

GOOD OLD BOAT

Still sailing after all these years!



SEPTEMBER/OCTOBER 1998

Currently available by subscription only



This Issue

- 6 Mail Buoy
- 8 Lose your temper, you risk losing your mate,
by Lin Pardey
- 14 Wet exhausts, by Jerry Powlas and Dave Gerr
- 24 Best of both worlds: seasonal cruisers
and their Ericson 35, by Karen Larson



- 32 Ruminations of a nautical
photographer, by Mary Jane Hayes
- 35 What to look for when buying your
Dream Boat, by Bill Sandifer
- 40 What's a family like yours ... Vendor
portrait: Sailrite, by Karen Larson
- 44 What sail brokers can offer,
by Bill Sandifer

50 Winter Sailing on the 'Net,
by Larry DeMers

54 Birth of the Valiant,
by Sylvia Williams Dabney

62 Last Tack, by Jerry Powlas

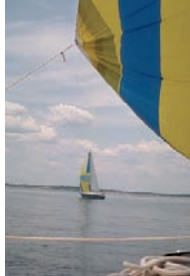
68 Reflections, by Bill Martin

Creating a community

Good Old Boat magazine is bringing members of our community of sailors together: we'll be pooling resources to compile lists of suppliers who offer parts for our boats, sharing solutions to specific and general problems we face in keeping our good old boats afloat, compiling contact information for sailboat owners' groups and associations, and profiling good old folks with good old boats. We enthusiastically welcome your input!

- Call: 612-420-8923
- Fax: 612-420-8921
- Email: karen@goodoldboat.com
or jerry@goodoldboat.com
- Send letters: *Good Old Boat*,
7340 Niagara Lane North,
Maple Grove, MN 55311-2655.

Come aboard!



GOOD OLD BOAT

Editor and Publisher

Karen Larson

Technical Editor

Jerry Powlas

Editorial Board

Ted Brewer

Don Casey

George Day

Ron Dwelle

Contributing Editor

Bill Sandifer

Proofreaders

Pat Morris, John Vigor

Volume 1, Number 2 *Good Old Boat*,
(ISSN 1099-6354) published six times a year by:
Partnership for Excellence, Inc.
7340 Niagara Ln. N.
Maple Grove, MN 55311-2655
phone: 612-420-8923; fax: 612-420-8921
email: karen@goodoldboat.com
web: <<http://www.goodoldboat.com>>

© 1998 by Partnership for Excellence, Inc. All rights reserved. Reprinting in whole or part forbidden except by permission of the publisher.

Editorial contributions are handled with care, but no liability is accepted.

Opinions expressed by the writers are not necessarily those of *Good Old Boat* magazine.

Subscription rates:

One year/two years:

U.S. - \$39.95/\$74.95US

Canada - \$45.95/\$86.95US

Overseas - \$63.95/\$123.95US

Address changes: Please contact *Good Old Boat*.

About the cover . . .



When we asked Mike Corcoran to illustrate the story of the *Catherine L* on Page 24, we had an idea of the depth of his talent, but we were still amazed. We mailed him a couple of snapshots, including the one you see here, and asked him to "enhance the rainbow scene a bit." What came back was truly a work of art. Mike's amazing art shows up on our website from time to time. Mike and his wife, Maurine, sail a 1989 Tartan 31, *Four Winds*, on Lake Superior near Duluth, Minn.

the view from here



“We love your concept!”
Good Old Boat magazine
receives reviews from the toughest critics:
you, the readers

The initial feedback was overwhelming. “We love your concept!” you told us in letters, email messages, and phone calls. But a concept is just that: a concept. We had our vision for what *Good Old Boat* magazine would be. What if yours was different? What if we launched a magazine, and it didn’t live up to your expectations? What if? What if?

“Let’s go for it,” Jerry said. “But we’ll do it *our* way.” And by foregoing an in-house staff of pros, an extensive advertising budget, and a sales staff for advertising, we could afford to print a pile of magazines and fling them into the world to see whether our concept was what you had hoped.

Then, the performance over, we waited breathlessly. Would there be applause ... or rotten tomatoes? The world grew silent as we held our breath.

Suddenly we began to hear from readers, and checks for subscriptions arrived in the mailbox. Most of the responses have been somewhere on a scale from positive to wildly enthusiastic. And those who sent them subscribed. A few offered constructive criticism and advice. Some of these subscribed; some didn’t. A few threw tomatoes. And some of these subscribed anyway. Some ignored us altogether.


We take heart that our concept meets the expectations of many good old boat sailors and that some of those who expect more from us are willing to give the magazine time to evolve before passing final judgment. Many have asked that we seek advertisers in order to reduce the subscription cost. We are seriously considering this alternative; however starting that way would have been a very different kind of financial endeavor. There is no start-small-and-

grow-larger stage if you must have advertisers at the start. Instead, our start-up was appropriate for the philosophy of *Good Old Boat* magazine. We involved the people who will be most concerned with the magazine and its content: you the readers.

Hang on to those premier issues — they could be collectors’ items some day — and hang on to the concept as we grow: *Good Old Boat* magazine is here to help owners and lovers of older sailboats in three ways:

- To maintain and upgrade your boats so you can be out there sailing safely and affordably,
- To make connections with each other and the suppliers of parts and services you need, and
- To reinforce your pride of ownership and love of sailing.

Is it working? Yes it is. We’re giving our technical articles extra room for lengthy discussion, so our readers can have the whole story, rather than an overview. We’re working hard at developing lists which are shared openly in print and on our website, <<http://www.goodoldboat.com>>, without charge to anyone, because we believe those connections are the key to solving problems and making improvements. We’re printing articles about the softer side of sailing and using as much color as possible, because sailboats are too beautiful for black and white.

Will we be able to launch a successful publication without resorting to the standard, and very expensive, model? Can we start it with the entire focus on our readers and their boats? Yes, it appears we can. We have heard your suggestions and applause. 

by Karen Larson



Contributors

Page 63 — Bill Martin (*at the top*) is a clinical psychologist in private practice. He and his wife, Shirley, have trapped their Lord Nelson, *At Ease*, on Lake DeGray in Arkansas. With an early retirement in the works, they hope to set her free again in a few years, moving her first to the coast and then on to the Caribbean where she belongs.

Page 50 — Larry DeMers (*looking a bit like Santa Claus in a ball cap*) has an avid interest in the Internet. His sailing experience started 30 years ago with a wood Melges C-Scow. Now he and his wife, Jan, sail *DeLaMer*, the Cape Dory 30 which graced the cover of the first issue of *Good Old Boat* magazine. An electrical engineer, Larry is also interested in making video tapes for fun and more recently for profit.

Pages 15 and 44 — Stan Terryll (*with the paint brush*) has a passion for art, boats, airplanes, and the blues. An art teacher from White Bear Lake, Minnesota, he designs, builds, and sells small boats as a hobby. Stan also markets limited-edition art prints, primarily with nautical themes.

Page 4 — Dave Chase (*the only guy who's watching where the rest of the gang is headed*) is a maker of drawings and paintings and foolishness like this caricature of the contributors. With his wife, Susan, he spends summers sailing the Great Lakes in good old *Old Sam Peabody*, a Cabot 36. Some folks say he looks a lot like his caricature; others say he flatters himself.

Pages 35 and 44 — Bill Sandifer (*with the sunglasses*), a marine surveyor and small boat builder, has been living, eating, and sleeping boats since the early '50s when he assisted at Pete Layton's Boat Shop, building a variety of small wooden boats. Since then Bill has worked for Charlie Morgan (Heritage), Don Arrow (Cigarette), and owned a commercial fiberglass boat building company (Tugboats). Bill and his long-suffering wife, Genie, currently sail a Pearson Ariel which was restored from a total wreck.

Pages 14 and 20 — Dave Gerr (*below Santa*) is a naval architect in New York City. Gerr Marine, Inc., founded in 1983, designs yachts and commercial vessels. Projects have ranged from 10-foot FRP canoes, that nested in three sections totalling just 48 inches long, to 60-foot Class 1 BOC racers. They also included work on a 90-foot brigantine and a 440-foot sail-assisted cruise ship. He is a contributing editor for *Offshore* and *Boatbuilding* magazines and author of *Propeller Handbook* and *The Nature of Boats* (International Marine). He's writing a new handbook on engineering boat structures, *Boat Strength*.

Page 43 — Susan Peterson Gateley (*with the flowing blond hair*) has written two books about boats she has known. *Ariel's World* and *Sweet Water* both feature her good old 23-foot 1930s-vintage homebuilt sloop. She now sails Lake Ontario with a partner on *Titania*, a 32-foot Chris-Craft, and gives sailing lessons with a good old Lippincot Lightning. Both are circa 1968.

Pages 24 and 40 — Karen Larson (*on the port oar*) is editor of *Good Old Boat* magazine. She has written about sailing for *Sail*, *Cruising World*, *Northern Breezes*, *Lake Sailor*, and *Lifeline*. Her publishing career began as a newspaper feature writer and page editor and later grew into a thriving newsletter production business.

Pages 14 and 28 — Jerry Powlas (*on the starboard oar*) is technical editor of *Good Old Boat* magazine. In an earlier life he was director of engineering for a refrigeration manufacturing firm until sailing's siren song lured him into something less stable but more fun. He and his wife, Karen Larson, sail *Mystic*, their C&C 30, on Lake Superior.

Page 54 — Sylvia Williams Dabney (*with the star earring*) and her husband, Stanley, lived aboard their Valiant 40, *Native Sun*, for 15 years and sailed more than 60,000 miles, mostly offshore. They were among the original founders of Valiant Yachts and now own their own brokerage house, Offshore Atlantic Yachts, specializing in bluewater, offshore liveaboard cruisers.

Page 32 — Mary Jane Hayes (*in the center enjoying the ride*) and her husband, Warren, have been boating for more than 25 years in a variety of boats. They sailed *Serena*, a Sabre 28 for seven years and now cruise the East Coast in a Grand Banks 36, *Sea Story II*. A freelance writer and photographer, Mary Jane has been widely published in boating magazines.

Page 8 — Lin Pardey (*hanging on at right*) sailed around in the lakes of Michigan until meeting Larry Pardey in 1965, romancing for three weeks and beginning what has become a legendary cruising saga. First they sailed their 25-foot Lyle Hess-designed cutter, *Seraffyn*, 45,000 miles in 14 years. Their second boat, the 30-foot *Taleisin*, another Lyle Hess design, was launched in 1979. At last count she had voyaged 51,000 miles with the Pardeys. They built both boats themselves and have done their cruising without the assistance of auxiliary engines. They plan to explore under sail as long as it remains fun. The Pardeys have created an entire library of books and videos on sailing and won several notable awards.

Cover — Mike Corcoran "missed the boat" through no fault of his own. We left him standing on the dock by asking him for his cover contribution too late in the editorial cycle. (Besides, we're not sure this dinghy could have held one more contributor without sinking.) Mike and his wife, Maurine, began sailing with a Bandit 19 (which he says he used to think was SO BIG!) They currently sail their Tartan 31, *Four Winds*, on Lake Superior near Duluth.

Mast pumping revisited

I recently received your premier issue. It looks like you have spent a lot of creative effort getting this together properly.

After reading about the mast pumping concerns and cure in *Mail Buoy*, I would like to add a comment or two. The pumping is caused by the wind moving past the cross section of the mast and creating a harmonic vibration. The response to Tim Hanrahan suggests tensioning a line about midpoint on the mast until the pumping stops. This works because it changes the "tune" of the mast but may not work continuously if wind speed and direction change.

Another way to eliminate pumping (which also works for pumping of a flat headstay foil) is to flip a halyard around the mast in a twist. Just getting a few wraps in below the spreader seems to do the trick. I believe the lower section is where there is the most unsupported

length. Spoiling the airflow there is usually sufficient. It leaves shorter sections between and above the spreaders free. Oscillation from there would have to be at a frequency not attainable in a normal wind. The wrap creates a turbulence that prevents a harmonic from being set up. I have used this many times on my 1977 Catalina 30, *Vodeodo*. The halyard does not have to be very tight, and it will not slap the mast in this configuration. This pumping occurs most times when the boat is tied to a dock

and the wind is from some direction other than from the bow. I have never had it occur at anchor or on a mooring, where the boat is allowed to swing with the wind. Each mast is a bit different, so this may not apply to everyone.

A friend of mine had a luff foil that would, in a stiff breeze, shake the boat so hard it would blur your vision. It was a non-furling setup, and once the sail was removed, any breeze approaching brisk would cause the foil to start oscillating. Wrapping the halyard around it a few times solved the problem.

Anything long and flat likes to oscillate in an airflow. Trailer sailors who use a strap over their boat to hold it to the trailer should put a turn or two in that strap where it spans any distance. This will prevent the strap from vibrating and chafing the finish off the boat where it runs down the topsides.

It's nice to see articles about the good old Atomic 4. Mine is more than 20 years old and still running like a watch. I have a feeling these engines will continue to be around in older boats.

Craig V. Iansiti
Mason, Mich.

Thanks, Craig. If there are other pumping cures out there, please send them in, and we will print them. It is nice to have more than one way to calm a pumping mast or headfoil.

Shorepower

Nothing's sacred when you live with the technical editor. I recently asked whether — when using shorepower — it is best to unplug the boat end or the shore end of an electrical cord first. That became the impetus for a *Mail Buoy* reply. The technical editor says it's not easy living with the editor. I say when you want a short answer to a question, it's not easy living with an engineer ... especially one recently promoted to technical editor!

Karen Larson

In the U.S. and Canada shorepower connections vary all the way from some fairly antiquated 15-amp outlets with hidden circuit breakers or fuses, to the code-prescribed 30-amp (or larger) outlet and circuit breaker all under a weather hood.

Even in the worst case, the devices have been designed to minimize the chance of electric shock, and common sense will go a long way toward keeping the user safe. There are, however, some complications at the dock that require more thought and thoroughness than is necessary in a typical home.

The ABYC suggests the following warning label be posted at your shorepower inlet.

WARNING

To minimize shock and fire hazards:

- 1. Turn off the boat's shore connection switch before connecting or disconnecting shore cable.*
- 2. **Connect** shorepower at the boat first.*
- 3. If polarity warning indicator is activated, immediately disconnect cable.*
- 4. **Disconnect** shorepower cable at shore outlet first.*
- 5. Close shorepower inlet cover tightly.*

*Sometimes the simple one-sentence version helps: **Disconnect at the dock first, do whatever you are going to do, and reconnect at the dock last.** If you don't have a switch/circuit breaker near your dock connection, this simple rule will work in that situation and in all others.*

In trying to understand the reasoning behind the ABYC warning, consider that dropping one end of the power cord overboard is a fairly easy mistake to make.

If the cord is connected to the shorepower side and the switch/circuit breaker is energized, an energized cord can fall in the water. Some bad things can happen, but



even then, the odds are that you will not bring down the whole power grid. Nearby swimmers and fish are at greatest risk. If you are on your boat, and you drop your energized cord in the water, it is best to ask someone on the dock to open the switch/circuit breaker or unplug the cord at the dock connection side. **If you must do this yourself, don't touch the boat and dock at the same time when you leave the boat to unplug the cord.** Once the cord is disconnected at both ends and retrieved from the water, wash the wet end in fresh water and dry it completely. Some devices may be fairly easy to dismantle and dry; others may be best dried without dismantling. **Don't plug it in wet.**

The logic of the ABYC warning may be more clear now. The last connect energizes the cord, the first disconnect de-energizes it. An even simpler logic is: Don't do anything with the cord (connect or disconnect at either end) unless the switch/circuit breaker is open (off) at the dock connection.

The ABYC mentions a polarity indicator. It is outside the scope of this column to explain polarity indicators completely, but every boat with shorepower should have one, and it should be used each time connection is made, even in a familiar slip that was OK the last time connection was made. The polarity indicator simply tests to make sure that all the wires are connected properly on the shore side. If your polarity indicator says something is wrong with the shore connection, disconnect it at once and report the problem.

The last item with regard to shorepower is that, in most cases, it is best not to leave your boat connected to shorepower continuously while you are not using it. Lightning strikes may come aboard that way; the connection can enhance underwater corrosion; and continuously charging batteries will ruin them faster than any other common form of abuse.

Kudos

Just wanted to let you know that I think you did a GREAT job on your first issue ... it definitely fills a gap in the library of sailing magazines ... the articles are well-written, informative, chosen well, and

presented on a level the do-it-yourself sailboater can relate to. As an owner of a classic sailboat, I congratulate you on your efforts and look forward to the next issue.

Robert Pemberton
Sumpter, South Carolina

You guys have put out a spectacular issue in EVERY way! ... The Olsons have read the issue from cover to cover and can't WAIT till the next one!

Jane and David Olson
Minnetonka, Minn.

I enjoyed the first issue of *Good Old Boat* enough to send the price of the first year. I think the whole concept is great. To heck with these new high-tech and ugly boats that no one can afford.

Glenn Sanford
Traverse City, Mich.

Hearty congratulations. Your philosophy comes through clearly, and I enjoyed the technical articles. My first impression is that you have created a rare mix of technology and soul ... meat and potatoes sandwiched between the poetry of Don Casey in the front and Karen's metaphor for life in the back.

Steve Dorsey
St. Joseph, Minn.

I just bought a Pearson Vanguard and am restoring it. I've gotten a LOT from Casey's book and the *Boatowner's M and EM*, (by Nigel Calder). I've raced one design for 30 years and owned a fleet of boats, but this is the first one with an engine. My wife went on a short ride with a friend on an old Islander 36 and declared she had discovered that everyone else wasn't hiking, yelling, "pulling their guts out," and she would be around for our 20th this summer IF I got her a cruising boat and let her be in charge of aesthetics. I'm in big trouble, since I didn't have the money, so I bought an old boat and need all the help I can get. I hope the magazine is successful.

Steve Lang
Clearwater, Fla.

Fantastic magazine! It's about time someone came out with a publication dedicated to "our" kind of boats! We are owners of a wonderful 1979 Bristol 29.9, *St. Somewhere*, and we love all classic older boats such as ours.

Dale West
Collinsville, Ill.

Just received my premier issue. Read it from cover to cover. JUST GREAT! I do believe you have a winner. Just writing this to wish you luck. It feels good to know that there is a journal dedicated to keeping my 20-year-old Cheoy Lee afloat.

Art Saluk
North Miami, Fl.

Pop the cork on the champagne! The first issue is awesome. The article on thru-hulls alone was worth the entire price of the subscription. By the way, Nigel's book is one of my most well-thumbed favorites. The article about the Atomic 4 may help a friend sell his boat. The magnificent centerfold has no staples in the belly-button. *Good Old Boat* is a winner!

Jim Huxford
Lebanon, Ill.

I think you have some special advantages because you will not get advertising for new boats, so you have the freedom to be independent and critical of new boat manufacturers from the perspective of design and manufacture (blisters). This trip is likely to have some storms, calms, and unfavorable winds, but I think you can make a successful passage.

Ben Stavits
Bala Cynwyd, Penn.

Thank you for creating a boating/sailing magazine for the rest of us.

Steve Wass
Point Pleasant, New Jersey

Send your questions to Good Old Boat at 7340 Niagara Lane North, Maple Grove, MN 55311 or by email to jerry@goodoldboat.com. We'll get a response to you prior to the next scheduled publication and promise to respond whether or not your question is selected for publication.

Lose your temper,

I guess we could sense trouble even before it started. The 35-foot sloop was making a downwind approach into the crowded mooring area, its engine running, a spray dodger in place so the helmsman had a hard time seeing the woman who stood on the foredeck armed with a boathook. The 10-knot breeze blew their shouted words down to us. "Head more that way," she yelled. "Where's the mooring?" he yelled. "Head more that way," she yelled again, obviously unaware that the noise of the engine, the dodger, and the wind kept the helmsman from hearing her words.

We could see the helmsman's plan, a quick round up into the wind with the tide to slow the boat down right next to the mooring pendant. But his partner on the foredeck didn't seem to know. With her drowned yelling and the ensuing confusion, they missed the mooring pickup and had to try again twice. By that time a shouting match developed that embarrassed both of us into going below with our drinks.

An hour later I was in the club showers when the woman walked in. "I quit," she said. "This is the last time I'll get on that damn boat with him. He never tells me what's going on; then he shouts at me until I get frazzled. When we go home he spends hours blaming me for making him look foolish on the boat." She was embarrassed by their foul-ups too. "Why can Old Bailey sail a 64-foot, engineless yacht up to his mooring every time, no shouting, no hassles,

almost like a precision dance team?" she asked.

Communication is key

I knew what she meant; I'd watched Mr. Bailey sail his 12-meter *News Boy* through the tightly packed moorings in Newport Beach. I knew some crews who could sail into the tightest situations and look cool and relaxed. The key to their success is

Careful communication, good planning, crew cooperation, and lots of practice.

The first link in any communications chain is making sure everyone on board is speaking the same language. This may sound corny, but if you



you risk losing your mate

Still sailing with Larry after all these years, Lin Pardey reviews the rules of their onboard communication

call your small genoa a lapper one day and a genoa the next, you are bound to confuse the person who is handling the foredeck. It goes back to the old sailing days when every line, every sail and halyard had its own distinct name and its own distinct position on board all ships.

The next step is to call a huddle before each maneuver. Whoever is in charge should explain what he or she has in mind, which person should do each part of the job, and when each move should be made. Even after 30 years of sailing together, Larry and I still confer each time we get ready to get under way or come into a mooring, dock, or anchorage. This

“war council” not only makes later communication more effective, it helps you make sure everyone is ready to go.

Two friends of ours were leaving for a month of cruising. They’d just carried the last-minute stores on board; then John set to work removing sail covers, clearing the deck, and untying the safety line to their mooring. Meanwhile Ellie was busy below rushing to put away stores in the bilge, in settee lockers, and behind bunk cushions. They were in a hurry to catch some friends who wanted to rendezvous in Catalina, so maybe that’s why John decided to set sail and cast off the

mooring without calling a huddle. He didn’t even make sure Ellie heard his call of, “Everything ready? I’m getting under way.”

Just when John steered clear of the mooring buoy he realized he’d forgotten the jib sheets. He rushed down the companionway and tried to stop, but it was too late. His foot went past the open floor boards and into the bilge. And there he stood, up to his calves in seven dozen crushed eggs. Needless to say, that day’s voyaging got off on the wrong foot.

Planning counts

In tight situations such as sailing or powering out of a crowded marina, it pays to spell out each part of the planned maneuver, then have each crew person check the gear they’ll be handling. Are the jib sheets led correctly, is the boathook free of its holder, are the mooring lines ready to run freely? Don’t let anything rush this pre-maneuver check. The one time we didn’t follow this rule, I ended up with a broken leg ... and that was after 11 years of voyaging together.

We were hurrying to catch the tide under the Second Narrows bridge so we would be in time for opening day maneuvers at our yacht club (West Vancouver Yacht Club). There were a lot of friends on the dock at the Royal Vancouver Yacht



Lin and Larry Pardey have cruised together since Oct. 31, 1968, when they took their marriage vows and launched their boat. That first boat, Seraffyn, was a wooden homebuilt Lyle Hess-designed gaff cutter.



The Pardeys voyaged 45,000 miles aboard Seraffyn before launching Taleisin in 1979. They continue to sail Taleisin (shown here), more than 51,000 miles later.

*Even after 30 years
of sailing together,
Larry and I still confer
each time we get ready to get
under way or come into a
mooring, dock,
or anchorage*

Club who'd come to see us off. Some were helping us put the sails on; three cast off our mooring lines.

Instead of having our normal conference and quick gear check, I hoisted the lapper, then went back to steer after we'd cleared the dock. Everything seemed fine until we tacked 200 yards from the club. Larry put all his strength into pulling the genoa sheet. Someone hadn't tied a proper bowline. The sheet came loose from the sail, Larry fell back across the cockpit, landed against my leg, and I had a nice clean fracture of the fibula. We were both at fault for not taking the time to confer then check our gear.

If the maneuver you are planning is something new to you and your crew, or if there is

*Half the fun of sailing
is talking over the near misses
or neat maneuvers afterward.
This is an important part
of learning to sail
as a team*

something like a swiftly running tide or unusual wind shifts that could cause a foul-up, take a dry run. Sail or power past the place where you want to moor. Check the position of bollards or cleats, make sure there is sufficient room for your boat. Discuss anything that could interfere with you or your crew doing a neat job of landing. Then sail back to clear water for that final check on mooring gear. Larry would have avoided an ugly scrape on *Seraffyn's* topsides if he'd taken a dry run before sailing up to the seawall at Brindisi, Italy, when he was out alone one day. He would have spotted the pipe protruding from the seawall and saved himself a nasty bruise, too.

Skipper's in charge

You'll notice that all of these suggestions seem to be aimed at a skipper. This may not seem democratic, but on a sailing boat democracy doesn't work. We've seen the chaos that happens when four or five experienced skippers end up on the same boat. Everyone wants to issue orders; no one really wants to take them. This leads to mistakes and temper tantrums. So choose a skipper for each day or each passage if somebody hasn't assumed that position already. Larry and I take turns being in charge. We change off almost every time we enter a new port. That divides the responsibility up and gives me a chance to learn more about making sailing decisions.

But just because you don't happen to be a skipper for the day doesn't mean you have no responsibilities for the safety or smart handling of your boat. During the pre-maneuver huddles, mention any facts that may be helpful. Point out the wind wavelets being caused by a gust coming into the anchorage, mention the unsecured halyard tail or partially unpacked stores below deck. Even the most experienced skipper has a hard time noting everything on deck, below, and ahead.

Once you start any maneuver, every person on board must repeat every order and make sure the skipper knows each job is complete. Sure it seems formal to call back "Anchor's coming up" or "Staysail's going up" after the orders are called to you. But this is the only way each person on board knows what's going on. It's very easy for the person on a windy foredeck to miss hearing a call of, "Is the mooring clear?" If the engine is running, this is even more important. Remember the engine is louder in the cockpit than it is on the foredeck.

Don't be afraid to yell to make sure you are heard; even better yet, arrange for hand signals when you must maneuver with the engine. But with either hand signals or shouted orders, repeat each order. It's far better to repeat orders than to get into a shouting match when a

maneuver deteriorates into a mishap because someone aft didn't hear you.

This repeating of orders is one of the biggest weaknesses Larry and I have when we sail together. I hate to yell. He sometimes doesn't hear me and so assumes everything is done. Then I end up rushing or tangled in a mooring line I didn't have time to flake down completely. The British Navy felt this repeating of each command and order was so important that men who failed to comply were put in the brig for three days. A cruising boat is not a naval ship, but crew cooperation makes life in close quarters and tight situations far safer and more comfortable.

Check details

Half the fun of sailing is talking over the near misses or neat maneuvers afterward. This is an important part of learning to sail as a team. Once the laughs are over, a careful analysis of each crew's part in the "almost" situation will help the next time you are out sailing together. At first I put all of the blame for one of our most embarrassing sailing stunts on Larry's shoulders. We were flying down the Solent on a sunny Sunday afternoon in May, spinnaker set, four knots of tide under us, 15 knots of breeze shoving us at a combined speed of close to 10 knots. Just ahead lay the river Cowes with a sand bank stretched out into our path. We could already see binoculars flashing from the

verandah of the Royal Yacht Squadron headquarters. "Let's make this look real smart," Larry suggested. "You take the helm; I'll lead the spinnaker halyard back to you. Then when we're right abeam of the clubhouse we'll drop the chute behind the mainsail, jibe, and round up into the river. OK?"

"Sounds great," I answered, as I led the spinnaker guy so it was clear and ready to run. I took the halyard without even glancing down. Larry went forward. The clubhouse was right on our beam maybe 400 yards away when he called, "Ease the halyard." I did. "Ease the halyard," Larry called even louder. I did. "Ease the G-- d--- halyard!" he yelled.

I looked aloft to see what was wrong as we rushed ever closer to that sand bank. "Larry," I said, "the mainsail is coming down." Well, we did a Chinese jibe, put our tails between our legs and didn't moor near the Royal Yacht Squadron that day. But later when we were having our post mortem, I realized I was as much at fault as Larry. Each halyard on *Seraffyn* was slightly different. The spinnaker halyard was thinner than the main halyard. If I'd been doing my part, I'd have looked at the line Larry handed me and noticed the difference. Careful smart boat handling only happens when all members on board take responsibility for more than just their own jobs.

Some yelling goes

One lesson I have learned the hard way through 22 years of sailing with various crews on deliveries and race boats is that few women are able to unemotionally accept the occasional yelling that is part and parcel of any physical sport. Unless they have been involved in team sports during their school days, they may never have been yelled at by a person who


is reacting to the emotional pressures of the situation and the tension of the moment and not really yelling at them. When I took an introductory course in karate, I was surprised to find that we were instructed to shout as one of the ways to increase the power of each action we made. The shout was supposed to release tension

face then defuse the potential crisis by calling, "Don't take it personally, just keep the boat moving!"

Eventually I came to accept this and actually laugh it off. "Calm down, you macho turkey," I yelled back one day. Larry grinned back at me. The whole crew began to laugh, and I was on the way to living more comfortably with this least pleasant aspect of sailing.

No matter how much you practice together ... no matter how meticulous you are about planning maneuvers and relaying orders, just enough foul-ups will happen as you sail together to make two last things very important. Tension-free shipboard life can only happen when you keep a sense of proportion and refine your sense of humor.

When the tide back-eddies and the

captain of the day nips a quarter of an inch off the end of the freshly varnished bowsprit, when your crew jumps for the dock, slips on a fish head and misses the cleat so you end up with a 12-inch scratch on the topsides, remember this is a sport and a boat can always be repaired with a bit of paint, a bit of putty. The only catastrophes worth more than an evening's rehash are human injuries or lost tempers that lead to marriage partners refusing to sail together. If you work to make sailing into a sport ... if you learn to plan and communicate then remember your sense of humor before it is too late, you may find the same rules can extend into other areas of your lives. 

Excerpted from Lin and Larry's book, The Self-Sufficient Sailor. The Pardeys' books are available from Paradise Cay Publications, 800-736-4509.

The only catastrophes worth more than an evening's rehash are human injuries or lost tempers that lead to marriage partners refusing to sail together

and direct power. The men in my beginner's class had no trouble at all in letting out full-powered *keii's*. The women had to have separate practice sessions, shouting at each other to overcome our ingrained reluctance to making aggressive sounds. Eventually I came to rather enjoy the chance to make big noises.

The next step in learning to live with this shouting problem was to depersonalize it. I'd listened to men on race boats, on football teams, and in beachfront volleyball games using abusive and rude words toward each other, then 10 minutes later laughing together over a mug of beer. I'd even heard this tension-caused yelling from all-women sailboat racing teams. Yet as a wife of my sailing partner, I occasionally came close to tears or rebellion when Larry used his fore-topsail voice during a race and yelled, "put your G-- d---- back into it, haul on that f---ing downhaul!"

Fortunately Larry would usually notice my stiffening back and angry

***Cost-Conscious Cruiser:* Pardeys' latest book released in November**

For people who aren't rich, Lin and Larry Pardey sure live wealthy. The world's best-known cruising couple have been roaming the seven seas in their own yachts for three decades, going where they want, doing what they like, and loving every minute of it. How do they manage? How did they escape from our demanding, consumer-oriented society? Where do they find the money? Could you do it, too?

Well, yes, you probably could, and the first step would be to read their new book, *Cost-Conscious Cruiser*, due for publication in November. In this 340-page illustrated guide to champagne cruising on a beer budget, the Pardeys focus tightly on money. They are not shy about revealing what they spend, or how they earn it in the first place.

Would you believe that even in the most expensive countries in Europe your all-in cruising budget could average only \$500 a month? Of course, to do this you have to have the right boat and make certain sacrifices, but if you follow the Pardey line, these concessions come at comparatively little cost and may even propel you toward a life that is more enriching in other ways.

This book is practical, chock-a-block full of good, sound advice. It leaves hardly anybody with a valid excuse for not setting sail over the horizon.

The Pardeys ask and answer all the right questions: When does it make sense for me to go cruising? Should I sell my assets? What is a logical financial plan? What size boat do I really need? Do I buy a new or used boat, or should I build my own?

by John Vigor


*In this 340-page
illustrated guide to
champagne cruising on a
beer budget, the Pardeys
focus tightly on money*

Small-boat cruising has never had more earnest proselytizers than the Pardeys, but it is not their style to criticize. This book tells you in no uncertain terms that you can do it — and leaves it right there. As Denny Desoutter, founding editor of Britain's *Practical Boat Owner* has remarked, "This is a book that will help dreamers to make their bluewater dreams come true."

In between the chapters of financial know-how and advice, you'll catch an intriguing, intimate glimpse of the Pardeys' lifestyle, a host of the same kind of cruising tips and anecdotes that have enlivened their previous books, some practical philosophy, and some great truths.

Lin and Larry, now in their mid-50s, set off from California in 1968 and have logged sail miles equivalent to five and a half circumnavigations in engineless, home-built boats less than 30 feet long. Their exploits have earned them top recognition, including a medal for seamanship presented by British royalty, and made them familiar names in yachting circles all over the world. The Pardeys have been there, done that, got the T-shirt and the medal too, and

they've been doing it with ever-growing success for 30 years. It's your turn now. Let them show you how.

Cost-Conscious Cruiser, by Lin and Larry Pardey (Pardey Books), \$29.95. To order a copy, call Paradise Cay Publications, 800-736-4509. 

Cool and quiet and trouble-

The most popular sailboat exhaust system today is a wet exhaust system which includes a waterlift muffler. This system offers many advantages and seems deceptively simple. Almost all engines are cooled with seawater, either directly or through a heat exchanger. The seawater must be discharged after it has picked up the engine heat, so it is logical to

inject it into the engine exhaust. This cools the engine exhaust so it can be routed through the boat without too much concern for the parts of the boat that it passes near and through. Wet exhausts are the best choice for the majority of sailboats, but they can cause trouble if not properly designed, installed, and maintained.

At first glance it looks like all that is required is to plumb the parts in series in the proper order. That approach, however, will likely cause trouble.

We assume that naval architects and boat builders know how to design and build a wet exhaust system. We speculate that wet exhaust problems have come mainly from boats that have been modified during repair, or converted from other types of exhausts by owners or technicians who did not thoroughly understand wet exhausts. That could easily happen for two reasons.

First, not all boats are configured to allow a system to be installed which complies with the guidelines; and second, the requirements are more complicated than they appear.

The following outline lists common wet exhaust fault modes. The most serious problems with wet exhausts involve seawater working its way back into the engine, where it gets into the cylinders and flows past the rings into the crankcase. This kind of water penetration may require engine rebuilding or replacement. In extreme

Guidelines for evaluating and installing wet exhausts

**by Jerry Powlas
and Dave Gerr**

cases after flooding the engine, a defective system can even flood and sink an unattended boat.

Water in engine fault modes (See Figure Four.)

1. Siphon faults

- a. Water siphons from the cooling water seacock past the raw-water pump into the injection elbow when the

engine is off. It fills the muffler and floods the engine.

- b. Water siphons backward up the exhaust piping, fills the muffler, and floods the engine.

2. Heavy weather faults

- a. Following seas force water back up the exhaust system where it fills the muffler and floods the engine. The use of a stern-deployed drogue can aggravate this problem.
- b. The boat heels or pitches enough to make the muffler higher than the engine, so water flows from the muffler into the engine.
- c. The boat pitches enough to get the raw-water intake out of the water frequently and for long enough periods to starve the exhaust system of the cooling water it needs causing the plastic and rubber parts to overheat and fail. Dan and Cathy Hauptert (featured in this issue on Page 24) had this problem in heavy weather aboard the *Catherine L*.

Other failure modes

1. The raw-water circuit fails from:

- a. Plugged intake.
- b. Plugged raw-water filter.
- c. Pump impeller failure (most likely of all failure modes).
- d. Plugged water line from pump to injection elbow (pieces of impeller).

free

- e. Plugged injection elbow (rust, scale, pieces of impeller).

If the raw-water circuit fails, the exhaust system will overheat very quickly. Most of the exhaust parts on most boats will not withstand the overheating caused by a raw-water system failure. The following can occur before the engine overheats enough to get your attention:

- a. Hoses burn out.
- b. Muffler melts, if plastic.
- c. Muffler liner separates, if plastic or rubber-coated steel.

2. Corrosion can cause failures of:

- a. Injection elbow.
- b. Exhaust hose (it is wire-reinforced).
- c. Waterlift muffler (if steel).

3. Freeze damage

- a. If the muffler is steel.

Wet exhausts are not foolproof, but given proper design,

installation, and maintenance, they are a good choice for most sailboats.

Siphoning, velocity pressure, water head

Siphoning, velocity pressure, and water head (pressure) are three concepts that are important in understanding wet exhausts.

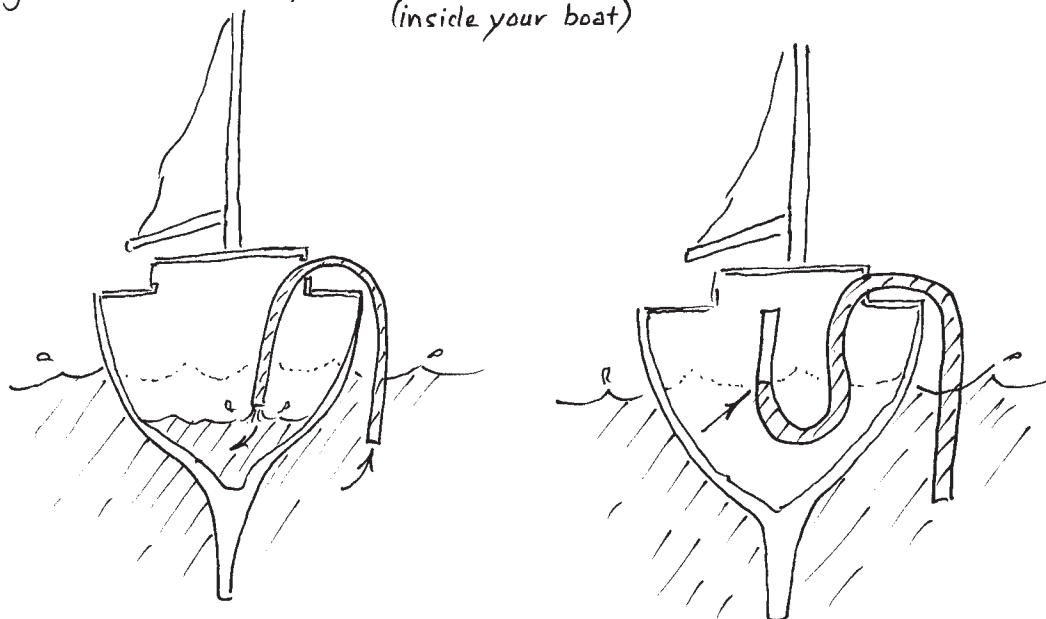
Siphoning will occur when you put a small hose overboard, suck on it until it is full of water, and then bring the inboard end into your boat below the water level. (See *Figure One*.) The water will flow up the hose and down the other side, filling your boat until it sinks. No pumping is required. Any bilge pump thru-hull that is ever below the waterline can cause siphoning after the bilge pump fills the piping with water. The pump shuts off, and the flow reverses. This is a fairly common problem. Think in terms of the heeled waterline, the waterline with full cruising stores, the waterline when the boat squats under power, or a combination of these factors.

Water head is a way to describe the pressure in a system. In this term, the word head equates to height. The pressure at the base of a water tower is a function of the height of the water in the tower. (See *Figure Two*.)

Sometimes very low pressures are described in terms of inches of water column. These pressures can be converted to pounds per square inch, which is the more familiar unit of measure. The conversion is 27.68 inches of water column equals one psi.

Velocity pressure is a way of expressing the speed of a fluid in terms of the pressure it causes when it strikes something. This phenomenon is used to make simple speed-measuring

Figure One: SIPHON / THE AT-REST WATERLINE
(inside your boat)



devices that measure the height of a column of water caused by the velocity of the water flowing past it. (See *Figure Three*.) Note, six knots is equal to a velocity pressure of about 19 inches, and in *Figure Three* the pressure is measured directly in inches of water column.

Figure Four shows a complete wet exhaust system and is similar to other diagrams published on this topic. The discussion which follows is absolutely unnecessary if you have a boat that allows the specified features, including dimensions, to be followed faithfully.

The important point is that some good old boats were not designed with this type of exhaust system in the first place, and either their machinery spaces will not allow the installation of this type of exhaust per the specifications of *Figure Four*, or the persons making repairs or modifications did not completely understand the requirements. You may want to check your boat to see how closely your current layout complies with the requirements of *Figure Four*.

In studying your boat and the diagram, note that features are positioned relative to each other and relative to the waterline. You can find the waterline in your machinery space by making a siphon like the one shown in *Figure One*. Remember you are finding the at-rest waterline by this method. Sailing, heeling, powering, pitching, and rolling will all change it.

Now let's follow the water into the boat and back out again. The water enters by a thru-hull and seacock and flows through a raw-water filter. The thru-hull may

include a scoop. If there is a scoop, it will develop some velocity pressure when the boat is moving. (Six knots produces about 19 inches of water column pressure.) An allowance may be needed when considering other aspects of the system design if there is a scoop facing forward. Some systems are built without the filter, but it is a good investment because it protects the raw-water pump. The water flows through the raw-water pump and either through a heat exchanger or two, or through the engine itself. After leaving the engine, it is discharged into the exhaust.

The injection point should be 4 inches (minimum) below the exhaust manifold exit point. (See *Dimension H on Figure Four*.) This distance is required to keep the steam and other nasty chemicals created at the injection point from attacking the exhaust valves. The engine manufacturer knows this and will provide an arrangement that protects the engine.

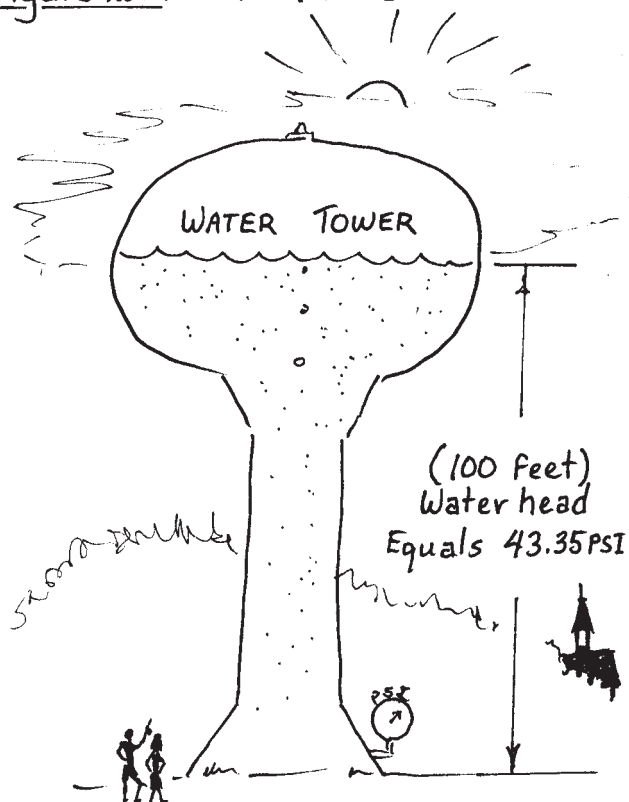
The injection point must also be located relative to the waterline. If it is high enough above the waterline, a vented loop is not required. The minimum height varies depending on which authority is consulted. We found minimums from 6 to 16 inches recommended. This may be because a scoop at the thru-hull can raise the water level in the piping, leading to the injection point when the boat is sailing (engine off). In addition to allowing for velocity pressure, it is necessary to allow for maximum loading, rolling, and pitching motion.

If the injection point is closer to or below the waterline than the allowance, there is the potential for a siphon to form. This siphon is prevented from forming if the raw-water pump does not leak. There is the risk, however, that it will leak. Small leaks may occur at the rotor sides or tips, and the common failure mode for this pump is for the lobes on the impeller to break off and be carried downstream to do mischief elsewhere in the system. The lobes don't all break off at once, so the pump may deliver enough water to keep the engine cooled, but it will leak when the engine is not running. Even a fairly small leak can, over time, flood the muffler and then the engine.

The vented loop shown in *Figure Four* breaks this siphon. The top of the arch of the loop should be at least 6 inches above the waterline. Some authorities say 12 inches minimum, with 16 inches being better. Remember, if you have a scoop at the thru-hull, it will raise the level of the water in this part of the system by virtue of its velocity pressure. As mentioned above, depending on how fast your boat is, you need to allow for this. At the top of the arch of the vented loop there must be either a siphon break valve, or an additional tube extended from a tee.

In saltwater service, the siphon break valve may become clogged with salt crystals and either become inoperative (not break the siphon) or leak constantly. The constant leak failure mode can result in spraying seawater around in the machinery space. This seawater is needed to cool the exhaust. For these reasons, some

Figure Two: WATER HEAD



authorities recommend dispensing with the siphon break valve and locating a tee in the line vented higher up, such as in the cockpit.

Even if there is a tee, with a tube extending from it to a higher location, it is necessary for the top of the arch in the vented loop itself to be positioned 6 to 16 inches above the waterline. If it is not, a siphon may still form in some circumstances. In other words, extensions from the tee don't count against the 6 to 16 inches requirement. The extension tube from the tee should extend higher than any other point in the system. This can be a problem in some boats.

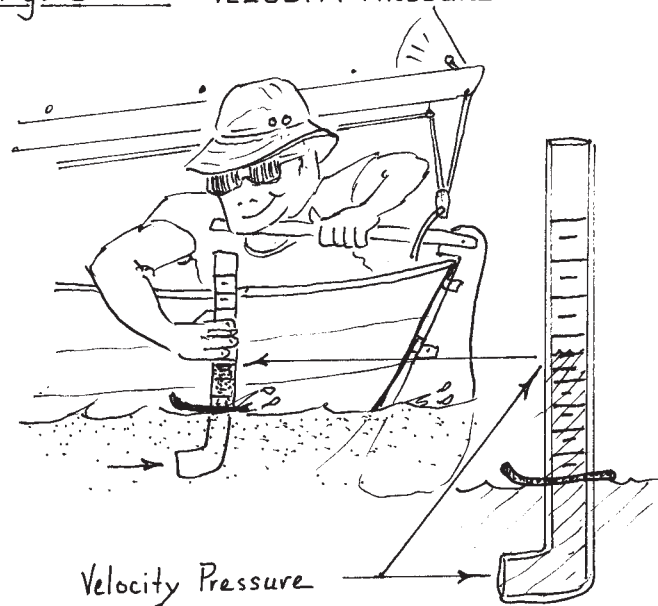
Before we leave this part of the system, we should mention that a cranking engine is pumping water into the exhaust system. If it cranks a lot and does not fire, the muffler may fill up with water and eventually flood the engine. Some authorities recommend closing the cooling water seacock during prolonged cranking such as when bleeding air out of injectors, the first start after lay-up, or when troubleshooting a reluctant engine. As soon as the engine starts, quickly open the seacock again. If the muffler has a drain, it could be left open instead until the engine fires and then be quickly closed.

The distance from the injection point to the muffler inlet is specified by various authorities as 10 or 12 inches minimum. This is intended to be both a minimum length and a minimum vertical distance. We think that on some significant number of good old boats this is the dimension that will be most difficult to comply with.

On *Mystic* (Jerry's C&C), the machinery space will not allow the muffler to be much lower than the exhaust outlet because the bottom of the boat slopes up sharply behind the engine. Worse, the boat was designed for an Atomic 4, which has the exhaust on the port side. The Bukh Pilot 20 diesel that was fitted later has the exhaust on the starboard side. The original muffler platform was used, so the muffler is on the opposite side from the exhaust. Moving the muffler platform would have been complicated because the cockpit drain and raw-water thru-hulls and seacocks occupy the space where the muffler should go on the starboard side. That may be why the mechanics who did the conversion to diesel did not put the muffler on the same side as the exhaust. When our boat heels to starboard, the muffler is elevated above the engine, providing an opportunity for it to pour water into the engine.

Ideally, the muffler would be mounted directly behind the engine exhaust so it is not elevated above the engine as the boat heels. We were told by one knowledgeable person that Dimension A is also the minimum distance the exhaust gases must travel to ensure that they are cool enough to enter a plastic muffler without damaging it. This seems logical. All the cooling will not occur at the exact point of water entry, and the process of heat exchange will take some time, and therefore distance, to be completed.

Figure Three: VELOCITY PRESSURE



As we said, the space for an 8 to 12 inch (minimum) vertical drop from the engine to the muffler is not available on some boats. There are two possible solutions to this problem: both involve some manner of exhaust riser. Where a short riser is required, engine manufacturers can provide an exhaust riser that is a water-jacketed exhaust pipe which lifts up and turns back down. After the downturn, the jacket water is injected. Contact your engine manufacturer about this option. If you have room for it, it may be a very good way to obtain the minimum drop distance.

Where a larger lift from the manifold is required, it may be necessary to run a dry unjacketed (very hot) insulated pipe to another location, where either a conventional exhaust elbow is fitted or a standpipe is used. See the companion article by Dave Gerr on Page 20 which deals with several special versions of wet exhausts that can be used to overcome layout problems. Remember as you contemplate variations on this theme, when the flow reverses, the drop becomes a rise, and this rise is what protects a flooded muffler from dumping into the exhaust manifold when water backs up in the hose leading from the muffler to the exit.

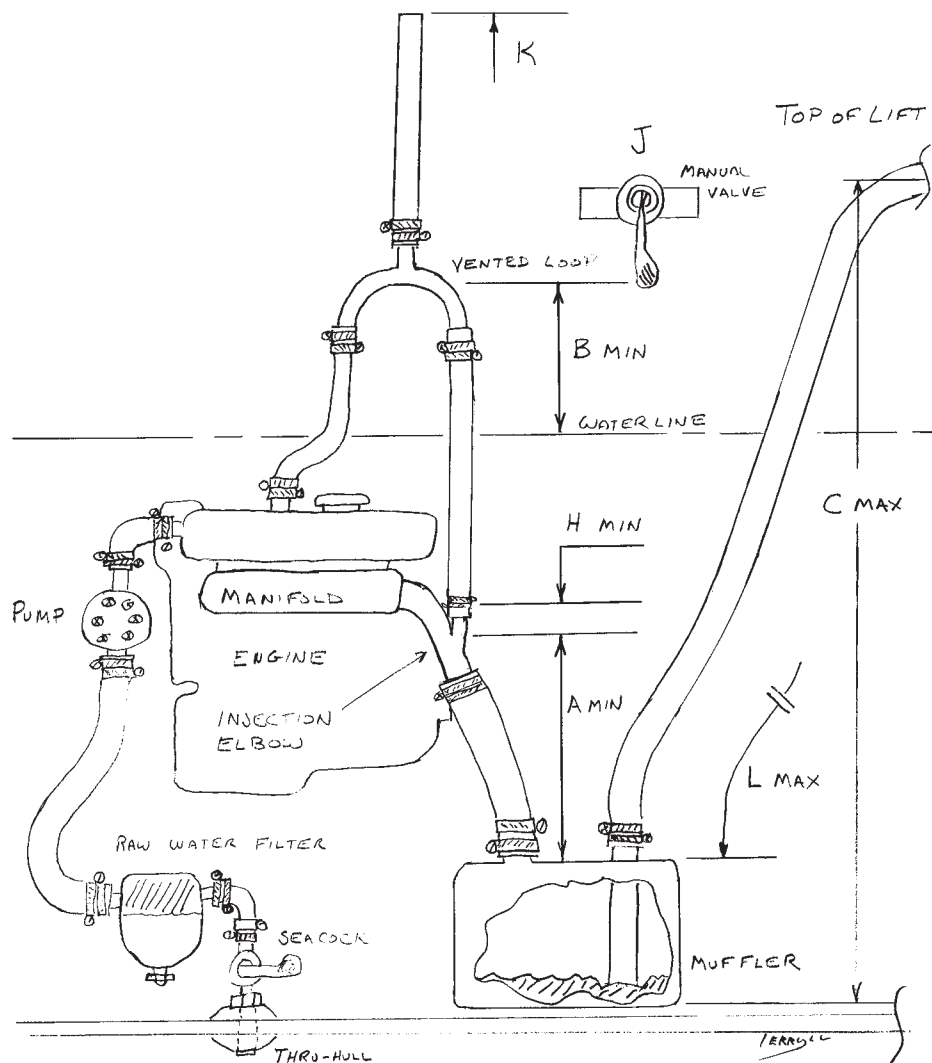
Dimension C is the vertical rise from the bottom of the muffler to where the hose turns back down. This is the lift. We found maximum dimensions for this lift of 40 to 48 inches, with 20 inches being cited for turbo-charged engines. Some literature seems to suggest that the height of the lift determines the exhaust back pressure in some simple way so that (for example) a

Figure Four: DIMENSIONS

Key:

- A 12" min.
- B 12" min., 16" better
- C 42" max., 20" max., if turbocharged
- D 12" to 18" min.
- E 12" min.
- F 3" to 6" min.
- H 4" min.
- I 16" min. (optional)
- J use as last resort
- K highest point in piping

(For a more detailed explanation, refer to Page 48.)

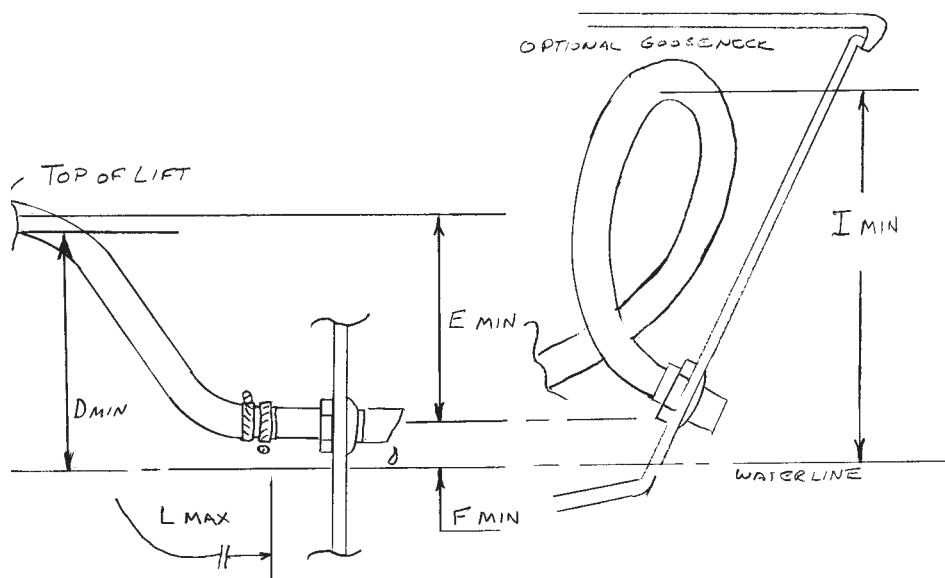


48-inch lift would give a 48-inch water column back pressure. It seems logical that if there were enough water in the muffler to fill the lift pipe, and if the pressure were slowly increased on the engine side, as perhaps in a case of cranking and not firing, this reasoning might pertain. Once the engine is firing, however, it is doubtful that there would ever be a solid column of water in the lift pipe. With exhaust gas flowing in the lift, much more complex things are happening. The flow in the lift is probably a chaotic mixture of gases and liquids. One source said that engine manufacturers know this and are not too worried about this maximum lift dimension. In individual cases, it would be best to contact the engine manufacturer and follow the manufacturer's guidelines.

Ideally, the hose from the muffler exit to the top of the lift is vertical, not slanted. The reason for this is that a vertical pipe achieves the maximum rise with the least volume. The concern here is that the water in the lift pipe will fall back into the muffler when the engine shuts down. This is a critical issue. The muffler volume

must be large enough to accept the water that falls out of the lift pipe. The rule of thumb is that the muffler should have at least 130 percent of the volume of the lift pipe. Note here that if the muffler is fairly well filled from water falling back from the lift pipe, it is much more likely to cause mischief in other ways. At the upper end of the lift pipe the exhaust hose should slope down toward the exit thru-hull. Note: the intent is that everything from the top of the lift pipe either drains to the muffler or drains overboard. At least that is the way the story goes for a system without an exit gooseneck. Some authorities go so far as to say that there must be no sags in the sloping pipe from the top of the lift to the exit thru-hull. The sags would allow some water to be trapped, while a straight sloping pipe would drain overboard.

The alternative gooseneck shown in Figure Four is a variation sometimes seen where there is not only a sag, but in fact a large trap. The hose loops down and back up and down again. The gooseneck provides some added protection from pooping seas by forcing the water to lift



up the gooseneck to get into the system. We found one reference that suggested a minimum dimension of 16 inches from the top of the gooseneck to the waterline. One manufacturer makes a plastic gooseneck that looks like it might take less space than a looped exhaust hose. Because the price of exhaust hose is fairly high, it might be less costly as well.

Returning to the top of the rise again (See *Dimension D*), the minimum dimension from the top of the lift to the waterline is 12 inches. More is better, and 18 inches is recommended by some authorities. Dimension D should be viewed as a minimum vertical dimension. Its purpose is to provide resistance to water flowing back up the hose to the top of the lift and then falling into the muffler.

The exit thru-hull should be located above the waterline. Suggestions for this dimension vary from 3 to 6 inches to the centerline of the exhaust pipe. (See *Dimension F*.) The reason it is desirable for the exhaust to exit above the waterline is so it can't create a siphon. The reason the outlet is not located very high, just below deck level for example, is to help prevent exhaust fumes from coming back into the boat. Because it is fairly low however, it will be submerged by waves, and the pitching motion of the hull. The American Boat and Yacht Council (ABYC) recommends that the outlet be located near the intersection of the hull and transom because this also helps prevent exhaust fumes from getting back into the boat.

The total length of the piping from the muffler to the exit is shown as Dimension L. Very long piping runs increase back pressure. This hose should have a length of less than 30 times the exhaust line diameter as it enters the muffler from the engine. For example, for a 1½-inch diameter hose, the run shouldn't be over 45 inches total length from the lift outlet to the thru-hull. This run is commonly much longer than 48 inches.

If the run has to be longer, you may need to make the hose diameter larger. (These long runs and larger hoses will also require a larger muffler canister.) For runs up to 60 times exhaust diameter, increase the hose diameter by 20 percent. Still longer runs are possible, but you must increase diameter still more and check with the engine manufacturer about the maximum acceptable back pressure. As with any exhaust, you should use as few bends as possible with the largest radii possible; tight bends also increase back pressure.

If, when inspecting your system, you find that your

hoses are too long and should be larger in diameter according to the rules of thumb just mentioned, it would be a good idea to get an opinion on your specific system from your engine manufacturer. You may even want to check back pressure in actual operation before buying all that new larger diameter hose.

Feature J on Figure Four is a valve which is intended to be closed when sailing in rough seas. It should be able to withstand the temperatures involved (200 degrees Fahrenheit minimum) and should be located where it can easily be reached in rough weather. For this reason, it is unlikely to be located at the thru-hull and should not be thought of as a seacock. While we understand the intent of this valve, we have the following concerns about its installation and use:

1. It is not a passive device that tends to work automatically. The crew must close it when conditions warrant and must open it before starting the engine.
2. If the crew tries to start the engine with the valve closed, the best thing that could happen is for the engine not to start.

For these reasons, we consider the valve as an option of last resort to be used only if the geometry of the boat does not allow a layout that can function properly without it.

Mysteries and nuances

With the engine off:

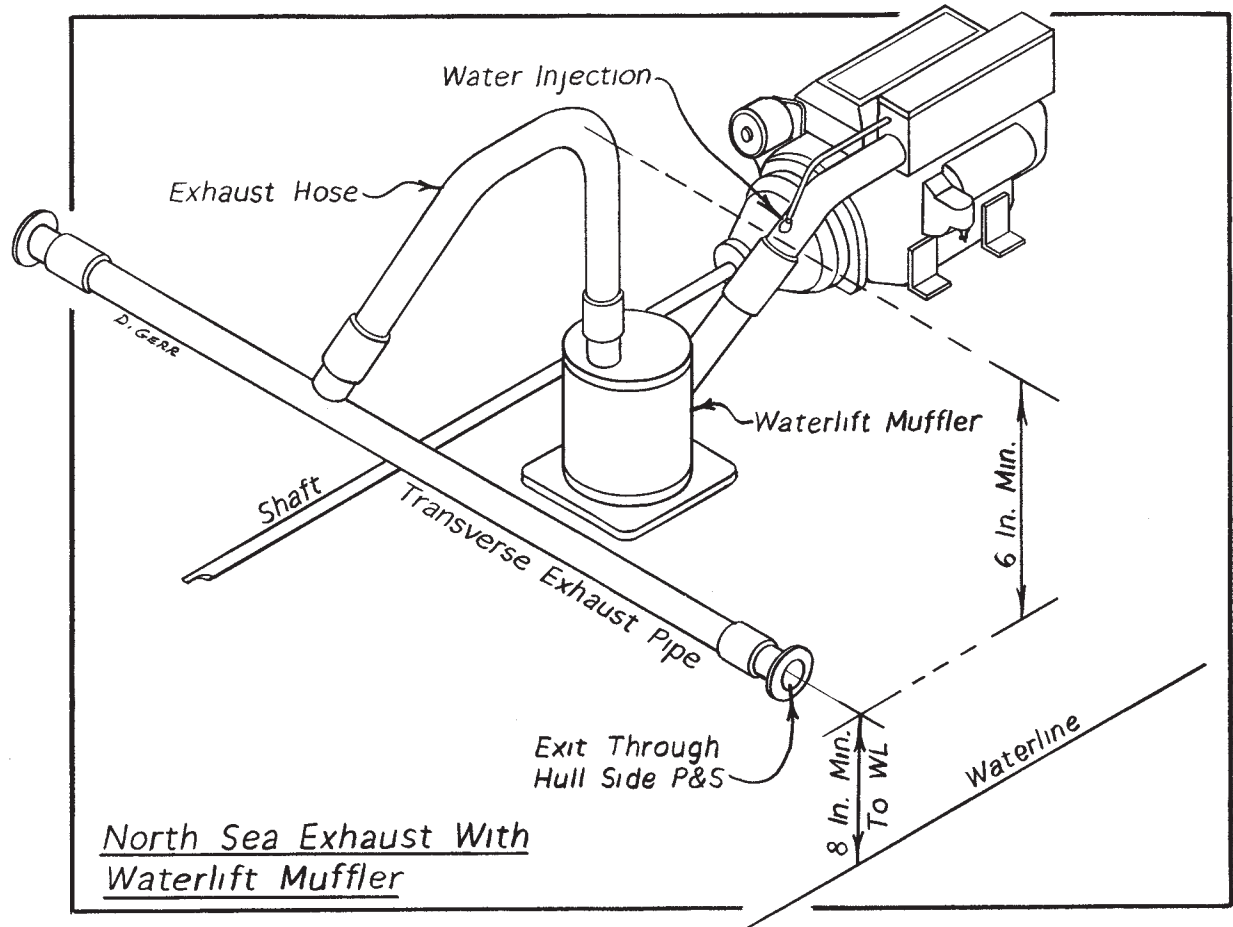
Imagine the boat being pushed down by the stern so the exit thru-hull is submerged. Or imagine the exit thru-hull being slapped by a large wave. Combinations of

Wet Exhaust continued on Page 48

Other marine exhausts

Wet exhaust systems with waterlift mufflers are the common choice for sailboats being built today. They are quiet and, for the most part, reliable. As the good old boat fleet ages, and original exhausts need to be replaced, wet exhaust systems are the preferred retrofit. Unfortunately, there can be problems fitting the standard arrangements into some good old boats. Engines are mounted as low as possible, and hull bottoms may slope upward in a way that eliminates the space needed for the standard

arrangement. There are, though, other exhaust systems that are useful and date back practically to the first installation of internal combustion engines in boats. These older systems can solve specific engine and interior arrangement problems. One of the most useful of these is commonly known as the North Sea exhaust. Strangely, this arrangement has been largely forgotten. Indeed, when I employed it on a 42-foot motorcruiser I was designing, the engine manufacturer's technical staff had never seen the arrangement before. Being a



suspicious lot—in spite of all my assurances—they insisted on running it through their computer back-pressure analysis before giving it their official seal. They seemed genuinely surprised, when—after much number crunching—the old and tested North Sea arrangement proved to be very satisfactory.

A North Sea problem-solver

The fact is the North Sea exhaust solves one of the big concerns for any exhaust system: how to prevent water from being forced back up the system into the engine. In addition, those long exhaust runs take up valuable space and are expensive to fit. With the North Sea exhaust, the answer is that you don't take the exhaust to the transom. Instead, you run it out the side of the hull—on both sides.

You can see how the system is arranged in the accompanying drawing. This is a modern version using a waterlift muffler. The original North Sea configuration simply had the exhaust riser from the manifold make a large loop up and then a drop down to the transverse pipe. (Sometimes a standpipe was used; more on this

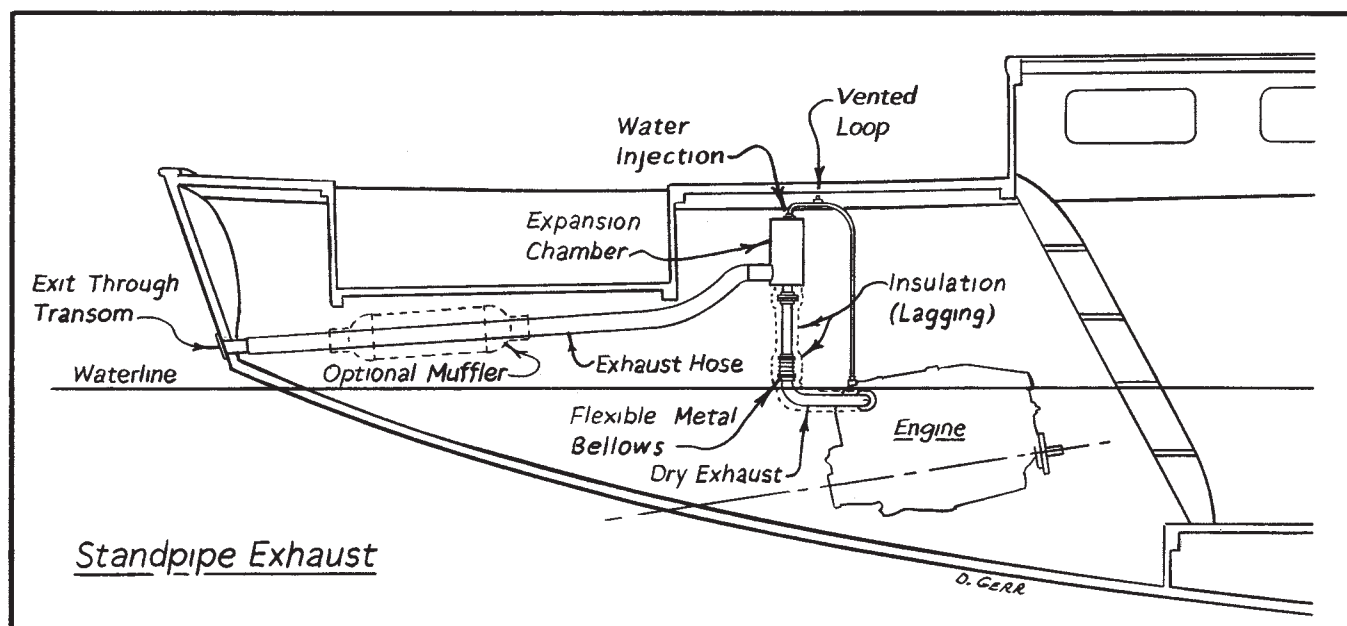
later.) Both methods work, but the waterlift muffler is quieter and makes installation even easier. Once the water exits up out of the waterlift canister, it doesn't care which direction you lead it, as long as there aren't sharp bends or numerous curves which are back pressure no-nos. On one boat, I even ran the exhaust up from the canister and forward, then down to the transverse pipe.

The beauty of the North Sea exhaust is that it eliminates the long run to the transom and it has twice the outlet opening area. You can't get back pressure problems ever (once the system's set up properly, that is). When the boat rolls or when a sea slaps against one side, the other side is clear for full exhaust flow and for instant drainage. Because the outlets don't face aft, you're also free from worry about flooding from following seas.

The two port and starboard outlets should be covered with standard clamshell vent covers. These should face down and aft at about a 45-degree angle. In normal operation, the exhaust fumes exit the hull low enough so they trail aft before they can rise up to deck level, where they'd create unpleasant smells. Even in a beam wind and sea, the fumes are driven clear. The breeze blows

by Dave Gerr

*When a standard
wet exhaust arrangement
won't fit,
these alternative systems
may solve the problem*



through the windward outlet, blasting the fumes out the lee side and away from the boat. The old-timers who worked this all out seem to have had their heads screwed on pretty tight, but then they'd have to. The North Sea exhaust is so-named because it first became popular on the North Sea. A colder, rougher, nastier bit of ocean would be hard to come by. Everything on North Sea boats had to work and work well, or they'd be in for serious trouble.

The North Sea set-up

If you follow the height clearances shown, along with the engine manufacturer's standard wet-exhaust-line diameter recommendations, your own North Sea exhaust will work fine. Remember, the maximum lift for a waterlift canister (from the bottom of the canister to the highest point on the vertical pipe or hose exiting it) has to be less than 42 inches, to keep back pressure acceptable. The transverse exhaust pipe (and most of the rigid wet-exhaust piping) can be ordinary, inexpensive fiberglass exhaust tube. Don't forget, however, to install flexible connectors between the pipe and anything rigid: the side outlets, the engine, etc. Usually, this should be CoastGuard-approved wet-exhaust hose (simple, cheap, and easy.) If you connect to some dry exhaust section, however, you have to use flexible metal exhaust bellows.

An exhaust rising solution

A very different exhaust problem is getting the exhaust up high enough to run out the transom without flooding the engine when the motor is installed low in the hull. This is a frequent difficulty on displacement

motorcruisers and on sailboats. One solution is the waterlift muffler. Another useful—and these days largely forgotten—approach, however, is the “standpipe exhaust.” (This can be used in place of the waterlift muffler in a North Sea exhaust.) With the standpipe, the exhaust is led vertically, directly up from the exhaust manifold. This first portion of the run is dry and is quite hot, so it has to be very well and securely lagged (insulated) to prevent burns or fire. Don't forget a flexible metal bellows at the joint between the manifold and exhaust piping. If you do, you'll get dangerous cracks surprisingly soon. The engine cooling water is injected into a large standpipe that caps the dry exhaust line. Here, the water and gases mix, exiting the bottom of the standpipe to run out the transom.


Standpipes—old and new

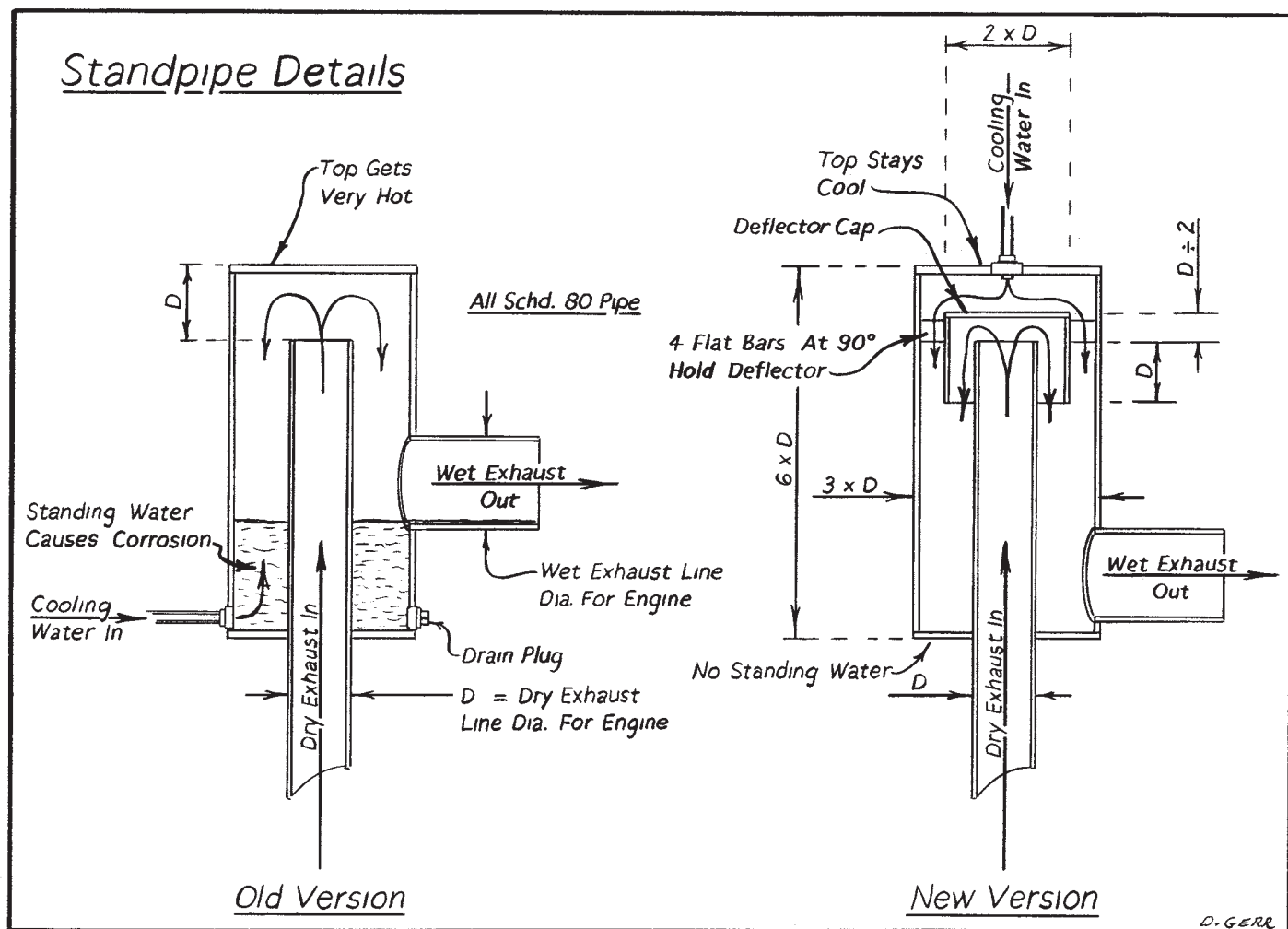
The accompanying drawing shows the old version and the new version of the standpipe. The old version works fine, except for two details. The first detail is that the top of the standpipe gets extremely hot. This arrangement has been—over several years' use—known to cook the underside of the deck above, till it looked as black as charcoal briquettes. The second detail is that standing water lies in the bottom of the standpipe until you actually drain it manually, making it a corrosion headache. The new version of the standpipe injects water

into the top of the pipe. With the protective deflector cap to distribute the flow, the entire standpipe is kept cool, and the water and exhaust gases mix more completely than in the old version. There's also little standing water in the bottom. The dimensions given in the drawing will allow you to fabricate an excellent standpipe system. Keep in mind that you should use only the very best grade stainless, specifically 316L ("L" for low-carbon). Anything less is asking for corrosion problems down the line, which is false economy. If you really want to do it perfectly, hunt around for Hastelloy C or Inconell. (This can be some hunt, and the material is expensive, but worth it.) These alloys of nickel, chromium, and iron have the best resistance to wet-exhaust corrosion you can buy. Whatever the alloy, all the metal piping should be from schedule-80 (double-weight) pipe or heavier. The plate

caps and fittings should be equal to, or slightly thicker than, the thickness of the pipe wall they're fastened to.

The muffler option

By the way, some folks—on low-powered displacement vessels—don't bother with a muffler on a standpipe exhaust system. The process of mixing the water and exhaust gases in the standpipe—along with the expansion and cooling that takes place there—makes it a pretty fair silencer in its own right. Nevertheless, if you really want a quiet boat, you won't be sorry you installed a separate in-line muffler aft of the standpipe. After all, who wants to listen to three jackhammers and a yowling cat? 





THE BEST *of* BOTH

*Winters sailing
Summers “cooling it”
Who could ask*

Seasonal cruisers Dan and Cathy Hauptert and their daughter Mara have the best of both worlds ... and they know it. Caribbean liveaboards in the winter, they metamorphose into members of the Wisconsin working class each summer.

“After six or seven winter months of Caribbean paradise, we begin to fantasize about ice breaking up on the northern rivers and the budding of our springtime forests, then we crave a change of seasons,” Cathy says. “Likewise as the chill north wind swirls the autumn leaves and geese fly south, we consider it perfect to return to the Caribbean.”

This pendular lifestyle first began in 1987 when they bought a 1965 Ericson 35 and christened her the *Catherine L*. This marked the beginning of a five-year plan. Dan had been a Wisconsin small-lake racer and sailor all his life with some experience crewing aboard a 48-foot Cal on San Francisco Bay thrown in for variety.

Cathy’s experience began later but with more intensity. She took a Sailboats, Inc. class, chartered a 32-foot sailboat for a 1986 vacation with Dan, and

was hooked. “We enjoyed it immensely,” she says, “and

haunted marinas on the shores of Lake Superior, Lake Michigan, and even Eastern Florida, looking for the ‘right’ boat, one built sturdily for bluewater cruising and within our budget.” The following year they had the boat and a cruising plan.

The family lives in what they describe as “an ancient mobile home on 300 wooded acres in rural Wisconsin,” making it easier to leave the rooted lifestyle behind once a year and enabling a larger portion of their earnings to support their wintertime passion. Cathy works as a nurse during the summer, and Dan has a small business which operates year-round, even in his absence.

The *Catherine L* spent a couple of years on the hard on the Haupterts’ Wisconsin property while Dan worked through an extensive list of upgrades: replacing gate valve thru-hulls with Marelon ball valves, refitting the large windows with Lexan, adding fuel and water tanks, creating mountings for a used Aries windvane, building a bowsprit for the anchors, adding a manual windlass, installing a chain pipe system so chain could run into the bilge for



by Karen Larson

WORLDS

*in the Caribbean.
in rural Wisconsin.
for anything more?*

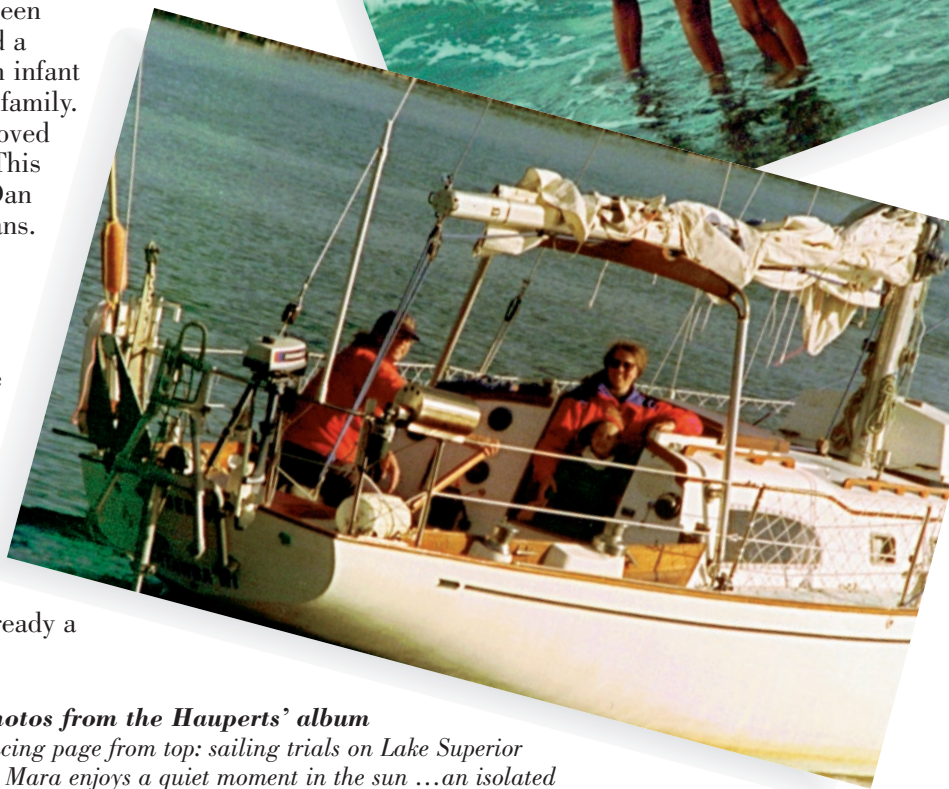
storage, adding an inner staysail, adding lifeline safety netting, rebedding the ports, building a sea hood for the hatchway, rebedding and reinforcing fittings and stanchions, installing four bilge pumps (two electric and two manual), and adding an automatic Halon fire extinguisher for the Atomic 4.

He increased storage space by removing a shower stall and making use of the bilge space below, made other dead spaces available through hinged doors, built a boom gallows, replaced electronic instruments, added a masthead tricolor, drilled and strengthened areas of the deck where delamination had occurred, renovated the interior (which had been wallpapered!), sanded the bottom and applied a barrier coat and bottom paint, and secured an infant seat to a settee for the newest addition to the family.

Mara was born in 1990, just after they moved the *Catherine L* to their Wisconsin property. This was no surprise, rather part of the program. Dan says her birth dovetailed nicely with their plans. Cathy says of Mara, "She is our general ambassador, being more extroverted than we are. Life aboard would be extremely dull without her exuberance and laughter."

The *Catherine L* was launched once more in the spring of 1993 on Lake Superior. *Mystic*, the author's boat, shared a dock with the *Catherine L* as Dan added tanks, fiddled with the windvane, and prepared for life at sea. Cathy was also around, helping with the proceedings as much as is possible with a toddler in tow. A beautiful, bubbly, no-fuss child, Mara was already a joy to have around.

Toward the end of the 1993 Lake Superior sailing season, the Haperts sailed away just as others were preparing their boats for winter storage. They crossed Lake Superior and sailed down Lake Michigan, arriving in Sheboygan, Wis., with ice forming on the deck. That spring had



Photos from the Haperts' album

Facing page from top: sailing trials on Lake Superior ... Mara enjoys a quiet moment in the sun ... an isolated anchorage in Pisgah Bay on the Tennessee-Tombigbee Waterway. This page: sailing in the Jumentos chain of islands in the southwestern end of the Bahamas ... the surf of Dorthea Beach on St. Thomas, Virgin Islands ... experiencing chilly weather on the Gulf Coast of Florida.



been the year of the flooding on the Mississippi, so the *Catherine L* was trucked to Kentucky Lake, following the waning days of fall ever farther south. From Kentucky Lake, they traveled through the Tennessee River and the Tennessee-Tombigbee Waterway, a little-known ribbon of paradise running through eastern Mississippi and western Alabama, ending on the Gulf of Mexico at Mobile Bay.

The threesome celebrated their first Christmas holiday away from home in Fairhope, Ala. They had meandered to the Gulf Coast of Florida by the time their first winter season drew to a close.

Panama City, Fla., was the beneficiary of a large portion of the *Catherine L*'s cruising budget the second season when they replaced her original Atomic 4 with an M25XP Universal diesel and continued down the Intracoastal Waterway, through the Okeechobee Waterway, and to Miami, their "jumping off place" for the world beyond.

Winters came and went and Mara grew as the Haupterts explored the Bahamas ... the Exuma Islands ... the Jumentos ... the Dominican Republic ... Puerto Rico ... Culebra ... St. Thomas ... and St. John ... both above sea level and the world below. They dove for many a dinner and learned to extract and prepare conch and then to create harmonizing horns with the shells that remained behind.

Mara is home schooled aboard the *Catherine L* using the same texts and workbooks as the kids in her hometown school which she does attend briefly most years. Cathy says, "On board she has her own space, brings favorite toys, games and so on and has photos displayed of family and friends. She's adapted well to our transient lifestyle. She looks forward to exploring new places, but enjoys returning to the north woods to run. While cruising she has learned to play instantaneously with children of any age." Mara learned to read by age 3. The hardest part is keeping up with Mara's increasing appetite for books while sailing in Spanish-speaking areas.

Mara was born to cruising. The *Catherine L* was prepared for the trip. What about Dan and Cathy? "Advanced preparation doesn't prepare you for the changes in climate and sailing areas," Dan says. Sweetwater sailors, they were unfamiliar with currents, tides, the effects of salt water, temperature, and the intensity of an all-sun climate. "Then," Cathy adds, "there's the reality of being together 24 hours every day in a confined space in sometimes intense, and even dangerous, conditions. Even loving, caring people don't know how they will react or feel during the innumerable 'crisis' situations that can occur. A small child adds to the intensity. I don't think there is any way to prepare yourself beforehand, except by gaining sailing experience and having quality safety gear."

Safety gear heads the list of what the Haupterts value most highly aboard the *Catherine L*. Dan rates a functioning GPS as their most valued equipment and keeps a back-up unit in a soft metal box to protect it from lightning strikes. Their second priority is good ground tackle. The third is a reliable engine. All of these are secondary to a sound boat that sails well.

The Haupterts live simply on the boat as well as at home in Wisconsin. *Catherine L* has no refrigeration, and they forgo endless missions in search of



Memories ... This page

from top: Glades Boat Storage in Moorehead City, Fla., as the *Catherine L* is prepared for another season ... Dan takes pride in the "catch of the day" at Water Cay in the Jumentos... Cathy and Mara share a special moment. Facing page: Mara takes note of a shrimp boat on Mobile Bay ... homeschooling... Mara decorates the bow of the *Catherine L*.

ice by living without. “Our simple lifestyle without TV or refrigerator has allowed us to meet our entire electrical demands with a single 20-watt solar panel,” Dan notes. They are considering the addition of a second solar panel to accommodate the needs of a small laptop computer in the future. Cathy adds, “We feel that a GPS has become a necessity and use a SSB radio receiver for weather information at times. We do have an AM-FM radio for music and news when available in English. Our main form of entertainment is reading.” Their largest expense, one which they have wherever they live, is food, which runs approximately \$350 a month.

Still, she notes, their good old boat and their simple lifestyle have enabled the Haupterts to cruise in all the same waters occupied by people who’ve invested much more in getting there. “We have rowed our eight-foot dinghy to the same beach as megayachts and spent hours there reading, swimming, or playing,” Cathy says. “We’ve sailed into deserted coves, visited the rainforest, explored Spanish forts, shopped in the tourist shops, and toured the mountains in the Dominican Republic. Along the way, we’ve met an Australian couple on a 26-foot boat, a Swedish sailor aboard his 13-foot fiberglassed lifeboat, a Florida couple and their 10-year-old daughter aboard a 30-foot boat, and even an elderly couple with three dogs on a 35-foot boat. So any size can be home.”

For the Haupterts, Cathy says, “The best part of the cruising lifestyle is being able to watch our child grow up in our presence. Unlike the vast majority of families in the U.S., she is able to see her parents work as a team on a day-to-day basis. She sees us work through conflicts and stressful happenings that occur with keeping the boat safe. And we watch her grow in understanding and wisdom about the world around her.”



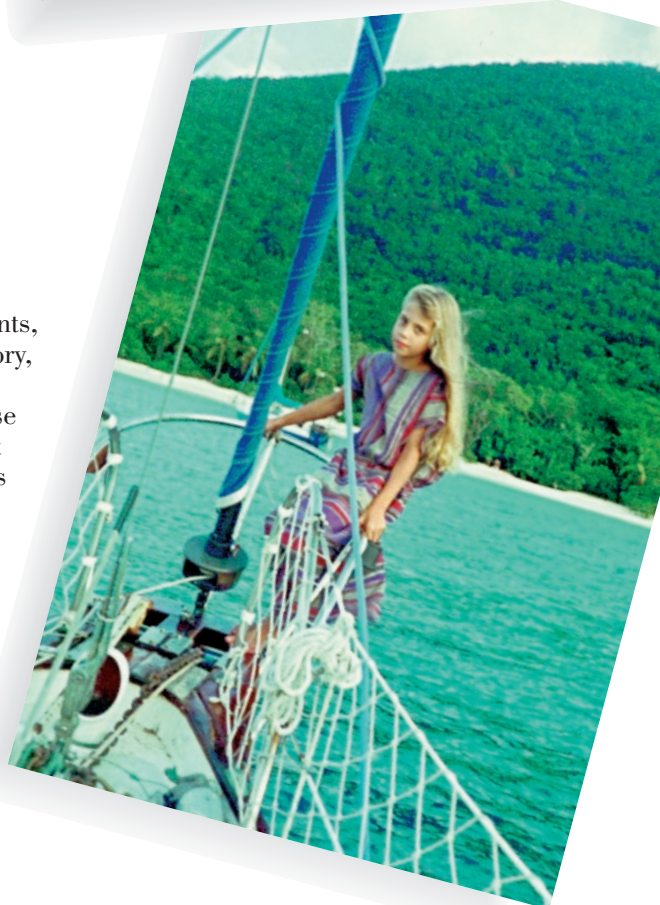
Mara's theme

I like home schooling because when I am finished with my assignments, I have the rest of the day to play. The subjects I like are world history, science, and reading. Math is sometimes fun, also.

It is sometimes hard to fit in when I return to public school because I feel different and miss out on some of their subjects, but they haven't studied what I have studied. I try to share some experiences and things I have learned. My classmates like the postcards I send from the Caribbean. They didn't believe that any sound would come from the conch horn I brought and blew for show and tell!

The Dominican Republic was the most interesting place I've been. There were pigs, chickens, goats, and motorcycles in the streets. The houses had dirt floors and beautiful knickknacks on their shelves. The children played baseball with homemade cardboard gloves. It was hard to teach two Spanish-speaking girls how to play “hide and go seek” with the little Spanish I knew and hand gestures.

Mara Hauptert



WHEN IS AN ERICSON



When he saw the Ericson 35 that would later be christened the *Catherine L*, Dan Hauptert believed he'd found the Alberg of his dreams. "I always loved the Albergs," he says. "They're the most sensible boats."

Although we haven't found substantiation for this story, Dan believes Pearson sold the 35-foot mold to Ericson which then had Bruce King design a new deckhouse and develop a different rudder. To him, his Ericson hull #19 is an Alberg 35, Dan says, but with a different deckhouse, rudder, and a three-inch bulwark.

"It's a beautiful boat," he continues, "and aesthetics are a good part of sailing, but it's not good for punching into seas. It was a CCA racing rule-beater design at the time, and it's very pretty." One limitation, he says, is that "she's got a 24-foot waterline on a 35-foot boat."

While she's narrow and small inside for a family of three, Dan says they can load the

Catherine L up for cruising, and she retains her sailing characteristics while "many fin-keelers get dangerous as you load them up," he notes. And people will load them up when cruising as the Haupterts do. "It's unbelievable the stuff you need to be safe when you're living aboard," he says.

The boat's long overhang at the stern gives her reserve buoyancy, Dan says. "You see a wave coming and think you're going to get clobbered. Then she rises up, and the wave goes under and past." In the Caribbean, the Haupterts have been in enough heavy seas to test and swear by sterns with a long overhang.

Tiller steering a plus

Unlike modern boats in the 35-foot range, the *Catherine L* is equipped with a tiller. Dan says he wouldn't trade that feature. For one thing, it works well with the Aries windvane. "It's awe-inspiring to watch a windvane sail when it's working well," Dan says. "But it does require a perfect balance of sails and a lot of sea

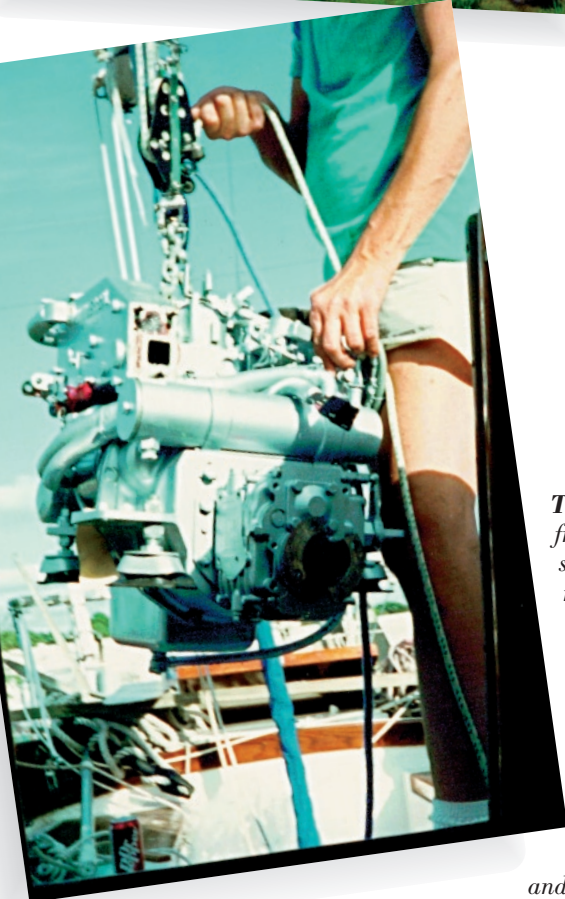
room." Unfortunately the Haupterts haven't been able to use the windvane a great deal in their travels, because they haven't had enough sea room when making island hops.

An autopilot steers a closer course, Dan notes, saying the windvane steers within plus or minus 10 degrees and requires at least 15 knots of wind to make it work well. When it's too rough for the boat's Navico Tiller Pilot, the Aries begins to come into its own, he says.

The Haupterts believe the *Catherine L* was sponsored by CBS in a Chicago-Mackinac race. She still owns a spinnaker which sports an

by Jerry Powlas

The Catherine L's story ... This page from top: the Ericson 35 handles well under sail and fully loaded... the *Catherine L* is ready for her return to Lake Superior and eventually for the canal trip which will take her through the U.S. to Florida and the Caribbean ... the *Catherine L* gets a new engine. Dan was able to do all the work himself, even bringing the new diesel onboard with the help of the boom. Facing page: Mara enjoys the onboard lifestyle. Following page: Mara learned early to row competently and can now set out in the dinghy alone.



enormous CBS eye logo. The spinnaker hasn't been very handy in the Haupters' Caribbean cruises. Light air is a rare occurrence, and downwind sailing is a novelty.

Because the *Catherine L* was raced, the previous owners had installed an 18-inch bowsprit to lengthen the foretriangle. Dan converted it for cruising by adding

balanced by the third reef in the main, which he says brings the main to the size of a storm trysail.

Dan and Cathy bought the *Catherine L* a head sail and the main through sail brokers Atlantic Sail Traders. (For more on sail brokers



“People spend much of their time in anchorages waiting for a norther to dampen the trades,” he says. In many cases they simply motor upwind.

“Even when you're in a sailboat, make no mistake about it,” he says, “you're motoring a lot of the time to get to the ocean.” Unfortunately, the Ericson 35 is “not a good motorboat,” he says. “Sometimes, when beating on the thorny path, it would be good to turn on an engine and bash your way upwind.” (The Haupters note that if you're planning to make this trip, Bruce Van Sant's *Gentleman's Guide to Passages South* is required reading.)

The *Catherine L* started life as a racing boat with a direct-drive Atomic 4 and an 11-inch 2-bladed propeller. Dan and Cathy used the Atomic 4 for several seasons on Lake Superior and in her river and lock travels south. Dan says of the Atomic 4, “It was a wonderful engine when it ran well, but it had a way of going out on you in very inopportune moments.” He adds that it could have gone easily for 100 years, if they had continued to stay in a marina, motor out, set sails, and not turn it on again until it was time to return to the slip. But that's not the kind of sailing they're doing these days.

anchor rollers and a windlass. The larger foretriangle may also have solved a weather helm problem caused by the way she was originally rigged. “She handles very well now,” Dan says, “She loses some light-air performance, but there isn't much light air in the Caribbean in the winter when we're there. We always have too much.”

Equipment that counts

The *Catherine L* is sloop-rigged. She normally carries a 100-percent genoa on the Harken roller furler and has a 150-percent jib reserved for light air and downwind sailing. Dan installed a removable inner forestay and running backstays for use in heavy weather. The staysail is

see article on Page 44.) They had to recut the jib to make it fit, but the main was a perfect match. Dan is very appreciative of the services offered by sail brokers, saying, “You get good sails for not a whole lot of money.”

Other heavy weather equipment on the *Catherine L* includes a storm jib, a sea anchor, and a Jordan series drogue — none of which have been used. He describes this gear as “downwind and catastrophic” and adds that they simply haven't sailed downwind much.

Auxiliary power is important on the “thorny path” (cruising primarily against the wind between Florida and the Virgin Islands), Dan notes.

*What Dan really wanted
was an Alberg.*

*With his Ericson 35,
he believes he got one*

... REALLY AN ALBERG?



Engine conversion

The Atomic 4 was using a gallon of gas an hour in a flat calm, Dan notes, and the boat has an 18-gallon fuel tank to which Dan added four 5-gallon jerry jugs. Once they arrived in the Florida panhandle and were facing a 150-mile passage to Tarpon Springs, Dan knew that if the wind died, they'd reach the outer limits of fuel capacity for the Atomic 4. They didn't like the idea of jerry cans full of gasoline sitting around on deck, and enough things had gone wrong with the engine to cause them to lose faith in it. Before setting out on their second season, they put in a diesel engine.

Dan researched the engine choices and settled on a Universal M25XP, which he says is a marinized Kubota. He selected it because theoretically it fit in the existing mounts, he says, but the engine in fact took up more space on the flywheel end than the Atomic 4, necessitating modifications — particularly to the companionway ladder.

Dan estimates that the conversion cost \$5,000 including the new prop and shaft. He adds, however, that he did all the work himself. And he guesses that he may have spent 150 hours on the project. It took the better part of a month in the yard, he says, adding succinctly, "It's a project." He notes that the

Universal Mini 3 or Mini 4 might have taken fewer hours of his time and cost about the same amount.

The new diesel engine had a reduction gear, so the *Catherine L* now has a 13x15 three-bladed prop. The prop shaft was too long and worn at the cutlass bearing, so Dan replaced it.

Cruising gear

In addition to the engine-driven alternator, the *Catherine L* has one 20-watt solar panel. They can anchor for a month at a time, he says, and never turn the engine on. They don't rely on refrigeration, so their electrical energy needs are minimal. "It's incredible what people will do to have ice in their drinks," Dan says, "One boat we know runs the engine three hours each morning and three hours each afternoon." Then he points out that others with refrigerators still go to town to buy ice, which they use to assist the refrigerator. "It's absurd," he concludes.


The Hapberts also have elected to live without a desalinator. The *Catherine L* was built with 35 gallons of water storage capacity, and Dan added two 15-gallon tanks in the bilge. They also carry four five-gallon jerry jugs and gather rainwater. The *Catherine L*'s three-inch bulwarks make a natural rainwater trap. Dan installed a thru-hull with a two-way valve where the starboard bulwark drains.

They let the decks rinse clean; then they capture the rainwater by

turning a valve which is conveniently located inside the cabin near the quarterberth. The family uses three gallons of water a day. He adds that water is generally available in the Caribbean, but they've heard that it gets harder to find as cruisers move farther south. They did go six weeks without rain one time in the Bahamas, but those stretches are rare.

Advice

Since Dan was once our personal dockmate and sailing guru, we asked him to offer advice for other sailors with similar dreams. He said the smartest thing in buying boats is to get one with everything on it ... in other words a fully loaded good old used boat. He also advises people to do the work themselves so they know what's on there and how to fix it. "I've seen people out there with more money than brains," he says. "When something goes wrong, they don't have a clue."

And he advises other sailors not to be intimidated. Have safety gear aboard, and be aware of what your boat can handle. "It's a mental thing," he says, "Get a basis of experience behind you so when things intensify, they're not shocking, and you can deal with them. Read and learn vicariously from other sailors. He adds as an afterthought, "Wait for bad weather to improve," he adds. 

Specifications

LOA	34' 9"
LWL	24' 1"
Beam	9' 8"
Draft	5' 1"
Headroom	6' 5"
Displacement	12,000 lb.
CCA rating	24.7
Sail area	544 sq. ft. (100% foretriangle, unmodified)
Ballast	5,300 lb.
Fuel	18 gal.
Water	65 gal.

RESOURCES

FOR ERICSON AND ALBERG SAILORS

Ericson 27 (California)

1220 Seville Drive
Pacifica, CA 94044
415-359-9178

Ericson 27 Class Association (Chesapeake Bay area)

John Stuhldreher
aetvjohn@erols.com
John is interested in locating other
Ericson 27 owners in the Chesapeake
Bay area or in starting an owners'
association for Ericson 27s in the area.

Ericson 27 Fleet One

Amy Lee
amyklee@aol.com
\$15 a year to join. The group produces
an owners' manual and a newsletter. It
also sponsors races, cruises, and events.
*(We know this group is out there, but it
seems that Amy changed her email
address recently. If you know how to
locate this group, please let us know.)*

Ericson 29 Class Association

Greg Delozier
1675 Ridgewood
Wadsworth, OH 44281
330-668-2267 (days)
delozier@aristar.com
Greg is interested in locating other
Ericson 29 owners or in starting an
owners' association for Ericson 29s.

also
Peter Stryker
stryker@bucknell.edu
Also interested in locating other Ericson
29 owners or in starting an owners'
association for Ericson 29s.

Ericson 32

Cory Bolton
cbolton@halcyon.com
Cory would like to hear from and share
information with other Ericson 32
owners.

Ericson 35 Class Association

Tsternb100@aol.com
Interested in locating other Ericson 35
owners or in starting an owners'
association for Ericson 35s.

Ericson 39 (flush deck)

Mike Stanich
642 Marina Pky, #51
Chula Vista, CA 91910
619-476-8081 (days or evenings)
windrunner_boat@juno.com
Mike would like to hear from and share
information with other Ericson 39
owners.

Ericson Class Association (Northwest branch)

Max Heller
seamax@w-link.net
Max is interested in locating other
Ericson owners in the Northwest or in
starting an owners' association for
Ericsons in the Northwest region.

Ericson Email Discussion List

<[http://www.sailnet.com/list/ericson/
index.htm](http://www.sailnet.com/list/ericson/index.htm)>

Ericson Newsletter (Northeast Ericson News)

Jeff and Linda Lennox
18 White Birch Court
Shelton, CT 06484
203-452-3100 (days)
jlennox@compuserve.com
Jeff and Linda publish a quarterly
newsletter for Ericson owners in the
Northeast U.S. (Maine to Virginia). To be
added, contact them with name, mailing
address, boat model, year of
manufacture, and name of boat.

Alberg Class Association

Ken Stephenson
KILTARLITY@headwaters.com
Members own and sail Alberg 29s, 30s,
and 37s.

Alberg 30 Association (Great Lakes)

Rick Kent
170 Grenadier Road
Toronto, Ontario
Canada, M6R 1R4

Alberg 30 Class Association (Chesapeake Bay)

George Dinwiddie
226 Beachwood Road
Pasadena, MD 21122
76524.214@compuserve.com
<[http://ourworld.compuserve.com/
homepages/Alberg30/](http://ourworld.compuserve.com/homepages/Alberg30/)>
This group prints a monthly newsletter,
The Mainsheet. It also holds annual
winter seminars in February and sailing
events from April to November on
Chesapeake Bay. Members published a
maintenance manual for the Alberg 30.
The group has members from California
to British Columbia, Texas to Maine,
both sides of the Great Lakes and a few
in the interior of the U.S.

Alberg 35 Home Page

Tom Alley
alley@acm.org
<<http://www.pce.net/alley/Alberg35.html>>



Rum nautic

As a photographer, I am capturing the aesthetic images that greet the cruising mariner. Especially my mate are the twilights when the enameled (with the reflections of lightning forks or wriggling snakes) one-of-a-kind shot (such as the once glimpsed rowing to shore in Mass., reminiscent, in her straw a Mary Cassatt); stately bronze-l certain small staunch yachts like to say nothing of sails filled with sapphire seas and stands of spruce

Equally absorbing are those the bread-and-butter side of the mooring, dropping an anchor, di

The loveliness can never be absolute sense. Taking pictures seemingly of everything — one only bits and pieces of that glory at the ready, no one can be perfect. You're at the helm or taking down sail, or there simply isn't time to before that windsurfer has whisked of gulls whirled upward like dry deep sense of loss accompanies glamour missed.

The camera becomes the "th aboard a boat. We go to great lengths from the sun and from humidity must be kept from rolling off a c while at the same time it must be at hand.

Hard on the wind, beating for a blow of 20-25 knots (or when wa 12-foot swells), I've wondered so didn't marry a golfer. And yet, a landlubbers denied the visions t daily fare. What a privilege it is panorama presented by the great

inations of a cal photographer

n interested in
e and practical
nurture the
ving to this first
sea seems
f masts resembling
es); the occasional
young woman I
n Vineyard Haven,
hat, of a Renoir or
mulled vessels and
e the Herreshoffs;
a light and air or
ce.

pictures detailing
sport: picking up a
nghying about.
caught in an
incessantly and
can record, at best,
y. Even though ever
ectly prepared.
wn or bagging a
o grab your camera
ked away or a flock
leaves in a gust. A
any perception of

bird person”
ngths to shield it
and salt water. It
cockpit locker,
e kept constantly

or hours against a
allowing in 10- to
ometimes why I
t bottom I pity the
hat are a mariner's
to witness the
t world of the

*story and photos
by Mary Jane Hayes*



Above left, one young sailor considers the joys of sailing; below left, Odyssey, a Cape Dory, slips along in a sea of cream; this page, view from Mary Jane's Sabre 28. Serena, as the Hayes spot a distant look-alike.



Rambling Rose rests in a quiet cove.

water; a sphere so different from earth with all its verdant images. An inexhaustible resource, this harsh and sun-drenched realm, this milieu ranging from the malevolent to the miraculous ...

First and foremost, there are the myriad boats: racing machines with skyscraper sails; skiffs hardly larger than tubs; sportfishermen, whose bow configurations suggest the snouts of sharks. There are the lobstermen leaving their neat little seas behind them as they work their trawls, the ferries and freighters criss-crossing the waterways, the fishing

draggers crowned with mantilla-like seines. Moving en masse and under spinnakers up Buzzard's Bay, there is the New York Yacht Club, 90 boats strong, and flotillas of powerboats like packs of hounds (which pursue, catch, and pass the slower sailing sloops en route to the Cape Cod Canal).


There are the seasons with their ever-changing sights. Spring, with its stenciled horizons; summer's incredible explosion of craft; autumn's shores, no longer clothed in green or swathed in blue, but etched in violet and vibrant orange.

There are gloamings of garnet-red. Dusks when anchorages seem crafted by Cellini so gilded are they by the setting sun. And after dark the steady shine of masthead lights, the silvery light of the moon on the water, the rich gold of the windows of the homes ashore, the dark shapes of boats.

If I have railed at times against abysmal elements, I have also exulted in the vistas served up by the adverse: in silt-like haze, in the staunchness of chop, in a coast smoking from turbulent surf, in fog hanging above the hills of our home port like a pastel mirage, in waters so still and stagnant that lobster pot buoys float upon them like swollen bees.

Not all weather is foul weather. There is a particular kind of weather that can occur

in any month but is always essentially October in its absolute clarity of atmosphere and opulence of color. That's my favorite weather.

If the nautical scene is somewhat bleak, it is just as often fetching or sumptuous and plush, part of a satisfying panoply for both the eye and heart! 

Note: I use a Nikon 8008 camera and two lenses — a 28-85 mm wide angle lens and a 70-210 mm zoom lens. I use slide film including Fujichrome Sensia (ASA 100) or Fujichrome Provia (ASA 100).

Diamond-in-the-rough, perhaps, but *how* rough?

What to look for when buying your Dream Boat

In the nautical lexicon, it seems these three words — good old boats — always go together. Some of the most aesthetically pleasing designs from the boards of America's greatest naval architects — Alden, Alberg, Gilmer, Herreshoff, Rhodes, Sparkman and Stephens and many others are now well along in age and, like old debutantes, in need of a face and structural lift.

When, in our wanderings, we find an older boat, a fiberglass boat which appeals to our hearts, our spirits soar, and a smile lights our faces ... and then fades. It fades when we consider the work and cost associated with the required plastic surgery. But need it fade?

Let's assess our new love and evaluate the potential under the layers of grime.

The earliest fiberglass sailboats were built from designs originally intended for wood construction. The beam was narrow and the overhang long ... the waterline short and the interior small ... but the beauty is there.

A Herreshoff H-28 is still a Herreshoff, in wood or glass. A Hinckley Pilot is still a Stephens' design, Seawind a Gilmer, Cape Dory an Alberg, Bounty a Rhodes, and a Pearson Countess an Alden.

Start with the basics

To evaluate our find, let's start with the basics.

The earliest fiberglass hulls were thick and sturdy, approaching the originally designed wood thickness. The resins, until 1972, were of a formulation that resisted blistering. So the hull, barring physical damage, should be sound.

This is not necessarily so with the decks and cabinhouse. Take off your shoes and walk on every horizontal surface; dig your toes in as you walk. If

there is a soft spot or delamination, you'll feel or hear it. A

by Bill Sandifer

crackling sound or a soft feeling will tell you of a problem. Don't panic. Make a note of the location and keep looking.

If the boat is out of the water, next check the underwater gear. The older hulls — Triton, Ariel, Reliant — all had wood rudders with bronze shafts and strapping. Age, electrolysis, and marine life may have eaten holes in the wood or bronze. It can be fixed. Keep going.

Check mast, rigging, sails

The mast and rigging are next. The spars were usually wood or heavy-walled aluminum. Unless rotted, the wood can be reglued and the aluminum painted. The problem with the rig will be the standing rigging.

Most standing rigging will be stranded stainless steel wire with swaged fittings. There is no reliable way to evaluate the condition of rigging wire until it starts to break. To check for breaks, put on leather gloves and wipe all wire rigging with a paper towel. The paper will catch on the broken strands (called “fish hooks” for a good reason) and flag the break. This sure beats using your ungloved hand and marking the break in blood.

If you can't be sure the wire is in good condition and has been replaced within the last 10 years, plan on replacing all standing rigging. Check each swage fitting by cleaning with metal polish and using a magnifying glass. Check for cracks or corrosion.

Just one fitting failure can bring your rig down. The cheapest way to replace standing rigging is with new wire and swages. The more expensive alternative is to use new wire and reusable Norseman or Sta-Lok fittings. Consult your budget and make notes.

Running rigging, sails, and all canvaswork can be evaluated visually. Raise all sails and check their shape. Are they baggy or stretched, do they set poorly under wind pressure? Try the poke test. Ask the owner for permission to hold a small section of the sailcloth in one hand and see if you can push your finger through it. If it gives, or if you make a hole, the cloth is deteriorated. This is probably due to ultra-violet rays from long exposure in use or just from being uncovered on the boom.

Sails will last a long time if properly cared for. They can be re-cut for better shape a whole lot cheaper than they can be replaced. Used sails can be bought from any number of sail brokers or lofts. (*See article on Page 44.*) Sometimes new sails are available at 50 percent of the original cost, if they were ordered and not picked up. Check your budget and your intended use. I'm not a racing sailor, so my old sails are fine for cruising use. The added speed from new sails is not worth the cost for me.

What about woodwork?

With one exception, the ondeck woodwork can be replaced or sanded down and refinished. The 37-year-old teak on my Ariel is still serviceable. The former owners never cleaned it, so they did not wear away the soft wood between the grain as happens when harsh chemicals and hard scrubbing are used to clean the wood.

The exception on deck wood is teak decks. The usual method of fastening teak to a fiberglass deck is to screw the teak directly to the fiberglass below. The teak is $\frac{3}{8}$ to $\frac{1}{2}$ inch thick and more of a veneer for looks than for a structural deck. The soft wood between the grain is worn away by the elements, people's feet,

washing, gear dropping on the deck, and other impacts. Over time, the deck gets so thin that the bungs covering the fasteners fall out, and the fasteners begin to work loose.

If the decks are very worn, and the bungs covering the screws are popping off, you will most likely find delamination underneath and a very large job ahead. Think about whether you're willing to tear it all up and fill all those holes or just take a chance. Either way, it will be expensive in the long run.

Let's go below

Open up all the hatches, cupboards, and drawers. Use a flashlight and a fine ice pick. Poke any discolored areas for rot. Check the area where bulkheads are bonded to the hull. Has the fiberglass tape pulled away from the wood? Has the mast step sunk into the keel? How about the keelbolts? Most, but not all of the earlier fiberglass boats, had encapsulated ballast. Some had lead or iron exterior keels. Check the bolts for corrosion. They will all look rusty, but determine if they have lost material. Are the nuts octagonal or rounded off? Hit the nuts gently with a small metal hammer. If you get a clear “ring,” they are salvageable. A dull sound means deterioration. Check the “floors” or supporting beam around the keelbolts. Are they discolored or soft? That fix is expensive.

Operate all the seacocks. They should open and close and be a nice bronze color. Yellow is brass. Pink/purple is bronze from which electrolysis has leached the zinc. In either case — yellow or pink — replace them.

Shine a light at as much of the hull-to-deck joint as you can to check the seam. See if there are any signs of leaks. Did water get in around the bolted fittings? Look for water stains. Investigate all deck hardware from underneath. Is it adequately bolted with a backing plate? A wood or fiberglass plate is nice, an aluminum plate is better, and a large stainless steel plate is tops. Carbon steel is OK, but it must be coated to resist rust. Carbon steel was seldom used in fiberglass yachts.

Check ports and hatches for operation and leaks. The aluminum port light on my Ariel fell apart in my hand when I tried to fix a leak.

Evaluate the systems

Finally, check the electrical, mechanical, and piping systems. The electrical system may need breakers to replace old fuses or new wire and/or fixtures. Are the running lights legal? The rules have changed over time.

The engine is a whole subject unto itself. If it runs, it is a plus. If it does not, a replacement may cost more than the boat is worth. Price replacement engines before making a decision.


Check the shaft and cutless bearing for wear. If it moves up and down, replace the bearing. This is a big job, but not an expensive one, with the boat out of water.

An old Atomic 4 can be rebuilt and serve for years. These engines are simple and can be made reliable with

upgrading. You are safe if care was taken to keep the fuel system in tight shape and you use your nose to check the bilge before each start. Blowers are required, but the nose is infallible. Diesel engines are really nice, but they're expensive as a new or replacement system.

Check all tanks. Fuel tanks can leak and be almost unremovable. Water tanks, if fiberglass, can encourage the growth of various things and cause the water to taste terrible. Tanks can be cleaned out and repaired, but it is a

labor-intensive job. As an example, you may have to remove the engine to replace the fuel tank or remove the cabin sole or V-berth to replace the water tank. Unless you are independently wealthy, you really don't want to ask a boatyard to do the work.

Take a final look all around. I hope you've been taking lots of notes. Find a quiet place to review your findings and decide if the boat of your dreams can become your *Dream Boat*. 

Common-sense boat buying

As a young adult with a wife and one child, I wanted a sailboat in the worst way. As with everyone at that stage of life, money was a problem. But I took my last \$1,500 and made an offer on a used wood catboat "subject to survey."

I'd owned boats all my life and had actually built several. Still, I was not trusting in my own abilities and felt I was doing "the prudent thing" in engaging a professional marine surveyor to protect my investment.

The surveyor inspected the boat, noted nothing wrong except, "the cockpit flooring will probably leak, ought to cover it with plywood," and picked up his fee. Blinded by the "professional report," I bought the boat.

It was only on a hard beat in the middle of Long Beach Sound that the knots began to fall out of the "knotty pine" wood planking. Using the anchor rope to plug up the holes, I was able to reach shore with my wife and young daughter.

I never could find the surveyor to ask him about the problem. It was probably just as well, as I had visions of sending him to sea in the very same vessel he had pronounced "seaworthy."

The moral of the story? I ignored my own capabilities and common-sense judgments in favor of a "professional opinion." If I would have taken the trouble to carefully inspect the hull myself, I would have seen the knotty planking, rejected the boat and been saved from a potentially life-threatening situation.

Any person who wants to buy a boat must like the water, have seen other boats, and have a good idea what type of boat is best for him. If a person takes his abilities to think, talk, observe, and reason and couples those abilities with common sense, that person can assess a boat's condition on his own.

Basic common-sense questions should be considered: Is the boat clean? Does it look good? Does it do what it should do? For example, does the engine start easily and run well? Do the sails look good without wear? Do they raise and lower smoothly? Finally, is the owner/broker

being honest? We all can sense when we are being conned or "sold a bill of goods."

Three old clichés come to mind.

"Handsome is as handsome does." "If it looks right, it probably is right." And, finally,

"Buyer beware." All three can be applied to any boat and will go a long way to assure the prospective buyer a successful purchase.

Having said all of the above, does this mean that a person should not hire a marine surveyor? Certainly not! Once a prospective buyer has applied his own common sense to inspect the vessel in question and decided in favor of the boat, then a surveyor should be called in to


apply his detailed

knowledge of

marine design and construction to assess specific details about the boat.

As a person employs an accountant to do his taxes, a doctor to tend to his ills, and a mechanic to repair his car; a surveyor should be hired to assess and value the potential purchase. But only after the buyer's common sense tells him or her, "It's just what I want and in the condition I want it."

A surveyor provides verification of the judgment already arrived at by the purchaser and simply points out the more technical points that need attention and are beyond the purchaser's own knowledge.

In selecting a surveyor, use common sense, ask for references, ask to see reports on previous surveys, and, finally, don't abdicate your responsibility in favor of the surveyor. Use common sense. 



by Bill Sandifer

Yes! I can do it!

*Sailmaking is not a “voodoo art,”
as others would have you believe*

One theme runs through the literature, the conversations, and the atmosphere at Sailrite — sailmaking is not a “voodoo art.” Matt Grant, who now manages the business, says, “It’s easier than most people expect. We’ve been trying for years now to dispel the myth that sailmaking is esoteric and difficult.” Many customers trust themselves to do their canvaswork before they are willing to try sailmaking, and Sailrite does not discourage that. But Matt insists that creating a dodger or a boat cover or even a Bimini, while well within the capability of everyone, is not as easy as building a quality sail.

Years refine the process

It was not always that way. When Jim Grant, Matt’s father and the founder of Sailrite, first began sending out kits in late 1968, they consisted of a roll of

sailcloth, the necessary thread and hardware, a set of stapled instructions, and a scale plan on an 8½ by 11 sheet of paper. Customers were told to loft their sails full size on a suitable floor. Sailcloth would be rolled out over this pattern and basted together with silicone bathtub caulk. Sail basting was quite unheard of at that time, although all professionals employ the technique now. It really was the one breakthrough that made amateur sail construction possible, but there were some teething problems. Jim remembers being able to point out early “homemade” sails quite readily as he sailed his own boat out of Marina del Rey in southern California. Because they lacked any other area large enough, many customers would use their driveways to loft their sails. The problem with this technique was that silicone would ooze out of seams and pick up dust and dirt

before it dried. “We all laughed and said the zebra stripes were decorative,” Jim says. In spite of appearance, the sails generally performed well, and that was enough to keep the fledgling company on an almost constant growth curve.

Now all kits are designed using very sophisticated computer software. A 50-foot-long flatbed plotter cuts all panels including corner patch reinforcements. The computer labels each panel, and a detailed image is generated on paper to serve as a “roadmap.” Custom instructions are computer-generated for each kit. Basting is now accomplished with special double-sided tape that is clean, fast, and secure. Large work surfaces are no longer needed for lofting. Indeed, even very large sails can be assembled two panels at a time up until the last three or four seams which connect the panels. So a long

Jim and Hallie Grant measure cloth for a kit, at top; J computerized cutter, at center; and Matt

hallway provides enough room for even very large sails, Matt says.

Two customer groups

Sailrite serves two groups of kit customers — the first are those who want to save money, and the second are those who want to do it “their way.” Both save from 30 to 50 percent of the price of finished sails and both learn a good deal about cut and shape, a knowledge that is likely to enhance their sailing techniques. Perhaps the most valuable return on a kit, however, is the feeling of satisfaction and self-reliance that follows all the work. There comes a defining “Yes-I-Can-Do-It!” moment that is reward in itself.

Sailrite offers more than sail kits, although other products are related. There are bulk fabrics for sail and canvaswork; portable heavy-duty sewing machines that hand crank, so they can be used

Continued on Page 42

Jeff Frank sorts and labels sail pieces cut by the Grant looks a sail over for a repair, at bottom.



What's a sailing family

Why Jim and created the "sailshop"

It was life's haphazard events — and not a grand master plan — which have enabled a couple of sailors to be successful at the sailmaking trade deep in the Indiana heartland far, very far, from the scent, even the merest whiff, of salt water.

Jim and Connie Grant grew up in the small Indiana town of Columbia City, a mite west of Fort Wayne and not far from the few natural lakes of any significance in Indiana. It doesn't take much water to float a sailing dinghy, however, and Jim grew up aboard a series of sailboats of this nature: a Snipe, a Sailfish, a Thistle, and a Lightning. He created sails for several of these boats using inexpensive materials from the local fabric stores.

Jim and Connie spent their graduate school years together at the University of Chicago, he studying philosophy and she studying history. Like poor students anywhere, they looked for bargains and spent money cautiously. Together they bought a

Six-Meter sloop for \$600 — plus another \$400 for the unpaid back storage it had accumulated during many years of neglect — and turned it into a liveaboard home on the Chicago waterfront. They raced this boat for two years. Jim created her sails from sailcloth begged from Lou Acquino, then one of the premier sailcloth designers.

With graduate school behind them, the couple went west, following the smell of salt, and landed in Marina del Rey on the coast near Los Angeles. There they bought a Cal 20, to replace the boat they'd left behind, and joined the local racing fleet.

What happened next was one of those haphazard events which influences people's lives. Jim and Connie, in the midst of a fleet championship battle, determined the Cal 20 needed new sails by the weekend. They couldn't find a sailmaker willing to work that kind of a miracle, so Jim fell back on their poor student experience and made the sails himself.

Connie recalls that the sails "looked terrible;" they were "too full." However too full turned out to

be fortuitous for the light air and chop which prevailed off Marina del Rey during the racing season, and they won the remaining three races, "sewing up" the fleet championship, as it were. They went on to place a strong second in the nationals which were held at Marina del Rey that year, and Jim became known as "Omar the Tentmaker" within the fleet. Others looked to him for sailmaking advice and information on obtaining supplies.

It should be noted that Connie does not sew. This part of their sailing hobby was Jim's passion, one which she supported. Today Connie takes a perverse pride in being the only member of the Grant family who does not sew.


Before long, Jim had developed a few how-to manuals and an assortment of sailing supplies which people could buy for their own sail production. And thus, Sailrite was launched in 1969 in a three-car garage in Marina del Rey, Calif. Lacking the large tables necessary for cutting and sewing

by Karen Larson

like yours ... *Connie Grant* *on the prairie”*

massive pieces of cloth, Jim soon earned another strange reputation, this time within the neighborhood, as the guy who waxes his driveway. There he spread out the cloth and worked the large pieces with ease.

Their growing family made Jim and Connie long for a simpler life ... a smaller town ... something a lot like Columbia City, Indiana, in fact. And so they moved Sailrite and their children back to the embrace of a community surrounded by cornfields.

The Grants and other Sailrite staff members continue to campaign a small fleet including an S2 7.9, a Lindenberg 22, and a couple of C-Scows several days a week with sailing clubs in Indianapolis, a couple hours' drive to the southwest, and Clear Lake, a similar drive to the northeast. There, and through their sailing customers from all over the world, they keep tabs on the needs of the sailing community from the middle of the Hoosier heartland. 



Jim and Connie Grant above and the next generation below: son Matt Grant and his wife, Hallie.

... doing in a place like this?

Sailrite continued from Page 39


anywhere; and sailmaking hardware, tools, line, and blocks. The company also offers a wide assortment of how-to sailing books including, of course, the books Jim has written on canvas and sail construction projects.

The third floor of the Sailrite building is the “loft” where finished sails are produced. Sailrite turns out about 300 finished sails each year. Don Trammel, Janice Studebaker, and Mark Shory do this work. The loft serves as a “research and development” center as well as a source of profit.

Customer contact is the key

Because of their “do-it-yourself” focus, the folks at Sailrite emphasize their willingness to work with customers. Matt and Jeff Frank, the sail designers, are the ones who get on the phone to gather relevant data. They are also the ones who respond to the stream of questions received through the company’s website at <<http://www.sailrite.com>>.

Once a sail is ordered, it is designed directly on a computer screen. The software used is “Prosail” for mains, jibs and regular spinnakers. “SMSW5,” another sail design software, is used for cruising spinnakers. These programs allow the designer to control shape in many ways: there is entry and exit curve, draft, chord, twist, sag, mast bend (both fore-and-aft and side-to-side) and far more. These are not “smart programs.” That is, they do not make decisions for the designer. Instead they place complete control over the sail’s shape in the designer’s hands. Fortunately, the computer makes replication of successful shapes easy, so sails that work well can be recreated. As a result, it is far easier to build on experience than ever before.

When the design is complete, the computer generates the shape of each panel required and allows the “nesting” of these panels on a length of sail cloth. Sailrite uses a 40- by 6-foot table with four large vacuum blowers under it to hold the cloth firmly on the table. An “x-y” plotter with a pen and a knife mounted on it moves over the cloth, first marking and then cutting it. The cutting is done with a rolling wheel something like a pizza cutter. This is the fourth generation system for Sailrite. Each new system has saved time and improved sail quality and enabled more sailors to experience that moment of revelation when they realize, “Yes! I can do it!” 

Sailrite can be located on the web at <<http://www.sailrite.com>>. Jim Grant is developing a program which will enable people to price their own sails on the spot. When considering a new mainsail, for example, web visitors can pull down menu choices for types of cloth and the corresponding prices for each choice, or they can select the number of reef points and view additional costs associated with the desired number of reefs.

A homebuilt sloop gets a homemade sail

My elderly 23-foot *Ariel* was running wing-and-wing when a following sea gave us a rude shove on the quarter. *Ariel* rolled sharply to starboard, her main slatted, and I noticed we had suddenly acquired a large window in our sail. As I peered through the space where a seam had once joined the two bottom panels, I knew it was time for another main.

Because my little homebuilt sloop dated from the 1930s, an era of stubby masts and long booms, locating a used main from a broker was not an option. I had to spring for a new sail. That winter I called several lofts for quotes and then sent off for Sailrite's literature. With time on my hands in upstate New York's off season, the idea of a do-it-yourself sail (at about half the cost of a professionally built sail) was extremely appealing. However, I also knew my own standard of craftsmanship at the sewing table. I wondered, given my inability to measure something twice and come up with the

same number, if I could produce a decent looking sail. It had been, after all, 30 years since those 4-H sewing lessons — could I still thread a needle?

Sailrite's literature and phone contact assured me I could and, to my surprise, they were right. The finished mainsail set beautifully and looks great, though there are a few slightly crooked stitches here and there. I made a few goofs and learned a few lessons.

Lesson number one is if you are going to tackle a sailmaking job, follow Sailrite's directions exactly and in the sequence they recommend. Their diagrams and directions are generally quite clear, and, if you are stumped, they do a good job of helping you over the phone. (They also say, mostly I think to reassure the faint of heart, that if you get partway through the job and give up, they will salvage/finish the sail for you for an additional hourly rate charge.)

I erred in not placing the reef points at the stage of construction they suggested. I waited until the main was stitched together and then couldn't feed the bulk of the sail through the machine and so had to hand stitch the points' reinforcing patches. I also had my customary difficulty in measuring — a key requirement in sending them the proper dimensions of your old mainsail. Follow their directions exactly in the measurement of your old sail; it is a little tricky, and you'll need a space to stretch the sail's luff out.

Lesson number two is do the practice project first. Sailrite provided a sailbag kit as a warmup for use before tackling the actual mainsail. With my customary impatience, I plunged right into the sail itself. However, doing the small project first would be wise, as you'll gain a feel for feeding the slippery

cloth through your machine at a constant rate so your stitches go where you want them and come out straight and even.

Lesson number three is if you can find a large space with a clean wooden floor and no helpful supervisory cats and dogs, use it. This will make the whole process much easier and more enjoyable, and the end result will look better. I assembled the precut panels (assisted by three very interested cats) and taped and sewed them on my out-of-the-way carpeted closed-in porch, where I could leave things lying about between sessions. However, the cloth did not slip and slide easily on a carpeted surface, and my 15- by 30-foot porch was too small to lay out the 23-footer's main. I ended up finishing the job of assembling the panels at a friend's wood shop with the help of two dogs and another very curious cat.


I found that a standard well-used Singer portable, capable of making a zig-zag stitch and equipped with a new sharp needle, was easily up to the task of

stitching through two and three layers of Dacron. However, for reinforcing patches, such as at tack

and clew where more than three layers were sewed together, I had to resort to some handwork.

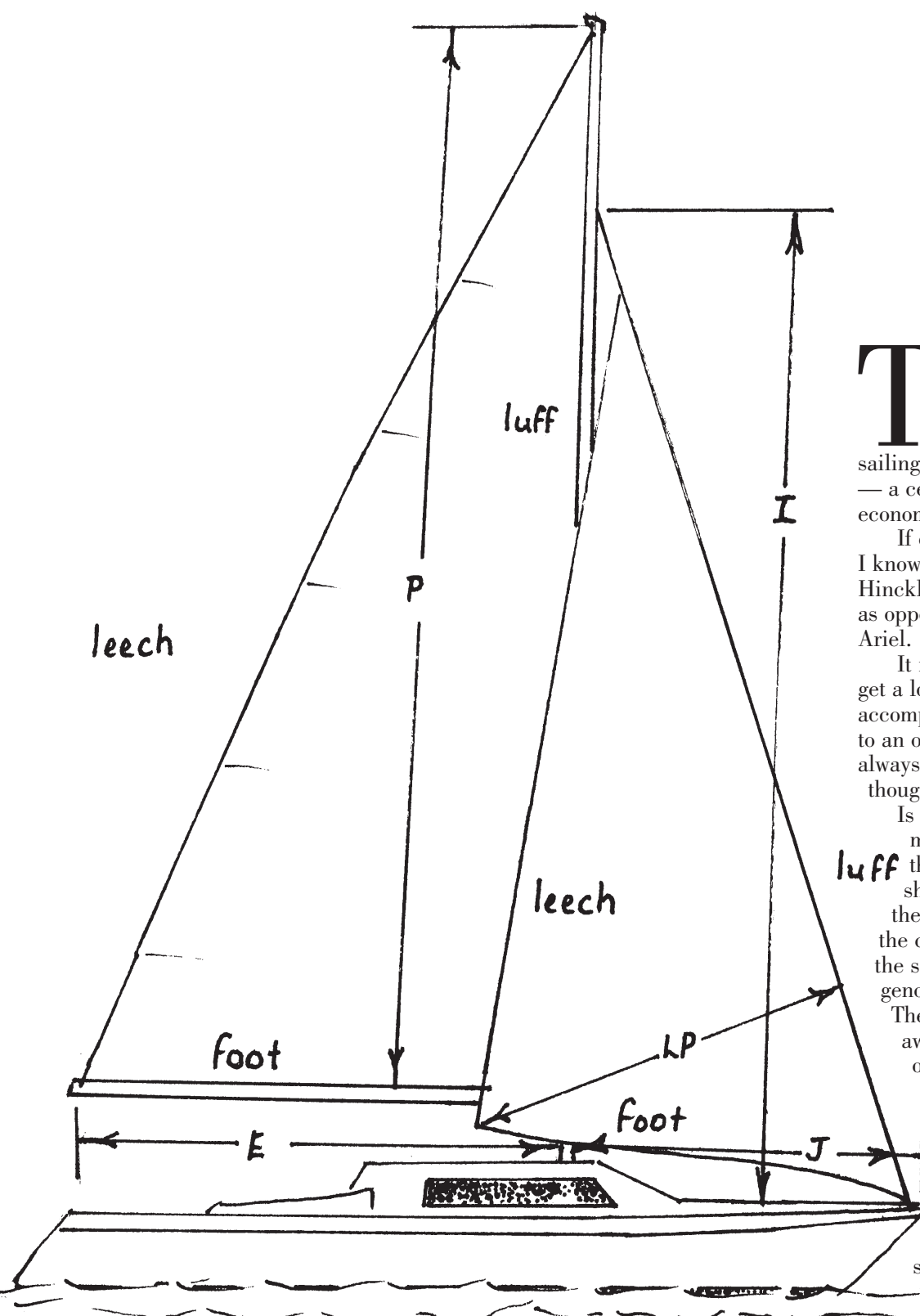
My project turned out quite well, despite my mistakes and limitations; however, I wouldn't recommend tackling a mainsail for a 30-footer as your first sailmaking project unless you have a nice heated hayloft or gymnasium floor to work on. I would be willing to try another smaller sail from a kit after my first project. Sailrite kits for dinghy sails or for lightweight sails for larger boats have been successful first projects for many novices. Sailrite also sells kits for making sailbags and other canvaswork. This winter I put together a sailbag to allow the jib to remain hanked on the forestay, and the project went together very well in a decidedly small workspace.

Laying out mains and jibs for pocket cruisers like my 23-foot *Ariel*, whose mainsail area runs about 160 square feet, would be feasible in most attics or other normal-sized house spaces, but the weight of cloth on the larger sails might present problems for a standard sewing machine. Many amateur sailmakers start out with a lighter weight drifter or cruising spinnaker for their first project. The cloth is much easier to bunch up and feed through the machine than the stiffer, slippery, heavier weight Dacron.

It took a half dozen winter weekend afternoons plus several additional half days to complete my main. Despite a few stretches of a slightly squiggly seam, the finished product was a vast improvement over the old made-in-Hong-Kong main. 

by Susan Peterson Gateley

New wings at half



Those of us who love good old boats do so out of aesthetic preferences, sailing abilities, and — let's face it — a certain consideration of economic factors.

If cost were not a consideration, I know I would be sailing a Hinckley, Alden, or whoknowswhat? as opposed to my little 1961 Pearson Ariel.

It isn't all economics, since I do get a lot of satisfaction from my own accomplishments in giving new life to an older boat. At times I do tire of always having to fix something, though.

Is there something wrong with my attitude? I really don't think so. We all go to the boat shows and oooh and aaah over the shiny new models, admire the clean new diesels, and talk to the sailmaker about that new genoa we want for Christmas.

They quote a price, and we walk away. It isn't that we don't want or need the new sail, but the price is, well, "out there."

There is another way. A series of reputable companies specialize in selling new and used sails obtained from lofts and individuals who trade in or sell the sails they no longer want or need.

price

Buying, selling, new and used: Sailbrokers can stretch your sailing dollars

Sometimes available sails are the result of an overstock of new sails ordered by a charter company that failed to pick them up. Sometimes they come from a person like me who buys a boat with many sails when only two or three are actually needed.

Many new boat buyers are sold a "complete set" of sails including three genoas, a spinnaker, storm jib, trysail, and riding sail in anticipation of a long cruise to the islands that never comes to pass.

The boat is sold to someone else who just wants to sail on the sound, and the excess sails are sent to a sail broker who buys them on consignment or purchases them outright.

There are thousands of perfectly good sails available through these sail brokers at a fraction of the cost of the new ones. These sails are rated according to condition, useful life, and appearance. A sail with a surface rust stain can be listed as "like new" but will cost half as much as the same sail without the stain.

Sail brokers vary

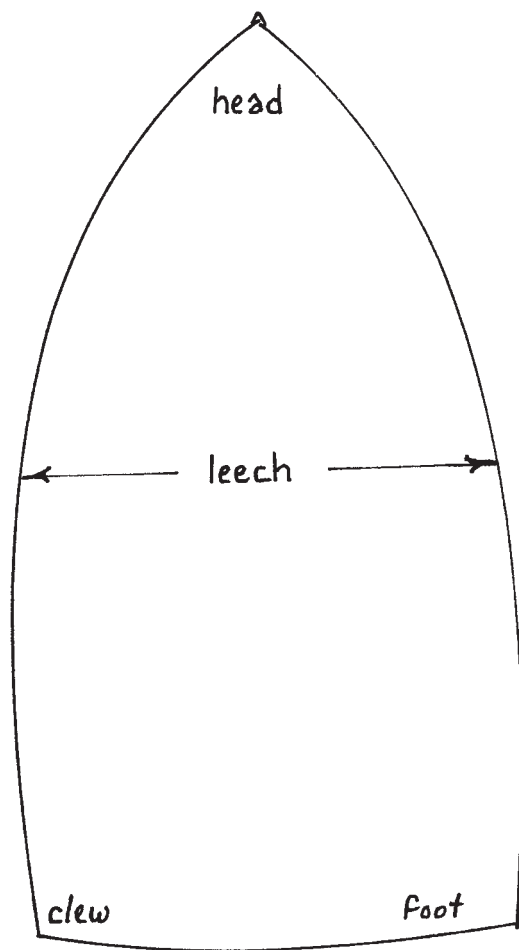
I have bought and sold sails through a broker over the years, and they

have been good experiences. I'm sure the representative firms listed in the appendix of this article would reflect similar experiences. Some used sail brokers sell on consignment, giving the owner a 65 to 70 percent return on the sale. They hold a sail for a set number of months and progressively reduce its price until sold or redeemed by the owner at the end of the specified time.

Some sail brokers purchase outright and resell the sails. This affords the owner instant cash flow, as opposed to waiting on a consignment sale. One might expect to receive less

money for the outright purchase, but it depends on the sail, market conditions, and so forth.

Other used sail brokers will purchase or sell on consignment, or arrange for a tax deductible donation of the sail. There are sail brokers who deal mostly in new sails made overseas at a lower price than those in U.S. lofts. The sails usually come with a two-year and a limited (10- or 30-day) 100 percent satisfaction guarantee.



There can be compromises

It all depends on what you want or expect from the sails. Remember, a sail purchased from a broker was not custom-built for you and your boat. There may be compromises in the sail that you need to consider. The weight of the cloth may not be exactly what you were thinking of, or the exact luff length, foot length, batten length, etc.

The exact configuration of the sail is a compromise which you have to evaluate, based on the asking price. Quality and fit are direct functions of price.

Ordering a sail is easy, but does involve some work on your part. Although your boat may be a Pearson 26, for example, there were many Pearson 26s built over the life of the design, and the spars may not be identical, or earlier owners may have made changes. It is always best to measure your own rig and use those dimensions to decide on the sail you wish to buy.

Measuring the sail

In the drawing on Page 44:

I is measured from the top of the jib halyard sheave to the deck (actually the sheer line).

J is measured from the center of the stay at the stem to the front of the mast horizontal to the waterline.

P is a measurement from the main halyard sheave box to the main tack fitting.

E is measured from the main tack fitting to the “black band” on the end of the boom.

Headsail luff is easily measured by attaching a tape measure to your halyard, raising the halyard to full hoist and measuring to the bearing point of your tack shackle horn. In the case of a furling system, measurement is from the sail attachment points when the system is fully raised. Main leech may need to be measured in special circumstances (bimini clearance, etc.)

LP = luff perpendicular. This determines the percentage (i.e., 150 percent genoa) your headsail overlaps the mast. The formula:
 $J \times \% = LP$.

In order to fit well, a sail must be able to be tensioned on the luff and foot and not be “too big” to allow for adjustment and stretching of the sail over time.

If a sail requires re-cutting to fit your needs, you may lose the price advantage, and your local loft may not want to work on a used sail purchased elsewhere.

Changes in hardware from hanks to luff tape or sail slider to bolt rope or slugs will increase the price of the sail to you.

There are literally thousands, if not tens of thousands, of sails out there in the discount new/used marketplace. Your local sailmaker may have used “trade-in” sails also. Check out his inventory. If you need to alter a sail you propose to purchase, look around some more. There may be another sail at a different broker that is just what you want without having to make the changes.

Working with sail brokers

When looking for a new/used sail, use proper terminology and know your sizes. Usually, you can ask for a list of sails by type and size, and the broker will send you a list of all sails he has in that range. As an example, assume the mainsail luff is 20.8, the leech is 22.8, the foot is 9.7, and the weight is 5 ounces.

The broker will send you a list of mainsails with a luff of perhaps 20 to 24 feet, leech of 21 to 26 and a foot of 9 to 10 feet. The weight of the sailcloth usually corresponds to the size of the sail, so that does not need to be specified unless you are looking for a storm sail or other specialized sail.

The same holds true for the genoa, spinnaker, drifter, blooper, etc. Don't be in a hurry. The sail broker's inventory is changing all the time, and brokers will usually send you two or three updated lists on one request. If you don't see what you want, go to another broker or request the list in a month's time.

When you decide to buy a sail from a broker, be sure you understand the descriptions.

“New,” “like new,” and “excellent” are self-explanatory.

“Very good” usually means 65 to 75 percent of life is left in the sail. “Good” has 50 to 60 percent of its useful life left.

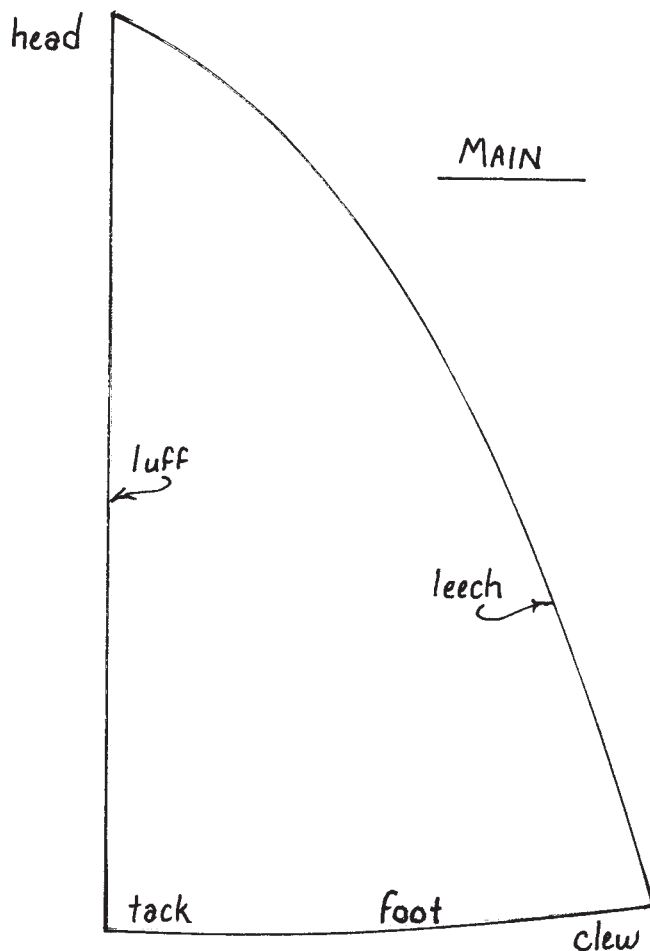
“Fair” means wear and stains with some life left.

“Usable” is — well, it isn't ripped, but it is probably bagged out, in need of

repairs, and available at a bargain basement price. Some brokers use definitions that are slightly different but similar to the above.

Check that the hardware will fit your spar and that the dimensions are correct. Brokers usually allow the purchaser to hoist the sail to assure proper fit, but they don't allow you to take it for a sail. Some brokers allow 10 days for evaluation, while others allow 30 days. Some brokers pay the freight to have an unsatisfactory sail returned, while others will expect the purchaser to pay the return freight. Be sure you understand and are happy with the “conditions of sale” before you buy.

For many of the firms advertising as sail brokers, sails are only a part of their business. They may also handle furling systems, used winches, winch handles, and rigging needs. If you have other sail-related



needs — from a boom vang to a rope clutch — ask the broker. Winches, in particular, can be a good buy from a broker as you may be able to obtain a self-tailing pair in very good condition two sizes larger for the new price of a smaller non-self-tailing set.

As a common practice, major credit cards and checks are perfectly acceptable methods of payment.

Other alternatives

Finally, if you have all the sails you need but they are just a little tired, there is an economical way to breathe new life into them. SailCare, Incorporated at 410 9th Street, Ford City, Penn., will take your old sails, inspect and measure them, determine if any repairs are needed, and check the cloth for sun damage and deterioration.

Your sails are cleaned and impregnated with new resin. SailCare saturates the cloth with the resins and sets the resins with controlled heat. A fungicidal agent is added to inhibit mold growth. A water repellent as well as a UV protector is also added.


Remember that this process will not restore a bagged-out sail to its

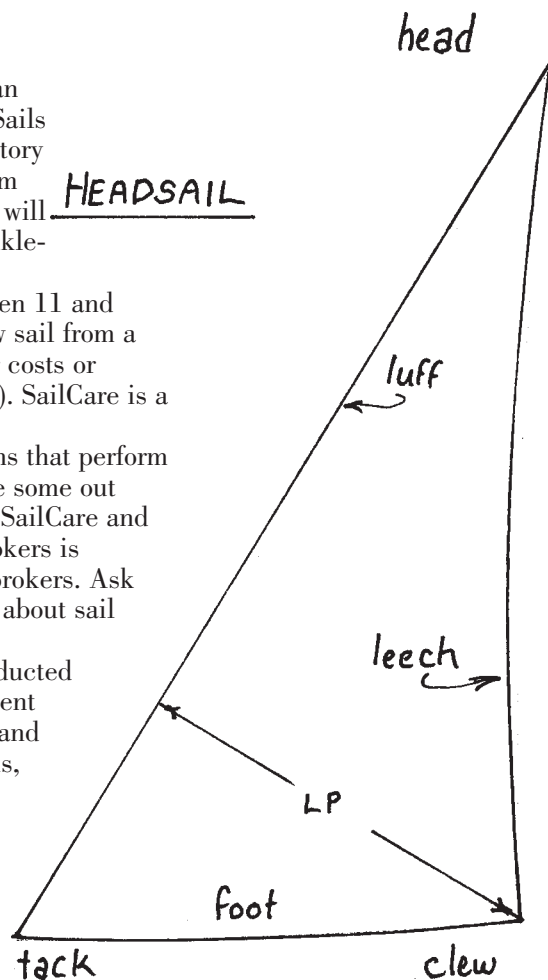
original shape. It will just clean and resin the existing shape. Sails must be setting with a satisfactory shape to be worth sending them off for this treatment. The sail will be returned clean, nearly wrinkle-free, and much stiffer.

The cost of treatment is between 11 and 12 percent of the cost of a new sail from a U.S. loft (excluding any repair costs or modifications made to the sail). SailCare is a full-service loft.

I am unaware of other firms that perform similar work, but there may be some out there. Contact information for SailCare and a representative list of sail brokers is listed below. There are more brokers. Ask your local loft or yacht broker about sail brokers in your area.

Most transactions are conducted over the telephone with shipment via UPS. I live in Mississippi and brokered my sails in Annapolis, Md. The sails were sent to whoknowswhere.

If you must have new sails with the latest technological advantages, or if you race, visit your local loft. But if you need a deal on new wings for your good old boat, contact a sail broker. 



Resources

The Sail Warehouse

Phone: 408-686-5346

Fax: 408-646-5958

Masthead Enterprises

2202 1st Avenue South
St. Petersburg, Florida 33712

Phone: 800-783-6953

Phone: 813-327-4275

Fax: 813-327-5361

Email: Mastheadus@aol.com

Second Wind Used Sails

100 SW 15th Street
Fort Lauderdale, Florida 33315

Phone: 800-273-8398

Atlantic Sail Traders

2062 Harvard Street
Sarasota, Florida 34237

800-WIND-800

Phone: 941-351-6023

Fax: 941-957-1391

Email: Traders@usedsails.com

Web: www.usedsails.com

Bacon & Associates, Inc.

116 Legion Avenue
P. O. Box 3150-CS
Annapolis, Maryland 21403
Phone: 410-263-4880

National Sail Supply

Fort Myers, Florida
Phone: 800-611-3823

Fax: 941-693-5504

Email: NewSails@aol.com

Sail Exchange

407 Fullerton Avenue
Newport Beach, California 92663

Phone: 800-628-8152

SailCare, Incorporated

410 9th Street
Ford City, Pennsylvania 16226

Phone: 800-433-7245

Fax: 412-763-2229

Web: www.sailcare.com

Sailsourc

Phone: 800-268-9510

Fax: 914-268-9758

Email: Sailbroker@aol.com

Somerset Sails

Phone: 800-323-9464

Wet Exhaust continued from Page 19

these two cases will occur when the boat is pitching in a large following sea. We speculate that some interesting things will happen in this situation.

A trapped air pocket will form in the tube between the muffler and the exit. The pressure of the pocket will be a function of how fast the waves hit the stern, and how deeply the stern is pushed down by pitching. In the worst case, velocity pressure and water column pressure will add together. It is not unreasonable to assume 10 knots for the wave velocity (it takes only Force 6 for this) and, thus, 51 inches of water column pressure increase. If the stern is pushed another 6 inches below the water, the total reverse pressure would be 57 inches of water column pressure.

Now let's return to how full the muffler is when the engine shuts off and the water in the lift column falls back into it. If the muffler is not very full, air is pushed into it and out the inlet toward the engine. If seawater did not manage to push its way to the top of the lift column, the muffler does not gain any water, and the water in the sloped section from the top of the lift drains back out, ideally before the next pitch/wave slap.

If the muffler is nearly full, the pressure in the piping downstream of the muffler will force water, not air, out the muffler inlet toward the engine. Now consider Dimension A again. If this dimension is a vertical dimension, the water must lift against gravity to reach the engine. If it is a sloping horizontal dimension, the lift is not great, and the engine is more likely to be flooded. The dimension should be a vertical dimension, but in some boats that is not possible.

Figure Four shows an alternative in which a gooseneck is located at the end of the piping before the exit thru-hull. One manufacturer cites a minimum dimension of 16 inches from the top of the gooseneck to the waterline. With a gooseneck at the exit, the water must lift against gravity to the top of the gooseneck before it can enter the system to stay. This seems like a very positive improvement.

Significance of dimensions

Dimension A

12-inch minimum vertical, 12-inch minimum total, sloped downward ½ inch per foot minimum. (The slope is not likely to be this small if the other criteria are met.)

Minimum vertical dimension from the injection point to the top of the muffler. (Also) minimum total distance from the injection point to the top of the muffler.

Significance:

When the engine is running, this minimum total distance gives the water time to mix with the exhaust gases and cool them. This minimum is necessary to protect plastic and fiberglass mufflers from excessive temperatures.

When the engine is not running, this minimum vertical distance helps retard the flow of seawater from the muffler to the engine where it will damage the engine.

If the minimums cannot be achieved, the alternatives are:

1. Use a special exhaust riser supplied by the engine manufacturer to increase the vertical distance. (Yanmar calls this a "U mixing elbow.")
2. Run some dry (hot) exhaust piping to some other location where there is space to get the height needed, and then use a mixing elbow or a stand pipe. See Dave Gerr's article on Page 20 for alternative exhaust systems.
3. In the worst case, where there is no space for any of these options, a water-jacketed or dry exhaust system may be the only alternatives.

Dimension B

12-inch minimum, 16 inches is better.

Minimum vertical distance from the waterline to the bottom of the vented loop.

Significance:

If the injection point is above the waterline (6 to 16 inches are quoted figures), you don't need a vented loop. Remember that a scoop at the thru-hull takes away from this margin, as do heeling, pitching, squatting, and loading.

A siphon break may be used in the vented loop, or a tee and extension may be used with no valve. Siphon valves may become salt-encrusted and leak. Tees and extensions should vent to a point higher than any other part of the exhaust system.

Dimension C

42 inches maximum.

20 inches maximum with turbocharger.

Maximum vertical distance from the bottom of the muffler to the top of the lift.

Significance:

When the engine stops, the top of the lift divides the water in the system. The water in the lift flows into the muffler, (which must be able to hold it all) and the water in the down-stream piping flows to the thru-hull.

Excessive lift is thought by some authorities to cause excessive back pressure. Other opinions minimize the significance of this.

Dimension D

12 to 18 inches minimum (depending on which authority is consulted).

Minimum vertical distance from the top of the lift to the waterline.

Significance:

When the engine is off, and water is being forced backward into the system through the thru-hull from following seas, or the thru-hull is forced under water from the motion of the boat, or some combination of these, this lift helps to keep water from getting over the top of the lift and draining into the muffler. Sometimes this protection is enhanced by using a gooseneck as shown with Dimension I.

Dimension E

12 inches minimum (this dimension is redundant if Dimension D is complied with).

Minimum vertical distance from the top of the lift to the thru-hull (similar to Dimension D).

Significance:

When the engine is off, and water is being forced backward into the system through the thru-hull from following seas, or because the thru-hull is forced underwater from the motion of the boat, or some combination of these, this lift helps to keep water from getting over the top of the lift and draining into the muffler. Sometimes this protection is enhanced by using a gooseneck as shown with Dimension I.

Dimension F

3 to 6 inches minimum (depending on which authority is consulted).

Minimum vertical distance from the waterline to the thru-hull.

Significance:

When the engine is off, it is desirable to have the exhaust exit point above the waterline so that it cannot start a siphon. Safety margins are eroded by heeling and loading.

When the vessel pitches, the thru-hull can be submerged, and pressure formed in the piping that will try to force air (or water) backward out of the muffler and into the engine.

Some successful layouts have been built that have the exhaust outlet lower. Powerboats sometimes have it below the water.

Dimension H

Minimum distance from the exhaust manifold to the injection point.

4 inches minimum

Significance:

Highly corrosive chemical combinations form at the injection point. The intent of this dimension is to keep these from reaching the engine exhaust valves and guides. In most cases, the engine designers will take care of this parameter.

If the dimension is too long, it may be necessary to insulate the part of the exhaust that is dry (and hot).

Dimension I

Minimum lift in (optional) gooseneck.
16 inches minimum

Significance:

Where this last gooseneck is used, it provides added protection against water flowing backward into the piping and reaching the muffler. It is interesting to note that not all authorities recommend this feature. We think it is a good idea.

Dimension L

Maximum length from muffler to exit.

30 times manifold outlet diameter. An alternative is to increase hose size.


Significance:

It may be necessary to increase the diameter of the piping to reduce resistance. See the North Sea Exhaust description in Dave Gerr's article.

From the forgoing, you can see that the issues associated with wet exhausts and waterlift mufflers are not simple, and it is possible for a boat to be configured so that a "conventional" installation is not possible. We would expect this to be more common in the case of good old boats that were not designed for a wet exhaust in the first place. We would also expect this to be more of a problem for fin-keel designs without a lot of depth from the engine compartment to the transom. In his article, Dave Gerr explains some of the other methods for dealing with wet exhausts that cannot be laid out according to the recommendations we have presented here.

A quick disclaimer

We have tried to present the most detailed information possible on this topic. The application of a wet exhaust and waterlift muffler can be complex. As we have said, not every boat has the space available for the "standard" layout. Some boats don't even have spaces that are suited to the alternative layouts. It is important to contact your engine manufacturer and the manufacturer of your exhaust components for specific parameters and to resolve any questions or doubts with these sources. One muffler manufacturer said they regularly provide this information to their customers, and it is likely that the other manufacturers will as well. We have presented this information believing that if you know the intent of each characteristic and parameter in the system, you will be better prepared to evaluate variations that may be needed to accomplish the same intent.

In the end, as in so many things on your boat, the responsibility for the safety and good functioning of your exhaust system is yours. 

Hard water?

Wintertime for a northern sailor is usually a painful experience. The water is hard, and the waiting for spring is harder. The only medicine that seems to work for me is immersion into any of the fine aspects of sailing. I seem to have considerable company, as the newsgroups and listservers fairly bristle with activity during these months. Often this is a time of reflection on the past season. I find it useful to think about where we sailed, what we did, and how to make the next season's sailing safer and better. This is when improvement projects come into mind. If you have questions about improvements or repairs, or just want to talk boating of any or all types, listservers may have the answer for you.

It seems that the Internet has been around forever, but really it's a relatively young technology exemplifying the rapid expansion

experienced
in most
high-tech
business
sectors:

by Larry DeMers

write about it today, and it's history tomorrow.

Newsgroups and listservers on the Internet display this amazing growth, with a free flow of ideas from all corners of the world covering every sailing interest. Topics discussed in these groups migrate over time from something rather serious, such as how to prepare your vessel for a hurricane, to routine maintenance tips or your favorite nautical author. Occasionally there is some rather animated give-and-take. These groups and servers have so much information in their discussions that archives have been built to house past messages for users as a reference source (not that everything written is necessarily correct; rather, they serve as data points which may help you make a decision).

There are a number of listservers (typically broken down by function: boatbuilding, owners' associations, liveaboard, etc.) These are nothing more than a "mail exploder:" you send a message to the list; it is received and then forwarded to all subscribers as email. Others reply to the list (and/or to the individual, if desired), and the message is forwarded to everyone on the list. This is automatic and runs smoothly ... usually.

The "list" I subscribe to and enjoy most of all is the Liveaboard Listserver. Topics here run from extremely controversial subjects, like carrying guns aboard while cruising, to running narratives about folks out there

cruising for the first time. There is a wealth of advice here from many participants, some more experienced than others, but the overall tenor is civility and friendliness — sort of the feeling you get when you walk down your dock and talk to fellow boatowners. Every level of experience is represented, and most people are more than willing to help with advice and support.

Stefan Mochnacki runs the Liveaboard Listserver. He handles the difficulties that come up with calm professionalism and style. The **Liveaboard Listserver** may be subscribed to by sending an email to Stefan at <stefan@crux.astro.utoronto.ca>

Other sailing listservers (email discussion group lists):

Allied Princess Owners

<<http://www.sailnet.com/list/alliedprincess/index.htm>>

Bayfield Owners

<<http://www.sailnet.com/list/bayfield/index.htm>>

Beneteau Owners

<<http://www.sailnet.com/list/beneteau/index.htm>>

Bristol Owners

<<http://www.sailnet.com/list/bristol/index.htm>>

Buccaneer Owners

<<http://www.sailnet.com/list/buccaneer/index.htm>>

C&C Owners

<<http://www.sailnet.com/list/c&c/index.htm>>

Cal Owners

<<http://www.sailnet.com/list/cal/index.htm>>

Caliber Owners

<<http://www.sailnet.com/list/caliber/index.htm>>

Cape Dory Owners

<<http://www.toolworks.com/capedory/>>

Catalina Owners

<<http://www.sailnet.com/list/catalina/index.htm>>

Chrysler Owners

<<http://www.sailnet.com/list/chrysler/index.htm>>

Columbia Owners

<<http://www.sailnet.com/list/columbia/>>

Dufour Owners

<<http://www.sailnet.com/list/dufour/index.htm>>

Winter sailing on the 'Net

Ericson Owners

<<http://www.sailnet.com/list/ericson/index.htm>>

Hunter Owners

<<http://www.sailnet.com/list/hunter/index.htm>>

Island Packet Owners

<<http://www.sailnet.com/list/islpkt/index.htm>>

Islander Owners

<<http://www.sailnet.com/list/islander/index.htm>>

J/Boats Owners

<<http://www.sailnet.com/list/jboats/index.htm>>

Jeanneau Owners

<<http://www.sailnet.com/list/jeanneau/index.htm>>

MacGregor Owners

<<http://www.sailnet.com/list/macgregor/index.htm>>

Montgomery Owners

email to majordomo@xmission.com with "subscribe montgomery_boats" in the body of the message

Morgan Owners

<<http://www.sailnet.com/list/morgan/index.htm>>

National Women's Sailing Association

<<http://www.sailnet.com/nwsa/list.htm>>

O'Day Owners

<<http://www.sailnet.com/list/oday/index.htm>>

Pacific Seacraft Owners

<<http://www.sailnet.com/list/pacificseacraft/index.htm>>

Pearson Owners

<<http://www.sailnet.com/list/pearson/index.htm>>

Ranger Owners

<<http://www.sailnet.com/list/ranger/index.htm>>

Rhodes Owners

<<http://www.sailnet.com/list/rhodes/index.htm>>

S2 Owners

<<http://www.sailnet.com/list/S2/>>

Sabre Owners

<<http://www.sailnet.com/list/sabre/index.htm>>

Seafarer Owners

<<http://www.sailnet.com/list/seafarer/>>

Tartan Owners

<<http://www.sailnet.com/list/tartan/>>

Taswell Owners

<<http://www.sailnet.com/list/taswell/index.htm>>

Tayana Owners

<<http://www.sailnet.com/list/tayana/>>

Texas Mariners Cruising Association

<<http://www.sailnet.com/list/tmca/index.htm>>

Valiant Owners

<<http://www.sailnet.com/valiant/list.htm>>

Wauquiez Owners

<<http://www.sailnet.com/list/wauquiez/index.htm>>

Westerly and other Twin-Keeler Owners

email to sames@mindspring.com

Newsgroups of interest:

Boating

<news:rec.boats>

Boatbuilding

<news:rec.boats.building>

Boat electronics

<news:rec.boats.electronics>

Buying/Selling

<news:rec.boats.marketplace>

Cruising

<news:rec.boats.cruising>

Ice Boating

<news:ott.rec.sailing>

Racing

<news:rec.boats.racing>

Sailing

<news:alt.sailing.asa>

Windsurfing

<news:rec.windsurfing>

Canadian regional newsgroup

<news:ott.rec.sailing>

German boating newsgroup

<news:de.rec.sport.segeln>

Japanese boating newsgroup

<news:fj.rec.marine>

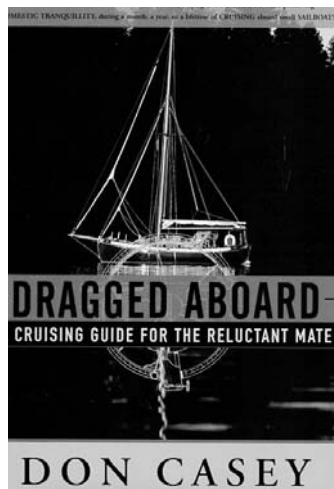
Spanish boating newsgroup

<news:es.rec.deportes.nautica>

Three new books offer

Before we contacted Don Casey to invite him to get involved with our new magazine, we decided to take another look at his best-known book, *This Old Boat*. Unfortunately, our copy wasn't with our other sailing books. We wracked our brains. Had we loaned it to another sailor? Was it on the boat? Where could it have gone? Just prior to ordering a second copy, Jerry found *This Old Boat* in a most telling place: nestled in a large box of sandpaper.

Don's newest book, *Dragged Aboard — A Cruising Guide for the Reluctant Mate*, is just as valuable but could wind up stashed in a variety of areas within the boat: galley, head, medicine kit, stowed with provisions, nav/communications center, or on the bookshelf as a trusted friend.



This Old Boat is aimed at the do-it-yourself boater — usually, but not always, a male. *Dragged Aboard* is meant for the not-quite-so-enthusiastic partner of a sailor — usually, but not always, a female. In a personal and friendly

conversation with this reluctant mate, Don debunks cruising myths and fears and highlights the joys and benefits of the cruising lifestyle.


Worried about storms? Don says, “Thunderstorms almost never give a well-found and wisely handled cruising boat more than a jostle and a wash, but finding yourself on a boat in the middle of a particularly boisterous boomer can still be frightening. This is a good time for perspective. Images of solidly anchored homes reduced to rubble by wind, flood, mud, and tremor parade regularly across the evening news. By comparison, a cruising boat is virtually immune to weather. A well-built boat is incredibly tough: the roof isn't going to blow off, the windows won't blow in, and 40 days of rain won't even wet the rug.”

Pirates? “They've found easier pickings selling cars, filing lawsuits, or sitting on city commissions. You might encounter a pirate when you're cruising — if you need a new battery or your refrigeration goes on the fritz — but he won't be armed with anything more lethal than the barrel he'll have you over.”

Danger? “There is a violent crime in this country every 17 seconds. Assaults happen every 28 seconds, a robbery every 51 seconds. If you live in an American city, and a drug addict breaks into your home and slashes you with a knife, don't expect to write a book about it. Odds are the story won't even make the newspaper. The sad truth is that Americans can go almost anywhere else in the world and be safer than they are in their own neighborhoods.”

Cramped quarters? “If you have a nice house ashore, aren't you certain to be less comfortable moving into a space smaller than your bedroom? The short answer is yes, but it isn't the whole answer ... The cruising life may be less comfortable, but it is more luxurious. When was the last time you slept until noon? When have you spent an entire day with a good book? Do you know what it's like to float for hours in warm, emerald waters? Do you know how wonderful bread is fresh from the oven? Is there a better combination than shade, breeze, food, and friends? How often do you toast the blush of sunset? ... Rare is the cruising day that isn't, on balance, better than any day at the office.”

Don brings honesty and insight into conversations about getting along with your partner in a small space, making a boat a home (with a focus on accommodations, ventilation, lighting, comfortable seating, easy care fabrics), what to take and how to store it, stocking up (good tips for figuring out how much food to take along), staying in touch with folks at home, health and first aid, protecting your skin from the elements, cruising with kids, cleanliness aboard, and more.

If you're afraid of misplacing your copy of this book (it could wind up anywhere, you know!) perhaps you'll want several. The book was published by W.W.Norton & Company in late July. It's listed at \$27.50. It should be available in boating stores everywhere. Or call Norton & Company at 212-354-5500. 

If you ever wondered whether a long-term commitment to a small fiberglass home is for you, you'll want to pick up *Cruising 101: Avoiding the Pitfalls of Paradise* by Amy Sullivan and Kevin Donnelly.

As first-time boatowners and cruisers, but not novice sailors, Amy and Kevin ventured from Southern California to Mexico, sampled the cruising lifestyle for 15 months, and returned home inspired to build their cruising account for further adventures. Many people do this, but Amy and Kevin chose to tell about it while the first-time experiences were still fresh in their minds.

variety, insight

by Karen Larson

Their tales are of “learning experiences” which nearly caused them to turn back, such as the financial blow when they lost their dinghy and outboard. They review the necessary lifestyle adjustments and intimate living arrangements which often bring cruising dreams to a premature end, and they take a look at the cruising etiquette practiced where liveaboards gather.

The authors talk of a three-month transition period when the adjustments are made. Once past this turning point, sailors will be more likely to follow through with their cruising dreams.

They discuss how to cruise for an extended period on a limited budget and refer to a noteworthy concept: “the disposable sailboat,” the boat you buy inexpensively, fix up, and could afford to lose if it came to that. And they break down the items you need aboard into three groups: safety equipment, required support systems, and comfort amenities. Safety equipment includes such items as man-overboard gear, fire extinguishers, harnesses, jacklines, and PFDs. Support systems include extra fuel and water containers, non-electrical cabin lighting, and so on. Their list of amenities is short and reflects their personal needs: GPS, stereo CD player, and a laptop computer.

If you're planning a trip to Mexico, the book offers good advice on what foods and other necessities are available south of the border and what articles you might want to stock up on before leaving.

Sometimes the prose itself sails, as in this passage: “Where we have been cruising, dolphins dance upon our wake, and manta rays glide above the surface of this prehistoric wonderland. Once settled into the lifestyle, sharing the magic with each other enhanced the quality of our experience.

“Under a brilliant canopy of stars, we found ourselves discussing joint experiences and planning new ones. The environment of communication, while nestled in a remote anchorage or running under light wind, has a magic that rekindles the excitement felt in many a newfound romance.


“Just as true is the intensity of emotion that can cause tempers to flare over seemingly minor disputes. Intense



quarrels emanating from a neighboring vessel have disrupted the tranquillity of more than one evening. Some of those disruptions were our own.”

The value of this book isn't in its prose, but rather in its perspective: two sets of fresh eyes tell what it was like to go cruising for the first time. This makes it a book worth reading.

Copies of the book can be purchased for \$17.95 plus \$2 for shipping and handling (and 7.75% sales tax for orders from California) from Free Fall Press, P.O. Box 7887, San Diego, CA 92167.

Call 800-431-1579 or visit their website, <<http://www.freefallpress.com>>. 

Another little gem which has crossed our desks in recent weeks is a revised version of John Rousmaniere's *Illustrated Dictionary of Boating Terms: 2000 Essential Terms for Sailors and Powerboaters*.

It's not our plan to review nautical dictionaries, but this one is a good reference for those onboard arguments that can pop up about the proper spelling or meaning of a term. In our case, as new nautical

publishers, the book has assumed a revered position right next to Webster's, *Roget's Thesaurus*, and the *Associated Press Stylebook*.

It has solved the dilemma of whether to say wing and wing, wing 'n wing, wing in wing. John chooses wing-and-wing ... in other words, none of the above.

And it has brought other nautical mispronunciations, which could lead to misspellings, to our attention: a mooring pendant

(pronounced pennant), for

example, is mentioned in Lin Pardey's article in this issue. A sea chantey is pronounced “shanty.”

A sailor for more than 40 years, John Rousmaniere is the author of *The Annapolis Book of Seamanship* and was the writer-host of a video series based on this book.

The book, published by W.W. Norton & Company in June, sells for \$23.95. 

The BIRTH

We learned to sail on Puget Sound. Like so many other people who live and cruise the Pacific Northwest, we were happy to be on our summer cruise in August ... it is the best of the best of cruising times. The weather is generally clear with little, if any, fog. Winds are light. The sun is out nearly every day, and the air is so clear it turns the sky the most amazing color of blue you'll see anywhere. In the background are craggy snow-capped mountains. It is a place of the ultimate primal alliance ... a nearly perfect cruising ground ... a place where islands and bays stretch for endless miles. The last week of August is our favorite, and we always laugh when we say, "Wednesday during the last week of August is always perfect." It was always a good rule of thumb.

of the VALIANT

by Sylvia Williams Dabney

It must have been a Thursday or Friday of that last week in August, 1972, when my husband, Stanley, and I were crossing the Straits of Juan de Fuca, sailing toward Victoria, B.C., where we hoped to dock in front of the Empress Hotel in time for afternoon tea. All sailors who have been to the Empress for tea tell all others heading toward the Canadian Gulf Islands that this is a tradition they must not miss. We were looking forward to participating in this tradition and discussed what the proper attire would be as we thundered along under full spinnaker in our Islander 36, *Amalia*. The wind was building, and it was time to reef.

Where it started

In 1969 we were young corporate kids just a few years out of college, when Xerox sent its marketing team leaders to the Virgin Islands for a week of rest and relaxation and a little bit of work. We left Seattle on a gray, dreary day in April. As it turned out, that trip changed our lives and the lives of many others forever. We stayed at a 100-room hotel on Water Island, a small island in the middle of Charlotte Amalie Harbor in St. Thomas. We had spent four days snorkeling in unbelievably clear turquoise water, basking in the sun, and fishing.

Then we decided to try sailing. We have always believed that your life can change in an instant, but you

The Dabneys' Native Sun sailing off St. John, U.S. Virgin Islands.



can't see it coming. Therefore, it's important to live life fully, enjoy one another, and enjoy every moment. Those two hours we spent sailing — because of an almost mystical and spiritual experience — turned all of our dreams, goals, and thoughts about the future upside down. That night we lay awake for hours; by dawn the die was cast.

As usual, it was gray, overcast, damp, and dreary in Seattle when we returned. We turned the car lights on to go to work in the morning, and at 5 p.m. we had headlights on when we returned home. At 7 p.m., we were hunkered down in front of a fireplace talking about how, at that very moment in the islands, the sun was blazing, people were on the beach, and people were sailing! Three days after we returned to our corporate jobs in Seattle, we gave our notice.

It's hard to explain unless you are a sailor to whom this has happened, but it seemed to us we had a calling ... we even romanticized that it was an ancient calling from deep inside ... it may have been. But we knew we didn't want to live as we had been living, that it was certainly better for us to "do" than to "have," and that we wanted to spend as much time together as we possibly could. Remember, it was also a time of adventure, escape, and great excitement, as 1969

proved to be a seminal year of change for a lot of "sixties types!"

The following weekend, with stars in our eyes, we bought a new Ericson 23, named her *Amalia* after the first place we had been sailing, and signed a contract for an Ericson 27, which was still on the drawing board. The day we took delivery of the Ericson 27, *Amalia II*, we ran into the dealer for Islander Yachts, and we actually signed a contract for an Islander 36 for delivery the following summer. We were a yacht broker's dream. We were young, impulsive, and driven by a dream: the siren call of sailing adventures. It was 1969, and we were hooked big time!

We had made the transition from a camping style "learn-to-sail" boat with crawl-around headroom, to what we believed was the boat to fulfill our dreams, the same dreams many people have when they "discover" sailing. We fantasized about translucent turquoise lagoons where the mahi-mahi jump into the cockpit, of rum and cokes at sunset anchored by the palm trees, of anchorages at secluded tropical islands, of sailing across calm purple oceans, of white beaches that no one else had yet discovered, and of our youthful bodies tan and lean from hours of snorkeling on glorious reefs. We were filled with the cocky confidence that we could sail the oceans of the world

with what we knew and with the boat we had. We were ... so very young!

Reality grows with the wind

Throughout the afternoon, as we sailed toward teatime at the Empress Hotel, the wind continued to rise, and *Amalia* continued to charge forward and then surge to the left and surge to the right. Later we would find out this violent motion was called "death rolls." But by this time we were so out of control we couldn't shorten sail and so inexperienced that the only thing we knew for sure was that we had a lot to learn about sailing and ourselves. That afternoon we also realized that as much as we loved this boat she was not suitable for us, not for long distance, bluewater cruising, not for living aboard, nor for fulfilling our sailing dreams.

The Islander 36 continues to be one of our favorite boats. It has beautiful lines and sails wonderfully. We now know of two couples who sailed to Hawaii and back with an Islander like her. But that day we made the decision to buy a true bluewater passagemaker ... whatever that was. We also started planning for the liveaboard lifestyle, which included more knowledge of sailing, more experience, and a boat with more storage for a large complement of tools, parts, and gear. We wanted a boat that was conceived, designed, and built for bluewater passagemaking. But what were our choices in 1972? There were very few alternatives.

Westsail was just coming into being at the time and was featured on a cover of *Time* magazine. After we called the California office, a factory rep came to our house in



Native Sun (middle boat) in the production line at Uniflite. The boat on the left is John and Randy Sangers' boat, Grebe, which they still own and charter. To the right is the American Eagle, which was just sold to second owners this year.

VALIANT

40

Seattle to show us the lines and to tell us about all the plans they had for this new boat. It was nice, but it simply didn't fit us.

Around this same time, a mutual friend who knew of our sailing passions introduced us to Jay Benford, a local yacht designer and ferrocement/ferroconcrete guru, who was designing boats in Seattle. We knew of Jay, because after our corporate escape, we had established a printing and publication company and had become the printers of his design books. It was wonderful to see the designs, reviews, and new drawings he brought to us for printing, and we were enthralled with the "new" concept of ferrocement. Remember, this was the era of the great escape, and we joined the group of those who considered a "concreter." It made sense to us at the time, and there were not too many alternatives.

During the Seattle Boat Show, sometime around 1972, Jay invited us to come to the show and see a "real live" ferroconcrete boat being built. This was the first time we met Nathan Rothman who had recently arrived from New York, where he had been selling buttons on the street with John Lennon's photo on them and working at various City Island boatyards. Nathan was now working for Jay, building production ferroconcrete yachts. Next to Nathan, inside a huge chicken-wire cage, smearing concrete, was Bob Perry, who was working for Jay as an assistant designer.

After the show that night, over great big bowls of spaghetti at the recently opened Spaghetti House in Seattle — gourmet dining for us in those days — we became instant friends with Nathan, his significant other, Linda, and Bob. It was just one of those special relationships

where we did a lot of dreaming, laughing, and talking. We spent endless hours together. Linda was unemployed, so I got her a job with my brother in a plant shop in the university district of Seattle. And Bob, who was then batching it, soon moved aboard our Islander 36 at Shilshole Bay Marina.

The idea takes shape

We all spent a lot of time onboard our Islander 36 and in the cafés around the Seattle marinas, drawing our "dream boat" on napkins. She would be a good, livable bluewater yacht. We talked about berths, galleys, storage, and performance. After a three-month cruise to Alaska aboard a ketch-rigged Sea Spirit 32, essentially a smaller version of a Sea Wolf 41, we really started defining our concept of what a liveaboard cruising yacht was, what performance was, what comfort aboard meant (a primary issue was fewer leaks), and what — for us — would be the ideal layout above and below decks. Of course, every time we found what we thought was a suitable boat, Nathan would tell us it was not right for us. Up to that point, most offshore cruising boats were heavy and slow and not all that fun to sail.

The U-shaped galley was a must on our list; the proper forward-facing and really usable nav station, one which would hold a large complement of navigation equipment, was important, too; as was a real double berth on which fitted sheets could be used. We wanted a traditional layout, and Bob's concept of performance was critical, since it fit our desires like a glove. These ideas eventually evolved into the Valiant 40.

With the collapse of the "concrete era," Nathan and Bob found themselves unemployed. Nathan suggested that we have Bob work our ideas into a design, as we all had the same thoughts and

dreams. Our parameter for performance was that it had to sail as well as our Islander 36. Hull shapes were tossed around, other Seattle friends — Mary and Bill Black, Steve Murphy, and Darryl McNabb — started hanging over our shoulders looking at the ensuing plans, and we began hearing, "Yes, we would be really interested in this boat also."

All four of us were interested in the same type of cruising yacht! Bob was young, hugely creative in his yacht designs, and a great friend. We talked about what had disappointed us in other boats, threw ideas around, and spent so very many hours drawing, erasing, talking, laughing, but never thinking Valiant Yachts would be born!

Pretty as a picture

Having been influenced by Scandinavian fishing boats and other double-enders which we were used to seeing in the Pacific Northwest, some of which were off the board of another great local yacht designer, William Garden, we were greatly impressed with the cover of a *Soundings* magazine that Nathan brought to the café one morning. He asked if we would be interested in a boat that looked like the one on the cover. It was beautiful! *Holga Dansk* was the name of the boat, and she had the most beautiful hull design we had ever seen.

We were struck by lightning it seemed. We had the inside lines we wanted, and now there she was: a hull design and styling we just had to have. Now we had a decision to make. Actually, the decision was easy, but how and where do a bunch of kids build a boat?

Later at the Miami Boat Show, in 1975 I think, where Nathan, Stanley, and I were introducing Valiant to the world, a "big time boating bigwig" came to our booth, where we had

drawings and a projector with slides of what we were doing in the boatbuilding industry. His comment, which we have never forgotten, was that we were the “cutest kids I’ve ever seen ... The boat looks pretty nice, but you will never make it ... you can’t just start a company like that!”

Back then, we didn’t know better. Nathan was unemployed; Linda was working at my brother’s flower shop for low pay; Jay’s ferrocement production company was out of business; and Bob was unemployed as well. We all were pretty motivated to take some action.

Since Nathan’s great love and experience was in boatbuilding, and since he was out of work and aware that we were in the market for a good offshore yacht, he asked if he could build a boat for us. As we were totally tied up in the printing business, Stanley said, “Yes, wonderful, why not?” We had all talked often about what constituted a good boat, and we were all kindred spirits, so we knew it would work!

Because of the oil crisis at that time, the big question was where would he ever get resin, an oil byproduct? The oil shortage caused us to take turns filling each other’s cars up in the gas lines ... a feat that sometimes took all day, if we were tending to three or four cars. The oil shortage meant, of course, no resins for fiberglass boats ... something that impacted our lives greatly over the next few months.

A native of Seattle and an avid sailor by now, Stanley suggested, since there were so very many powerboat builders in the Northwest which were not currently building as many fuel-guzzling powerboats, that Nathan should visit some of them — such as Bayliner, Tollycraft, Reinell, and Uniflite — to see if they would sell resin to us. Uniflite had, in fact, built sailboats in the past — the very beautiful and famous yawls for the Annapolis Naval Academy.

And then came the Valiant

Nathan took out his earring, got a haircut, put on a suit, shined his shoes, and hit the road looking for resin. He went only 90 miles north of Seattle, but he was gone for several days. We were worried, excited, and **very** apprehensive, thinking that none of those companies would have the resins we needed. Nathan had no luck until he hit the Uniflite factory. Then he phoned with the “good news **and** the bad news.”

Yes, Uniflite had resin, but rather than sell us the resin, they wanted to build yachts for us. That was better than good news; we were elated. The bad news was that Nathan had signed a contract with Uniflite to build 12 of these yachts. Remember, there were only three people for certain, and possibly a fourth, who wanted a boat built. That he had signed such a contract wasn’t just bad news ... it was **terrible** news! Now funding had to be found, and a whole bunch of “never-before-seen” boats had to be built and sold.

We called for a meeting with all of us. Together, we chose the name Voyager Yachts. Nathan had a couple of very artistic friends, Michael and Marsha Burns, who drew up the logo of the VY with the star in the middle, and we all loved the logo. We were really dismayed when we found out that name was already taken. It was decided that we should keep the logo; it was pretty and looked good from both sides of a sail, so we had to work a name around it. Nathan suggested, and it seemed suitable, naming this beautiful yacht after an America’s Cup boat, and Valiant Yachts was born.

We opened a tiny office on Lake Union in Seattle. Nathan moved to Bellingham for a year to oversee the building of the tooling and boat production. He would be the president of Valiant Yachts. Stanley would become vice president, taking over marketing and sales. Every week he would take Wednesdays off from our printing company to go to this tiny office in order to write ads and

put together brochures, which we would print in our printing shop and use to sell the other nine Valiants. For funding, we turned to a mutual friend, Jeff Brotman, who was able to secure an SBA loan. Jeff later founded COSTCO, so undoubtedly we went to the right source for start-up advice and help. With the completion of the tooling and the launching of the prototype boat, Stanley went to work as vice president full time. We sold our printing company, and all of us became totally immersed in the boating business.

Soon after leaving Jay’s employment, Bob found work with Dick Carter near Boston, whose design and yacht building organization was the hot design house of the era. His designs were winning world One-Ton championships and doing equally well on the SORC. Bob was confident that he could incorporate the performance design parameters of the time within a comfortable performance cruising yacht. It still had to sail as well as our Islander 36!

Thus, the era of the performance cruising yacht was born. Interestingly, the Valiant 40 hull form, that today is called the Valiant 42, is exactly the same hull form that was originally laid down by Bob Perry in 1973, with the exception of an evolved keel design. The Valiant 40 became an instant success, and we had eight boats on order by the time the first Valiant was launched. It is said that the Valiant 40/42 has been in non-stop production longer than any comparable yacht, a true testimony to its timeless design.

By 1978, we were selling and building some 50 Valiants a year, including the Valiant 40, Valiant 32, and the Esprit 37, which later became the Valiant 37 and then evolved into the Valiant 39. With the success of this new performance cruiser, Valiant became the hot cruising boat of the era, attracting enthusiastic fans and supporters.



Free at last!

During that time, there was a man who often came into the Valiant office in Seattle. Remember, our only goal had been, and was, to go cruising, so we were ready for some changes. What followed was the perfect opportunity for us to get on our way. Dane Nelson had come into the office repeatedly asking us to build a pilothouse Valiant. Stanley's constant response, tongue in cheek, was, "It will never happen unless you buy the company." As it turned out, Dane and his partner, Sam Dick, did buy Valiant and the name of the company became Valiant Yachts, owned by Sam Dick Industries. Uniflite was still building the boats, except for the Esprit 37.

After 10 pilothouse Valiants were built (Sam and Dane each owned one), Sam Dick Industries sold the company to Uniflite, which later became Chris-Craft. Somewhere around 1982/83, Valiant was bought by the present owner. He built several Valiants in South Seattle and then moved production to Texas. By then we were out cruising, chartering, and brokering boats until we took a direct hit from Hurricane Hugo in 1989.

After Hurricane Hugo, we shipped our boat, *Native Sun*, to the Valiant factory for a proposed six-month re-manufacturing. The owner of Valiant Yachts asked Stanley if he could help Valiant with marketing and sales, and so Stanley was, once again, the marketing manager of Valiant Yachts, and I was asked to become manager of customer services. It was wonderful watching Valiant grow and seeing it change for the better, and we enjoyed the excitement of once again meeting with fellow Valiant owners.


After four and a half years in Texas, we realized that a lot of valuable time had slipped by, and we needed to be back by saltwater. We opened Offshore Atlantic Yachts in Annapolis and Florida. We were Valiant factory dealers until 1996. But in 1997, after a bad winter with five feet of snow in our Annapolis driveway, we decided to move back to Florida, a much more salubrious climate, where we had once had our Valiant office, some 18 years earlier. (Editor's note: Sylvia and Stanley can be reached at offshoreYT@aol.com; 561-845-9303.)

Our *Native Sun* is a good old boat and, as a result of her hurricane damage, a work in progress. Though

Sylvia aboard the first boat that she and Stanley sailed in the Virgin Islands in 1969. This was the "beginning of the beginning" of Valiant Yachts.

she is 25 years old, she is a timeless classic. We continue to schedule projects on her as time and money allow. We are only one story of the many we see every day in our office and in our marina.

The reasons people continue to love and work on these boats are as varied as your imagination. Some center around being able to buy a boat which would be unaffordable when new, to invest time and sweat equity, and to create a yacht which will take them anywhere they dream. Some good old boats are family boats with years of memories. There are many stories yet to be told.

Our Valiant story is about how a group of young, idealistic, and enthusiastic people came together with a lot of creative energy and developed something "special." In the beginning, we had no idea this new and "radical" boat would become a timeless "classic" 25 years later ... truly a good old boat." 

For Sale

Tanzer 22 Fin Keel

Tanzer 22 in good condition. 22' 6" loa, 19' 9" lwl, 3' 5" draft. Fin keel version. 222 sq. ft. sail area. Four bunks, 2900 lbs. tiller steering. Located in Lee, NH.
Contact Michael Farrell
 603-654-2328

24' Tyler Craft Sloop

Lake Ontario, shoal draft, twin keel, good gunkholer. Complete with sails, gear, and flatbed trailer. No outboard. \$2000.

Contact Susan Peterson Gateley
 315-594-1906,
 susan@silverwaters.com

Chartpack and C-Map Cartridges

Richardson Chartbook for Lake Huron. Purchased May 98; C-Map cartridges: Lake Superior Southeast and Lake Superior North.

Contact Tom Reinertson
 715-779-5989,
 TomReinertson@compuserve.com

For Trade

1963 Owens 30.5

Will trade for sailboat of comparable or greater value plus cash.

Contact Jim Monroe,
 Norwood, NY,
 315-353-6144,
 jlmonroe@northnet.org

Wanted

Looking for 27-29' Sailboat

Looking to move up this fall into a larger boat. Concentrating on Sabre 28, Columbia 8.3 and 8.7 as prime candidates.

Contact Dennis Yanez
 703-960-7242,
 Alexandria, VA,
 quant@mail.wizard.net

Australian offshore cruisers seek special boat

Fiberglass or aluminum, 34 to 36' on deck; cutaway forefoot/long keel (former preferred); to carry 8' hard dinghy on cabin top with companion way dodger fitted; capable of carrying 2 tons of gear (versus sailaway version); offshore construction and reputation; good survey, seaworthy; no major dockyard work needed; cutter/ sloop/ketch – bowsprit OK; diesel inboard – common make with spares available; double berth plus at least two good sea berths; resaleable interior fitout. Equipment: low-tech preferred; desirable – radar, windvane, well-insulated icebox.

Contact tedandsue@
 s054.aone.net.au

Etcetera

Sail on the Sandpiper

Cruise the Apostle Islands in Lake Superior aboard the *Sandpiper*, a classic 35' wooden ketch. Half- and full-day cruises available. For information, reservations, **Contact USCG licensed captain/owner Craig Locey**
 800-881-5903 or
 715-779-5757

LiveAboard Magazine

is THE online magazine for LiveAboards, Cruisers, and Wannabes. **Join us at:** <http://www.LiveAboardMagazine.com/> and share in discussions. Tie up to our virtual marina and exchange info with experienced LiveAboards and Wannabes. We have a great classified service and our own online marine center for books and supplies for your boat and much more. Don't delay, stop by today.

Mark T. Brown
 Editor in Chief/Webmaster
<http://www.LiveAboardMagazine.com/>



The Armchair Sailor
 543 Thames Street
 Newport, R.I. 02840 USA
 Phone: 401-847-4252
 Fax: 401-847-1219

www.seabooks.com

Marine Books •
 Navigation & Simulation
 Software • Charts •
 Cookbooks • Children's
 Books • Cruising Guides



Specializing In Sailboats

- Hydraulic Swaging
 - West System Epoxy
 - Interlux Yacht Paint Center
 - Sailboat Hardware
 - Furlex Systems
 - New & Used Sailboats
 - Complete Ship's Store
- 1-800-377-8795**
Hoopersail@AOL.com
 599 Manning Ave S Afton, MN 55001

No storage in your cheap off-shore bag? Or, it's all in the wrong place? Want to match your yacht lettering on the bag? Been looking for someone to put a picture of your "baby" on a tote?

Look at The G'tAway™, The Weekend'R basic or deluxe, or our canvas/Cordura™ Yachter's Tote™.

Weekend'R Products COMMON SENSE Products for the Mariner

All USA-crafted gear bags, totes, sail ties, Spinnaker Guy™, turtles ... and more.

Visit our website:
<http://members.aol.com/WkndrBag/>
Or write:
 WkndrBag@aol.com

Sailrite FREE CATALOG

Sail & Canvas Supplies
 fabrics, fasteners, thread,
 kits for sails, covers,
 dodgers..., sewing
 machines, furling, sail
 hardware, instructions
CALL today!

(800) 348-2769

SAILRITE
 305 W. VanBuren St.
 Columbia City, IN 46725
 219-244-6715 / fax 219-244-4184
 e-mail: sailrite@sailrite.com

**SECURE
 ONLINE ORDERING**
www.sailrite.com

Ad Rates

Classified Ads

Got something to:

- BUY
- SELL
- TRADE
- BARTER
- GIVE AWAY
- ?

Free

All subscribers will be given one classified ad per year.

Free ads should be text only and not exceed 50 words. If a larger ad or an illustration is desired, we will give you credit of \$25 against our regular rates for classified ads:

Classified text or text/picture ad:

- \$.50/word (\$10 minimum ad);
- \$20 for pictures or art (2 inches maximum art/photo size)

Classified display ad:

- \$25 per column inch (1½ inches wide)

We plan to limit all ads to a maximum height of 3 inches. Classified display ads should be 1½ inches wide by 1 to 3 inches high. Provide camera-ready art, if possible. Otherwise, provide text and photos/art suitable for scanning.

All classified ads (display and text-only ads) will be published in the magazine, as well as in the following *Good Old Boat* newsletter and on the *Good Old Boat* website. Due to limitations with email distribution, we will run text-only ads or a text-only version of the display ads in the newsletter and on the website.

Deadline

for Nov./Dec.:

Sept. 15

Send materials to:
Karen Larson, Editor
Good Old Boat Magazine
7340 Niagara Lane N.
Maple Grove, MN 55311-2655

If you have questions, contact:
Karen or Jerry at
612-420-8923;
612-420-8921 fax;
ads@goodoldboat.com

Information for Writers

Our niche is cruising sailboats 10 years old and older with galleys, bunks, and heads. We publish articles focused on pride of ownership and articles that discuss upgrades, maintenance, and restoration of good old boats. In addition to these core themes, we publish articles about vendors of good old boat products and services, and histories of sailing industry companies and

individuals who have influenced the industry.

Because these themes are well-covered by other magazines, we do not publish:

- destination articles
- racing coverage
- boat reviews

Writers should give some consideration to illustrations and photographs. Thirty to forty percent of the page space can effectively be used with illustrations and photos. We prefer slides shot with Fujifilm's Provia 100 or Kodak's Kodachrome 64. Color prints are second best. Electronic photo files must be at least 300 dpi to be usable for print reproduction.

In addition to technical articles, we also welcome articles focused on boatowners and their boats, reflections columns, and other features. A list of articles we have scheduled and those for which we're hoping to find writers is available on request.

There are some specific characteristics we prefer in technical articles. While we appreciate humor in any article, fluffy technical articles that do not thoroughly cover the topic are not appropriate for our niche, even though they work well and are popular with some publishers.

We will publish much

longer articles than are allowed by other magazines — up to 5,000 words — because we want technical writers to have enough space to be thorough.

After reading a technical article, the reader should have enough information to enable him or her to act. All necessary contacts and resources should be presented. The reader should know whether he or she would like to do this work and is capable of doing it. How to do it and advantages and disadvantages should be presented. The article should include what can be expected if one does this, both during the process of doing it and after the work is completed. The writer should present potential stumbling blocks and point out areas which are open for misinterpretation. (For example, during barrier coat applications, just how dry must the previous coat be before applying the next round? Might this differ from one side of the boat to the other if the sun shines on one side only? This is one issue that caught us "off guard" recently.)

Last, but not least, we prefer honesty to "apple pie and motherhood." We are not trying to appease advertisers, so if something doesn't work well, feel free to offer your opinion for the benefit of fellow readers. After all, we're all in this together.



Last tack

It was Thursday night again, and lightning was cracking all along the shore of the lake — again. The problem with sailboat races is they get scheduled well in advance. Crews were standing around the boats waiting to see what would happen ... trying to decide. Some just wanted to race, others **had** to race. They had too much at stake in the series. All of us knew the judges couldn't be counted on to call a race just because they could see lightning on the far shore. We'd have to wait and see. We might have to race.

Chuck came down to the dock with his crew and climbed into his boat. While he was mounting the tiny two-horsepower engine to the transom bracket, one of the point leaders in the series asked, "Don't you want to think this over Chuck?"

"Nope," came the reply, as he tightened the clamp and opened the fuel vent.

Chuck didn't have a lot invested in the series and, although he was a good sailor, he probably didn't expect to win the race. He rarely won; it was a tough fleet. He didn't need to race, and he didn't need to win.

He wasn't stupid either. He understood about boats and lightning. The engine started on the first pull, and his crew cast off. As he backed out of the slip, I imagined that he had spent the day as usual, with his cancer patients.

The danger of a lighting storm is a relative thing. The odds are not all that bad really ... not when compared with the odds Chuck worked against every day. Chuck **needed** to go sailing that night. He needed the restoration that he knew he could find on that lake in that boat. It would be nicer without the lightning, but just now he needed to go sailing.

I don't recommend going out in lightning storms, although, if you sail long enough you will certainly get

caught out there. It is a thing you should try very hard to avoid. The point is that sailing is different to each of us. And yet, sailing is, in all these different guises, a restoration for each of us. (See *Bill Martin's comments on the next page.*)


This issue of *Good Old Boat* offers a lot of long-distance cruising thoughts. The Valiant is a salty open ocean cruiser. The birth of this boat is a great story well told. The Haupterts have made lifestyle choices that have freed them to have wonderful long distance cruising experiences. The Pardeys are icons among cruisers.

By way of contrast, our first issue featured Larry and Jan DeMers, who have not yet sailed their very seaworthy Cape Dory 30 very far from home. We don't know if they will. We forgot to ask.

It is not really important. *Good Old Boat* magazine is about sailing cruisers and their crews. Some good old boats are coastal cruisers and some are better used to cross between continents. We list proud vessels in our pages that are shorter than 20 feet, and some that could easily carry them on deck. This variety reflects the needs and inclinations of sailors, all of whom are important. For most

sailors, sailing is a weekend activity with an annual vacation thrown in. We will not forget that.

There is, however, a common thread that runs through our pastime. Sailing is a process of restoration. Sometimes the boat is restored, sometimes just maintained.

Done properly, the crews are also restored. As sailors, we come to know that, and so, sometimes landmen will see a faraway look in our eyes. It means that just now we need to go sailing. 

by Jerry Powlas

Reflections

I

by **Bill Martin**

commend to you the joys of SAILING: To take that thousands-of-years-old technology, to bend the will of the wind (so to speak) and move that vessel through the water with tuning and tweaking of line and sail ... to feel that hull come alive with the waxing and waning of wind and to be one with the wind and water ... to feel the rush of a lifting gust and a heeling hull and the brush of a faint breeze on your cheek, each thrilling in its simplicity.

It's a different world with a different clock. The pace is sometimes that of a snail (OK, a snail darter), sometimes that of a gull with sweeping turns and lifting air, but always a different clock in a slower, more balanced world of sun and wind and water (and, yes, sometimes rain and cold). The background music of wind and water muted and simple ... the rhythmic dance of wave to wave ... all this ending with the splash of an anchor going down in a cove, away and usually alone, with the sound of a blender turning out that next margarita. To be rocked to sleep with the melody of nautical wind chimes as the wind sings through the rigging and to awaken to the cold of dawn with tendrils of mist dancing across the still water as the sun shyly rises above the horizon and paints the world with color over the gray. To smell that indescribably delicious aroma of first coffee bubbling on the galley stove. To spend the day just spending the day ... the only schedule now driven by the needs of the boat. To use your hands to grasp, turn, twist, and tune and then to see problems solved, really fixed, by your efforts.

Finally, when you return to the harbor and make fast that last line to the shore, you turn away with a sweet sadness to return to a week of labor but with an energized soul, now centered anew. I feel the struggle of going from one world to another, usually renewed, usually with a readiness for that conflicted and chaotic world of professional psychology and the irrationality of health care in the marketplace. Raise a glass with me ... to SAILING.

Reflections come to all of us when we're out there awhile. They represent the wisdom that comes of spending time with your innermost thoughts. If you'd like to offer yours, we'd like to hear from you. Call or write Good Old Boat Magazine, 7340 Niagara Lane North, Maple Grove, MN 55311-2655; 612-420-8923 (phone); 612-420-8921 (fax); or send email to karen@goodoldboat.com.

Here's what's coming in our Nov./Dec. issue:

- Ted Brewer: One man who made a difference
- Wintering over
- Financing, insurance, and tax issues for your good old boat



- Feature boat: Niagara 35
- Roller furling on a budget
- A look at sailing associations
- A vang preventer system that works
- The longevity of fiberglass
- Dealing with deck delamination

**Not available on magazine stands.
Subscribe to keep your copy coming!**

<http://www.goodoldboat.com>

GOOD OLD BOAT

7340 Niagara Lane North
Maple Grove, MN 55311-2655

Change Service Requested

 100% total recovered fiber; all post-consumer fiber

BULK RATE
U.S. POSTAGE
PAID
GOOD OLD BOAT