

# Hurley Owners Association



a history of

## Hurley Marine

the company  
the boats  
the people



by  
Tim Sharman  
and  
Nick Vass

## Newsletter March 2011

# Hurley Owners Association

**Affiliated to the RYA**

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

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

## HOA Committee

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## Newsletter

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

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## **MEMBERSHIP.**

A big thank you to all of you who have paid for this year. A gentle reminder to the rest of you that the subscription for 2011, still £10, was due on 1st March. Note that only paid-up members will be eligible for a copy of the new 'History of Hurley Marine' book at the subsidised price, so dust off those cheque books.

Standing Order forms for members with a UK bank account are available on request.

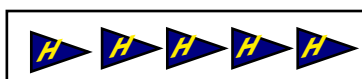
Payment by electronic transfer should be to:- HOA, A/C no.71155407, Sort Code 40-20-29

From overseas:- IBAN - GB52MIDIL40202971155407 BIC/Swift code - MIDLGB2130U

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For the bank transfer please ensure that any charges are covered.

**IAN SINCLAIR**



## EDITORIAL

The start of a new season and as I write this the sun is shining, just hope that is a good omen! There is plenty in this issue to give encouragement.

There must be a very special connection between HOA and Plymouth, for a second year we had wonderful weather for the AGM which was in itself a special occasion. First it was great that our President, Ian Anderson was present. On page 7 there is a photographic record of the event but this does not reflect the discussion and exchange of information and ideas that took place.

The minutes have been published on the website and will be posted to those members without access. Some of the key points are mentioned below. You will see that I owe the Association a big thank you for the wonderful plaque with which I was presented and is now proudly displayed at home. On page 8 are more photographs including the meeting of the Tamar Group.

You will have noticed a new look to the newsletter. The front cover comprises the cover and photographs from the book - "*A history of Hurley Marine*". This will shortly be available and an order form is on the website and enclosed with the posted newsletters. Please note that it is one copy per member/boat at the special price but additional copies at the full price can be ordered.

The future of the Hurley moulds is also referred to in the minutes. There is an update to this from Tim- "*I have spoke to Mark Reade. His operation at Rye is up and running and the moulds are in safe storage. He believes he has all the moulds that were at Blaxtons - some 30 - 40 small moulds and all the main hull and deck moulds. He has not yet made an inventory but will get this done. He will send me a link to his website and this could be the means for members to get parts made.*"

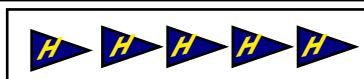
Many of us have no doubt been bemoaning the low temperatures of late when wanting to get on with jobs on our boats. Spare a thought for Richard van de Berg (p.13/14) in Malaya and the humidity and temperature there whilst he restored the wreck he had acquired.

Finally please remember that I have now handed over the duties of Treasurer and Membership Secretary to Ian Sinclair - contact details on p.2. It really is a great help if those with a UK bank account set up a standing order for the subscription. The most onerous task I had in my years in office was chasing up subs, so please ease his load.

My thanks as ever to all the contributors. Please share your experiences, good or bad, with the membership, photographs are particularly welcome.

Have a great season

**Mike**



Painting the underside of the deck — short of a bathing suit, one's oldest sweater and grey bags are the most suitable wear for this operation, though I have known a man put on his oilskins.

The bottom: Though out of sight most of the time, the bottom should never be out of mind, for its condition, far more than that of the more obvious topsides, will make or mar the performance of the ship, especially in light winds. It should be smoothed down as much as possible, and, again, if bad enough, scraped down to the bare wood. The bottom is usually scraped dry, and the condition of the scraper — the human one, not the tool—will leave much to be desired at the end of a long day. It is advisable to wear a wide brimmed hat with a fine veil or goggles, otherwise you will emulate the performance of a weeping willow.

PFRY WOODCOCK  
*Fitting Out, 1938*



## RENOVATION OF A HURLEY , PT 2

(22 Isolde, Netherlands)

I hope all of you enjoyed reading the first part!  
In this episode I'll write down all work to the Hurley that I have done in the last months. I hope you enjoy reading as much as I enjoyed rebuilding the boat.

First thing to be done was getting the engine to run. This is a Sabb 9 HP Diesel, probably made around 1965. The technique is straight forward and the sound should be like music to all enthusiasts of old school diesels.

The previous owner always took good care of the engine if I look at all the oil and maintenance fluids aboard, but during the winter of 2008-2009 (which in fact was the coldest one in approx 15 years!) she forgot to put anti freeze into the engine. This resulted in a crack in the cylinder from top till bottom and since this cylinder is part of the engine block it can't be replaced separately.

First thing was to check compression of the engine.



The flywheel could be turned by hand and with every stroke of the engine I heard some air coming out of the crack. This didn't sound good and I was afraid the cylinder wall was broken on the inside too.

On the internet I found a copy of the manual and to my surprise the waterpump was also a piston driven one. This could explain the escaping air during every stroke, and perhaps the cylinder wall didn't break! The manual also told me that the engine needed some oil into the cylinder when it didn't run for months or years. This would bring the compression back.

First thing to test was the oil. I put some oil in the cylinder and tried to turn the flywheel. Compression was great, I couldn't get the engine to turn over anymore!

Next thing was to try and start the beast with the electric starter. Unfortunately the starter didn't turn (although I installed new batteries) so I had to remove and check it.

After removal and opening the starter I saw a lot of rust inside and decided to take it completely apart to clean things up. It took me 4 hours to do this job but it resulted in a smooth running starter which could be mounted again.

Next day I would try to start up the engine and took my dad to the boat.. this is something you have to do with two persons so you don't have to drink a beer alone after it starts J

We agreed on running the engine with the compression lever in so the oil got a chance to get everywhere before we tried to start it. My dad was inside and I tried to get things moving.

The starter turned everything around very well and my dad thought it was enough and put the compression on. The engine started running! What a nice sound!

A quick check showed water leaking from the crack in the wall of the cylinder. But fortunately the wall of the compression chamber was all right. Next thing to do was trying to repair the crack. On the Internet I found out that welding this kind of iron was almost impossible and very expensive. Two options left:

Drill small holes, put propeller wire in it, use copper bolts to fill the gap.

Use some kind of liquid/paste metal and fill up the crack.

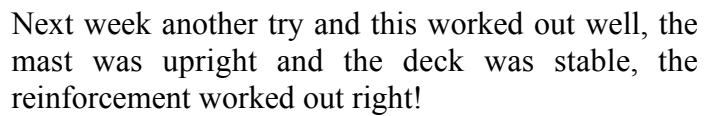
Since the second option was the easiest to apply I opted for this solution and ordered special iron putty for use with engine blocks. (Devcon A)

I used a metal router to make a V-Shape on the crack and filled it up with the paste. The picture shows the engine just after it's been worked on with the router and before it's filled with Devcon-A. (sorry, forgot to take a picture to show the 'after' state)

What I need to mention is the fact that I cooled down the engine before adding the putty to the 'crack'. The engine started a few days later without problems, but the leak came back. I took the router again and got all the hardened putty out. The crack was easy to see because the engine was still hot. This time I filled the crack whilst the engine was warm, when the putty hardened I started her up again. No leaks this time and we have been driving the engine for approx 20 hours now and still no leaks.

told me about the use of 3M spray glue which is being used within the automotive industry to glue the ceiling in cars. This worked very well but they only had 2 cans of glue to sell me. When this was running out I had to try different brands with no success. BUT almost everything is in place now.

Next thing, getting the mast upright. This shouldn't be a problem, we started early in the morning and tried to get the mast upright with the use of the lowering thing (sorry don't know the English word) used to lower the mast when there are some bridges in the way. In an early stage we found out that we missed a lot of iron/stainless pieces so we lowered the mast and ordered this on the internet.



During the renovation of the interior I also took the time (as you can see in the pictures) to re-install the electrics. A nice car radio was added, all the lights were connected and I ordered some lights to put in the ceiling. When these arrived I noticed I didn't have a ceiling so I installed it so I had something to put the lights in.

At this point (May 2010) I had to stop the renovation because of very limited time and interest in the boat due to personal circumstances. Any spare time was used with my wife and kids to motor or occasionally sail it to the river and back. If we needed to have a small break we went to the boat with the kids, motored/sailed to 'our' island just in front of the harbour (It's really small and not really an island



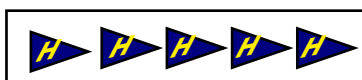
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because it's connected to land with a small road but you can get to approx ½ meter from the shore before hitting the ground. But since it's very quiet and my kids name it an island we tend to call it likewise), got the kids to go swimming and enjoyed our wine, the time and each other.

This year I hope to finish the boat and sail a little more. Next things to be done is the front of the boat and new bunk cushions (which I hope to make this winter)

**MARCEL MATTHEIJER**



## ***CLOTHES FOR THE SUMMER CRUISE***

### ***The bag of working clothes:***

4 flannel shirts  
2 pairs of flannel pygamas  
½ doz. pairs of socks,  
2 pairs of which should be thick  
2 pairs of thick warm stockings  
1 pair of warm slippers  
2 pairs of common blue india  
rubber soled shoes  
1 pair of brown leather shoes  
2 blue guernseys, hand knit  
4 bath towels and others  
Sleeping bag  
Dressing case  
1 suit of thick pilot cloth

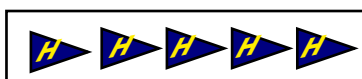
1 old pair of thick blue trousers  
1 large thick square comforter  
1 common serge suit  
1 pair of mittens  
1 pair of tanned leather boots

### ***A tin case for shore going clothes (including the following):***

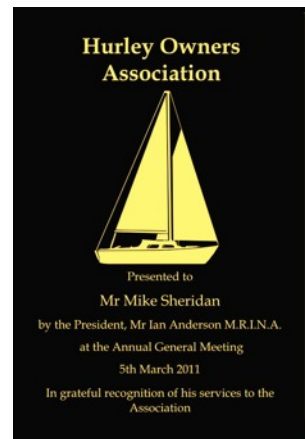
A dress suit and shoes  
6 collars  
White ties  
Gloves  
A shore-going suit  
3 linen shirts

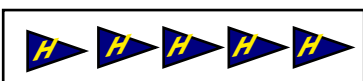
For comfort in a small yacht it is impossible to do with less. Of course it may be thought foolish taking the tin case stocked as it is, but experience has taught that even in the wildest and most out-of-the-way spots, occasions arise when all pleasure is spoiled by not having the evening change of kit at hand.

G. L. BLAKE.  
5 Tonners and 5 Raters in the North.  
*Yachting*. Vol. I;  
edited by His Grace the Duke of Beaufort, 1894



## AGM 2011 ROYAL CORINTHIAN YACHT CLUB, PLYMOUTH





## HOA RALLIES 2011

### SOUTH WEST RALLIES/SOCIALS

The Tamar Group meeting followed on from the AGM. Below is the program for the year

30 <sup>th</sup> Apr – 2 <sup>nd</sup> May Bank holiday w/e	Round Eddystone Lighthouse
27 <sup>th</sup> – 29 <sup>th</sup> May Bank holiday w/e	Fowey
Jun / Jul	Salcombe / Dart Meet followed by extended cross Channel cruise
3 <sup>rd</sup> – 4 <sup>th</sup> Sep	Yealm Meet
24 <sup>th</sup> or 25 <sup>th</sup> Sep	BBQ – location to be decided

Full details of the above from Tony Littlewood



Tamar Group Meeting

### SOUTH RALLY

The HOA South Rally will take place on 16 - 17th July at Poole Quay marina (<http://www.poolequayboathaven.co.uk>).

Cost will be £3.61 per metre. We will need to confirm numbers nearer the date.

Please contact Mike Carter 07730 434324 or email [michael@carter14.wanadoo.co.uk](mailto:michael@carter14.wanadoo.co.uk)

### THAMES /EAST COAST

Volunteer required to pick a location and date. This year surely there can not be another gale!

For back ground information or mailing a list contact Mike Sheridan

## CHOOSING AND FITTING OUT A SMALL BOAT FOR LONG DISTANCE CRUISING

Why not give yourself a year's sailing break in the sun? You don't need millions. I estimate that if you own a small, but seaworthy, yacht, then for as little as three or four thousand pounds you could equip her, stock up with food and have enough left for a year's break.

If you don't own a boat you will need an additional five to six thousand pounds. Certainly for around £10,000 you could have the time of your life. In this article I suggest the sort of boat and equipment you might need.

### Hull and hull type

Choose a yacht with reasonably heavy displacement - one that looks after 'you', rather than the other way about. This does not necessarily mean a long keel yacht but excludes lightweight fin keelers. Some bilge keel yachts are heavy displacement and not too hard on the helm.

She could be GRP, steel, aluminium or wood. Ferro-cement doesn't seem to work on small hull sizes and I'm not sure steel does either. Try and choose a non-extreme hull form but remember she must also be a load carrier, so a very narrow boat or one with fine ends would have to be longer and thus probably cost more. Choose a boat without large exposed coach roof sides, big portholes, or windows or large hatches (especially forward clamping forehatches); they will only have to be altered.

A small boat with narrow side decks which are difficult to walk on should also be avoided. A large cockpit will have to be reduced in size and made self-draining, unless you want to spend a large amount of time pumping as exercise in heavy weather! The rudder is the one area that needs to be looked at very carefully. Some spade or racing designs are too fragile. Perhaps the main reason to go for a long keel is the automatic built-in rudder integrity: if you hit anything large in the water the rudder is less likely to break off. Happily, a false skeg can be bolted on with straps and glassed into the keel far more easily than most people imagine. The fitting at the top of the rudder post (carry a spare) requires special attention. Carry also an emergency tiller. It's unlikely that the small yachts we are considering will be fitted with a wheel, but if so, an emergency tiller that fits onto the top of the rudder stock is a necessity. Another useful idea is to have a notch or two hard eyes bolted on either side of the rudder blade. Together with a couple of karabiner snaphooks and some cordage that can provide a very useful emergency steering system, if the top of the rudder post is beyond repair or you've gone through your spare tillers.

The production boat types I have in mind are the *Folkboat*, *Vertue*, *Hurley 22*, *Wing 25*, *Sadler 25/26*, *Corribee21*, *Contend 26*, *Halycon 27*, *Elizabethan 29*, *Victoria 26*, *Westerly Centaur*, *Twister*, etc, all sailing yachts, not floating caravans. She will most likely be second-hand, so get a good survey.

There's no doubt in my mind that older glass boats were much heavier in layup, than they are now - boat builders have now learnt to make them lighter and raised their profit margins and sailing speed. A cruising yacht doesn't need to be an ocean greyhound and will have to lay alongside fishing boats, old quays and be hauled out in very primitive conditions at times during the course of any long voyage, especially when things go wrong. That, just as much as a survival storm or severe gale at sea, is when a heavier layup comes into its own.

I chose a Hurley 22 which with very little constructional changes to the way George Hurley built her in 1970 in Plymouth, took me across the Atlantic three times with no major dramatic incidents. I increased the size of the stemhead fitting forward, fitted thicker Perspex ports on the coachroof sides, made the cockpit hatches lockable and waterproof, added two forward lower chainplates

with associated shrouds, fitted a second bilge pump, ripped out the toilet (to make room for generator storage) and added a wind vane, self-steerer, jackstays, sprayhood, cockpit dodgers and that was it.

### Mast and Rigging

The mast can be of wood or aluminium and, unless gaff rigged, preferably rigged without running backstays. Again if the survey is sound, it doesn't need to be any newer than the boat. The diameter of the rigging should not necessarily be increased because of the extra weight carried aloft but it is certainly a good idea to have a belt and braces system such as twin forestays (fore and aft, not side by side or on one bottle screw, which does not increase safety). If the backstay divides into two before the deck why not have two separate wires all the way to the top? If only pair of lower shrouds are fitted together with a baby stay forward, it makes sense to fit another shroud each side forward, as extra chainplates are not difficult to fit.

Most production boats seem to be under-rigged rather than well-rigged and throughout my long-distance sailing, rigging problems were the most prevalent reason why the boat could not move. Another small item to fit in a little boat with very thin spreaders is an extra wire to enable you to stand on the spreaders without fear of breaking them off. Finally, it's well worth replacing all the standing rigging, the rigging screws and all the clevis pins before any long trip, then you know what conditions they are in (new!). It's certainly a great deal cheaper than having a new mast sent out to Outer Mongolia or wherever you happen to be.

The running rigging is not so important but if you break a main or jib halyard at sea, 1500-2000 miles from land, you're the one who has to replace it. External halyards rather than internal ones, which are very difficult to replace at sea, are best. I had a jib halyard that I knew was a bit tired, got lazy, and consequently had to replace it at sea, not an experience I'd care to repeat again on my own.

### Sails

The amount and type of sails you carry depends very much on your funds and taste, but remember they, not the engine, are your main driving force on a long voyage. Roller furling jibs are good for shorthanded sailing, but is the system you have reliable over many thousands of miles? I prefer the hank-on jib system and have noticed that for boats that have sailed many long trips on a shoe string, without the benefit of sponsorship, the KISS principle seems to work best. Twin hank-on jibs poled out, work without chafe. Most of your route planning is to ensure that you sail with the wind aft. Running before the wind with the mainsail causes big problems with sail chafe, whereas twin jibs suffer not at all, especially when correctly poled out. Two sets of twin jibs, one about number two jib size and the other working jib size, did the job for me. The mainsail can be stowed with the cover on, once into steady Trade Wind conditions to prevent ultra violet rot and only hoisted as a rain catching device when necessary. Many production boats also lack a good small interim jib between storm jib and working jib size. This sail is a must for any upwind sailing between force 5 to 7; you might have to design this sail for yourself.

The mainsail itself must reef easily and still set efficiently because offshore you will find that a single reef will be necessary much of the time since you have to sail the boat reasonably conservatively to help the wind vane system. Slab reefing systems seem to be the best; older boats with roller reefing mainsail are easily converted.

If your sail wardrobe grows too large to stow, jibs that reef are a way of cutting down the amount of sail carried. Having the mainsail with a very deep third reef may obviate the need for a trysail. The sails I suggest are: mainsail, light weight genoa, and two. No 2genoa's (which reef to smaller size), working jib, interim jib as explained earlier for stronger winds, storm jib and spinnaker (with a snuffer).

These sails can be triple sewn on the seams and be fitted with an extra eye in the clew.

## Engine

If your boat is fitted with an engine, especially a small diesel in reasonable condition, I would keep it. If the engine is old or the boat doesn't have an engine at all, don't worry, it's not a very important item for long distance sailing. The main use of the engine on long trips is to generate power, not to propel the boat. The amount of fuel you could carry wouldn't even begin to take you more than a small part of the distance you will have to travel.

The boat I bought had an outboard motor, which fitted into a stern well but I hardly ever used it. The joy of not having an engine is twofold, your basic seamanship improves and the boat has clean bilges. If a good engine is fitted there seems no good reason to throw it away. Take along the normal spares (oil, impellers, fuel and oil filters, fan belts etc.) and have it properly serviced before you leave. Make sure you understand simple routine servicing so you can look after it yourself. Check the stern gland and make sure you know how to tighten, repack or replace it where necessary.

If you don't have an engine you'll need some means of generating power, unless you opt for a boat devoid of electronics and use oil-lamps. A little portable generator, a towed generator, wind generator or solar panels are the options you can decide for yourself. All can work well provided you prove the system in advance. You can also provide the boat with oars or a sweep to travel short distances in calm conditions. I chose a small Japanese Kawasaki generator which I ran on AC through a battery charger to up the amperage charge, rather than using the DC side of the generator which only gave 8 amps constant charge. I also increased the battery capacity by fitting two large batteries (1 x 90 amps and 1 x 60 amps), in the bilges. This added ballast helped keep the weight low and with only the 10 watt tricolour navigation light at night, plus some oil lamps inside, I only needed to charge the batteries once a week. As this had to be done with the generator in the cockpit it allowed me to pick my moment.

## Self steering

Self steering gear is the main reason why so many people can now sail long distances shorthanded. On a small boat with limited power the wind vane type of self steering is the only practicable thing to use. They are not difficult to fit and can often be found second hand. The Narvic windvane, made by Plastimo, seems to work very well.

I had the original small Hasler gear which performed very well on my three crossings, but the Narvic is more compact. Incidentally don't expect the self steering to be able to sail an unbalanced boat. If you can't sail the boat yourself, or it's very hard work on the helm, the self steering certainly won't cope. Downwind the windvane system can't anticipate the boat either, so you must expect to yaw 15° to 20° each side of your course line in ocean conditions. Using my twin jibs I found it better not to run dead downwind but bring the wind on either quarter and not square off the poles too far aft. The wind vane works better and the boat doesn't roll and make life uncomfortable. Remember to carry plenty of spares (vanes, steering paddles etc.)

## Safety equipment

Life rafts are a problem because the smallest available commercially is a four man raft which is a heavy item on a little boat. The Tinker Tramp system or convert-ing your own inflatable dinghy with self-inflating air bottles and a cover, seems to be a better way. The tender on any long distance cruising yacht that spends very little or no time alongside is a vital piece of equipment, so combining the two seems logical. Even carrying two inflatable dinghies is a good idea, one as a life raft (valuable for your safety), the other a 'cheap and nasty' inflatable (for use in places where dinghy security doesn't look too good).

VHF radio is useful (especially to warn big ships of your presence), radar in use alarms and EPIRB's are a must plus the normal life jackets, safety harnesses, flares, soft wood seacock plugs, emergency steering, storm boards for hatches and portholes, radar reflector, foghorn, bolt croppers, fire extinguishers, fire blanket, signalling torch, spare rigging wire and bulldog clamps - all the normal offshore safety equipment. Make up your items you need to abandon ship into a separate emergency grab bag.

## Navigation

I did this in the traditional way using a sextant. I couldn't afford Satnav. My equipment consisted of Admiralty charts, Ocean passages for the World, Air sight reduction tables. Almanac, plotting charts, compass, log, echo sounder, handbearing compass, quartz alarm clock, ship's clock, barometer, scientific calculator, Breton plotter, dividers, sextant and spare plastic sextant.

To save money on charts of the places I wanted to visit I quite often swapped or borrowed the relevant ones from other yachtsmen, and photocopied their pilot books, or even went to the trouble of making small traces of the various small harbours. I certainly didn't bother in bad weather to fix my position every day, if well offshore, with no hazards in my path. Because I left the west coast of England twice to start my voyage at the end of October, I just sailed west to make a good offing before turning south (at least a hundred miles west of the Scillies): at that time of year and with the weather I had, position was one of the least of my problems.

## Cookers

I took the gas system out of my boat and fitted a two burner Taylor's paraffin stove, since I had also to store petrol on the boat. The petrol generator was stowed inside and its fuel in a vented cockpit locker. The stove worked reasonably well but always seemed to go wrong in bad weather and needed stripping down. Paraffin was easily stored but the blackness of the deckhead in the galley area did take some cleaning after a long trip! With the ready availability of butane/propane, and the easier lighting system, provided they are safely fitted (outside bottle stowage and flame safe burners), I think gas cookers are simpler. A large pressure cooker is essential if the boat doesn't have an oven; it saves fuel and time.

## Stowage

The major problem on any really small ocean going yacht is stowage. Basically you need the same amount of equipment as carried on a larger yacht but have less space and cannot carry an enormously heavy load without it affecting the seakeeping qualities of the boat. Water weighs ten pounds a gallon and diesel eight, certainly things to think about when you are stowing them. I took thirty gallons of water (ten in the built-in water tank and 4x5 gallon cans plus two gallons in my grab bag). This was usually ample, although I had to cut down consumption on one thirty five day trip when I had no rain at all. I also carried seven

gallons of petrol for generating and seven gallons of paraffin for cooking.

On most of my long passages the boat tended to make much better noon-to-noon runs towards the end of the trip, because of this weight factor. Taking only what you need for each passage plus some reserve is the quickest and hence the safest way to plan.



### Victualling

I tended to take as much fresh food as I thought would last at the beginning of each trip and then live off tins, mostly tinned corned beef cooked into curries, spaghetis, chilli con carne etc for the main evening meal and sardines, pilchards, tuna, etc, for lunch. Breakfast for me is usually a cursory meal, I made fresh bread in my pressure cooker.

I trolled constantly to catch whatever fish were available and this made a welcome break in the routine diet. Sailing a boat twenty four hours a day and sleeping in catnaps makes you quite hungry even though you can't move far in a tiny boat.

The details of navigation and actually running the boat by yourself for 24 hours a day are subjects I'd like to expand on in future articles - but I hope this quick look around the boat has wetted your appetite to 'escape to the sun'!

### Equipping a Hurley 22 for ocean-going passages

1. The spare plywood windvanes doubled as storm covers for the windows.
2. Two dinghies were carried -one rigged with a canopy to use as a life raft and a 'scruffy old cheapy' for using in dodgy ports.
3. Two separate bilge pump systems.
4. Grab bag and emergency water.
5. The skeg was extended to protect the rudder. I also raised the boot-topping and applied 5 coats of anti-fouling as the top two can easily wear off in one crossing.
6. Spare nav. lights. To save power the mast head tri-colour had a 10 W bulb for crossing oceans and a 25 W when closing the coast.

7. Four 50m warps trailed with fenders to break the following crests in storms. They were useful for mooring the boat to mangroves.

8. Anchors, tiller and self-steering paddles.

9. I slept in the windward quarter berth at sea because I could easily sit up and see out without leaving my sleeping bag! In harbour I used the main cabin bunk as it was cooler. The bunk cushions were covered in PVC which kept the foam dry but was sticky to sleep on.

10. 'Eski'cool box.

11. Cans were stored low down in the bilge (I didn't varnish the labels and they were fine).

12. Two large batteries, held in place by strong battens. The cabin sole was also secured to withstand a 36CP roll!

13. This fold-down locker lid became the saloon table and was great for preparing food.

14. A large first-aid kit with strong pain killers is essential to stop you becoming incapacitated.

15. A dry-suit enables you to keep going when your whole world is wet and 'orrible.

16. The echo-sounder was used to find 200m continental shelf contour and other 'bumps' in the ocean floor.

17. Generator and fuel.

18. 10 gals. of water in moulded tank.

19. Reinforced stem with twin stays rigged fore and aft (they didn't snag each other).

20. Twin, reef able, boomed out running sails.

21. Two long sweep oars were used against the sheet winches when there's no wind - or you can just wait a day or so for the right wind - this is the beauty of just cruising!

22. All my books were kept sealed in plastic bags as everything tends to get wet below.

23. The fore-hatch was taped shut at sea.

24. I had far too many sails. They filled the fore-peak completely. I also carried tins of paint for 1000's of miles without using any of it!

25. A rain water catching bucket rigged below a flat, reefed mainsail.

26. This hurricane lamp, suspended with shock cord in the doorway, was another comfort. It gave a very pleasant light to read by or wake up to, during the long (13 hours) of darkness.

27. A large pressure cooker is essential for saving fuel and making fresh bread at sea.

28. The paraffin cooker was temperamental and had to be started with a blow torch - so

- when I was too tired to repair it, I used a Camping Gaz stove to heat up food quickly.

29. Fresh fruit and vegetables were kept in nets suspended around the boat.

30. Slide-out half size nav. table. Charts and tracings were kept rolled up in plastic bags down the side of the quarter berths.

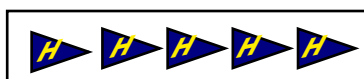
31. A strong vice and generator meant I could use mains power tools to carry out sensible repairs and also earn a bit of extra money working on other people's boats.

32. The spray hood was invaluable, giving shelter to both the cockpit and companion way.

33. The 'heads' was a 'bucket and chuck it' that I kept in the cockpit -but this might be frowned on in some environmentally sensitive areas.

**JOHN SIMPSON**

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in PBO No 327 March 1994*



## A PERFECT REEF

When I bought my Hurley 22 'Lalep La' a couple of years ago she still had the original 'round the boom' mainsail furling. With the application of a few drops of oil (and providing I don't lose the handle) the mechanism still works as well today as when it was made 43 years ago. In fact back then I assume it was was pretty state of the art. It does however have one major drawback, namely the the rope in the luff causes the rolls to be thicker at the mast than at the clew. The result is the bigger the reef, the more the boom droops into the cockpit. Fortunately I had a bit of luck on eBay when no-one else seemed interested in the Barton's slab reefing kit that was advertised. This was installed just in time for the HOA Lymington rally last year and is great. The sail has a good shape, it is quick to reef and no more boom droop. I do still have to go up to the mast to reef, so bringing the lines back to the cockpit has been added to my 'future projects list'. Once this is done I'm assured that a reef can be achieved from the safety of the cockpit in under a minute. What luxury!

Well the winter is with us. The boat is out of the water, but sub-zero temperatures are hampering all the maintenance I have to do. It is therefore time to sit by the fire with a good book. A friend from my sailing club has just lent me a copy of 'Down Channel' by R.T. McMullen – an old classic. Mr McMullen was a stock-broker and gentleman sailor back in the 1870's and 1880's and for relaxation enjoyed nothing more than sailing the coasts of the UK, usually in a 'good strong wind'. On one occasion he took his 48 foot cutter 'Orion' to Cherbourg. Unfortunately his two paid crew were not quite as enthusiastic about hard work and rough conditions as their employer, so he paid them off and shipped them back on the ferry. This left McMullen single handed and as usual, he had windy conditions to deal with to get home. So before setting off he decided to put in a reef and described the process in detail.

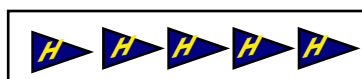
*"My intention was to take the first reef down completely, the second partially. To do that I left the boom in the crutch, to have it in line with the mizenmast; hoisted the peak a few feet, overhauled the whole of the sail to lighten the foot as much as possible; put a strop on the mizenmast - standing on the boom to fix it; hooked a tackle into it and*



*into the cringle of the second reef, and bowsed it aft; jammed the fall, while I lightened up the foot of the sail, and bowsed aft again until it was as taut as a bar; rove the first earing – previously soaping it well; settled it satisfactorily in its place by hand, and then set up hard with the reef tackle; lashed the earing to the boom with about a dozen racking turns of small manilla line- which I have never known to give out, but have often found as troublesome to take off as to put on; and then proceeded to tie the reef up. All this is hand cutting work. Including the slab reef, there is canvas more than a yard deep and 28 feet long to be partly gathered up and partly rolled, if you wish to be neat. When there is no one to help you must hold it onto the boom with one leg, or sit upon it while tying the reef points. Stout canvas is very obstinate. Directly the full muscular power of the hands is relaxed to bring the points together, it slacks out and must be done again. Sometimes I hold one point with the teeth, but it depends upon the position. It seems simple enough; so it is if you don't mind seeing the canvas hanging in festoons between the points and don't care whether you will be able to take the other reefs or not. But I do care; moreover, in language too mild to express my real sentiments 'I dislike a sloven'; and if an hour more had been required to take a perfect reef, another hour it should have had."*

Putting in a reef from the comfort of the cockpit in less than a minute sounds just perfect to me.

**IAN SINCLAIR**



## MALAYSIAN MAGIC

My name is Richard I am Dutch and my wife is French. We moved to Melaka, Malaysia three years ago. In France I had a building renovation company. About a year and a



got here but it was in a terrible state.

I did not know anything about boats, I just knew about building but I had stumbled upon a book “This Old Boat :Turn a Rundown Fiberglass Boat into a First-Class Yacht



half ago I decided I had to do something with my spare time. I found a cheap boat for sale which turned out to be an English Hurley 22 bilge keeler. I have no idea how it

*on a Shoestring Budget”* by Don Casey second hand for about £2. This really was the best investment I made for the whole project!

I had the Hurley transported to

my garden and started the immense job of scraping and sanding off inside and out. Over the years there had been all kinds of mysterious paint-jobs so everything including the gel coat had to come off. They had painted literally EVERYTHING! And the interior was full of water and black all over with mildew.

I had to go to another part of Malaysia to find the only importer of suitable paint. It turned out that the paint was more expensive than the whole boat, so be it as I had decided to do the best possible job. In total I put on about 12 different layers



of paint. To get it all done properly, I had taken every possible piece apart and had brought in all of my Dewalt tools of which I had quite a fancy collection being a former entrepreneur. I have designed new windows as there weren't any and had them laser cut in stainless steel by a local company.

Even with the right tools, it wasn't an easy job with a lowest average temperature of 36 degrees Celsius and a humidity of a constant 85 percent (Those are not the ideal conditions to paint).



After a few months the project started to look like a boat again and then disaster struck! The ladder to climb into the boat was gone! As were all of

my Dewalt tools, hand tools, the circular sander I had bought 2 weeks before, and, the worst, almost ALL of the hardware I had taken off the boat and had spend so many hours on taking all the layers of paint off and make them shining as new again. Some one had broken into the part of the house that I had temporary changed into workshop and must have thought the shining bronze and copper could make quite something at the scrap market.



That is when the eBay and internet searches started. To make a long story short after a year of work and a lot of money, the Hurley 22 is now called MAVERICK and is proudly floating in the marina of Melaka. It is also the only boat in the marina of Melaka.

The locals do not like the sea much, other than some lonely fishermen with small boats with an outboard and big oil tankers in the distance there are no boats here. The only time there are some activity's in the marina is when a group of sailboats come by on their way from Australia to Lankawi or Phuket.



Even though most of the hardware is not original MAVERICK looks great.

The only thing I have to finish is the toilet and I still have to build in the depth sounder.



And oh yea I almost forgot.....I have to learn how to sail now.  
Any tips how to do that?

**RICHARD VAN DEN BERG**

