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A NEW ARRIVAL -

The New Editor an introduction.

Having seen and initially ignored the appeal for a new editor for the newsletter, I eventually thought why not me? I was made redundant at the end of October 2012 after what was a very short second career. I retired from my first career, 33 years in the Metropolitan Police in July 2011. My final task had been as part of the London 2012 Olympic planning team. On retirement from the Police I made a short hop over the fence to join the Olympic Delivery Authority and later when the Olympic Park was complete to LOCOG to help deliver the Games. A manic but magical summer. When the games had finished and the redundancy notice was finally issued, I decided to try retirement for real!

Well, I've never been so busy, the family seem to find 'little job' after 'little job', 'because you've got the time now' & that is without all the other jobs I've been storing up for my self over the past few years. I needed an escape plan, so I thought why not me, Newsletter Editor, I have time to do that & I can use the title to deflect the families demands, so any time spent on Xeitosa will now not be self indulgence, it will be in support of editorial duties!

So my first appeal to you all, please don't tell the family & please do keep me supplied with your technical reports on repairing & improving your Hurley Yachts, along with reports of rallies, meetings, events & individual passages undertaken to justify my subterfuge. Also please forgive me & consider my request for an article should I drop you an email after I have spotted something interesting you have commented on on the forum or from a report that has secretly made its way to the editorial ears.

Additionally, if any HOA member wants crew then the editor will consider any invitations offered. The editor can then sharpen his reporting skills first hand writing short pieces for the newsletter.

IAN LOWE - Editor.



I have been the owner of a fin keeled Hurley 22, Xeitosa, since 2010. She is my first yacht. I keep her on a swinging mooring on the river Medway.

I have been sailing since 2004 & hold a RYA Coastal Yachtmaster certificate.

I have sailed along most of the South Coast from the Medway to the Isles of Scilly, as well as a trip to the Azores & a trip back across Biscay from Santander.

In addition to the HOA, I am a member of the Medway Cruising Club, the Metropolitan Police Sailing Club & the RYA.

ianl@hurleyownersassociation.co.uk

HOA NEWSLETTER

A SAD DEPARTURE -**IAN ANDERSON** by Tim Sharman

Many members will have followed the news back in March about Ian Anderson's illness and eventual death from cancer. I first met Ian in 2010 when, with Nick Vass, we went to meet him and his wife Moley at their Devon farmhouse, to pick his brains about the 'History'. He was always most encouraging in support of the HOA and he added an essential touch of authenticity in his Foreword to the book. Following that meeting, we were able to arrange for Ian to attend the next two AGMs in Plymouth, which was a great thing for the members present and, I believe, meant a lot to Ian too.

Events in the last period moved rather quickly but also fortuitously. I had been corresponding with Ian in 2012 about scanning his Hurley design drawings but his illness and other things had prevented him from arranging this. When I next e-mailed him in the New Year I was contacted by a friend of his who advised me to get down to Devon fairly soon as, clearly, Ian's illness was becoming more serious. This I was able to do and had a cheerful couple of hours with Ian who, despite obvious difficulties, was happy to talk boats! Having had the drawings scanned I arranged to return them to his step-son John Thompson on the Friday evening en route to the AGM. Ian Sinclair and Mike Carter were sharing a ride with me and, having dropped the drawings at Ian's home, John encouraged us to visit Ian in the hospice in Exeter. This we duly did and had a good hour with Ian who, even at that late stage, was fully lucid and eager to discuss boats and to arrange a rally in the Exe! It was a good time and enabled me to report to the AGM an up to date situation which, whilst poignant, conveyed Ian's support for the HOA and members regards for him.

After Ian had passed away, I was very impressed with the many messages of condolence and regards which came in to me from HOA members, most of whom had never met Ian and was very happy to be able to report this to his family. The funeral took place at the East Devon Crematorium on the 15th March and I attended to represent HOA. In Ian's memory we made a donation of £100 to the hospice in Exeter who's staff

had looked after Ian so excellently to the end. The funeral order of service, a tribute by John Thompson and a tribute published in Practical Boat Owner magazine, are all available for viewing on the HOA web site.



HOA NEWSLETTER

Fit for the future – modifications to a Hurley 22**By Tim Sharman**

I have owned My H22 Strider since 2002. During last season I was pondering whether to move on to a H24 for greater degree of comfort and stability for my next decade of sailing, which will take me to nearly 70! I was strongly attracted to the merits of the 24 but less so to the idea of beginning again with a completely strange boat having, over 10 years, got Strider to a point where everything is basically sorted out and I am fully aware of the material state. Also, and not the least factor, the 22 is a prettier boat (in my view!!), a great sailer, cheap to run and easy to handle.

I decided therefore to keep Strider but to carry out a refit in order to make life easier for myself for the future. This came down to two points. First, I have been in the practice of lifting my outboard after each trip and flushing in an old swing bin of fresh water, which I place in the outboard well. I can do this because I enjoy the blessing of an alongside berth with fresh water easily available. This has kept the Tohatsu in good order, but it is a strenuous chore at the end of an energetic day's sailing and, as the years slip by, the engine seems to get heavier! So, knowing that many owners leave their outboards shipped for the whole season, I applied a proprietary outboard antifoul and decided to leave it in the water. I can keep an eye on any growth and can lift it to clean once or twice if necessary. That was the easy one.

The second and by far the most significant (and expensive) item was to shift to single-line reefing. I had often considered this but Strider has a very smart grp headlining and I have always been loath to cut into it in order to fit the necessary deck gear. However, now I was determined that the boat had to work for me, so surgery was planned!

The Barton single-line reefing system (two in number) seemed ideal for my needs, plus I needed appropriate blocks, deck organisers, clutches etc to complete the job. In addition to the two reefing lines, I wanted to bring the main halyard, topping lift and kicking strap aft to the cockpit, preferably all on the starboard side, where I intended to fit the halyard winch

having removed it from the mast. Leading all lines to starboard clearly added some complexity, requiring the second reefing line to be led across the deck, behind the tabernacle. The reason for this was two-fold – I did not want to crowd out both sides of the coach roof, as I mount my GPS unit to port and I did not want to buy a second winch.

The Barton systems come with comprehensive instructions so I do not need to repeat them here. Just to say that I did buy punches, a tap and die set and a rivet gun from Amazon, which are needed to secure the parts to the boom and mast. Those of you like me who are not engineers or familiar with tapping threads, take heart, it is not too difficult. The main lesson I learned when tapping threads is to believe the instructions when they say you need a 4.3mm drill for a 5mm tap – the right size drill does make all the difference!

I spent a lot of time working out exactly where all the tang blocks, bulls eyes, leading block, deck organisers, rope clutches and winch had to be sited. You need to have your mast and boom rigged to be able to do this accurately. Take time over this! My solution is shown in the images below; a full description of the work will be placed on the technical page of the HOA website.

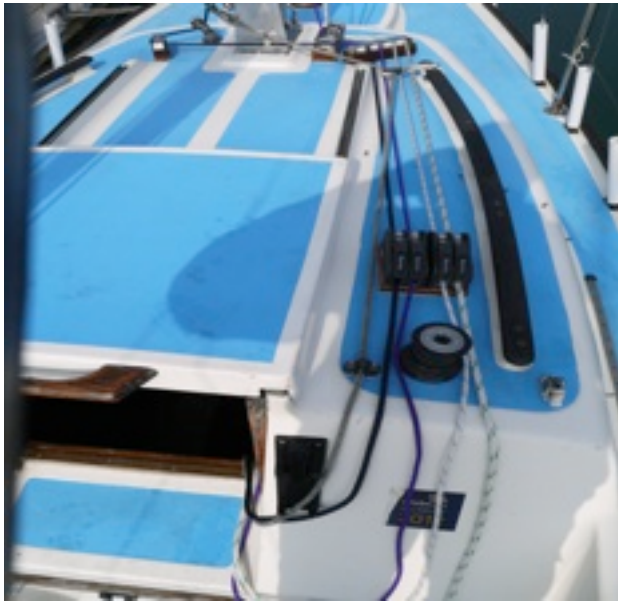
My first sail of the season involved lots of sail drill! The system works well – when you know how to handle it, and I am still learning.

The most significant point is the friction in the system, which tends to result in the forward reefing point pulling down easily but the after point not coming down without some help by pulling the reefing lines along the boom. Also when shaking out the reef, I found it necessary to pull through lots of slack reefing line, before hauling the sail up.

Overall, I feel that this will be a great improvement to the whole sailing experience. Not having to go up onto the coach roof to work the lines and the whole business of reefing made so much easier.

Looking forward to the next decade's sailing!

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50 Years of the past - Nearly!

The first Hurley 22 was sold in 1966, which means that in three years time it will be the 50th anniversary.

The HOA would like to mark this event in some way and to that end, a sub-committee has been set up to consider options and coordinate any proposals.

If you have any good ideas, or would like to participate in any way, please contact Bruce Carter –

bruce@hurleyownersassociation.co.uk

Progress will be reported in future newsletters and on the website.



HOA NEWSLETTER

Photo Competition

This year, there will be a HOA photo competition. This will be open to all members and there are cash prizes. 1st - £100.00, 2nd - £50.00 and 3rd - £25.00.

The digital photo must have been taken by the HOA member and be of a Hurley boat or boats. It must have been taken in 2012 or 2013 and each member can submit only one photo. Winners will be chosen by an email vote of the members.

Full details can be found on the HOA website.

Watch the website



Club Merchandise

No Hurley is complete without a HOA burgee

Price: £17.50 including world-wide postage and packing



To order, please email -

ian@hurleyownersassociation.co.uk

or write to -

Ian Sinclair,

HOA,

26, Parklands Road, Chichester,

PO19 3DT, UK

Cheque payable to 'Hurley Owners Association' and sent to Ian Sinclair or

PayPal to

ian@hurleyownersassociation.co.uk

"

or

Bank Transfer (Not recommended for non EU countries due to the charges).

Sort code: 40-20-29 Account No.: 71155407

IBAN -

GB52MIDL40202971155407

BIC/Swift code - MIDLGB2130U



This superb hardback book by by Tim Sharman and Nick Vass is a must for all lovers of Hurley Boats. Paid up members are entitled to one copy at the special price of £10.00. Additional copies may be purchased for £15.00. Non-members may purchase a copy for £15.00. Price includes world-wide postage and packing

Webmaster Rod Coomber



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Internal Cabin Refit in a 1979 SCM Hurley 22**Bruce Carter**

Ever since I met Ra Burnie in 2007 who owned a 1978 SCM 22 which had been dismantled by a Falmouth Working Boat, Ra was refitting her. He had told me his chain plate pads were rotten and I wondered if ours were rotten or not. I knew we had a little water getting into the lockers under the bunks but she didn't seem damp in the cabin, I also knew the starboard main bulkhead was rotten.



Now in the winter 2009-10 it was time to check it out, I started on the port side as there were no wires to remove. I removed the ceiling lining in the quarter berth to get at the bolt fixing the locker (all dry under ceiling) removed the fixing bolts either end and the cupboard easily came out revealing the leaking gunnels bolts (rust marks running down the hull). The middle cupboard also came out easily with two screws either side holding it (no sign of a leak there). The forward cupboard was fixed along the top with brass screws 8ins apart and also along the bottom with GRP tabs. Behind this cupboard again the gunnels bolts were leaking and the chain plates looked like they had leaked in the past, also the stanchion

and pulpit base bolts were leaking also. After removing the port side cupboards it was obvious the starboard cupboards also needed to be removed but before I could do this I needed to disconnect all the wiring that mainly ran along that side of the boat, as I did this I carefully marked it all. It soon became clear that I would have to replace the vinyl and in order to do this the bulkheads and the windows needed to be removed.



So by the time I removed all this our 22 was open plan, I replaced the starboard bulkhead because it was rotten and the port one because it was warped. The chain plate had been leaking on the starboard side and that had rotted the bulkhead. So I removed this chain plate and another to check them. Made from good marine ply they were solid but wet, having checked two chain plates I decided the rest were ok. The two I removed I replaced the ply and reglazed in. The vinyl had been stuck to the hull using contact adhesive and this glue I removed with a small

angel grinder with wire disk (messy job)

All the cupboards were covered with plastic (teak affect) laminate and a lot of this was cracked and delaminating but under this the ply was good so I decided to reface all. It didn't look that much but it took three 10ft by 4ft sheets (oak affect) laminate to redo all the cupboards and bulkheads.

Having removed all, I was able to work out how she was fitted out when new and decided to refit the same way. First thing to do was to fix 12mm ply strips around the outside up into the cabin roof and then stick the vinyl to this ply on the ceiling and down over the window and under the side decks. Then from outside the cabin I cut with a Stanley knife around the window leaving about 15mm over lap, this over lap was folded from inside out into the window rebate and the window was replaced using Sikaflex thus holding the vinyl around the window. Having done this vinyl I could refit the bulkheads but all the cupboards had to be refitted before the bulkheads could be glassed in. I didn't like the way SCM had fixed the bottom of the forward cupboards with GRP tabs onto laminate which didn't bond, so when I refitted them, I used screws from below into a pre glass in wood rail.



Our 22 didn't suffer from mast compression but ever since I had met

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Grant Philips in his 22 from Penzance at the 07 Fal Rally which had a beam glassed in under the mast I had the intention of doing the same as a precaution. This I did by using card board to take template and then cutting out of 20mm ply. Having cut and shaped it I bedded the beam onto the cabin roof with epoxy filler and fixed to the roof with shelf brackets as hold in place. Having let the filler go hard I removed the brackets and glassed the beam in, a very messy job above my head. You need to get will set up with all the chopped strand cut ready resin mixed, I sat on the lid of the heads with a panel of ply across my lap to catch the drips.

After refitting all the cupboards I then started on the new vinyl, in hind sight it is a job for an expert, easy enough on a flat ply but very difficult on the curve of the hull and cabin roof moulding etc.

As my main reason for doing the refit was to enjoy cruising her, by now I had run out of time to finish off the refit and get her back on the water to go sailing, she was ridged and sound but the finishing off had to wait till next winter. As it happened I ended up very busy at work the next winter so it was 18 months and 1340nm under the keel before I got back to finishing the refit.

The next job is the wood trim, this is very important it you want a quality refit and its best not to skimp on it. A good joinery workshop can turn out a nice hardwood trim which could be used on most ply edges. For my part I had some old kitchen cupboard oak doors given to me free which would match up with the oak laminate, just buying a sawn oak board for the longer trims. With a hand power saw, planner and router I turned out some nice wood trim.

The finish of the compression beam had bothered me when we were cruising Gala, I had decided to refinish it. This I did by cutting ply to fit ether side of the beam, covering with vinyl and finished with oak trim.

Not yet finished was the quarter berths and ether side of the companion way hatch, the starboard side had all the electrics which needed to be covered, on the port side I stored all my navigation books and charts which needed to have more space to do the same job. As I neared this work I could see this would also be the time to renew the companion way hatch and frame, so I ordered the Iroko I needed for this job. For the electrics I cut 6mm ply to cover the wiring and cut around the fuse panel and engine electrics then covered with vinyl.

As time was running out and I needed to do the antifouling some of the jobs had to wait until next winter but I was fairly happy with the work done and when my wife Vicki took a look she was delighted.

Jobs still to do over the 2012-13 winter are the vinyl in the quarter births, some beading and other trim just to finish her off.



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**The Fal HOA Rally 1-2nd
September 2012**

This season the weather had distorted most of rally plans in the southwest of England area and we in the far southwest had postponed the Fal Rally once, this weekend was the 2nd choice. The plan was to meet at the Turnaware pontoon on the Fal River Saturday afternoon evening.

Vicki and I had left the Helford River on-board "Gala" our H22 Friday at 1130hrs and were planning an overnight stop off Porthscatho which ended up a lunch time stop as there was still underling swell running in from the east, just too rolly! After lunch we sailed again back southwest and then beat north up the Carrick Roads into a north westerly 3-4 before dropping anchor at 1845hrs for the night in Channels Creek just 0.5nm west of Turnaware pontoon.

On Saturday we had a lazy day and around lunch time Phil Biggs came and rafted up to us in "Gypsy" his H22 from St Just in Roseland and about an hour later John and Ellen Tearle arrived in "Ubique" their H27 from Mylor and also rafted up, Phil said this will test you anchor! As time was getting on and Phil went over to the pontoon to see if there were any other Hurleys there, about 10mins later and a call from Phil told us five Hurleys had arrived and the pontoon was nearly full, at that news John and Ellen cast off and we pulled our anchor up and

motored over to the pontoon. This time we rafted up to "Ubique" to allow space for the Bar-B-Q. On the pontoon were Steve Dee and Keith Appleton on "Zingaro" H22 from Penryn, Peter and Ianthe de Tufo on "Avocet" H22 from Gillan Creek, Phil and Fiona Morris on "Black Lola" H22 from St Just in Roseland, Mick Harris and Keith Edwards on "Rozela" H27 from Mylor. A good turnout with seven Hurleys and all local to the Falmouth area none had made it from other ports due to the weather. We all then started looking at each others boats and talking Hurleys before lighting up the Bar-B-Q.

Steve Dee and Keith Appleton were going back to Penryn before night fall as they did not like the sound of the forecast for Sunday, so left us as the Bar-B-Q was started. Later in the evening after eating Phil and Fiona Morris left to find an anchorage farther up the Fal River. The other owners and crew then joined Mick and Keith on "Rozela" under her boom tent for drink and chat about Hurleys well into the evening.

The plan for Sunday was going sailing in the Carrick Road for sailing photos but the weather had other ideas, a forecast of a south westerly 4-5 with rain. Peter and Ianthe had made an early get away before Vicki and I got out and with Phil Biggs not out at the time we set off south then southwest for Helford before the wind got up too much.

Thus Sunday was a non event but Phil did get some delight from seeing a skipper and yacht with blue ensign flying who went the wrong side of Turnaware Bar buoy, who would now have to injure for the next four hours passing yachtsmen staring and taking photos of him high and dry on the bar.

Bruce Carter

Know Your Rules of the Road

A new lighthearted quiz to help improve and test your knowledge of the collision regulations.

Thanks to Chichester Harbour Conservancy for permission to reproduce the questions (adapted by the editor) which they put out in their weekend navigational bulletin.



Q. You're in your little Hurley happily sailing past Chaldock when you see a huge sailing yacht on your starboard side. You're both on a port tack. The six Russian builders on board are suggesting that you should change course to avoid a collision. Are they right or has the vodka got the better of them?

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News from the membership secretary. Ian Sinclair.

A big thank you to you all for renewing your membership for the next year.

In 2011, we had 93 members who did not renew, in 2012 it was 75, but this year we have only lost 57 members.

I would also like to welcome our new members who have joined since the beginning of March.

Name	Boat	Sailing Area
Stephen Pavis	20 Teal	Graton Harbour
James Whatling	20 Mixit	Maldon
Neil Longrigg	18 Freedom	St Peters Marina
Bob Hoath	20	
Robin Manners	22 Laura Limpet	Cowes
Dalibor Mlcak	22	Czech Republic
Ross Clarke	22 Cresset	Chichester Harbour
John Keaskin	24/70 Raffles	Lytham St Annes
Katy Willett	Silhouette Cara	Aberystwyth
Alan Webb	20 Ariel	Lochcarron
Steve Hicks	20 Sparrow	Chichester Harbour
Jean Luc Fontaine	22 Ganesh	Saint-Malo
Paul Johnson	20 Reck	Brixham
Noak Lofgren	22 Maja	Blido Stockholm
Al Dukes	20 Soapbox	Brough E Yorks
Gary Pleasance	Felicty Kytetbet	Ubberston
Simon Golledge		Moving to UK to look for a boat
Joseph Moore	22 Derwyn	Medina River
Hannah Edwards	Silhouette Mk3 Snowdrop	Plymouth
Roy Davy	22 Lone Star	Gratton
Jonathan Harper	Silhouette Mk3 Just Jim	Torquay
Mark Moranne	22 Hully Gully	Chichester Harbour
Andrew Kennedy	22 The Wizard	Portsmouth
Stephen Disney	22 Seahawk	Plymouth
David Zarza		
David Zarza	22 Vlinder	Kilrush

If you have ever wondered how many HOA members own each sort of boat then in February this year I went through the membership database -

119	Hurley 22 + 700	4	Hurley 9.5
34	Hurley 20	3	Bowman 26
22	Hurley 24/70	3	Atlanta 25
15	Hurley 27	2	Meridain 31
12	Hurley 18	1	Hurleyquin
10	Hurley 30/90	1	Anderson 30
7	Silhouette	1	Atlanta 24
6	Alacrity	1	Seamaster 925
5	Felicity	1	Sovereign 32

HOA NEWSLETTER



THE TRANSOM

Editorial Team.

Whilst I have taken on the role as Newsletter Editor, I was not alone in volunteering to help out with the Newsletter, I just happened to be the one most available to coordinate the efforts of all the others.

edition entirely. So my thanks go to Peter Snook, Tony Littlewood and James Whatling who will help keep me on track. However I confess that this edition is a solo effort & so all blame lies with the editor. Do I get a second chance?

Therefore I must thank three other volunteers who also stepped up to the plate and who will be part of the editorial team getting the newsletter out, or on occasion may take over an

Know Your Rules of the Road

A. They are right. As you are the windward vessel you are the give way boat (and you don't want to upset Russian Builders!) Glasnost.

So ends my first Newsletter as Editor. Please do contact me with feedback, as honest as you like as I have thick skin!

If you have any suggestions or ideas to improve the newsletter I would like to hear them.

My thanks go to all who have contributed to this issue, without which I would have had nothing to work with and to the committee for trusting me with your Newsletter.

So I wish you all a good summer on the water, especially as we seem to have just had our first warm & sunny week here in Kent with some good wind as a real bonus. Summer finally arriving is a real pleasure as I am learning to sail dinghies with my son, maybe a report in the Autumn Newsletter?

Appeal for content.

Ladies & Gentlemen, this is your association & your newsletter so please do provide me with content to include in it.

I would appreciate reports on your repairs & improvements on Hurley yachts, hints & tips to be shared, reports on rallies, cruises & passages

etc, etc. I would especially appreciate photos (they reduce the word count & say so much more!)

Email me at ianl@hurleyownersassociation.co.uk