



# 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 2009**

### **FROM THE EDITOR**

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From the early morning temperature it feels as though autumn is definitely here and yet I do not seem to have had a summer! Now I know about all the grief for the weather forecasters over "BBQ summer" but feel much of the blame lies at my door – I just like blue skies, a F3 and a glass not far from my hand. Fortunately from articles coming in others are more adventurous. Below are reports on the Bembridge, Salcombe rallies and a passage to the Scillies.

Without stealing our Chairman's thunder I would like to add my thanks to Nick for all the articles he has provided since the inception of the newsletter plus all the help he has given me personally. Please keep the ink flowing Nick!

HOA has received a very good offer in connection with the Southampton and London boat shows. Members on the web will already have had the details but they are repeated on the back page for the benefit of everyone.

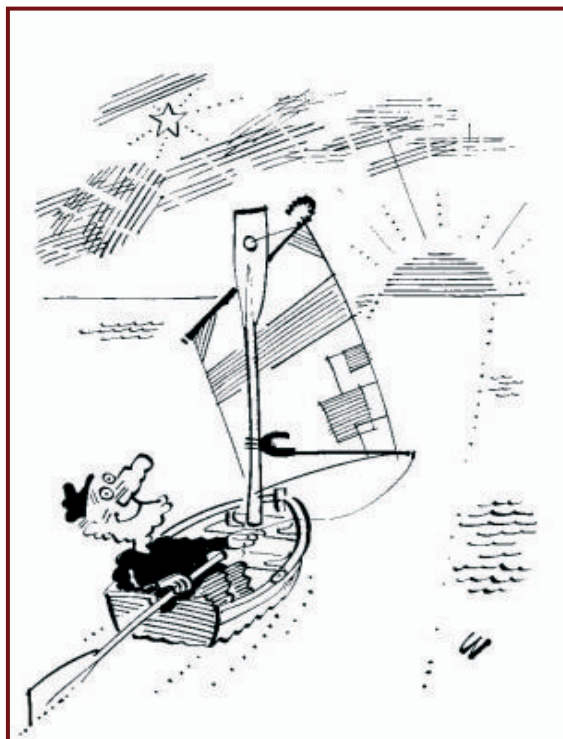
As you are aware there is an HOA database which contains contact details plus boat type and location. With the queries and requests for information that come in each week it struck

me that we could add some other useful information. Type, size and make of engine; whether original or replacement. Sails: furling; reefing; stowing. Maybe even battery arrangements – engine/leisure. This would enable an enquiry to be passed to those best placed to answer it. So I am putting together a short questionnaire to be completed on line (non "e" members to be contacted on the next mail shot).

**Password** - details re a change to the website password are given on page 6.

Again I am heavily indebted to the South and West for contributions. Kevin Mitchell gives an account of two jobs he has done, I am sure there are many more such projects out there that given an airing would inspire us to action.

**MIKE SHERIDAN**



## NICK VASS

Nick has been actively involved with the HOA since it's re-birth in 1998 when John Udy sought to breathe life into the Association which had previously existed in Plymouth as a Hurley 22 group. Nick is almost certainly the foremost authority on Hurleys in the world, having worked for Hurley himself as a young man, owned a number of Hurleys and having immersed himself in Hurley history, as well as combining this with his love of sailing boats in general and lots of detailed technical knowledge.

Nick has worked full time as a yacht surveyor for the past few years and is now going to step back from the day to day running of the HOA, in which he has served on the Committee as Vice Chairman. I wish to record our deep thanks to Nick for the vast energy and enthusiasm with which he has brought to HOA and which is very largely responsible for the excellent state of the Association. The Committee are delighted to appoint Nick an Honorary Life Member of HOA.

One particular area into which Nick has put masses of effort has been the archive of historic information on Hurleys - brochures, sail numbers, order numbers etc., drawings, historic photos. There is a good deal of irreplaceable material which represents the Hurley heritage and it is one of the HOA's formal aims to maintain and preserve it. We are therefore now seeking a committed individual to take on the role of archivist and take control of this most important compilation of information. Familiarity with IT would be useful here as we wish to consider scanning suitable material and placing it on the members area of the web site.

## TIM SHARMAN

Chairman



## SOUTH RALLY 2009 - BEMBRIDGE (I)

It was a fantastic Wimbledon fortnight. The £multi-million roof over centre court was only used once - and not to keep the rain out. We sweltered, slipped into our shorts, sipped our Pimms and reflected that this really was flaming June as it should be. However, maybe we should have remembered Flanders & Swann's song of the weather. "In July the sun is hot - is it shining - no its not!"



*Ian Sinclair, visitor, Rod Coomber*

I had systematically tracked the surface pressure chart for about 6 days prior to the Bembridge rally and those cold fronts - destined to shake us out of our Wimbledon daze - were most certainly going to pass over the south of England on Saturday. Perhaps this is the downside of modern weather forecasting methods that what we see predicted is almost certain to happen; no room for any optimism that things might not be quite so bad!

Such was the lead in to Bembridge 2009. Rod Coomber had the organising and, given his and Donia's impeccable planning and eye for detail, had sailed over from Gosport on the Friday to stake our claim in the berthing (having booked the rally months ahead) and ensure that all was ready. Rod was getting worried that the rally would consist of themselves and me coming over on the ferry!. Not so. Intrepid Hurley Owners are obviously not so easily thwarted. Ian Sinclair, single-handed in the venerable Lalep-La - an H22 of 41 years - on his first passage out of Chichester since taking ownership a couple of months ago, was the first to arrive on the last of tide on Friday evening. Bravo Ian.

My wife Linda and I set off from Gosport at 1000 on Saturday, keen to get away before the yachtie crowds descended on Spithead for the Transglobe departure. I don't know if the crowds did appear - because clouds, mist/murk and fine drizzle did appear, to mask most things (including the Isle of Wight!) and strong SW-lies gave us a lumpy passage. Nonetheless we reached the tide gauge off the entrance with 1.5 metres showing over the bar and so we plodded up the approach channel with the rain in our faces. Ian and Rod formed a welcoming committee and berthing party and we were soon enjoying the first beer of the weekend in the Flagship, Gandalf (24/70).

During the afternoon, David Gower and his crew Jonathan arrived in Blaze (22), followed by Jim Gooding in Psamanthe (24/70) and, finally, Tom Rennie and crew Chris in Blossom (24/70). Tom and Chris deserve the greatest applause for making the passage from Littlehampton in the teeth of the F4/5 SW, having started at 4 am!

We were encouraged about 5 pm when the weather seemed to clear - but this was a false hope as it was just the frontal system deciding to exchange fine drizzle for serious rain - which then persisted like stair rods, whipped up by the consistent F5 westerly.

However, once again the Hurley Owner determination to socialise came to the fore - Rod had rigged an awning over cockpit of Gandalf and so we gathered, 10 of us, in the Flagship for pre-prandial drinks and boating talk, prior to taking the water taxi to Brading Haven YC. We were delighted that Roy and Sue Jones could join us for our meal. Roy and Sue who live in Bembridge have recently acquired an Alacrity. The yacht club provided us with splendid service and excellent meal (booked in advance by Rod) and in a very pleasant setting.



*Tim & Linda Sharman, Rod & Ian*

There being no water taxi available we trudged back to the Duver Marina over the causeway, about a mile, which whilst very picturesque in sunlight, was less appealing in pitch dark and sheeting rain! Drenched, but with a good internal glow, we all disappeared below decks and turned-in. During the night it howled as the fronts made their final passage overhead and the boats pitched and snubbed, but remained secure. Our comforting thought was that a long lie-in was in order as the bar would not be sufficiently covered for departure on the morrow until about midday.

Sunday dawned fantastically fresh and clear but still with a stiff breeze. One by one we emerged, and boats became festooned with wet clothes as we sorted out the previous night's chaos. Time for lots more chat, salty stories and photographs. Time for sitting in the sun and just reflecting. A sense in the whole marina of a heavy night endured – even owners of 40 footers had had their dreams disturbed by the wind! Then we all start to get the feeling that its time for off – although it isn't quite yet. We check the tide gauge and sort out ropes, foul weather gear and listen to weather reports. Come midday, those with the furthest to go were off, followed by the rest of us a little later. A spanking day and breeze awaited us outside. Linda and I returned to Gosport in half the time it took us coming! Tom and Chris in Blossom topped-off the trip by a humanitarian act - in Tom's own words "We also rescued a drowning racing pigeon 6 miles south of Selsey! He was in the water when he saw us coming and decided to hitch a ride! We eventually put him ashore at Newhaven this afternoon and the vet promised to repatriate him!".

A great event in all respects – many thanks again to Rod and Donia. The standard of rallies just seems to keep on going up. Wither 2010 – any volunteers to organise?

**TIM SHARMAN**

## **BEMBRIDGE RALLY (II)**

A plan that came together. Timing must be critical if you set your alarm for 03.30 hours, and that set the tone for the weekend.

A 90 minute drive left Blaze (22) bumping across the mud on a falling tide out of the Itchen. Thence breakfast in Hamble waiting for the diesel man, and on to Bembridge on a broad reach, force 3-4, so perfect and so much progress that we held our breath across the bar, but the tide was rising. Being early had its advantages, we could enjoy the hospitality of the HOA at the Bembridge rally. The meal, and the company was excellent, even the walk back in the rain was interesting.

On Sunday the rain and Dave, the skipper, had gone leaving me single handed to execute the reverse strategy. Blaze left earlier than some recommended, but not as early as I would have liked, on the rising tide (I hope my deviation from track caused no heart attacks - I put it down to unfamiliarity with the equipment). Not a squeak as Blaze tiptoed across the bar - I should have left earlier. The leg from No Man's Land to the Itchen was critical, hard on the 4-5 westerly it could not have gone better, not only did I beat the falling tide by almost an hour, I made all the connections on a three leg four hour bus journey - isn't the bus pass great?

**JONATHAN MILLWARD**

## **COWES & BEMBRIDGE**

Wednesday set sail in "Psamantha" (24/70) on a rally with the Portsmouth Offshore Group of the Civil Service to The Folly Inn with a sailing friend, Kathy Pilgrim, whose only sailing has been with me, so a bit of a novice.

We left Gosport at 10 am. Forecast was for strong winds so we put a reef in the mainsail. Just as well. Was very windy. Because of the strong wind we only had a small amount of the jib out and kept the engine on all the way. Was on a starboard beat until close to the island then on to port for Cowes. Wind was howling; white horses; spray; was as if someone was throwing a bucket of water over us every now and then. Got to the Folly Inn about 2.30 pm. There were four other boats from the Civil Service Club who had attended. All in 30 footers plus. They had arrived at 12.30! They had finished their meal when we walked in. We were greeted with, "Here they are!" I replied, "It was quite windy, wasn't it " This was received with much laughter and "Oh, you noticed!" Were then told the wind had been 28 knots gusting 30+. We were very proud of Psamanthe, how she had stood up to the strong winds. Kathy actually enjoyed it. We had a great feeling of achievement. Sailed back leaving at 5.15 pm, but disappointingly in light winds. Got to Gosport at 8.30 pm. Absolutely shattered.



*Kathy on the helm*

Sailed to Bembridge yesterday and returned today. First weekend of the school holidays and the marina was packed. We were rafted three boats out and there were three boats outside us. Similarly everywhere else the boats were six deep. We had hoped to get away for 12.30, three hours before 3.20 pm HW Portsmouth, but the couple on the outside didn't move off until 1.15 pm. We did manage to get away about 1.30 pm. Then a fresh SW breeze got us back to Gosport by 3.30 pm at HW so we had no problem getting into the harbour. Have found that 2 hours after HW Psamanthe can barely make against the outgoing current. Two hours is the fastest we have ever done it.

**JIM GOODING.**



## **SALCOMBE RALLY - West Cornwall and Tamar Area Hurley Groups**

Congratulations to the South West Hurley groups on a great turn out in Salcombe, August Bank Holiday weekend! Eight boats turned up - one unexpected from Salcombe itself. We thought that the lousy forecast for returning home on the Sunday or Monday might have restricted numbers.

We (Tony and Hil) left Calstock on Friday in our H24 Gallivanti, originally intending to go to Newton Ferrers for an evening meal and pick up the fleet off Membury on the Saturday morning. However, the forecast was poor so we decided to miss that and just go down river for the night to meet the others at the breakwater (it takes us 3 hours to the harbour entrance). Saturday was consistently going to be reasonable weather. Unfortunately, the Yanmar 1GM10 engine had other ideas and after "hunting" for a half hour just before dark, decided to stop in a lovely part of the river, just S. of Halton Quay. So we threw the hook over and ate! It took me an hour to locate an air leak just before midnight, so we slept. Then we had to wait for enough water and just missed the others starting off in the morning. We remained about half a mile behind all the way. Our 24 is slower than the 22 except with 10 kn + of wind. We managed to confirm that 3 were ahead of us by VHF (Bryan and George in Mistral, James in Eclair II and Tim and John in Slinky Malinki) and watched them all the way in the distance. There was a bit of swell on the quarter but the SW wind increased to around 15 kn giving us 5 kn log speed and around 6 over the ground on the GPS with the tidal stream. We arrived at about 1530 after quite a good sail.

Meanwhile, Kevin in Vixen and Phil in Xeitosa had had a very lively punch around Start point from Torbay and were already there - hoping that their efforts would be rewarded with more boats. They were! That made 6, and then, a while later, having left the Helford river at 0600 hrs, Bruce and Vicky

in Gala turned up after a non stop rhumb line to Bolt head. That's true Hurley commitment! The Salcombe harbour staff were very helpful and had reserved one side of a pontoon for us all to be together. That made it a lot easier to enjoy each other's boats and admire the amazing differences in character that they displayed. Kevin's wife Linda drove over to join him overnight and raise the female contingent to three. We then all went ashore in the water taxi and had a very pleasant meal together in the yacht club.



On Sunday, Tim and John needed to get back, so they set off into a very gloomy situation and, after a phone call to them we confirmed that they were certainly not having a relaxing sail. Then Geoff came over in Shelduck, a locally moored H22 and joined us for a while, making finally, 8 boats. That was a wet day which we spent looking at Salcombe and then, in the evening, we gathered in the cockpit

and cabin of Gala, under Bruce and Vicky's much envied boom tent, for the traditional forms of refreshment, well protected from the rain.

The weather forecast for Monday was bad - strong winds on an already primed swell. Would the shift in wind to the South have a calming or aggravating effect? Salcombe entrance in a southerly isn't recommended anyway. We discussed it and I was concerned about conditions that might put Hil off sailing (she's a long suffering companion but not a totally committed sailor). In the morning it didn't seem too bad. Bruce and Vicky left first at 0600 aiming for Fowey, Bryan had decided to go anyway and James also thought it didn't look too bad yet. To avoid the unknown and potentially unpleasant experience, I dropped Hil off in town to catch the bus for Plymouth way before wake up time and we three set off. It seemed ages getting out of



Salcombe, pitching quite heavily at times against the swell and overtaken on the bar by the lifeboat on its way to tow back a fishing boat from Prawle Point. After that - we were faced with variable visibility and winds mostly only F3/4 and for a period, 5 - maximum gust I noted was only 20 kn. The swell was sloppy and chucked us around, but benign. We motor sailed to get there ASAP before the forecast became a reality, but off Plymouth we were virtually becalmed in a sloppy sea, doing the usual rolling with the wind then behind us. The sun came out and it became a lovely hot day - by midday, we three were tied up, just before Kevin and Phil would leave Salcombe to catch the easterly stream to Torbay. They experienced similar conditions and it seems, even less wind as Kevin informed us on the phone later. They were back at their moorings by 1900 hrs.

I had put into QAB Marina just after Hil had caught the only bus out of Salcombe to connect to the Plymouth route. By 1500 she had arrived and walked down to QAB in the hot sun

saying she was sad to miss the trip! We returned up the Tamar to our mooring in lovely weather and a good sail under just the genoa with a revived following wind.

It was a great "get together" for the newly formed group, nobly supported by Gala from West Cornwall.

**TONY LITTLEWOOD**



## **OUR LATE SUMMER CRUISE 2009**

Our planned ten day cruise was to be a two day sail to Salcombe for the HOA Salcombe Rally organised by Tony Littlewood and have a day in port. Then sail to Dartmouth another day in port then sail back to the Yealm River, then Fowey and home to Helford River, plans are one thing but the weather is another.

I managed to finish all my work early on Thursday but Fridays forecast was for a westerly 8 so we were only able to stow "Gala" our 22 for an early get away on Saturday. I had considered sailing all the way to Salcombe before but had wondered how big the sea would be on the 50 nm crossing. Saturdays forecast was for a north-westerly 4-5 decreasing 3-4 later, Vicki and I decided to set off at first light for Salcombe and if the sea became too much we would divert to Plymouth.

The alarm went off at 0530 and we were up and away by 0600, at 0626 as we motored past August Rock Buoy I set the GPS for Bolt Head on 88T just 51 nm away! There being no wind we continued to motor east into the sunrise past the container ships laid up in Falmouth Bay. By 0926 there was a breeze from the west and we could motor sail, by 1130 we started to sail in a westerly 3 at 3.4 kts for an hour and half to give us a rest from the engine, the sea had increased to 2-3ft swell; this not being fast enough as we did not want to take 18hrs so we started motoring again about a mile south of the Eddystone Lighthouse at 1322. At 1423 the wind had increased to a westerly 4 and we were now sailing fast enough to stop the engine, the swell was 3-4ft and building but we were now only 14nm from Bolt Head. At 1730 as we sailed in past Bolt Head in a westerly 4 gusting 5 the swell had increased to 7-8ft because of wind against tide and we were sailing on genoa only at 5.7kts SOG. The leading line was easy to spot and this being our first visit to Salcombe we were very pleased to get into shelter when we did. We motored up the river and found Kevin in Vixen (22) Philip in Xeitosa (22) Bryan and George in Mistral (22) Tim and John in Slinky Malinki (22) James in Éclair (22) Tony and Hillary in Gallivanti (24/70) moored together on the pontoon in the bag and we then rafted up to Tony at 1800hrs (56nm in 12hrs). Tony had just ordered a water taxi to get ashore for an evening meal and in Salcombe we met up with Kevin's wife Linda before going for a good meal at The Yacht Club. John and Tim with Bryan and George were planning an early get away in the morning back to Plymouth.

In the morning Slinky Malinki motored down the river to HM pontoon to take a look at the forecast and Mistral waited for them to report back by phone. The forecast was for south or southwest 5-7 with rain and poor visibility, Slinky Malinki was going and Mistral had decided to stay, but George had to get home so he was picked up later by his wife. Later in the morning Bryan phoned John and Tim to how the sea was, they said it was a very lumpy unpleasant passage. The rest of the day, we all looked over each others Hurleys, chatted and sheltered from the rain. In the afternoon Geoff arrived in Shelduck a local (22) I said hello as we passed from Philips 22 to ours. The forecast for Monday was for south or southwest 5-7 veering west later and the outlook was for strong westerlys, so it looked unwise to go round Start Pt to Dartmouth. Vicki and I decided to head back to Fowey or Mevagissey on Monday before the westerlys set in. In the evening we all gathered on Gala for drinks and nibbles under cover of our new boom tent, who said you can't get eight in a Hurley 22? I think the evening may have gone on longer but some of us had an early start in the morning so broke up about 2345 hrs.

At 0615 on Monday morning we cast off and slowly motored down the river as we stowed our lines and fenders and raised the main with one reef before we turned south on to the leading line out of Salcombe. The entrance had a 3-4ft swell but no braking water and once out at 0715 there seemed to be no wind but a very confused sea, I clipped on to the jack stays and went on deck to remove the reef in the main, trying to keep my feet I then lost one of my shoes over the side. Once we had got a mile or two off shore the sea state improved and the wind increased to southwest 4 and we were sailing along at 5kts. By 1200 the wind had decreased to a southerly 3-4 and our speed to 3.8kts but this had been a very nice sail (27nm in 6.5hrs) a total 37nm for the day. We started the engine again at 1450 as we approached Fowey entrance because we were now back in the confused sea again. We motored into Fowey and could see the moored yachts rocking and the swell braking on the shore inside the harbour, so we continued up the river past the Bodinnick Ferry to the grid pontoon opposite where they load the china clay ships and we were moored up by 1533. The forecast was giving strong wind and rain for the night so I hurriedly inflated the dinghy and fitted the boom tent before the rain came. In the evening we used the water taxi into town and had a very nice meal in the Ship Inn.

This was our holiday and on Tuesday we went into town in the dinghy and did some food shopping and chilled out in the afternoon, the weather was a westerly 9 with heavy showers. On Wednesday the forecast was westerly 6-7 and heavy rain in the afternoon so we went into Fowey and showered in the Golant sailing club before the rain. That afternoon there must have been 40mm of rain and the bar dropped 12mb in the day, it was nice to sit in the cockpit under the shelter of the boom tent. In the afternoon a Tradewind 38 came in and moored on our pontoon having left Falmouth to sail to Plymouth, they had received a gale warning and diverted to Fowey. The Forecast on Thursday was for a westerly 6-7 decreasing 5 later so the Tradewind made a late exit. The Forecast for Friday was for WNW 5-7 and the outlook was more westerlys so we decided to try to head back to Helford River on Friday, not the best forecast but we could not stay in Fowey forever. In the afternoon of Thursday we headed up the Fowey River in our dinghy to Lerryn about three miles away and in the evening we went to Fowey for a nice meal in the Globe before returning to Gala and deflating and stowing the dinghy.

We motored out of Fowey at 0750 and raised the main with two reefs and also set the genoa with two reefs and sailed towards the Dodman Pt at 4.5kts in a NW6, a Contessa 32 also followed us out and passed us just before the Dodman and as they cleared the Pt they were heeling right over. The sea was white and the small choppy sea made for hard going, the wind now up to force 7. Then came the CG forecast at 1000 and gale warning, this was no place for a small yacht, it was time to head for shelter. We turned north and motored into Veryan Bay and rolled up the genoa. The length between the waves was around Gala's length braking white and around 4ft high, green waves were crashing over the cabin and spray hood and soaking us in the cockpit. After about an hour and 3nm we got into shelter under Portloe and I went up on deck and lowered the main, then we motored along the coast inside Gull Rock and crossed Gerrans Bay and at 1200 we picked up a mooring at Porthscatho. Now safely moored up we checked our gear, packed the mainsail away and dried out all that got wet. Vicki tried to phone Patti our shore contact to say we were safe in Porthscatho but with poor signal got cut off, I called Falmouth CG on the VHF but even though they were just over the hill about 3.5nm away, I could not raise them (when we bought

Gala in 2005 I had registered a CG66 with them) so I knew sooner or later Patti would contact them and the CG try to contact us so continued to listen on ch16. At around 1600 they did just that, we must have been in a bad spot for reception because it sounded like they changed transmitters to contact us. I explained what had happened and said we planned to leave again for Helford River in an hour now the wind had calmed down a bit. At 1705 we cast off and sailed on genoa to Greeb Pt and then motored the rest of the way home into a westerly 5 picking up our mooring at 1920hrs.

Not the best weather for a late summer cruise but we got to Salcombe and back, 120nm in three days sailing and now its time to go back to work.

**BRUCE CARTER**



### ***SOUTH WEST SOCIAL FUNCTIONS***

Cornwall Hurley Owners next social is to be held at The Halfway House at Rame on the Falmouth/Helston road on Friday 20th of November from 7pm onwards. Please bring your sailing photos, there is a cup to be awarded for the best sailing photos taken in 2009 season.



### ***PASSWORD CHANGE***

A new password for use on the website will come into effect on Saturday, 29 September. It is given on the inside cover of a new copy of the Directory which will be in the post this week. Please keep it where you can find it when needed.



The Committee would welcome one or two new members to join them in the task of administering the HOA. The work of the Committee is not onerous as we deliberately keep the administration and bureaucracy to a minimum. Nonetheless it is good and healthy to have a number of members who can share the deliberations and decision making.

The Committee meets generally twice per year, plus the AGM. So far this has been somewhere on or near the south coast given the geographical concentration of members. You will see in the article about Nick Vass that we are seeking someone to take custody of our historical archive. Although the two roles do not have to be connected, there would be a lot of sense in the new archivist also being a Committee member.

Committee members are paid travelling expenses to attend meetings, plus a free lunch at whatever pub or club we are using to meet.

Please drop me an e-mail if you would like to consider this.

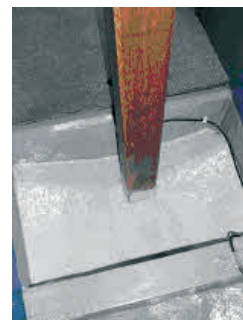
**TIM SHARMAN**



## ANTI COMPRESSION POST & SALOON TABLE

Gerry Arbon the current owner of Keltic Nomad, a smart little Hurley Felicity commissioned me in the latter part of last year to fit an anti compression post into his boat. At the time he had released the tension on his shrouds and was gradually raising the cabin roof using a scissor jack and short post.

My design incorporated a special head fitting which comprised a block of solid mahogany with four holes cut out to accommodate the nuts on the underside of the mast base plate and also a shallow raised edging for the post to fit into to prevent it sliding around. The bottom of the post rests flat and centrally in the bilge and sits on a thin bead of Sikoflex. Gerry then finished it off by glassing around the base.



The end result looks as though it has always been there but did require me to cut two new pieces of plywood flooring to fit around the post and the old carpet was carefully prized away from the discarded boards and then re fitted to the new wood.

Having successfully completed the anti compression post I was asked if I could design and make a small saloon table and thought to make use of the plywood left over from the new floorboards. I discussed with Gerry my ideas which would incorporate a fitting attached to the new post which would allow the table to be attached or taken down for storage when not in use.



The table top was cut and the corners rounded then hardwood edging applied to the flat parts of the edge and finally four pieces of brass strip were cut, drilled and bent to a former before being attached to each corner. Next a leg was made which is held in place by a long T hinge and to ensure the leg does not fold inward when in use a desk type stay was fitted. The leg is pulled downwards to its optimum position then the stay which folds, is opened and locks.

From Metals South West in Newton Abbot I bought a 50 mm long piece of 38 x 38 mm right angle solid brass one edge of which I rounded both corners and then drilled a central hole for an 8 mm bolt. On the other face two holes were drilled and countersunk for screwing to the post. When the brass was ready I polished it to a high sheen. The bolt passes through the

table top and down through the brass plate and is secured with a wing nut. To ensure even pressure on the wood of the table I glued a penny washer up under the head of the bolt using plastic steel.

When the table is not in use it stows under the cushion at the foot end of one of the berths.



**KEVIN MITCHELL** (Joiner, 'WOODWORX')

*WOODWORX would be please to quote you for any one off specialist joinery jobs.*

*Please telephone Kevin on 077 926 03 926 or e-mail to:  
Kevin.mitchell39@btinternet.com*



## OUT OF DATE FLARES

When surveying yachts and boats I often discover out of date flares. In fact most boats that come up for sale appear to have expired pyrotechnics. The vessels owner or buyer would normally ask me how they could get rid of the flares as they have heard that the Coastguard will no longer take them in. Some fear that they will be prosecuted for having old flares as they have been confused by hysteria in the yachting press and reports of heavy fines if caught with out of date flares in France etc.

The issue of how to deal with out of date flares is actually very simple. I recently replaced our pack of coastal distress flares and simply told the chandlery shop that I wouldn't buy new ones from them unless they took my old ones. The reply was something to the effect of Yes; of course we will and why do you need to ask and what's all the fuss about? That was Retreat Boatyard of Topsham in Devon. I buy most of my bits from them and always find them to be very helpful, knowledgeable and pleasant. Plus no more expensive than the big discounters.

The subject of out of date flares, Time Expired Pyrotechnics (TEP's), struck a chord with me and so I decided to phone round a few other chandlery shops to find out what they do. Ocean Safety of Saxon Wharf, Southampton will take your old flares but make a small charge of £1.26 each to dispose of them. Force 4 will take them but will only take in the exact amount of new flares that you buy new from them. Marine Superstore initially refused but changed their minds afterwards when I phoned back again to ask why they didn't. Marine Superstore will now take in any amount of out of date flares, apparently.

On average I find that nine out of ten packs of distress flares on boats that I survey are expired. During last week alone I found that three yachts had out of date distress flares. Two of these boats were in regular use and had recently crossed the channel. One of them was coded for charter use. Another was a 1978 Westerly Centaur still owned by her original purchaser. Her flare pack expired in 1973 and the owner took them off his previous boat saying that he never used them so it was a shame to throw them away as he never used them. I should hope not too I thought!

My office is close to the Pains Wessex factory at High Post so I often volunteer to take away out of date flares and drop them off at Pains Wessex on my way back. Almost everyone takes me up on that offer. I simply call them up when on my way to let them know when I'm coming. On arrival at the security gate office I simply explain what I have in my boot and a boffin arrives in a white coat driving an electric golf kart and takes them from me. I have never been turned away, asked any questions nor had any hassle. They even take away flares that are of another make without any problems.

The issue of disposing of old flares has been around for a while and I've suggested in the yachting press several times that folk should get together and take a batch to Pains Wessex. After asking Pains Wessex I have been told that hardly anyone ever drops off old flares and they can't understand why they don't. They don't publicise the fact I guess as it obviously takes them time and money to incinerate them.

I had thought of starting a little company to collect and dispose of old flares but frankly I can't see it paying. So there lies the problem. Money. I have considered employing a person to drive a small van around marinas, clubs and boatyards, collecting out of date flares and taking them to Pains Wessex for disposal. I'm insured to carry them in my car (I have asked) as they are a legal piece of yachting safety equipment and it is necessary for me to transport them to yachts as I am an Instructor, surveyor, own a coded yacht and am the principal of an RYA training centre. What I could do is to buy a metal army surplus ammo box to carry them in.

However, after considering it I don't think that it would work, as a cost would be involved. Most owners would see it as a negative expense and would rather put their money into buying a toy such as a new chart plotter. Who would collect the fee if the flares were dropped off at a collection point? The marinas and boatyards would probably want a cut of the fee plus some would be reluctant to get involved on health and safety grounds as a designated and trained member of staff would probably be needed to receive the flares and lock them away. Issues such as children stealing them for bonfire night might come into play? Pains Wessex would then probably need a fee to take them as some of the flares might be from other manufacturers. The van driver/collector would probably have to go on explosives or fire safety course etc. So all in all I can't see a commercial activity working unless legislation meant that flares had to be disposed of in a certain way.

Last week I was told a story of how an almost new refuse compacting lorry was totally lost to fire after collecting a skip load of refuse from a Southampton marina. The crusher caused a pack of bin discarded flares to ignite. No one was hurt thank god but the expensive lorry was lost.

Letting off flares on bonfire night is not an option either as I found to my embarrassment that rocket flares stay lit well after they hit the ground, unlike a fire work rocket. The older the flare the less time it will spend in the air as the rocket propellant will not work so well and the parachute might not open. I let literally hundreds off one Guy Fawkes night and all worked but a few red flares looked pale as the red dye had faded. We live in the countryside so luckily we did not burn anyone's house down but my wife went ape at me as unlike fireworks distress flares stink and make a lot of acrid smoke. I was not popular in my thrifty attempt to save money on shop bought fireworks and won't be doing that again.

So what can you do with expired flares then I hear you ask? You should demand that the chandlery shop takes your old flares when you replace them. If they refuse then I would go somewhere else such as Retreat Boatyard as there is no shortage of chandlery shops. If we all form a united front on this it will become the norm for dealers to take them from us (as I think that it is anyway). The shops are licensed to store and sell pyrotechnics so they can't use insurance or training as an excuse to refuse. Market forces will mean that they have to. They sell them so it is their responsibility to take away the old ones.

Or as I have suggested many times clubs such have a flares disposal officer. Once every six months the club should have a flare collection day and members should take it in turns to drive an ex MOD ammo box of expired flares to Pains Wessex. If Pains Wessex refuses then members should buy XM flares instead. This service should also be done by marinas and boatyards but in that case a cost would be involved, as the member of staff who drops them off would be doing so commercially and they would need training and insurance. Also I'm sure that the storage box and area would have to be somehow inspected.

Looking at the MCA's website I see that TEP's feature on the front page. They have a lot of info and so called 'advice and guidance' but it appears that this is more centred on what you can't do rather than what you can do and what you should do. A big play is made on how they will prosecute abusive people who attempt to drop off flares, as if people get very frustrated with them?

On their website the Coastguard states that they will not take flares from commercial organisations. Why on earth not? What's wrong with that? If it was not for commercial organisations such as marinas, boatyards, charter companies and sailing schools most of us would not be out sailing at all! Where would we keep our yachts and who would teach us how to sail them?

What about the yacht owner whose boat is coded for the occasional charter to raise a little cash to help towards the mooring. Technically this is a commercial vessel?

Interestingly the RYA is considered as a commercial organisation! I'm an RNLI Sea Safety Volunteer and asked the question why training is not promoted by the RNLI as part of the safety regime promoted by the RNLI during Sea Safety advice checks. Training does not feature in the Sea Safety training manual. I was told the RNLI does not endorse commercial activities and RYA courses are seen as commercial. Surely training is fundamental to sea safety? No one should contemplate going out on a boat without having some kind of training or idea of what to do in an emergency? It sounds to me as if there has been a falling out between the RNLI and RYA as each organisation jealously guards their bit of the action. Don't get me wrong I'm passionate about both organisations and promote them as often as I can. I'm an RYA instructor and have been an RYA member since buying my first boat in 1983. I'm an advocate of the RNLI and promote them as often as I can. I'm enormously grateful to Lifeboat crew members and hold them in very high regard but at the same time I'm getting a little sick of the top brass of both organisation that need their heads banging together. Rightly the RNLI has become a very successful and a wealthy charity but am I the only one who thinks that they are straying from the path a bit? Am I the only dad who feels uncomfortable on an RNLI controlled beach for example and who finds their presence a little intimidating? Playing devil's advocate here and I'm sure that I will be open to a lot of criticism but I recently had to ask a young RNLI beach lifeguard to stop pelting up and down a north Cornwall beach on his quad bike. Pointlessly as far as I could see and in its self posing a danger to children who he might not have seen whilst posing on his new Suzuki thing.

I greatly admire the Lifeboat crews and I don't use the RNLI as a breakdown service as some feel that they can. I would only ever let off a flare or alert the Coastguard if my family, god forbid or a member of my crew was in peril but I'd rather drown than put someone's else's life at risk.

Surely the RYA and RNLI should be taking the initiative on distress flares? What is the British Marine Federation (BMF) doing about it? We have four big organisations in the UK looking after boating safety so what have the RYA, RNLI, MCA and BMF not sorted this out by now? I resigned from the BMF as I thought that they were not worth the huge fee that I was paying them by the way.

I can understand the Coastguard staff being reluctant to take flares, as taking flares is not within their remit. I see the solution as being making the seller of new flares being responsible for taking the old ones in.

Peter Cardy the Maritime Coastguard Agencies (MCA) Chief Executive was recently quoted as 'not sleeping at night in the knowledge that yacht owners were carrying large quantities of unexploded ordinance'. He appears to question why yachts need to carry them at all and is more concerned about 'elf 'n' safety' than saving lives at sea? Peter is obviously an administrator not a sailor and has adopted a rather condescending approach dismissing the fact that most yacht owners are responsible adults and not numpties. I'm sure that he would like to see all recreational boaters off the water? We have an EPIRB on our yacht but feel that flares are also a necessary part of our safety equipment for several reasons. The coastguard can locate an EPIRB but that does not mean that the yacht or casualties will be near to the EPIRB. Other boats or people on the shoreline who can offer immediate assistance is needed so that a helicopter pilot can find the people and flares can see a visual marker.

Sounds as if our hobbies organising bodies are letting us down somewhat on this issue and we need to question whether we are getting value from money from those who are not charities?

If you can't get your local chandlery shop to take your old flares I would drop them off for you with pleasure as I go past Pains Wessex on a regular basis. We keep our boat in Torquay; have a house in Torquay and an office near Southampton. Most of my work is between Weymouth and Chichester but I also travel to South Wales a lot so I'm sure that we could hook up somewhere if your boat is in the south?

I'm trying to be proactive on the matter as my past offers to the BMF, RNLI and RYA to help organise the collection of expired flares has fallen on deaf ears.

Of course the issue of how to deal with expired distress flares won't be resolved. Yachties will buy new flares via the internet from the cheapest source, confining the old ones to the bottom of a cockpit locker whilst reassuring themselves that they might be needed one day and will probably still work. The organisations will continue to be more concerned about who's turn it is to get a gong from the Queen and non-practicing boat owners will continue to harp on about it from their allotment sheds or BCC (Boatyard Confined Craft) Ooops I've just invented a TLA.



**NICK VASS** B,Sc MIIMS DipMarSur marine surveyor



## ENGINE MATTERS

Now that Dave Chapman in Bodmin has sold his business I am not happy about the support available for my Dolphin engine. This was reinforced in August when I wanted parts for a Zenith carburettor, Google drew a virtual blank in the UK. I was given a contact number by the local Motor Parts shop but they have gone bust. I would also like to change my ignition switch. Mine is a single s/w turn clockwise to switch on then further to start forward; anti clockwise to start to go astern. Earlier or later models, not sure which, had a s/w to turn on, again one way forward the other aft but with a starting button. Feed back from any past or present Dolphin owners would be much appreciated.

**MIKE SHERIDAN**



## CRUISE TO THE ISLES OF SCILLY

The Isles of Scilly is a place Vicki and I have been trying to get to ever since we purchased Gala our 22 back in 2005. The first year we had engine problems and the next two the weather was against us, now in 2009 I was determined to get over there. Phil Biggs was planning a cruise to Isles of Scilly sometime in the last three weeks of July so I contacted him late in June to say the second week in July would suit me best. He then told me his crew had backed out for the last three weeks of July but his old navy shipmate Loftly was coming down for a spot of sailing during the first week of July, I said this would suit me better if the weather held.

On Thursday June 25<sup>th</sup> we decided we could sail to the Scillies on Tuesday 30<sup>th</sup> if the weather permitted, and the forecast was looking good. Phil told other interested owners of our plans, Pete Le Mare from Penzance contacted me by email on Monday 29<sup>th</sup> but I think it was too short notice for him, Ra Burnie from Falmouth could not make it because he was crewing on a Sadler 25 in the L'Aberwrach race out of Helford.



*Phil heading for the Scillies*

Loftly was coming down to Cornwall from Somerset on Sunday but I had to work on Monday so we agreed to meet Gypsy in Coverack Cove on Monday evening at around 2000 for the 0300 start on Tuesday in order to catch the tide in our favour around the Lizard. Phil and Loftly arrived there at 1730 having gently motored down from Falmouth during the afternoon and we arrived at 2015. There was a very gentle breeze from the south but the swell was coming straight at us from the east. This had the effect of keeping both boats side-on to the swell and rocking up to 35° either side of vertical. Well, I have been at anchor before where the boat rocks a bit but this is a night that I never want to repeat, we never slept a wink. Vicki had set the alarm for 0230 but by 0200 I had already got out. By midnight Loftly was urging Phil to up-anchor and get the \*hell\* out of there.

It was still dark at 0300 as Gypsy and Gala weighed anchor and headed east out of the cove and then southwest for the 1.5 hr motor to round the Lizard in a flat calm. The forecast from the day before predicted a SE 3-4. We reached the turning point 3 nm south of the Lizard and it was now starting to get light but still no wind so we continued to motor west on 270° for another 2.5 hrs before the wind picked up to SE 2 so we could motor sail. Around 0800 Gypsy stopped and we motored back to see what the problem was, Phil's engine had an oil leak and having tightened up a bolt it was now ok so we continued west. When Gypsy stopped again an hour later I just stopped Gala's engine and sailed on at about 3-3.5 kts thinking Gypsy would soon catch us up again, when they did at 1100 hrs we had nearly reached Wolf Rock Lighthouse. Wolf Rock is just over half way to the Scillies from The Lizard. We were still sailing but now with about 1kt of tide against us our SOG had dropped to 2 kts so we started to motor sail again. The wind was still only SE 2 but the sea had now gone from calm to a 3 ft swell.

After passing Wolf Rock there is a period when you can't see land in any direction so when at last you see the Scillies, in our case from 9 nm, it's comforting to know you are getting there. The highest point of land is only 46 metres and the islands appear as one landmass from that distance. At around 1430 the wind increased to SE 3 and the swell to 4-6 ft so we could sail again, and over the final 1-2 nm before we entered St Mary's Sound we had a strong north to south tidal flow with a big lumpy swell (wind against tide) which was not for the faint hearted. Phil took several 'green



*Gala & Gypsy in St Mary's*



*Gala, Tresco*

jobs' side-on into the cockpit here, and was grateful for his spray dodgers. Now in St Mary's sound we stated to motor again and having checked the chart made our way into St Mary's Pool and picked up a mooring at 1630. We then phoned Phil who was just entering St Mary's Sound. Phil arrived and found a pontoon berth over by the harbour wall to tie up, so we slipped our visitor's mooring and went over and rafted up for a much more comfortable night than that offered in the somewhat exposed position of the visitors' moorings.

Prior to setting off for the Scillies I emailed Gary Hoyle who owns a 22 in St Mary's to say we were coming and not long after arriving at the pontoon Gary rowed over in his punt and we had a good chat. Phil asked him where he could find some copper washers to fix his oil leak and Gary told him where he could find what he needed and also suggested some places we could anchor later in the week. Gary had a look at both of our 22's before he went off for an evening sail in his. It was early to bed for all of us and as soon as my head hit the pillow I was gone.

On Wednesday morning I inflated the dinghy and the morning was spent going ashore with Phil and Loftly for diesel and the washers for Phil's engine. In the afternoon while Phil fixed his engine Vicki and I went shopping in Hugh Town and then in the evening we all went ashore to the Mermaid Inn for a pint and evening meal that went down extremely well in a superb setting right next to the window overlooking Tresco, Bryher and Samson.

Thursday around midday we cast off and motored over to Green Bay, Bryher with Phil guiding us in to the anchorage using his chart plotter, there were ten or twelve yachts already at anchor there and we both picked our spot and dropped anchor. the Scillies is a good cruising area for bilge keel yachts because it's mainly shallow around the isles, Phil has bilge keels but our 22 is a fin so we had to fit our beach legs to dry out at low water. Vicki and I motored off in our dinghy, landing at Bar Point for a look around the island, a pint in the pub and a look around the shop before returning to Gala, and in the late afternoon once the tide had receded I scrubbed off Gala's bottom.

Friday's CG forecast was for W 5-6 with an outlook of S 4-5 for Saturday; Phil liked the sound of Saturday's forecast so we decided to head back then. Lofty, Vicki and I motored ashore in our dinghy and used the local recycling facility at Bryher boatyard to get rid of our rubbish. Vicki had a shower there before we walked to the shop at The Town for provisions. In the afternoon we hauled up our anchors and motored and sailed over to Watermill Cove, St Mary's, where I deflated the dingy ready for our return trip. Gary met up with us on the way there in his Cornish Crabber, which he has sold to buy his Hurley 22. I asked him how do they compare, his reply was "Crabbers are expensive!" I said, "I know that".

Gary was getting her ready for the delivery trip to Falmouth where the new owner was to pick her up. Gary sailed his 22 Dream Catcher from Guernsey to Falmouth and then from Falmouth to the Scillies earlier this year.



*Green Bay, Tresco*

On Saturday at 0615 we motored out of Watermill Cove for our return passage and started sailing, the sea calm and with a S 3 and SOG of 3.5-4 kts for the reach to Lizard Point. The wind increased to a S 4 by 0715 and the swell with it, then came the CG shipping forecast – anywhere between SE and SW 4-5 increasing 6 in the west "that's us!" Gypsy and Gala had left the Scillies an hour earlier with all sail up, now I was thinking a reef would have been good. By 0830 the wind had increased to S 5 and we were flying along at 6 kts, the sea state getting very lumpy, the shipping was exiting the south bound TSS and turning east onto the same course as us, big ships passed to the north and south of us. Our SOG with the tide against had increased 6.5-6.8 kts, I was worried about the rig so we reefed the Genoa, still not happy I clipped on to the jack stays and went out on deck and lowered the main before letting out the Genoa again. Gala was



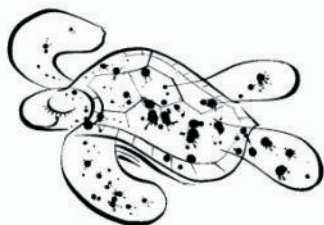
*Gypsy surfing home*

easier to handle now with just the Genoa and our SOG had dropped to 5.2-5.5 kts. We had covered the first 20 nm in four hours against the tide, the sea had continued to build and now there was a squall approaching from the south. Gypsy had continued on full sail and was half a mile ahead of us and seeing the squall they too pulled their main down. Now raining at 1300 visibility was down to 300 metres but cleared again within an hour and after the rain had gone the wind dropped off to S 4. Vicki was on the helm now but was finding it difficult to steer a straight course because of the sea state (a side on 8ft swell) so I took over until we had rounded the Lizard. As we rounded Lizard Point (a bit of an anti climax really as you are 2.5-3 nm south of it), at 1500 the tidal flow took hold of us and in 57 min we covered 8.5 nm but running northeast along the east coast of the Lizard Peninsula with the wind our SOG slowed. As we passed The Manacle buoy at 1800 we waved goodbye to Phil and Lofty and turned for the Helford River while they continued north for St Mary's, picking it up at 1915.

Just-in-Roseland. We sailed into the Helford River entrance and motored the last mile to our mooring, the only motoring we did since leaving St Mary's, picking it up at 1915.

We averaged 4.8 kts from St Mary's to Lizard Point, 3.5 kts Lizard Point to our mooring in Helford and 4.4 kts overall over 13 hrs - not bad for a small yacht when the big yachts reckon to take 12 hours on a passage from Helford to the Scillies. As it happens this turned out to be the best day we could have chosen to return from the Scillies because on Sunday and Monday it blew a gale and by Tuesday it was still blowing a force 7. Vicki and I are happy we have now been able to sail the Scillies in our 22, but next time we need to stay longer, to give us time to relax and explore the islands. All in all, a great trip.

## BRUCE CARTER



Cruising in foreign waters: Two or three days are quite sufficient to 'do' Bona and neighbourhood. Now whenever there is no English Church on shore, or if we are at sea, we always endeavour to have service on board, and this day was so quiet and fine, I arranged to have it on deck. All hands were therefore disposed decorously round the bulwarks aft, and I had got as far as the second Lesson for the day, when I became aware of sundry signs of inattention on the part of the congregation. This I would not notice till at last I myself observed a fine fat turtle fast asleep on the water, and which we were gradually approaching. I tried hard not to look at him, but it was no use and the nearer we got, the more inviting he looked, till thinking there amid be no harm in securing a little fresh meat, I finished abruptly by giving the order for the dinghy to be lowered, which was eagerly obeyed, and our prey secured in a moment. I ought to mention, though, that service was resumed as soon as the boat was hoisted up.

*Hunt's Yachting Magazine, 1870*



## **BOAT SHOW OFFER**

*We are pleased to pass on an offer from National Boat Shows to HOA members for discounted entry into the Southampton Boat Show, plus a free drink. This will also apply to the London Boat Show but with a different code.*

"In a relatively new 'Clubs & Associations' initiative that National Boat Shows have readily agreed an initiative is needed to revitalise the traditional atmosphere at their shows with a greater core sailing-community presence, I'm delighted to invite your Hurley Owners Association membership, along with their families & friends, to take advantage of a discounted no-strings ticket offer that includes admittance on Preview Days at both Southampton 2009 and London International Boat Show 2010.

And, thanks to the support of International Paint, anyone who takes up this offer under your banner will also be entitled to a free pint of beer, glass of wine or a soft drink during their visit.

To avoid any cumbersome administration, these tickets could be ordered directly by individuals using a 'Hurley OA' booking Code right up until the last day of either show – via the official show website or telephone hotline (see below).

Because it will (hopefully) be cheaper and the Code slightly different for London, at this stage I've only given details for the Southampton Boat Show – for which the ticket ordering system is up and running.

John Goode Nautical adviser to National Boat Shows"

*For Hurley Owners Association unique reference code contact Tim Sharman - via the HOA website*



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