



# 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 SEPTEMBER 2008**

### **FROM THE EDITOR**

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our prime means of communication, as the Rules state they are "a forum for discussion and queries".

Those members with an H22 and an inboard engine will almost certainly be aware of David Chapman, Dolphin Engines at Bodmin. Over the years David has given me excellent advice and service and I was sorry to learn last month that he has sold his business to G T Jones at St Austell. They have a website offering Dolphin spares on e-bay.

[info@dolphinengines.co.uk](mailto:info@dolphinengines.co.uk).

I hope they will provide the same level of service.

The committee needs to make plans for the next AGM, March 2009. It would be good if it could be held in a location offering more members an opportunity to attend and from the Directory you will see that this is the West Country. Can anyone offer a venue? Please contact any member of the committee if you can.

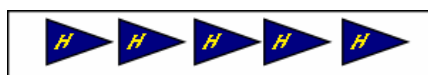
As I write this the sun is actually shining! But what a season unless you are one of those hardy souls for whom the only weather factor that matters is the wind strength. Anne and I were fortunate enough to be invited to join friends on their Rustler 42 in South Brittany in June. Yes you guessed it - wet and either no wind or too much. But I still hope to get afloat a few more times this year.

In this issue there are a variety of subjects covered which I am sure you will find of interest and my thanks to the contributors. I expect lots of you have been very active why not drop me a line with some details (and photo's if possible). With laying up time approaching there must be many a project being planned to repair/improve/modify boats. If you have already completed such a project why not pass on your experience. Although there are two reports of rallies overleaf for most of us this and the website are

This edition follows the format of the last and as we are making much use of photo's and colour the cost rises dramatically. For those without access to the web or are not on broadband I will send a copy by post. But I hope members with access to the web will find this an acceptable source. But if not please let me know - might even start a letters to the editor column!

Best wishes

*Mike*



## **2008 RALLY REPORTS**

### **The Fal Rally 19-20 July 2008**

On the evening of 18<sup>th</sup> we sped down the Helford River at 5kts on just the genoa for 2nm run, 3nm broad reach and then 4nm reach in W4 gusting 5 arriving at Turnaware pontoon 2 hours later.

Saturday morning about 1030 Norman Albrey arrived in Moondance(22) with Mike Wills (24/70 owner) as crew. They joined Vicki and I on Gala(22) for a cuppa and a chat and at 1100 Bryan and Bethen(5) Mills arrived in Katki(22). Phil Biggs in Gypsy(22), Ra and Clarissa Burnie with crew Adrian Clarke (Aida) in Black Lora(22) arrived just after lunch.



After looking at each others 22s, Norman and Mike were going for a sail so all but Ra (who hadn't had lunch) went sailing too. NW5 sped us down Carrick Roads on a broad reach at about 4kts with just our genoa's out, Bryan Mills was soon over powered with his main up so had to heave too to reef. Just before Pendennis Point we turned and headed north again. Now beating, not the best sail pattern with the genoa only but we were still making 4kts SOG. Bryan now pointing better with reefed main and genoa. Just north of St Just we tacked and headed back over to Mylor, Bryan thinking we were going in to Mylor had also tacked before turning north again. Ra joined us at Mylor also with a reefed main and all his

genoa out. It was interesting seeing how the 22s compared with each other.

Moondance returned to her mooring at Looe Beach, Katki and Gypsy anchored off Turnaware Pt and Black Lora and Gala returned to Turnaware pontoon for the night. A Bar-B-Q and campfire was enjoyed in the evening at Turnaware Point before Katki and Gypsy returned to there mooring as darkness came.

By Sunday morning the forecast had increased from a N2-3 to a N5 increasing 6 later so Steve Dee and Clare in Zingaro(22) had sensibly decided not to come, so just Gypsy, Black Lora and Gala sailed south to St Mawes for lunch. Ra had a interesting exit from the pontoon (come on Ra, you tell us all). We picked up a visitors mooring and rafted for lunch and left with the intention of more sailing together. It was wild looking north up the Carrick Roads so Vicki and I headed south for the Helford River, Black Lora west for Falmouth and Gypsy motored north for St Just



**Bruce Carter**  
**Gala**

### **SOUTHERN RALLY**

I am delighted to report that we had 6 boats for the Marchwood rally:

Rod & Donia Coomber in Gandalf (27) , Jeff Moody in Curlew (24), Nick Grogan and Bruce in Kione (22) Dave Gower and Mike in Blaze (22), Paul White and Pete in Spindrift (22), Yours truly in Strider (22) Plus Mike Carter who travelled overland from Poole

Marchwood YC made us very welcome and the catering team did a great job, including an excellent breakfast. As rallies go it was a simple but effective format and everyone seemed to have enjoyed the brief but friendly time.

Many thanks to Paul for 'volunteering' an article - a story of real determination!

**Tim Sharman**

## **A RALLY OF TWO HALVES**

I was lucky enough to join the privileged world of Hurley owners through a fortuitous contact with Nick Vass whose sound advice steered me away from timber to GRP and a "...why not take a look at the Hurley 22 or 24....". The rest, as they say, is history and I have a 22 named 'Spindrift'. For me the biggest fault for her is my sailing skill but she is forgiving and I am learning all the time.

This year the South Coast Rally's venue was Marchwood S.C, a re-visit following a successful sojourn two years ago. So the date was set in stone on my calendar and I, like everyone else, waited with baited breath for the day to arrive. Flaming June had lulled us all into thinking that this was to be a really good Summer, but July brought torrential rains and howling gales. I eagerly listened to the forecast for the rally weekend and it looked hopeful with the wind dropping slightly and perhaps even some sunshine on Sunday.

On the morning of the 12th I was aboard early with my crew, Pete, and we set off Langstone Harbour at 07.30 with a clear sky and a fresh North Westerly breeze. We were flying touching 5knts until mid-day when the breeze shifted to a Westerly, which meant that long tacks back and forth across the Solent were needed. Progress was painfully slow with Ryde seemingly always in front of us on our Southern leg. We succumbed to the motor's assistance for an hour until we finally spotted Cowes instead of Ryde. We cut the motor and resumed sailing. By 16.00 (the time by which I had hoped to be well into Southampton waters) we restarted the motor the incentives to arrive at Marchwood being too great - supper, beers, socialising, plus meeting our wives and Pete's son Joe. We battled on making slow progress against the tide, moderate seas and a smattering of rain. However, more problems were in store for us; my trusty hand held radio stopped working followed by my newly acquired mobile phone - dead batteries, the pair of them!! "No worries" I told Pete (a novice sailor like me) "...we've still got the flares if we need help..." However, no contact with our wives, well that was a worry as I was supposed to be ringing them to let them know when to leave Portsmouth by car to meet us in Southampton!

We finally arrived at Marchwood at 20.30 hours with a further adventure (a story for another day). Luckily we were met by Tim as we rafted alongside Dave's 'Blaze'. With welcome assistance from Tim and the encouraging "....don't worry about changing..." so off came the oilies and we made a B line through the security defences to the club house. Quickly arranging our late order for supper and getting drinks from the bar we then made our hello's to our wives who had sensibly given up hope of hearing from us prior to leaving home and were patiently waiting for us in the bar. Tim, having made them very welcome, had reassured them and allayed their fears of us not being there despite having been sailing for 13 hours! The Hurley will look after them.

Although bleary eyed and ready for our bunks we enjoyed excellent company, food and service in the clubhouse. Having endured a headwind for the last 5 hours of the trip we were in desperate need of replenishing our petrol supplies and after being given excellent directions to the nearest petrol station by a club member our wives volunteered to drive through the unknown country lanes whilst we enjoyed another beer or two and exchanged stories in the comfort of the club house. Sleep was instant and we awoke to clear skies and the Test looking like a mirror. The early birds were up for 07.00 and eagerly awaited the promised breakfast from the chef. We weren't disappointed - a cracking start to the day. Farewells and photos taken, Spindrift set off first followed by Blaze who quickly overtook us... and so was set a day of motoring back to home ports. Not so...leaving Hamble Point SC, up went the sails and the engine was soon off and we were on a beam reach. After a dip around mid-day we passed Portsmouth Harbour at about 14.00 and fair flew up into Langstone to pick up my mooring at 16.10. A 60 mile round trip but split 38/22. What a contrast, but isn't that sailing?

New ideas, points discussed and new places to visit has fuelled my desire to go discovering in Spindrift. Maybe we might even get our wives afloat but only on short trips I fear - small beginnings though! Hoping that everyone enjoyed their week-end as much as I did. Looking forward to meeting up again but until then, fair wind and following seas to you all.

**Paul White**  
**Spindrift 22**

## **OSMOSIS**

Osmosis is a condition that affects GRP boats, cars and water tanks 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 laid 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. Luckily 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 throughout 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 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 with 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.

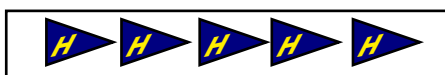
1. Do nothing and carry on using the boat knowing that the value of the boat might be affected;
2. Remove the gelcoat by peeling it off by a hired plane type device, by having it slurry blasted off or scraping it off with a scraper and hot air paint stripper. This last way is messy, might damage the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



One piece of advice. Never allow any approach to undue familiarity upon the part of hands. Also strictly forbid the use of foul and indecent expletives, accustom the crew to regard the after part of the vessel as sacred from such profanity and then you will be spared the mortification of having to apologise to your disgusted and humiliated lady visitors for any laxity in this respect.

TYRELL E. BIDDLE

*The Corinthian Yachtsman, or, Hints on Yachting, 1886*





## YESTERYEAR

Last month I received a letter from Colin and Ella Simpson which included the following:

"Clearing out odds and ends we found some info re S.O.I.A. Which was really the forerunner of the Hurley Owners Association. The first few years of Hurley was limited to Sil1 and Sil 2. Other marks came along Hurley 22 etc and the boats built for Russell Marine Southend. But owners tended to join S.O.I.A. The enclosed Annual Dinner details may be of interest for archive. Most dinners were roast beef etc..."

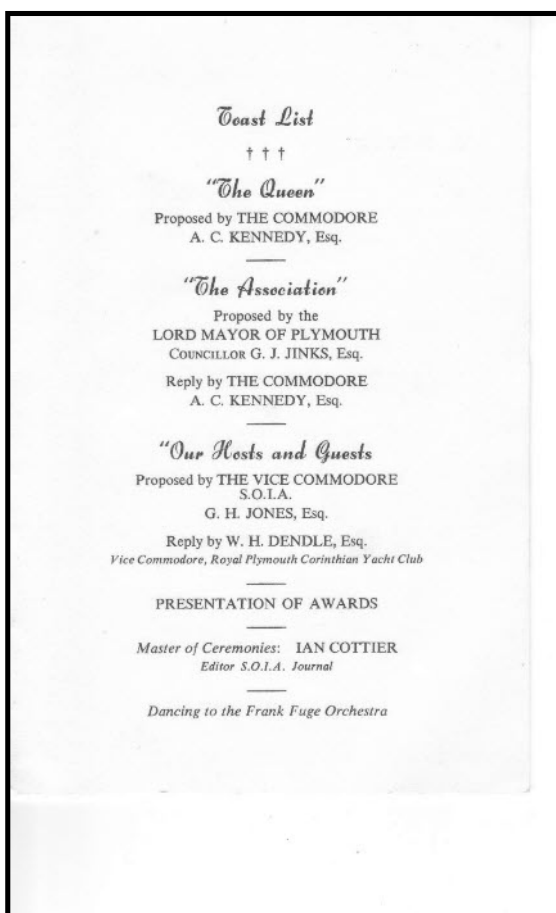
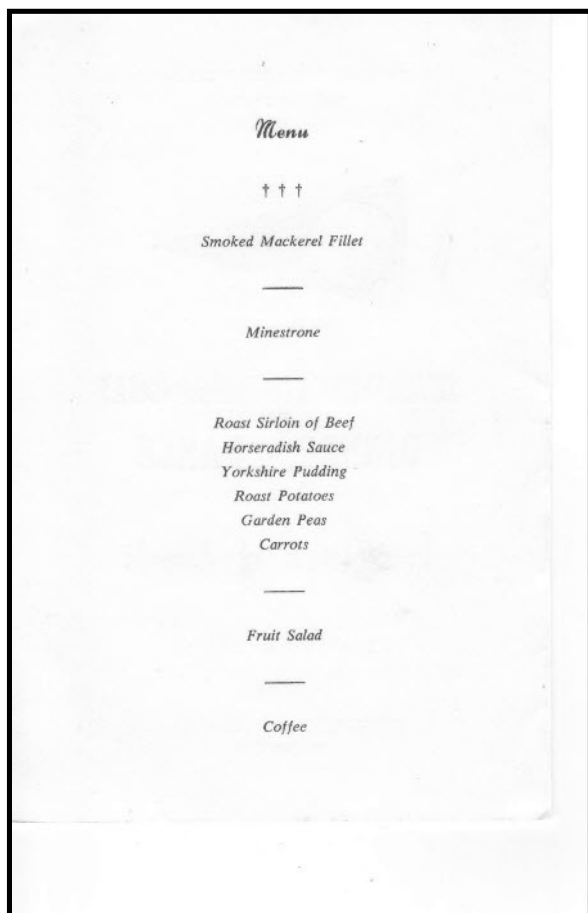
Shown here is one of the menu cards Colin forwarded. Members may recall that the Association has received an invitation to attend the Silhouette Association Annual Regetta for the past several years.

Nick Vass (our archivist) adds:

"Hurley did build yachts for Russell Marine. The Alacrity. The Hurley Felicity design was sold to Russel Marine when Hurley brought out the Hurley 20. Russell Marine built the Vivacity and later changed name to Russell Marine, Jaguar Yacht Division and then simply to Jaguar Yachts.

The SOIA was started by George Hurley. It was for Silhouette owners. Some members owned other Hurley designs but as far as I know racing was just for Silhouettes.

The SOIA was formed before HOA and is still going strong but has no section or division to include other Hurley designs as we do."



Being 45 years of age, and having sailed a Laser dinghy and a 420 dinghy for 32 years, I got tired dragging a beach trolley through soft sand to the sea, 200 meters away. Sailing dinghies became physically too demanding, so I started wondering how much fun it would be having a small yacht, “with a cabin”, staying in the water the whole sailing season. My home is a one hour drive from the coast. A quick sailing trip, not planned far ahead, would always be possible.

Preparations started two years ago, taking a four month navigation course and having a theoretical examination at the Navigation School of Ostend. After that I also obtained my GMDSS short range certificate. All I needed now was a boat, and I knew pretty well what I had to look for.

I wanted a boat I could handle on my own, not having to call around for crew if I liked a quick sail. And not just sail it alone, but do everything around it alone. A mast I could raise or lower alone, an outboard engine I could remove and take to a service centre if necessary....etc. Just a proper little yacht, not too fussy, but seaworthy and safe, taking care of us, and last but not least, affordable. So it came down to a long keeled boat, from the nineteen seventies. As for many years I have read Yachting Monthly each month Hurley's were not unknown to me. On the internet you can find lots of them on Dutch websites, most of them made in Holland.

In December 2005 a Hurley 700 for sale in a boatyard in Drimmelen, near Breda, attracted my attention. After some enquiries I received a complete report from an independent surveyor, I took a day off and on the 26<sup>th</sup> of January I drove to Breda. She was in front of the boatyard, on the dry. It was the first time I saw a Hurley for real, and I liked her, inside and outside. She would need new sails, new running rigging, and some tidying up, but I went home with the feeling that I had found my boat. I had an option for a week, so the next day I started



calling around to yacht clubs on the Belgian coast, in search of a berth. And that seemed to be a bigger problem. After having contacted several clubs I began losing hope. I couldn't buy my Hurley if I couldn't find a place to put her in the water! And then, the miracle happened. The last call I made, the person on the other side of the phone, asked me for her length, her width, her depth, and finally what kind of boat it was. I said it was a Hurley. And then, suddenly, he said he had a Hurley for sale, and he could maybe arrange a berth for her too. It was a Hurley 22, made by South Coast Marine in Plymouth, England. Number 766, from 1976. She had new running rigging, new stanchions, new sails, a Navik wind vane and the owner had everything brought back to the cockpit for short handed sailing. She looked sound enough. So the deal was easily made and four days later I was the owner of a Hurley 22.

The same evening, around the kitchen table, the question rose how we would name her. “Stargazer II” isn't exactly my taste. We agreed it should be a Flemish name, more precise in our West-Flemish dialect. Our 11 year old son came up with “Toeze”, which means “ours”, “the one that belongs to us”. It was accepted unanimously.

In March, the previous owner gave me a hand to raise the mast and sort out all the lines. Still we managed to forget to run the spinnaker halyard through its block at the top of the mast, which we only realised at the end of the day when the mast was completely and perfectly set.

During Easter holidays, the first week of April, the last preparations were made before she was launched. We applied the anti-fouling; I removed the garage of the hatch on the companionway to close some leaks with Sikaflex, and she was completely cleaned and tidied up. The outboard was picked up from the service centre to be put in the bun.

The big day, launching day, was April 14<sup>th</sup>. High water at 15.00. The rain was pouring down.

The technicians of the crane gave me time enough to antifoul the four patches that remained unpainted standing in the cradle. I went in the cockpit together with my son Korneel, “Toeze” was lifted, and there we went, slowly to the slipway.

It was exciting, let's hope the engine would start immediately. Is the dead man button pulled out? Yes it is. Let's hope I could easily steer her into her berth, without too many scratches. Are the fenders at their place? Yes they are. Are all the lines in place, two at the bow and two in the back to tie her up easily? Yes. And suddenly, she was floating. The people of the yard held her in place while I tried to start the engine. It started immediately, after one pull at the cord. I motored her into her berth, just as if I had done it for years. The boat felt good, like a big boat. Rain was still pouring down as we tied her up.

The next weekend I went to the yacht club's store to buy a bosuns chair, so I could pull my son up to the top of the mast to fix the things we had forgotten. It was a bit scary, but everything went well. He did a perfect job. This season, we went sailing almost every weekend. Day-trips on Saturday or Sunday, depending on the weather forecast. My objective this year was to get to know the boat, how much sail to set in each kind of weather, how to reef properly, find out what should be changed.

I should overview the electric wiring, because the depth sounder didn't work at the end of the season. Same for the GPS, sometimes it worked, sometimes it didn't.

I plan to install an automatic tiller pilot, helpful for single-handed sailing and I still have a leak through the cabin roof, probably from under the seat of the mast. Advice always welcome.

I planned to get her out on the 26<sup>th</sup> of October, so my last sailing trip had to be on the 21<sup>th</sup>.

I arrived in Nieuwpoort about 11.00, and it blew like hell.

I was alone, so the question was, will I go or not. Everyone in port looked at each other. Who is going and who isn't? How many reefs does he put? That yacht coming in, how does she look, how many reefs?

I was lucky, the wind came from the south, so right on the bow. I could place two reefs while tied up, and leave the berth motoring, with the main set up. Everything went smoothly. Out of the berth, in the middle of the harbour, I had enough room to turn her in the wind and hoist the headsail.

For the first time this season I could sail out, without the use of the engine.

It was a good 5, probably a 6 beaufort, and it was great. Wind was south, so the sea was flat.

She wasn't hard to steer at all, and I felt safe. My self confidence was boosted.

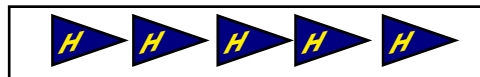
It was the end of a good sailing season.

That same evening, I took down the sails, and took everything home I could.

The next Thursday afternoon, at 14.00, she was lifted out of the water, to her winter berth.

I lowered the mast the following weekend, emptied her completely and covered her with a tarpaulin. Preparations for the new season will have to wait until after New Year.

**Koen Declercq**



I would, I think, as soon advise a man in his choice of a wife as I would in his choice of a ship for they have this much at least in common, that the ideal is hard to find and as diverse as the seekers after it.

ALEC GLANSVILLE  
Elements of Yacht Sailing and Cruising, 1939



## OUR CRUISING GROUND IN THE FALMOUTH AREA

There can be very few places better to sail than the Falmouth, Carrick Roads area.

Our 22 Gala is moored in the Helford River about 6nm from Falmouth, the river has good shelter in all winds except from the east. The river has many creeks that can be explored in a dingy including the famous Frenchmans Creek, there are two pubs for food and drink and HR sailing club where showers are also available. All the visitors' moorings are in the centre of the river and are green.

Most of the time the wind blows us E down the Helford River 2nm to the green buoy that marks August Rock before we turn NNE for the entrance to Carrick Roads, 3nm across Falmouth Bay with lots of big shipping anchored for bunkering and at times coming and going. We usually enter the Roads between Pendennis Pt and Black Rock as this keeps us out of the deep channel (in theory away from the shipping) but lately the bunkering tankers have been using this route. Falmouth CG station is on Pendennis Pt but they are not looking out of their windows.



Now entering Carrick Roads, which is 4nm long and 1.5nm wide, to the E is St Mawes, there are 5 green visitor moorings S of the harbour or you can anchor here. Good shelter in N to SE winds, the Pucul River is a lovely river to explore in a dinghy (but take extra fuel)

Falmouth is to the W, here you can get most all you need in the way of provisions, fuel etc. Falmouth Yacht Haven is just for visitors and has showers etc, there are other marinas and also visitor moorings but I have only been in Yacht Haven.

Approx 2nm up Carrick Roads to the E is St Just in Roseland here you can anchor off the moorings and explore in dingy up to a church on the side of the creek.

To the W of St Just is Mylor Yacht Harbour and this has the reputation as the most expensive moorings around the Fal (we have never been in there)

N of Mylor is Restronguet Creek where you can anchor and explore by dingy, the Pandora Inn is on the W side of the entrance for good pub lunch or on a spring tide you can get all the way up to the Norway Inn on the Falmouth Truro road.

N of Restronguet Creek is Looe Beach and I am told the best fish and chips around are in the café. Looe Beach is restricted to boats up to 25ft and there must be 20 Hurleys moored here.

Carrick Roads N of a line between Mylor and St Just is fairly shallow and if it is an hour either side of LW springs its best to keep to the deep

channel marked by green buoys, we have sailed N of this line doing 4-5kts with only 1m showing under the keel (makes you think). At the N end of the Roads we come to the Fal River, the last green buoy marks Turnaware Pt which dries at LW springs, at most HWs you could go over the bar but we always go around the buoy (I have seen too many boats stranded here). After passing the point there is a good anchorage below Trelassick House, this dries out at LW but fin keelers can anchor on the edge of channel. Just N and E of Turnaware Pt there is another anchorage but this shelves steeply into the channel, N of this anchorage is a visitor pontoon moored out in the river (this is where we have met for the Fal Rally). N of the pontoon to port

is a mussel farm and then a pontoon landing for the river ferries at Trelissick Gardens NT, this pontoon has water but can only be used when the river ferries have stopped for the day.

The King Harry car ferry go across here, this is a chain ferry so don't get too close. When world shipping is in decline the Fal River is used to moor some of them because it's some of the deepest sheltered moorings in the world (there is only one ship there this year). Then the Fal River turns E, to port is a drying creek that can be used as an anchorage by bilge keelers or fin keelers can anchor at the mouth and explore in a dingy, to starboard is the Smugglers this is licensed restaurant not a pub. They have visitor moorings and if you eat in the Smugglers I think they are free. The Fal River continues to the E for another 3nm but dries out and can be explored in a dinghy on a spring HW to Ruan Lanihorne where there is a pub (but take extra fuel).

Just E of the Smugglers the main Truro River now turns N again and there is another visitors pontoon moored in the river to starboard and another anchorage on the port side before you go past the green buoy heading for Malpas then another visitors pontoon before the moorings at Malpas. At Malpas another pontoon for boats up to 8m this has 1m depth at LW springs. If you like to go to Cities the river is navigable all the way to Truro from 3 hours before HW and you have about 1 hour either side of HW in Truro or you can dry out beside the quay until the next tide. The creek at Malpas that goes NE can also be explored by dinghy all the way to Tresillian 3nm away.

As for sailing, our best sail this year was from the Malpas pontoon all the way home to the Helford River on to our mooring (12nm in 2.75 hours) only doing 3kts for first hour to Turnaware Pt. If we have a long weekend and suitable weather we head for Fowey 23nm from our mooring in the Helford (we like sailing but we also like to see the places we sail too). We are also in the right place to sail to The Isles of Scilly 60nm away but somehow we never seem to get suitable weather and the time to go at the same time.

**Bruce Carter**



**MEMBERSHIP REPORT**

Although we have had 42 new members join since January there has been a fair number leaving due to change of boat or giving up sailing. It would be great if we could make 300 next year, do use the flyer sent with the last newsletter and your personal charm to bring in some new members. As the Rules identify our objective is to provide information and assistance where possible to our members but that is not confined to a few but should be between all the membership.

In the last newsletter I expressed my appreciation to those members paying by direct debit or standing order. In the near future we hope to add a PayPal button to the website which could be used by all but I hope will benefit overseas members in particular.

**Mike Sheridan**



## FOR SALE AND WANTED



### FOR SALE. HURLEY 22

Hurley 22 bilge keel, good condition considering her age, used for the season and now sadly for sale. 1967 with boom roller-reefing and hanked-on jib she has quite a basic set up with nav lights and a NASA depth but does need a new transducer, £20-ish I think. She has this season new running rigging and sheets, bottom was scraped back to epoxy coat and anti fouled in May. 5 hp Sailmate Mercury which runs well and was last serviced December 07. She is lying afloat and is all ready to be sailed away from Stone on the River Blackwater, Essex and could possibly come with her mooring if you joined the club. Great sailing to be had. Priced realistically for a quick sale at only £1950.

Contact **Tony** on 01279 813 733 or [tonyfs-@hotmail.com](mailto:tonyfs-@hotmail.com)

### WANTED. AUTOHELM/TILLERPILOT FOR HURLEY 22

Phil Smith is looking for a second hand "cheapish" autohelm/tillerpilot for his Hurley 22.

Contact: [phildo.smith@googlemail.com](mailto:phildo.smith@googlemail.com)



### FOR SALE. HURLEY 30/90 'JESSIE'

Teak deck & gratings refastened summer 08. Liiferaft. 5berths. 5 life jackets. New starter motor/batteries. Interior needs completion. Re-upholstered 08. Good sails. Profurl. Lazyjack catchbag covers. Spinnaker in spee squeezer. New flex water tank. Furuno GPS. Ships RT. Rewired mast and most interior. Upgrade to Lewmar 40s. New wind speed and direction, Clipper log, Clipper sounder. Stereo. The deep water mooring in Dartmouth can now be transferred with the boat. Reduced to £10,500 to sell.

Contact **Colin Beer**: Dartmouth 01803835617 e.mail [jewellersbench@talktalk.net](mailto:jewellersbench@talktalk.net)

### WANTED. HURLEY 22 ROAD TRAILER

I am looking desperately for a road trailer either to buy or to rent over the winter months whilst I refit my H22 fin keel; I am based in Devon but would be willing to travel and pick one up, I have a suitable towing vehicle. Any price up to £2800 to buy or perhaps a rental per month discussion with someone?

My contact details are: **Matthew Barraud** – 07877196326 or 01395 562335(work) or email [MKBarraud@bicton.ac.uk](mailto:MKBarraud@bicton.ac.uk)



### FOR SALE HURLEY 22 'LAZY DAZE'

Bilge Keel Hurley 22 (1977). Complete with brand new survey, Aug 08 with good report. No Osmosis, no cracks, no delaminations or soggy areas, no mast compression problems. The boat is in good clean order inside and out all hull lockers inspected and freshly painted, all the woodwork has been scraped back to bare wood, stained, sealed and varnished. Running and standing rigging replaced between 02 and 08 where needed. Outboard in stern lazarette, Tohatsu 9.8Hp electric start & charging circuit with keyed remote controls in cockpit, fuel tank & gas bottle in stern locker. All lines lead to cockpit for shorthanded sailing, heavy-duty battery provides power for navigation & interior lighting, NASA combined depth/speed log, VHF radio & L/radio. Fully cushioned. AND Road trailer, 4 wheeled with spare, new main bearings, new brake shoes, new suspension "U" bolts, lighting board & hitch lock. Yacht needs anti-fouling before adding water. Full details on website or from:

Asking price £4,800 OVNO, 'phone contact.. 07925 354128 or [Rodney@talltree.co.uk](mailto:Rodney@talltree.co.uk)



### FOR SALE. HURLEY 22 'MATCHMAKER'

South Coast Marine Hurley 22 (No 1028) Long keel. Brand new equipment fitted: 6hp Tohatsu outboard engine with charging coil (cost of £959); standing and running rigging; furling headsail; mainsail cover; stanchions, base and guard wire; sea toilet; compass; NASA speed and depth gauge; bilge pump; DSC radio; solar panel & regulator; dock lines and fenders; 2 life jackets

Other equipment includes: spinnaker, spinnaker pole, anchor & chain & warp, main sail.

**PRICE OPEN TO OFFERS** in region of £4,500

Contact **Julie Adams**: [julie.a.adams@southernwater.co.uk](mailto:julie.a.adams@southernwater.co.uk)





**Burgees \*\* Burgees \*\* Burgees \*\* Burgees**

**Do not forget your Association burgee!!!!**

**Regrettably our old supplier has gone out of business. We have negotiated the best deal given the quantity.**

**£17.50 including postage**

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S.Norwood, London, SE25 4TH**

## **Newsletter**

**Copy welcome any time in any form to:**

Mike Sheridan, 152 Chesterfield Drive, Sevenoaks TN13 2EH

Tel: 01732 453069, E-mail: [mike@hurleyownersassociation.co.uk](mailto:mike@hurleyownersassociation.co.uk)

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## **HOA COMMITTEE**

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