to go back into the water.

At about 9am Ralph was expecting the first boat of the day, so the valves were opened, the platform sank and we were back in our natural element. The piles were moved apart, the lines cast off and with cries of farewell off I went down the Medina. Once out at Prince Consort buoy there was very little wind and after about half an hour of doing little more than drifting eastwards with the flood I succumbed to boredom and switched on the engine. An hour and a half later I did a half-decent job of getting back onto my mooring (probably the bit about single-handing that I like the least) and do you know, there was no one there to see!

All in all I was very please with my SeaLift2 experience. I know that for many sailors it's a matter of pride to do almost everything themselves and to pay for as little as possible but for me I thought that what SeaLift offered was very good value for money and their people couldn't have been more friendly or helpful. Incidentally Ralph said that many of his customers now only antifoul every other year. In between they just bring the boat to Cowes for a 45minute lift and



clean. I might very well try that myself. I was also told that down in a disused factory in East Cowes there are parts for two more SeaLifts. Where they end up is not yet certain but Portsmouth Harbour (how handy!) and Plymouth were possibilities.



### Membership

The Association continues to gain strength in its members and we are now approaching around 200 members. This represents an unparalleled pool of information and the semi independent Yahoo groups 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.

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 Hurely 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: [akynaston@blueyonder.co.uk](mailto:akynaston@blueyonder.co.uk)

### HOA Committee

Chairman: Tim Sharman  
Vice Chairman: Nick Vass  
Honorary Secretary: Audrey Kynaston  
Treasurer: Mike Sheridan  
Membership Secretary: Mike Sheridan  
Newsletter Editor: Roger Kynaston  
Webmaster: Rod Coomber

## Membership Flyer

Below 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.

# Hurley Owners Association



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 Motorsailer, 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

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

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

01732 453069

For technical advice look at [www.omega-yachtservices.co.uk](http://www.omega-yachtservices.co.uk) Nick Vass 07702 915524

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

## Seacocks and Skin Fittings on your Hurley

Seacocks are present to shut off the flow of water from or to items of plumbing aboard the vessel. There are three types of seacocks: the gate valve type, which is like the domestic plumbing type with a red wheel, which is turned clockwise to close; the ball valve type, which is preferred by many and has a lever to operate a chrome-plated bronze ball; and the traditional 'Blakes' type, which is complex in its construction and is comprised of a tapered peg, which is rotated by a lever inside a bronze housing.

Whatever type is used on your vessel, they should always be turned off when you leave the vessel, or, in the instance of the sink and sea toilet plumbing, they should be shut off whilst at sea. However, the cockpit drain seacocks should be left on when leaving the boat to drain away rainwater. The seacocks should be made of bronze and not brass, as is the case with domestic plumbing items that you get from a DIY shop. Bronze is more resistant to electrolytic and galvanic corrosion, which is a major problem on boats. When you buy new seacocks, you should ask the seller if they are bronze. There are several different types of bronze, including Monel, but all include a mixture of copper, zinc and tin. Brass is softer and the zinc can leach out away from the copper too easily. You should check your seacocks every time that you visit your boat. This should be done at least once a month, the seacock handle or lever should be turned from fully open to close a few times so that it does not seize up. You should check for leaks. The gate valve and ball valve types should not leak at all, but the Blakes type often drip a little, as they rely on a tapered peg with holes through it being pushed into a flange.

You should scrape the seacock every year to see if it has corroded. A penknife or screwdriver should be used to scrape at the oxidised body of the valve. If it is bright yellow when scraped, all is well, but if it is pinkish, it means that the zinc in the metal has started to leak away by electrolytic corrosion. The seacock should be changed without delay if found to be corroded, as the metal will be brittle and might break off if the handle is turned. Most sunken boats that I come across have come to grief because of a failed or leaking seacock. This is a major weak point on any vessel.

Seacocks are mostly used below the waterline of the hull. They are screwed to a flange called a skin fitting, which is fitted to the hull to create a hole through which water can escape or enter the vessel.

Skin fittings are usually made of gunmetal, which is a mixture of copper, zinc, tin and chromium and is similar to bronze. Skin fittings used below the waterline should not be made of nylon or other plastics, as they can become brittle and crack in time. Nylon is, however, used above the waterline for items such as bilge pump outlets and gas bottle locker drains. Here are some examples of seacocks and skin fittings:

- Cockpit drains – usually two and found under the cockpit
- Engine raw water coolant intake, sometimes with a strainer
- Sea toilet effluent outlet
- Sea toilet flushing water inlet
- Galley sink and vanity basin drains

Flexible hoses of reinforced PVC should be attached to hose flanges or the seacocks with two stainless steel 'jubilee'-type hose clips. Some seacocks are made of plastic. They are fitted to some new European and American yachts and work well. Forespar corrosion and electrolysis free lightweight plumbing units are an example.

[www.forespar.com](http://www.forespar.com)                      [sales@forespar.com](mailto:sales@forespar.com)

Flexible hoses fitted to the seacocks should be of re-enforced PVC and not plain clear PVC.

Plain clear hoses crack with age. Flexible hoses should be fitted to the seacock flanges by two hose clips at each hose end.

Nick Vass. Technical Advisor HOA

## 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 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. I try to use the Arial font as this is the most readable one. Also, as I use a desktop publishing software it is a lot easier if you do not embed images in the document but send them as separate files (jpgs are best). If you prefer, sending them to the address below on a CD, is also fine.

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## CLASSIFIED ADVERTISEMENTS

Hurley 27 'Freedom' £8950  
1973 Long Keeled Sloop. new engine  
1992, re-rigged, VHF, GPS, Navtex,  
liferaft, instruments etc 2005.  
Serviced & antifouled June 2007.  
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Hurley 24/70 in excellent order, surveyed 2005, all recommendations carried out, Yanmar 1GM refurbished, new standing rigging, new gas system, new prop and stern gear. £9500 ono.

Contact  
kynaston@gmail.com in first instance.

