

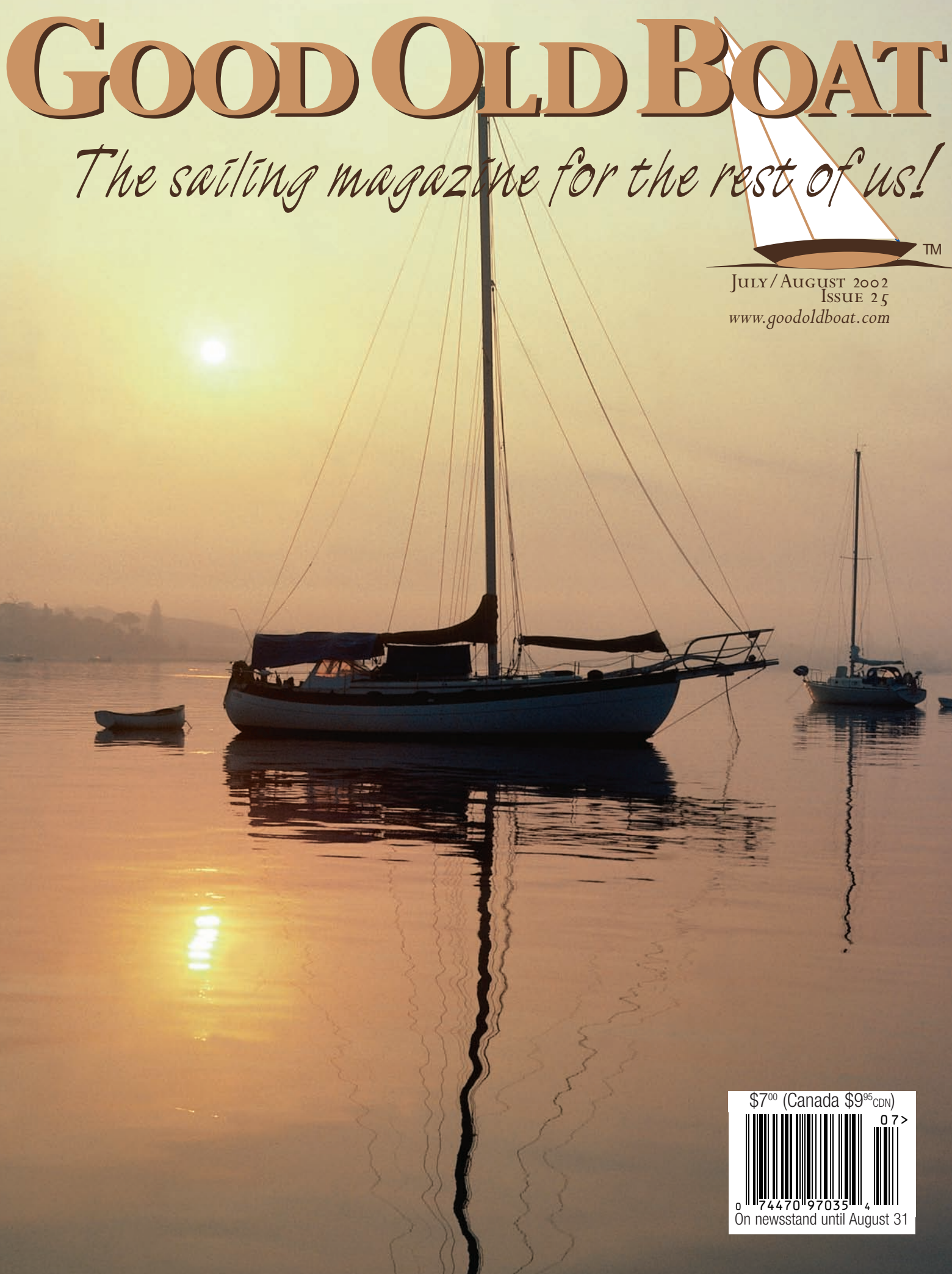
GOOD OLD BOAT

The sailing magazine for the rest of us!



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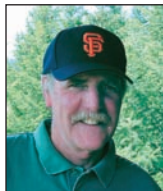
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Ed Lawrence (*Ericson 35*, Page 4) writes about boats and off-beat subjects for several national magazines from his home base in Montana. Ed is between boats right now.

When not working at his job for the federal government or single-handing his 1989 Pearson 27 in the Annapolis, Md., area, **Steve Mitchell** (*Thomas Gillmer*, Page 9) is a part-time freelance writer.



Ted Brewer (*Cruising rigs*, Page 18, and *Columbia 28*, Page 49) is one of North America's best-known yacht designers, having worked on America's Cup boats as well as boats that won the Olympics, the Gold Cup, and dozens of celebrated ocean races.



He designed scores of good old boats . . . the ones still sailing after all these years.

Ted Tollefson (*Illustration and design*, Page 78) is a graphic designer/illustrator in Brainerd, Minn. For 12 years Ted owned and raced scows but was always checking out cruising boats. In 1999 he found and bought a traditional, 28-foot Liberty cutter. After a year and a half of TLC, he and his wife, Kris, are beginning their second sailing season.



Scott Rosenthal (*Simplify your circuits*, Page 15) has been sailing since 1970. He and his family sail their 1980 Bristol 40 yawl, *Willow*, on the Chesapeake Bay, the East Coast, and the Caribbean. He instructs companies on embedded (micro-computer) design techniques with software and electronics.



Don Launer (*Risen from the ashes*, Page 22, and *Shorepower cover*, Page 58) has held a USCG captain's license for more than 20 years. He built his two-masted schooner, *Delphinus*, from a bare hull and sails it on the East Coast from his home on Barnegat Bay in New Jersey.



100-ton master, pilot, and adventurer, **Michael Greenwald** (*Go fish*, Page 26) has soloed the Atlantic and Pacific oceans and has 60,000 miles of cruising

experience. He is also a Paris-trained chef. He is the author of *Survivor* and *The Cruising Chef Cookbook*.



Bill Sandifer (*Budget boating*, Page 31, and *Check those vents*, Page 53) is a marine surveyor and boatbuilder who has been living, eating, and sleeping boats since the early '50s.

Simon Hill (*Prepping your boat for sale*, Page 34) is a Vancouver, British Columbia, sailor and do-it-yourselfer. His first boat was a 24-foot plywood Van de Stadt with no plumbing, and he currently cruises aboard *The Point*, a Contessa 26, with his wife, Jenifer, and two young children. He is editor of *Pacific Yachting* magazine.



Roger and Bette Ross (*Cruising Baja*, Page 34), cruised the North American West Coast from Canada to Mexico on *Maho Blues*, their 1974 Cal Cruising 35, for seven years. They have sold the boat and are now devoting their time to writing and photography.



John Karklins (*Through the eyes of a sailor*, Page 40), is a retired architect devoting his time to sailing his Allied Seawind along the Chicago lakefront and painting portraits of boats and other worthy objects. Those wishing to commission portraits of their own loved ones can contact him at 773-525-2417 or karklins@aol.com.



Butch Evans (*New life for an old Bayfield*, Page 42) learned to sail with a book in one hand and a tiller in the other. He and his wife, Gretchen, sail a West Wight Potter 15 and a Bayfield 25. There's a third boat in store for them: they're planning an extended escape within the next couple of years to go cruising.



Niki Perryman (*Tender control*, Page 58) and Jamie Morrison left Australia in 1992 to cruise in their 35-foot Lion-class sloop, *Siandra*. They explored Europe, including an icy winter in Arctic Norway. This was followed by a cruise of the East Coast of the U.S. south to Cuba and north to Maine. They're now in Antigua and heading for the Panama Canal and the South Pacific.



More than 20 years and four boats ago **Gregg Nestor** (*Chock treatment*, Page 55), discovered sailing and has been an avid "trailer sailor" ever since. When not sailing or writing

about sailing, Gregg runs the family farm. He and his wife, Joyce, sail their O'Day 222, *Splash*, out of Bush Bay on Pymatuning Reservoir on the border of Ohio and Pennsylvania.

Now retired after a career that included boatbuilding, boat deliveries, and writing, **Jack Dillon** (*Nearly foul-proof cleats*, Page 56), lives in Hamden, Conn. He lived aboard a 27-foot cutter for 11 years, cruising both coasts and Bermuda.



Lin Pardey (*Beware of white*, Page 57) 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 on board *Seraffyn* and *Taleisin*. They plan to explore as long as it remains fun. They recently rounded Cape Horn westabout.

Warren Milberg (*Small craft warning*, Page 78) has been sailing, racing, and maintaining small boats for more than 30 years. He keeps his C&C Niagara, *Flexible Flyer*, at Herrington Harbour North in Deale, Md. He invites email comments at hmseconomy@aol.com.



Dave Chase (*Single-line docking*, Page 50, and illustrations, Page 31) is a maker of drawings. With his wife, Susan, he sails *Old Sam Peabody*, a Cabot 36.



Until they set off cruising last fall, **Peter Bonsey** (*Reflections*, Page 81), and his wife, Sylvia, lived in the Tamar Valley of Cornwall, England. In 1995-96 they cruised to southern Portugal and the Azores. On their return, they began building a Nick Skeates-designed Wylo 11 32-foot gaff cutter. *Can Pyran* has now crossed the Atlantic and will be cruising the U.S. East Coast this summer. Invite them for an evening of music if you happen to see them.



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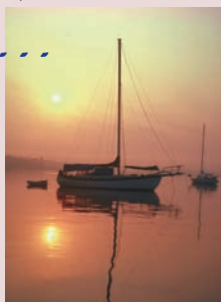
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About the cover...

Mary Jane Hayes
continually
impresses us with
her eye for beauty
and appreciation of
sailboats. This shot
was taken years
ago in Onset, Mass.



Defiant confession

I CONFESS. THERE ARE GATE VALVES IN the cockpit drains of my boat and there is solid wire in part of my AC system.

“Zounds,” says the purist. “What of orthodoxy? How can this man claim to be a technical editor? Everyone knows, and almost everyone has written, that if you have gate valves you must replace them immediately or they will fail in a variety of ways from a variety of causes, and your boat will sink. It is no more than you deserve for such neglect. Everyone also knows that solid copper wire will fail from vibration, and you will have all manner of trouble from that.”

The confession continues. I’ve known for 10 years about the gate valves and solid wire, and recently I’ve had no end of very sound advice telling me that since my boat was hit by lightning no through-hulls and seacocks can be trusted. I should replace the gate valves and give the bill to my insurance company.

That was indeed good advice, which I did not follow. I had my reasons.

In another life I was an engineer. I developed products and supervised others who were developing products. Those of you who are not engineers may think that engineers simply calculate everything from first principles or rely on technical references and handbooks to determine the suitability of their designs. This is true to a point and completely true in the case of large one-off structures and devices where building samples and prototypes is not practical. Where testing samples and prototypes is possible, it is the preferred method because better, more innovative, more cost-effective designs can be created this way. I was involved with this sort of design-and-testing regimen for 29 years.

That is not to say that I tested anything for 29 years. In fact, the pace of product development was such that one year was a very long test, and two years was considered almost impractical.

Our boat was built by C&C Yachts in 1976. The gate valves have been in it for 26 years. So has the solid wire. That is 26 years of satisfactory



service. When you compare that with the one-year tests that I conducted, there is a certain dignity to these components, and some reasoning that says perhaps they are OK.

Any modification to a boat should be considered carefully. Changing cockpit-drain seacocks can be particularly invasive work because the through-hull and drain often do not line up, and the space for the interconnecting hose can be quite limited. Making the larger “true” seacocks fit could be challenging. Finding a place for their larger flanges could also be challenging. I looked at all that and then opened and closed the valves a few times, beat on them with a hammer, studied them carefully while standing on my head in the cockpit locker, and decided they were fine. What about not knowing if they are open or closed? You have to be looking for trouble to close a cockpit drain seacock (or gate valve). Nothing good can come of it unless there is a terrible leak and you are sinking. If I close them then, I will know they are closed.

As for the wire, the people at C&C fastened it down so effectively that it does not flex and fatigue. In fact, if I ripped it all out, it would be very difficult to fasten it down that well again without removing parts of the

Continued on Page 74

Ericson 35

*This old warhorse
still performs
with the best of them*

by Ed Lawrence

TAKE A SEAT IN A YACHT CLUB LATE on a Saturday or Sunday afternoon, and you'll hear racers recounting the highlights of their day: "I was coming into the mark on starboard when this turkey tried to get an inside overlap and blew the jibe. His bow pulpit clipped my stern and took a chunk of glass the size of a pie tin out of my transom. What a jerk!"

Or: "How about if I write a check to you? I'll tell Judy it's for a new computer, you pay for the repair to the spinnaker, and she'll never know the difference." Those conversations do take place. Trust me.

Turn 180 degrees in your chair, and you may hear the words of sailors who have outgrown the racing urge. Now content to spend their days in one-boat fleets, they sail effortlessly on starboard tack from Point A to Point B on San Francisco Bay, the Chesapeake, one of the Great Lakes, or in whichever direction their bow points when they leave their home base.

Regardless of your sailing proclivities, when you're aboard an

Ericson 35, odds are that you will be traveling almost as quickly and comfortably as crews aboard the newest, similarly sized sloops. I've been in the middle of a gaggle of 35s rounding a mark in front of the Golden Gate and escaped unscathed because she responds to a touch of the tiller. And I've cruised offshore under a chute for hours without touching a sheet.

So, when asked for my feelings about these old warhorses, my take is usually, "change one digit on her birth certificate, and you may think you're sailing something that's fresh out of the box." Creature comforts are certainly large and well laid out. However, from a cosmetic standpoint, there is no ignoring the fact that she may have lost her youthful bloom. Here's why.

Good looks

Employment counselors say "you get just one chance to make a first impression." With that as a yardstick, the 35 Mark II is eminently employable.

Viewed from abeam, she has a traditional look that's far from clunky or jaunty. Her masthead rig and boom are proportionate to her deck length.



Designed long before today's plumb bow/wide stern models, she sports long overhangs and a reverse transom that is pleasing to the eye. The bow entry angle is more rounded, and her 10-foot beam is narrower than many of today's boats. Higher at the ends, she has a soft sheer that flows downward to reveal five ports, a real plus when swinging on the hook in a bouncy anchorage.

However, it is her attitude when she's under way off the breeze that causes my heart to go pitty-pat. Viewed from the stern quarter while heeled 10 to 15 degrees with her starboard bow buried, she shows a rounded underbody as provocatively as a dance-hall girl raising her skirt. Whew!

Her good looks reflect the talent of Bruce King, a prominent American yacht designer from whose board her lines evolved, along with those of 21 other Ericson originals and eight he redesigned. Among other designs bearing Bruce's name are the Islander 37 and 55 and custom boats ranging in size from 90 to 124 feet. His big-boat fleet includes *Whitefin*, a 90-foot fractional-rigged sloop that closely resembles L. Francis Herreshoff's *Ticonderoga*.

The Ericson 35 had its origins at a waste disposal site. When Pearson Yachts decided to close a small West Coast manufacturing facility, the hull molds for an Alberg 35 were left in a scrap heap. The enterprising manager of the site sold the hull molds to Mark Pittman, an entrepreneur who formed Ericson Yachts in 1965.

Blustery winds

An archetypal production builder with a West Coast heritage, Mark made his name building fast cruisers designed to sail comfortably in the typically blustery winds encountered in San Francisco Bay and on the Pacific coast. His major competitors were Pearson and Cal Boats.

During the company's infancy, Mark avoided architectural fees by copying or altering existing boats. According to Don Kohlmann, who joined the company in the 1980s, the Alberg 35 deck was redesigned by Bruce King and introduced as the Ericson 35 in 1965. Speaking of this boat, Bruce says "maybe two dozen were built." A Columbia 5.5-Meter hull was copied and became the platform for another Ericson model sold with a different deck layout.

The first Ericson design attributed entirely to Bruce King was a 23-footer. That was followed by the Ericson 27, one of the most popular boats produced in the 1970s. A performance cruiser with user-friendly accommodations, it was a consistent winner in Midget Ocean Racing Club events. The company was eventually purchased in 1975 by the CML group, which also owned Boston Whaler and a group of clothing businesses. Gene Kohlmann, who owned an Ericson dealership in San Francisco at the time, joined the company in 1975 as vice president. He was eventually joined in top management by brother

"An instant hit among cruisers and racers, more than 600 were produced, a tremendous accomplishment considering the vagaries of the industry at the time."

Don, a professional sailor with America's Cup credentials.

In 1984, during the period when corporations were acquired and sold as quickly as stolen diamonds, CML made a public stock offering closely followed by the divestiture of many of its non-clothing businesses. Ericson was sold to Gene Kohlmann and a group of investors. Then, during the economic downturn that ravaged most of the small, independent boat builders, Ericson became a statistic when it shut its doors in 1990.

These days, Don is general manager of Pacific Seacraft, and Gene is the company's operations manager. Coincidentally, Pacific Seacraft purchased the molds for the Ericson 38 and 34, both of which enjoyed successful production runs as Pacific Seacraft boats in the 1990s.

The Mark II

Bruce King redesigned the original 35-footer as the Mark II, which was introduced in 1969. An instant hit among cruisers and racers, more than

600 were produced, a tremendous accomplishment considering the vagaries of the industry at the time.

He reflects that "the boat is a blend of traditional and modern design elements. The overhangs, strong sheerline, low tapering cabin trunk, and reasonably proportioned transom make for an appearance that is easily recognized in the sailing community. Rounded sections, a fin keel, and balanced spade rudder aid her spirited performance. We also raised the deck level to make her drier.

"This particular, perhaps friendlier, look is preferred by many to the more aggressive appearance of many of today's vertically ended freeboard designs.

"The boat was built primarily to the CCA racing rule, with an eye toward the newer IOR rule, and was initially successful. The underbody has less wetted area than its predecessor," he continues.

"It is an attractive, well-proportioned boat with mannerly sailing characteristics," he adds. "The boat will sail itself with the helm locked off anytime the wind is forward of the beam because the center of lateral resistance (CLR) shift is avoided by certain design geometry. The ends of the hull are fairly symmetrical. If a stern is too full, CLR shift is unavoidable. If the juncture of the keel trailing edge and the hull is located too far forward, CLR shift is unavoidable. If present, it must be compensated for by an increase in helm angle, or the boat will head up.

"Her moderate displacement with overhangs results in an easier motion with less pounding in head seas. This greatly enhances comfort. This avoidance of CLR shift with varying heel angles, combined with an easy motion,

Facing page, *Hideaway* with *Alexandria* inset. At right, *Hideaway*. Dock partners at the Richmond Yacht Club, in Port Richmond, Washington, these Ericson 35s are sweet-sailing beauties.



has always been one of the primary reasons experienced sailors prefer the Ericson to other boats," he says.

Not stiff

Three decades after her introduction, a sail-area-to-displacement ratio (SA/D) of 17.3 equates to a moderate performer, and a displacement-to-length ratio (D/L) of 241 places her on the high end of the average scale for moderate-displacement cruisers. Though her ballast ratio is 43 percent, she's not considered stiff by owners.

The Mark II eventually was replaced on the IOR circuit by boats with more pinched sterns specifically designed as rule-beaters. She continues, however, as a popular PHRF racer.

A faster model, the Mark III, was introduced in 1982. She featured a rounder hull shape and more conventional stern and was rated 30 seconds faster under PHRF rules than her predecessor. Bruce describes the Mark III as having many of the same characteristics as the Ericson 38, which was introduced prior to the makeover of the Mark II.

Disturbed by pressure in the racing community for performance at any cost, Bruce eventually opted to specialize in the design of large custom boats. "The trend was to build lighter boats on the edge of structural inadequacies that would be more competitive. I didn't want any widows knocking on my door."

Ericson boats enjoy a reputation of being well constructed. With only one notable exception, all three models followed a similar lamination schedule.

Hulls are solid fiberglass laminated with alternating layers of mat and woven roving. The hull was built in a split mold and bonded together with 11 lay-

*"The galley,
located to starboard,
is a cook's delight.
Its counter
is 5 feet long
and 2 feet wide,
allowing plenty
of elbow room to carve
a bologna roast
and toss a green salad."*

ers of mat and roving. Decks are cored with balsa. The Mark II had a keel with internal ballast while the Mark III keel was mounted outside the hull.

Common complaint

Chainplates are stainless-steel straps bonded to the hull with welded caps bedded to the deck. A common complaint among owners is that chainplates require annual inspection because the adhesives used at the time were more brittle than newer products and prone to leaking. If considering the purchase of an older boat, I'd want a thorough survey of this area, especially in the deck area, where leaks could intrude into the balsa core.

In a perfect world, a mid-sized sailboat should provide a sail plan easily manageable by a shorthanded crew, cockpit space adequate for lounging, and spacious accommodations belowdecks for 4 to 6 crewmembers, right? Score one for this boat. Step aboard and the immediate feeling is that there's plenty of elbow room fore and aft.

An 86-inch-long space between the mast and bow pulpit is large enough for a chaise lounge. Side decks are 12 to 14 inches wide so movement is easy, and the hull is surrounded by a two-inch fiberglass toerail and double lifelines.

Built in an era when portlights were more than decorator pieces, she has five ports on each side of the cabin.

Interior views of *Hideaway*. Owned by Dudley and Patricia Hattaway, she's got a tall rig and is still awaiting a larger mainsail. *Alexandria*, on facing page, is owned by George Blackman.

However, one owner replaced the fixed ports forward to improve air circulation. Old-style ports are clear, which produces good light belowdecks, but at replacement time I'd opt for darker Lexan that affords more privacy.

A sturdy double-spreader masthead rig towers over the deck, supported by oversized stays and shrouds. The Mark II was offered with two rigs, one two feet taller for sailors harbored in light-air venues. Parallel spreaders and outboard sheet leads do not provide pointing angles as high as those with swept-back spreaders, but she'll sail to weather as well as her contemporaries. With sail track running to the end of the cockpit, overlapping headsails and spinnakers can be trimmed to their proper shapes.

Better angles

Depending upon the year of manufacture, her winches may be Barlows or Lewmars. Mainsail controls are located at the end of the boom, which provides better sheeting angles than found on many contemporary boats, where the traveler is located on the cabintop.

The cockpit is a T-shaped area divided into two sections by a fiberglass bridgedeck aft. On boats fitted with a wheel, the helmsman steers aft of the mainsail controls, so there is no interference with sail trimmers. Sailing with a crew of six, I've been involved in faultless spinnaker jibes without banging elbows with my shipmates. Naturally, a tiller places the helmsman in the middle of the melee.

There's space for six to eight adults to lounge comfortably on benches and seats in the cockpit. This space is devoid of tables and cup holders that are often a nuisance when underway.



The 30-inch wide companionway is 28 inches tall, which provides room on the bulkhead for instruments within the helmsman's sight lines.

Unlike compromises involved in newer boats with aft cabins that reduce the amount of storage space in the cockpit, the Mark II has lazarettes port and starboard and on the stern that are adequate for the storage of spare sails, anchor and rode, and dock gear.

Spaces belowdecks are equally generous. I've spent many drippy evenings with the entire crew comfortably ensconced on long settees. The main saloon is 9 feet long and 8 feet wide amidships. With 6 feet, 1 inch of headroom, there is plenty of room for most guests to move about without banging their heads. An additional 8 to 10 inches of shelving outboard of the settees adds valuable storage area.

Well designed

Are spaces as bright and shiny as new French boats? No. But they are well designed and executed. Depending upon the model, bulkheads and cabinetry may be mahogany or teak with battens on the hull creating a warm, inviting, wide open space. The headliner and sole are fiberglass, less distinctive but easier to maintain.

The nav station is located to port at the foot of the companionway in an area described on one boat as "Carl's Condo."

"On long passages I sometimes go to sleep at the table, and fall backward into the quarterberth," Carl says. Since the boat was built before Loran-C and GPS were household words, the chart table is 20 by 30 inches, large enough to spread a full-sized chart folded once. Cabinetry outboard is designed to accommodate navigation instruments and a VHF radio and stereo/cassette player.

The galley, located to starboard, is a cook's delight. Its counter is 5 feet long and 2 feet wide, allowing plenty of elbow room to carve a bologna roast and toss a green salad. The size of storage cabinets outboard reflects the builder's disdain for paper cups and plates.

The ice box is a cavern. Measuring 18 inches deep by 24 inches wide by 32 inches long, it would be a simple



matter to lose several six-packs of cold drinks without noticing. However, insulation is so thin that ice cubes won't last long. A better alternative is find a source for dry ice or get used to drinking warm beer, as I did in Mexico.

Unless retrofitted with propane, the stove is an alcohol unit. "Why not

*"Since the boat
was built before
Loran-C and GPS
were household words,
the chart table
is 20 by 30 inches,
large enough
to spread a full-sized
chart folded once."*

alcohol?" one owner asked. "Just don't turn your back on it until it's properly lit, and you'll have no problems." He should know, since he's owned his boat for 13 years.

Fold-down table

Seating is at a C-shaped settee to port that seats six comfortably at a fold-down table. The 6-foot, 4-inch-long seat converts to a berth. Some boats were equipped with a drop-down table that converts the berth to a double, at the same time creating a quandary about where to store the

oversized cushion insert. The starboard settee also converts to a 6-foot-long berth.

Forward to port, a head enclosed by a wooden door is large enough to allow showering without fear of bruising elbows. Depending on the year of manufacture, she may be equipped with a holding tank or electric head.

The skipper's quarters are in a stateroom in the bow that also has 6 feet of headroom. The berth is nearly queen-sized and 5 feet wide at the foot. One enterprising owner converted the single-panel compartment door to a bi-fold, which allows the door to be opened without removing the insert at the head of the berth (more on this later). Storage is in a hanging locker and below the berth in a space shared with a water tank.

Perhaps the most striking difference belowdecks between models is the location of the engine. Early models were equipped with an Atomic 4 placed forward of the nav station. The location has the advantage of easy inspection and maintenance of the engine and placing the weight in a desirable location. Since gasoline engines are relatively quiet, noise was not a major consideration.

Newer boats have diesel engines mounted below the companionway, fairly typical of modern installations. The change allows use of a more reliable engine at the cost of less access and, absent a good sound deadener, adds an irritating noise.

Performance

In the past I've sailed the Mark II on picnic sails, long weather legs between the Golden Gate and Farallones Islands, and down the California Coast in 30-plus knots of wind. I would not hesitate to set sail on similar voyages tomorrow.

On long legs west, we typically beat to weather in 15- to 20-knot north-westerlies to make the north end of the islands, where we would jibe and set a chute for the return trip. In those conditions, the boat typically buried her shoulder and allowed the skipper to steer with one hand while seated on the rail. On one memorable occasion, gusts blew the cups off the windspeed indicator while sailing downwind, but she tracked in a straight line as long as the spinnaker trimmer was alert.

On a recent sail on San Francisco Bay, with a full mainsail and 100 percent jib in 10 to 12 knots of wind, she beat to weather at a comfortable 5.5 to 6 knots. Off the wind the Speedo pegged 8 knots.

But she's no lightweight. So, when the wind drops below 5 knots the options are to employ the iron spinnaker or drop the sails and stretch out in the cockpit with a book.

Always more than a pretty face, and once a frontrunner, the Ericson 35 is now one of my favorite good old boats.

Owners' opinions

Dudley and Patricia Hattaway of Pt. Richmond, California, purchased *The Hideaway*, a Mark II, in October 1987. "During the first two years we worked almost every weekend and did very little sailing," Dudley recalls.

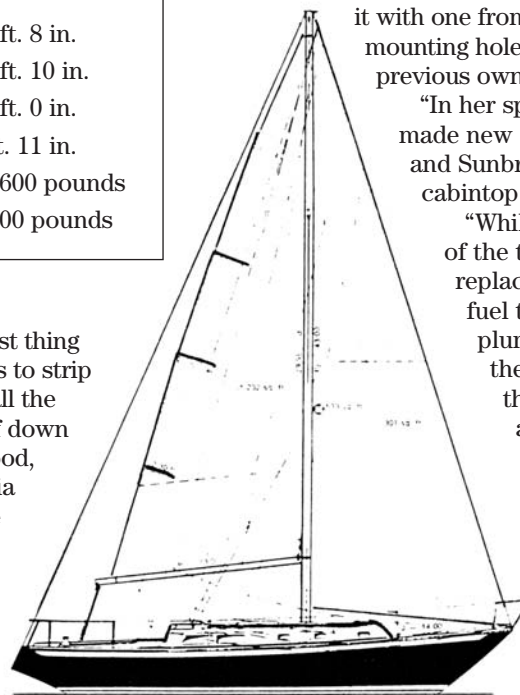
"She was 10 years old. The deck was covered with small pieces of steel wool, the gelcoat was badly chalked, the varnish on the teak trim was worn off, and there were pieces of teak molding missing in the cabin. The port handrail was broken off at the mast, and the threaded inserts in the cabintop were stripped out. We purchased a new handrail and then cut both the port and starboard rails to end at the mast.

Ericson 35 Mark II

LOA:	34 ft. 8 in.
LWL:	25 ft. 10 in.
Beam:	10 ft. 0 in.
Draft:	4 ft. 11 in.
Displacement:	11,600 pounds
Ballast:	5,000 pounds

"The first thing we did was to strip and sand all the varnish off down to bare wood, and Patricia put on five coats of varnish. She also hand-rubbed the gel-coat with rubbing compound and then applied two coats of wax. She continues to put one coat of wax on once a year and will not let me varnish or wax. She claims I am not qualified. She removed all of the steel wool specks on the anti-skid on the deck with a miniature screwdriver.

"The forward hatch had been replaced by the previous owner with an oversized hatch, which did not match the Ericson design. We replaced



it with one from Ericson and redid the mounting holes and filled the ones the previous owner had put in.


"In her spare time, Patricia made new curtains and pillows and Sunbrella covers for the cabintop and cockpit.

"While she was taking care of the topsides, I was below replacing the water heater, fuel tank, and all the plumbing associated with the head, and replacing the Lectra-San MSD with a 9-gallon holding tank.

I also cleaned up the electrical wiring and added a third battery in the lazarette. We installed a Norcold refrigerator plate in the icebox.

"We also replaced four of the small forward cabin ports with Lemar ports and added a roller furling jib. We replaced the Atomic 4 in 1995 with a Yanmar 3-cylinder diesel and added an autopilot.

"We split the V-berth door down the middle and installed a hinge, so we can open and close the door with the V-berth insert installed."

The Hideaway couldn't have looked nicer the day she left the factory. 

Ericson resources

Ericson 27 Class Association (Chesapeake Bay area)

rbeckman@erols.com
<<http://www.capoferri.com/ericson/emain.htm>>

Ericson 27 Fleet One San Francisco

<<http://www.Ericson27.com>>

Ericson 31 and Ericson Cruising/Independence 31

glynmarejudson@sprintmail.com

Ericson 32

tpe2@cornell.edu
<<http://www.geocities.com/tpe2/ericson.htm>>

Ericson 35 MK2 Home Page

socalsail@aol.com
<<http://members.aol.com/socalsail/Page2.html>>

Ericson Alberg Classic 35

kavi8@aol.com
<<http://ericsonalbergclassic.homestead.com/Page1.html>>

Ericson 39 Webpage

hisboat@hotmail.com

Ericson 39 Webpage

whiting@earthlink.net

Ericson 5.5 Meter

<<http://www.uweb.ucsb.edu/%7Egmccau00/ericson.html>>

Ericson Yachts Webpage

<<http://www.ericsonyachts.com>>

Ericson Email Discussion List

<<http://members.sailnet.com/resources/links/list/index-new.cfm?id=ericson>>

Ericson Webpage

<<http://nwericson.homestead.com/>>

Ericson Yachts Library

atlas345@hotmail.com

Maine Ericson Owners' Association

Jim and Sue Keefer
P.O. Box 756
Rockport, ME 04856

Northeast Ericson Owners' Association

northeast_ericson_owners@att.net



Tom Gillmer and his current boat, a 30-foot version of his Blue Moon design.

The Allied Seawind, *Apogee*, below, leaving Cape Town, South Africa, on the last leg of her circumnavigation. Alan Eddy at the helm.

by Steve Mitchell

Thomas Gillmer

In profile: One of America's most respected cruising boat designers

THE EARLY DAYS OF PRODUCTION FIBERGLASS BOATS WERE AN exciting time based on the accounts of some of those early pioneers. From the well-known story of the Pearson cousins with their 28-foot Triton at the 1959 New York Boat Show, to Ray Greene and his 27-foot Sparkman & Stephens-designed New Horizon, fiberglass boats caught the public's fancy early on. Rather than looking at the new material with skepticism about its strength and longevity, the public welcomed fiberglass.

One boat that helped establish fiberglass as suitable for sailboats was the Allied Seawind, a 30-foot 6-inch ketch designed by Thomas Gillmer in 1961. "It was the first fiberglass boat to sail around the world," Tom says. "The Seawind was very successful sailing offshore." That trait was the common denominator for all of his designs, especially in the early days as the fiberglass production revolution took hold and naval architects began designing for the new material.



Growing up with boats

Thomas C. Gillmer was born in Warren, Ohio, a few miles south of Lake Erie, in 1911. "I first made boat models when I was a kid," he explains. "I had a friend, an older fellow, who was from Down East, somewhere in Nova Scotia. He was a good model builder and helped me with them. Later, he built me a 14-foot sailboat, a nice little lapstrake sloop. I learned to sail that by myself on Lake Erie when my family went to our cottage on the lake every summer. It had to be a boat we could launch from the beach, and that's what I learned to sail on."

Not much choice

Tom's interest in boats led him to attend the U. S. Naval Academy in Annapolis. "At that time you didn't have much choice of what to study at the Academy. You took the standard courses. But they had started a program of electives, and one of those courses was in naval architecture." He took the course and was hooked.

"I can remember when I was a midshipman," he says, "there were a lot of skipjacks based in Annapolis in the winter for oystering. Skipjacks were an important boat then. There were a thousand of them on the bay back in the '30s. Every morning I'd be

up, still sleepy, and about that time there'd be a whole line of skipjacks sailing out into the bay. It was a beautiful sight. That sight alone probably had as much impact as anything else on my interest in boats."

Tom graduated in June 1935 and served on cruisers in the Pacific and Mediterranean. During World War II he served at the Academy as a professor of naval architecture, eventually founding the department of naval architecture and marine engineering there. He wrote a book on naval architecture used at the Academy to this day.

"I more or less designed these early cruising boats on the side," he says. "It was a nice occupation."



Allied Seawind 30

The Seawinds

For an established naval architect with many wooden boat designs to his credit, designing boats for the fiberglass revolution was a natural progression. "Certainly all the manufacturers were convinced it was tough stuff," he says. "I was confident it would hold up. After all, the Navy had been building fiberglass boats down in Norfolk during the war. Early on, someone gave me a couple of samples of fiberglass to examine. I gave one of them to my dog to chew on, and he could hardly put a dent in it. He was an Airedale and chewed everything, so I knew it was tough. I was one of the first to design for fiberglass."

Tom was a regular contributor of wooden sailboat designs to a couple of popular boating magazines of the day, *Rudder* and *Yachting*, so his name and work were well known to manufacturers and sailors. "I knew one of the fellows at *Rudder* magazine in particular," says Tom. "He

needed designs to publish, and I sent him quite a few. That's how some of the builders connected with me." These were all wooden boats, but he later converted many of these early designs for fiberglass construction.

In 1961, a Delaware attorney named Rex Kaiser commissioned Tom to design a boat for him. Kaiser had the resulting 30-foot ketch built by Lunn Laminates in Glen Cove, N.Y. The following year, Lunn became part of Allied Boat Company when it was founded in Catskill, N.Y. Allied named the 30-foot ketch the Seawind. This was its only model at first. Says Tom, "Allied got their start building the Seawind. It was right behind the Pearson Triton and the Tartan 27." The first Allied Seawind hulls came off the assembly line in 1962.

Good offshore

He continues, "The Seawind has a big sail area for a small boat. It's also a good offshore boat. That's what always has appealed to me the most — designing boats to go offshore. Cruising boats were always more of an interest to me. People could cruise on them and enjoy them. I don't think racing boats are all that comfortable. I had a Seawind myself for sailing around here on the Chesapeake. They



Two views of the Seawind 30 provided by Peter Edwards, secretary of the Allied Seawind Owners' Association. <<http://www.webmoxie.net/seawind/index.htm>>.



said they sold it to me for a discount," he chuckles, "but it wasn't much of one as far as I could tell."

In 1963, a sailor named Alan Eddy set off from Hampton, Virginia, sailing for the Virgin Islands in a Seawind named *Apogee*. His trip to the islands turned into a five-year circumnavigation, the first ever for a fiberglass boat. In an account written by Alan and published by Allied after the circumnavigation, he stated that when he left for the Virgin Islands "I had never been offshore overnight, or even offshore by myself, or even taken a sight in earnest." Two items on his list of what it takes to complete a circumnavigation are the simple statements "a suitable boat" and "the will to do it." Surprisingly, he does not mention the word "luck" in his list.

Perhaps Alan was confident enough in his Seawind that he didn't think he needed luck. His most harrowing experience was being attacked by whales in the Indian Ocean. He wrote: "I had gone below to fetch a dish towel when I heard a tremendous bang, and *Apogee* shuddered from keel to masthead." What he estimated to be about a dozen whales were swimming next to and under *Apogee*. Whales rammed his boat at least three times, but he sailed on with no apparent damage.

Advertising bonanza

Alan's account of the voyage goes on to extol the virtues of fiberglass construction over the wood and steel construction more common at the time. Certainly his voyage proved that

fiberglass boats were up to whatever the sea could hand out. When he returned home, Allied used his trip as an advertising bonanza for the Seawind with the slogan, "She will go around the world if you will." As Tom puts it, "Crossing an ocean is generally harder on the people than on the boat."

Says Dan Spurr, "I don't think anyone was aware of Alan Eddy's circumnavigation until Allied started using it in their advertising. Allied was savvy enough to take advantage of a public relations opportunity, and it was a notable accomplishment. Certainly not every 30-footer could have done it. The Seawind was a good design and strong enough to do it. It belongs in the history books."

Despite its popularity, the accommodations on the Seawind are Spartan. Says Dan, "The Seawind's interior wasn't much larger than a Pearson Triton's. It just wasn't very usable. It had no table, for example. I can see why there was a demand for the Seawind II."

According to Tom, "The Seawind 30 was about the limit of what people could buy in terms of accommodations to fit the boat and price at the time. The Seawind II was all about improving the accommodations and what we thought the market could bear."

Allied produced the Seawind 30 from 1962 until 1974. The Seawind II replaced it in 1975. At 31 feet 7 inches, the Seawind II was only 13 inches longer, but all other dimensions were significantly greater. The waterline length increased from an even 24 feet to 25 feet 6 inches in the new model. Beam increased from 9 feet 3 inches to 10 feet 5 inches, and displacement grew from 12,080 to 14,900 pounds. Sail area increased from 500 to 555 square feet. The standard rig was a masthead ketch with a

cutter rig available as a very desirable option.

Out of business

Interestingly, Allied reintroduced the original Seawind in 1978, producing both models until the company went out of business in 1981. Says Dan Smith, a former Seawind 30 owner and unofficial historian of the Allied Boat Company, "Bringing back the Seawind 30 was a bad call as far as I can tell. Someone spent a lot of money rebuilding the molds, and for what?" According to Dan, Allied built a total of 161 Seawind 30s.

The Seawind II continued the tradition of an able sea boat, with many bluewater miles credited to it. In fact, it's difficult to find a boat of her size more suited for the open ocean and extended cruising. Stowage in particular is a strong point for the Seawind II. Allied built 129 Seawind IIs.

"The Seawinds were my most successful designs," says Tom. "They seemed to suit me best, anyway."

Allied, unfortunately, was never noted for the quality of its management team. Despite building many popular cruising boats, including the 35-foot Seabreeze, Luders 33, Princess 36, and Mistress 39, the company was in and out of bankruptcy several times under several different owners. In 1980, the New York Job Development Authority took over running the company. The authority had lent about

Above and at right, Bill Duggan's Southern Cross 31. Bill is commodore of the Southern Cross Owners' Association.
<http://www.southern-cross.com/>.



\$500,000 to the company in the hopes of saving the jobs of the 50 or so people Allied employed, in part because it was the largest single employer in Catskill. Allied also dropped its dealer network, selling boats directly from the factory to save the 15 percent dealer commission.

When Allied finally succumbed to a murky death in late 1981, it had partially completed the tooling for a new 52-footer designed by David Pedrick. As with most other sailboat manufacturers in financial trouble, it's always "the next boat" the owners think will catch on and save the company. Allied couldn't hang on that long.



Southern Cross 39

Southern Cross boats

By the early 1970s, Clarke Ryder had been making fiberglass industrial parts and boats for nearly a decade. He says, "In 1973 to 1974 I saw the popularity on the West Coast of the Westsail 32 in kit form and thought that we could do the same thing on this coast. I had a portfolio of designs from one of the marine publishing houses with a collection of Tom Gillmer's designs in it, so I was familiar with his work. He had designed a wooden 31-footer called the Aries (a double-enders with Norwegian influences in its outboard rudder and sheerline) that was about two-thirds the weight of the Westsail. It essentially had the same underbody as the Seawind (*unlike the SC39 hull shown above -Ed.*). I got in touch with Tom and decided to build it in fiberglass. I took the first one to the Annapolis Boat Show in 1975 as the Southern Cross 31." The C. E. Ryder Company eventually produced about 150 of that model.

The 31 was followed by the 28, the 35, and the 39. All were available as kits or as factory-completed boats. All were double-enders because, as Clarke puts it, "We decided to keep them that way. If you start changing the designs, you start arguing against your own premise."

"I liked double-enders, as did the Southern Cross folks," says Tom. "It

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I could sail all day
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and mizzen."*

was sold as something new to the public, although of course it wasn't. Canoe sterns had been around for at least a hundred years, particularly in the Mediterranean. People thought they were more seaworthy than transom-stern boats, but I don't think there's a difference. About the only difference is that a transom stern can be noisy under some sea conditions."

Says Clarke, "The 31 was the most successful model by all measures. The 35 is a big boat. Its interior volume is probably twice that of the 31. The 28 didn't have enough ballast at first. Tom and I had a little go-round over that one. It was another takeoff from a wooden design of his, and he had to extend the keel or something to add ballast. We never sold that many 39s. We overestimated the number of people who needed a boat that large."

Speedy as well

Southern Cross boats also are known for a turn of speed, something Tom claims not to have been concerned about. "I was trying to achieve a hull form that would go to sea well. I wasn't interested in speed necessarily, although some of my boats are quite fast. Generally, speedy boats are not seaworthy boats. Seaworthy boats are a little slower because you have to give them more sheer to keep them drier in a seaway instead of flattening them out. You can do things to make boats faster, but they are less seaworthy, I think. It's pretty easy to know what goes fast — it's long and narrow without much beam. But it'll be wet at sea. Some designers specialized in fast boats,

but not me. I went for something safe and comfortable at sea."

Clarke Ryder entered a Southern Cross 31 in the 1977 Marion to Bermuda Race. "We finished third in class," he says. "The 31 is a fast boat off the wind with the tall rig. Also, I can remember one particular around-the-buoys race in that same boat when we came in first ahead of a Tartan 34. If the wind is right, the 31 will do very well."

Pat Henry chose a Southern Cross 31 for her circumnavigation. She began her journey in 1989, setting sail from Acapulco, Mexico. She completed the trip on May 5, 1997, when she once again anchored in Acapulco.

She writes from her home in Puerto Vallarta, Mexico, "When I began my search for a cruising boat I was not familiar with the Southern Cross line of boats at all. I was focused on a full-keel fiberglass hull with good lines. My budget was tight, which limited my size range, not for original purchase as much as for replacing aging gear. I also had a long list of features/characteristics that were important: good bridge deck, small cockpit, solid bulwarks, sturdy rigging, bronze portholes, and as much cruising gear as possible. When I saw my SC31 for the first time, I knew almost instantly that she was the boat for me. Her graceful, handsome lines just grabbed me, and the survey and test sail made the sale."



Great choice

Pat continues, reflecting on her circumnavigation, “Now I know what a great choice I made. She has proven dependable and seaworthy in pretty heavy conditions (28-foot seas and 60-knot winds for more than a day at a time.) The cockpit provides a sense of security, and the space below is light and roomy. The ventilation is superb. Never a ‘boaty odor’ belowdecks.”

Pat has a degree in architecture and makes her living painting, writing, and making motivational speeches to business groups. Her memoir, *By the Grace of the Sea: A Woman's Solo Odyssey Around the World*, is scheduled for publication this fall by McGraw-Hill. As Clarke Ryder puts it, “Pat Henry is braver than most of us.”

Tom Gillmer selects the Southern Cross 35 for special praise. “One owner told me it was the smoothest boat he had ever sailed in the ocean. That’s quite a lot to say about a 35-foot boat.”

That opinion of the SC35 is seconded by Pat and Colleen DeGroot, who in 1998 began a circumnavigation in a SC35 cutter named *Simmer*. They write from Cape Town, South Africa, “We find she sails exceptionally well in light air compared to other, similarly sized, cruising boats and holds her own in heavy air. No matter what sails you have, she can be balanced to sail on the windvane easily, thanks to the cutter rig. We definitely like the appearance. We always enjoy looking back at her on anchor as we dinghy away, and other cruisers also comment favorably on her aesthetics.

“The layout below is perfect for a couple, especially offshore (two great sea berths). We particularly like the nav station layout and location. The galley is ideal at anchor and offshore. Bronze opening ports and three deck hatches make it cool below even on the equator. The deck is well laid out for shorthanded sailing, and the cock-

pit is big and very comfortable. The sidedecks are clean and easy to traverse since the shrouds are inboard.”

According to Clarke, the last Southern Cross was produced in 1983, although some kit-built boats were completed by their owners well after that. The C. E. Ryder Company closed its doors in 1990.



Kenner Privateer 35

Privateers

Also early in the fiberglass revolution, Tom Gillmer connected with “a fellow named Kenner down in New Orleans, and I designed a couple of boats for him. He didn’t know much about sailboats. He mainly was building houseboats for the river. They looked like boxes.”

The first Tom Gillmer design the Kenner Boat Company produced was the Privateer 26, yet another ketch-rigged boat with a cutter option that Tom had originally designed in wood. It was derived from a larger wooden boat he had designed many years earlier called the *Wind and Wave*.

According to a brochure of his designs published in the 1970s, he described the Privateer 26 as “a boat of rather unusual character but conventional structure. Her stem form, which has been rather loosely referred to as a clipper bow, is actually more of the Chesapeake stem form in profile. It is much like that seen on the sailing oyster boats, old bugeyes, and the old puny schooners of the 19th century.” Thus, Tom couldn’t resist reaching back to his

memories of the skipjacks for design elements for one of his boats. He used the same bow design on at least two other boats.

His other design for Kenner was the Privateer 35, again a ketch-rigged cruiser. That boat was manufactured from 1968 to 1972.

“I like ketch rigs,” says Tom. “I don’t think it makes much difference what size the boat is, although it shouldn’t be too small. I could sail all day on my Seawind with just the jib and mizzen. With the ketch rig you could add sail area, and that translates into more speed. It’s also easier to find a sail combination that balances the boat so that she would steer herself, which is good for short-handed sailors. I never liked to sail alone but often did.”

Historical designs

As a naval architect at the U.S. Naval Academy in Annapolis, Tom Gillmer developed an interest in the history of ships. He wrote several books on the subject including one titled *A History of Working Watercraft in the Western World*. When the City of Baltimore decided to commission a design for a replica of a Baltimore Clipper as a tourist attraction, Tom Gillmer was the natural choice as architect. He designed the original *Pride of Baltimore* in 1976 to 1977, and thousands of visitors to Baltimore’s Inner Harbor watched the ship being built at the water’s edge.

When the *Pride* tragically sank off Puerto Rico in a storm in 1986, the public outcry for a new *Pride of Baltimore* resulted in his designing the *Pride of Baltimore II* in 1988. *Pride II* was designed as an oceangoing vessel to meet stringent Coast Guard licensing requirements, something the original *Pride* was not

Neil Pancoast’s Privateer 26, at right, Neil is the contact for Privateer sailors: <<http://www.privateer26.org>>.

At left, Mike Murphy’s *Miss Sweet Pea* sails near Massachusetts.



designed to meet. *Pride II* has sailed to all the corners of the earth as a floating ambassador for the citizens of Baltimore and the state of Maryland and, as Tom puts it in his usual understated manner, "She has been most successful."

Tom also designed the *Lady Maryland*, a replica of a Chesapeake Bay pungy schooner workboat owned by the Living Classrooms Foundation in Baltimore. The boat is used as an environmental teaching vessel for students throughout Maryland. The Navy also hired Tom as a consultant to study the condition of the *USS Constitution* to restore that ship for her bicentennial celebration in 1997.

One of his last large historical projects was the design and construction of the *Kalmer Nyckel*, a 139-foot replica of the Dutch pinnacle ship that brought the first settlers to Delaware Bay in 1638. The *Kalmer Nyckel* is the Tall Ship of the State of Delaware and is based in Wilmington.

Needing assistance in 1986 as part of the *Pride II* project, Tom hired Iver Franzen as a draftsman. This began a partnership that lasted until Tom formally retired as a naval architect in 2000. Ivar, himself a bluewater sailing veteran with a 500-ton Coast Guard license, also assisted Tom in the *Constitution* and *Kalmer Nyckel* projects in addition to several others of a historical nature. Now a naval architect himself, Ivar says, "when people ask me where I went to school, I tell them I went to the University of Tom Gillmer."

Boats that sail well

Iver helps put Tom's cruising designs into context. "One of the primary concepts he taught me is that you design a proper boat from the outside in, not from the inside out. Tom's a firm believer in designing a properly performing boat and then designing the interior, not designing the interior first and wrapping a boat around it. Today boats sell better if you design them from the inside out. Many boats today are sold sitting at the dock at boat shows. They are commodious below, and people think they will be more comfortable. But that doesn't mean they are actually more comfortable, seaworthy, or dry when at sea. A lot of them aren't."

He continues, "Of course, some of

*"Tom's a firm believer
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not designing
the interior first
and wrapping a boat
around it."*

that is due to the period when Tom was designing. In his day, no one tried to cram so much into a boat. It was easier for the Herreshoffs, the Brewers, and the Gillmers to design a properly performing boat because they weren't expected to have all the amenities people expect in new boats today. But also, the newer, high-tech materials today allow for some latitude in the design approach, although the basic theory still holds true."

What sets Tom Gillmer's designs apart? According to Ivar, "Tom's boats are straightforward in design. He likes a nice, springy sheer. He wasn't afraid to use a lot of sheer, which was part aesthetics, but also part necessity. More sheer leads to a drier boat. The bow doesn't have to be as narrow so that it won't bury in a wave."

Says Jack Horner, an Annapolis-based naval architect, marine surveyor, and author, "I think when you compare Tom Gillmer to others, you need to compare him to the likes of Alberg, Garden, and Stephens in that they all had a conservative approach in their designs. Tom

found a good formula for his production boats and stayed with it. I also don't know of any of his designs that don't perform or handle well. That's to his credit. His overhangs weren't as long as others of his day, meaning his boats have shorter ends for a longer waterline, less hobby horsing, and better boat speed."

Striking feature

When examining all of Tom's designs, one striking feature is their variety. While some of his production boats are similar, as in the Southern Cross line, his stock design portfolio for amateur builders and for one-off designs in wood and fiberglass was quite varied. "I sold quite a few stock designs to amateurs," Tom states. "I had a statement in one of my booklets that amateurs were pretty much on their own. I tried to stay away from a few of them I thought couldn't handle building a boat. I got orders for my plans from all over the world, though. I did have different ideas at different times for my designs. My boats don't all look alike. I liked trying out different ideas."

Ivar adds, "Tom's designs did have a variety of looks through the years. He wasn't afraid to try something different, although some of that is client-driven, of course."

A common thread throughout Tom Gillmer's design career is summed up by Dan Smith this way: "Tom has a firm background in designing many classic boats. He sure does have an eye for a good-looking boat." 

Pat Birchard bought Privateer Hull #93 "for a good price," as he puts it, after she'd sunk in her slip. After 14 months of hard work, his *Lady in Red* is a beauty.



How to build a low-tech, customized electrical panel

ON OUR BOATS WE ALL HAVE electrical panels of one sort or another. On the low-tech end, some of us have minimal panels with a couple of switches and fuses. At the opposite end of the spectrum, some of us have dozens of circuit breakers with LED indicators, meters, and assorted other paraphernalia. No matter how simple or complicated your electrical system, adding another device begs the following questions:

- All of our electrical panels have a finite amount of space for adding new circuits. After a while, there's no more room for additional circuits, so we tend to start doubling, tripling, and quadrupling devices on a single circuit. Besides the potential electrical and safety issues, the back of the panel starts to resemble spaghetti, making future troubleshooting nearly impossible.

Back when our boats were designed, the electrical needs were simpler than they are today. Furthermore, most of us are not the original owners. Each of the previous owners has typically added additional electrical and electronic devices. With a full panel, there may be no room for expanding the panel size.

The image shows three vertical control panels for a mobile home, each with a different power source label at the top: '120V AC POWER', '120V DC POWER', and '120V 60 HZ POWER'. Each panel features a series of toggle switches and outlets, each labeled with a specific appliance or function. The panels are dark-colored with light-colored labels and switch mechanisms.

- 120V AC POWER Panel:**
 - SWITCH BREAKER
 - WATER HEATER
 - CONVERTER
 - REFRIGERATOR
 - AC OUTLETS
- 120V DC POWER Panel:**
 - COLOR LIGHTS
 - READING LIGHTS
 - ANCHOR LIGHT
 - MATTRESS LIGHT
 - DECK LIGHTS
 - BUMP PUMP
 - WATER PRESSURE
 - REFRIGERATOR
 - RADIO
 - ACCESSORY
- 120V 60 HZ POWER Panel:**
 - PLUG AND BURN
 - AUX PLUG
 - RADIO
 - COMPASS LIGHT
 - WASH DOWN PUMP
 - APPROACHMENT LIGHT
 - ENGINE METER
 - SEVEN COUNCILOR
 - STOVE
 - INVERTER

Tartan 27, came with a six-switch electrical panel. The Perko panel was expandable in increments of one switch at a time. Luckily, I had vertical room to extend the panel. However, I've since come to the realization that continuously increasing the size of the panel isn't

When I am looking for a solution, I generally try to find an analogous solution in a different field. A home's wiring is a good analogy in this situation. A home's circuit breaker box has only a certain number of slots for circuit breakers. You can't add more circuits to the box if it is full (sound familiar?). If you need more circuits, you can get an electrician to install a sub-panel that expands the number of circuits.

I realized that the electrical panel situation on my Bristol 40 sailboat, *Willow*, also was out of hand. The panel already had a full complement of 20 DC circuit breakers and five AC circuit breakers. No space for another breaker. The wiring to the panel was a rat's nest. The original conduit for feeding wires up to the panel was full. A previous owner had to start a new wire pathway to the panel. I could install a new, larger electrical panel, but even if I did that, there would still be a finite number of circuit breakers. I decided to approach the problem from a different direction when I installed some new pumps aboard *Willow* instead of continuing down the same diminishing-returns path.

15

device. Each pump still needed its own fuse for protection purposes. Plus, I wanted good power distribution to the pumps that were installed under the galley sink.

Applying the home analogy, I decided to dedicate a circuit from the electrical panel for all the electrical needs in the galley, with the exception of lighting. The electrical panel already had a circuit breaker for the pressurized freshwater pump.

Through a change in my thoughts, I changed the function of this circuit to one of a more general nature, without doing any work! I then added a “sub-panel” in the galley to handle the needs of the pumps. The wires from the electrical panel ran to my new sub-panel. I used the original wires from the electrical panel since they were properly sized for the maximum galley load including the new pumps.

New box

I wanted a professional looking sub-panel with separate power switches and fuse holders for each pump.

Because I have problems visualizing a lot of my ideas, I’m very much into modeling before committing significant money and time to a project. To begin this project, I purchased the switches and fuse holders before deciding on the panel size and layout. With these items and some cardboard in-hand, I could try many alternative panel layouts until I found

“...the electrical panel situation on my Bristol 40 sailboat was out of hand . . . No space for another breaker. The wiring to the panel was a rat’s nest.”

one that worked well for my needs. The cost of doing this is very small and allowed me to try many configurations before committing to the “final” one.

After finding a layout I liked, I found a plastic project box at Radio Shack for mounting the panel. There wasn’t room in my installation to cut a hole for recessing the panel. The key to finding the proper box was adequate depth for the fuse-holder lengths.

Being an engineer, I like to see things done with precision, probably with too much precision! I used a CAD program (DeltaCad) to design the electrical panel. The program allowed me to place all the switches and fuses together with their labels at precise locations. Plus, I got to add my boat name and Bristol insignia to the panel.

Engraved plastic

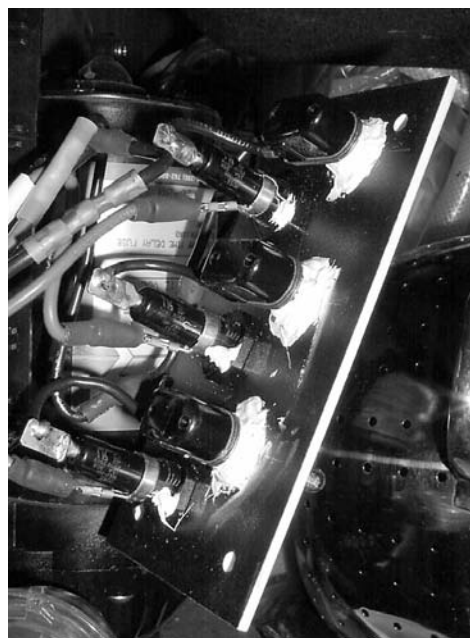
I decided to make the front panel from 1/8-inch engraved plastic, similar to a nameplate on a desk, but thicker. In addition to the engraved writing on the panel, I also wanted the holes precisely located and drilled so that all the fuses and switches lined up. I

could have drilled the holes myself, but it wouldn’t have turned out looking as nice.

M&I Systems, Inc. of Seattle, Wash., engraved the panel for me. They were familiar with the design of custom electrical panels for boats, and they had the proper material thickness in stock. I was also hoping that they would be able to cut the fuse-holder and switch holes to their special shapes. They were able to cut the fuse-holder holes, but they couldn’t leave the little “nub” in the switch holes. This nub prevents the switch from rotating. Instead, I used a urethane marine sealant on the back of the panel to keep the switches from rotating. The panel cost me \$40 including shipping.

I sent M&I Systems an email message with the panel layout. I also faxed a copy of the panel layout. I was hoping that they would use my actual drawing, but they ended up redrawing it themselves. The final product looked great, but there were some small differences between my original drawing and the item they delivered. I’ll keep this in mind before spending a lot of time trying to perfect the next panel drawing.

Once I received the panel, I added the fuse holders and switches. I chose Cole Hersee 0011 toggle switches and Buss HKP-HH fuse holders. I prefer high-quality components because I have found that poor-quality switches




At left, the back side of the new electrical panel. The switches are in the foreground, and the fuse holders are in the background. The white goop on the switches is marine urethane sealant. The fuse holders also have a dab of marine urethane sealant to keep the nuts from loosening.

The finished sub-panel installed under the galley sink, at right. All the wires lead into and out of the box on the bottom.



and fuse holders will fail. The last thing I wanted was to introduce a weakness into my new system. I also wired all the fuses together with the switches. The panel then went onto the plastic project box. I fed power wires into the box and led three pairs of wires out of it for powering the pumps.

My one disappointment with the box is that I tried to fit too much into too small a space. However, I now have a sub-panel that allows me to control each of my three pumps plus proper fuse protection for each. The panel looks great and functions as I intended. 

More information

Recommended reading:

Boatowner's Illustrated Handbook of Wiring, by Charlie Wing
Sailboat Electrics Simplified, by Don Casey

Other sources:

M&I Systems, Inc.
1421 North 34th St.
Seattle, WA 98103
206-547-7899; fax 206-547-8875
<<http://www.dcad.com>> (Midnight Software, Inc., \$39.95 CAD program)
<<http://www.colehersee.com>>
<<http://www.digikey.com>>
<<http://www.radioshack.com>>

More current practice

by Jerry Powlas

THE CENTRALLY LOCATED CIRCUIT breaker panels found on most new boats today are not the only way to wire a boat. This approach is expensive, consumes a lot of precious real estate in the cabin of a small boat, and may require that the builder run almost twice as much wire through the boat. Every circuit must go all the way back to the main panel.

By using sub-panels located close to groups of electrical devices, much wire is eliminated. A single pair of feeder wires is fused at the main panel and runs to the sub panel where sub panel circuits branch from it. The feeder is sized and fused to accommodate the maximum possible load, and the sub-panel circuits use conductors sized for the individual loads with appropriate fuses to protect those conductors.

It may also be appropriate to fuse the devices themselves as well. Some equipment comes with an in-line fuse. A general rule of thumb is to keep that fuse in the circuit either at the device or where the feeder supplies the branch circuit. It's OK to fuse the branch circuit at less than the ampacity of the wire (but not more) to achieve this. This protects the load device and, incidentally, protects the wire too.

Motors are a special case. They draw a high current when they start, perhaps as much as six times their

running current. Once running, the current drops off again. Motors should be fused so that if they don't start or get jammed (like a bilge pump) the "locked rotor current" will blow the fuse and prevent the motor from getting hot and causing a fire. Some motors are "internally protected," and some are not. Ask the device manufacturer for advice on proper fusing of motors. Motors may require a separate fuse to protect them, which may be different from and smaller than the fuse protecting the wires.

Circuit breakers are not inherently superior to fuses. A properly wired boat will blow very few fuses, and spares can be carried. Using a circuit breaker for an on/off switch is not necessarily a good idea. Most components will have their own switches, and the ones that do not should be controlled by true switches, not circuit breakers. As long as you have access to the main battery switch and can deactivate the circuit, a switch at the fuse (or circuit breaker) may not be necessary at all.


There are many aspects of DC wiring not discussed in Scott's article. DC wiring is a topic that can fill a book or two. Two good books are recommended in the box above. You need to be familiar with good wiring practices to do a project like this. Good safe DC wiring is perhaps

not as simple as it first seems. Read one of these books, unless you can write one.

The DC wiring curmudgeon recommends:

1. Never use smaller than 14-gauge wire for anything. Period.
2. Size all wiring for a maximum 3 percent voltage drop. (See either book.)
3. High-temperature wire insulation is not an excuse for using small wiring. A wire with expensive high-temperature insulation gets just as hot as a wire with lower temperature insulation. They have the same amount of copper, and copper is what carries the electricity. Given your choice, spend your money on the copper.

If you follow these minimum ampacity recommendations, you won't get in a lot of trouble. They are generally more conservative than other recommendations but will not add a lot of cost or weight to a project, especially if you use the sub-panel technique recommended in the article, which can eliminate a great deal of unnecessary wiring in a boat. Remember:

- 18-gauge and 16-gauge are not appropriate for boat projects.
- 14-gauge: 15 amps maximum.
- 12-gauge: 20 amps maximum.
- 10-gauge: 30 amps maximum 

Cruising rigs

RECENTLY I WAS CONSULTED ABOUT a new mast for an older 40-foot cutter, as the owner was planning a world cruise. He was considering in-the-mast furling and provided me with information obtained from a mastmaker on their available tubes. I was not surprised to see that the furling mast tube alone would be almost 25 percent heavier than a suitable standard tube and, of course, the sail and furling gear would add even more weight aloft.

A few rough calculations showed that fitting the roller-furling mast would have about the same effect on the yacht's stability as taking more than 1,000 pounds of ballast off the bottom of the keel. Obviously, that would be quite detrimental to performance and could adversely affect safety in severe conditions. To my relief, after some discussion of the merits and compromises of the furling mast, the client decided to replace his spar with a new standard tube. The incident got me to thinking about masts and rigging and what the average skipper needs to know about the subject.

First, you should know that the compressive strength of any given mast tube is not based on weight, but rather on its moments of inertia and the strength of the materials from which it is constructed.

Moment of inertia is calculated by multiplying the cross-sectional area times the square of its distance from a reference axis. This is a complicated calculation because each little bit of area has a different distance from the reference axis unless the section is symmetrical. The two reference axes of interest in the case of mast sections are the longitudinal neutral axis which extends fore and aft through the middle of the mast section, and the lateral

neutral axis which extends side-to-side through a plane that divides the section with half the moment of inertia on each side. This neutral axis will only be right through the middle of the section if the section is symmetrical fore and aft, but many mast sections are not. The symbol for moment of inertia is I . We are interested in I_l for longitudinal (fore and aft), and I_t for transverse (lateral). Naturally, the strength of the material chosen for the mast is also a factor in the strength of the section.

The loading on a mast is different fore and aft and side to side, so the moments are calculated in both directions and expressed in inches to the 4th power (in^4). For example, a typical oval spar, 9.25 inches long by 5.5 inches wide with .1875 ($\frac{3}{16}$) inch wall thickness would have moments $I_l = 38\text{in}^4$, $I_t = 17\text{in}^4$ and a weight of 5.18 pounds per foot according to the manufacturer. However, mastmakers continue to design new tubes with

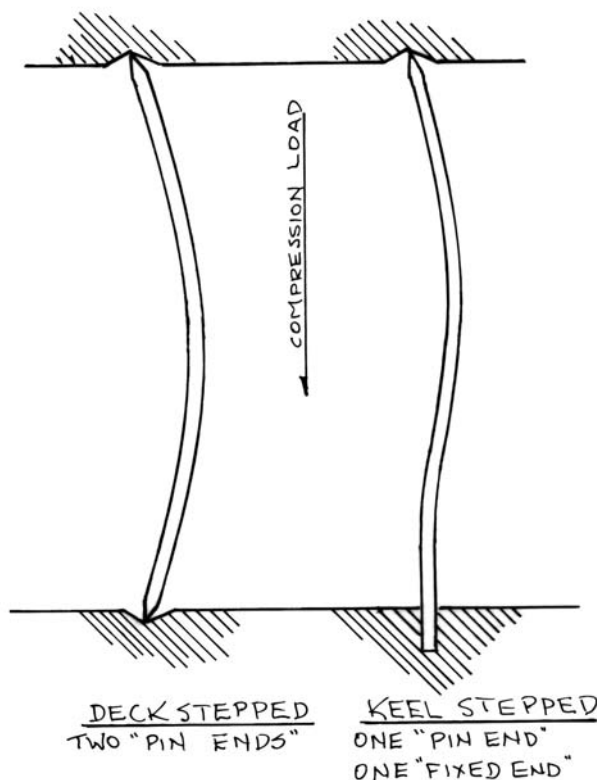
built-in sail tracks, rather squared shoulders, interior ribs, and so on in order to increase the moments of inertia over a standard oval tube, allow a lighter tube to be used, and thus save weight aloft.

Several systems

The designer normally works out the required mast moments and rigging strengths based on the yacht's stability and its righting moment (RM) at a 30-degree heel angle. There are several systems that can be used to determine the mast and wire sizes but even the simplest takes into account the RM, the chainplate width at the deck, the foretriangle height, the panel length between deck and spreaders, the mast material, and so on. More complex methods include calculations for wind pressure on the sails, upper panel lengths, spreader lengths, and shroud angles as well.

The simple method mentioned above is laid down in *Skene's Elements of Yacht Design* by Francis S. Kinney, and the results have been proven over the years. It's a system I encountered while working at Luders and which I've used quite successfully on many designs. Indeed, one of my Goderich 35s survived a 360-degree rollover while beating around Cape Horn in severe weather and came up with her rig intact. That's about as good a test as a rig can get and, in my opinion, it's pretty solid testimony for the Kinney method.

The more complex systems result in calculating the actual rigging strains and mast-compression loads, but there is still considerable guesstimation involved, so once the loads are worked out, they're increased by a factor of safety (FS) to ensure against failure. Racing yachts are usually given a low FS as their



A designer names his preferences for mast and rigging strength

by Ted Brewer

skilled and attentive crews tend to reduce the risk of failure and, of course, every pound saved aloft is worth many pounds on the keel. At Luders, we used a factor of safety of only 1.1 on the rig of the 12-Meter America's Cup yachts, a mere 10 percent stronger than the maximum anticipated loads!

More safety

Skippers of cruising yachts, however, can take some comfort in the realization that the factor of safety used in their rig design is much more substantial but may still vary from 2 to 4, depending on the designer's practice and experience, with an FS of 3 being fairly common. Still, lest you become too complacent, I have to advise that those factors of safety are very much lower than would have been specified for the bridges you drive over in your daily life or the elevator cables that hoist you to your office!

The basic choices in designing the mast are whether it is to be deck- or keel-stepped and how many sets of spreaders it will have. Deck-stepped spars are a particular concern, as such a mast is considerably weaker in compression. In effect, a deck-stepped spar has two flexible "pin" ends while a keel-stepped mast has a lower "fixed" end and an upper "pin" end.

You can demonstrate the effects yourself using a yardstick (*see illustration on facing page*). Place it vertically on a table, press down on the upper end, and note how far it bends with only a few pounds of force. Now grasp the lower end tightly in your fist, press down on the top of the yardstick again, and note how much more force it takes to make it bend the same amount. The difference in strength given by the fixed-mast heel is such that the keel-stepped mast is 43 percent stronger in compression than a deck-stepped mast of the same tube size. Indeed, Kinney recommends a 50 percent increase in mast moments for a deck-stepped mast and this, I believe, was

based on early Sparkman & Stephens practice. A strong high tabernacle will offer some of the advantages of the keel-stepped mast in providing a more fixed lower end, but depending on the height and strength of the tabernacle, it would still be desirable to increase the mast moments by 25 to 35 percent over those of a keel-stepped mast.

Oval sections

The keel-stepped, single-spreader mast for a 33-foot cutter that I designed recently required a mast

"Another advantage of the keel-stepped mast is that, in a dismasting, there will be a stump left, on which you can hang some kind of emergency rig to sail to the nearest downwind port."

tube with an I_t of 15.7in^4 and I_f of 7.8in^4 . Increasing the moments by 50 percent for a deck-stepped mast would increase the requirements to I_t of 22.2in^4 and an I_f of 11in^4 . I worked out some oval sections to suit both a keel-stepped and a deck-stepped mast. A tube 6.75 inches by 4.5 inches with .1875-inch wall suited the keel-stepped mast, having moments of 15.66 by 8.32 and a weight of 3.7 pounds per foot. The tube for a deck-stepped spar would have to be 7.5 inches by 5 inches with .1875-inch wall, giving moments of 21.7 by 11.55 and would weigh 4.22 pounds per foot. In effect, the deck-stepped mast would have slightly more wind resistance and would add about 23 pounds of weight

some 25 feet above the waterline. The result would be the same as removing about 300 pounds of ballast, and the effect on stability and performance would be quite significant.

Another advantage of the keel-stepped mast is that, in a dismasting, there will be a stump left on which you can hang some kind of emergency rig to sail to the nearest downwind port. If the mast fails in compression, you might wind up with a stub halfway up to the spreaders but, if it fails because an upper shroud let go, you might be lucky enough to have an even taller stump.

The deck-stepped mast, on the other hand, is probably going to go over the side and have to be cut away to save the boat. In any event, with no mast stub left sticking up, and no "sky-hook" available, it will be a much more difficult task to set up a reasonably strong and effectively high jury rig.

The number of spreaders has a great effect on the required strength of the mast and rigging as well. The mast moments depend on the length of the unsupported panel, and the distance from the deck to the shroud attachment. Adding a second, third, or even fourth set of spreaders shortens the panels and lessens the required transverse moment of inertia. A single-spreader rig has only two panels, of course, the lower panel from deck to spreaders and the upper panel from spreaders to mast-head, each panel about 50 percent of the overall mast height. Going to even a double-spreader rig can reduce the required mast moments substantially.

Critical angle

The angle between the shrouds and the mast is quite critical; the tighter the angle, the greater the load on the shrouds and the more resulting mast compression. As a rule, shroud angles range between 10 and 13 degrees. The tighter 10-degree angle is common on racing yachts, as it allows the

chainplates to be fitted as far inboard as possible, permitting closer sheeting angles for the genoas in order to achieve maximum windward ability. The larger shroud angles, as seen on most cruisers, reduce the stresses on the rig but, certainly, at the expense of that last couple of degrees of weatherliness.

It was usual in the 1960s for the chainplates to be set out close to the rail so even good-sized yachts were fitted with single-spreader rigs. In fact one of my 56-footers had a single-spreader rig and has cruised the seven seas for more than 35 years with nary a problem. One positive advantage of the single-spreader rig is that there are fewer wire-end connections to fail. The end connections have always been a major weak point, particularly in tropical waters, due to corrosion of the swagings, so that could well be considered a safety factor of the single-spreader rig. However, contemporary yachts are beamier and their rigs are taller, so inboard chainplates and multi-spreader rigs are commonly seen today. Indeed, triple-spreader rigs are not unusual, and quadruple spreaders will be seen on many larger racers and mega monsters.

As an example of the advantage of a double-spreader rig,

"Indeed, one of my Goderich 35s survived a 360-degree rollover while beating around Cape Horn in severe weather and came up with her rig intact."

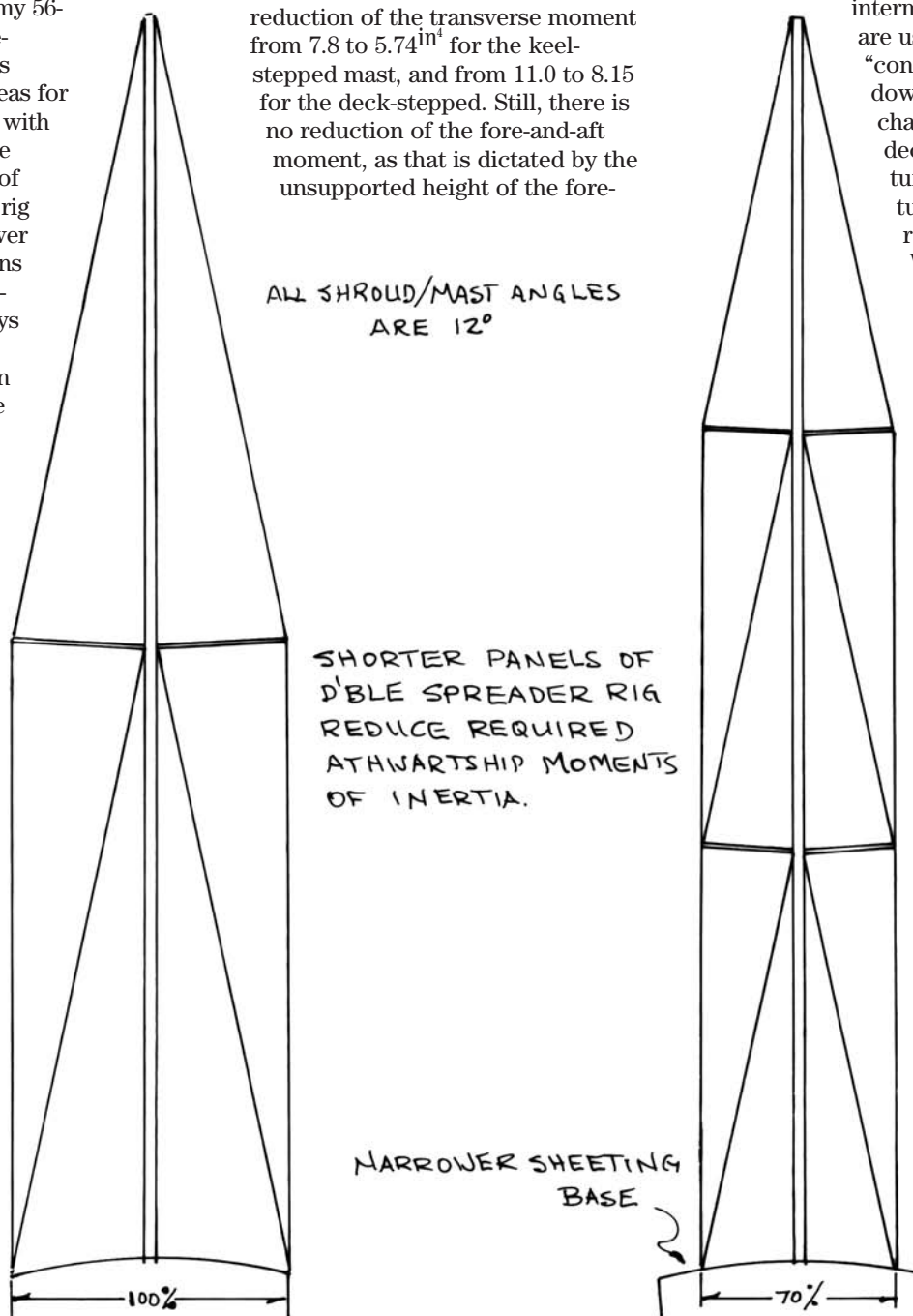
calculations on the 33-footer show a reduction of the transverse moment from 7.8 to 5.74^{ln} for the keel-stepped mast, and from 11.0 to 8.15 for the deck-stepped. Still, there is no reduction of the fore-and-aft moment, as that is dictated by the unsupported height of the fore-

triangle. The only way to lessen this is by adding a staysail stay, running backstays, or other fore-and-aft support. For this reason, I prefer double-lower shrouds, reasonably well spread, over a single in-line lower shroud, as the double lowers add considerably to fore-and-aft support and stiffness.

Continuous shrouds

With a double-spreader rig, the upper and intermediate shrouds are usually "continuous," running down in one length to chainplates at the deck. This simplifies tuning, as all the turnbuckles are readily accessible. With three- or four-spreader rigs, the shrouds are usually "discontinuous" to avoid a large number of shrouds running all the way to the deck. This can substantially increase tuning problems as it requires turnbuckles aloft at the spreader ends.

Double-headsail rigs require aft support aloft to offset the forward loads of the staysail stay, of course. This is often in the form of fixed intermediate shrouds, but they're usually set too far forward on deck, just abaft the aft lower shrouds. At that location the intermediate



SINGLE VS. DOUBLE SPREADER RIGS

doesn't have sufficient angle to provide effective aft support, but it does add substantially to the mast-compression load. Not good!

The best answer, of course, is proper running backstays. These are *de rigueur* on racing yachts but are rarely favored by cruising sailors. For cruisers, my solution has been to fit the intermediate shroud with a strong tackle. This can be pulled taut and left set up as an intermediate shroud in

"First, you should know that the compressive strength of any given mast tube is not based on weight alone but rather on its moments of inertia."

normal conditions but, when it comes on to blow it is brought well aft as a running backstay, snapped onto a heavy padeye or chainplate, and tensioned to provide strong support to the mast. Lewmar offers a vang tackle with a breaking strength of about 8,000 pounds. This works well on yachts of up to 40 to 42 feet.

Many contemporary yachts eliminate the need for running backstays and even permanent backstays by sweeping the spreaders aft. The chainplates are set about 20 degrees abaft the centerline of the mast, and the mast is given a slight pre-bend. The swept spreaders prevent further mast bend and the rig, though more difficult to tune properly, works well once it's set up. The shrouds do limit main boom travel, and the spreaders chafe the sail so the yacht needs to be jibed downwind rather than running free. If the rig is set up without a permanent backstay, as many are, a fully battened mainsail can be given very substantial roach, which reduces the need for large overlapping genoas.

Carbon fiber

One way to enhance stability and performance is by the use of a carbon-fiber mast. This can lessen mast weight by 40 percent or more, and the reduction in weight so far aloft increases stability substantially while also reducing the yacht's pitching moment. The cost of carbon-fiber masts is much higher than aluminum, though, and the spars are generally found only on racing yachts or contemporary, high performance (and expensive) cruisers. The typical good old boat with its wide chainplate base and simple single- or double-spreader rig will rarely find that the benefits of carbon fiber outweigh the cost.

Finally, a word of caution. In rigging a boat, beware of type 316 stainless-steel wire. The material is much more corrosion-resistant than

the type 302 or 304 stainless with which the boats were originally rigged, and this may blind some skippers to the fact that it is also much weaker! The table below shows the difference in strengths of 1 x 19 wire.

Besides the 15 percent difference in strength and the added weight aloft, be aware that there are differences in turnbuckle and toggle pin sizes that complicate matters. For example, a $\frac{1}{16}$ -inch shroud in type 316 is only as strong as a $\frac{1}{8}$ -inch type 304 shroud, yet the $\frac{1}{8}$ -inch end fitting requires only a $\frac{1}{2}$ -inch diameter pin while the $\frac{1}{16}$ -inch requires a $\frac{5}{8}$ -inch pin. You'll have problems with the turnbuckles as well as the chainplates if you switch to $\frac{1}{16}$ -inch wire from $\frac{1}{8}$ -inch, and the same applies to

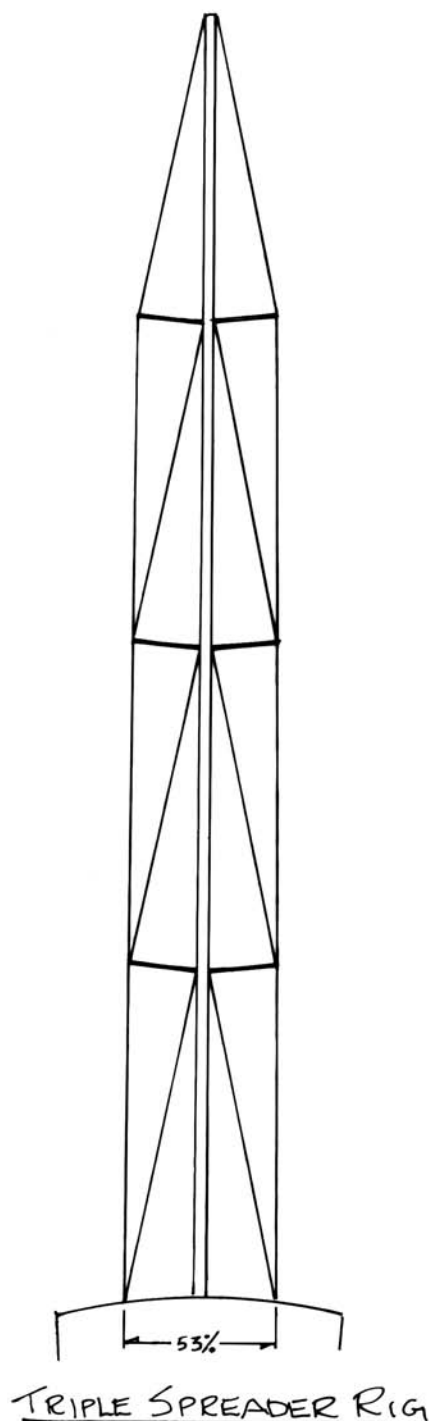
Breaking strength, pounds

Diameter	304	316
1/8"	2,100	1,780
5/32"	3,300	2,800
3/16"	4,700	4,000
7/32"	6,300	5,350
1/4"	8,200	6,900
9/32"	10,300	8,700
5/16"	12,500	10,600
3/8"	17,500	14,800

other sizes. In general, I favor type 304 wire rigging with Sta-Lok or equal end fittings. This combination has stood up well in service and avoids many of the problems associated with corrosion in swaged end fittings, particularly in tropical waters.

In essence, there is no perfect solution to the problems of mast support and rigging. Each method has its own advantages and disadvantages and its own proponents. Being of the old school myself, I still favor the traditional keel-stepped mast with double-lower shrouds, single or double spreaders and, if she has double headsails, some form of running backstay support.

This may be the "belt and braces approach," but it has the virtues of simplicity and strength and a long history of success in yachts large and small, from coastal cruisers to world girdlers.



SEPTEMBER 27, 1992

TROPICAL STORM DANIELLE



Charles Paul, Port Pleasant Beach, checks rigging strapped around The Katsura sailboat. One passenger was thrown overboard by rough seas and drowned, and another was missing last night. Two other men on the boat out of Wilmington, Del., escaped harm.

1 boater dies, 1 lost in storm

Danielle peters out, leaves minor flooding at Shore

By ARRY GOODENOUGH
AND CARLOS SADDI
PRESS STAFF WRITERS

TROPICAL STORM Danielle claimed the life of one man and another remains missing after they were tossed from a sailboat early yesterday off the coast of Island Beach State Park.

The 35-foot yawl out of Wilmington, Del., named The Katsura, was traveling from Martha's Vineyard, Mass., to Alexandria, Va., when it encountered waves about 8 to 10 feet higher than usual at about 2 a.m. yesterday, said Officer Donald J. Hall, of the state police marine bureau.

Hall said the rough seas threw Stephen Gallan, 48, of Potomac, Md., off the boat along with an Alexandria, Va., man who remains missing, and Thomas Hinds, 32, of Alexandria. A fourth crew member, Myron Mertz, 51, of Alexandria, Va.,

remained on board.

The search for the missing man, who police would not identify, was discontinued at 7 p.m. last night and officer Archer Volante of the state police marine bureau, Tuckerton, said the search was to continue this morning. Volante said the man's chances of survival are "very slim."

Heavy rain, strong winds and one of the highest summer tides of the year — caused by a new moon — were expected to bring continued coastal flooding in central New Jersey yesterday, but Danielle changed way yesterday, but Danielle changed track after midnight and headed to the National Weather Service in Atlantic City.

The center of Danielle moved west of Philadelphia and headed north yesterday, with the weather service downgrading the storm to a tropical depression.

The storm spared coastal towns in



Amir Bogdan, a resident of the Silver Ridge apartment complex in Torp, N.J., surveys damage to his car after a tree fell on it during storm.

Mammoth and Ocean counties of major flooding and beach erosion.

However, some roads were closed yesterday afternoon and scattered power outages were reported by police.

In the boating accident, Hinds and Mertz managed to swim to shore as the craft drifted into shallow water. They walked about 50 yards to a bathing pavilion at the park.

Please see *Beater*, page A9

Risen from the ashes

Hard work converts a classic Hinckley from total wreck to total delight

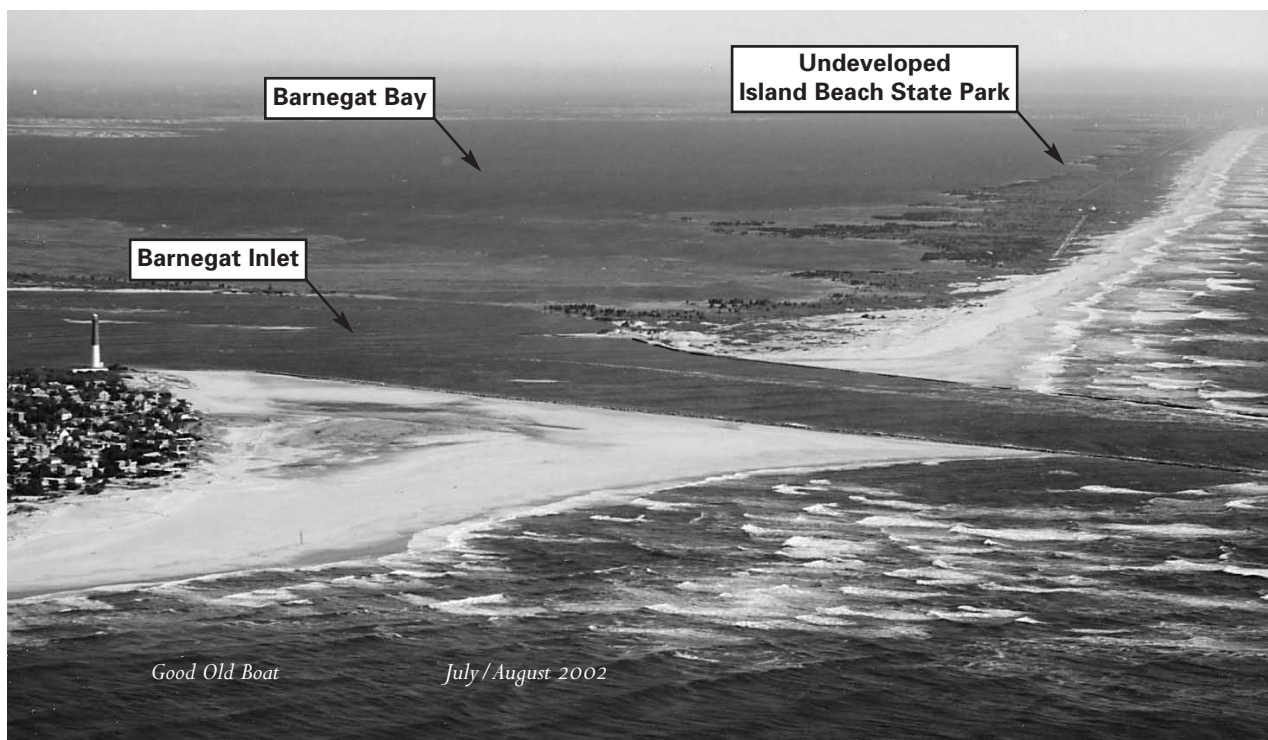
by Don Launer

FOR SAILORS, ONE OF THE WORST nightmares is to be driven into the breakers of a lee shore. At 2:35 a.m. on the night of September 26, 1992, in torrential rain, a howling gale from the northeast, and huge seas, the 1963 Hinckley Pilot 35 yawl, *Katsura*, was driven into the surf of

Island Beach State Park, on the New Jersey coast. As she entered the shallow water near the beach, she lost her rudder and was hurled in a downward plunge from the crest of a breaker onto the hard sand bottom. Of the four men on board, one was washed overboard and drowned. Another, tethered to the boat, was

thrown beneath the boat and killed. The remaining two were able to fight their way through the raging surf to the beach.

Hundreds of shipwrecks are strewn on the flat, sandy bed of the continental shelf off the coast of New Jersey: old square-riggers, World War I and II victims of U-boats,



commercial fishing vessels, and recreational craft.

During the last week of September 1992, Hurricane Danielle moved up the East Coast. Just south of New Jersey, Danielle took a turn inland. Although the brunt of the diminishing storm was then over land, gale-force winds, heavy rain, and high seas were recorded all along the coast of New Jersey. It was in these conditions that four men, sailing a classic Hinckley fiberglass yawl, were returning from a race in Newport, Rhode Island. Their route was down the New Jersey coast to Cambridge, Maryland. They planned to enter Delaware Bay, just south of Cape May, New Jersey, then sail up the bay to the Chesapeake and Delaware Canal, which would bring them to the north end of the Chesapeake.

Experienced sailors

The boat was owned by lawyer Myron Mintz, 51, and captained by Paul Burch. Both were from Alexandria, Va. With them were two friends, Steven Gallin, a 48-year-old real-estate developer from Potomac, Md., and Thomas Hinds, 32, also of Alexandria. All four were experienced sailors who had made this passage before.

The *Katsura* had left Martha's Vineyard two days earlier in good weather, but off the coast of Long Island they had begun to experience the effects of Hurricane Danielle. Five hours before the grounding, as the storm clouds marched down on them from the northeast, the yawl lost her mizzenmast over the side, due to a rigging failure. This carried away her VHF and GPS antennas.

Just a half-hour before the tragedy, as the wind was increasing, the mainsail became fouled and couldn't be lowered. Their efforts to start the engine were fruitless. To compound the problems, *Katsura* was off Island Beach State Park, a barrier island on the New Jersey coast. This island is undeveloped and at night is completely dark, unlike the rest of the shoreline south of New England. From offshore, on a dark moonless night, it's hard to tell an island is there.

At the bottom of a trough, as their boat was closing on the beach, she hit hard on the bottom, tearing away her

*"Suddenly engulfed
in the surf,
she took a
crushing blow
to her port side
as she was dashed
onto the bottom."*

rudder. This ruled out any chance of escaping to seaward. Engulfed in the surf, she took a crushing blow to her port side as she was dashed onto the bottom. Tom Hinds, Steve Gallin, and Paul Burch were thrown into the water. Owner Myron Mintz was in the cabin when the boat entered the breakers. As *Katsura* was pushed toward the shore by the surf, Myron and Tom were able to make it through the breakers to the beach, but Steve and Paul perished. Myron and Tom found their way through the sand dunes to a deserted state park pavilion and its pay phone, where they summoned help. Two hours later the scuba team from the Seaside Park Fire Department located Steve's body about a half-mile down the beach from the wreck. *Katsura*, on her side in the surf, took a pounding all night.

High and dry

By daybreak, the wind, rain, and high seas had begun to ease as

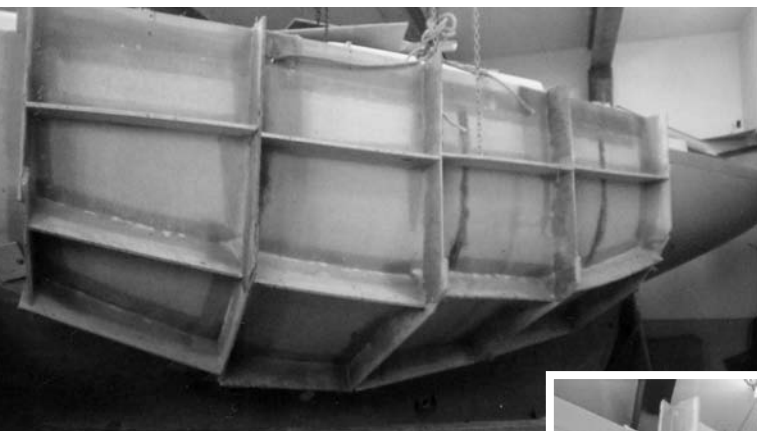
Tom Green III purchases the damaged hull of *Katsura*.



Danielle was downgraded from hurricane status. When the higher-than-normal tides from Danielle's low-pressure system subsided, the battered and ruptured hull of *Katsura*, filled with sand, was left high and dry up on the beach with a 4-foot by 10-foot hole in her port side. Salvors, using a bulldozer, were able to drag the forlorn wreck up to the parking area next to the beach pavilion. This caused additional damage, including a large hole on the starboard side. The hull was then lifted by a crane onto a flatbed truck and hauled away.

At this time, Thomas Green III, and his wife, Michelle, were returning to New Jersey from a Caribbean vacation. Tom had admired the charter yachts he had seen in the islands. "The nicest boats we saw were the Hinckleys," he said. Tom was determined that if the chance ever came to purchase one of these top-of-the-line yachts at a good price, he would. The weekend Tom and Michelle returned home, the front page of *The Asbury Park Press* showed the picture of the Hinckley





Tom Green



on the front page, wrecked on the beach just a few miles away. When the insurance company declared the *Katsura* a total loss, Tom made a \$750 offer for the holed hull, which the insurance company accepted.

Found a home

Tom is not just a dreamer. He has been around the water and boats all his life. He started working at a local marina when he was 13, working there for 12 years. After that he worked for a fiberglassing company, honing his skills in fiberglass repair techniques. He is now in marine construction, building docks and bulkheads.

Tom built a large workshop on Cedar Bonnet Island, along the causeway going to Long Beach Island, N.J., from where his business is run. Above the workshop is the Greens' home. This home and workshop is located just a few miles south of where *Katsura* was wrecked. In Tom's workshop, the ruptured hull of the 35-foot Hinckley found a home.

The Hinckley Company, one of the oldest yacht builders in the U.S., was founded in 1928. It is renowned for



its semi-custom sailboats and attention to detail. In November 1997, the Hinckley Company was purchased by the private investment firm of Bain, Willard Cos., of Boston. Two years later they also bought the Ted Hood Companies. The Hinckley Pilot 35, designed by Sparkman & Stephens and built in Hinckley's plant in Southwest Harbor, Maine, is a classic yacht. The first wooden Pilot 35 was launched in 1956, the first fiberglass Pilot 35 in 1963. *Katsura* was one of those first fiberglass hulls. Although the last fiberglass Pilot 35 was built in 1975, these yachts are still in demand by sailors who have an eye for beautiful and traditional lines. Hinckley built 125 Pilot 35s, both sloop and yawl rigs. Production ended in 1975.

The fiberglass Pilot 35 has an overall length of

35 feet 9 inches, a waterline length of 25 feet, a draft of 5 feet, and a beam of 9 feet 6 inches. The displacement is 13,500 pounds, and the yawl rig has a sail area of 553 square feet. The hull's sheerline is particularly attractive, complemented by the low cabin trunk, spoon bow, and sloping transom. Belowdecks the Pilot 35s have teak-and-holly cabin soles as well as the superb cabinetry and joinery work that is a hallmark of the Hinckley craftsmen.

Resurrection

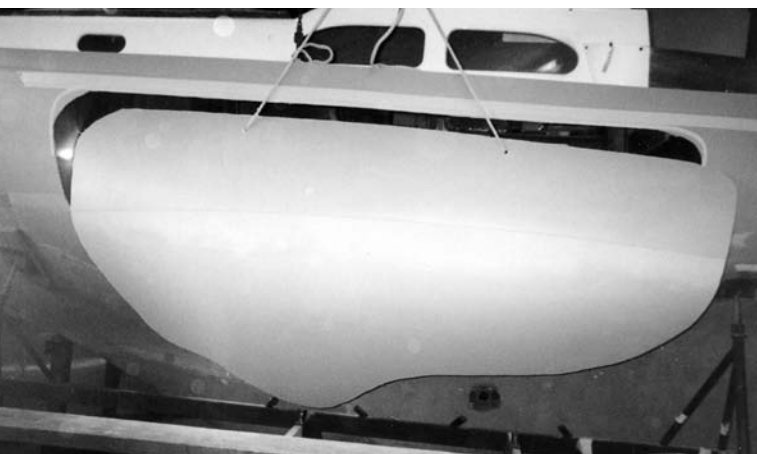
With this classic boat safely stored indoors at his shop, Tom and his high school chum, Dave Fox, began the long restoration process that would ultimately restore the battered hull to a like-new state. *Katsura* was in good hands.

First they made a cradle. This was designed so a low-bed trailer could drive beneath the boat, and the hull could be lowered onto the trailer. Next, the hull was sandblasted. Then, using hydraulic jacks, the 5,500-pound lead keel was removed and the bolts checked as a precaution. "We were afraid that during the grounding these bolts may have been damaged," recalls Tom, "but due to the way the keel was keyed into the hull, the bolts were in perfect condition, and the keel was

A wooden mold is made around the damaged section of the hull, top left and inset.

Dave Fox, Tom's friend and helper, top right, stands next to the hole in the port side where the fiberglass has been cut back to solid laminate.

The new section of the hull, at left, laid up in the mold, is lifted into place.



Tom Green

then replaced and rebbeded."

As part of the complete rebuilding process, the interior was gutted, but every piece of undamaged woodwork was saved to be refinished and reinstalled. This gutting was a necessity; there was sand in every crevice of the hull. They removed all exterior woodwork and hardware from the hull to be refinished or replaced. The engine, too, was removed and rebuilt.

Tom was fortunate to have been able to recover the large section of the port side of the hull that had been ripped away. This section was temporarily glassed in place, then the hull was faired with auto-body repair compound and sanded to a perfect finish. It was then waxed several times, and a fiberglass mold was laid up over the temporary repair. This mold, which was strengthened with wood braces, then provided the form for laying up a new fiberglass hull section. The area of shattered fiberglass around the port-side hole was cut back to where the laminate

"When the insurance company declared the Katsura a total loss, Tom made a \$750 offer for the holed hull, which the insurance company accepted."

was solid, the new section of hull was cut to the same shape, fitted into the opening and glassed in place. The resultant repair was strong, true, fair, and perfect. Dave, a perfectionist, painted the hull using Interspray 800.

Woodwork sheathed

With the holes in the hull repaired, new, heavier bulkheads were fabricated and strongly glassed in place. Floor joists and stringers were also replaced, and all interior structural woodwork was sheathed in fiberglass. New water and holding tanks were fabricated and glassed in place, and many creature comforts were rebuilt and upgraded, including a larger refrigerator with R-50 insulation.


They planned to replace the spars that had been destroyed or lost during the storm with carbon-fiber spars. They had to construct a new rudder to

replace the one that was lost in the grounding. New bow and stern pulpits, to replace the mangled ones, were constructed.

During this restoration time Tom was in frequent touch with the Hinckley Corporation by phone and through personal visits. He found them to be extremely helpful and cooperative.

Although there is still some work to be done on the Hinckley, most of the major repair problems have been taken care of, and this classic hull will soon be returning to her natural element. "I'm looking forward to sailing her with my dad," says Tom. On summer weekends he and his dad race O'Day Mariners at the Surf City Yacht Club on Long Beach Island. He says the Hinckley will be a definite step up. But before the restored Hinckley is launched she will be given a new name. "I'm going to name her after my grandma, Kitty," Tom says. Obviously this Hinckley will become part of a close-knit family.

When will the resurrected Hinckley be sailing again? Dave says with conviction: "You can't put a date on these things, because then you start rushing to meet that date, and you don't do a good job."

Like the legendary Phoenix that was resurrected from the ashes, the battered hull of the classic Hinckley has come to life again. This restoration is in good hands. 



Dave Fox surveys the newly installed floor beams in the gutted interior, at left.

The deck of the Hinckley has been refinished, at right, and undamaged teak that could be salvaged has been refurbished. Where necessary, new teak has been installed.



Tom Green

Go fish!

by Michael Greenwald

Part Three from the cruising chef with a focus on catching and preparing finned treasures of the sea

I AM NOT WHAT COULD BE CALLED A sport fisherman. Whereas sport fishermen envision their catch leaping above a sparkling sea, I picture mine surrounded by onions and carrots. When the fish leaps, I begin to salivate. I may not be a sportsman, but I know how to put fish on the table.

My idea of a fishing rod is a 12-ton sloop with a large two-speed ocean reel hose-clamped to the stern rail. My idea of light line is 60-pound monofilament with a heavy leader. I haul fish in and make them into fillets.

If a fish is too big to reel in I turn on the engine and tow it for a few miles until it drowns. I learned this useful technique one morning while single-handing across the Atlantic. As is my habit when single-handing, I slept at dawn and awoke to a gorgeous day with a very light wind and no swell and the dark outline of Flores, the western-most island of the Azores, in sight. I kept getting the feeling that something was amiss. At last I discovered that the fishing line was bar tight and that something very, very large was towing me back toward the United States at a slow but steady pace.

Normally I would just cut the line, but I was close to land and had visions of giving away the fillets of whatever was out there to my friends. It was time for the engine. After towing whatever was on the line for about an hour, resistance ceased. I reeled in a monster tuna, weighing perhaps 300 pounds. Its eye was as big around as a teacup.

There was no chance of hauling it aboard by brute force. I gaffed it, tied the gaff to a halyard, and threw the halyard on a winch. I was lifting the fish, but the small, cheap gaff was at its limit. I could also hear the block at the masthead squealing in protest. Something was going to give. I ran a line through its gills, secured the line to a shroud and got to work with a machete and saw. I eventually ended up with about 135 pounds of very fresh tuna, which might not have

been the lion's share, but it was nevertheless a very good piece.

I am always on the lookout for circling or diving birds, weed patches, or jumping fish. If these areas are not too far off course, I like to troll around them. In areas of current such as the Gulf Stream, a big swirl of debris often indicates an eddy whose edges are packed with fish.

The secret of being a good trolling fisherman is hauling in your lure and checking it frequently. Every hour is not too much. The more often you do so, the more fish you will catch. Otherwise seaweed and debris get caught on the lure, rendering it ineffective.

Trolling lures fall into two categories for a sailor: lures for a speed of five knots or more and lures for lower speed. When a boat is moving above five knots, the lure goes by the fish like a shot, and only the creature's instinct causes a reaction. Feather and plastic lures looking only slightly like fish do well. If the lure goes slower, the fish are able to swim up to it and have a better look. When they see a feather jig going three knots, they seem to say, "What is *that*?" In this case, the lure needs to look more authentic and have much more action, like a big freshwater bass lure.

Kinds of lures

I've used feather jigs, squid jigs, yarn jigs, can lids, spoons, coins, and long-shank hooks wound with rag and wrapped with Christmas tree tinsel. Light-colored lures with a flash of red, blue, or green work well on bright, sunny days. Darker lures do

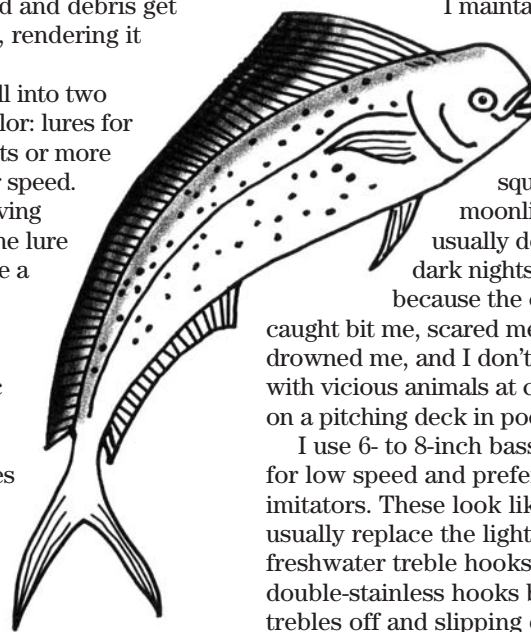
better on an overcast day.

I prefer a #7 Owner hook with a five-foot 175-pound wire leader. This short-shanked, extremely sharp hook is of the highest quality. Expensive hooks such as this should not be stored in your tackle box, mixed in a rich stew of dissimilar metals and sea salt. They are better off living with your sewing needles. I also use #9 stainless double hooks on a wire leader attached to a heavy swivel. These hooks are not as good as the Owners and can straighten out, but they don't rust. So they outlast the Owners.

I maintain a supply of 6-inch feather jigs in a variety of colors and eight plastic squids for moonlit nights. I usually do not troll on dark nights, however, because the critters I have caught bit me, scared me, and nearly drowned me, and I don't like messing with vicious animals at close quarters on a pitching deck in poor light.

I use 6- to 8-inch bass-type lures for low speed and prefer mackerel imitators. These look like little fish. I usually replace the lightweight freshwater treble hooks with larger double-stainless hooks by cutting the trebles off and slipping on the doubles, which are then moused with stainless wire. As the boat speeds up, you can tell it's time to change to a feather jig when the bass lure begins jumping clear of the water.

The best way to land a bluewater fish is to grab the wire leader at the swivel with a gloved hand and fling the fish aboard. Gaffing is OK, but requires skill. The fish sees the gaff and struggles. The gaff can miss, driving the fish into a frenzy. Many fish are lost this way, but once the gaff goes in, the fish stiffens and is easy to land.



Male dorado

The force of tossing a fish through the air onto the deck will temporarily stun it, allowing you time to slip it into a plastic garbage bag. The bag calms the fish and contains the blood and mess that follows. Send sensitive crew below. Beat the critter on the head with a winch handle three or four times. Don't be shy. Meaner is kinder. If you are just too kind to be so brutal, toss a shot of rum into the critter's gills. This kills it instantly — and what better way to enter the Pearly Gates than stoned on rum?

Immediately take a chisel, screwdriver, or short, heavy knife and sever its spine just behind the head. Once the spine is cut, the fish stops jumping around. Work right through the garbage bag. Use a hammer if necessary. Work a knife around in the wound to make the fish bleed. Close the bag. Allow the fish to bleed a few minutes.

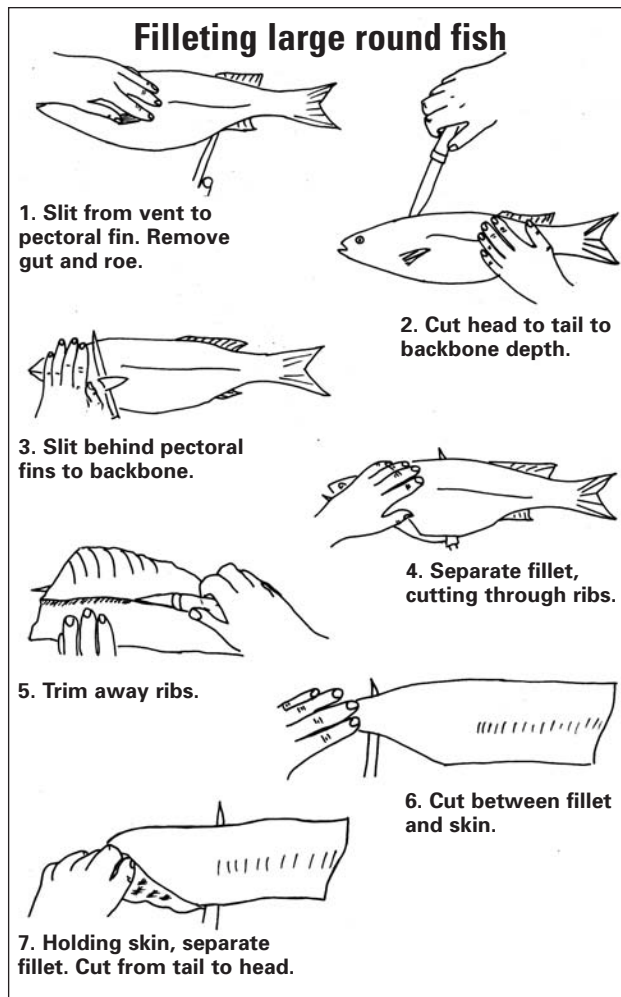
Ninety percent of the fish I have taken by trolling in deep water were tuna and dorado (called mahi-mahi in the west or dolphin fish in the east), with an occasional wahoo thrown in. Closer inshore, I often get bonito and mackerel, which I am not fond of eating. If I keep a mackerel, it will probably become bait.

Bottom fishing

At anchor I use cod sets which consist of a dozen or more baited round hooks on 2-foot leads set at 4-foot intervals with a 3-ounce sinker at the end. I keep a bag of wine corks handy and push the hooks into the corks as I bring them aboard. I usually bait with pieces of small fish.

I drop the set after dark, preferably into water deeper than 30 feet. If the set is to be dropped near the boat, I frequently chum by grinding up whole baitfish and periodically tossing the mess over the side. This brings small fish, and they bring the big fish.

If the set is not attached to the boat, it should be attached to something heavy like a small anchor (with a float) so the fish don't swim off with the set. Pick up the set at dawn because the hooked fish are vulnerable



to sharks. You get rock cod, sea bass, and ugly fish like sculpins, which are very tasty. You also get the occasional ray or skate whose wings are very, very tasty. I also love to use collapsible crab pots, but it's getting harder and harder to find clean waters to fish for crabs, and you don't want to eat crabs taken from a harbor unless you like the taste of oil.

Cleaning flat fish

Members of the very tasty halibut family begin life like other fish with an eye on each side of the head, but as they develop the eye on one side migrates to the other side so that the fish, instead of having a right and left side has an up and a down side.

1. With a sharp knife trim away the fins that run around the edge of the fish.

2. Slip a small sharp knife under the skin at the tail and cut through both sides from tail to head.

3. Connect the cuts.

4. Pull the skin free by pulling it off from tail to head. Keep your hand close to the body so that you pull forward, not upward. Use a small

sharp knife to assist.

5. Cut away the guts and run your finger along the backbone to remove any dark red clots.

Scaling round fish

This is easier when the fish is wet. It's helpful to have someone stand by with a bucket of seawater to assist you. Scaling should be done before gutting, filleting, or steaking the fish because the guts fill out the abdominal cavity and make the job easier. Hold the fish down by its tail and slide the knife or scaler in short strokes toward the head. A scaler works much better than a knife. Be sure to get the base of the tail, around the fins, and under the head. Wash thoroughly in seawater. Feel all over to be sure all the scales are removed.

Tuna and swordfish have short, heavy bones and are often steaked:

1. Scrape to remove excess tiny scales and slime.

2. Gut the fish and trim away the fatty belly strip.

3. Wipe the skin with a paper towel.

4. Chop the rear section of the fish free, at the anal vent. This portion will be filleted.

5. Place the fish on a cutting board and slice it like a salami, creating steaks about ¾-inch thick.

Filleting large round fish

A round fish, such as dorado (mahi-mahi) and wahoo, is the kind that has all of its parts in the usual places. The best place to dress the fish is on the cockpit seat so you can kneel in the cockpit. Make bold, decisive cuts so you don't have many ragged edges and flaps of meat (*see illustration above*).

1. Cut from anal vent to pelvic fins. Gut the fish and save the roe. Male mahi-mahi have a bold, blunt head. The "roe" they produce is milt and is not tasty.

2. Make a deep cut to the backbone from head to tail, bumping the knife point along the backbone.

3. Make a deep cut behind pectoral fins to connect dorsal and ventral cuts.

4. Separate the fillet from the body, cutting through the ribs.

5. Trim away the ribs.

6. Skinning. Rinse the fillet and pat dry. Place it on some newspaper spread on the cockpit seat. Place the fillet next to the edge of the seat so that the knife handle (and your hand) will be clear of the seat. Hold the tail end of the fillet and slip your knife between the skin and flesh. A large carving knife is better than a filleting knife for this purpose. Hold the tail end of the fillet and make a cut between meat and skin large enough to grab the skin.

7. Grab the skin and saw forward with the knife, angling it slightly downward. A helper can assist by slightly lifting the fillet as you work so that you can see what you are doing.

8. Soak the fillets in several changes of seawater to remove the blood.

Lateral lines

Some fish, including mahi-mahi and tuna, have lateral lines the color of dark, raw beef, which run the length of the fillet. This is unpleasant and strong tasting. Trim it away. This usually leaves you with four long fillets.

Preparing small fish

The recommended way to cook small fish such as pilchards or smelts is to roughly gut and spit them, make two oblique cuts through the skin on each side and toss them on the grill over very high heat or open flame for a few minutes. This cooks them and scorches off the scales.

Gut small fish by slipping a very sharp knife into the anal vent, then sliding the blade toward the head until it is stopped by the pelvic (fin) bones. Cut the pelvic fin bones away by sliding the knife under them. Tear the guts from the abdominal cavity with a quick pull. The fish is then simultaneously

gutted and decapitated by bending the head back and twisting it off after the backbone snaps. Remove any clinging viscera, and be sure to remove the blood lines under the backbone by gouging them out with a fingernail. Rinse.

Cooking your fish

Marinating: Soaking fish in various mixtures of wine, garlic, vinegar, and onions for a few hours prior to cooking accomplishes several goals. It helps reduce the fishy odor and taste of dark-fleshed species such as mackerel. If you're using lemon juice and salt as the marinade, you can make a delicately fleshed fish firmer, reducing its tendency to disintegrate. A good marinade also imparts some of its flavor to the fish.

When is it done?

Fish cooks much faster than meat or fowl. Fish is most effectively tested with a finger poke or a spoon. For poached, baked, or grilled fish, slip a spoon between segments and give a slight twist. The segments should separate easily, and the interior should steam. The flesh should be opaque, not translucent. If fluid wells up when the fish is opened, it needs a little more cooking. Fish is done when it is white to the center but still moist. If a fish falls apart when lifted with a spatula, it is overcooked. Firm-fleshed fish, such as swordfish and tuna, never

become as tender as snapper or sea bass.

Poaching

This is an excellent cooking method for fish. It leaves the fish succulent and moist and is very forgiving of overcooking.

Sherry sweat-poached salmon or mahi-mahi

Ingredients:

1 cup sherry

1 cup fish fumet or chicken stock

3 stalks celery

3 carrots, quartered lengthwise

bouquet garni

4 fish steaks, with skin

1/2 cup mild cheese, grated

1/4 cup parsley, chopped

To prepare:

Lay the vegetables in a crisscross pattern in a skillet to make a platform for the steaks and add herbs. Bring to a simmer, reduce to steaming, and add fish. Cook about 15 minutes, until done. Remove fish and keep warm. Strain liquid and simmer to reduce by 50 percent.

Make a roux (gravy-like thickener), then pour in about a cup of the liquid, whisking furiously. As an alternative, mix one tablespoon of arrowroot with a little white wine, simmer some of the sauce in a sauce pan and add the thickener. This makes a clearer sauce. Pour sauce on plate. Place fish in center, sprinkle with a mild cheese and parsley.

When poaching, be sure the fish is not too thick. Poached fish is usually not turned over because it will fall apart. If the portions are more than 3/4-inch thick, it is better to divide the fish to make it thinner. Fish can be poached in plain water, but a combination of herbs, onions, leeks, and wine is preferable. The liquid should simmer but never boil while the fish is in it. The poaching liquid may be thickened into a fumet (concentrated broth) or thickened with a roux (thickener like gravy).

Another approach is to remove the fish, then mix a bit of the poaching liquid with a big dollop of mayonnaise. Heat and stir for a few minutes. Pour back over the fish and vegetables.

Poached fish is never completely covered by the poaching liquid. A good description of how much liquid to use comes straight from the nautical chart: "uncovers and is awash at low tide." We almost always use a slope-sided frying pan with a lid for poaching. Pour the liquid off, and slide the fish onto a plate.

Poaching technique

Butter the bottom of a large frying pan. Add poaching liquid and boil. Add fish, reduce heat. Simmer until done. Cook 5 to 12 minutes depending on thickness.

Poaching in sauce

Fish may be poached in any sauce, such as tomato sauce, which does not break when simmered. Fish marinara is hard to beat. Seafood can be poached in a delicious curry sauce. But poaching in a sauce that has been thickened breaks the sauce.

Foil baked grouper – Marsh Harbor Conch Inn

Serves two per pound of fish.

Ingredients:

1-1/2 pounds grouper fillets,
approx. 3 x 3 x 1/2 inches
juice of 3 lemons
1/2 cup milk
2 eggs

salt and pepper
cracker crumbs
hot peppers, finely chopped,
mixed with milk
butter/oil

To prepare:

Soak fillets in lemon juice for one hour. Pat dry; dip in milk and egg, hot pepper, then in cracker crumbs. Fry in butter and oil over high heat until slightly browned on both sides, about 2 minutes each side.

Wrap in buttered aluminum foil, bake for 10 minutes at 325° F or pan bake, covered, for seven minutes over low heat. Fantastic!

Pan frying in oil and butter

Butter burns at low temperature and is therefore a poor choice as a frying liquid. Fry fish in peanut oil and add a little butter for flavor. Always use fresh oil. To test the temperature of the oil, drop a pinch of flour into the pan. If it skips on the surface and sizzles, the oil is ready. Add fish and brown quickly on one side, turn and reduce heat.

Size of pieces

If the fish or fillet is more than two inches thick, it must be cut up, steaked, or in some way made thinner. Thick, meaty fish may also be partially pan fried on both sides until slightly brown, then baked in a 350° F oven for five minutes per pound.

Breading and coating

Fish to be fried may be first dusted with flour, cornmeal, cornflakes, or matzo meal before cooking. Pat a fish dry, dip it in egg and milk, and then shake in a plastic bag with flour or breading mix.

Fried fish croquettes

Ingredients:

1 cup leftover fish
1 cup boiled potatoes,
same amount as fish
2 tablespoons butter
1/2 onion, grated, squeezed dry

pinch each: nutmeg, salt, pepper
cream to thin
1 egg yolk
flour
oil

To prepare:

Mash fish and potatoes together. Add remaining ingredients. Roll into cakes, flour and fry in oil until browned.

Breading mixes for fried fish

These combos can also be coated with melted butter and poured over a fish that is to be baked:

Oriental: Three cups chow mein noodles, crushed.

Almond: one cup cracker crumbs, one-half cup blenderized almonds.

Potato chip: one bag (4 ounces) potato chips, one cup crushed cornflakes.

Tortilla chip: one cup spicy tortilla chips, one cup cracker crumbs, chopped hot pepper to taste.

Fried fish roe

Fresh roe is one of my favorites. I love its gluey taste, and I am delighted to see big roe sacks in a fish I've caught. Fry the roe, slice it thinly lengthwise, and slip it inside an omelet. The well-known gourmet James Beard said that the only way to cook roe is simmered in butter for

seven minutes on each side.

Braising

Braising fish involves frying in a breading or batter until golden, then adding a little sauce and sautéing. The sauce bonds to the breading. You could just sprinkle on a little beer, soy, parsley, and garlic.

Broiling

Fish is usually broiled by just brushing it with a little oil and placing it under the broiler. Sauces or coatings are usually added at the last minute; otherwise they burn. If you want to oven-cook a fish with a sauce

or coating, it is usually baked, then broiled for a minute to give the top some color.

Extremely delicate, thin fillets can be coated with a breading

mix and cooked using

this technique.

Baked or roasted fish

Oven-baking fish is a great cooking

Fish cakes

Ingredients:

1-1/2 pounds fish, chopped
2 eggs, beaten

1/2 cup evaporated milk or cream
1 1/2 cups bread crumbs

1/2 teaspoon paprika

1 small onion, grated

and squeezed dry

To prepare:

Combine all the ingredients and shape into balls, squeezing out excess liquid. Pan fry in oil, crushing balls into patties as they cook. Serve with horseradish mayonnaise sauce.

1/4 cup scallion ends, chopped
juice of 1/2 lemon

pinch celery salt or celery seed

several dashes hot sauce

1 teaspoon baking powder

2 tablespoons flour

technique

but it heats up the boat. Baking or roasting on a grill eliminates this problem. Fish can be roasted on the grill but must be kept moist by placing them in an oily liquid and basting them frequently. Bake in a 400° F oven until opaque. Use the spoon to test for doneness. Bake about 10 minutes for every inch of thickness, measured at the thickest spot.

If you don't have an oven, these recipes can be cooked in a heavy casserole dish on a burner flame diffuser at medium heat for the same period of time. A fork should be frequently slipped around and beneath the fish, covering the bottom of the pan with liquid to prevent burning.

Sharks and other exotic fish

Sharks, even small ones, don't like being caught and have difficulty with the concept of being dead. A blow on the top of their head kills them but does not eliminate the possibility that a dead shark won't suddenly lunge out and ruin your day. Their incredibly durable nervous system

Broiled fish fillets almonidine

Dover sole is often served this way as the grand entrée of fine restaurants; yet the recipe is quite simple, and any fine-flavored fish fillet may be used. The classic technique uses a simple trick — first the pan is covered with oil/butter and broiled until extremely hot. The floured fish is slipped onto the hot pan, and the top is grilled while the bottom sautés.

Ingredients:

1 cup milk

1/2 cup seasoned flour
or breading mix

1/2 stick butter or butter/oil mixture
1/2 cup slivered almonds

To prepare:

Dip fillets in milk. Dust with seasoned flour. Pan-fry both sides until golden brown in oil/butter. Remove fish and reserve. Add butter. When butter is melted, add almonds. Sauté over low heat until light brown, occasionally rubbing bottom of pan with a spatula. The nuts should take just a few minutes, not enough time for the fish to cool off. Pour butter and nuts over fish, sprinkle with lemon juice.

Baked fish in caper sauce

Ingredients:

3 pounds fish
4 tablespoons butter
1-1/2 teaspoons celery seed,
crushed
1 cup fish stock or chicken
consommé or wine

4 tablespoons butter
2 teaspoons each: capers,
lemon juice, chopped chives
or green onion ends
salt and pepper
salsa

To prepare:

Brush seasoned butter over both sides and body cavity. Place fish on platter; add liquid, cover with mixture of butter, celery seed, capers, and lemon juice. Bake until done, brushing with liquid once or twice. Sprinkle with more lemon juice. Add chives, salt, and pepper. Serve with a salsa.

makes them dangerous for a long time. Ram an oar down their throats so they can't bite you.

Preparation

Makoes, threshers, and leopards are the most commonly consumed species and dogfish are usually the ingredient in fish 'n chips. Shark meat is always skinned, as the skin shrinks during cooking and breaks the meat.

Use of a marinade

Shark meat is very lean and contains ammonia. It should be soaked in an oily acid marinade. It grills well, like swordfish, and can be coated with red pepper marinade while cooking, but not soy-based marinades, which are too salty. Serve with mayo, pesto, white sauces, hollandaise, cheese sauce, mushrooms in butter, marinara, or salsa.

Rays and skates

The cruising yachtsman has the advantage of frequently finding these creatures on sand and grass flats, especially at night. They offer an easy target for a spear fisherman as they lie on the bottom, half covered with sand. Once you have eaten them, you will want more.

Danger

Rays, once landed, should be killed with a blow between the eyes. This is more than just a humane act; rays have a sharp spine in the base, not the end, of their tails, which should be broken off immediately with a pair of pliers. Although the spine is not poisonous, it is covered with a mucous membrane that causes great pain and infection. The ray's sting is much worse than its bite since rays have no teeth. Skates have neither teeth nor sting.

Cleaning

The edible portion of skates and rays

is in the wings, which should be cut away close to the body. The wings may be skinned and used as any fine-

flavored fish, but they are also quite delicious as a substitute for scallops. They may, therefore, be cut into bite-sized pieces and used in any scallop recipes. Finally, rays are excellent for stretching a thin supply of crab, shrimp, or lobster meat in recipes where the flaked meat is mixed together, such as fritters and pates.

The puffer, the world's deadliest delight

The puffer is a blowfish which, when inflated, looks like a grapefruit with fins. They discourage predators by looking much larger when inflated than their original size. The spines also stand out menacingly when the body is inflated.

Catching blowfish is definitely not the angler's idea of high drama. Considering their tiny fins and comical vestige of a tail, it's easy to understand why they don't put up much of a fight. I sometimes wonder how they manage to swim at all. The blowfish's idea of resistance is to take water or air into its body until it looks just like a balloon. When inflated, they offer about as much sport as hauling in a soggy tennis ball. But more frequently than not, they get so excited when hooked, they forget to inflate until they are landed. Then they are more comical than ever, puffing away, getting larger and larger in your hand.

Anglers hate blowfish. They have tiny mouths that nibble away the bait. This tactic drives most sportsmen away, but if they knew how delicious blowfish are, they might decide to stay. Since they have tiny mouths, blowfish require a very small hook with appropriately sized bait. They bite with vigor, and you can pull them

in one after another since they seem to travel in schools. Blowfish will take any bait, but seem to enjoy shrimp tails or tiny beach crabs most of all.

The Pacific puffer, in addition to inflating itself, further discourages its enemies by poisoning them. The gall bladder of some Pacific varieties contain a toxin 25 times more deadly than curare, enough to poison 40 to 50 people! The Pacific puffer is so poisonous that the Japanese government licenses puffer chefs to prevent mass poisoning. Nevertheless, many a puffer gourmet has died, fork in hand.

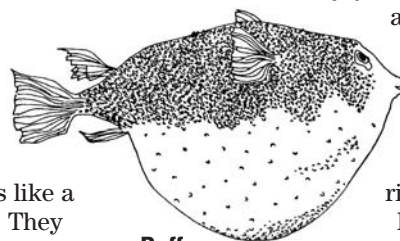
One might logically ask why a fish so deadly is consumed with so much delight by so many. The answer is simple: the puffer is exceedingly delicious. Served raw in thin, translucent strips as sushi, it is sweet, gelatinous, and delicately flavored. Steamed, it melts in the mouth. It is a

joy in any stew and a cut above poached pompano, which is a fish not to be sniffed at. Perhaps the puffer's flavor is further enhanced by the risk one takes.

Fortunately the North Atlantic puffer is not poisonous and is commonly sold in markets as "sea squab." The fish is nearly boneless, and the drumstick-like fillets contain only the backbone. They may be cooked like any delicate white fish. A more delicious critter is hard to find.

Fresh tuna and swordfish

Fresh tuna and swordfish have very firm flesh and cook similarly. Fresh tuna and swordfish taste similar




Puffer

Tuna or swordfish with two sauces

Grill or poach a fillet, brushing with a little oil to prevent scorching. Allow to cool. Chill. Pour steak sauce on a plate and make a little pool. Place the fish in it and cover with a sour-cream dill sauce.

to lean veal and can be treated as such. These fish beg to be marinated and grilled. They can be braised or roasted with tomatoes, onion, and paprika; served in a stew with potatoes, carrots, and chicken stock; or pan fried in butter and served with a white sauce.

The firm flesh resists the spoon test, so when you use the spoon, look for liquid welling up in the separation. This indicates the fish is not quite done. 

Budget boating

*Here's the five-year plan
that rescued a \$1,200 boat*

by Bill Sandifer

NOT SO LONG AGO I DID NOT HAVE A cruising boat, but I wanted one badly. My wife understood and said, "Take the \$2,500 we've put away, and buy a boat." You may not believe that \$2,500 will buy a cruising boat, but it did. I got a great boat plus money.

How is this possible? I began with a search for all of the cheap boats in the newspapers and looked at every one. It was discouraging. I contacted a local yacht broker, who said, "What do you want for \$2,500? I told him I wanted a Pearson Ariel. He said he might have one for sale and to call him the next day. When I called, he offered to show me the boat. He said it had been raced hard and was not in good shape, but "What do you expect for \$2,500?"

When I saw the boat it had a frozen Atomic 4 engine, loads of sails, deteriorated deck and maststep, and what

felt like a shark-bitten rudder, but it was an Ariel, and it was floating. I bought it for \$1,200 "as is, where is."

But I had to move it within 48 hours to clear the slip. I removed the plugs, filled the cylinders with Marvel Mystery Oil and waited 24 hours. I then bought a new battery and returned to the boat with a mechanic. He was not very optimis-

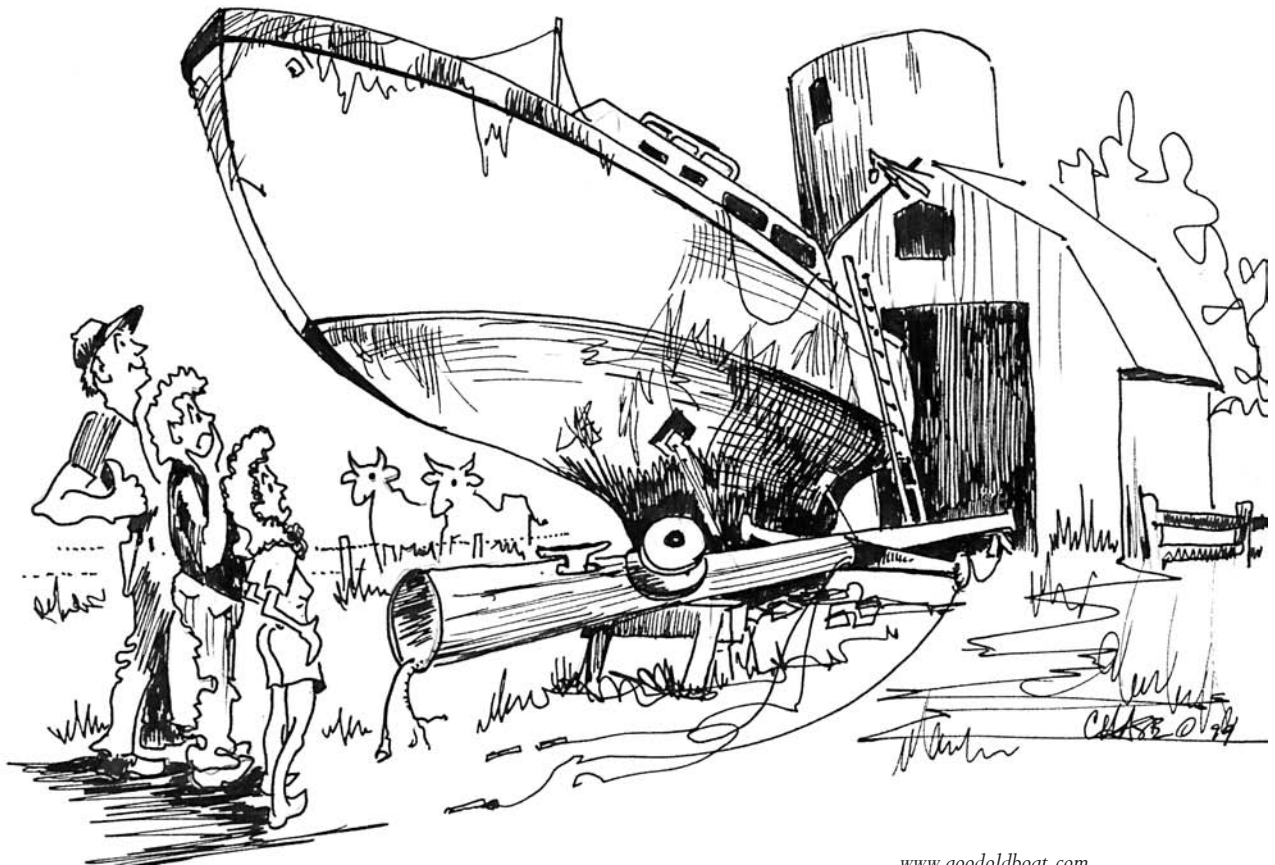
tic but was willing to try to start the engine. When we spun it over without plugs in the cylinder, it sprayed Mystery Oil all over the engine room, but it was freely rotating.

A new electric fuel pump, a little carburetor cleaning, and the engine came to life. I backed out of the slip and motored home towing a dink with a dependable outboard "just in case." It was never needed. Once we were home I developed a five-year plan for the boat resurrection. Notice I did not say *restoration*. That is too ambitious. It was a *resurrection*.

*"It doesn't take long
to make most boats
weathertight and
to get them floating.
Pretty and glossy no,
but usable yes."*

Surprise profit

First, to raise money for the boat, I sold most of the sails through a used-sail broker. I received \$1,500 for them, which surprised me. Now I had a profit of \$300 on the purchase price. Of course I promptly spent



that, plus \$500, on a bottom job. I dropped the rudder by digging a hole in the yard and took it home for epoxy repair.

The five-year plan starts with finding the boat. Vessels like this are usually shunted to the back of the yard and neglected. You have to find the owner and make a deal with him and also with the yard owner to obtain free and clear title to the vessel. This will not be easy. The boat owner will see a way to make some money and rid himself of a liability, and the yard owner will want payment as he has been "storing the yacht" for a long period of time. Your job will be to make a deal with the yard man to move the boat once you have title free and clear of any and all boatyard liens. Next you've got to convince the owner to give you title to the vessel for something like \$1,500. This can be done, but it requires great diplomacy.

There is no question of making an offer subject to survey. In a case like this, you have to be your own surveyor. The owner of the boatyard will probably not, for safety and liability reasons, let anyone board the boat, so you will have to survey her with your eyes and fingertips.

One potential problem is ice. If the boat has lived through winter weather on the hard, water will have gotten inside. There must be an open hull drain or through-hull to let the water out, but some probably remained and froze. Make sure it did not split the hull somewhere. Through careful observation of the outside of the hull, including the bottom of the keel, you should be able to tell if there is a problem or not. If it froze and split the hull, the boat will not sail again without a lot of help. This should affect your future plans for the boat and the amount you are willing to pay for her. Enough said.

First year

Many people start out these resurrections with lots of enthusiasm and little money. They decide to "do it right," and try to make the boat "like new." After a time, money runs out, the enthusiasm wanes, and the boat is once again a derelict. With good planning and a little patience this does not have to happen. What is

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needed is a five-year plan with definite, practical goals for each year.

It doesn't take long to make most boats weathertight and to get them floating. Pretty and glossy no, but usable yes. The object is to have a useable boat to enjoy, not one sitting in a yard to be worked on *ad infinitum*. The boat may only need a coat of bottom paint, a good cleaning, and a motor to be able to be used as a power launch. The professional mechanic and a battery for my motor cost \$300. Old but good, these Atomic 4s. In the first year I had a boat good for picnics, beach runs, and quiet times on the water. Get the boat back in the water and enjoy it. Don't try to accomplish too much at the expense of no fun for the first year.

One of the first things you must do is be sure the boat is watertight and safe to operate while it is still out of the water, assuming you bought her in the yard. All below-the-waterline valves should be operated, greased, and tested. One way to test the valves "in the yard and on the hard" is to disconnect the old hoses attached to the inside of each through-hull fitting.

Attach a 54-inch-long hose (one foot longer than her potential draft in cruising trim) on the inside of the valve. Suspend the open end of the hose vertically and tie it off so it stays put. Fill the hose with water and go around to the outside of the hull and observe the through-hull. If water is seeping out, the valve leaks and needs to be adjusted or replaced. If there are no leaks, go back inside and slowly open the valve. The water should run out. Close the valve, dry the outside of the through-hull, and try again. If it is still dry on the outside, chances are the valve is good. Move on to the next one. Once you have checked all of the seacocks,

replace the old hoses with new ones, and you should be ready to go. Since my boat was purchased in the water, I left all of the above until I hauled her out in the yard.

Good cleaning

Once the valves have been checked or replaced, it's time to move inside. First in importance is a good cleaning, followed by removal of all old, non-working, or broken items. This includes the old direct discharge head and all of its hoses and fittings. It is no longer legal anyway, and you really do not want to pollute. The valves should have been tested previously, so all you need to do is close and cap them off on the inside. I have found that PVC pipe caps from the local hardware store plus some Teflon tape works well. Replace the head with a Porta Potti or similar. Even if only temporary, this will work fine for limited use.

The other thing to check is the rudder tube and the top bearing. Check the bottom bearing for excess movement and play. If necessary, drop the rudder heel shoe and insert a bushing to take up the space and restore the smooth movement of the rudder. If there is no top bearing, consider adding an Edson rudder stuffing box to the top of the glassed-in rudder tube. It is well worth the little effort and moderate cost involved. I installed mine in one easy day of work.

Before you start to use the boat, you need to register it and get good life jackets, anchor and rode, and other U.S. Coast Guard-required equipment. All except the registration can be purchased inexpensively at a marine discount store. A Danforth-type anchor has worked for me and is not overly expensive. The idea is to get the boat in use again, not to make it perfect. In most states, the department of licensing oversees the titling and registration process. You can register at your local county auditor's office or at subagency branches of the Department of Motor Vehicles.

The cabin trunk windows may leak, and you will probably have to redo the entire interior, but for this year the boat is ready to provide on-the-water enjoyment as a power boat. Your family will really enjoy the boat and think you're wonderful for finding this great boat.

Second year

What you do and when you do it needs to be determined by you and your pocketbook, but for year two and beyond a practical plan would be to check all of her blocks and deck fittings. Check the deck hardware, cleats, chocks, blocks, and the rest. Check the maststep and chainplates. Verify that the standing rigging is good, grease the turnbuckles, and check out the mast, particularly the mast base. I had to support the mast (it was stepped) with a jack and a 4 x 4 just to keep it upright so I could power the boat home.

Older boats usually have oversized (by today's standards) bronze turnbuckles and through-bolted chainplates. The chainplates need to be unbolted and pulled for inspection, but they are probably fine if they're bronze. If they're stainless steel, give them a really good inspection. Use new bolts to reset them and caulk under the chainplate covers with a removable caulking.

The masts and booms of this era are oversized by today's standards, too, and probably need only to be cleaned. Be sure to clean and lubricate the sail track before you step the mast. A product called Fast Track works well. I almost replaced my old mast track with one of the newer slide-in tracks before I tried Fast Track. I learned to grease the luff groove twice a year, and the main went up and down easily. Remove the spreaders, inspect each end and replace if necessary. Rebolt them if that is the way they were attached. The cast-aluminum spreader bases are not of the same high quality as the mast, and they may crack over time. Try cleaning them up really well to be sure they don't have a crack in them. There is a product on the market called Dye Check. You can find it in welding supply houses. This is good for checking spreader bases, swage fittings on standing rigging, and the stemhead fitting.

Lots of sails

It will not be a problem to find good used sails for her if you need them. Used-sail brokers and your local loft will have lots of listings. Allow about \$900 for a good used main and jib. This is for a 26-foot, sloop-rigged

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boat. Even if it exists, the old running rigging will be useless. Plan on about \$250 for new halyards and running rigging. For the Ariel, we chose $\frac{3}{8}$ -inch low-stretch Dacron for all uses. Anything smaller, while strong enough, is too small for my hands. The mainsheet and jibsheet can be similarly sized.

Our Ariel had winches, which only need to be cleaned and greased, but the operations that sell used sails generally sell used winches also. Size 10 self-tailing would be nice, but you can use size 10 non-self-tailing if the budget demands it. You don't even need winches if you are willing to luff up into the wind, set the sheets, cleat them, and then fall off. You can live that way for a while in order to use limited resources for other priorities.

Since I am taking the liberty of listing my priorities, the rest of them would go something like this:

First, the ability to power away with a clean boat.

Second, the ability to sail.

By the third year add the ability to picnic aboard, which calls for an ice chest and a Porta Potti.


In the fourth year, start the rebuild. Begin with the interior, first the V-berths (easy) and work aft to the galley (hard due to the drawers). Next, the main deck (new grabrails, lifelines, anchor roller, varnished tiller, rubrails, and so on). The Ariel had an original teak

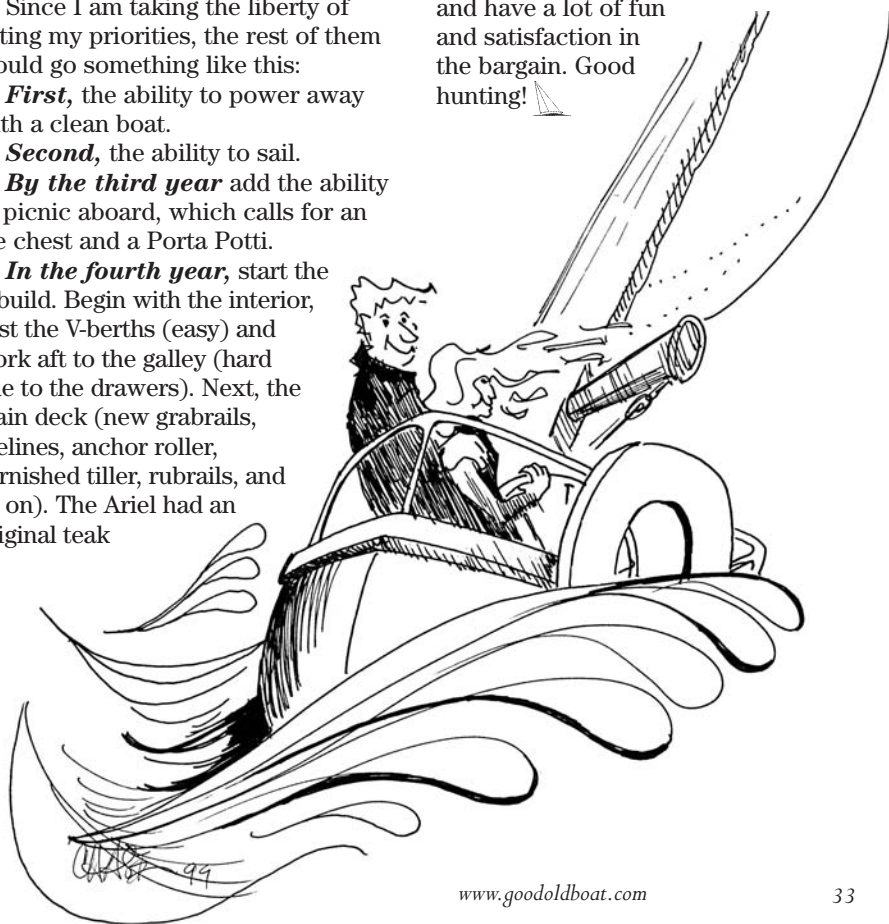
tiller that might have cleaned up enough to be varnished, but it was easier to replace it with one from a marine discounter. Finally, replace the old Plexiglas in the portlights if it's crazed or frosted.

In the fifth year you're ready to outfit for cruising (sun awning, lights, water tank, sun shower, and so on).

By the time you are at year five of a five-year plan you should have had a lot of fun already. We used the boat every year and did not notice that we were lacking for anything. I accepted the boat's limitations and worked to improve her slowly as money and time allowed. What was important was the fun we had, the peace of a quiet sail, and the thrill of a brisk reach.

When five years had come and gone, the Ariel was once again a boat to be proud of. More than anything I was proud of myself for finding a derelict and recreating the swan hidden under the dirt all these years. There is no better satisfaction than saving a wonderful sailboat to sail another day, month, and year. It is worth doing, and the boat will return the favor with safety, peace, and tranquility.

You *can* afford a small cruising boat on a small budget and have a lot of fun and satisfaction in the bargain. Good hunting! 



Prepping your boat for sale



Little things make a big difference when selling a boat. Here's how to ensure a quick sale and a good price.

By Simon Hill

ASK ANY BROKER HOW MUCH TIME a boat has to catch a buyer's interest and you'll get the same answer: "Not long." Most serious buyers make a decision within the first minute or two of stepping aboard. After that, they look for confirmation (or rationalization) of their initial decision. It's good to remember this if the day ever comes when you want to sell your beloved boat.

According to John Bassingthwaight, a Vancouver-area yachtbroker, an all-too-common problem is that most people put their boat up for sale when they're no longer using it, so the boat can appear to be unused and neglected. The buyer wants something with appeal, yet for the seller the appeal has already worn off, whether it's because they've drifted away from boating or because they got "two-footitis" and bought a bigger boat. "They're approaching it from opposite directions," John says, "so the buyers feel they can't find a decent boat." How do you make sure that yours is one of the decent ones? By approaching it with fresh eyes and a willingness to put in a little elbow grease.

A clean machine

Cleanliness is the single most important factor in how well a boat shows. If your boat has varnished brightwork, the varnish should be in good condition. If you have unvarnished teak, make sure that it's freshly cleaned. Above decks, the hull, decks, and cockpit should be spotlessly clean. Polish and wax the hull and those portions of the decks that don't have non-skid. Be sure to remove any muck from around the waterline. If the bottom has more than a thin layer of slime, arrange to have it cleaned and, if necessary, painted.

Below decks, go through your entire boat and remove all clutter and personal gear, partly because if everything is chock-a-block with your gear it will be hard for the buyer to judge the real size of the boat's lockers, and partly because an uncluttered boat allows buyers to visualize it as their space.

The only things you should leave aboard are items that will be sold with the boat and things needed to take the boat out — life jackets, wet-weather gear, tools, charts, and equipment.



After you've cleared out the excess stuff, clean the boat completely, especially the head and galley. While cleaning, focus on removing not just dirt and grime, but also any musty smells. Head odors are often due to hoses that need replacing, and if this is the case, spend the time and money to do it now, before it ruins a sale. As John explains, "I've seen more than one buyer take two steps down the companionway then turn around and leave after smelling the cabin." If there are mildew or musty odors in the lockers, clean them with a commercial mildew remover, spray them with a disinfectant spray, and leave them open overnight to dry. Put a few drops of pine oil or bath oil down drains to help prevent the sewer odor that unused drains can take on. And don't forget to clean and deodorize iceboxes, refrigerators, and bait tanks. After cleaning the icebox or refrigerator, place an open container of baking soda inside to keep things smelling fresh.

If the engine is oily or grimy, give it a cleaning. Chandelers or automotive stores carry various spray-on foam cleaners, and these work well in the confines of a boat's engine compartment. The bilges should also be pumped dry and then cleaned. Bilges are often a source of odor. You know the buyer is going to look there, so why not make sure the bilge sparkles?

Written records

After cleaning the boat, turn your attention toward the paperwork. Gather all the documentation for the



boat and the installed gear in one place. Don't forget documents that you might have filed at home. Buyers appreciate having owner's manuals, maintenance records, and the like available — it contributes to the impression that the boat has been properly looked after, and this translates into a better selling price.


It's a good idea to prepare a list of all equipment that is included with the boat. This not only helps avoid misunderstandings, but can be a useful sales tool for you or your broker. Make sure that all the equipment on the list is actually present on the boat (with the exception of hard dinghies which may be stored elsewhere).

Finally, using the boat's documentation and your list of equipment, prepare a one-page brochure describing the boat's basic features and equipment (make, model, and year of the boat, propulsion system, overall length, waterline length, beam, draft, included equipment). Include its key features (family cruiser, fast racer, large

galley, new engine, or whatever). This will help you or your broker understand what you are really selling, and it will provide potential buyers with something to take home.

If the information you have on the boat is from word-of-mouth or passed down from previous owners, take the time to do some fact checking. John tells of one unlucky seller who thought he had a boat from the board of a famous designer until he went to sell it. A potential buyer phoned the designer, who denied having anything to do with the boat. "Even if it's an honest mistake," John says, "the buyer is left thinking 'what else isn't true?'" Some quick research on the Internet, a call to the designer or builder, or a chat with a previous owner can ensure that you have your facts straight.


Keep the faith

As you wait for your boat to sell, take it out and use it occasionally. This will keep the boat from looking or smelling neglected, it will ensure that everything is working, and it will ensure that you remember how to operate it properly when the day comes to take a buyer out for sea trials. And you never know, with the boat shining like the jewel that it can be, you might just fall back in love and decide to keep it. 

Timing the market

LIKE WITH THE STOCK MARKET, YOU CAN GO CRAZY TRYING TO time the boat market. But in deciding when to sell, here are a couple points to keep in mind.

Spring and summer are usually good times to sell. People are looking, and it's generally easy to demonstrate the joys of your boat when the weather is fine. But fall can also be a good time to sell. Many buyers come out in the fall seeking a good deal. If you price the boat right you can often make a quick sale that works out in everyone's favor — the buyer gets a good price, and you save the costs associated with winter moorage and maintenance.

Whether selling privately or through a broker, remember to account for the lead time required to get advertising created and published. If you don't have a good photograph of your boat, you or the broker will have to arrange to take one. The whole process can take a month or more, so get started with the sales process early enough to avoid missing the boat, so to speak. 





Cruising Baja

Expert practical advice on visiting the Sea of Cortez

by Roger Ross

MY WIFE, BETTE, AND I LIVED ON our 1974 Cal Cruising 35 for seven years and cruised an estimated 14,000 miles up and down the Pacific coast, venturing into Canada and Mexico. We decided from the start not to be casual boaters or weekend cruisers. This would be a new way of life for us, and we would put everything into it. When we left the Northwest, *Maho Blues* and her cargo were all that we owned — no jobs, no cars, and nothing in storage — we were committed to cruising.

There were fascinating characters to meet and beautiful new anchorages to explore, but there was something especially unique and wonderful about the Sea of Cortez, in Mexico. We appreciated the sun, warm water, and solitude of Baja California. Our first visit lasted a year. We survived the intense mid-summer heat and welcomed the cool of the fall. When we ran out of money, we sailed back to San Diego to make a few boat improvements and to earn the funds to do it all over again. Within a year we returned to the friendly people and spectacular anchorages of the Baja. By the time we made our

second visit we felt that our boat was truly prepared for cruising Mexico. We had put our all into *Maho Blues*, and she was giving it back to us by making life easier and more enjoyable.

In essence, we created a comfortable, self-contained home that allowed us to spend up to six weeks off by ourselves in picturesque, remote Baja anchorages. Cruising boats around the world face many of the same challenges, so ideas for dealing with energy needs, secure storage, and seaworthiness are universal in their appeal.

But there are differences, too. The cockpit enclosures on boats in Canada, for example, are designed to keep out the rain and keep in the heat, while awnings in Baja need to allow for good airflow (clear plastic is often traded for Textilene screening in Mexico). Much of our equipment was valuable anywhere we cruised, but we traded crab pots for spearfishing equipment and had more need for snorkel gear than foulies in the Sea of Cortez.

It may surprise you that we did well without a watermaker in this

desert land, that the diesel fuel in Baja was clean, and that our extensive awning system which nearly shaded the entire boat from the scorching sun could be removed in two minutes flat if necessary.

SSB radio

Soon after you sail south of San Diego, your VHF radio will no longer receive U.S. weather channels. You will be in a country that has no coast guard, only the Mexican navy. The port captains and fishing boats exchange important weather information in rapid-fire Spanish. The VHF radio can keep you in contact with other cruisers in the area, but getting regular weather broadcasts is critical to safe cruising.

So the SSB/ham radio becomes important in Mexico. There are daily cruiser nets that share information on the SSB radio, but we found the morning ham Chubasco Net (7.294 MHz at 15:30 Zulu) to be the best source of maritime weather information. The complete installation of a used SSB/ham radio can be done for under \$1,000, and one of these powerful radios might someday enable

you to send out a call for help that can be heard for thousands of miles.

We had several friends who tried receive-only radios to listen for weather information, but they were not able to pull in signals on a reliable basis. I can think of nothing more important to the survival and enjoyment of cruising than continually paying attention to the weather. We survived two hurricane seasons (approximately June 1 to November 1) in the Sea of Cortez. It takes several days for these storms to form and move north. Staying on top of weather information will usually give you time to head for a hurricane hole, and there are several of these protected areas in the Sea of Cortez. Hurricanes in the northern Sea of Cortez are extremely rare.

The arch

I laugh to myself when I recall how our complex radar arch and dinghy davit system on the transom of our boat developed over the years. Most of the aluminum and stainless parts came from scrap yards in Seattle, and I worried at times that I was building an ugly structure that might not work at all. Friends on the dock gave me plenty of comments and incredulous looks that did little to boost my confidence. The system towering over our transom eventually included the radar mounting and dinghy davit system, the wind generator mast, the outboard motor lift, the Bimini, the permanent solar panel mounts, the attachment for the SSB antenna, the wind anemometer unit, a strobe light, and even a low-amperage anchor light.

I affectionately joked that we had a bit of an "oil derrick look," and I'm sure it was true that all this windage did nothing to help our performance when going to weather. However, it works for coastal cruising, and in the Sea of Cortez, off-wind performance is fine. Our boat was a great motor-



sailer when we need her to be, with enough fuel to cover more than 1,000 miles. We found that it was necessary to tie off the wind generator when sailing to weather. Over the years that we cruised I saw more and more boats with similar systems incorporating many of the same features. Because it is a completely functional system, over time I got used to the look of all that stuff above our transom. In fact, I was proud of it because I built it myself, and it worked.

The arch was created to form dinghy davits, and I love them, but I also appreciate their limitations. I believe davits are only appropriate for boats 35 to 40 feet and longer, due to weight and balance issues. Without davits, cruisers risk towing their dinghies behind them or must go through the hassle of removing the outboard motor and mounting it to the rail while the dinghy is hoisted to the foredeck and secured in the upside-down position.

Dinghy on davits

In mild weather we could carry the dinghy on the strong davits with the outboard still mounted on the transom. It had to be lashed down well and cross-tied in case conditions got rolly, but our dinghy could be launched and the engine started just a minute after we anchored. The outboard motor could even be transferred back and forth from the dinghy to the rail mount while the dinghy was hoisted on the davits. Several times we have been in wind conditions so strong that other cruisers' inflatables flipped over and submerged their outboards. Of course, the occasional thief is more tempted by a dinghy sitting quietly in the water behind your boat on a dark night. We hoisted our dinghy out of the water and cross-tied it every night.

A dinghy on davits for ocean passages? Probably not. There are too many sad stories of dinghies being destroyed or lost at sea. I could stand in our dinghy while it was hoisted on the davits and jump up and down with no resulting damage. Our dinghy could also be hoisted high enough to be above the swells from following seas. Even so, I would not consider crossing an ocean with our dinghy on the davits. The ocean is more powerful than most of us can imagine.

Inflatable dinghy

Before we left Seattle to go cruising,

Facing page, *Maho Blues* in the harbor at La Paz, the best place to provision or repair a boat in the Sea of Cortez.

At right, the cockpit seats and helmseat which were added for storage and comfort.





we were given a beautiful eight-foot rowing dinghy. But we made the difficult choice to sell it. *Maho Blues* was too small for two dinghies, and an inflatable made more sense for cruising. There were many times in our travels when a small rowing dinghy or a hard dinghy with an outboard would have been swamped. The hauling capacity and speed of the inflatable are superior, and it is a more stable platform to climb into when snorkeling. Our inflatable was an older nine-foot Avon RIB, and the outboard was a Nissan 5-hp two-stroke. A rigid bottom lent itself well to use with davits because it could be lifted directly from attachments to the fiberglass floor rather than from the air-filled tubes. I am amazed at how long Avon dinghies last, and there are good deals to be found on used ones.

While the 35-foot sailboat was our home, a great deal of our fun and entertainment centered on the dinghy. We used it for sunrise and sunset fishing, snorkeling and spear-fishing trips, and for hours of exploring secluded lagoons and miles of shoreline. At slow speeds the outboard used very little fuel and could run for most of a day on less than a half gallon. Full throttle would bring fuel consumption up to about a half gallon per hour. Over our years of cruising, it carried tons (literally) of water, food, and supplies out to *Maho Blues*.

What about the downsides of inflatables? First of all what can be



inflated can be deflated. Avons are strong, but ours was old, and we did have to repair a leak or two. It was difficult or impossible to row into wind and waves when two people were on board if the outboard quit. With this in mind, we carried spare fuel, a dry box containing a spare spark plug, drinking water, snack food, and a handheld VHF radio. We also carried a mushroom anchor with a few feet of chain and 30 feet of line. We were frequently off by ourselves with no one to help us, so we did not go exploring in the dinghy when wind conditions could blow us out to sea if something went wrong.

Clean drinking water

We often drank a gallon or more of water a day to keep from becoming dehydrated in the middle of summer. (No, you can't substitute beer — it's a diuretic.) We were surrounded by the arid, rocky, cactus-covered land of Baja and the Sea of Cortez islands, yet

there are significant mountain ranges and natural aquifers that supply clean, fresh water to several towns and villages on the peninsula. Our water tanks (110 gallons in two tanks) were sometimes filled with a hose during a temporary stop at a dock, but more often we transported our water in jugs to the boat using the dinghy. We had several six-gallon jugs, but discovered that three-gallon versions were easier to handle and store.

We added chlorine to the water in our tanks, and I installed a water filter under the sink. This arrangement allowed the chlorine to kill organisms in the tanks, and the filter removed any excess chlorine from the water before we drank it. Our boat came with a pressure water system, and we always left the breaker to the electric pump in the off position when we left the boat. A water-pump motor can burn itself out due to a small leak, and it can also pump a precious water supply down the drain or into the bilge. I also installed manual pumps at the galley and in the head.

We added a manual saltwater pump in the galley for washing dishes, and early on we had a few laughs when it clogged on a regular basis with little fish called Blennies. Pumping and pumping would produce no water until a sudden gush would come after a seriously distorted little Blenny popped out into the sink. After the novelty of this wore off, I added a strainer by the seacock.

The amount of water we could carry was often the limiting factor during extended trips into remote areas. All fresh water on our boat was considered drinking water, and we developed disciplined habits to



Above, Bette wades to the dinghy. In rocky areas, this cruising couple left the dinghy at anchor in shallow water near the beach. High tides at their return occasionally turned dinghy retrieval into a swim.

At left, *Maho Blues* shows off the dinghy davits that bemused friends at the dock in the U.S. but were valuable in Baja.

conserve it. We used no more than 1.5 gallons per person per day, even in extreme heat. Salt water was used for bathing and for doing laundry in a bucket. A Baja summer cruising wardrobe can consist of nothing more than a few T-shirts, shorts, and a pair of sandals. Things washed in salt water dry well in the Mexican sun, and the lines that run around a boat are certainly used more for drying clothes than for saving lives, but I guess boaters should still call them lifelines.

A note on watermakers: modern units are wonderful but expensive. Many cruisers we met had them and loved them. Even though they consume a great deal of power, the high output units were more popular. Several cruisers had upgraded from smaller units that required them to run their engines for long hours to higher-output units that could completely replenish their water tanks as they motored from one anchorage to another. We would have enjoyed having more fresh water to wash the boat and ourselves, but we could live for a year in the Sea of Cortez for the price of a good watermaker.

Power sources

Our alternator was a Balmar 100-amp unit. We also carried a complete extra 75-amp alternator which could be bolted into place quickly if needed (it wasn't) and a couple of spare regulators (we needed one). The high-output alternator could recharge the battery system without running the engine for long hours. I have only good things to say about Balmar. With help from the solar panels and wind generator, we seldom needed to run the engine more than once a week.

The voltage regulator output could be adjusted up occasionally to equalize (or overcharge) the battery system. Battery equalization could also be accomplished to a lesser degree with our unregulated solar panels and the wind generator.

Solar panels are like magic; they quietly do their jobs year after year without failure. We had two Siemens panels that regularly put out a combined total of 8 amps. They were unregulated but could be switched off, if necessary (to check battery voltage, for example). I detected no

*"In essence,
we created
a comfortable,
self-contained home
that allowed us
to spend up to six
weeks off by ourselves
in picturesque,
remote
Baja anchorages."*

deterioration of output in three years of using the Siemens panels. I did learn a few lessons about solar panels. First, it is much easier to permanently mount them in a horizontal position. Trying to track the sun and adjust panels for perfect orientation on a boat takes more time than it's worth with the sun continually moving and the boat swinging at anchor. Second, placing 10 percent of a solar panel in the shade does not reduce the output by 10 percent. Instead, the output may be reduced by 50 percent. It is important to keep panels completely out of shadows to maximize output. The best place for this on our boat

was high and as far aft as possible, off the back of the Bimini.

Wind generators involve a lot of tradeoffs; they're not for everyone. Years ago I found a high quality Wind Baron unit at a swap meet in Seattle for less than \$300. I mounted it high and out of the way using a \$20 second-hand small sailboat boom for the pole and set this on a rubber transmission mount at the transom coaming to reduce noise and vibration. The unit produced power for years, and the only maintenance ever performed was a \$6 bearing replacement. It produced power (more than 20 amps in high winds) through the night and even while we were sailing.

Tradeoffs? There is always some noise. It is dangerous if you get close to a prop that can have a tip velocity of several hundred miles per hour. The system adds to the amount of above-deck braces, weight, and windage. Finally, it produces power, on one hand, but can rob the same power from the solar panels when they are in its shadow. With the abundant sun in Mexico, I might consider trading in the wind generator for more solar panels next

Continued on Page 73



Roger and Bette Ross enjoy the Sea of Cortez at right.

Below, *Maho Blues* anchored at Isla San Francisco, a day's sail north of La Paz.

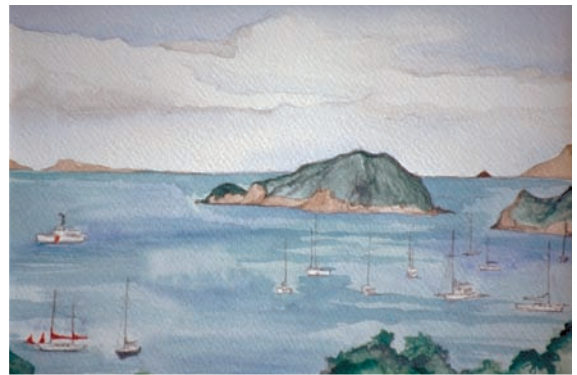




Through the eyes of a



sailor...



by John Karklins

New life

by Butch Evans



for an old Bayfield

*Tackling a makeover
with more enthusiasm
and elbow grease than money*

AFFORDABLE BOATS ARE OUT THERE — neglected or little-used boats that a little elbow grease can transform into a sharp cruiser. You want one that needs some weekend work, not cash, to restore to fighting trim. Finding one is not always easy; some luck and a little perseverance is required. Luck was the factor in our case.

Upon moving to eastern Tennessee from Kansas, where I sailed a West Wight Potter 15, I met a fellow Potter owner, named Max. He also owned a 1974 Bayfield 25, kept at the local yacht club. My wife, Gretchen, and I were soon friends with Max and were fortunate enough to be invited along to sail the Bayfield on many occasions.

We learned to short-tack up to a mooring and to push off the mud when we ran aground. Most of all, we learned how much we enjoyed having a boat large enough to carry some amenities along. She was equipped with a head, a built-in icebox, an alcohol stove, a dinette, and best of all, standing headroom. One day, Max (one of those guys who is always trading boats and usually owns three or four at any one time) mentioned that he might be interested in moving up to a 30-footer if he could sell the Bayfield.

Gretchen and I locked eyes, and the deal was born. Our budget is limited, as we are putting aside a cruising kitty and hope to take a couple of years off for cruising.



The renovated *Thermopylae*, at top, is cheerier with the attention she's received from Butch and Gretchen Evans. A shot of her former cabin, above.

However, we wanted the experience of a bigger boat and figured we could recover our costs if we didn't go overboard with refurbishing. We became the proud owners of *Thermopylae*, named after the Greek battle that was made famous in part by this quote:

"When Persian envoys came to demand surrender of Leonidas, the Spartan king who led the death stand at Thermopylae, they said, 'You are fools to resist, the Persian archers alone are so numerous that

*their arrows will darken the sun.
'So much the better,' said Leonidas,
'we will then fight in the shade.'"*

You've gotta be impressed with an attitude like that.

Serious polishing

The boat was in good shape but needed several upgrades and some serious polishing and cleaning. The first job was merely to clean and upgrade the interior. We stripped it out and attacked with Clorox and Simple Green. The bilge was a slimy oil pit, not full of oil but rather the result of years of neglect. Gretchen did *not* like the smell. Many, many new oil absorbers and much Simple Green later, the air quality was much improved. We found wasp nests in every corner and inside the stereo speakers, which in any case had been destroyed by humidity. There were holes cut into the wood paneling for old radios, the original

*"The bilge was
a slimy oil pit,
not full of oil
but rather the result
of years of neglect."*

and barometer for us. It was cleverly designed to cover up the old radio hole cut into the paneling. A framed postcard map of the Bahamas covered another small hole. A Weems & Plath oil lantern covered the last holes and gave us a salty look, while a colorful sliding curtain sewn by Gretchen was hung to separate the V-berth and head from the cabin. Modern cabin lights with low-output lightbulbs replaced the 1970s-vintage originals. We replaced the alcohol stove with a propane camping stove using the original stovetop.

Replaced linoleum

We stripped and polyurethaned the cabin sole, refinished most of the varnish on

the interior woodwork, and replaced the linoleum in the dinette with inexpensive bathroom floor linoleum. The drain in the cooler was fixed. Then I sanded and painted the inside of the cooler with white refrigerator enamel for a brand-new look. Thanks to a mother-in-law who is a great seamstress, we were able to recover the old cushions for the cost of the material, which we got at a 50-percent-off sale. The new cushions made a dramatic difference, brightening the interior and giving it a tropical feel.

On the outside, after several attempts with different products, Gretchen, master of the wood-refinishing chores, decided to stick with teak oil for the brightwork. The teak glows golden when she has finished a piece. That job is taking a lot of sweat, but not too much money. A local carpenter had a scrap piece of teak leaning against the wall of his shop that he used to create the new hatch slides. A bit of candlewax lubricant, and now the hatch flies open at a touch. (I also cut a piece of

candle and put it in the mast track between the top two slides; it lubricates the mast track each time we raise the main.) Gretchen found a window polish for the plastic windows that actually worked (Maguires Mirror Glaze Plastic Cleaner) and removed much of the effect of years of UV exposure.

Mechanically the boat needed some elbow grease but not too many expensive parts. The electrical system was in pretty good shape; someone had overhauled it and installed a new control panel prior to Max's ownership. One new battery was needed, along with a new alternator, new belts, and some cleaning of several grounds. I installed a voltmeter to keep an eye on things. The impeller and hoses were replaced, a

Bayfield resources

Bayfield yacht owners' website

<<http://www.geocities.com/bayfielddyachts/>>

Mail list

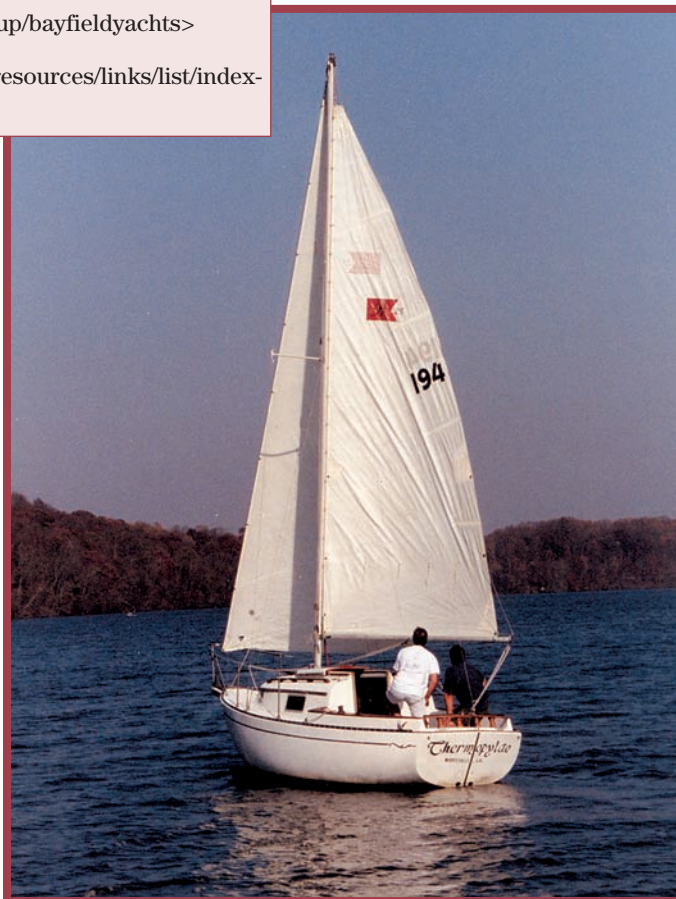
<<http://groups.yahoo.com/group/bayfielddyachts>>

Bayfield discussion list

<<http://members.sailnet.com/resources/links/list/index-new.cfm?id=bayfield>>

electrical panel, and who-knows-what. The original cabin lights were cracked and discolored from the heat of the lightbulbs. The alcohol stove only worked on one burner and leaked when pressurized. The depth finder was rolled up in wiring in a storage locker, and the cabin sole, a nice piece of teak and holly, was in need of refinishing. The cooler drain was non-functional, and the cooler had been used for storage. The teak was bare, and the hatch slides were worn down to the screw heads.

After a good cleaning, we started fixing. My father built a nice piece holding a new clock, hygrometer, thermometer,



Butch Evans sailing his 1974 Bayfield 25.

leaking water tank repaired, new water hoses installed, and a new Jabsco head and hoses installed.

Gobs of corrosion

The through-hulls had gate valves on them, most of which were little more than gobs of green corrosion. These were replaced with new ball valves. The cockpit drains in a B-25 go to a through-hull that is below the waterline and completely inaccessible unless you're a double-jointed elf. Because of my nightmares of a cockpit drain hose developing a leak and sinking the boat while we were absent, I capped them off (eventually I'll glass them over) and re-routed the cockpit drains to a new through-hull in the transom just above the waterline. Now when we leave the boat and close the ball valves, the hull integrity is sound. We installed swim-ladder mounts on the starboard side; the ladder is stored in a cockpit locker. I installed a Racor fuel filter/water separator and new fuel hoses. I also installed an inline free-flow electric fuel pump with an on/off switch. Not used during normal running, it's only there to help bleed the fuel system (NAPA Part #6101050 made by Balkamp, <<http://www.napaonline.com>>).

We didn't like fumes in the cockpit when we motored in light wind, but two simple fixes eliminated the diesel stink. These old Yanmars (YSE-8) had no positive crankcase ventilation systems, so the valve cover breather is vented directly into the engine compartment — one reason the bilge was so oily. I replumbed the vent directly into the

*“Our investment
has already paid off
in terms of
many wonderful
evening sails
and weekends out
with the scenic Smoky
Mountains in view,
multiplied by the
experience we've gained
sailing and working
together.”*

intake pipe so the fumes are burned in the engine and exhausted through the transom. We also tried some Soy-Fuel, a soybean-based bio-fuel diesel substitute. It can be mixed in any ratio, although 50/50 is recommended. It has a higher octane rating than diesel, so the engine starts and runs better, but more importantly the exhaust odor is almost undetectable, and what there is smells like popcorn! A search on the Internet will turn up several suppliers of biodiesel. (*Be sure your engine can use this. -Ed.*)


No rot or sagging

The rigging was in good shape and needed no repairs. The deck-stepped mast base was sound, no rot or sagging in the cabinroof had occurred. Bayfields are built heavy enough to last many years when sailing on a lake. A new sailbag for the jib allows us to leave it hanked on for quick getaways. With practice,

we can have both sails up a few boat-lengths out of our slip. We use a 130-percent genoa most of the time in the light air of Tennessee. This moves the boat very well. There is also a 100-percent jib and an unused storm jib stored below. With the help of Sailrite's book, *The Sail Repair Manual*, and some of their thread, we learned how to sew sails on a home machine. We did some repairs and added a double layer where the spreaders rub when tacking, something we do all day. The book, at \$11.95, was well worth it. The double layer turned out great.

Next up is finishing the exterior brightwork and perhaps replacing the trailboards (or we might let the next owner have *that* privilege).

We've enjoyed our time on the water, whether sailing or applying elbow grease. Our investment has already paid off in terms of many wonderful evening sails and weekends out with the scenic Smoky Mountains in view, multiplied by the experience we've gained sailing and working together. With an investment that fit our budget, we didn't change our cruising plans. And with the liberal application of sweat equity, we've turned a serviceable, but neglected, boat into a trim cruiser that is reliable, has a good-looking interior, and is very comfortable to spend weekends on.

Now — if we can just find a 38 footer like her . . . 

Distinguishing features of the Bayfield sailboats are the trailboards at the bow and taffrail at the stern.



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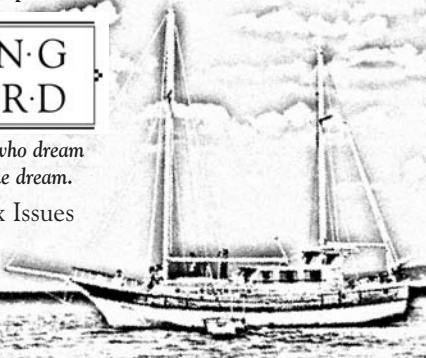
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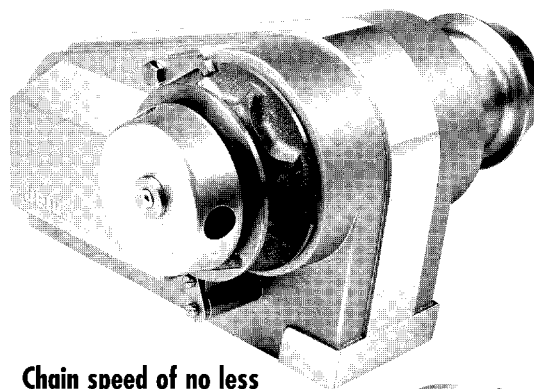
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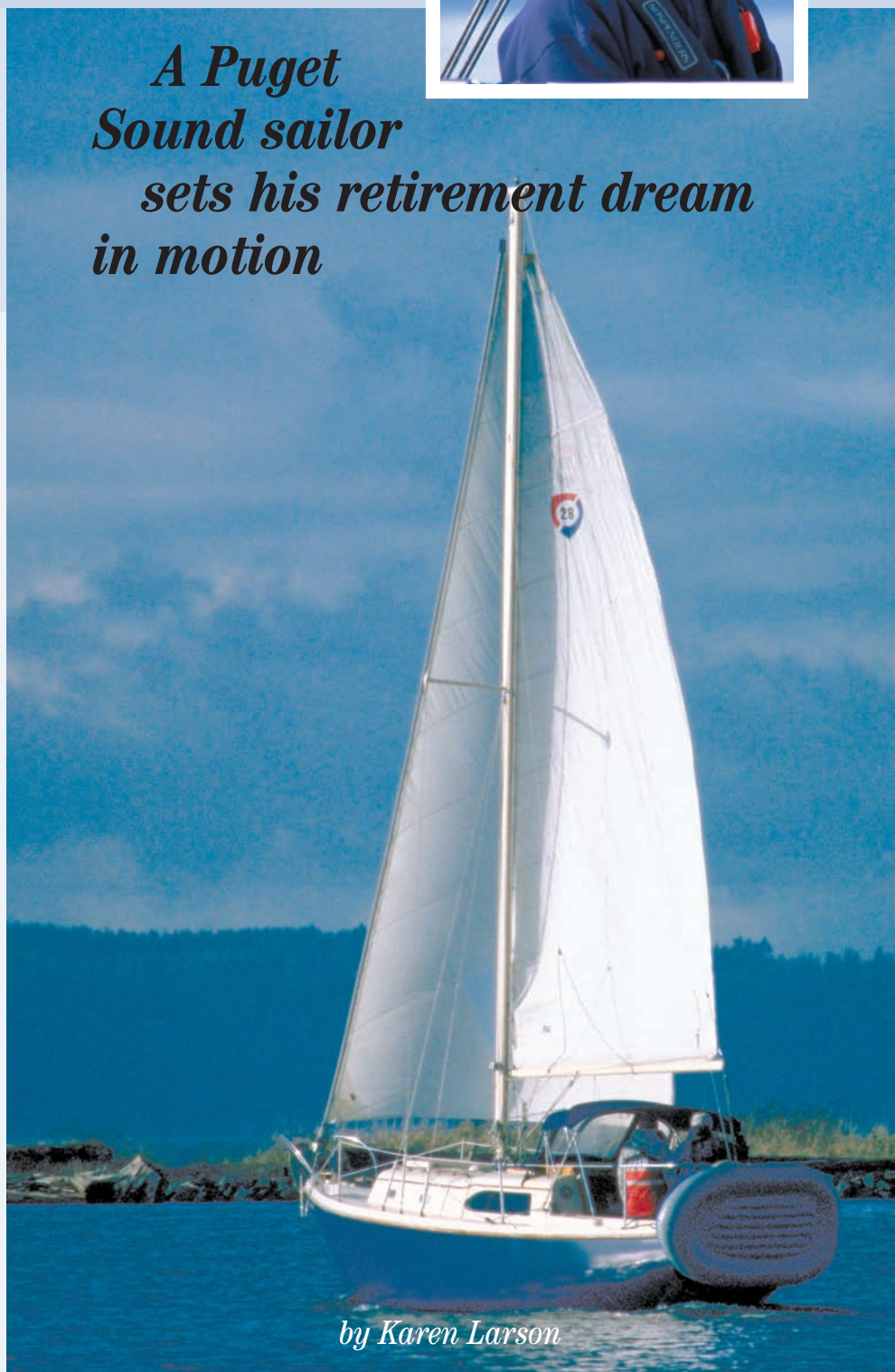
A REALLY BIG BOAT AND A REALLY small house is Walt Pierce's ideal retirement setup. He hasn't exactly achieved that goal. But then he's not quite ready to retire yet. When the pieces fall into place, Walt will know it's time to retire.

Consider the way he got his present boat, for example. The boat, a 1969 Columbia 28, wasn't even a gleam in his eye in early 1997 when Walt signed up for a 32-foot slip in Everett, Washington. He knew there was a three- to five-year waiting list. He was prepared to wait. He figured on "smooth sailing" by some time in 2002. Perhaps even a bit sooner.

Because it is crowded, the rules in this part of the state of Washington are simple. When your name comes up for a slip, you start paying slip fees immediately, of course, and you must have a boat in there within six months. No sneaking a dinghy in to hold the space. This boat must be sized appropriately. This isn't too difficult if you already have a boat in a slip somewhere else. But getting started in this game of musical chairs is a bit tricky, as Walt discovered.

When he put his name on the list at the Everett Marina, he was number 108. A few months flew by before he

A Puget Sound sailor sets his retirement dream in motion



by Karen Larson

stopped back by the marina to learn that he had advanced to number 66. A short while later, and the number had, to his horror, shrunk to 30-something. By the time it got to the teens and a year had not yet slipped by, Walt panicked. It was time to find his dreamboat. He was about to have a place to put it. But his financial situation was not quite ready for the responsibilities of boat ownership.

Order up

"If I won the lottery, the first thing I'd do is stop by the Island Packet dealer and tell them to order up," Walt says. The lottery was not in the cards, but the slip was. Walt began studying the classified ads in sailing magazines with new interest. But the boats he wanted were too expensive for the abbreviated schedule he was facing. Move his name back to the end of the list? Not a chance!

A chief telecommunications engineer with the Snohomish Public Utility District, Walt heard of a boat that a co-worker wanted to sell. It sounded reasonable at \$8,000. The fellow brought a photo to work, and Walt developed a keen interest in Columbia sailboats. He searched the Internet for more information about this boat, and found an active owners group led by Eric White and Mike Keers <<http://www.columbia-yachts.com>>. Through the Columbia discussion group, he began learning about common failures: in particular, keelbolt problems and leaky ports. He figured, with the advice of other Columbia owners on the list, these problems could be surmounted.

The next dragon to slay was the problem of insuring a rather tired, but willing, boat. He was able to get homeowner's insurance. Next, a surveyor pronounced the hull sound with a few areas in need of repair (the keelbolts, for example), and Walt became the third owner of Columbia 28 hull #330. This happened in March 1998 . . . way ahead of schedule on his timeline but just in time to hold the slip.

Yemaya, named for a mythical sea goddess, is the Columbia 28 making Walt Pierce's dreams come true.

*"I knew
I had become
a wharf rat
when I realized
I was timing
my laundry trips
by the tide table."*

The boat was located in Anacortes and now needed to be delivered to Everett, a 12-hour sail. No problem, except that Walt would wind up doing the delivery singlehanded, and his sailing experience was somewhat limited and a bit rusty at that. He'd spent most of his adult life in Alaska near Prince William Sound where, as he notes, the sailing season is a bit short and winds blow at gale force or not at all. Therefore, while in Alaska, Walt often thought of sailing but wasn't able to get much experience.

Sleep aboard

"I dreamed of owning a 32-foot Ericson . . . I figured I'd have it made," Walt recalls. He'd had a Portabote with a sailing rig. But soon, he says, he wanted to sleep aboard overnight. "Then once you have something a bit bigger," he admits, "you want a Porta Potti." Before long you've got your eye on a cruising sailboat.

So Walt had had the opportunity to charter occasionally. Nothing more. But the love of boats runs deep in his

veins, and he knew he'd have a boat as soon as he was settled in the Seattle area.

"I love Puget Sound with the islands nearby and Canada to the north . . . Desolation Sound . . ." he pauses to consider. "And you don't need to haul the boat often."

Blame it on Grandpa

His grandfather must take the blame for Walt's need to be on or near boats and the call of the sea. His grandfather was a sea captain who commanded two freighters for many years and was a pilot licensed for Puget Sound. It was while he was working in the Puget Sound area that he instructed young Walt, then 8, in the rules of the sea, rules that govern Walt's nautical life.

A few of his grandfather's sayings include, "A man with no vest (life jacket) is a man with no sense," "Always point your bow to the waves," "One to use, one to lose (always carry spares)," and "When you need a bilge pump, the biggest one is not big enough."

He taught him to rely on his hearing: "The best thing a sailor has is his ears; always listen to the sounds. They tell you what is happening, even in the fog. Listen for the sounds of waves on shore and on rocks or the bow wake and engine sounds of an approaching ship." He told his grandson that when a captain navigates down a channel in fog he blows his foghorn and listens





Since she's been used as a home, *Yemaya's* interior has undergone a number of cozy improvements.



to the echo. "You know you are mid-channel," he told him, "when the echoes from both sides of the channel are heard at the same time." This, of course, was crucial to commercial ship navigators in the days before radar. He taught him to use a foghorn to locate a sharp shoreline by listening for the echo and counting one second for every 500 feet of distance.

These and other truisms have achieved a high level of status with Walt as he has grown older and wiser. A few objects that once belonged to his grandfather serve to reinforce these lessons. Walt treasures, almost as highly as his grandfather's advice, the sextant he used, a sea chest from Shanghai dating to 1830 or so, and the flag from his grandfather's second ship, the *SS Canada Mail*. A flag is retired and given to a master when he leaves the ship for the last time.

Reality hits

So there was Walt in 1998 with a slip in Everett, a boat in Anacortes, and the need to make a long solo trip to unite the two. "It was the third weekend of March 1999, and the weather was clear," Walt says. "Daytime temp about 58, the night temp about 45. The engine purred

right along. With the extra fuel tank (burning about $\frac{3}{4}$ gallon per hour at 1,800 rpm), the old Atomic 4 never missed a beat. I had an old dinghy tied to the back. I just sat there enjoying the views of the lighthouses along the way, Deception Pass, and Mount Baker with its snow-filled top sticking so far up into the sky.

"Although winds were calm, I took the Admiralty Inlet course, checked in with the USCG Vessel Traffic System several times en route. I started at 7 a.m. and got into port later that day at 7 p.m. I arrived at my slip for the first time in the dark, but I pulled her in well and simply stepped off and tied her up. She handles so well and is very responsive."

Once home, of course, there was work to be done. Since 1999, Walt has given the Atomic 4 a new lease on life with a conversion to freshwater cooling, an electronic ignition system, and an electric fuel pump. Indigo kits made these modifications possible. While he was at it, he added a loop in the freshwater cooling system to heat the cabin (at least when motoring). A previous owner had added a 16-gallon tank to supplement the boat's existing 12-gallon tank.

Replacements


He also spiffed up the cabin, improving the lighting, adding a small chart table, a stereo and radio, replacing the galley stove, and adding a galley pump. And he improvised a method for monitoring the level of potable water in the tank. These improvements came in handy when he spent one summer living aboard.

Of that time, he says with a grin, "I knew I had become a wharf rat when I realized I was timing my laundry trips by the tide table."

Other improvements included a new CDI roller furler (Walt says the furling system is an undeniable asset when singlehanded) and a bilge pump (remembering his grandfather's words, he upgraded his pump from 500 gallons per hour to 2,000 gallons per hour).

Of course there had to be a new name and a ceremony in honor of that new name. The boat had been called *Newfie II*. Walt renamed her *Yemaya* after a mythical sea goddess.

Walt is lucky to have three days off at a time. When he can, he spends this time cruising, enjoying the orcas (he tells of a resident pod of 28 whales), the seagulls, and the sights in general. On longer trips he enjoys heading for remote destinations where he can gunkhole and spend quiet time hanging on the hook. The northwest is perfect for this type of cruising, and Walt expresses absolute contentment with the cruising grounds and the Columbia 28 that takes him there.

But Walt is mindful of his retirement dream: a really big boat and a really small house. In order to keep that plan alive, Walt recently put his name on an eight-year long list for a 50-foot slip. Since the length of a waiting list is clearly a relative thing at the Everett Marina, it seems that his grandfather *should* have taught Walt, "You must be careful what you wish for . . ." 



Columbia 28

by Ted Brewer

Good safe coastal cruiser, but no world-girdler

IN THE MID-TO-LATE 1960S, MANY DESIGNERS, myself included, were turning out full-keel auxiliaries such as the Luders 33, my own Douglas 31, and Carl Alberg's husky designs for Cape Dory and Whitby. Some of us began to change our minds about lateral plane shapes when the Cal 40 appeared on the scene, showed her heels to the competition, and started collecting all the silver. Still, it took quite a while to convince some people that the fin keel had been rediscovered and was here to stay.

Obviously, Bill Crealock was one of the early converts, as his 1967 design of the Columbia 28 sports a rather high-aspect-ratio fin as well as a spade rudder. Indeed, she appears to be quite an advanced design for a small boat of that era. The table is interesting, as the three boats we're comparing cover a period of 10 years from 1967 to 1976 and include the Alan Payne-designed Columbia 8.7 along with my own Aloha 28.

Note that I've changed the term Comfort Ratio to Motion Comfort Ratio, as this better describes the result of the calculation. I have every right to do this since I invented the darned term in the first place. I also added another ratio to this list since I worked out the Beam/LWL ratio of the boats to satisfy my own curiosity. It shows that the one-foot narrower Crealock design is actually quite close to the Aloha in proportion while the 8.7 well deserves the "wide body" appellation that Columbia gave their Payne line of cruising yachts.

The 8.7 would undoubtedly be the stiffest of the three with her wide beam, heavy displacement, and good ballast ratio. Stability would be almost a tossup between the Aloha and the Columbia 28 though. The latter's slightly deeper draft and higher ballast ratio would tend to partially offset the greater form stability provided by the Aloha's wider beam and longer waterline, although the Aloha should still have a small advantage.

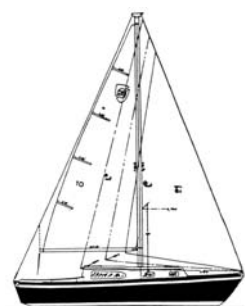
Varied appeal

Despite the similarity of overall length, these are very different boats, and each will appeal to different sailors. When it comes to the question of performance, I feel the Columbia 28 would be a contender in lighter air due to her low wetted surface. The Aloha might well shine in medium breezes, thanks to her good D/L ratio, form stability, and sail area. Then when it really blows a duster, the 8.7, given her husky displacement and resultant stability, could take the honors.

As I've said before, no one is going to be comfortable in a boat of this size in a gale, but here the 8.7 probably has a small edge. The Columbia 28's motion comfort, the speed of her scending on a sea, will be about the same as the 8.7, but she will be heeled over considerably more due to her lesser stability. This

is important because many sailors equate heel angle with comfort. In any case, the Aloha will be quite the corkiest of the three due to her low D/L ratio, and this is reflected in her lower figure for motion comfort.

It's no surprise that the Columbia 28 has the lowest capsize-screening factor either, due to her narrow beam. Indeed, with her good ballast ratio she could well be the safest of the three if caught out in that ultimate blow. However, we'll hope no one ever has to make that discovery, as all of these boats were intended as coastal cruisers, not world-girdlers. Long bluewater passages should only be made after careful preparation of the boat and all its gear, and with an eye on the weather. Any one of the three would be a good choice for a family cruiser, but Cape Horners they are not!



Columbia 28



Aloha 28



Columbia 8.7

	Columbia 28	Aloha 28	Columbia 8.7
Year	1967	1972	1976
LOA	27 ft. 7 in.	27 ft. 9 in.	28 ft. 7 in.
LWL	21 ft. 8 in.	24 ft. 6 in.	23 ft. 2 in.
Beam	8 ft. 6 in.	9 ft. 5 in.	10 ft. 0 in.
Draft	4 ft. 7 in.	4 ft. 4 in.	4 ft. 8 in.
Displacement	6,500 lb.	6,750 lb.	8,500 lb.
Ballast	3,000 lb.	2,750 lb.	3,500 lb.
Beam/LWL ratio	0.392	0.384	0.432
Displ./LWL ratio	285	205	305
Ballast/Displ. ratio	46%	40.7%	41.1%
Sail Area	343 sq. ft.	374 sq. ft.	424 sq. ft.
SA/Displ. ratio	15.8	16.8	16.3
Capsize Screening Factor	1.82	1.99	1.96
Motion Comfort Ratio	24.6	20.5	24.5

Single-line docking

by Dave Chase



We live aboard our boat, a Cabot 36, from early June to October and sail the Great Lakes, mostly Huron, Michigan, and Superior. Our ramblings take us to a wide variety of docks where we often have to dock with no help. We needed a better way to dock than the traditional one we learned in sailing school and had used since.

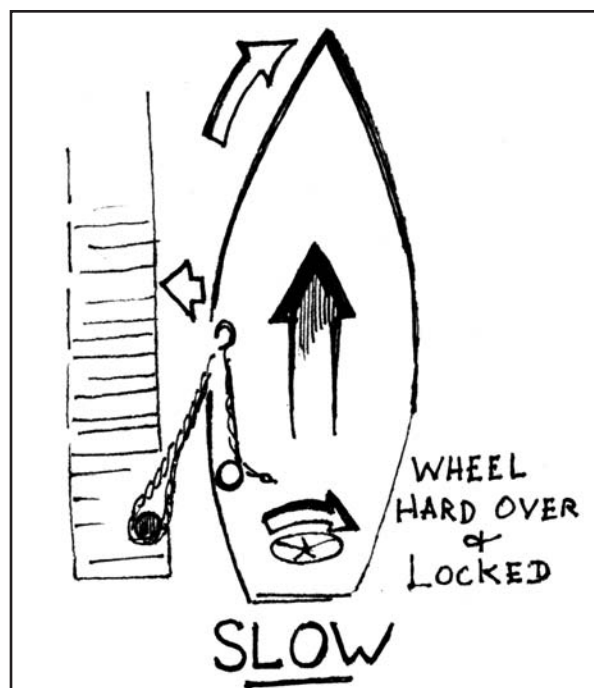


I know of boat wives who have been docking casualties, when they misstepped and went into the drink between the dock and the boat. A couple of these were injured quite badly; subsequently the boat lost crew. On Old Sam Peabody,

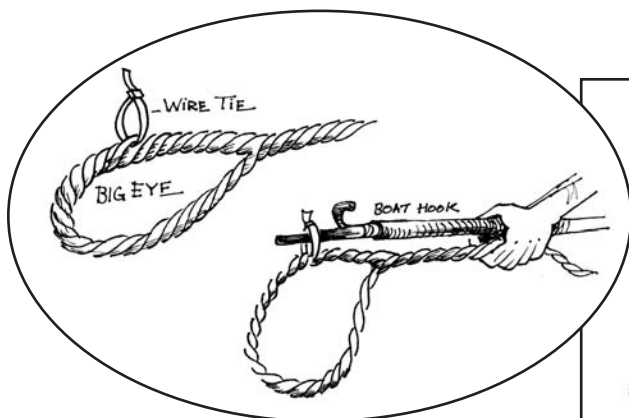
the crew — at least the first mate — is crucial. If my wife moved ashore, my boating days would end as well. Knowing this, it made sense to find a docking method safer than the old way of having Susan leaping for the dock hanging onto a dockline or two.



The method we use is one I read about someplace. I would like to give credit where it is due, but I just don't remember. In any case, I thought it made sense and, when I saw a tour boat in Chicago dock this way, I was sold.



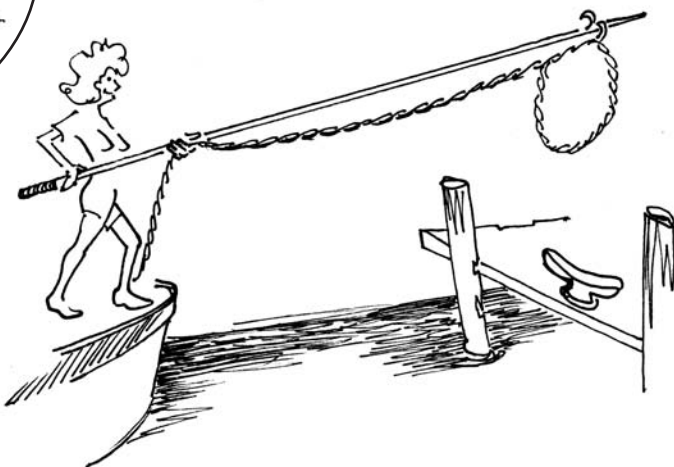
The core of this method is a single springline leading forward from a cleat on the dock through a block at the boat's pivot point near midships and back to a cockpit winch. The boat nestles to the dock and is held there by powering ahead slowly with the wheel turned away from the dock.



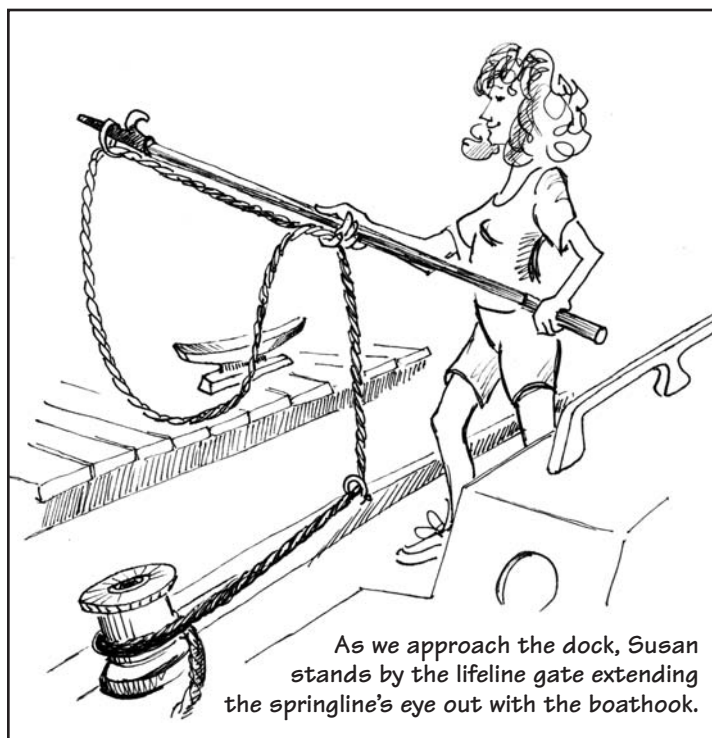
Our springline is 40 feet of ½-inch three-strand nylon. One end has a very large eye splice. On one side of the splice I made a small loop with a heavy duty plastic wire tie.

The springline runs through a turning block at the pivot point on the boat. Our "block" is just a large anchor shackle attached to our perforated toerail. On our previous boat I used a large snatch block on the fairlead track.

I bring the boat to the dock in the usual way and try to stop just a little short of where we want to end up. I can be comfortably farther away from the dock than normal as no one is making a mad leap.



The end of the boathook fits into the small loop, enabling Susan to use the boathook to reach far out to drop the large eye over a cleat or post as we approach the dock.



As we approach the dock, Susan stands by the lifeline gate extending the springline's eye out with the boathook.

The springline runs back to a cockpit sheet winch. It is not cleated off until docking is complete.



As long as we continue to drive against the springline we sit quietly at the dock. We often sit with only this one line for short stops . . . to get a pumpout for instance. The tour boat in Chicago unloaded and loaded passengers while docked with just this one springline!

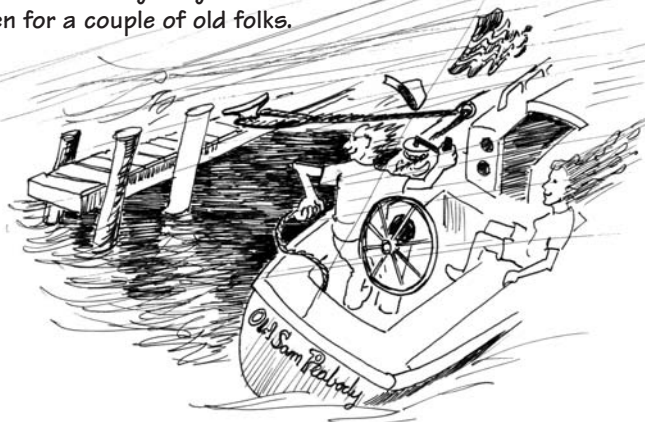
Now we can STEP off the boat and rig our other docklines and then shut down the engine.

To leave the dock, the process is reversed. We power ahead against the spring and remove our other docklines, STEP aboard, pick the spring's eye off the cleat and motor away.



Single-line docking (continued)

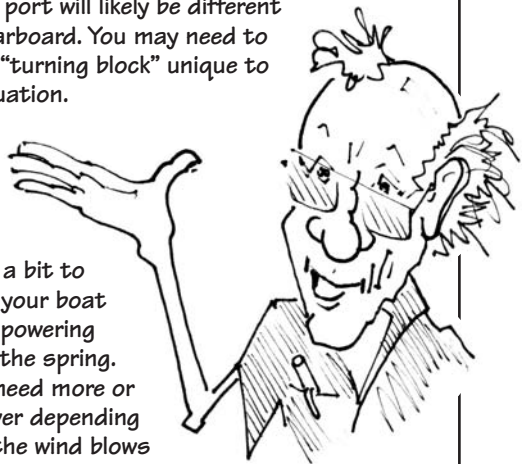
We have used this method to safely dock in a wide variety of situations, sometimes under otherwise impossible conditions. One such would be docking at a short dock with a strong wind blowing us off the dock. The combination of using the engine and being able to winch in the spring makes otherwise very difficult situations fairly easy . . . even for a couple of old folks.



That's the theory. It works just like that most of the time. Sometimes we have to power in reverse instead of forward, but that works just as well.

You may need to experiment a bit. You will need to find the pivot point of your boat . . . port will likely be different from starboard. You may need to invent a "turning block" unique to your situation.

You will need to practice a bit to see how your boat handles powering against the spring. You will need more or less power depending on how the wind blows your bow around on any given day. In other words, the process is a bit more complicated than I've described, but the principle holds, and it works really well. Setting up and learning to use single-line docking may take some effort. But if it keeps your crew on the boat, it will be worth it.



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Check those vents

Mold? Rust? Wasps nests? Plastic goo? Your deck vents have surprises in store for you

by Bill Sandifer

HAVE YOU EVER LOOKED UNDER YOUR vacuum-type deck vent? You could be in for a shock.

My boat came with several Beckson Vent-O-Mate vacuum vents on the cabintop. While checking all penetrations, I unscrewed the stainless steel and wire top of the vent. Surprise, surprise: a mess of mold, rusted screws, a cracked rubber O-ring, and badly deteriorated plastic innards.

There was no point in saving the deteriorated plastic and rubber. Incidentally, they sell the stainless-steel *outside* shell separately, but not the *insides*, necessitating the purchase of an entirely new vent. I purchased the cheaper plastic cover version and reused my stainless-steel top.

Beckson, Nicro, and Vetus manufacture these vents. For our head, I chose a Nicro Solar 2000 vent with NiCad battery for 24-hour use. I set the fan on exhaust (it depends on which of the two fan blades you mount), and the head is fresh and clean-smelling.

While you are examining your vents, check the integrity of the sealant at the edge of the hole in the deck or cabintop. Has the balsa wood or core material been exposed, or is it well sealed? If it is not well sealed, the vent could be leaking water into the core. If it feels solid but unsealed, seal it up with MarineTex or a similar

epoxy. A good epoxy sealer can be made from the usual epoxy plus chopped milled fibers, microfilament, or high-density filler. Do not use polyester resin as it does not make good secondary bonds. Make the epoxy thick enough so it can't run. Mask underneath the hole to protect the inside of the boat.

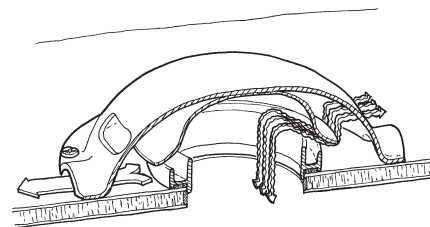
New holes

Once the epoxy sets, replace the vent. If the old and new screw holes do not line up, fill the old holes with the same thickened epoxy and drill new holes to accept the new vent.

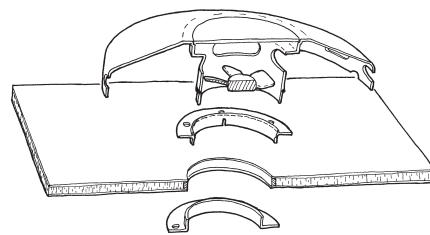
When you are installing the vent, put a little sealer in each new hole before setting the screw. Use a non-permanent caulking.

You may want to move the vent or replace it in the future.

If the edges of the hole are spongy or deteriorated, repair them. Probe with a blunt ice pick to determine the extent of the deterioration. If it is not extensive, clean out the deteriorated material to good wood, seal the hole with plastic wrap on the bottom, and support the sealing material with an underlayer of plywood and a vertical prop. Be sure it's well sealed. Sometimes the top of a coffee can may be used if it's covered in plastic wrap. Tape the plastic wrap to the underside of the deck very close to the hole. Do not let the plastic wrap extend very far under the tape. The epoxy will follow the slightest



Passive vent cutaway view



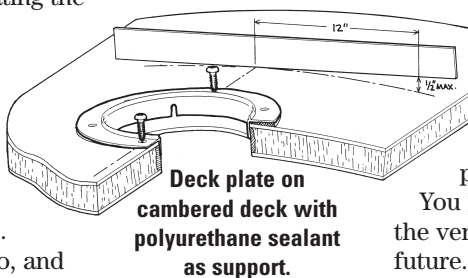
Powered vent cutaway view.

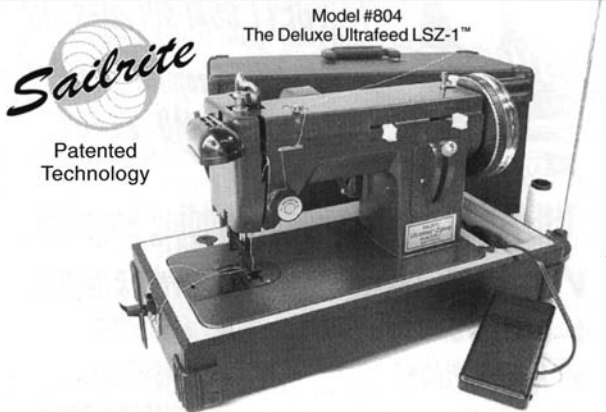
area of non contact. Mix up the clear epoxy and pour it into the hole from the top. (*Before you start pouring, make sure the epoxy cannot flow away from the intended sealing area and get into mischief. -Ed.*) It should run to the sides and fill all the voids. Be prepared to mix additional epoxy in case it keeps filling the voids between the deck and inside liner. Have someone down below to watch for epoxy seeping out of the masked-off area. Use dropcloths to protect the interior. Let the epoxy set up hard. After it has cured, use a hole saw to re-drill the large hole for the vent and proceed with the installation.

Flat spot

If you are installing a new vent where there was no vent before, look for a flat spot to mount it on. If the deck is cambered more than half an inch in 12, Nicro recommends finding a flatter location. Check the underside area to make sure there is room for the inside parts. Also make sure that the hole you cut does not go through hidden wiring or plumbing. If the deck is flat where the vent is mounted, silicone sealant is appropriate; if it is cambered use a polyurethane sealant, and let the sealant set up and support the deck plate before tightening the screws (*see illustration at left*). Poly-sulfide sealants are not a good choice because they may melt the plastic parts.

Inspect your vents regularly. Make sure they do not cause leaks into the core between the deck and interior liner.





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Chock treatment


by Gregg Nestor

ONE OF THE MOST VIVID RECOLLECTIONS OF MY CHILDHOOD IS OF a boat launching at a local public ramp. A young man and his attractive girlfriend arrived in his new convertible with the top down, pulling a sleek Thistle sailboat on a trailer. While he was launching the boat, his swim-suited girlfriend stood around attracting attention and probably distracting him. For no sooner had he launched his boat, than the trailer, with the convertible in tow, followed suit. No amount of applied engine horsepower could stop the backward slide. We all watched helplessly as the rear seat, followed by the front, filled with water. Fortunately the ramp was shallow, and the car eventually settled with the water gently lapping against the lower portion of the dashboard. It took three tow trucks and a complicated pulley arrangement to extract boat, trailer, and convertible from the lake.



I don't know if the brakes failed or weren't set properly, or if the algae on the ramp didn't afford enough friction to hold car and trailer in place. What I *do* know is that the wheels of the convertible weren't chocked. Having this vivid recollection, and being sort of a trailer sailor (in that I launch my sailboat in spring and retrieve it in fall), chocking my pickup's wheels is standard procedure.

However, during these infrequent visits to the launch ramp there's a laundry list of things to do, not to do, be aware of, watch out for, and so on. While chocking wheels is one of the first activities, "unchocking" is one of the last and is sometimes overlooked. That is until the chocks are run over by the trailer, are last seen floating out into the lake, or (upon making a second trip to the ramp) found patiently awaiting my return.

To help remember to remove the wheel chocks, I've fashioned a line onto each chock. I attach the other end to my bumper or close it in a door. Now when I pull away from the ramp, the chocks on their tethers follow along. Once at the parking area I can complete my derigging, reconnect my trailer lights, and stow the wheel chocks. Another benefit of having the wheel chocks attached in this manner, is that they afford anti-rollback protection up until the moment I pull away from the ramp. 



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HAVING HAD MY WIND-WHIPPED LUFFING SHEETS, HALYARDS, and numerous other lines foul on cleats, I came up with a solution to this dilemma: a foulproof wooden cleat.

A groove cut in the top houses a bent brass wire rod "finger" much like a multiple-size Allen wrench, as shown in the cutaway view at bottom right. The finger is normally folded into the groove cut in the cleat. A line can be belayed in the usual manner. When the cleat is not being used, I extend the fingers, which allow lines to slide over the cleat without snagging.

I obtained the soft brass 1/8-inch rod from a hobby shop. It required no heat to soften it up when forming the eye. Flat 1/8-inch brass or aluminum stock will also work. A piece of hard close-grained wood, such as cherry, may be used if you don't like to polish brass.

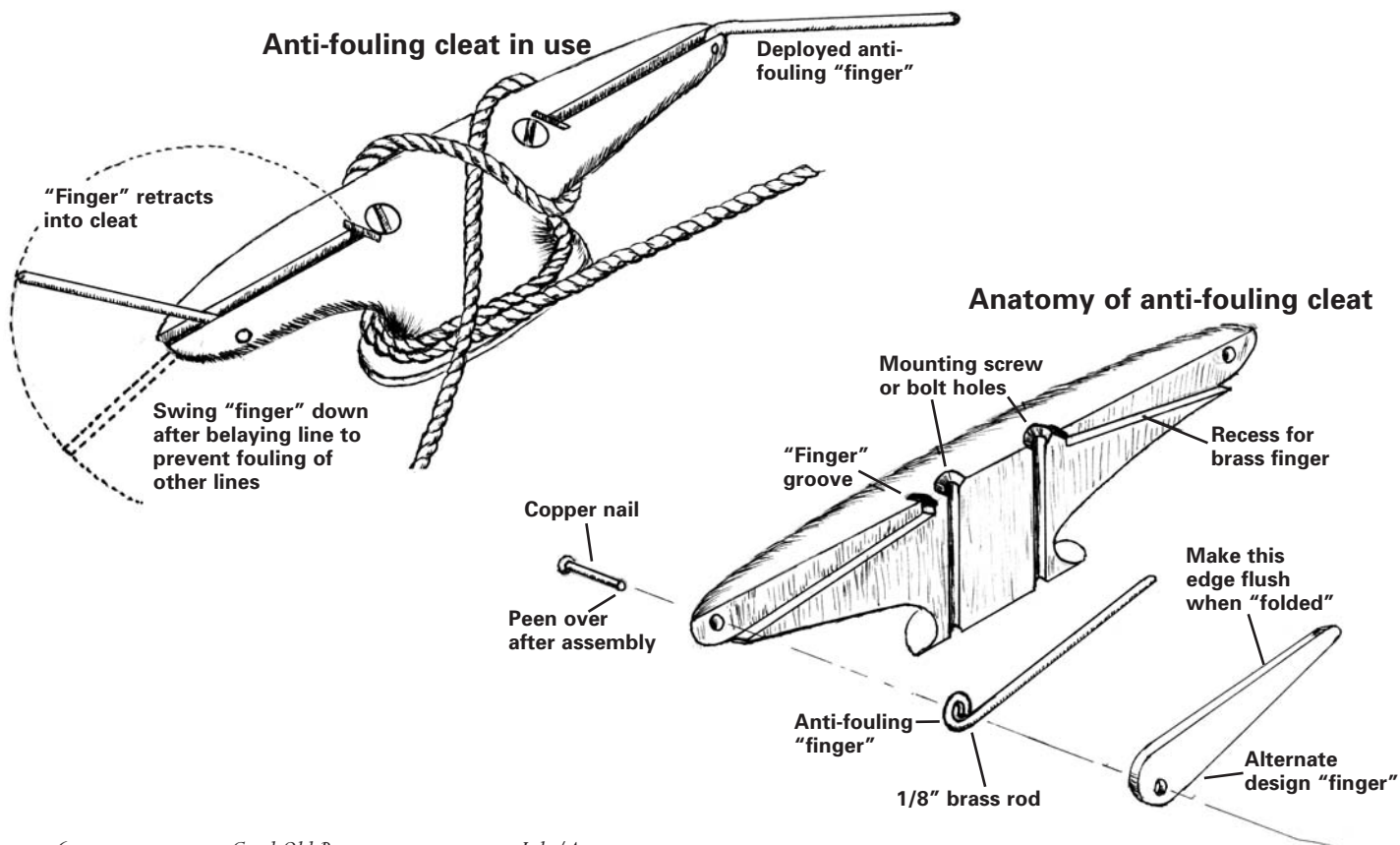
After laying out the size and shape of the cleat, I first cut the groove using a table saw, then did the shaping of the cleat and rounded it until it pleased my eye. As a retaining pin for the "finger," I used a copper nail with the head trimmed off a bit and peened the nail's other end after assembly. I guess it cost me less than a buck (brass rod at a hobby shop can be expensive.)

Is it 100-percent foulproof? I don't know. I can picture a bight catching on the shoulder at the end of the horn if the lead is close to horizontal. But if it is shaking like a luffing sheet, it wouldn't stay there long. So let's assume it's 95-percent foulproof. 



Cleat, at left, in normal use and, above, with "fingers" deployed to prevent line from snagging on the cleat.

by Jack Dillon



Beware of white!

by Lin Pardey

We've known for a long time that dark colored plastic water jugs far outlast clear or white ones. Seems the color gives UV protection. We noted colored dacron sails seem to outlast white ones unless the white dacron was made from UV-protected fibers. That's why we spent the extra 10 percent to have ours built of special protected cloth. For some reason we never connected these facts when we ordered our nylon drifter six years ago. We never had any problems with nylon sails because they are rarely set for more than a few hours at a time. But over the past 20,000 miles, we have had a lot of light-wind sailing and at times our blue, silver, and white nylon drifter has been set for 10 or 14 days at a time. It really did its job well and jokingly became known as our working sail.

When we were just 40 miles out of the Cape Verdes the drifter developed a 16-foot long split in the lower white panel during our one day of less than

25-knot winds (we had about 6 knots with a heavy swell as we approached the islands). We looked for all possible sources of chafe. Then we looked for something that could have accidentally snagged the sail. Finally we decided to test the fabric. We inserted a three-cornered sailor's needle, pulled it sideways, and it pulled through the fabric as if it were made of butter . . . not a bit of

strength left. A test on the blue and on the silver showed they were almost as strong as new fabric.

That's it, unless we find someone selling UV-protected nylon sailcloth, it's no more white for us.

This is one of many tips for cruisers on Lin and Larry's website at Paradise Cay. Look for more at <<http://www.paracay.com>>.

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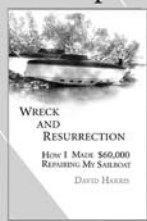
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Tender control

by Niki Perryman




Bucket-drogue keeps *Siandra's* dinghy away from the topsides in wind-against-tide conditions.

THERE'S NOTHING MORE IRRITATING THAN THE THWACK OF A hard dinghy against your transom. Cursing, you stomp up on deck, give the painter a few extra feet of slack, and thrust the dinghy aft away from the boat. In the time it takes to return to your bunk and find the right page in your novel, the dinghy's back and bashing away with a vengeance.

Chances are, you're anchored in tidal waters, with wind against tide. Your boat has plenty of underwater surface area, so it streams (upwind) with the current, while your


may have to do a little fending when the tide slackens, but in the meantime your dinghy will stream astern like a good dinghy should.

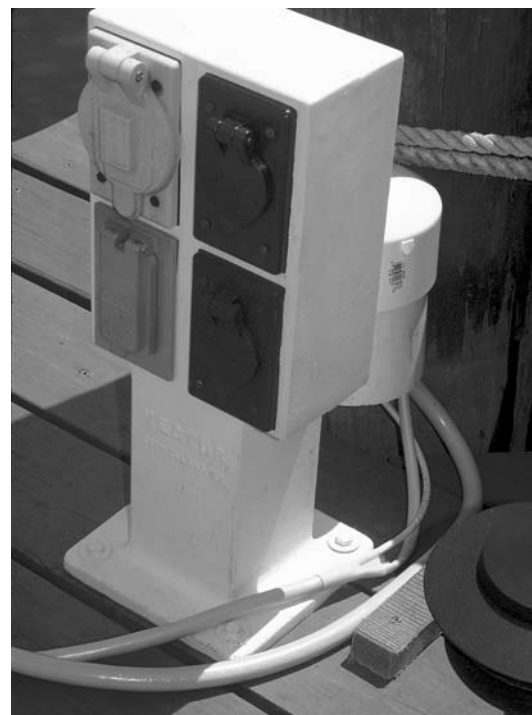
The humble bucket has another use when it comes to controlling troublesome tenders of the inflatable variety. Inflatables are prone to flipping over on the end of their painters in gusty conditions. More often than not, the wind gets under the bow and lifts the front of the dinghy first. However if you pass the dinghy painter through the handle of a bucket filled with water before you stream your inflatable astern, you'll greatly reduce the chance of a capsize. The bucket floats just forward of the dinghy, acting as a hefty weight when the wind tries to lift the bow. 

Shorepower cover

by Don Launer

AT OUR DOCK WE HAVE THREE SHORE cables: the 35-amp AC power cable, the telephone cable, and the cable-TV. To keep the shore-end plugs of these cables out of the weather when they're not being used, we've installed a short section of capped PVC pipe of appropriate diameter on the piling next to our shorepower pedestal. We tuck the unused cable plugs up into this

section of pipe. This keeps them dry and retards tarnishing of the prongs, something which is accelerated when they are exposed to sun, rain, or snow. This tarnishing is most noticeable in the poor performance of the cable TV and telephone, however tarnishing of the AC power cord prongs can lead to a greater danger: severe overheating of the plug due to poor electrical contacts. 



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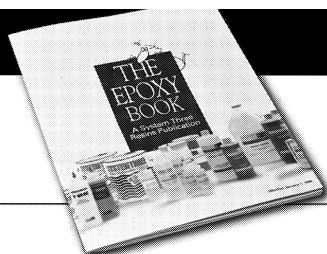
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Prolonging romance with your boat

Boat Maintenance: The Essential Guide to Cleaning, Painting, and Cosmetics, by William Burr Jr. (International Marine, 2000; 170 pages; \$22.95.)
Review by Karen Larson, Minneapolis, Minn.

BILL BURR BOUGHT A 14-YEAR-OLD boat, moved aboard, and set about making it "like new." His projects were not so much of the power tool, Sawsall, and mechanical variety, however. He didn't rip out the toilet, replace the cabin liner, install a new engine, or rebed the stanchions. Instead, he cleaned them.

In the process, Bill learned what works and wrote a book telling others how to make a boat sparkle: every square inch of fiberglass, wood, and fabric, and all the metal, plastic, vinyl, rubber, and line. And while he's at it Bill gives the reader a short course in coatings, sealants, and adhesives.

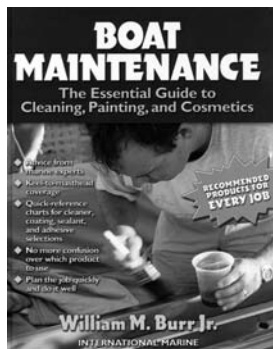
He couldn't resist. Bill retired from a career in the chemical industry, so he is able to explain what every sailor needs to know about the chemistry of available cleaning products. One particularly helpful section ranks cleaning products on a scale from acid to alkaline and tells how to choose what's right for the job. An enlightening appendix discusses the main chemical ingredients in brand-name products. He read the MSDS (Material Safety Data Sheets) so the reader doesn't have to. Bill does not believe you need a boat full of half-empty bottles, however, and is happy to recommend ordinary household products such as lemons and baking soda.

He breaks up the maintenance of fiberglass, wood, and metal into a process of first cleaning the surface; second, preparing it (by polishing or sanding); and third, protecting it from chemical or physical damage (using waxes, paints, varnishes, or other coatings).

This is important, he tells readers, because "A piece of equipment that has been kept clean and maintained according to the manufacturer's directions will seldom fail . . . A boat is made up of thousands of parts that must always work. Safety is no accident; it must be earned."

This book is well organized to help sailors keep their boats shipshape no matter how they go about a project. It offers maintenance schedules, tasks by section of the boat and type of job, as well as an index of brand-name products and an overview of their components.

What does a book like this do for those of us who own and love older sailboats? The author states it eloquently: "Has any other inanimate object created so many dreams of adventure? Boats have been called aphrodisiacs and vehicles to another life. When the wind and sun are perfect, when beauty, grace, and escapism combine, it is still efficiency, skill, prudence, and care that make everything work . . . laying hands on every inch of a boat's woodwork, fiberglass, and metal is the best way to know it, the way to keep it young and beautiful. In the end, *Boat Maintenance* is about prolonging the romance between you and your boat."



Bringing a drowned cat back to life

Wreck and Resurrection, How I Made \$60,000 Repairing My Sailboat, by David Harris (Tortuga Books, 2000, 191 pages, \$14.95.)
Review by Tom McMaster, Minneapolis, Minn.

IN SEPTEMBER OF 1998, HURRICANE GEORGES ROARED THROUGH the Caribbean Sea and continued on a course that would take it through the Florida Keys and the Gulf of Mexico. When it became evident that Georges would score a direct hit on the Florida Keys, author David Harris prepared to evacuate. *Wreck and Resurrection* is his account of securing his belongings, including his 32-foot catamaran, *Top Cat*.

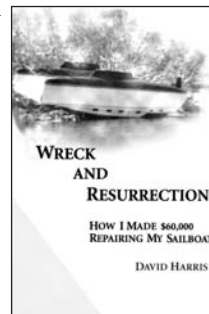
Georges arrived, hitting Key West on September 25, 1998. David began having second thoughts about whether *Top Cat* would survive in the poor holding grounds of the Keys. His premonitions were entirely accurate. Upon returning home, he found out what 110-mph winds and an 8-foot storm surge will do to low-lying areas such as the Keys. Trees and power lines were down, some homes were missing roofs, and the surge had done considerable damage. *Top Cat* was missing, no longer floating where he had seen her last.

The author found his wrecked boat upside down miles from where he had attempted to secure her. The mast was broken, the hulls had gaping holes in them, personal belongings were scattered about, and everything inside was soaked.

His troubles were just beginning. The book takes us through dealings with insurance agents, brokers, claims adjusters, foreign underwriters, salvage companies, boatyards, and parts distributors. Getting his insurance claim paid was a monumental task, one that took dozens of letters, email messages, phone calls, and faxes. Nearly seven months after filing his claim, David received his settlement.

Early in this process he searched for a boat to buy with the insurance proceeds but couldn't find a suitable replacement. After discussing these matters with his family, it was determined that *Top Cat* was part of their family and should be repaired. Sticker shock soon set in as he shopped around, getting estimates to do the repairs. When he couldn't be sure the insurance money would be enough to get the job done, he decided to tackle the enormous job of repairing *Top Cat* himself. Resourcefulness and determination went a long way in helping David achieve success in bringing *Top Cat* back to life, her resurrection.

I came away from reading this book wondering more than just a little, who the book's target audience was. It is obvious that no two salvageable wrecks would be the same, so the details of repairs made to *Top Cat* would not necessarily be helpful to anyone courageous enough to attempt what David did. Any layperson attempting to do repairs of this magnitude might find some useful information while reading this book, but in my opinion, that information lies in understanding what one is up against and the many pitfalls one must avoid to achieve favorable results. This isn't provided in the detailed text of the many repairs done to this particular boat.



Vintage voyage for two men and a cat

The Boy, Me and The Cat, by Henry Plummer (Cat Boat Association, 2001; 191 pages; \$29.95; <<http://www.catboats.org>>.)

Review by Ginger Marshall Martus, Vincentown, N.J.

TURN YOUR IMAGINATION ON AND TRANSPORT YOURSELF TO 1912. You're aboard a 24-foot 6-inch Cape Cod Catboat, named *Mascot*, with one other person and a real cat, named Scotty, sailing from Massachusetts to Miami, Florida. This is a day-to-day log of an adventure in an era when few ventured far from their own snug harbors.

This saga is a most unusual round trip, the 1912-1913 voyage of Henry Plummer, from New Bedford, Mass.; his son, Henry Jr.; and their cat. They departed New Bedford October 10, 1912, and so began a log, written by Henry Sr. in his own style of quaint everyday language, which is both entertaining and witty, with some made-up nautical terms. Near New

Brunswick, N.J., for example: "A wooly came over the high shore and things began doing at once" or "all day long we were knocked and smashed about by an indescribable jumble of crooked water."

Along the way they encounter storms, gales, cold, snow, and ice before reaching the warmth of Florida, which Henry didn't seem to care for — too many bugs. He tells about problems as well as the beauty of the day and the shore scenery. The trio went hard aground many times,

and they were shipwrecked on a desolate area on the coast of North Carolina, where they patched and repaired the boat. It's a wonder they reached Florida at all!

Henry apparently enjoyed cooking and goes into detail about what they ate along the way. How about coot stew, Bologna a La Mascot (recipe included), old squaw stew, or what he did with 25 pounds of green turtle meat? In the epilogue, Henry Jr. admits he was not a sailor at heart but for eight months and eight days, *Mascot* was home, and he did his best, even though Dad did not always think so. Poor Scotty had her ups and downs, too, mostly panic attacks, which finally did her in. They gave her a Viking funeral.

The book has original photographs from that long-ago era plus Henry's own sketches and maps. I was intrigued with his observations about, and photos of, places I am familiar with today. A great read.

The first edition of this now classic story was self-published, mimeographed and handbound, in 1914 by the author in a limited edition of 700 copies which went to friends and subscribers. This edition received much publicity, many letters of praise, and requests for more copies. Then 50 years later it was privately re-published. Several years ago the Cat Boat Association acquired four albums of the author's original photographs plus personal papers, letters, and newspaper clippings. With these additions, the association published "this much enhanced edition . . . to keep it alive for future generations."



Celebrating a deep passion for sailing

From the Cockpit of the Rubaiyat, by Donald Rothschild (Archer Books, 2001; 175 pages; \$15.)

Review by John McCann, Elkins Park, Pa.

FROM THE COCKPIT OF THE RUBAIYAT IS A book that speaks to the amateur sailor in those of us for whom sailing is a passion beyond logic and yet who, in all likelihood, will never venture forth upon the world's great oceans in a solo circumnavigation or crew in the America's Cup.

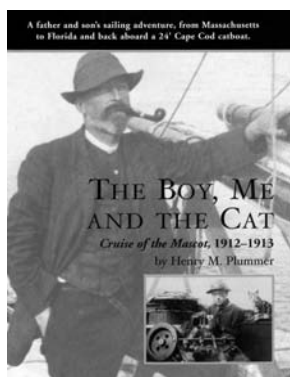
In a collection of essays — part yarn, part memoir and sea tale — Donald Rothschild shares with us his experience of returning to sailing at age 50 after a long hiatus devoted to family and career. It is this love of the sea, of sailing, and the boats we sail in, that the author celebrates, whether piloting his spanking new Catalina 22 down the Potomac River, cruising the Chesapeake Bay in a restored Pearson 365, or exploring the waters off Newport on his beloved *Rubaiyat*, a classic Sam Crocker 1984 Stone Horse.

And like the poet Omar Khayyam, whose quatrains from *The Rubaiyat* introduce each chapter, Donald calls upon his readers to join him in the adventure of life, the joy of living it in the moment, preferably on the water, preferably on the boat of our choice.

While often humorous — the author has the good fortune to be able to laugh at himself when at times his sailing skills are less than expert — he can also be quite reflective, as when he reminds us that "sailing is not a contest of man against nature, but rather man's concession to the necessity of being in harmony with nature and the universe." And so we gladly follow along with him on his journey.

We applaud and delight in his sailor's "logic," a species of familiar reasoning whereby, having determined the Catalina 22 is too small for cruising the Chesapeake, he feels called upon to buy a larger boat. Nor are we unduly surprised when in time he comes to realize the Pearson 365 demands even bigger water, and so sells his home to move to Rhode Island and gives up his job to find another.

While I recommend this book as an honest and, at times, insightful look into one man's sailing experience, it is a work primarily destined for the already converted. It both benefits and suffers from its very nature: the sea tales of an enthusiastic amateur sailor seeking to share with the reader the joys and tribulations, successes and miscues of a sailing life. And while Donald can be a fine spinner of yarns, he seems at times, to be straining for effect. He repeatedly reminds us how important his sailing life is to him, but often fails to make it come alive, to allow us to "feel" the people and places and boats that constitute the texture of his voyage. The book could benefit from a tighter, more organic inner structure and better editing. There are too many clichés, misspellings, grammatical errors, and too inordinate a use of adverbs for someone conversant with the magnificent Persian poetry of Omar Khayyam.



To Hawaii in an inflatable dinghy

Experiment in Survival: Across the Pacific with George Sigler, by George Sigler (Vero Technical Support, 2001; 198 pages; \$12.95.)

Review by Karen Larson, Minneapolis, Minn.

IF GEORGE SIGLER HAS JUST ONE REGRET IT IS THAT HE DIDN'T publish his book, *Experiment in Survival*, sooner. The book details the Pacific crossing that he and a friend made in a Zodiac inflatable in 1974 to study survival conditions. The trip from Oakland, Calif., to the Hawaiian island of Oahu lasted from July 4 until August 28. The two men had solar distillation kits for producing water and hard candy for carbohydrates. Since they caught almost nothing to eat along the way and had negligible rainfall, they were forced to survive for 56 days with these supplies.

Why would two men go through an experiment of this sort on purpose? As a naval aviator and delivery pilot, George was familiar with survival kits and had been rescued at sea once after his plane was downed. He was extremely interested in the length of time an individual could last without basic necessities. His research led to the development of a survival kit, the SIG II, which is no longer on the market.

He also determined that life rafts that cannot be steered are missing the point. The craft must have the ability to travel in a given direction with a jury-rigged sail to propel it. EPIRBs and watermakers have improved since the early 1970s, but life rafts — in spite of becoming high-tech cocoons — have not. The inhabitants must rely on being heard or seen and rescued before they perish.

"I wrote this book because sailors still expose themselves to the dangers of crossing oceans in small boats," George writes. "This book might give one person the knowledge that

might one day save his life if he becomes a castaway." Indeed it might. George focuses on supplies for a survival kit, what happens to the castaway physically and emotionally, and the boredom and discomfort of spending days at sea in wretched conditions with little strength or energy. Their raft, with a small tarp for a sail, covered 2,700 miles in 56 days, just over 48 nautical miles a day.

George includes a list of basic necessities for a survival kit and his rationale for departing from the traditional wisdom in cases where he

chooses an alternate course (such as preferring to pack carbohydrates rather than protein). He also includes a simple and small navigational device which could help the castaway locate land.

This isn't a book to read once you're adrift in a life raft. It's one to read in advance . . . one to take very seriously sometime soon.



Words of wisdom from a bygone age

American Merchant Seaman's Manual: For Seamen by Seamen; Fifth Edition, by Felix Cornell and Allan Hoffman, Eds. (Cornell Maritime Press, 1969; 833 pages.)

Review by Will Clemens, Los Altos Hills, Calif.

(A historical book review. Many of the old books are simply too good to overlook.)

YOUR BOATING LIBRARY MAY INCLUDE Chapman's for general rules and seamanship, Eric and Susan Hiscock for practical instruction, Don Casey for maintenance, Bowditch for navigation, maybe even Tristan Jones for some salty stories.

Consider tracking down a vintage copy of the interesting and helpful *American Merchant Seaman's Manual* to supplement the contemporary resources. Produced for the deckhands of pre-containerization working vessels, the *AMSM* was intended to be "a manual that would contain under one cover all of the information necessary and of vital interest to seamen." With valuable illustrations, diagrams, and glossaries, the *AMSM* offers thorough (and now unique) overviews on many topics of great interest to the low-tech, low-budget, short-handed community.

Moving your mainsheet, adding running stays to your rig, or designing a self-steering system? The short chapter on blocks and tackles illustrates the mechanical advantage gained from different combinations and how to reeve the tackle of choice. By understanding these formulas and diagrams, you may improve and simplify your solution.

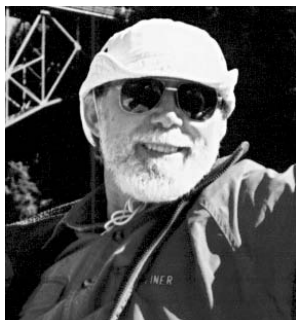
Trying to quickly calculate your distance from shore, without leaving the cockpit of your small rocking boat? Apply the Bow and Beam Bearing, and you will need only your log and a landmark ashore. You won't need to fuss with your GPS plot and your chart for this quick calculation, allowing you to focus on your danger bearing.

Not all of the book is relevant to today's boater (unless you want to learn about steam windlasses, or how to thin the paints of yesteryear), but every chapter offers something. There is also much dated, but interesting, information, such as a comprehensive list of helmsman's commands ("Right handsomely," "Nothing to the left of") and first aid for a ship full of men (the symptoms of delirium tremens: "Patient becomes wildly excited, waves his arms in meaningless gestures").

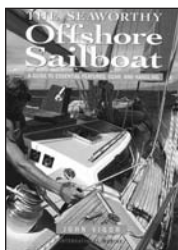
A more recent sixth edition hardback may be available at your bookstore for about \$45, but a used copy of an earlier edition will cost you only about \$15. The *American Merchant Seaman's Manual* will not replace Chapman's and Casey, but it will supplement your library with detail on how to manage a boat with simple tools and skills that do not receive much attention in today's marketplace. And you get some salty language and stories as a bonus.



Some of our good old favorites

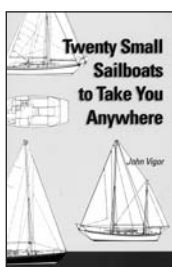


One of our favorite people, John Vigor, sure sells a lot of books! His newest, the ones we take so many orders for, are **The Seaworthy Offshore Sailboat** and **Twenty Small Sailboats to Take You Anywhere**. We have a couple of his earlier releases on our bookshelf as well. John has worked for newspapers around the world and is a contributor to leading sailing magazines. He has sailed for more than 40 years in boats ranging from 11 to 40 feet in length and has logged some 15,000 miles of ocean voyaging. He was national champion of the South African International Mirror Dinghy Class. In 1987, when South African politics made them uncomfortable, John, his wife, and one of their sons left South Africa and sailed to the U.S. in their 31-foot sloop.



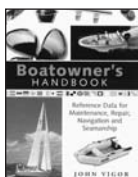
The Seaworthy Offshore Sailboat, by John Vigor – A favorite on the subject of offshore preparations, including information on how to prepare the boat you own, rather than the one in your dreams. \$29.95.

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Twenty Small Sailboats to Take You Anywhere, by John Vigor – This is the book *Good Old Boat* is reprinting chapter by chapter (a strong statement about how much we like this one). If you'd like to get to your boat's review, assuming it's one of the 20, before we finish this series sometime next year, here's how to get that information more quickly. \$19.95.

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The Boatowner's Handbook, by John Vigor – Handy reference data for maintenance, repair, and cruising. \$21.95.

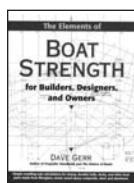
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The Practical Mariner's Book of Knowledge, by John Vigor – 420 sea-tested rules of thumb for almost every boating situation. Topics are alphabetical from "abandoning ship" to "zincs." \$17.95.

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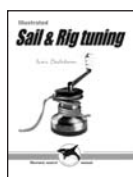
Boat Strength, by Dave Gerr – The best single book we've seen on construction methods for fiberglass, wood, wood-epoxy composite, steel, and aluminum. \$34.95.

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Heart of Glass, by Dan Spurr – Everything you ever wanted to know about the history of fiberglass boatbuilding. Truly a treasure. \$27.95.

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fred@postaudio.net

Paceship PY23

1974 Canadian classic with centerboard and tiller. 4 sails, 4 berths, head, sink, cooler, VHF, autopilot, 8-hp Mercury, trailer with new tires and lights. Located in Milwaukee. Asking \$3,500.

Mike Leigh
262-786-8628
marliandmike@earthlink.net



Albin Vega 27

A very well-equipped vessel capable of remarkable voyages. Extensive renovation 1999-2001. Diesel. Trailer. Recent survey. \$12,500.

Dale Hedtko
hedtko@uswest.net
651-690-1464

Falmouth Cutter

1993 by Sam L. Morse. Hull #31, green/cream. Second owner. Got married, bought house. Boat is a refit project that needs woodwork: assembly and mounting of all exterior trim and some interior parts, rudder rehanging, mounting of bowsprit and boomkin, standing and running rigging, other finishing. Hull and deck practically unused, in storage the last 4 years. The forward cabin is gutted and ready for completion, the main cabin is

workable. Boat has many new parts: custom cast silicon bronze hardware, bowsprit and boomkin, aluminum mast and boom. Tall tabernacle, full set of working sails, 4-stroke Honda OB. In Annapolis. Good home wanted, asking 28K. Let's talk. Photos available via email.

Rob Young
703-780-3747
capn_rob@hotmail.com



Nor'Sea 27

1978 aft-cockpit model. Solid offshore-capable cruiser in very good condition. Recent survey. 3'9" draft. 6'1" standing headroom. 7 bronze opening ports. 5 sails in very good condition. Whale Gusher 25 manual bilge pump. 25-lb. CQR w/rode. New: Yamaha 9.9 Hi-Thrust 4-stroke (less than 10 hours), Schaefer 1100 roller furling, new headstay w/Sta-Lok fitting, new bottom paint. Interior not completely finished. NO TRAILER. Serious inquiries only. In Michigan. \$18,000 firm (w/o motor) or \$19,500 firm (w/motor). Price reduced. Need slip for another boat.

Kirk McAnsh
989-471-5207
kmtcansh@voyager.net

Beneteau f456

1985 French-built passagemaker. Good/very good cond. Exc. sailer. Comfortable liveaboard cruising boat. LOA 46, hull length 45, LWL 39, beam 14, draft 6. Large fin keel. Perkins 4-108 diesel with twin alternators. 3-blade Maxi-Prop. Sleeps 6 in 3 cabins. 3 heads. Spacious saloon. 110v. Sea Frost reefer/freezer. Force 10 BBQ, 3-burner stove with oven, pressure water, Furuno radar, VHF, new in 2000 Autohelm 6000 autopilot, B&G depth and log, Heart 1800 inverter/charger, 800 amps in 2 house banks plus starter batt. 2 BP 105-watt solar panels, oversize rigging, full-battened main, 130% roller-furling genoa, storm jib, 44# CQR, 47#

Danforth, electric windlass, 8-man Avon life raft, hard dinghy with sailing rig, 6-hp Evinrude OB. Other equipment and spares. \$115,000 U.S. Lying Rodney Bay, St. Lucia, in the Caribbean. If you buy the boat, I will reimburse your air fare.

Brian and Alexis
758-458-0541 evenings
legendf456@hotmail.com

Tartan 30

1976. Rebuilt Atomic 4 (less than 200 hours), new electrical system including shorepower and battery charger ('96), Harken roller furling ('99), new batteries ('01), large sail inventory, full electronics including Loran, head ('00) with holding tank, aft galley with 2-burner alcohol stove, two anchors with rode, two propellers (one folding). \$18,500. Located in Annapolis. Pictures available by email.

Dan Garner
301-776-2437
DanDGarner@aol.com

Cape Dory 33

1981 sloop. One-owner freshwater boat. Universal diesel. Main and 5 headsails. Dodger. 2 autopilots, USCG documented. \$55,000. In Mich.

John Barren
313-885-6061
barren88@attglobal.net

Al Mason-designed sloop

Bristol cond. Built by Gil Klingel. Classic steel hull 30'4", 9'4" beam. New Gray Marine 30-hp Sea Scout installed 2000. Roller-furling main and genoa, add'l jibs. 20-lb Danforth and 13-lb high-tensile Danforth. Wilcox-Crittenden head. Lectra San system, electric water pump in head. Many extras. Large-capacity well-insulated icebox. Origo 2-burner non-pressurized alcohol stove, stainless sink. This classic yacht receives many compliments, is hauled each year for bottom paint. Easy boat to singlehand. Asking \$20,000. In Middle River, Md.

Jane Smith
410-687-1398

Pearson 26

1974. Clean, solid, well-equipped. Lake Erie. \$3,900.

Towne
772-6378



Mercator Offshore 30

Good Old Boat contributing editor Theresa Fort's *Lindsay Christine* is for sale to a good home. 1971 heavily built fiberglass ocean-capable cruiser. LOA: 30', beam: 8'10", draft: 4'8". Extensive refit 2001. Volvo diesel, solar, windvane, autopilot, full suit of sails, new cushions, new paint, barrier coat, extensive ground tackle. Email us for a complete list of equipment and history. She's ready to take you anywhere. Alaska-Panama-Bahamas vet. Lying central Atlantic coast Fla. May deliver on East Coast. \$32,000.

Chuck and Theresa Fort
608-442-0287 (friends of ours, please leave a message)
theforts@fortworks.com

Cal 28

1965. ID #DM502927, LOA 28', beam 8', draft 4'6", disp 8,000 lbs, ballast 2,200 lbs, sail 355 sq ft, 5 sails, 7.5 Merc OB, 2 anchors and rode, VHF depth, knots, sleeps 6, galley, head, microwave, cushions, sail bags, main sail cover, jack stands, bottom and part of topsides painted 2000. At Sacandaga Lake, N.Y. \$5,900.

Joe Fine
518-692-3369
jfine@nycap.rr.com

Pearson Commander

1966 Carl Alberg design. Full-keel day cruiser. Well maintained and sailed regularly. LOA 26', draft 3'8". 9-hp OB included. In Coronado, Calif. \$2,200.

Marylee Goyan
619-435-2828
Ralph Longfellow
619-424-9869

Hunter 25

1974. Sails: spinnaker, genny, jib, 2 mains. Sleeps 5. Cradle. Ready to sail but needs some work. In Brant Lake, N.Y. \$3,500 OBO. Also available: trailer, \$1,000.

Trevor LaBarge
trevor@nycap.rr.com
518-494-5416

Glander Cay 23

1979. 23'9" LOA. Herreshoff design. Shoal draft: 36". Displ: 7,000 lbs. Very hearty. Built by Glander Boats of Key Largo. Yanmar diesel. Great small boat cruiser. Well equipped; call for list. Located Grand Haven, Mich. \$5,995.

Richard Fenske

616-847-2441

fensker@novagate.com

Cal 34

1971 sloop. Roller furling, 5 sails, new main 2002, autopilot, radar, B&G instruments, epoxy bottom, hard dodger, Norcold, rebuilt FWC Atomic 4 2002, Dickinson, Avon dinghy, 3 anchors, 2 props, 2-VHFs, Loran, GPS. A great boat at a great price, Bellingham, Wash. \$22,900.

Robert Kilbourne

360-715-1846

Kilbourn@cs.com



Stuart Mariner 19

1989. CB model. 4 sails, Porta Potti, mast-raising system, gal. trailer, bow and stern pulpit w/lifelines, new 5-hp 4-cyl. Nissan. More. Excellent. \$8,500. Located in Chesapeake Bay.

Chesapeake Mariner

202-7938

chcab@earthlink.net

Falmouth Cutter

By Lyle Hess. 1984 in excellent condition, with Yanmar diesel engine, beautiful cedar interior, full electronics, and new interior cushions, lying Camden, Maine. Ready to sail. \$55,000.

Chris Spohr

508-362-2248

chris.spohr@worldnet.att.net

San Juan 23

1976. Good cond. Fun, safe, easy-to-sail swing keel on an oversized dual-axle trailer with surge brakes. 1998 6.0 Johnson 4-stroke long shaft OB with less than 15

hours. Main sail with cover, 100 and 150 sails in good cond. Like-new cabin cushions, Porta Potti with pumpout connections, newer VHF and compass, alcohol stove, sink, cockpit cushions, and zippered companionway screen. Located Fenton, Mich. Asking \$4,000 for the boat, trailer, and motor. Or \$3,000 for just boat and trailer.

Peter Hintz

pet_car.hintz@worldnet.att.net

810-750-7369

O'Day 25

One boat too many forces sale of *Raptackle*. This good old boat has a shoal keel and has never seen salt water. With trailer. Within last six years has had a new West System bottom, sails, upholstery, VHF radio. Within last year running and standing rigging replaced. Located Kunkirk, N.Y., Lake Erie. Asking \$8,500.

W. John Meader

bjmeader@aol.com

716-537-9087

Pacific Seacraft 25

1977 cutter rig. LOA 28', draft 3'4", beam 8', disp. 5,500 lbs., double-ender, Yanmar 8-hp diesel, 17-gal. fuel, 12-gal. water, dodger, windlass, 2 anchors, cockpit cushions, 6 operable portholes, head w/holding tank, VHF, CD, main, 110% genoa, staysail w/reef points, 1994 two-axle trailer with surge brakes. Full boat cover. Located in southwest Colorado. \$21,500.

Frank Weis

sjw@frontier.net

970-883-2622

Tanzer 16

1976 daysailer. Ready to sail. On 1997 trailer that's never been in the water (launched with crane). Main and jib. Motor mount 1999. Currently in R.I. Can deliver from N.J. to Mass. Got bigger boat. \$2,500. Photos by email.

A.F. Cano

afc@shibaya.lonestar.org

732-933-1307

Westerly Longbow 31

1971. Cruiser/racer designed to give the sailing family considerable comfort and for extended cruising. Beam 9'6", draft 4'6", sleeps 6+. This freshwater boat has also been equipped for

racing. Sails include 170% genoa, reacher, spinnaker, and 7 add'l sails. 25-hp Volvo diesel, tri-foil headstay, folding prop, pressure water, recirc. toilet plus shower, propane stove, wheel steering, VHF, KSI, echo sounder, 2 stainless iceboxes, anchor, heater stove, cockpit cushions, and steel shipping cradle. Needs work. Located Bayfield, Wis. \$12,900. Marina slip also for sale.

Jeff Taylor

312-315-9672

jntaylor@earthlink.net

Tartan 30

1978 Sparkman & Stephens classic. LOA 29'11", beam 10'0", draft 4'11", displ. 8,500 lbs. Exc. cond. Freshwater boat. All sails incl. cruising spinnaker. VHF, depth, Loran, knots, shorepower, battery charger, solid fuel cabin heater. Dinghy included. \$19,500 OBO.

Gerry Dyer

616-956-3475

Eastsail 25 Offshore

1986. Arguably the best pocket cruiser of like size. Four times stronger for its weight than an Airex-cored boat. Traditional bluewater design, cutaway full keel, outboard rudder, cutter rigged, 6' headroom, diesel powered, displaces 7,000 lbs. 21-ft waterline. See webpage: <<http://www.eastsail.com>>.

Gerald Newcombe

603-224-6579

603-224-6570 (fx)



Chesapeake 32

1960 Philip Rhodes fiberglass classic. Hull #1. Full set of sails includes spinnaker, Westerbeke 26G, new Kenyon mast 1990. New cushions in 1999. Located in northern Chesapeake Bay. \$18,500. Call for details or a sail.

Fred Wilson

610-644-0649

West sail 32

Hull #47. 1972. New engine in 2001. Everything upgraded in last

two years. Factory custom-built boat. Radar, Maptech, autopilots, dingy with Nissan, 5 sails.

Pictured in *Good Old Boat*

September 2000. Sailed down river system from Lake Michigan last fall. Now lying Port Charlotte, Fla.

Russ Oldfather

941-625-1869

judieruss@aol.com

Ericson 29

1973. New bottom 1992, new main 1996, 30-hp Atomic 4 rebuilt 1998. Incl. dinghy, portable A/C, Bimini. Exc. maintained for 10 years. \$18,000.

Carolyn Sober

301-933-0464

carolyn@peakloads.com

Cal 2-25

1981. Designed by Bill Lapworth, an amazingly spacious and full-featured performance cruiser. Very good condition, mostly yard maintained, has seen relatively little use. New Yanmar 2GM20 18-hp FWC engine and saildrive, Max Prop feathering prop, four sails, new holding tank and plumbing, new bilge pump, shore power, Harken furler, knots, new depth, VHF, new stereo, new spreader lights, dual batteries, double lifelines and pulpits, boarding ladder, new propane stove, propane Magma grill, pressure water, solar vent, hardware rebedded, two coats of Micron/Biolux in 2001, new main cabin windows, new wood cradle, Walker Bay dinghy available, pictures and details at <<http://www.pathfinder.vze.com>>.

\$11,900 or best offer.

Doug Smith

908-904-0570

dwsmith@eclipse.net

Gulfstar 36

1971. Roomy motorsailer, 80-hp diesel, 105-gal. tank, enclosed center cockpit, furling jib, 2 heads, shower, big master cabin, 12-ft beam, 3.5-ft draft, hydraulic steering, new stainless holding tank. Great liveaboard. Clean, sound. At Alpena, Mich. on Lake Huron. Call for info and photos or visit <<http://www.ablboats.com>>. \$39,000.

Hillis Johnson

517-782-9135

O'Day Tempest 23

1966. Hull #139. Overnighter with fixed keel. 2 bunks and 8-ft cockpit. Has furling jib, self-tailing winches and 6-hp Evinrude in well. Spinnaker and Triad trailer. Located Sam Smith's Boatyard, Cooperstown, N.Y. \$5,600.

Mayo Snyder
607-547-1086



Nan Tai 37

Great Lakes Cruiser. 1982 Taiwanese-built comfortable liveaboard cruising sloop. Equipped for extended cruising. Fiberglass hull with overlaid teak deck and decor. Very good cond. Exc. sailer; easily maneuvered in harbor. Sleeps 4 comfortably, can accommodate 7. Two cabins each with head, shower, double bunk, and hanging locker. Has 3 sails, including jiffy reefing main and roller furling jib. Pedestal steering. MD17C 35-hp Volvo Penta diesel with fuel for 900-mile range. Partial or full cockpit enclosure and full cockpit cushions. LOA 36'6", beam 11'10", draft 5'6", freeboard amidships 5', mast height above water 53' excluding antenna. Disp. 18,000 lbs, ballast 6,000 lbs. Modified fin keel and skeg-mounted rudder. In Mich. Age and increasingly frequent minor health problems are precipitating retirement from active sailing. Asking \$51,700.

Bob Parsons
989-734-7216
rwp49779@george.lhi.net

Pearson Triton

1965. Good cond. Full-batten main '99, old main, 150 genoa, and small jib. Atomic 4 in good shape. Roller furling. 4' draft. Propane portable stove, cabin heater. Encl. head Porta Potti. In Colorado. \$11,900. Custommade Outlaw trailer '97. \$4,500. Would consider delivering boat.

Paul Hallock
970-883-2461 eve
970-884-7362 day
sparkleglass@frontier.net

S2 7.9

1984. Freshwater boat in excellent condition. Fixed keel. 1994 North Regatta sails: 100%, 155%, full roach main, spinnaker. All sails refurbished May 2001 and in excellent shape. 2000 8-hp Honda 4-stroke. Autohelm. Signet depth and speed. 2 bulkhead-mounted Suunto compasses. May 2001 marine survey valued the boat at \$15,740 before the new engine, small Bimini, and other extras were added. Located on Lake Hartwell, S.C. \$14,000.

Jesse Tate
864-419-7685
relesha@aol.com

Pearson 22

1971. Rare 22-ft model, hull #87. 5 North Sails exc. cond. including spinnaker. 6-hp Johnson. Teal green. Fin keel draws 40 inches. Cradle, V-berth and 2 quarter berths. Fully equipped. Bay City, Mich. \$1,900.

Tim Gauthier
248-652-7099
tim.gauthier@delphiauto.com



La Paz 25

25-foot motorsailer. 1974 design by Lyle Hess. 3-cylinder Volvo Penta diesel inboard. Also 10-hp Honda outboard. On Trail-Rite tandem-axle trailer. Clean. In SE Wisconsin.

Brian Good
262-745-1029 (cell)
262-642-3642
rtbklkg@aol.com
goodbl@centurytel.net

Islander 37

1968 Bruce King-designed tall rig sloop. LWL 28'8", beam 10'10". Completely restored. Pristine. Mahogany/teak interior. Unifers. 23-hp diesel. In the water, ready to go. *Quest* is a classic and turns heads. Too many extras to list. Located south of Boston in Cape Cod Bay. \$75,000 OBO.

Kathy Malloy
781-585-8021
kmalloy@mwgbiotech.com

Gear for sale

Complete sailing rig

From 1966 Chris-Craft Capri 26. Includes mast, boom, sails, running and standing rigging, and both deck winches. All in good condition or better. \$900. Located near Louisville, Ky.

R. W. Tennent
812-967-4323
mvblindog@yahoo.com

Engine and more

Perkins 4108 rebuilt in the '80s but believed to be relatively low hours. Smooth running, easy starting, 50 psi oil pressure and doesn't smoke significantly. \$1900.

Dodger and separate Bimini, both with frames in good condition. \$750. Blue Sunbrella. *NASA Fridge insulation*. Heat Shield Marine, 1" thick in a 4'x8' size. \$150. (New price \$326.)

Hugh Owens
208-232-7236
208-317-3444 (cell)
cal48@cableone.net

Bukh diesel parts

Bukh Pilot 20 2-cylinder diesel in good cond. except the cylinder head is corroded beyond economical repair. Will sell the engine for parts, or buy a low-priced head to reassemble to working condition and sell. Transmission good, block and bottom end good.

Jerry Powlas
jerry@goodoldboat.com
763-420-8923

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8-foot dinghy in very good cond. (we just built a nesting dinghy). \$500 plus shipping from Pennsylvania or deliver in Annapolis area +/- 50 miles.

Bill Blazina
814-643-5264
blazina@juniata.edu

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Wenoga information

Looking for information on the location of the 80-foot ketch *Wenoga*. Classic style, built in the late '50s. Last seen in Miami.

John Cox
765-463-6396
Johncox01@hotmail.com

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Jerry Powlas
jerry@goodoldboat.com
763-420-8923

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jerry@goodoldboat.com
763-420-8923

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Tony Warfield
253-756-0618
warfield@earthlink.net

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In any reasonable condition. I have sails. Also could use trailer if available. Must be in Northeast U.S. I am in East Hampton, Long Island.

Lou Diamond
613-329-9714
captaindiamond@yahoo.com

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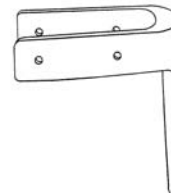
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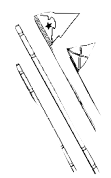
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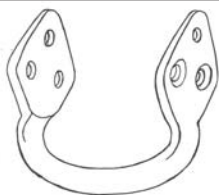
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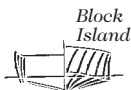
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Baja from Page 39

time. But for cruising other areas with more wind than sun, I'd certainly keep it. There is something pure about producing electric power from the wind that I find appealing. Maybe it's part of the same intrigue I have with sailboats.

Why didn't we add regulators to the solar and wind generator systems? Because we lived on our boat and were there to monitor voltage. Overcharging was seldom a problem with the large battery bank to absorb the amps and the constant demands of the refrigeration system and other onboard draws to consume power. All three charging sources were fused, were capable of being turned off, and had ammeters to register their individual output. A loose wire on the alternator or a problem anywhere in the charging systems was soon detected.

Power storage

More than once, we lived for an entire year without plugging into shorepower, yet our boat had the golf-cart batteries I installed years before we left to go cruising. These deep-cycle 6-volt batteries (used in pairs for 12-volt systems) provide the cruiser with an excellent value. I realize there are newer, high-tech, even bulletproof batteries available on the market, and they may be appropriate for people who have the money but don't have the time to check things like the level of water in their batteries. I always paid careful attention to the batteries that were the heart of our power system. The water levels were checked weekly, and their voltage level was monitored several times a day.

Maho Blues had six golf-cart batteries (one pair in bank #1 and two pairs in bank #2) that could store approximately 800 amp-hours of energy. These were lead-acid or flooded batteries, as opposed to gel-cells which require no service but have a shorter life. The battery selector switch was generally kept in the "both" position. My strategy, which worked well for us, was to prolong battery life by using a large bank that was seldom deeply discharged. There was no separate starting battery for the diesel, no isolators, no battery combiner, no

*"More than once,
we lived for an entire
year without plugging
into shorepower, yet
our boat had the
golf-cart batteries
I installed years before
we left to go cruising."*

\$300 digital monitoring gauge, and no battery temperature sensing system to feed back information to the voltage regulator.


Battery charge level was simply monitored on the high-quality analog meter that came with the boat and double-checked when needed with a handheld digital multimeter. The trick is in knowing that all loads must be removed for several minutes before a battery bank will give a true voltage reading (the battery will register lower under load) and that by the time a so-called 12-volt battery gets down to 12 volts, it is nearly dead. On the other hand, batteries that are being charged by the alternator, the solar panels, or the wind generator may appear to be nearly up to 14 volts until the charging source is turned off and the batteries are allowed to rest for 10 or 15 minutes. The entire range for a battery from full charge to nearly dead is only in the one-volt range between 12 and 13 volts, and batteries that are seldom discharged below a level of 12.4 volts will have a long life. Only distilled water was added to our batteries, and the specific gravity was checked with a hydrometer if a bad cell was suspected.

Fuels

In an ideal world I would use one fuel for everything on a boat: diesel. But while excellent for the main engine, this fuel is not appropriate for small outboard engines or for efficient cooking stoves. Along with the fuel in our tanks, we carried a small container of diesel for fuel filter changes and a couple of designated jerry jugs (usually empty) in case we needed to transport diesel from some remote location to the boat using the dinghy.

We carried 10 gallons of gasoline including a gallon mixed with oil and ready for use in the dinghy and

another gallon mixed with oil ready to go on the boat. Our Nissan outboard had an integral tank that held a half gallon. Gasoline was stored out of the sun in a vented locker that also functioned as a cockpit seat.

Our third fuel was propane. Quality propane stoves are fantastic, and an outside propane barbecue is a must in Baja. It gets too hot in the summer to cook down below. We lived with kerosene for years out of fear of propane and because it was expensive to convert. But eventually we did change over. I did everything by the book with a remote solenoid shut-off valve in a vented cockpit locker (under a second cockpit seat), and we carried an extra propane tank under the helm seat. We purchased a Force-10 stove with a thermocouple to shut off the gas flow if the flame is blown out by the wind. Less expensive propane stoves, such as those designed for use in RVs, do not have this shut-off safety feature. 

(More tips from Roger and Bette will appear in the September 2002 issue of Good Old Boat.)

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Defiant confession, from Page 3

interior. That is too invasive a procedure to resort to since the wire has caused no problems for 26 years.

Be assured that I have replaced one gate valve with a true ball-valve-type flanged seacock, because it was too small to serve the new engine, and I will be replacing some of the #12 solid wire with #10 tinned and multi-stranded wire as part of replacing the inverter that was fried in the lightning strike. I don't dispute that the modern flanged ball-valve seacock is better. I don't dispute that multi-stranded wiring is better. Perhaps if my boat had been in salt water for 26 years the valves might have failed.

Perhaps I've set a bad example here. What should you do?

I recommend common sense. Be skeptical of anything you read or hear on these subjects from any source, including the pages in this magazine and the words of this editorial. Components that have served satisfactorily for 26 years and whose condition can be evaluated and verified may be seriously considered for continued service.

What about the gate valve I took out? I dismantled it and studied it carefully. It was fine. Then I threw it away.

I think most of the standard advice in the "yachting press" is good advice. I also think that sometimes we restate the same opinion so often that it seems to be fact when it is really frequently retold folklore. I'm beginning to think that at least some of the articles on lightning are in this last category.

Maybe if it ain't broke, don't fix it.



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Stone Horse #1

A little story about your January 2002 issue article on the Stone Horse. My first boat was an Edey & Duff Stone Horse . . . a beautiful green hull with "proper" brightwork. I sold her to purchase a 33-foot Phil Rhodes Swiftsure. The Swiftsure's owner and I were heading out from his dock to go to the yard for the survey haulout when we went by the most disgustingly kept boat that I had ever seen. I realized it was a Stone Horse. You would not have believed the green slime that covered this beautiful hull form. From your article, I now know that she was hull #1. It's nice to know that she has been rescued.

Brewer Ezzell
Wrightsville Beach, N.C.

Overboard ladders

I found Don Launer's brief article on the overboard ladder (May 2002) very interesting. He speaks of feeling foolish about falling overboard. Well, I think we've all done that! I think the *real* interesting foolishness would be a videotape of Don climbing back aboard on his rope-hung ladder.

He does not say how far below the water level the lowest rung of the ladder should be, but I would suggest that two feet would be an absolute minimum to get your first foothold. I don't know about Don's boat, but the turn of the bilge on mine starts just a few inches below the waterline and heads inboard very sharply. What happens when you try to put your weight on that first ladder rung is that it immediately heads directly up against the hull (making the entire ladder taut against the hull). Now your foot is one to two feet inboard of the hull freeboard you are trying to climb, and the step is only two to three inches wide with no overhang room for your toes. The result is that you are not climbing a vertical wall (with no toe room); you are trying to climb a wall that is bent over your head — a feat for Spiderman or maybe Charles Atlas.

In short, I find these rope emergency ladders almost useless without an off-hull standoff, and a sturdy and stable one at that — not shown in Don's photo. Don says he made it — more power to him. Maybe he is Spiderman or Charles Atlas. Still, I think the video would be fun.

Phil Brooks
East Longmeadow, Mass.

Don Launer responds

Phil is right that there should be a couple of rungs down below the waterline. It's also true that the turn of

the bilge makes those bottom couple of rungs follow the contour of the hull, which is why I mentioned that the ladder should be about midships, where the sections are not that pronounced. It is also true that the rungs are pressed close to the hull when the ladder is being used, but with the relatively wide plastic rungs, this is not too much of a problem. When I use my rope ladder, I reach as high as possible, which mitigates these concerns.

That said, although not as easy to use as a conventional ladder, it's not that hard either. Frequently, when going for a swim while at anchor, I'll just use the rope ladder rather than dragging the conventional ladder out and setting it up. I'm hardly a Charles Atlas or Spiderman — just the average 76-year-old.

Don Launer
Forked River, N.J.

I like my Windpilot

Just received the current issue and was dismayed to see that you shortchanged the Windpilot. I formerly used an Aries, but it was heavy and cumbersome. Some research into windvane systems turned up the Windpilot, and it met my needs very well.

It's light, now entering my eighth decade, I release and lift the entire device over the stern by hand. It's convenient, the servo rudder swings a full 180 degrees out of the water and can be tied off in that position. It's unobtrusive, there's no big overhang or birdcage on the stern. I installed my Windpilot three years ago and am thoroughly satisfied with its performance.

Jim Ruddle
Rye, N.Y.

That's nothing, Jim. We left the Voyager Windvane out completely.

What about the Voyager windvane?

I haven't had time to read the latest *Good Old Boat*, but I glanced at the article on windvane self steering. There is another player in the field that I found quite by accident. They are based in Canada. Strangely, I have never seen them advertise in any of the likely magazines (like yours!). The product looks good; I got a quote from them for our boat, since the exchange rate is what it is. Check them out at: <<http://www.voyagerwindvanes.com>>.

Tom McMaster
Minneapolis, Minn.

Here's the rest for those wishing to get in touch with Peter Tietz at Voyager: 1730 Bishop St., Unit

13, Cambridge, Ontario, N1T 1N4, Canada. Phone is 519-653-4722; fax is 519-653-6563. Our apologies to Peter.

Farmed shrimp is great!

My first issue as a new subscriber, March 2002, hit a note that I'd like to add to about shrimp. I worked for the University of Arizona's Environmental Research Lab, specifically on the limited production of experimental "shrimp food."

I never had a bad shrimp and found one advantage of farmed shrimp vs. frozen shrimp caught by the shrimpers. Farmed shrimp are of the same age and development. When it's time to harvest, they are forced out of the clean environment of the trenches and shocked when they hit the cold water. From this dazed state, they're boxed and frozen the same day. Then they're shipped to markets around the world, or in our case not sold at all but inspected and studied. The shrimp were great to eat.

On the other hand, the shrimpers would go out and shrimp for days, weeks, even months — keeping their catch iced and in the hold until they had enough to bring to market. Which would you really prefer to eat?

Finally, regarding the "taste" of fresh shrimp vs. the lack of taste of farmed shrimp mentioned in the article, I'd like to point out that in their natural habitat — the bottom — the shrimp "bottom feed." I have come to enjoy a "safer"

Mail buoy



farmed shrimp and adjust the wine to enhance any recipe where the shrimp flavor is not blanketed with sauces.

Rodney Diehl
Tucson, Ariz.

Too much weight, dear

I was amused and somewhat nostalgic when reading Zoltan Gyurko's tale of "The South Pacific on a Shoestring" (March 2002). Ah, to be young and foolish again. Certainly, throwing a few hundred pounds of one's gear and supplies overboard to lighten a grounding displacement boat (even such a small one) rates as the latter. Any one of the heavier articles or his own weight deployed athwartship on the end of the boom would have been much more effective in reducing the effective draft of the vessel. My own response in a similar situation more than 30 years ago was to reduce displacement by suggesting that my then-recent bride jump overboard. Subsequently I was encouraged to consider other strategies such as that noted above!

Phil von Voigtlander
Northport, Mich.

WHO designed the Freedom 33?

Garry Hoyt is generally believed to have designed the Freedom 33, and we perpetuated that myth in our May 2002 issue. But Jay Paris is the designer behind those lovely lines. We learned this from Jay at the recent Oakland Expo. There's more to this story. We're hoping that when he has more time, Jay will tell us about other unrecognized designers of Freedom sailboats and a few more little-known facts. He represents a wealth of information. We look forward to sharing a thimbleful in the future.

Editors



About that engine access . . .

I am the owner of Freedom 33 #68 and was very pleased with the recent article. However access to the aft end of the engine space is via a hatch in the port lazarette. I am 6 feet, 185 pounds, and 64 years old, and I have no problem getting in there. Also, my boat has a 4-foot 6-inch draft and the tall rig and will self steer easily, but I do not trust her not to jibe when sailing dead downwind. The interior is, as per factory specs, probably ash, not oak. They are similar in appearance, and easily confused.

Jerry Weinraub
St. James, N.Y.

Bill responds

Yes, there is engine access after all. *Wastrel's* new owner did not discover the port side engine access until after I had been aboard.

Bill Sandifer
Diamondhead, Miss.

Awesome Columbias

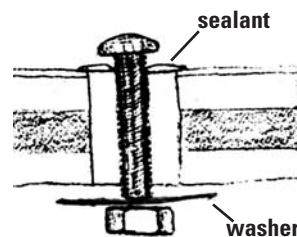
Kudos to Mike Keers and *Good Old Boat* on a fine history article featuring Columbia Yachts (May 2002). As a proud owner of one awesome 1971 Columbia 26 MKII hull #1234, it did my heart good to finally see credit given to a fine boat manufacturer. Columbia may not have been the Rolls Royce of fiberglass boats, but they did build a boat to last and one that an average person could afford.

As testament to the strength of Columbias, many are still going strong more than 30 years later. I am in the process of refitting my second Columbia. I think they're the best "bang for the buck" in the used-boat market. And they take a refit very well.

I suppose I now own what was probably considered a boat "ahead of her time." As Mike suggested, the 26 MKII's time may finally be here now. At least I believe that; she is one exciting boat to sail and continues to cause a certain amount of awe.

Hats off to Bill Tripp and Columbia for making a dream come true for me 30 years later. Good job, *Good Old Boat*; once again you prove your value in boating magazines.

Dennis Lancaster
Bellingham, Wash.



Include a large washer

As a subscriber to *Good Old Boat*, I have enjoyed many of the articles and gained valuable information. I have a 1963 Pearson Ensign, and if I had known how to properly put fastenings through the deck, I wouldn't have had to do a major reconstruction job due to the balsa core rotting out.

I was interested in your January 2002 issue, particularly the article, "Clay saves the day." Nice idea. I did notice, however, in the diagram that the bolt had a nut that was no larger than the glass that had filled the oversized hole. This would seem to mean that the strength of the fastening would be directly related to the strength of the bond of the fiberglass to the deck. If I were using this technique to fasten winches or blocks with a significant load, I would put a good-sized washer between the nut and the underside as per my notation on the illustration above. This would give necessary added strength.

James McGhee
Rochester, N.Y.

How do you tip?

The January 2002 issue was my first copy as new subscriber. I have enjoyed the magazine and am hoping it will assist me in keeping my "new" 1975 Canadian Sailcraft 27 afloat for many years.

Don Casey's topside painting article was the best I have seen on this subject, although it could have used a few more pictures to help a rookie, like me, follow the process. I have talked to a lot of owners who work on their bottoms but have yet to find someone who has painted their topsides. Hence my need for "book learning."

My question is on the critical "tipping" process. The picture on Page 38 appears to show Don pulling the brush from the oldest paint to the edge of the newest paint. Shouldn't the stroke

We were amused to receive this photo from Butch Evans, author of "New life for an old Bayfield" in this issue. Do you suppose his next article will be about amphibious motorcycles? Butch tells us it's a Honda CB Custom which he considered converting to a dinghy. But then he realized it would be tough to get it up on plane.

be started at the edge of the new paint and worked back into the older paint? This would avoid a brush mark where the brush is set into the older paint. Or is the leveling capability of two-part so good it doesn't matter in which direction you tip?

Kevin Bennett
Toronto, Ontario

Don Casey replies

Conventional wisdom is that you should brush back into the old paint, but I have always found that because this pushes the extra paint back to where you end the stroke, it can leave a ridge or at least a thicker spot in the paint film. If you brush out of the old paint, all extra paint ends up at your wet edge, where it belongs. As long as the brush is moving forward when you "land" it in the old paint, you will be no more likely to leave a stroke mark starting the stroke in the old paint than you will be ending the stroke in the old paint. I typically compare the motion required to landing an airplane. It takes a little practice, but once you get comfortable pushing the paint forward, you won't go back to doing it the other way.

Don Casey
Miami, Fla.

Our new(?) logo

My boat is a 1970 Lightning #11471. My son had a plastic 7-foot sailboat that he named

Blue Lightning.

So naturally this one is named *Blue Lightning II*, like the illustration.



Jim Graves
Jackson, Mich.

We took another look at the Good Old Boat letterhead on which Jim had penned the above message, when lo and behold we noticed a new emblem on our Good Old Boat logo, one we hadn't noticed previously. Guess it does look like a Lightning, doesn't it?

Canoe-stern opinion please

I'd like to ask Ted Brewer his opinion of canoe-stern boats like the Valiant line. What are the advantages and disadvantages of the canoe stern, and has he designed a boat with one? Assuming he did one, how did it work out, did he like the idea, and would he ever design another?

August Hahn
Seattle, Wash.

Ted Brewer replies

Yes, I have designed canoe-sterned boats and even owned two of them. I see no real advantages to them except that some are pretty. The disadvantages will depend on the design. Some boats with relatively fine canoe sterns will lack reserve buoyancy aft so will be slow to lift to following seas and may be pooped in breakers. Saying that, the only time in my life I was pooped was on a 45-footer with a long, overhanging counter stern and lots of reserve buoyancy. But who knows what would have happened to a canoe stern yacht in the same conditions? The theory of the canoe stern is that it parts the following seas so will be less prone to being tossed off course when running a breaking inlet. Possibly, but if it gets pooped in the breaking inlet, what is gained?

The Tahiti ketch-type stern is very fine and not noted for speed or reserve buoyancy. The Valiant-type stern has more "shoulders" by carrying the buttocks aft, giving added buoyancy and, when heeled, added waterline for performance. It works, as has been proven all over the world.

My Oceanic designs have a "cruiser stern," even more rounded and with considerable reserve buoyancy. Indeed, one owner of a 46, a professional delivery skipper, has put close to 200,000 miles under her keel and is very enthusiastic about her performance and seaworthiness. So, there are canoe sterns and there are canoe sterns. The differences between them can be very substantial.

Ted Brewer
Gabriola Island, British Columbia

Thanks to George O'Day

Wanted to let you know how much I enjoyed the article about George O'Day in the May 2002 issue. We bought Day Sailer #2055 used in the spring of 1968 and will be sailing her in Green Bay later on this summer; we used *Learning to Sail is Fun* as part of the learning process. The article on a man who has given us so much enjoyment was most interesting. Also of interest was the Columbia article, since we owned a Coronado 25 for a few years.

In addition to the good old Day Sailer, we also sail another good old boat, *Dauntless*, Tartan 34 hull #28, which we bought used in 1978 and have launched for another season on Lake Huron.

Beach Hall
Rogers City, Mich.

George O'Day's 420

Thank you for the piece on George O'Day. Growing up with his family, summers in Duxbury, Mass., we mostly saw the "number one" side of him. I appreciate him more now, with deep admiration for his more compassionate side.

Coincidentally, Gemico (the GEorge and Miriam Company) imported Snafir 420s as well. The first batch to come over included six for our yacht club and one, with an unusual blue/gray deck, for his daughter, Pam. Pam asked me to crew one blustery day when she needed trapeze weight.

Fast-forward 25 years to the day in 1995 that my daughter was born. I'd been looking at used 420s for a go-fast penchant and unearthed one in a fellow's yard in Newton, Mass. Although it had sails and blades awash in six inches of rainwater, leaves, and muck, I was startled to see that unusual deck. The fellow confirmed he'd bought it from George O'Day more than 20 years earlier.

Now it's restored and refitted (in Layline go-fast attire). My nephews sail and race it in Duxbury and, when she's ready, my daughter will be next in line.

Frederick Corey
Natick, Mass.

I'm not subscribing

The sailor who wrote this one will remain nameless. He is not subscribing, he wrote, because, "I found out my wife hates sailing. See you after my divorce."

Editors

We won our subscription

Joanne and I are organizing the Ericson Regatta again this summer in Port Jefferson, N.Y. We appreciated your donations to last year's event. Yes, we won our *Good Old Boat* renewal in the raffle. It was one of the best prizes. Way better than the GPS or the handheld VHF. We're looking forward to another year of the best sailing magazine available.

Bill Litke
Hampton, Conn.

Our offer stands for all rendezvous and good old boat regattas: we'll send two coupons for free subscriptions to be used in drawings, or as prizes . . . even as a way of compensating the hard-working event organizers. They deserve it!

Send questions and comments to Good Old Boat, 7340 Niagara Lane North, Maple Grove, MN 55311-2655, or by email to jerry@goodoldboat.com. Please limit messages to 150 or fewer words. We reserve the right to edit.

SMALL *warning* CRAFT

ISOMETIMES FEEL THAT I HAVE BEEN SWIMMING AND SAILING upstream all my life. I am one of the few sailors who has, over the years, moved down, rather than up, in boat size. But ah, the pleasures of owning and sailing small boats.

As with most things having to do with boats, "small" is, of course, all in the eye of the beholder. A few years ago, while doing spring maintenance on my own small boat, I got into a conversation with the fellow who had a boat on the hard near mine. His boat was a nice looking but well-worn Hunter 25. This new owner was happily undertaking a number of upgrades of his "new" boat and wanted my opinion on a few things, which I offered with my usual disclaimer that we all have our own way of doing things, particularly when it comes to our beloved tubs.

What really intrigued me was his comment that the Hunter was his "first big boat." Now Hunter 25s are really quite nice boats if you like that particular style, but I wondered to myself how many people would consider them to be "big boats," as this proud sailor did. Ah, the beholder's eye.

I currently own and sail (quite frequently) a C&C Niagara. This modest little boat has an overall length just short of 25 feet. Over the past 30 years of sailing, I have owned some boats smaller than the C&C and some larger. This is definitely not a big boat as I behold it.

As always happens, a number of my sailing friends and companions have gotten the itch to "move up." A brand-new Beneteau 331 and a nicely maintained Pearson 28 have entered the fleet of boats I now sail on regularly. And for a while this past spring, I even noticed that some of the

"move up affliction" had afflicted me. I began looking at ads and kicking rudders of boats in the 30-plus foot range.

But while these bigger boats, with luxurious interiors, hot and cold pressure water systems, furling everything, and the displacement needed to stand up to some nasty weather have a charm all their own, I keep coming back to my little C&C and loving it more than ever. And the reasons are clear: small boats are easier to buy, easier to sail, and easier to maintain.

Think small.

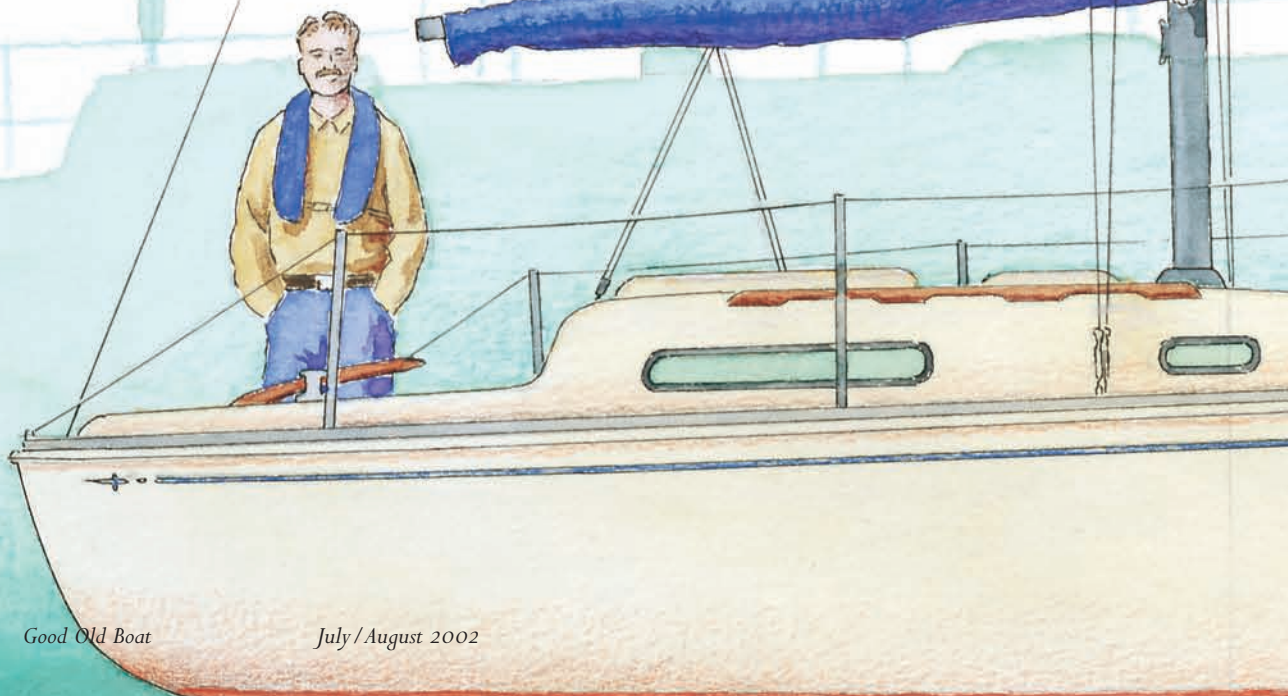
You won't regret it.

Since the primary purpose of owning a sailboat is sailing, I'll start there. It is a simple matter for me to get my boat in and out of its slip, even while alone.

Although a small boat without much displacement can be difficult at times to back up under control in a crosswind when you have little way on, the boat's light weight can actually be an advantage in that it is quite easy to pull or push it in the direction you want it to go. That's not so easily done with a boat that displaces more than 10,000 pounds. I keep a separate line on the aft piling nearest the shore for the sole purpose of pulling the boat's stern to windward when the wind is blowing offshore and I must back into it. Works perfectly.

And speaking of pushing your boat, the previous owner of my boat recently wrote me a note indicating that he occasionally jumped into the water and pushed the

by Warren Milberg



*“ . . . the tiller allows you
to feel everything
the boat is doing.
Wheel-steered boats,
displacing four or more tons,
will merely loaf along
like stately old ladies . . . ”*

boat off when it ran aground in our beloved Chesapeake Bay mud. Try that with a 30-plus-foot Island Packet or Pacific Seacraft.

My simple little boat has no furling anything. I have a huge inventory of very useful hank-on sails that, together with one-line slab reefing, allow me to sail in just about any condition one could find on the bay. Now I do have to admit that roller furling headsails and in-mast and in-boom furling mains are fun to use and quite easy to operate, but that comment changes radically when something goes wrong with those systems. Anyone who has struggled to bring down a huge flapping genoa on a fouled furling system will know how much easier it is at those times to bring down a hanked-on sail. Simple is better for me.

But the real difference between “big” versus “small” boats comes when sailing. My little tiller-steered C&C displaces less than two tons and draws less than four feet. While not a boat I would consider excessively tender, it will heel readily to 20 or 25 degrees when the wind gets to 15 knots or so. This can really be fun and exciting sailing, as the tiller allows you to feel everything the boat is doing. Wheel-steered boats, displacing four or more tons, will merely loaf along like stately old ladies in such conditions. An added benefit of a small boat heeling into the breeze is that you can actually brace your feet against the opposite side of the cockpit. That's not so easy in a boat with a 10- or 12-foot beam!

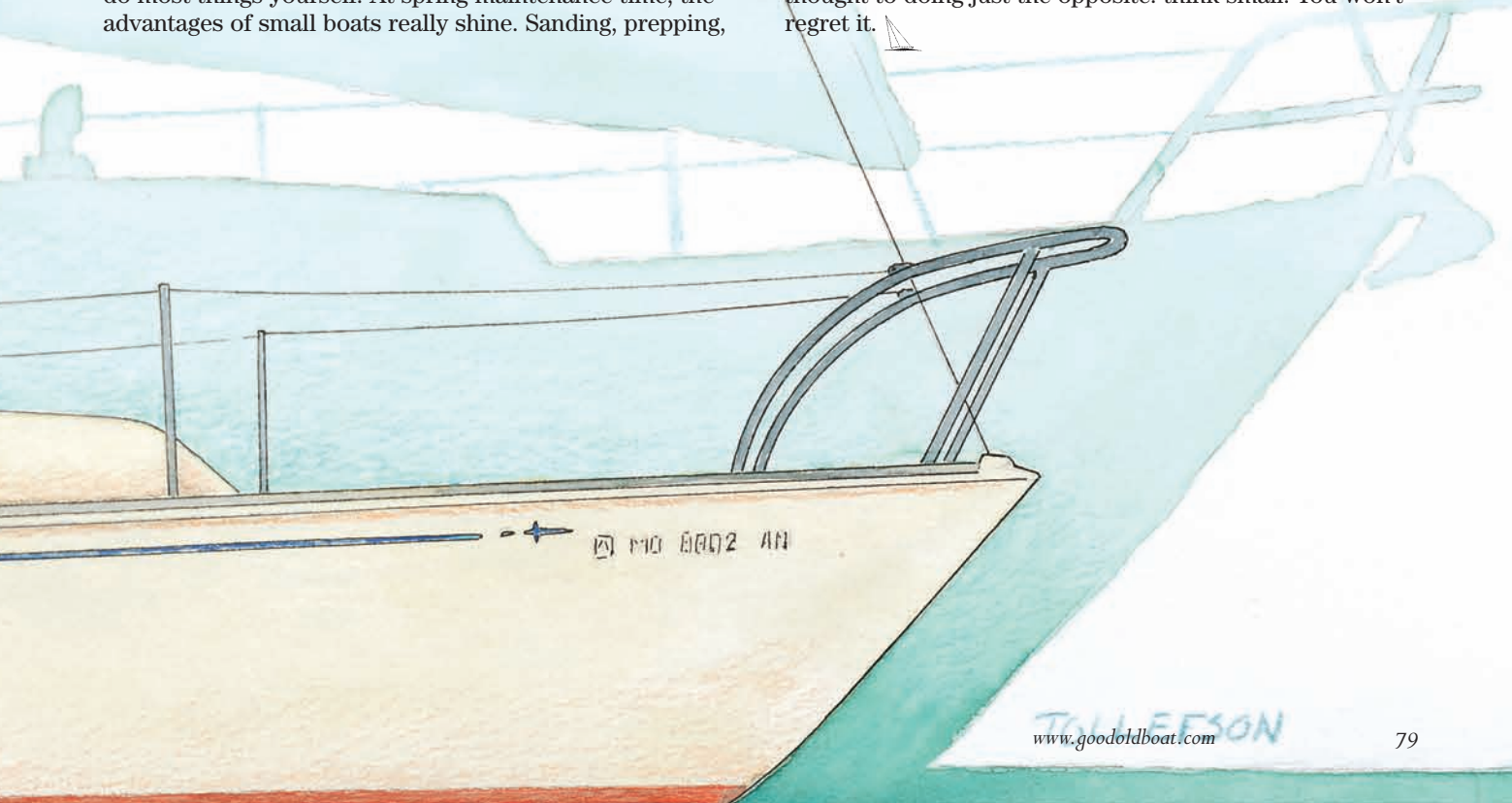
Maintenance is also a snap on a small boat as you can do most things yourself. At spring maintenance time, the advantages of small boats really shine. Sanding, prepping,

and bottom painting a boat with a 20-foot waterline is a matter of a few hours of work and a gallon of paint. The amount of work and cost required by a bigger boat rises in

geometric proportion to its waterline length.

The absence of hot and cold pressure water systems might seem like a penalty to some big boat owners, but to me it is a blessing. As a matter of fact, I took out the 15-gallon hand-pumped water tank and replaced it with disposable water jugs to eliminate the problems associated with the nasty things that like to grow in water tanks. Electricity comes from a single 12-volt battery charged off the outboard's alternator or occasionally from a Battery Pal trickle charger. And speaking of engines, what could be simpler than a rope-started 8-hp outboard? Each spring this wonderful invention requires nothing more than new plugs. I change the oil in the lower unit and add a few spritzes of WD-40 now and then. There are no multiple filters to deal with, antifreeze to change, complex (and often clogged) cooling systems, fuel lines to bleed, packing glands to repack, Cutlass bearings to replace, shafts to align, or props to balance.

The right boat for you, of course, is a function of how you will use and maintain it. If you are a serious passage-maker who cruises to distant ports, you'll need the displacement and interior volume of a “big boat.” But, if you are like many bay and lake sailors, who mostly daysail and spend an occasional night or two aboard, the next time you get the itch to “move up,” give some careful thought to doing just the opposite: think small. You won't regret it.



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Practical Sailor chose our site!

(Excuse us a moment
while we gloat.)

It's not every day that the *Good Old Boat* website gets a mention in *Practical Sailor*. But the Nov. 1, 2001, issue selected 26 favorite sites, and focused on our associations and owners list: "Follow the 'Resources' link to class associations, owners groups, and contacts for older designs. This is a big, hand-made list, and a pleasure to see in a world of dead-end databases."

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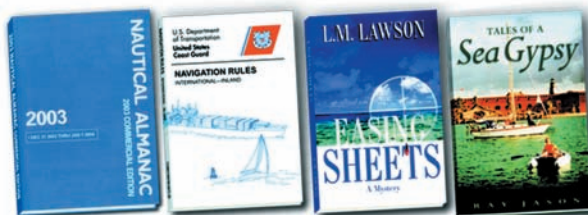
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It is now completely dark outside. No breeze ruffles the surface of the River Tamar. Our noisy companions of the day, the geese, the cormorants, the herons, and ducks have all gone to sleep. Only one thing never sleeps, and that is the Tamar tide. The spring ebb is now getting into its stride and will soon be passing us at three knots.

This morning gave the first hint that autumn was not so far away. By this afternoon we were back to high summer, but before long the geese will be getting ready to fly south; we shall have gone well before them, but then we shall travel rather more slowly than they on a trip that we hope will take us to Madeira, then across the Atlantic in the trade

winds to the Bahamas, and thence up the eastern seaboard of the States, and possibly on to Canada's maritime provinces.

And what do I feel as *Can Pyran* lies quietly to her anchor, with only the soft glow of our kerosene anchor lamp to show the world that we exist at all? Apprehension mainly. Apprehension of what W. B. Yeats called the murderous innocence of the sea. Apprehension that some as yet undiscovered flaw in our boat will come to light and do for it and us. Apprehension that some as yet undiscovered flaw in us will have the same effect — an altogether more realistic apprehension, this one.

But then I think of the countless generations of apprehensive seamen who waited on the Tamar before they also set off. Sir Francis Drake, who finished his game of bowls on Plymouth Hoe before leaving to defeat the Spanish Armada and thereby kept Britain an English-speaking, not Spanish-speaking, country. I think of the Pilgrim Fathers who left from the Mayflower

Steps on the Barbican in Plymouth (which you can still visit) on their way to a little-known colony called America in search of religious and political freedom. I think of the sailors waiting to go fight Napoleon, the Kaiser, and Hitler, all waiting for this same tide, and doubtless all wondering what the morrow would bring.

We have far less reason to be apprehensive than they. No one is waiting out there to greet us with cannonballs or torpedoes, and our boat has equipment beyond the dreams of a seafarer of past generations. But apprehension requires no reasons; it just is. So maybe after a last look round outside I shall use the words of the prayer popularly, but probably wrongly, ascribed to Sir Francis Drake:

“O Lord God, when Thou givest to Thy servants to endeavour any great matter, grant us also to know that it is not the beginning, but the continuing of the same unto the end, until it be thoroughly finished, which yieldeth the true glory.”

Amen to that, says I, and I don't mind who wrote it.



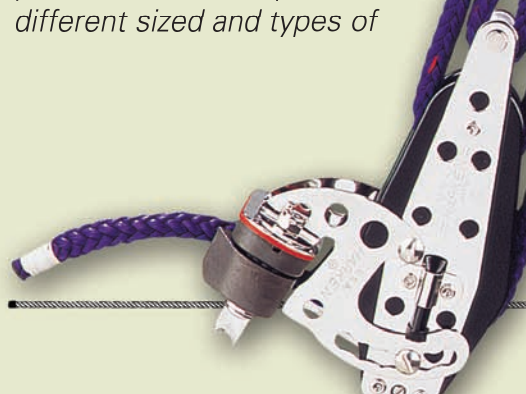
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