DEVONSHIRE DOUBLE—ENDER

assessed by NIGEL WARREN

A 21-FOOT MOTOR launch for family picnics, fishing or club rescue work—that's the Hurleyquin, built by Hurley Marine Ltd., of Valley Road, Plympton, S. Devon. This firm is more generally associated with their very successful line of sailing cruisers. The Hurleyquin has an open-ended cabin and is not really intended for serious cruising, although there are two berth/seats up forward. The layout of the boat is very similar to the Sagatour which I described last month, so I will take the opportunity of making a few comparisons.

	HURLEYQUIN	SAGATOUR
Length overall	21 ft	20 ft
Length W.L.	17 ft	17 ft
Beam	7 ft 5 in	7 ft 3 in
Draught	1 ft 8 in	2 ft 4 in
Headroom	4 ft 6 in	4 ft 5 in
All-up weight	2,350 lb	1,910 lb

Both boats are double-ended with similar shaped resinglass hulls, but the Sagatour's is in simulated clinker. Both can be powered by engines in the horsepower range of 6 to 16. Interior layouts are virtually the same. The Hurleyquin has a larger stern compartment in which there is an interesting outboard well, beneath the large hatch in the deck, and is also rigged with a mizzen mast and small steadying sail—more on both of these points later.

Now for the prices: I wish I could say that the British boat was cheaper, but I cannot. The Sagatour is sold complete, more or less, while the Hurleyquin can be had in various stages of completion. However, starting with the Hurleyquin type "A" (the standard boat without the sail) and adding on items to bring things up to the Sagatour's specification, I end up with £1,894 (Hurleyquin) and £1,687 (Sagatour) both fitted with the Volvo M.D.2 diesel. The only saving grace is that, unlike the Sagatour, the Hurleyquin is fitted with bilge keels, ballast, the outboard well, and a hawse pipe. Fitting the Stuart engine, I tot it up to £1,525 (Hurleyquin) compared to the Marna-engined Sagatour at £1,454.

There are basically two versions of the Hurleyquin available, the standard boat, and the hull and deck. But there is a wide choice of items which can be ordered with the boat, so you can have virtually any specification you like. The standard craft is without sail, wheel-shelter and a few other items. Without printing the whole long list it would be tedious to explain. Better to write to Hurley Marine and work it out for yourself, according to what you want. But basically the standard boat is £995 without engine. A Volvo Penta MD2 16 h.p. (two-cylinder diesel) would cost fitted £764, single-cylinder version £589, while a Stuart 10 h.p. (petrol) would be £395. A Vire 6 h.p. (petrol) would be £375.

Now the interesting thing about the Hurleyquin is the outboard well in the sternlocker. A suitable outboard would cost about £200 and would leave the cockpit free from an engine box. It would also be out of sight, and being shut up in the stern compartment, would be considerably muffled. (It would have to be a water-cooled one.) Actually, the outboard fits just behind the position of the inboard-powered propeller, so that you can, in fact, have an outboard and inboard, the outboard being a 3 to 4 horsepower get-you-home unit.

Hull and deck look the best bet....

The hull and deck version is, I think, the most attractive proposition. Called Type D, it comprises the hull, deck, ballast, bilge keels, outboard well and compartment, engine bearers, flooring and rudder. Together with a few other odd items, this cost £685, For someone looking for a good hull on which to build and engine, to his own ideas, this sounds just the thing. However, back to the fully equipped Hurleyquin and the purpose of this article—the test in Plymouth Sound. We had five hours on board, most of them very enjoyable. I was most impressed by the handling characteristics. She has the rare combination of the three qualities of steering—*directional stability, responsive steering astern,* and *a very tight turning circle.* Generally, handling is, I think, better than the Sagatour, but both boats are very good, when you consider that many motor cruisers on the market lack even the essential directional stability. I do not know why she turns so tightly, but a full-throttle and hard-over operation is quite dramatic.

The demonstration craft we tested had the 10 horsepower Stuart engine (two-cylinder two-stroke petrol). The gear lever on this engine was a bit difficult because to go from ahead to neutral you had to make sure to knock it back slightly into reverse to

get the brake band to disengage. With a foul bottom the Hurleyquin managed just 6 knots. The extra drag of all the weeds, apart from slowing down the boat, prevented the engine from reaching its full rpm of 1,650 (actually 1,450) so that speed was lost in two ways. "Clean" maximum should, I think, be $6\frac{1}{2}$ knots, as the boat is at its "hump" speed and extra power has little effect. The Sagatour is also, of course, a displacement type of craft, and both boats drive along much more economically and quietly at half-throttle. 900 r.p.m gave us 5 knots and allowed normal conversation. By boat standards, the installation was smooth and quiet, by virtue of the inherent smoothness and quietness of the two-cylinder Stuart, and the very thick fibreglass absorbent on the inside of the engine case. Nevertheless, if the other two aspects of noise reduction—insulation and vibration isolation—had been tackled, the engine could have been superbly quiet.

There was only a gentle breeze on the day of our test, but out at sea it was quite choppy, in addition to which there was a considerable swell which heaved us up and down. When heading into the chop her bows came out a few times and crunched back, but she felt dry and buoyant. To me she felt lighter and more bouncy than the Sagatour, but on looking at the comparative weights, I see she is heavier. As the hull shapes are similar, I am probably wrong about her bounciness, although the Sagatour has a considerably deeper draught.

The mizzen does not contribute very much

I was disappointed with the mizzen sail. It did not appear to do anything useful, and for £74 I would not have it. With the engine stopped she lay with the wind a little aft of beam-on. With the sail down she lay much the same. In other words she will not "heave-to" when on a fishing jaunt. It would take a gale of wind to get any propulsion out of it, while its main purpose—steadying—can hardly be achieved, apart from any psychological effects.

A steadying sail should reduce the amount of roll by pressing the boat over very slightly so that she rolls more to leeward than windward. In this way, the motion becomes stiffer and the amount of roll less. Witness the immediate steadying effect and slight heel when the sails of a yacht go up in a light breeze. Unlike bilge keels, steadying sails will not damp down rolling by virtue of their being dragged through the air from side to side, because air is so much less dense than water. In other words, on a flat calm day, steadying sails, however large, will be useless. It takes a wind to produce that sideways force which will heel the craft and "stiffen" her up.

The Hurleyquin's sail is about 13 square feet in area, and taking a Force 5 wind (say 19 knots) then the steady force on the sail set fore and aft with the boat stopped, and broadside-on to the wind, amounts to about 20 lb. Moving ahead at 6 knots could increase the force to about 25 lb, with the sail set about 30 degrees off the centre line, but some of the force will then help to drive the boat along. The greatest sideways force will come when the wind is about 45 degrees off the bow with the boat travelling at 6 knots and the sail set fore and aft—something over 30 lb. Imagine pushing on the mast about half-way up with forces of these magnitudes.

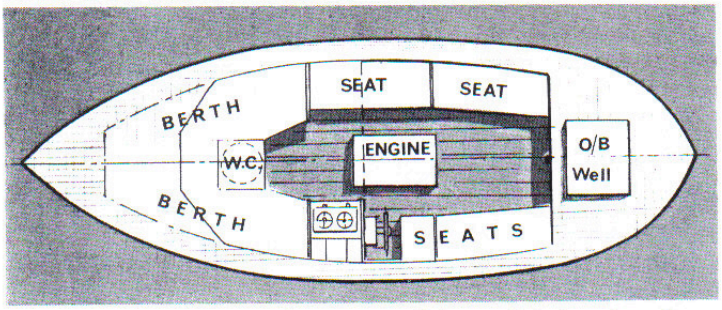
The feature which did strike me as very sensible, was the outboard well. Apart from its uses for main or emergency propulsion, it provides very easy access to the inboard-powered propeller, in order to clear weed, ropes or polythene bags. The bottom of the stern compartment is about 9 inches above the waterline. The hatch to the well, which measures 12 inches by 15 inches, is not watertight, but there would never be any danger of flooding the boat, even with a heavy load, because of the watertight aft bulkhead. The hatch is held in place by two bolts, and it was fascinating looking down through the water at the propeller. Also inside the stern compartment is the tiller head, tank and silencer.

No privacy around the toilet

You can see the rest of the layout of the boat from the general arrangement drawing. There is space for a toilet between the forward berths. What happens when someone wants to use it I do not know, because, of course, it is quite open to view.

The Hurleyquin in which we had a run out was fitted with the hardtop wheel-shelter, Type C, which is, I think, a rather gawky affair. If you wish, you can have a simple windscreen or nothing at all.

So there it is. I particularly commend the automatic inclusion of ballast, the non-transom stern ending, and the outboard well—all very good items for a displacement type of craft to have. ●



Below and facing: two views of Hurleyquin and the mizzen that is not very effective.