

GOOD OLD BOAT

The sailing magazine for the rest of us!



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Voices from everywhere

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Peter Kiidumae (Cover) and wife, Lorraine, live aboard their Gulfstar 44, *Peregrine*, in British Columbia. They hope to begin a 10-year circumnavigation within the foreseeable future.

Ted Brewer (*Nor'Sea 27*, Page 8 and *Scantling rules*, Page 22) is one of North America's best-known yacht designers, having designed scores of good old boats . . . the ones still sailing.



Roger Ross (*Hard dodger, easy decision*, Page 9) and wife, Bette, cruised the North American West Coast on *Maho Blues*, their 1974 Cal Cruising 35, for seven years. They have sold the boat and are devoting their time to writing and photography.



Don Launer (*Repowering, Part 2, Replacing the power plant*, Page 13) 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.



James Baldwin (*The inside outboard*, Page 18) and his wife, Huang Huo-Mei, are cruising Venezuela with *Atom*, their Pearson Triton. See their website at www.yachtatom.com.



Janet Groene's (*Provision for the long haul*, Page 24) classic *Cooking on the Go* and *The Galley Book* are collector's items available only as out-of-print books. Her new books include *Creating Comfort Afloat*, *ABCs of Boat Camping*, and *Living Aboard*. Contact her at Jgroene@n-jcenter.com.



Freelance writer **Steve Henkel** (*Gary Mull in retrospect*, Page 27) has owned more than 30 boats and written more than 200 articles for sailing magazines. He has written three books and is working on his fourth one.



Glen Smith (*The man who taught me*, Page 31) grew up in New Orleans and lives in Connecticut. He's an avid racer who enjoys restoring

boats. He holds a USCG OUPV license. Glen and his wife, Georgette, cruise Long Island Sound aboard their 1977 Catalina 30.

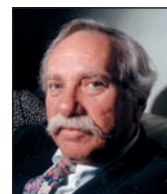
Jill Knight (*Woman alone*, Page 33) bought, *Cohee*, a 37-foot, 100-year-old wooden cutter and set about learning to maintain and singlehand her. She apparently learned both lessons well: *Cohee* is still sailing, and the two circumnavigated before returning to Australia.



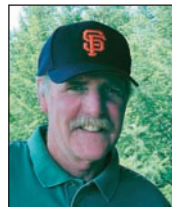
Roberto Picciotto (*What makes an old boat good*, Page 37) and his wife, Michele, divide their time between sailing on *Lady Anwyn* and a home in Florida. This year they cruised the Balearics and the coast of Spain, Madeira and the Canaries, and returned to the Caribbean.



Lou Diamond (*Center spread*, Page 40) has been a marine painter for 30 years, reflecting his love for all things of the sea. He is also a marine historian.



Ed Lawrence (*Cascade 29*, Page 42) writes about boats and off-beat subjects for several national magazines from his home base in Montana. He's between boats right now but always in the market. We suspect he likes doing boat reviews since that gets him out on *other* people's boats.



Growing up in Southern California, **Cheryl Fitzgerald** (*Bluewater Catalina*, Page 46) always felt a passion for the ocean but didn't discover the world of sailing until 1990, when she met her husband, Jerry. They devoted five years to boat renovation and preparations for a major lifestyle change. They cruised for three years before returning to shore-based living.



John Harris (*Build a wooden forehatch*, Page 50) is CEO of Chesapeake Light Craft in Annapolis, Md. He designed and built his first boat at 14 and became



shop manager at CLC when he was 23. Small boats and jazz music are his singular passions.

Brooke Elgie (*The psychology of charts*, Page 52) and his wife, Wendy Stern, cruise the U.S. "upper left corner" (Alaska) where they hope to settle someday.



Jim Hawkins (*Tracing them yourself*, Page 53) and his wife, Ellie, lived aboard their *Baba 30* for an East Coast/Bahamas year. They look forward to the second of a three-season sail to Nova Scotia from Lake Superior via the St. Lawrence Seaway.



Norman Ralph (*Staying on top of things*, Page 54) and his wife, Jeanette, bought a *Compac 16* in 1986 and sailed in the Midwest until a 1988 trip to the Gulf Coast exposed them to year-round sailing. They moved to Louisiana and bought a *Valiant 32*, *Bluebonnet*.



Bill Sandifer (*Space discovery*, Page 56) is a marine surveyor and boatbuilder who has been living, eating, and sleeping boats since the early '50s. Bill and his wife, Genie, sail an *Eastward Ho 31* on the Gulf Coast.



Geoffrey Toye (*Lashing the tiller*, Page 57) lives in a beach house near Cardigan on the west coast of Wales. He's been involved with small craft for more than 40 years. A writer and journalist, he just published his second novel.



Niki Perryman (*What would we do without goo*, Page 60, and *Wrinkle-free sprayhoods*, Page 61) and Jamie Morrison left Australia in 1992 to cruise in their 35-foot Lion-class sloop, *Siandra*. They've explored Europe and the U.S. East Coast and are in the Pacific.



Jim Daniels (*The real treasure*, Page 81) grew up crewing on family boats in Seattle, and has been a freelance writer since beginning with a boating magazine in 1975. His latest book is *How To Become An Inventor*.



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About the cover...

Peter Kiidumae's work has appeared on
an earlier *Good Old Boat* cover (March
2001). You might say we're kind of partial
to Peter's favorite subject matter. This
one's titled "A man, his boat, and his dog." Peter says, "The man is Al Cohen, my
dock neighbor, for whose birthday this
picture was created. The boat is an older
C&C 40, dark blue and well used. The dog
is Winston, a 140-lb Bouvier de Flandres."

The view from here



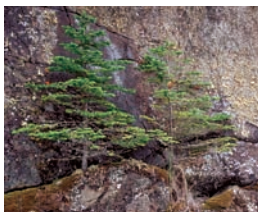
1997



1997



Otter alert



2002



2002



Beaver defense

T plus five

*Born in the Slate Islands, this magazine follows
a wild life of its own*

SOMEWHERE BETWEEN 450 AND 900
million years ago, a meteorite
hit the earth traveling at about
45,000 miles per hour. It didn't burn
up in the atmosphere because it was
about a mile across. Instead, it left a
crater about two miles deep and 20
miles wide with a central uplift two
miles high. Time and geology took
their toll and, when the glaciers
receded 10,000 years ago, leaving
Lake Superior behind, all that was
left of the central uplift were the
Slate Islands.

We traveled to the Slates five years
ago to look for caribou and contem-
plate what we should do when we
grow up. The result of those contem-
plations was *Good Old Boat* magazine.

This year we went back for more
inspiration. We found the little trees
whose perseverance we had so ad-
mired. They are still growing out of a
massive slab of rock. They are larger
now. We like to think we found little
Prancer, the young caribou that
cavorted for us on the beach five
years ago. If it was Prancer, he has
turned into a fine bull with magnifi-
cent antlers. He's larger now, too.

Between contemplations we
blundered into a real-life altercation
between four otters and the beaver
whose lodge they were standing on.

The mother otter attempted to
protect her young ones from the
wrath of the beaver. The five of them
hardly noticed us as our kayak was
blown downwind into their fracas
while we took pictures.

So what of this year's contempla-
tions? Like the little trees, bull cari-
bou, and the three young otters, *Good
Old Boat* magazine was born in the
Slates. And like the trees and the
caribou, *Good Old Boat* magazine has
grown in the past five years, follow-
ing more of a plan from within itself
than any plan we ever had for it.

I don't pretend to understand
these wild things. I don't pretend to
control them. They follow a course
driven by things within them. The
magazine has been like that. I was
tempted to say *our* magazine has
been like that, because technically
Karen and I own it, but as a practical
matter, it seems like we just work on
it and it has a wild life of its own. We
hope it entertains you as much as it
entertains us. 

The salty Nor'Sea 27



*This small bluewater cruiser
fulfills a couple's lifetime dream*

by Karen Larson



Jill and Greg Delezynski point *Guenevere's* bow to sea from a berth in Oyster Cove, California. Sometime in 2004 they'll head out under the Golden Gate Bridge with no plans for an immediate return. They expect to go south until the butter melts.

JILL DELEZYNSKI DECORATED THE bows of a number of sailboats while getting a tan on trips between Los Angeles and Catalina Island. "She was a hood ornament on other people's boats," Greg Delezynski retorts when the question of Jill's sailing experience comes up. These days — since meeting and marrying Greg — Jill's an active participant and full-fledged partner. "This boat doesn't have enough room for passengers," Greg says, and Jill readily agrees.

Their boat, *Guenevere*, is a Lyle Hess-designed Nor'Sea 27. Hull #80, built in 1979, *Guenevere* was one of 150 built by Dean Wixom's Heritage Marine in Long Beach, Calif. When Greg and Jill discovered her in 1990, she was sitting on a broker's lot in Seattle. Many modifications and

upgrades later, they have no regrets. "We could have just about any boat we want," Greg says. "*This* is the boat we want."

This is the boat the Delezynskis have selected to take them to the South Pacific in another year or so in pursuit of a dream Greg has had for most of his life. As part of their preparations and to see how they'll adapt to cruising, for the past six years Greg and Jill have been renting out their comfortable home while running their shoreside lives from the confines of *Guenevere's* cabin.

From a berth in Oyster Cove in the San Francisco Bay area, they have managed their shore lives, which include two jobs to increase the cruising kitty and for the sake of future retirement income. Jill is a

manager for the local West Marine store while Greg counts the days until Lockheed presents him with the equivalent of a gold watch.

Trailerable cruisers

These days some would argue that a 27-foot boat is too small to make ocean passages, but Nor'Sea 27s have been making circumnavigations and long passages since they first rolled out of the boatyard in the 1970s as trailerable cruisers . . . long before the sailing press and manufacturers decided that bigger (*much bigger*) is better.

Designer Lyle Hess came to the idea of the small cruiser from a large-boat perspective. He had been designing and building larger boats when World War II made it difficult and expensive to get supplies. Lyle downsized one of the larger boat designs to create the *Renegade of Newport* in 1950.

"As I watched Hale (Field, the new boatowner) sail away in little *Renegade*," Lyle said later, "I recalled all the good times that I had aboard *Viajera* (Lyle's 16-foot sloop with a cuddy cabin) and wondered if, with labor costs becoming so high and wood becoming so scarce, small boats might really be the answer for putting cruising within the reach of the average man."

Lin and Larry Pardey popularized the idea of the small cruising sailboat after Larry fell in love with *Renegade* and asked Lyle for plans for the 24-footer which became *Seraffyn*. Larry introduced Lyle to Richard Arthur, who asked Lyle to design a 20-foot, fiberglass, trailerable and affordable, yet seaworthy, boat. This was the beginning of the Balboa 20, the Balboa 26, and the Ensenada 20, all produced by Arthur Marine. Another Balboa, the 8.2, was produced later by Coastal Recreation. In the same way, the fiberglass Bristol Channel Cutter, a 28-footer produced by the Sam L. Morse Company, was inspired by the Pardeys' tales of *Seraffyn's* adventures.

Bluewater cruiser

But the story doesn't end there. Dean Wixom also approached Lyle

*"And Greg says,
grinning,
'Nothing's so pretty
as a woman with
windblown hair . . .
unless it's a woman
with bottom paint
in her hair.' "*

Hess with the idea of a husky trailerable cruiser. Wayne Carpenter (*The Voyage of Kristina*, 1983) and others who wrote books and articles in the sailing magazines of the times helped popularize the fiberglass Nor'Sea 27, touting its virtues as a trailerable sailboat and bluewater cruiser.

And, finally, Jerry Montgomery's Montgomery Marine began producing another series of popular Lyle Hess designs, the Montgomery 15, 17, and 23. These days the Nor'Sea Yacht Corporation in Dana Point, Calif., builds both the Nor'Sea and Montgomery sailboats.

A sales brochure of the 1970s calls the Nor'Sea 27 "A world-class voyager. Very simply, the finest small voyaging vessel ever built." Loyal Nor'Sea owners agree wholeheartedly. They get together to party, to cruise, and to compare various custom layouts as well as the modifications they've made to the interiors and exteriors of their favorite boats. "It's great fun when the Nor'Sea community gets together," Jill says.

Greg discovered sailing in his teens when he and a friend ran away from their Chicago homes and wound up in Houston where his friend's brother owned a 24-foot Columbia Challenger. He offered the two boys the Challenger as a place to sleep. They moved in. He also gave them a book on sailing and told them they could sail the boat if they could pass his test within a week. Two sailors were made that week.



Guenevere, the Delezynskis' Nor'Sea 27, draws admiring glances at the dock and on the water.





What do you do with a table in a small boat? *Guenevere's* table is stowed up out of the way near the overhead.



Cruising relatives

But Greg thinks the lure of the sea runs deeper than that. When doing some family genealogy work, he discovered that his relatives, Bruce and Sheridan Fahnestock, cruised the South Pacific in the 1930s and wrote a book about their adventures, *Stars to Windward*, published in 1938. Later, Bruce's mother joined them and also published a book, *I Ran Away to Sea at 50*. Two other books, published at the time mention meeting the Fahnestocks: *Blue Water Vagabond*, by Dennis Puleston (1939) and *Hurricane's Wake*, by Ray Kauffman (1940).

Greg didn't know all this as an early sailor, however, while chartering and sailing other people's boats. His career in aviation and satellite communication took him from Hawaii to Iran to Los Angeles to Georgia to San Francisco. He did own and sail a boat

on the Persian Gulf and another — a Sea Quest — in Los Angeles. He built a sharpie-type weekender which he capsized in front of the *Queen Mary* and a rail full of interested onlookers (perhaps it's tourist observations of *this* sort that make it hard to recruit new people to sailing as a satisfying recreational activity . . .). He had to be towed ignominiously back to port.

When Greg and Jill met, each was divorced with teenaged children. Jill recalls, "He had an anchor on his mantel and was building the weekender in his back yard." The anchor was no *objet d'art*. This was a 16-pound Danforth. Jill knew this man intended to go sailing.

Boat quest

By the time Greg was transferred to Georgia, the two were a couple and a boat quest had begun. The Nor'Sea was already on the short list. Jill came home one day with a *Boat Trader* publication she'd picked up in a gas station.

"Nobody buys boats in one of those things," Greg told her, but the publication listed two Nor'Seas in Seattle. He soon found a way to get to

Seattle "on company business."

Before long Nor'Sea #80 was in their driveway and undergoing a refit first there and then at her slip in Lake Lanier. As time has gone on, *Guenevere* has received a new Yanmar 2GM20F, and the icebox was replaced with a super-insulated refrigerator/freezer. She was rewired with a new circuit-breaker panel and a Link 10 battery monitor. She got a new holding tank and Lavac head, and an all-new freshwater system with hot and cold pressure water. *Guenevere* also received a new fuel tank. This involved removing the prop shaft while in the water, a feat that gave Greg particular satisfaction.

While they were at it, Greg and Jill installed a Monitor windvane and a locker lid hold down system (in case of a knockdown or rollover). Greg also split the forward chain locker to



Belowdecks *Guenevere* is warm and inviting. Greg and Jill have made this floating house a cozy home for two.



keep the port and starboard anchor rode from tangling.

"I realized one day that I had found the right woman," Greg says. "Jill was there sanding the bottom with me." Jill laughs. She has since realized that the way to "find your man" is by trolling the boatyards wearing a double-filter mask and coveralls. What sailor could resist? And Greg says, grinning, "Nothing's so pretty as a woman with windblown hair . . . unless it's a woman with bottom paint in her hair."

Learning styles

Since she is now actively involved in every aspect of boat maintenance and operation, Jill was recently asked how a man should go about getting the woman in his life to participate in his sailing activity or cruising dream. Jill notes that men and women have different learning styles. "Men just take the helm and discover as they

"... some would argue that a 27-foot boat is too small to make ocean passages, but Nor'Sea 27s have been making circumnavigations and long passages since they first rolled out of the boatyard ..."

go," she says. "Women want to know the concept and how it all works — they want to feel safe and that everything is under control.

"The latter part brings me to my first rule of boating — no yelling. If someone is yelling, things are not under control. Women need to understand all the onboard systems and how they work. They need to be actively involved in all decisions from what boat to purchase to refit activities to sailing plans, whether these are for the day, the weekend, or the rest of their lives." As an afterthought she adds, "A good boat is only as strong as its weakest crew-member. If you go overboard, *she* is the one left to rescue *you*. Will she know how?"

Dean Wixom sold Heritage Marine in 1980 and went cruising on his own Nor'Sea, *Chinook*. In a message written to other Nor'Sea owners many years ago, Dean said, "I did make a fatal mistake: I built a product that I had fallen in love with. We built the

boats without enough regard to cost. We already had the world's most expensive 27-footer, yet I could not bring myself to cut corners . . . Our dilemma was eventually solved by a real-estate agent with a stunning offer for our property . . . the knowledge that the boat would continue to be built tipped the decision. Most of our employees went to the new builder, who continued the tradition of quality . . . I decided to follow my customers and go cruising. A few years ago, I stopped counting at 30,000 nautical miles and 10 years of living aboard."

When pressed these days, Dean says he really stopped counting at 40,000 miles in 1990 or so and that *Chinook* was the only home he and his wife had for 15 years while they traveled extensively. She is for sale now (see the *Good Old Boat* classifieds), since Dean has discovered a passion for Native American art and is devoting more time to painting.

Following Dean over the horizon has become the Delezynskis' obsession: going south until the butter melts. *Guenevere* will take them there. "I'll retire from Lockheed in one year, nine months, and nine days," Greg said in early April 2002. "Not that I'm counting, of course."

Of course. 

In spite of being heavy and robust, *Guenevere* starts all sails in the San Francisco area with reefed sails, truly a strong statement regarding the windy conditions of the area.

Nor'Sea Resources

Nor'Sea Owners newsletter and website

Bob Garbe
6202 Chimney Rock Trail
Morrison, CO 80465
303-697-3126
robert_garbe@ios.doi.gov
<<http://members.tripod.com/~norsea27/>>

Other Nor'Sea 27 sites

Greg and Jill Delezynski
<<http://delezynski.tripod.com/Guenevere>>

George Marcotte

<<http://www.gmarcotte.com/sailing>>

John and Martha Beth Lewis

<<http://www.serve.com/marbeth/sailing.html>>

Steve Wolf

<<http://www.vander-bend.com/norsea>>

Lorenzo Fluckiger and Cecile Peraire, site text in French
<<http://www.flupe.net/plume/>>

Montgomery Yachts (current manufacturers)

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



Nor'Sea 27

by Ted Brewer

THE NOR'SEA 27 is one of those very rare birds, a true bluewater auxiliary cruiser of trailerable beam and, as such, she has become almost a cult boat. In looking for other yachts to compare with her, we found a selection of unusual boats, a bit smaller

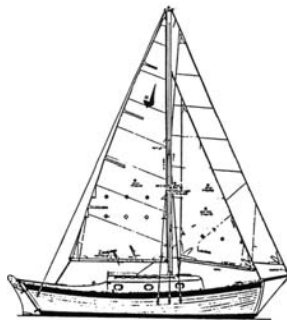
and lighter, as there are very few boats that fit into the trailerable bluewater category. The Pacific Seacraft 25II and the Flicka are considerably smaller but certainly fit the requirements of trailerable/bluewater boats. The Albin Vega is definitely in that category, as she was designed for ocean cruising. Indeed, an acquaintance of mine recently completed a circumnavigation in one.

Many sailors will argue that some of the old CCA-influenced, narrow-beam yachts, such as the Cape Dory 25D and the Bristol 27, are trailerable bluewater boats, but these vessels, with their relatively long overhangs, were not specifically designed for ocean work. In any case, it's impossible to include every husky vessel with trailerable 8'0" to 8'6" beam, so I'll draw the line at the CCA cruiser/racer types, desirable though many of them are.

As far as trailerability is concerned, a craft with less than 8'6" beam may be *legally* trailerable, but you won't catch me trailering any boat weighing well over two tons. In any case, none of these can be easily launched from a ramp, due to their draft. I would have to class these boats as being trailerable by a gas guzzler, but with difficulty at that.



Nor'Sea 27



Pacific Seacraft 25



Flicka 20



Albin Vega

Although these boats were all conceived as ocean cruisers, their designers certainly took very different approaches to the problem. The comparison table shows this, with results all over the charts: displ/LWL ratios from less than 200 to more than 400 and sail area/displacement ratios from less than 13 to more than 18. Except for a similar purpose, these craft have very little in common.

Obviously the Vega, with her high sail area/displacement ratio and solid ballast ratio, will readily outperform the others and, indeed, would sail circles around the smaller Flicka. The Nor'Sea 27's performance will not disappoint her skipper either as her sail area is generous for ocean going and her long waterline will let her step out in a good reaching breeze. Still, the Vega should take the honors, especially to windward, due to her higher aspect-ratio fin and lower wetted area.

The two smaller boats are definitely handicapped by being somewhat undercannvassed and having a relatively long keel with resultant high wetted area. However, this is not as serious as it sounds since they were not intended as performance cruisers. A few extra

days on an ocean passage is not a major problem as long as you're comfortable and the rum holds out.

The long keels on all of these boats will provide good directional stability. This is of major benefit to the crew on long passages. The seaworthiness of the four boats has been well proven over the years, but the Nor'Sea 27 has a remarkably low capsize screening factor number, and that should be a real comfort to her owners when caught out in a serious blow. The three lighter displacement boats show higher CSF numbers. All are still well under the 2.0 that is considered, by many, to be the dividing line between coastal cruisers and bluewater yachts.

The Nor'Sea 27's comfort ratio, at over 30, is also reassuring. Her motion in rough weather should be relatively easy, much easier than that of the sportier Vega or the Pacific Seacraft 25II. Interestingly, the Flicka, with her very high displ/LWL ratio benefits by receiving a high comfort ratio for her size. So although she may be the slowest of the four, she should be unusually kind to her crew in heavy weather for such a small craft.

There is no easy way to class such disparate boats but, if I had the choice of one for a long voyage, it would be the Nor'Sea 27. I appreciate her full, round stern as it should aid in maintaining course in breaking seas and yet provide sufficient reserve buoyancy to reduce the chances of being pooped. And I like the overall layout and the protection the aft cabin gives to the cockpit in adverse conditions. With Lyle Hess' reputation behind her, I feel that this is one of those boats that will take you where you want to go and will bring you back again in comfort and safety.

	Nor'Sea 27	PS 25II	Flicka	Albin Vega
LOA	27'0"	24'6"	20'0"	27'1"
LWL	25'0"	21'0"	18'2"	23'0"
Beam	8'0"	8'0"	8'0"	8'0"
Draft	3'10"	3'4"	3'3"	3'10"
Displ.	8,100 lb.	4,750 lb.	5,500 lb.	5,070 lb.
Ballast	3,100 lb.	1,750 lb.	1,750 lb.	2,017 lb.
Displ/LWL Ratio	231.4	236	409.6	186
Bal/Displ Ratio	38.3%	36.8%	31.8%	39.8%
Sail Area	400 sq ft	236 sq ft	250 sq ft	341 sq ft
SA/Displ Ratio	15.9	13.4	12.8	18.5
Capsize Screening Factor	1.60	1.90	1.81	1.86
Motion Comfort Ratio	30.4	20.7	28.3	20.1



Hard dodger, easy decision

Step-by-step instructions for making your own hard dodger

by Roger Ross

IN MY DREAMS I OWN A SLEEK HIGH-performance sloop that goes to weather like a rocket. This dream-boat has a sexy little canvas dodger that quickly folds down to reduce the windage by just enough to allow me to sail higher and faster than any other sailboat in the area.

However while cruising, I awoke each day to the reality of living on a not-so-sleek cruising boat that was fully loaded with everything we owned in the world. Reducing windage by folding down a dodger took a back seat to protection and seaworthiness. I didn't want a dodger flapping or tearing in extreme conditions when I needed it most, and I didn't want my foot to go through it if I stepped on it. When we sailed through the night, I wanted a clear view through the windows. I'll always love fast boats, but this article deals with the reality of building a seaworthy hard dodger for a serious cruising boat.

We didn't install a hard dodger on our boat in the beginning, due to the expense and the fact that we didn't yet know exactly what we needed. Many of the major rigging modifications planned for our boat would eventually affect the shape and form of the dodger. I relocated the traveler from the cockpit to the cabintop, added an inner forestay to allow the use of a small staysail in high winds, and installed a variety of winches, rope clutches, and camcleats to the cabintop.

Our first dodger was an old canvas "swap-meet special" that was adapted by cutting and bending the stainless bows. The sorry-looking canvas with worn plastic windows was temporarily sewn into place when we went on a rainy cruise one winter in the Northwest. The "temporary" dodger remained in place for more than a year, and three good things came of it. First, it kept rain out of the cabin and off our faces. Second, we had many good

laughs when friends teased us about the wrinkled makeshift installation. Third, it gave us time to experiment and determine what would best suit our needs when the time came to replace it with something that was the perfect size and strong enough to stand up to the serious use it would get on a cruising boat. The eventual construction of a permanent hard dodger was one of the most functional and enjoyable modifications I made to our Cal Cruising 35 over the years, and it added to the already capable look of the boat.

Critical shape and size

Like the readers of this magazine, I love looking at boats, and I don't think there is anything that can add to, or detract from, the graceful lines of a boat more than the appearance of a dodger. The overall look and size should blend with the lines of the boat from all angles. The shape and size of the windows are critical issues, and an

otherwise great dodger can end up looking like something on a military tank if the windows are too small. It's worth every hour of your time to sketch and even build cardboard mock-ups of the dodger you intend to create. Check clearances for all winch

handles (maybe an 8-inch handle will clear when a 10-inch won't). Check clearances for rope clutch levers in the open position with a cardboard mock-up or with the "foam only" dodger (described below) in place. Make sure there is clearance

for your hand and not just the handle or lever.

We considered several factors in determining the height of the dodger. It had to be tall enough to allow easy access to the cabin and to clear winch handles. Yet it had to be low enough to clear the boom when the main was sheeted in tight; aesthetically, I didn't want to end up with the two-story look that some boats develop. Visibility is an important factor, so I wanted to be

"... if you are capable of doing the work yourself, a hard dodger like the one featured in this article can be made for \$500 to \$700."



Roger with the work in progress. The final project on facing page.

fashion. I had also worked with acrylic plastic in the

able to see over the dodger or through the windows — I didn't want the top of the dodger to obstruct forward vision at eye level as we stood in the cockpit. My wife and I are about the same height, but some cruising couples make sure that the taller one can see over the dodger while the shorter person looks through the windows.

Limited visibility

Wider dodgers offer more protection, but can dangerously limit your ability to get around them to go forward and can also limit visibility. Our boat was designed with a raised-deck saloon that already reduced our forward view from the cockpit. I had designed cockpit seats and a helm seat to allow us to see over the cabin and through the dodger windows, but I also wanted an unobstructed forward view down the side of the dodger. In final form, our dodger did not extend to the edge of the cabin. I left space for the staysail winches to be mounted outside the dodger (half cranking worked fine), and there was unobstructed forward visibility from the starboard and port cockpit seats.

Curved surfaces are stronger than flat surfaces, as any of us can appreciate by looking at the design of our own boats, and the clear acrylic plastic recommended for windows in this article easily conforms to graceful curves. A square corner has the potential to become a crack, and radiused window corners matched the shape of our boat's original windows. Finally, I made sure there were no sharp corners or edges on the completed dodger.

I've seen beautiful hard dodgers made from aluminum, wood, fiberglass, and many other combinations of materials, but when another boater showed me a piece of Divinacell foam, my decision was made. Our dodger would be a 3/4-inch foam sandwich between layers of fiberglass. The strength-to-weight ratio of the final dodger would be excellent. Many modern raceboats are made in a similar

past and knew it would be a simple matter to make and install my own inexpensive custom windows.

Cheaper dodger

Commercially available custom hard dodgers can cost thousands. However, if you are capable of doing the work yourself, a hard dodger like the one we made can be built for \$500 to \$700. The time involved in the design and construction of my first hard dodger was more than 80 hours, another labor-intensive boat project (what's new?).

My hand-held jigsaw got some use, but most of my time was spent using a random orbital sander. The initial construction of the dodger needs to occur on the boat, and working with the foam is not particularly messy. The foam can be trimmed with a knife, and a shop vac easily sucks up the lightweight sawdust. Once the dodger has taken shape in foam, it needs to be carried to a shop area for fiberglassing and sanding. The use of a dust mask and a strong shop vac are required for the next week or two. This is definitely not a dock project.

Construction steps

1. Creating the shape in foam

Divinacell foam is an advanced polymer designed for use in cored laminates. This wonderful stuff is manufactured in 4-foot by 8-foot sheets. I used the 3/4-inch thickness. This foam is far easier to cut, carve, and sand than wood. It saves weight, and is not

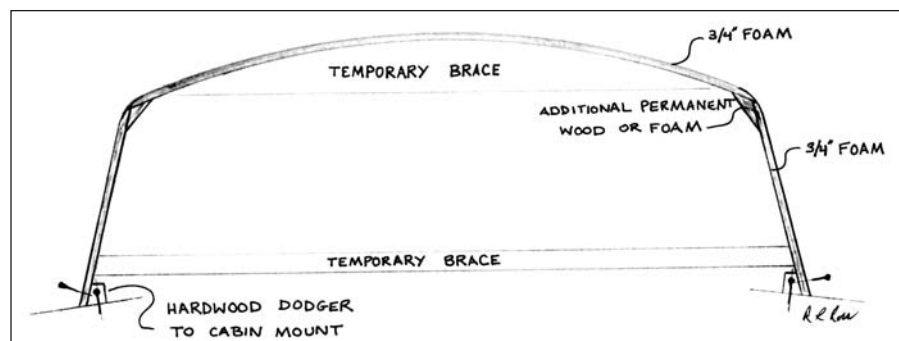
subject to rot. Unfortunately, it costs about \$150 a sheet.

Lightweight marine Bondo serves as the ideal adhesive and reduces waiting time to a few minutes. Edge gluing requires no fancy joints or clamps. Simply spread on a little Bondo and hold two pieces together or run a piece of masking tape across the joint for a few minutes. Drywall screws also work well, as do toothpicks, for holding joints until the Bondo kicks. (*Check your Bondo and foam for compatibility before starting the project. If they are not compatible, the foam may be attacked by the Bondo. —Ed.*)

The foam-only dodger created at first (*see illustration below*) is not yet strong and will need inside braces to hold its shape before the outside is fiberglassed. The roof foam can be screwed to an arch cut from wood (or foam) and in our case I made good use of the stainless bows that had supported the old canvas dodger. The idea here is to cut, carve, Bondo, and brace until you have the basic shape of the dodger. I enjoyed the foam shaping process. Mistakes were easily patched with Bondo and more foam. It may be best not to cut out the window openings until the initial layers of fiberglass have been applied to the outside and the inside of the unit later in the shop. This creates more waste, but helps maintain the exact shape you have worked hard to create.

2. Get it right before you glass

Live with the foam for a few hours, if possible, to make sure the design is right. Raise and reef the mainsail and check all winch handle clearances. Estimate the line of sight around, over, and through the completed dodger and use a soft pencil to sketch and experiment with window shapes. Add more temporary braces if needed to hold the exact shape of the foam dodger before it is removed from the boat and transported to the shop or garage. Changes



Temporary braces were needed to hold the foam shape before fiberglassing.

are easy at this stage but may require hours of grinding after the unit is fiberglassed. Note: be aware that intense sun can distort the foam shape at this stage.

3a. Fiberglassing at the dock

I don't recommend fiberglassing at the dock, but it is possible to add the initial layer of outside fiberglass to the dodger while it is still on the boat. The shape is then fixed before the dodger is transported to the shop, but the risks of making a serious mess with buckets of resin on your boat need to be considered, and weather conditions need to be perfect. If this is your choice, you definitely do not want any window cutouts yet. I did all my fiberglassing in the shop.

3b. Fiberglassing in the shop

I draped a double-thick piece of double layer (some call it fatmat) over the outside of the dodger and brushed on inexpensive polyester resin (you should overlap into the areas that will soon be cut out for windows, but there is no need to cover the entire window area). When the cloth was saturated, I rolled out air bubbles and excess resin with a grooved steel roller. I did the same to the inside of the dodger the next day. The layers of fiberglass needed will depend on the size of the dodger.

Aesthetically, a final outside layer of fine cloth can be added after most of the initial fairing and sanding have been completed. Vinylester or epoxy could certainly be used, but we were working above the waterline here and I'd rather save the money. Also, if you use any fiberglass mat in the process, there may be problems trying to saturate it with epoxy. The process is forgiving as long as you sand between coats. At this point, the dodger was already surprisingly strong.

I cut the rear edge of the roof to the

final curve and, using drywall screws and Bondo, added a strip of foam that would serve as a roof brace and a place to hold onto the dodger (see illustration below). I also added handhold strips to the sides of the dodger and fiberglassed them into place after rounding all edges (don't try to bend fiberglass over a sharp corner — it won't stay). A final layer of cloth will smooth and strengthen the outside of the dodger but is not needed on the interior. The number of fiberglass layers needed for strength will depend on the size and shape of your dodger. I ended up with nothing more than the original fatmat for most of the dodger. Significant strength was gained from the rear and side handhold strips, wrapped in additional fiberglass, that also served as braces.

4. Window cutouts

Nothing will affect the look of a dodger more than the window shapes. A jigsaw with a relatively fine blade is ideal for cutting out the window openings, and a drum sander on a drill can smooth inside corners. I added fiberglass cloth to the inside of the window openings, but probably could have saved time and effort by simply applying more resin to the exposed foam edge of the openings.

5. Sanding and filing

After a few hours of this you'll appreciate the molds used by professional fiberglass boatbuilders, but hang in there because your efforts here will show for years to come. Like fairing out a fiberglass boat hull, even fairing a small dodger is a time-consuming and dusty process. The use of long sanding boards is helpful, and a variety



of sanding blocks will keep you from sanding away your filler.

I also rolled on a high-build, two-part epoxy coating to help achieve a smooth finish toward the end of the process. The roving texture that shows on the inside of the dodger has a textured "cloth-like" look that can serve well as a final surface, especially after the epoxy coating is added. The finish on the outside of your dodger is a reflection of the hours you are willing to spend. This will be easier if your former career had something to do with auto-body repairs.

6. Paint or gelcoat

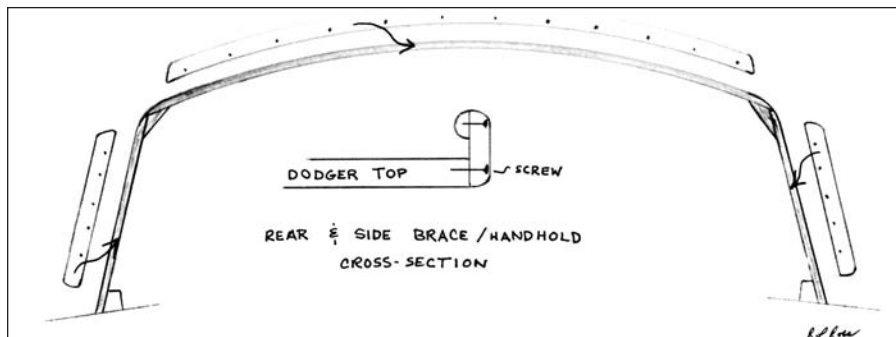
I was anxious to go cruising and simply painted our dodger with primer and a couple coats of marine paint that looked great and lasted for years. Two-part paints are expensive but would be ideal. A perfectionist might transport the dodger to a professional shop for spray painting or even gelcoating.

7. Making and installing windows

I used 1/4-inch acrylic plastic for the windows (see illustration on Page 12). It holds up well in the sun without crazing and can be bent slightly to conform to the dodger. For the sake of night vision, clear is a better choice than tinted plastic for a cruising boat.

I made paper patterns for the windows and cut the plastic with a jigsaw. Always test your blade or drill bit on a piece of scrap plastic to avoid surprises. Experiment with tool speeds — too much speed and heat will melt, rather than cut, the plastic. Drill holes using a wooden block as a backing. There are special drill bits (less aggressive cutting tip) available for plastics if you have a problem. (Or dull the cutting edge of the drill bit with a whetstone. —Ed.)

Leave the protective paper on the plastic until you are completely done cutting, drilling, and sanding window edges. A belt sander can help, but



Brace/handhold strips were added after initial fiberglassing. These were attached with screws and Bondo and then fiberglassed.

whatever you use make sure the outer edge of the plastic is rounded off and smooth now. You won't be able to deal with it easily after the windows are installed.

Windows add weight to the dodger, and if this causes a transportation problem they can be installed (with more difficulty) after the dodger is mounted to the boat. There are many ideas for installing windows, but what I'll present here was used on our boat successfully for many years (the main boat windows are thicker and are through-bolted, but the technique is the same).

Nylon shoulder washers (*see illustration at right*) are fit into slightly oversized holes in the window about every four to six inches and at least ½-inch from the edge. The shoulder washer (inserted from the inside) will prevent the sharp stainless-steel screw threads from ever touching the windows, and the shoulder washers also maintain a small space that prevents you from squeezing out all of the silicone sealer when the screws are tightened.

Spreading the load

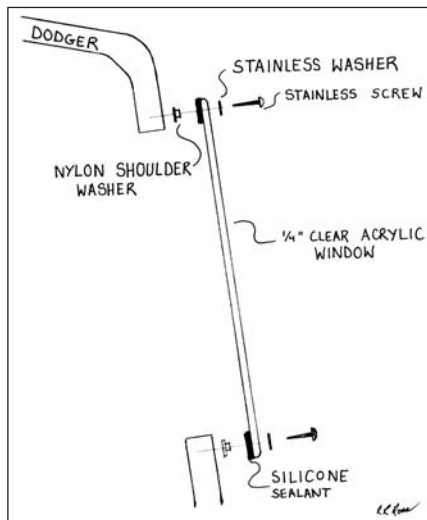
I used carefully hand-tightened stainless sheet-metal screws with prominent threads and added a stainless washer to spread the load. Pre-drill small pilot holes in the fiberglass and temporarily dry-mount each window to the dodger before adding silicone sealant for the final installation. Next, place protective tape around the outside of the window on the dodger. Before you remove the window be sure to place protective tape on the inside of the window next to the dodger. After the window is removed is a good time to place a final strip of protective tape around the inside of the window opening. This tape will make your silicone cleanup much easier.

Use black silicone sealant for the final window installation — it will not be paintable. I have had success with Dow Corning and GE products. Have a good supply of paper towels and either alcohol or paint thinner available for cleanup. It's also a good idea to have a box or bucket to throw the cleanup towels into — many of us know what a mess can develop when caulking on a boat.

Gaps or air pockets in the sealant will be visible through the edge of the window when viewed from the outside and will detract slightly from

"I've never had a cracked window or a water leak using this process."

the appearance. In extreme cases, they could cause a leak. It is far better to have too much than not enough sealant during the installation process. I've found it easier to apply the silicone sealant to the plastic window than to the dodger. A putty knife helps to spread a uniform layer of sealant on the window perimeter before it is mated to the dodger. The window can be supported in one hand or placed, with the outside surface down, on a piece of protective paper while the shoulder washers are



Window mounting detail.

inserted and the silicone is applied.

8. Final installation

Gently press the caulked window with shoulder washers into place against the dodger and use a couple of screws (with the outside stainless washers) to align the plastic with the pre-drilled holes. Another set of hands is helpful. The protective tape shows you the exact location of the window.

There are a couple reasons not to over-tighten the screws. First, they can strip out of the fiberglass, and second, it is a good idea to give them another half turn after the silicone has

partially set to achieve optimal seal. A small, commercially available plastic scoop or a wedge of wood or foam can be used to remove most of the excess silicone. Leave the protective tape in place until you have cleaned and wiped the surrounding area with solvent and paper towels.

Remove the tape and do a final cleaning. Use only the alcohol or mineral spirits/kerosene mentioned above for your cleanup. Acetone or lacquer thinner will destroy your paint and the windows. I used a lot of paper towels in the process. Each window took most of an hour to install and clean up. In 24 hours the silicone would probably hold the windows in place without the screws, but I never wanted to test this theory. I've never had a cracked window or a water leak using this process.

9. Attaching dodger to the boat

I wanted the attachment to be strong and the process to be simple. At this point I was tired of sanding and filling and didn't want to fiberglass the dodger to the boat, but I also didn't want a storm to remove all my hard work during a passage. As shown in the sketches, I shaped pieces of hardwood to conform to the cabintop and the dodger. They were caulked and screwed into the cabintop with the dodger removed.

The dodger was then set in paintable urethane sealant (Sikaflex 242) and screwed into the wood from the outside, using beauty washers (counter-sunk finishing washers) to spread the load and prevent sharp exposed edges. The front of our dodger was also screwed to the rear of the turtle cover for the hatch. The nonskid was protected with tape, and I added extra caulk to blend in the transition. With a little touch-up paint, the installation looked professional.

10. Useful additions

I mounted a cockpit light, an external VHF radio speaker, and a remote GPS antenna under our dodger. I also through-bolted some teak handles to the top of the dodger.

We enjoyed the protection and the undistorted view through the clear acrylic windows. Being able to put a foot or knee on the dodger made working with the sailcover and cockpit awnings much easier. We enjoyed many compliments, but sometimes I missed the good-natured teasing I used to get with the wrinkled old

Resources:

Divinicell H80 foam

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

Replacing the power plant

Tips on how to extract the old one and install the new one

by Don Launer

IN THE SEPTEMBER/OCTOBER ISSUE OF *Good Old Boat*, we discussed the decisions to be made when the inevitable day comes that your power plant needs to be either rebuilt or replaced (*Repowering, Part 1: The decisions*). In either case, the engine will have to be removed from the boat. Once you have decided that engine replacement is the way to go, and you have made the decisions laid out in the previous article, the actual engine replacement can begin.

Although the photographs and text detail the specific procedures on our schooner, *Delphinus*, most of the problems we encountered generally apply to all sailboats. We were replacing a 1980 saltwater-cooled Volvo MD-11C diesel that had a left-hand prop with a new 2001 freshwater-cooled Yanmar diesel designed for a right-hand prop. Whether the propeller is left-hand (counter-clockwise) or right-hand (clockwise), is determined by the direction the propeller turns, as viewed from the stern, when the transmission is in "forward." (Usually, the crankshaft of the engine itself turns in the opposite direction from the propeller shaft). Although the Yanmar that I decided to use has slightly greater horsepower than the old engine, its physical dimensions — height, length, and width, as well as weight — are all less than that of the old Volvo. This is common with replacement diesels, due to improved diesel design within the last couple of decades.

Before the old engine can be removed, all of its connections to the

boat must be taken off: the exhaust, water lines, fuel line, control cables, and electrical connections. After everything connecting the old engine to the boat has been disconnected, the screws or bolts holding the engine mounts to the beds can be removed, and the engine is ready to be hoisted out of the hull.

Difficult removal

It would be nice to think that the old engine can be easily removed. In point of fact, in fiberglass boats, the engine was often installed before either the deck mold and/or the interior mold were put in place — a bizarre construction concept. As a result, some engines have to be removed through the cabin, while others can be taken out through a removable cockpit panel. Our boat has a removable cockpit panel, since the centerboard trunk, on which the schooner-rig's mainmast rests, is just forward of the engine compartment doors and eliminates this possibility.

Sometimes an engine can be removed more easily in sections, such as by first removing the transmission, and sometimes the old engine can only be removed by lifting it out by one end. Often, discouragingly, the only way is by cutting out a section of fiberglass. The same problem may hold true for wooden boats, where major woodworking reconstruction is sometimes necessary to get the old engine out of its cocoon.

In order to take out our old engine, a section of the interior aft countertop in the cabin had to be cut away. In



Preparing to hoist out the old power plant.

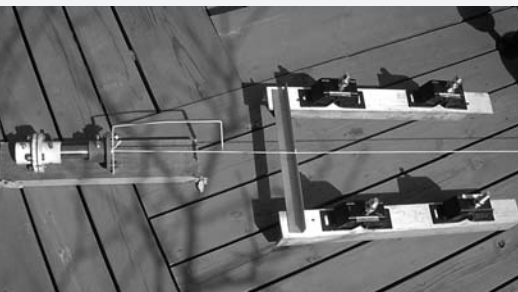


The old diesel is lifted out using the marina's Travelift.

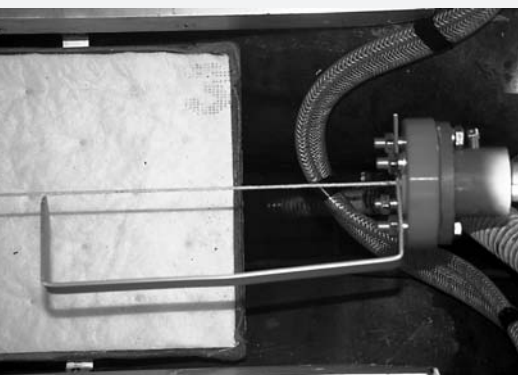
addition, the Volvo engine and its transmission were longer than the cockpit hatch opening, and the old engine had to be canted at a 45-degree angle to get it out of the hull. I had planned to remove the old Volvo's transmission, which would reduce the overall length and make getting the engine out much easier. However, in trying to do this, I discovered one of the four bolts holding the transmission to the engine was frozen in place. Its head was stripped, and nothing I could do would free it. I probably could have drilled it free, but its location, underneath the transmission in a nearly inaccessible spot, made this almost impossible.



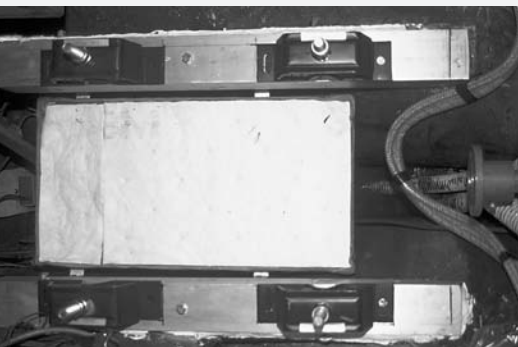
After the messy disassembly of all the connections to the old diesel, the dirty engine compartment is ready for a good scrub before work begins on the beds for the new engine.



I do a mock-up of the engine-bed alignment procedure on the deck of our home.



A new engine bed is established, using 3/8-inch-thick, 3-inch by 3-inch marine-grade aluminum angle. A new oil drip-pan has been constructed of fiberglass, with an Oil-Zorb insert, and the level and alignment of the new beds is checked before they are fastened in place.



Engine mounts are placed in position and bolted down.

Yard expertise

When it's time to remove the old engine, the obvious choice is between doing it yourself or having the marina do it. Most boatyards have done this job many times before and have the equipment and expertise to do it efficiently. If you are hoisting the engine out yourself, it goes without saying that you must make sure your hoist can handle the weight. For an engine that has to be removed through the cabin, special equipment, which most marinas have, is necessary.

With the old engine gone, the engine compartment can now be cleaned up of old oil and grease. Although there are many good (and expensive) marine degreasing products available, you might want to consider using Dawn dishwashing soap, which does the job as well as or better than anything else. It's also great for cleaning up greasy hands and is biodegradable. Once the engine compartment has been cleaned and becomes more habitable, the old wiring, plumbing, and exhaust system can be removed and/or reconfigured for the new engine.

Although our installation was done in the spring of 2002, we purchased our new engine in the fall of 2001. This was done for two reasons: first, we purchased it just before a 5-percent price increase; second, having the engine on hand for several months before the installation was to begin enabled us to check its dimensions, measure the sizes of the water hoses, exhaust hose, fuel hose, fuel-return line, and water-heater heat-exchanger hoses, and purchase the necessary hose diameters and lengths with the assurance they would all fit when the time came for the hook-ups.

New propeller

Our old Volvo diesel had a left-hand prop, but our new Yanmar has a right-hand rotation, so early on we bought a new right-hand propeller (a good thing, since there was a six- to eight-week delivery schedule). We also needed a new, longer prop shaft, due to the shorter length of the Yanmar, as well

as a flange coupling for that shaft that would be compatible with the flange on the transmission of the Yanmar. It's probable that the flange coupling on your old shaft (as with ours) will be rusted and frozen in place so it cannot be removed by sliding it back out of the hull. Fortunately, once the old engine is out of the way, the old prop shaft and its coupling can be easily removed by sliding it forward, out into the empty engine compartment. The chances are that the rubber hose on your shaft-log hasn't been replaced in a long time, so now's a good time. Better yet, consider a dripless coupling, which is easily installed once the old rubber hose and packing gland have been removed. (I installed a packless shaft seal manufactured by PYI, Inc.). This investment will pay dividends in the future by eliminating the awkward contortions required when readjusting the packing nuts, as well as providing a dry bilge.

With the old engine out of the way, this was the perfect time for easy removal of the old water heater (long overdue), which was in the engine compartment, and the installation of a new one. The new Raritan water heater, with engine-water heat exchanger and 120-volt immersion heater, was of similar size to the old Raritan whose steel case was

rusting away. The new Raritan heaters now have plastic cases and more insulation.

New engine bed

Since it's probable that your new engine will be smaller than the old one, the engine bed will have to be rebuilt. This may mean tearing out the old stringers and installing new ones. If you have a fiberglass boat, the new beds will have to be built up using fiberglass and epoxy. If you're not well acquainted with fiberglass work, it's probably a good idea to leave this job to a professional.

We were fortunate that the mounting width of our new Yanmar was exactly 3/4-inch less than that of the old Volvo. So we used two heavy-duty, 3/8-inch thick, 3-inch by 3-inch

"Since it's probable that your new engine will be smaller than the old one, the engine bed will have to be rebuilt."

marine-grade aluminum angles bedded in 3M 5200 and through-bolted to the old fiberglass-and-oak bed. These heavy-duty aluminum beds ensured that when the mounts were installed they would be true and level.

In nearly all engine conversions, the different size of the new engine and the rebuilt engine beds will probably mean that the old oil-drip pan will no longer fit and a new one will have to be made. I constructed the new one out of fiberglass and lined it with a replaceable sheet of Oil-Zorb.

Most auxiliary engines are installed on mounts that have heavy-duty rubber shock absorbers between the top threaded stud that is bolted to the engine, and the base, which is bolted to the engine-bed. Usually there are four mounts, near each corner of the engine. The mounts use nuts and washers on the studs, which are used to adjust the engine up and down and lock it in place. (The bottom nut that actually supports the engine is called the “jack nut.”) The bases of these mounts have holes for the mounting bolts, and one of the two holes is slotted. These slots allow the engine to be moved sideways slightly so it can be lined up perfectly with the propeller-shaft coupling.

Different mounts

When preparing to install the engine mounts, be aware that for many auxiliary engines the engine mounts are different for the front and rear of the engine or for the port and starboard sides due to the different weight and dynamic loads imposed on them. These shock-absorbing mounts usually have a number molded into their rubber, which indicates the rubber's hardness. For engines that require different mounts fore-and-aft or side-to-side, the installation manual will specify their required locations. During the installation, and in the future, keep oil from getting on the rubber sections of these mounts, since it can cause the rubber to deform and swell, eventually resulting in incorrect engine-to-shaft alignment.

Shaft alignment

If you are installing a new engine and retaining your old through-hull shaft log, the engine-coupling flange will have to be lined up perfectly with the flange on the propeller shaft. The

engine bed must be horizontal athwartships, with an inclination angle within the allowable limits of the engine-mount adjusting nuts. Most manufacturers' installation manuals give detailed descriptions on this alignment procedure, which usually is one of two types or a combination of both.

To determine the centerline of the propeller shaft, its height, and its inclination, a pointer is bolted to the propeller-shaft flange, with a string coming out at shaft-center. This string has a fish-weight tied on the free end, and this weight goes over a piece of wood that is temporarily clamped to some point farther forward.

When the propeller shaft is rotated, this free-end piece of wood is moved until the pointer circles the string evenly. The position of this string now becomes the centerline extension of the propeller shaft, from which engine-bed construction and engine placement measurements can be made. Installation instructions recommend that this pointer and string be fastened directly to the propeller-shaft flange, rather than to an intervening flexible coupling or “Drive-Saver,” which could introduce an error.

Although the construction of a new engine bed and alignment of the new engine can be done directly from measurements to this centerline string, a much easier and less time-consuming way of creating the new engine bed and aligning the engine is through the use of an engine-bed alignment jig. These jigs can sometimes be rented from an engine distributor for your particular engine, greatly simplifying the engine-mount placement measurements. As in the previous step, the string from the center of the propeller shaft passes through alignment holes in the jig, and the engine mounts, which are bolted onto the jig, can be located perfectly on the new engine bed, with the assurance that the propeller shaft flange and the engine transmission's flange will match very closely when the new engine is installed.

Check tolerances

Once the engine mounts have been fixed to the new bed and the engine has been installed, it's time to check the coupling tolerances between the two flanges. Mismatches between the two surfaces (the flange on the engine



The new Yanmar engine is uncrated in preparation for installation.



The Travelift brings in the new engine.



The new engine, as seen from inside the cabin, looking aft through the engine access doors.



and the flange on the propeller shaft), should be compensated for by adjusting the motor mounts, which can move the engine up or down an inch or more. The slots in the engine mounts also allow you to move the front or rear of the engine to one side or the other to match up the two flanges. Using a feeler gauge around the periphery between the two flanges, you can adjust the engine mounts so that the two flanges mate to within $\frac{1}{1,000}$ inch. Note that these tolerances should be checked between the flanges themselves, and not with an intervening flexible-coupler or "Drive-Saver." Once the two flanges match perfectly, the flexible coupling can be added, and, with everything lined up, the bolts on the flanges are tightened. This shaft alignment is vital for preventing Cutless-bearing wear, transmission damage, and vibration.

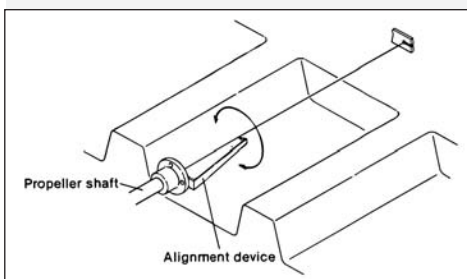
A new engine installation is usually performed on land. It's important to realize that when a shaft alignment is done on land, the alignment can change after the boat is back in the water with the mast stepped and the rigging tensioned. On a new engine, this alignment can also change during the first few days or weeks as the rubber in the new engine mounts compresses to its final size. Some installation manuals suggest that the jack nuts on the engine mounts be raised one turn above perfect alignment to compensate for this inevitable rubber compression.

Anti-siphon valves

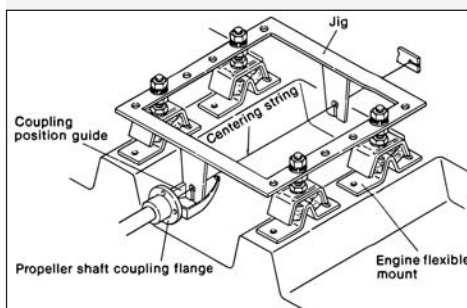
If the raw-water output from the engine that goes into the exhaust-mixing elbow is below or close to the boat's waterline (when level or heeled over), it's imperative that an anti-siphon valve be added. Without this valve, after the engine is turned off, water can continue to siphon into the exhaust system, eventually backing up into the engine itself and causing major damage. The anti-siphon valve allows air to enter the system when there is a suction, which occurs during siphoning, but the

An anti-siphon valve is installed in the raw-water output line, at left. Note that this Vetus valve has an overflow tube going into the bilge, so drops of salt water don't fall on the engine.

At right, since the engine fittings that connect to the hoses feeding the hot-water tank's heat exchanger were not available from Yanmar, these brass adapters, purchased from Maryland Metric, provide the interface between the engine's British standard pipe threads and U.S. standard pipe fittings.



A pointer is attached to the propeller-shaft flange, and a string comes through a hole in this pointer at the center of the propeller shaft. The shaft is then rotated, and the free end of the centering string is moved until the pointer rotates around the string evenly through 360 degrees. This establishes an extension of the centerline of the propeller shaft, from which the new engine-bed can be created.



The engine alignment jig allows the installer to fasten the engine mounts to the jig. The jig can then be aligned with the propeller-shaft string. The fore-and-aft position of the engine can also be determined by the jig's position in relation to the propeller-shaft flange. If a flexible coupling or Drive-Saver will be used, its width must be included before the engine mounts can be bolted down to the engine bed. (Illustrations courtesy of Yanmar.)



air valve closes when pressure is present, as when the engine is running.

There are many types of anti-siphon valves, made from various materials. Some have connections for a small tube that allows the few drops of overflow water to go directly to the bilge rather than drop on top of the engine. This can prevent fresh water or corrosive salt water from attacking the top of your new engine. This overflow tube has another advantage: by blowing into the tube you can determine whether your siphon-vent is clogged or stuck.

Engine connections

When the engine is in place, it's time to connect the fuel supply line, fuel return line(s), water system, exhaust system, electrical system, and control cables. If hoses, control cables, and wiring in the engine compartment haven't been changed in a while, now is a good time.

When it comes to determining sizes of fittings and machine screws on your new engine, you must realize that there are three primary measuring systems in use around the world, metric standards, USA (inch) standards, and British (inch) standards. As the world moves toward metric standards, sailboat power plants will be increasingly built to these standards.

Fortunately there are now many places in the United States that can supply metric tools and machine screws. But even on an engine built to metric standards, there are anomalies. Strangely, most countries that use metric standards, both in Europe and in Asia, use the British (inch) standard for measuring pipe fittings. I discovered this contradiction when installing my metric system Yanmar engine. Almost everything on this engine is metric, but the threads on the engine for the water fittings that feed the heat-exchanger for the on-board hot water tank are British (inch) standard.

British standard pipe-fittings come with either a cylindrical (parallel) thread or with a tapered thread. My Yanmar engine demanded a fitting

with British standard tapered threads (which are designated in Japan, and in the Yanmar shop manual as “PT.” Thus, a designation of “PT- $\frac{3}{8}$ ” (as shown in the shop manual) means that the fitting is a British standard $\frac{3}{8}$ -inch tapered pipe fitting.

No fittings

The Yanmar engine has two plugs that can be removed to accept the hose-fittings for the hot-water tank’s heat exchanger. Although Yanmar sells the hose adapters that fit these threads, the fittings had been on back order for several months and were not available when I was installing my new engine.

Luckily, I discovered Maryland Metrics <<http://mdmetric.com/>> on the Internet. This company sells a wide range of metric tools and fittings as well as British standard and American standard pipe fittings and adapters. They had adapters in stock that went from the British standard tapered $\frac{3}{8}$ -inch pipe thread (PT- $\frac{3}{8}$) on the Yanmar to a U.S. standard $\frac{3}{8}$ -inch pipe-thread, which solved the problem nicely. Once I had converted to the U.S. thread, elbows and hose adapters were readily available.

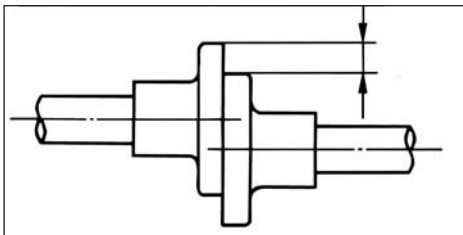
Incidentally, Maryland Metrics has a wonderful website describing the threads in all three systems. They also have a huge inventory of nuts, bolts, parts, adapters, and metric tools. For my very small order for two adapter fittings, they couldn’t have been nicer or more cooperative in helping me solve my problem.

Final preparations

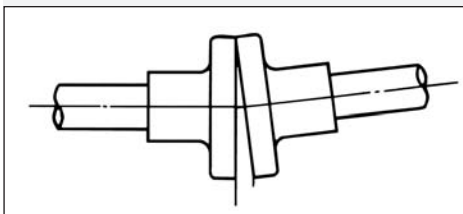
When everything has been completed, it’s time to fill the crankcase and the transmission with the oils specified by the manufacturer. Before doing this, however, check the oil levels, since many manufacturers supply the new engine with oil already in the crankcase and transmission. This is an especially important check with diesel engines, since too much oil in the crankcase can cause a runaway engine. With freshwater-cooled engines, fill the engine’s heat-exchanger with a 50/50 solution of water and anti-freeze, as per the manufacturer’s instructions. Many manufacturers recommend that the water used with the anti-freeze be distilled water, since there’s no telling what chemicals might be in city water.

For diesel engines it now will be necessary to bleed the fuel system,

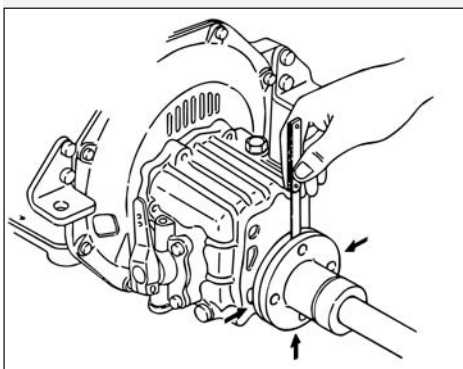
*“Sometimes
the old engine
can only be removed by
lifting it out
by one end.
Often, discouragingly,
the only way is
by cutting out a
section of fiberglass.”*



When a mismatch between the engine’s transmission flange and the propeller-shaft flange is as illustrated, the engine must be raised or lowered by adjusting the jack nuts on all four engine mounts.



A mismatch such as this between the two flanges indicates that the engine’s centerline is not parallel with the propeller shaft’s centerline. In this case, one end of the engine must be raised or lowered.



A final check, using a feeler gauge around the circumference of the two flanges, assures that these flanges meet accurately. (Illustrations courtesy of Yanmar.)

otherwise the engine won’t start. This bleeding is usually done at two places in the fuel supply system as well as at the injectors of each cylinder. These locations will vary from manufacturer to manufacturer and will be described in the owner’s manual. Once you have located these points it’s a good idea to paint all of these bleed-points with white paint. It will make it a lot easier to locate them at some time in the future when you accidentally run out of fuel and you have to do a bleeding job under less than ideal conditions. It will also make it easier to bleed the system each time you change the engine’s fuel filter.


Check liquid levels

After the engine is run for its first test — no more than a couple of minutes — the levels of oil in the crankcase and transmission, as well as the cooling-water level, must be checked. As the fluids are distributed throughout the engine and heat exchanger, levels can drop.

Most diesel manufacturers recommend that if your engine hasn’t been used in a few days, it’s a good idea to pre-lubricate it before starting. For engines that have a manual Stop control, this can be done by holding out the Stop control while turning the engine over with the starter for about five to 10 seconds. If the engine hasn’t been used in a really long time, wait 30 seconds and repeat the procedure. This will distribute oil throughout the engine. It’s also a good idea, after starting, to let the engine run at mid-range for about five to 10 minutes before putting it under load.

When stopping, let the engine cool down by idling it for about five to 10 minutes, then, just before stopping the engine, give it a burst of power to blow out any carbon in the cylinders.

When our boat was finally back in the water after the new engine had been installed, I was hoping that it would be a calm day for the one-hour motor-trip from the marina to our home dock, but this was not to be. When I came out of the marina I had 20 knots of wind right on the nose and a high chop. It was literally a shake-down cruise. But the new installation performed flawlessly, and I was able to head home at hull speed.

This new engine installation should be good for the next 25 to 30 years. I just wish that I could be good for that long. 

The inside outboard



Installing an outboard motor well on a 28-foot cruiser

by James Baldwin

WHEN OUR BOATS WERE HAULED for routine maintenance at a Trinidad boatyard recently, my friend, Theo, asked me for suggestions on how to improve his outboard motor installation. On *Islander*, his 1972 Hong Kong-built Taipan sloop, instead of an inboard motor he has a 5-hp, long-shaft Mariner hung on a standard adjustable transom bracket.

"You know, I don't like inboard motors," he said, "but this outboard is a real pain. In any kind of sea the prop gets lifted out of the water one minute and then, as the bow lifts, the motor gets dunked under water and stalls out. It's also difficult to lift it out of its storage locker and hang it over the stern to set it up when the boat is bouncing around. There must be a better way."

We both have similar, full-keeled, 28-foot fiberglass cruising sailboats. Both of us had removed our original inboard motors years ago and replaced them with outboards. I had removed my Pearson Triton's Atomic 4 partly because it had become a maintenance nightmare and partly because I wanted to have a pure uncomplicated sailing experience. (See "Twice Around in a Triton," *Good Old Boat*, May 2001.)

For more than five years I cruised far and wide with only sails and a sculling oar; I proved to myself that it was practical and rewarding. When my cruising style changed from primarily making long offshore passages to doing more coastal cruising and river trips, I reluctantly re-entered the

motoring world by purchasing a 3.3-hp outboard. The noisy little beast normally lay forgotten in a cockpit locker. When needed, I hung it on an adjustable stern bracket. It did work . . . sort of. Besides the problems Theo mentioned, there is the question of aesthetics; it's just plain ugly, hanging there on the stern like an afterthought. In addition, there is the possibility of theft; an envious Brazilian fisherman had pinched my outboard a year earlier.

"Both of us had removed our original inboard motors years ago and replaced them with outboards."

Taking measurements

I had been thinking about this problem for some time, so when Theo asked for help I was ready and enthusiastically leapt aboard *Islander* with tape measure and notepad. Theo eyed me quizzically as I crawled around measuring the overhang of the transom, emptying his lazarette locker and disappearing inside it. When I emerged, I told him my plan: "I can make an outboard well inside your aft cockpit locker." After discussing the extensive modifications necessary and the estimated cost, he said, "Do

it," and left his cherished *Islander* in my hands while he flew home for a spell of work in Switzerland.

From my measurements, I knew the well would need to be placed as close as possible to the forward vertical bulkhead of the aft locker. The access hole in the deck needed to be as large as practical to allow adequate ventilation while the motor was running and to permit access to the farthest recesses of the locker while the motor was in place.

It was probably best that Theo was not around to see the destructive stage of the job that began when I cut a huge hole into *Islander's* afterdeck. "It looks much worse than it is," I replied when one neighbor asked, "Does Theo *know* what you're doing to his boat?"

Once I had cut this large section of deck out with a jigsaw, the real dirty work began. Using #36 grit pads on a grinder, I took most of the inside of the locker down to bare fiberglass. To protect my skin and lungs from fiberglass dust, I wore a full Tyvek suit with hood, goggles, and respirator. Next, I carefully measured for the placement of the hole in the hull needed to accommodate the motor's shaft. Originally I planned to cut a circular hole so the motor could easily pivot to provide side thrust when needed to turn in tight quarters, such as when a current has you pinned against a dock. Unfortunately, further measurements indicated that, because of the angles involved, this would not be possible.

Smallest hole

So I cut as small a hole as possible that would still allow clearance for the prop. I saved the slightly wedge-shaped rectangular fiberglass cutout, cut it in half fore and aft, and shaped it to fit around the outboard shaft at the appropriate height.

I stiffened the cutout pieces with extra layers of epoxy-saturated fiberglass and attached them to the shaft with angled stainless-steel brackets and ¼-inch bolts. Although the outboard will not always be kept in its well, these new flanges are meant to stay permanently attached to the motor. When the motor is lowered into position, these flanges make a flush fit with the hull, ensuring minimal turbulence and preventing waves from entering and flooding over the inside of the well into the stern locker. The slight gap around the edge is sufficient to allow the motor's cooling water to drain out.

Holding the motor temporarily in place, I measured for its exact placement. Ideally, the motor should sit as low as possible to ensure that the prop remains under water when choppy seas cause the boat to raise her stern. The motor should also sit low so the deck hatch box does not need to be built excessively high to fit over it. On the other hand, the motor should be situated as high above the waterline as possible to prevent it from being flooded by following seas or when the boat is heeled under sail. I struck a reasonable compromise by placing the prop about 10 inches below the waterline.

"The system performed better than expected on the 6,800 mile cruise that took us to the eastern tip of Brazil via Bermuda, the Azores, and the Cape Verde Islands."

Working with cardboard, I made templates for the four sides of the well. The top of the well worked out to be about 18 inches above the waterline. Three of the templates were then transferred to pieces of ½-inch marine plywood and cut out. The fourth piece, which was the forward end of the box to which the motor would be mounted, needed to be stronger, so for it I used ¾-inch plywood. At the top portion of this piece, where the motor clamps would rest, the thickness of the wood was doubled to 1½-inches. The plywood was then sealed with epoxy resin and glassed into position using several layers of medium-weight fiberglass mat, chosen because it can be made to lie flat on uneven surfaces more readily than cloth.

Epoxy only

Although it's considerably more expensive than polyester resin, I used only epoxy lami-

nating resin because of its better strength and adhesion. To fill gaps and corners I mixed talc-thickened epoxy to the consistency of peanut butter and applied it with a putty knife. Prior to applying the epoxy, I used rags soaked in acetone to thoroughly degrease all surfaces.

To complete the box I block-sanded the top edge perfectly level and epoxy-bedded four ¼-inch bolts into holes drilled 2 inches deep into each top corner. The bolts stood proud by 1½-inches, and their heads were cut off so they could be used as alignment studs for a lid held down with wing nuts. This lid has a rubber gasket under it to seal the box and prevent incoming water from entering the boat when the motor is not installed.

The hull also needed a flush-mounted plug to seal the cutout when the motor is not in place. This I made by cutting out a piece of plywood from a paper template that matched the hole and gluing it onto a larger plywood backing. With the plug held in place by a similar system of inward-facing studs, I ground the plug's outside surface to match the contour of the hull. The plug was sealed against moisture with a coat of epoxy resin and then painted.



Step one, above: cut a large piece out of Islander's afterdeck. Job finished, at left: ready to set outboard in place. Finished project with hatch in place shown on facing page with James.

This plug is near the waterline but I did not try the difficult task of making it 100-percent watertight. Instead, I expected it only to stop the main force of surging water and provide a smooth surface for water to flow past undisturbed. Whatever water does get into the box can seek its own level and will, in any case, ultimately be stopped by the gasketed top lid.

Before going further, I had to modify the stern locker's bulkheads to ensure this locker was entirely watertight and isolated from the bilge in case of accidental flooding over of the well. I filled all gaps in the bulkheads with my epoxy-filler mixture and then used fiberglass mat and resin to make it all watertight. For safety, I installed a drain hose leading from the locker floor to the bilge with an in-line shut-off valve accessible from the cabin. This way the locker could drain normally into the bilge or be shut off if there were ever any uncontrolled flooding.

Ever since experiencing my first storm at sea, I have realized that all cockpit lockers should be constructed this way. When a boat is knocked down, pooped by a following sea, or held over flat by force of wind, the cockpit lockers may fill the bilges so fast with water that you risk sinking the boat. At least with the drain valves shut off, there is a limit to how much water can get in the boat.

The hatch box

The next step was to construct a box around the access hole in the deck to



raise the hatch high enough to clear the top of the motor. Because of the motor's height, I needed to add about 5 inches along the rear over the after-deck, and 9 inches along the front edge where the hatch intruded on the cockpit seat area. Trinidad has its own sustainable teak farm that sells teak at less than half the cost of teak sold in the United States, so I lavishly used 1½-inch-thick teak planks for the box's sides. The upper lid of ¾-inch plywood was then fit over this, trimmed with teak, latches, and a rubber gasket.

Note that when measuring for the height of the hatch box, you need to take into account any extra clearance required by the throttle arm, although usually the handle can be operated while folded back. A round plastic access hatch is located on the forward side of the box to provide access to the motor's starter cord. Final detailing involved painting the inside

of the locker with epoxy primer and two-part urethane paint. The locker lid got a finish coat of nonskid polyurethane. I coated all teak with four coats of clear polyurethane.

It took about 70 hours to complete this job, and we were both pleased with the results.

Recently I had an opportunity to test the practicalities of this installation when Theo asked us to sail *Islander* from Venezuela to Brazil. The system performed better than expected on the 6,800 mile cruise that took us to the eastern tip of Brazil via Bermuda, the Azores, and the Cape Verde Islands. When approaching a landfall, we could easily place the motor in the well, and seawater never flooded over the well into the locker.

Eliminating drag

On each offshore passage, once clear of land, we stowed the outboard in a cockpit locker to eliminate drag and to protect it from the corrosive effects of sloshing seawater. For this reason, and to save my back, I would not choose a motor that is too heavy or too large to lift. Since the motor cannot pivot back if caught on an obstruction, it makes sense to reduce the risk of unnecessarily dragging it long distances through the sea while under sail. In this case, the hull plug is



View of flush hull plug in place, above. Note hull has severe osmosis and is drying out prior to repairs. View of motor installed in well, at left. Notice the original prop cutout ahead of the rudder has been filled in to reduce turbulence.

locked in place to present a strong smooth external hull surface. The top of the well is then sealed with its gasketed lid. Although there should not be any appreciable water intrusion into the main locker, the locker drain valve is left closed and can be checked and drained occasionally as needed.

Around the sides of the well there is ample storage space for ropes and fenders . . . nearly as much as before the well was added, because with the larger hatch, more of the locker's corner space is accessible. The upper hatch is held firmly in place by sturdy lockable latches on either side.

When the motor is needed, the top and inner hatch lids and the hull plug are removed, and the motor is set in place and secured. The main hatch lid is set aside, and the plastic access hatch for the starter cord is removed. These hatches are normally left open to provide the engine with enough ventilation to operate properly. To protect the engine and locker from rain and spray, we left the main hatch on but propped open slightly at one end to provide the motor with the fresh air it needed to run. Alternatively, a hose could be led from the air intake to an outside vent to allow the motor

*"When I emerged,
I told him my plan:
'I can make
an outboard well
inside your aft
cockpit locker.'"*


to be run with the hatch closed.

Operates normally

The motor operates in forward and reverse as normal and steering is done by the tiller. In order to turn the motor for side thrust, it must be put into neutral and the boat brought to a stop. Then the motor clamp screws are loosened and the motor raised 1½ inches by setting it on a spacer block. This raises the motor shaft flange clear of the hull and the motor can now be re-clamped, engaged, and swiveled. Normally, I would not bother with this unless doing close-quarter maneuvering. Still, it is possible to use this swivel function, which is one of the advantages outboards have over fixed inboards. Another reason not to allow the motor to swivel in normal use is to prevent it from accidentally turning sideways when sailing at speed, caus-

ing high side loads on all components. With the motor seated in its normal position, its flush, rectangular-shaped hull plate prohibits any accidental swiveling. To safely remove the motor when under sail, it is necessary to bring the boat nearly to a stop by heaving to.

This project was such a success that I hoped to repeat it on my own boat. Unfortunately, my Triton lacks enough clearance between the rudderpost and transom. Obviously, this alteration will not be suitable for some other boat designs either; careful measurements need to be made of rudder location, waterline height, and existing locker layout before any work is begun.

The advantages of the well versus hanging the motor on the stern are obvious. For those who do not need to motor long distances or need high power output, this system even has advantages over an inboard diesel. An outboard saves a great amount of space and weight. It is cheaper to buy and maintain. Repairs are easier. When it comes time for a new motor, installation is a snap. If you are going to have an outboard motor for your dinghy, one motor might serve both purposes. Or you can carry two outboards of same or different size and always have a standby ready in case of breakdowns. Try doing *that* with a diesel inboard! An outboard now located inboard provides the best of both worlds. 



At left, top view with hatch removed.
Top view with hatch in place, below.



Scantling rules



Rigorous and expensive surveys lead to yacht certification

by Ted Brewer

MANY READERS WILL HAVE HEARD of Lloyd's Rules or, perhaps, seen ads boasting that this or that yacht has been designed to Lloyd's Rules or is classed Lloyd's 100A1. A few readers may even own a yacht classed 100A1. So what does this mean to the buyer or the owner of such a boat? It may mean a great deal or it may mean nothing at all, as you will discover.

Lloyd's Rules are, basically, scantling rules. According to Webster, one definition of the word "scantling" is dimensions of building material so, in essence, the scantlings of a yacht are the dimensions of her keel, frames, planking (or plating), beams and other structure. In the case of a fiberglass-reinforced plastic vessel, the scantlings are the weight of the actual fiberglass material in the skin, keel, and framing of the boat.

When I started at Luders in 1960, I received my introduction to Lloyd's Rules in three hardbound volumes. Volume I covered wood and composite yachts. Volume II covered steel yacht construction. Volume III laid down the scantlings for the International Rating Classes, the sleek 6-, 8-, 10- and 12-Meter racing yachts, all of which must be built to the rule and classed R by Lloyd's. There was also a little paperback volume for the 5.5-Meter yachts, of which I must have drawn up dozens in my years with Bill Luders. Lloyd's introduced a provisional rule for fiberglass yachts in the late 1960s as well as rules for aluminum meter yachts. Then, in 1981 the rules for glass, wood, and metal cruising yachts were combined in one big loose-leaf volume.

Table 5 from a 1966 Volume I, *Rules and Regulations for the Construction and Classification of Wood and Composite Yachts*, shows the dimensions of the keel and other longitudinal

structure based on L, the length of the yacht measured at half the height of the midship freeboard. Table 7 shows the sizes and spacing for different types of frames based on D, the depth of the yacht amidships from the deck to the bottom of the keel. The complete set of tables lays down the dimensions for virtually every part of the yacht, and Table 25 even covers the anchors, anchor chain, and line. I should add that the book also includes a section with a second set of tables using the metric system.

What's it mean?

So, what does "designed to Lloyd's scantlings" mean to a buyer? Actually, nothing! A designer can refer to the Rules to obtain the material dimensions for his new creation, but it is quite unethical to claim that the yacht was designed to Lloyd's Rules unless the Lloyd's stamp on a copy of each drawing shows that the plans were actually approved.

In order for a yacht to be classed R or 100A1 by Lloyd's, the designer has to work out her scantlings from the appropriate rule and then submit the vessel's plans to Lloyd's for approval. Besides the general construction showing the keel, framing, deck beams, and such, the required drawings include details of deckhouses, watertight bulkheads, integral fuel and water tanks, engine beds, rudder and steering gear, ballast keel bolts, propeller brackets, shafting, and so on. Surprisingly, the spars and rigging are not covered, and details of this are left to the designer and owner.

Once the required drawings are approved, the yacht must be inspected during construction by a Lloyd's surveyor. This is a rigorous process which involves regular visits to the builders and can include material samples, weld tests, proof tests of anchor chain, and even having the machinery built under Lloyd's approval. Obviously, the entire process, from drawing review and approval to the inspections and the final classification, can be quite costly.

In the case of fiberglass production yachts, the construction drawings may be approved and a Lloyd's surveyor will then visit the builder at regular intervals to inspect the laminations of all the yachts being built

under that approval.

In the 1970s, our Olympic 42 and 47 auxiliaries were built in Greece under this program. Then, if the owner desired full 100A1 class, it was neither difficult nor exorbitantly expensive to have the additional inspec-

tions made as the yacht was being completed.

Every two years

After the yacht is classed by Lloyd's it must be surveyed by a Lloyd's surveyor regularly to remain in class. These surveys are due every two years and a more rigorous "Special Survey" is due every four years. As well, any repairs or modifications made to the yacht must be made under the supervision of a Lloyd's surveyor. Obviously, the effect of all this is that many yachts originally built and classed 100A1 by Lloyd's fall out of class over the years.

*"So, what does
'designed to Lloyd's
scantlings'
mean to a buyer?
Actually, nothing!"*

Being classed by Lloyd's when newly launched is assurance that a vessel was originally well built of approved scantlings and materials. However, unless she has had regular surveys and has remained in class, the 100A1 means less than nothing, as the yacht may have been neglected and be in need of major repair work. If a yacht is advertised as Lloyd's 100A1, the potential buyer should insist it still be in class and, if advertised as "built to Lloyd's scantlings," insist on seeing a set of drawings with the Lloyds stamp of approval on them.

I've worked on the construction of a number of yachts over the years that were classed by Lloyd's, including the 12-Meter yachts *American Eagle* and Charlie Morgan's *Heritage*, numerous 5.5-Meter sloops and my own design, the 56-foot aluminum ketch, *Mystic*. I found the Lloyd's surveyor from New York, Eric Tuck, to be helpful and knowledgeable of yacht practices, and it was a pleasure to have him visit the yard when we were building the *Eagle*. It was a very different situation with *Mystic* though. She was built in Ontario, where the Lloyd's surveyors, out of Collingwood, were big-ship men accustomed to immense Great Lakes freighters and quite unfamiliar with yachts.

Huge tank vents

There were a few odd requests as a result. Her main electric panel, with its huge knife switches, looked like something you'd see in a steel mill. The odd-est requirement, though, was that her fuel tank vents had to be four times the area of the fill pipe. That may be fine on a 50,000-ton tanker, but it makes little sense on a sailing yacht. We fitted the big vents — we had no choice — but as soon as we received word that she had been classed 100A1, off they came to be replaced with more normal ¾-inch-diameter vent pipes. That was the last yacht I did to Lloyd's although I often referred to their books in later years for information on scantlings and, from time to time, I still do.

In 1981, Lloyd's came out with a new combined book of rules but the scantlings, unfortunately, were worked out only in metric units. I can convert thickness from metric to inches with no problem, but when it comes to grams per square centimeter or section modulus expressed in centimeters to the third power, I must plead ignorance.

Fortunately, the American Bureau



of Shipping also classes yachts and ships, and their rules are still presented in both the imperial and metric units. The designer is free to select which system he feels most comfortable with. So in 1982 when *Mystic's* owner came to me for a new yacht I used the ABS scantling rules and the good old Imperial units for her design. Once the drawings were completed I sent them to the ABS for approval.

In due course, a contract was made with a Canadian yard, and her construction was inspected by the ABS out of Vancouver, B.C. I found the ABS scantlings to be equally as particular as Lloyd's and their surveyors every bit as thorough. When launched, the new yacht was classed ABS +A1, and she is still in fine condition and going strong 20 years later.

New sailboat rules

My library contains two older ABS books, both hardbound: the 1973 rules for steel vessels under 200 feet in length and the 1978 rules for reinforced-plastic vessels. Later, in 1986, the ABS came out with a new book for building and classing offshore racing yachts — sailing yachts, of course. This covers all materials, wood, metal, and fiberglass, and is also set out in both Imperial and metric units. I have found it to be very useful and actually made it into a software program so I can have the somewhat tedious calculations worked out quickly by my tireless computer.

I am sure that all these rules have been modified and updated over the years. Some of my rule books, particularly the older Lloyd's, might be considered rather antique and perhaps even valuable today. However, the sea hasn't changed, and a scantling rule that produced a good, strong boat in the 1950s and 1960s will still produce a good, strong boat in the 21st century.


In that regard, I would like to mention that there are other scantling rules still in use, although not for boats to be classed by Lloyd's or the ABS. Classification societies similar to Lloyd's have

operated in Germany and Scandinavia for many years. There is even a set of scantling rules for Scottish wooden fishing trawlers! I came across a copy of this rule at one time and gave it to a friend who owns a 30-foot Scottish Fifie yacht similar to one of the Fisher-type motorsailers. I will say that the rule produced a very strong vessel and one that, under no circumstances, would be considered a lightweight!

Two popular scantling rules still in common use with many designers and builders of wooden yachts, are the Nevins' and the Herreshoff's Rules. Nevins was a famous yacht yard in City Island, N.Y., the builder of many superb craft, and the rule is based on the displacement of the vessel in cubic feet. The designer simply calculates the cube root of the displacement and then looks at the table to obtain the plank thickness, the frame spacing, area, and dimensions and the deck beam area. Other parts of the yacht are then based on these figures; for example, the beam shelf (clamp) is to be 3½ times the area of the frames. Nevins rule is a very rudimentary one, but it does produce a generally sturdy yacht without excessively heavy scantlings.

Much more complex

Herreshoff's Rules were devised in 1927 by the famous Nathanael Herreshoff and are considerably more complex. Where Nevins' rules are laid down in six pages in the book *Skene's Elements of Yacht Design*, by Francis Kinney, the Herreshoff Rules cover some 14 pages in the same book and, in general, require much more calculation. In any case, both rules are rather elementary in comparison to the very comprehensive Lloyds or ABS, both of which are set out in volumes of well over 100 pages!

Back in the 1950s it was considered that the Herreshoff Rule produced the lightest wooden yacht but also required the most careful craftsmanship to maintain strength and durability. A yacht built to Nevins' Rule would be the heaviest, and a Lloyd's yacht was somewhere in between. In any case, there is no "best scantling rule." Any of them will produce a fine yacht, given quality materials and craftsmanship. It is equally true that a yacht built to good scantlings by the very best craftsman out of the finest of materials can deteriorate to become a sad hulk in a few short years if her care and maintenance are neglected. 

Provision for the long haul



Ample food gives you more cruising choices

by Janet Groene

WHETHER IT'S FOR A WEEKEND OR a season, I provision with every calorie, can, vitamin, and vitamin I can cram in. Excess food is cheap insurance. With an ample pantry, we can decide to linger longer or take the long way home. Extra food means hearty meals, even if we are stranded by weather or a mechanical breakdown and plenty to share if we meet nice folks and want to invite them aboard for a meal.

It saves money, because food prices in the boondocks are 10 to 100 percent higher than in our local supermarket, not to mention the cost of taking taxis to and fro. It's healthier to eat home cooking, and it's fun to anchor in the middle of nowhere and make a boffo dinner without another soul in sight.

We've cruised nonstop for as long

as eight months aboard a 29-foot sloop, without having to buy anything but fresh produce. To get that much food into a boat that small means discovering stowage places you never knew existed. It means balancing provisions so you don't end up like the couple who lived on creamed corn and artichoke hearts the last week of their transatlantic passage. It means protecting foods so they aren't lost to rot, rats, and rust. And it means thinking in terms of nutritional value per ounce and per cubic inch.

How much of what?

It's daunting to think about feeding two people for two months, two adults and four teenagers for three months, three couples for a two-week charter, or one couple for a circumnavigation. There are countless variables, depending on how you eat, your refrigerator and freezer capacity, and whether daily fishing is part of the plan. Re-supply also has its variables, depending on whether you buy ice and bread or make your own, and what local specialties you prefer to buy along the way.

The most difficult plan, but the most reliable, is to make up a menu for three meals a day for one week, with a shopping list for everything on the menu plus staples, cleaning supplies, and paper products. If you'll be gone only a couple of weeks, double this list. If you'll be gone

for months, make a two- or three-week master menu and multiply it. Chances are, it will be weeks before anyone realizes that you're having chicken potpie every third Monday night or raisin-pecan oatmeal every other Saturday morning.

A more versatile scheme is to break down the day's rations into units. Say you have a crew of four, and each has two scrambled eggs for breakfast. Ergo, eight eggs equals one maindish breakfast unit. Each person has one burger for dinner, so one pound of ground round, divided into four patties, equals one dinner meat unit. A can of peaches divided four ways is one fruit unit. Enough pancake mix to feed the crew equals one breakfast maindish unit.

If you'll be gone 12 days, you'll need 12 units each for breakfast main dish, breakfast fruit, lunch main dish, lunch dessert, dinner meat, dinner starch, dinner vegetable, dinner salad, dinner dessert, and so on. While the unit method is more haphazard, you have all the puzzle pieces in hand and can combine them according to your whim.

As a rule of thumb, you'll need for each person on board, per day, a minimum of:

- 1 cup of milk (UHT — ultra heat-treated — or the equivalent in canned or powdered)
- 1 cup flour at about 20 cups per five-pound bag
- 1 egg
- 1/2 pound butter



You may never drink milk or eat eggs, but they'll be used in cooking. You'll use flour for baking, more or less according to how many recipes you make from scratch and whether you buy or bake your daily bread. Generally, one portion of trimmed, boneless meat is four ounces per person; for bone-in meat and poultry, plan six to eight ounces per serving. Root vegetables, steaks, chops, fruit and many other foods are bought by the count, that is, one potato or one T-bone per person, per serving.

Do the math. You'll get 32 half-

*"Chances are,
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ounce scoops per one-pound can of coffee and 64 eight-ounce glasses of Crystal Light from a can containing eight packets that make two quarts each. At home, start dating such things as toothpaste and shampoo, to see how long it takes your family to go through the large, economy size. You'll soon have an idea of how many of what you'll need per month.

Where to put it

Stowage space can be categorized as:

- **Galley stowage:** for staples you use every day, as well as for menu

Top 10 pantry lifesavers

1. Rice, because it can be served as a hot breakfast cereal, dessert pudding, starch side dish, and an ingredient in hundreds of dishes. Buy a variety of rices (jasmine, texmati, arborio) and, for nutritional backbone, favor brown rice over polished.

2. Peanut butter can turn bread or crackers into a meal, snack, or dessert. Use it as a fat in cakes and cookies, a flavoring ingredient in sauces such as chicken satay, a protein-rich spread for toast, or just eat a spoonful as a pick-me-up when the going gets rough.

3. Canned tuna can be eaten straight from the can when high seas prevent cooking, and it's delicious in many maindish recipes. Add canned or pouch tuna to chowder or a casserole to stretch a small catch into a feast for a big crew.

4. Self-rising flour may lose its oomph after months in damp sea air, but it's the ultimate shortcut ingredient. For the same price as regular flour, it combines flour, salt, and baking powder to speed your production of pancakes, coffee cake, quick breads, batters, and biscuits.

5. Popcorn is everyone's favorite snack food. It's cheaper and more space-efficient to buy it in bulk and carry a stovetop or microwave corn popper, and it's pure food without salt and saturated fat. Sprinkle popcorn with flavored gelatin or cinnamon sugar for a quick dessert, with hot sauce and herbs for a

cocktail snack, or with butter-flavored salt to serve with apples for a light supper. Popped corn can be ground in a food processor and mixed into batters and doughs for added interest and nutrition.


6. Nonfat dried milk can add nutrition to recipes, and 20 quarts can be carried in a carton no larger than a box of cornflakes. For drinking, mix it at least three hours ahead. Protein is slow to recombine with liquids, so it takes several hours to lose its chalky texture, chilled or not. If you don't have refrigeration, turn it into cocoa, yogurt, or a posset made with hot milk, sugar, a touch of vanilla, and a tiny nugget of butter.

7. Rolled oats make a filling, healthy breakfast cereal and add texture and interest to breads, cakes, and cookies. They can be lightly cooked to a chewy texture, cooked into the creamiest, most gentle cereal for upset tummies, or eaten raw. Add dried fruits, raisins, nuts, or other grains (rice barley, cornmeal, grits) and have a new

cereal every morning. For the kids, stir in a handful of M&Ms just before serving. An oatmeal scrub also helps ease itches and rashes. You'll get four times more servings out of a box of oats than the same size box of ready-to-eat cereal.

8. Grits or cornmeal are down-home favorites that go gourmet when you call them polenta. Serve as a hot cereal, sweeten to make Indian pudding, stir in eggs and bacon bits to make a one-dish breakfast meal, or serve hot cheese grits as a starch side dish with dinner. Chill cooked cornmeal mush, cut into slabs, fry until crispy, and serve for breakfast with maple syrup, or grill it for a dinner side dish.

9. Seeds for sprouting stay dormant for months, even years, then spring to life as a vitamin-packed salad. Check health food stores and catalogs for dozens of types of sprouting seeds, not just the familiar alfalfa and mung.

10. Drink concentrates such as Crystal Light, bottled lemon- and lime-juice, Tang, and frozen concentrates allow you to carry gallons of tasty drinks in cupfuls of space. If you can re-supply water along the way, don't waste space on canned sodas, juices, and cocktail mixes. 





items for the next day or two.

- **Standby stowage:** where you'll keep canned goods, paper products, and staples such as canned tomatoes or soups that are frequently moved into galley stowage.
- **Dead storage:** this takes time and effort to get into. These areas might include bins under dinette seats and bunks.
- **Dead-dead storage:** this requires major effort to get into, but here's where you'll find your "ace in the hold" for paper towels, toilet paper, canned coffee, and other bulky, lightweight items. Remove floorboards and drawers, and fill every inch of space behind the scenes. It may be weeks before you have to dismantle the boat to get at these places again.

Keeping it safe

Rats and roaches are a rare problem, but humidity is ever-present, taking the crunch from crackers, invading flour, weakening baking powder, turning bread green, and inviting all sorts of livestock to feast on dry pastas, rice, and everything else that requires cool, dry stowage. Here are some random tips on long-term food storage.

- It isn't practical to store everything in


"We've cruised nonstop for as long as eight months aboard a 29-foot sloop, without having to buy anything but fresh produce."

metal cans or glass jars, but they are your only protection against dock rats, which can chew through everything else including wood and heavy plastic. For serious voyaging, invest in canning equipment. Can your own meats (but not fruits, vegetables, and foods you can buy in cans) and seal up delicate items such as spare parts in a safe, sterile, break-proof environment.


- Take paper labels off tins and mark them with grease pencil. Even dry boats sometimes flood, and if the paper goes awash, it clogs bilge pumps. In a damp boat, seal each can of food in a plastic bag. In a wet boat, coat cans first with a self-healing rustproof, such as Texaco's Compound L, then wrap individually in plastic. It's messy, but is the ultimate defense against rust. If cans have flip-tops, tape them down and seal cans in individual bags. If the flip-tops get dislodged enough to break the seal, food spoils.

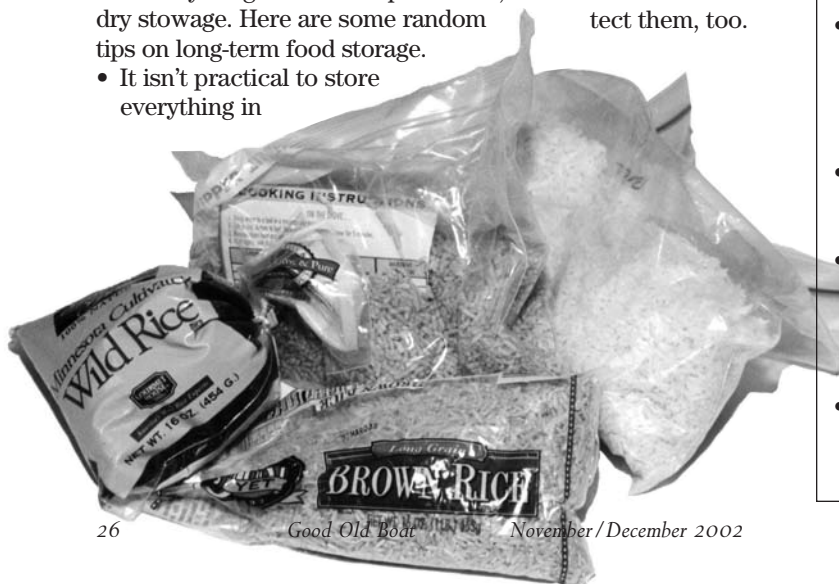
Aluminum cans are even more vulnerable than steel in salt water, which can eat through in as little as 24 hours. Protect them, too.



- Freeze pastas, grains, and flours 24 hours in the containers where they will be stowed, then let them come to room temperature without opening.
- Where possible, buy cans and packages that have a "use-by" date. If not, use a marker to date each piece so you can use oldest items first.
- Hard, fresh cabbage keeps for weeks in a cool, dry place if you don't cut through the head. Peel off leaves from the outside as needed.
- Wash fresh lettuce, dry thoroughly, and wrap in a clean linen or terry towel. It will keep several weeks in the refrigerator. Don't stow fresh produce in plastic wrap. Wash apples, hard pears, citrus fruits, and green tomatoes. Then dry them completely and wrap them individually in paper towels. Turn often and use as soon as they're ripe. 

Squeezing it all in

- Have the butcher skin, trim, and bone meat, then package it (without plastic trays) in portions suitable for your crew size. Then freeze it in the supermarket's super-cold freezer. Pick it up on the way to the boat.
- Don't buy it in a can if it comes in a pouch, a box if it comes in a bag, or a glass bottle if it comes in plastic.
- Don't buy it full strength if it comes in a concentrate form. For example, buy tomato paste rather than tomato sauce. Favor condensed or dried soups, bouillon cubes over canned broth, and concentrated cleaning products rather than ready-to-use.
- Don't take up valuable fridge space with foods that don't have to be refrigerated, such as hard cheeses and sausages, peanut butter, and some margarines. 



Gary Mull ⁱⁿ retrospect

*In English or engineering,
this talented yacht designer
loved a sweet line*

by Steve Henkel



Billy Black

**Gary Mull's
Freedom 45.**

One day in 1985, a yacht designer, the late Gary Mull, wandered into the Connecticut office of *Sailor* magazine, where author Steve Henkel worked as editor-at-large. Whether he came hoping for some coverage of his work (successful naval architects are often good self-promoters) or just wanting to visit, Steve doesn't recall. But presently Gary and Steve found themselves facing each other across a table in the office. Steve clicked on a tape recorder, and Gary began talking about himself.

Afterward, the tape was transcribed, and Steve began to put Gary's words into some semblance of order for publication. Before Steve could finish, however, the magazine ran into financial problems and folded. The interview was packed away and forgotten.

Recently, while browsing among his old manuscripts, Steve, now

retired and living in Florida, came across a copy of the interview. Gary Mull died of cancer in July 1994 at the age of 55. "After rereading the record of our conversation," Steve says, "it seemed appropriate to make an effort to get his story published, as a sort of minor testimonial to his well-lived life."

By any measure, Gary Mull was a successful designer. His credits include the Santana 22, 27, and 37; the Ranger 22, 23, 26, 29, 32, 33, and the SORC-winning Ranger 37; the Newport 30 and 33; the Kalik 44; the Freedom Independence, 28, 30, 36, 42, 45; a variety of winning raceboats from the Half-Tonner *Hotflash*, built by the Gougeon Brothers in 1976, to Two-Tonners like *Carrot* (1976), to the 12-Meter *USA*; the Capri 22, which he designed with Catalina's Frank Butler in 1983 (more than 800 sold); and custom designs including the light-displacement speedster *Improbable*,

the 6-Meter match racers *St. Francis IV, V, and VI*; *Ranger*, built by Goetz Custom Yachts and raced by Ted Turner in the 1979 6-Meter Worlds; and the maxi-boat, *Sorcery*. His boats were built in numerous other countries, including Australia, New Zealand, Italy, Taiwan, Turkey, and Yugoslavia. He also served as chairman of the International Technical Committee of the Offshore Racing Council, the group that administered the IOR (International Offshore Rule).

Another measure of a designer is the number and record of people who apprentice under him and then go forth on their own. Over the years, Gary Mull trained many others who established their own enviable portfolios, among them Carl Schumacher, best known for his Express series. Other well-known yacht designers include Jim Antrim and Ron Holland.

Besides being a good designer, Gary Mull was characterized as "one of the best storytellers of all time."

Bay Area boat boy

It isn't easy to make a living as a sailboat designer, and most aspirants to such a calling find other sources of income to support their chosen lifestyle. But Gary — after a number of false starts — made it big as a full-time designer. He was born in the small California town of Beaumont, which he was fond of describing as "right next to Banning . . . and that's not too far from Ukpa." Later, his family moved to the San Francisco Bay area, where he lived the rest of his life. As a teenager growing up in the 1950s, he discovered his vocation when he joined the Sea Scouts.

"I have a good friend named Wayne Love," Gary said, "and he and I, as far as I know, were the only two guys in our group who wound up doing what we wanted to do. Wayne wanted to be a cowboy, and he *is* a cowboy — a real honest-to-God John Wayne, spurs-and-a-buckle-the-size-of-a-hubcap cowboy. And I wanted to be in boats.

"Wayne was in the Sea Scouts, and one day he said, 'Do you want to go on

a cruise?" I said, 'Yeah, great, what's a cruise?' It turned out to be on the Sea Scout 'ship,' they called it, which was a 26-foot whaleboat. The cruise consisted of rowing the whaleboat against the flood tide about 12 or 15 miles, beaching the boat and having lunch, and then rowing back against the ebb tide. I came back with a sunburn and blisters all over my hands, but discovered that I really liked boats, I mean *really* liked boats." As he grew up, Gary began racing on other people's boats and took jobs as a paid hand setting up boats and crewing.

English major

In college, however, Gary started out as an English major, because he wanted to be a poet. "I had a lot of

you're 17, which would you pick?"

So he raced to Tahiti. On his return he went to Oakland City College for a short while. He "did English for a little bit," and then he signed on to help bring *Good News* (a well-known ocean racer of the time) back to the States from Bermuda. After that, he applied for a transfer to the University of California at Berkeley. He had all the credits, and making the switch, he figured, would be no problem.

"Then," he explained, "at Berkeley, I met an old girlfriend of mine from Pomona College, who now was an English teacher at a Berkeley high school. Her view was that, if you are going to be a poet, you have only a few options. You either have to come from a wealthy family, marry a wealthy wife,

we'll go to dinner. I'll grade for spelling and punctuation, and you can grade for content.' So she gave me a red pencil, and I started whittling away. These kids were juniors in high school, and they had never *heard* of punctuation. There was an occasional period, and commas were not in evidence; their spelling was freestyle, I guess you'd call it.

"She looked over and said, 'My God, what are you doing?' I said, 'Are these kids Americans? Are they boat people or something?' She said, 'You can't grade this one badly because he happens to be black, and if you grade him down I'll get a visit from his mother and father and the NAACP. You can't grade this one down because he happens to be white, and if he is graded down I'll get a visit from his mother and father and the minister saying, 'How come my white kid is getting graded down?' One other kid couldn't get bad grades because he was a football player, and another girl couldn't get bad grades because she was supposed to go to some hotsytotsy women's college. My friend said she'd never been so frustrated in her life. She was, at this point, actually crying, and that sort of soured me on the teaching process, at least for high school."

Instead of teaching, Gary decided to shift into engineering at Berkeley. He signed up to take a qualification test, given during the summer, to get into the College of Engineering. All



***Genesis II*, a 1971 Gary Mull-designed Ranger 26 owned by Richard Dinardo, at her mooring on Long Island Sound in Guilford, Conn.**

fun," he said, "and it serves me well. I enjoy the language. It frustrates some of the people who work for me because I try very hard to use the word that means what I am trying to say — and I always try to say what I mean. Many people are pretty loose with the language. I hear a lot of people say 'it is exactly the same except that . . . ' and it can't be 'exactly the same except that . . . ' "

Gary went for a year to Pomona College, a liberal arts college in Southern California. "Then I had the choice of going to school the next year, or going on the Tahiti race," he said. "When

or get some real job to support yourself while you are dealing with your poetry. The most common job for would-be poets is as an English teacher in a high school. There are a lot of frustrated poets teaching grammar to kids who don't want to learn it.

Teaching problems

"Then she began teaching at Berkeley High and telling me of all the problems of teaching. I asked her if she wanted to go out to dinner, and she said she couldn't because she had to grade a bunch of papers. I said, 'I'll help you grade the papers, and then

summer long he expected a letter from Berkeley to arrive advising him when he was supposed to take the engineering test. But the letter never came. "Finally," he said, "I went up to Cal (UC Berkeley) and told them I hadn't gotten the notice.

What name?

"Well, what's your name?" I was asked by an official.

"Mull.' They got out my file.

"Well, what do you want to take the engineering test for?"

"Because I want to study engineering."

“‘But you are down here as an English Lit major.’

“‘No, no, I *was* an English Lit major; I transferred into engineering.’

“‘No, no, no. Here it says your intended major is English.’

“And there it was on the form: ‘ENG.’

“I said, ‘No, that’s engineering, that’s the abbreviation for engineering.’

“The official said, ‘Not here. The abbreviation at the University of California is *ENGIN*, and the abbreviation for English is *ENG*.’

“Well, I had been taught that you never abbreviate the word English if you can avoid it, or you do *ENGL*. But Cal had its own abbreviations. Without the qualification test you can’t get in the College of Engineering. So I was essentially stuck in English Lit for my third year.” A linguistic purist, hoist by his own petard!

Eventually, he earned his mechanical engineering degree with an option in naval architecture. “I did all sorts of stuff by the time I finally got out of Cal,” he said, “which was at a pretty late date. I went to school for a year, went to Tahiti for a year. I worked as a sailmaker for a year. I went back to school. I was in the Coast Guard. I got married.”

The real stuff

He worked at Lockheed Shipbuilding as a consultant for a while and ran the engineering department of a shipyard for about four years. He got to know the commercial — what he called “the real” — naval architecture. “At the time,” he said, “I sometimes wondered why I had to learn how to design general cargo ships and tankers and that kind of stuff, but even that has served me well since then.”

Then he raced to Honolulu on the celebrated 33-foot ultralight S&S-designed *Spirit*, which he was in charge of setting up. After the race, with a small crew that included his new wife, he brought *Spirit* back to San Francisco. “The boat had no engine,” he said. “We sailed her back.”

When the couple got back to the mainland, they had no home, and Gary had no job. In fact, he hadn’t interviewed for any jobs. So he and his wife stayed with her parents for a while. He remembered his father-in-law repeatedly asking about his plans.

“He’d say, ‘Well, when are you starting work?’ And I would say, ‘Well,



Designer Gary Mull

I don’t really know.’

“Don’t you have to call and let them know you are back?”

“Well, it’s a little bit more complicated than that because I don’t have anyone to call. I’m going to have to start looking for a job.

“You didn’t *interview* before you left?”

“I’m sure he was thinking: ‘Here is this lout that my daughter is married to, an absolute ne’er-do-well.’ ”

Antenna project

Finally Gary started working for a company in San Francisco that had a contract to redesign the antenna array on a couple of carriers for the U.S. Navy. Not long after, “the boss walks up to me one day and he says, ‘Well . . . err, umm . . . err, umm, I don’t know how to tell you this . . . umm, err, umm . . . I have to let you go.’

“I had only worked there three weeks. I said, ‘Jeez, Bill, what did I do wrong?’ And he said, ‘No, no, no, your work is fine, but we lost the Navy contract, and last hired, first fired.’ He felt so embarrassed he gave me three months’ severance pay.”

Gary used some of that severance pay to fly east. He interviewed with a number of yacht design firms, including the prestigious Sparkman & Stephens, where he was offered a job. He worked there for several years, and then his father-in-law suddenly died, leaving a family business. Gary and his wife drove back to California to try to help save the business, but by the time they returned to the West Coast, other family members had sold the business.

Gary again had no job and only “20 cents-worth of savings.” But the company that he had worked for

redesigning antenna arrays for the Navy rehired him right away, farming him out as an engineer to Lockheed Shipbuilding in Seattle.

While he was in Seattle, Gary’s mother sent him a newspaper clipping of an engineering firm’s ad looking for a naval architect down in the Bay Area. He responded, and as Gary explained it, “We sat down and the manager asked me my general background, where I went to school, and what I had been doing, and then I asked what the job would be. He said, ‘Well, right now we just got the contract to do a 12-inch, self-propelled, suction-cutter dredge for the state of Bahar, India.’

“I said, ‘A what?’ And he said, ‘A dredge.’ And I said, ‘Gee, I’m afraid you’ve got the wrong guy, I don’t know *anything* about dredges. I don’t even know how they work.’ ”

Thinking there would be no job offer, Gary went back to Seattle. About a week later he got a call, asking when he could start. Gary answered, “I think you must have me mixed up. I’m about six feet tall, I’m the guy who doesn’t know *anything* about dredges.”

The manager’s response was, “Yes, and you are the *only* one who admitted it.”

They negotiated a deal, and he worked there for a couple of years.

Sailboat commission

In those days, Gary spent time with a bunch of sailors who got together in Oakland for lunch on Fridays to talk about boats. There, in 1965, he met the owner of the W. D. Schock Company, a pioneer in cored construction, based in Santa Ana.

This is how Gary described the ensuing events: “Bill Schock kept saying, ‘What would you do if you were going to draw a boat that would be faster than a Cal 20?’ That was the real yardstick boat at that time. We were sketching on the backs of napkins, as we do.

“Right after that lunch, I had to fly to New York, and when I came back, there were all these messages on the desk, ‘Call Bill Schock; Call Bill Schock,’ so I called and said ‘What do you need?’ And he said ‘Where the hell are the drawings?’ I said, ‘What drawings?’ He said, ‘You said you were going to design a boat for me.’ I said, ‘No, you said you were going to call

me if you wanted me to.' And he said, 'Well, I called.' I said, 'Oh!' And that got me started designing sailboats. The first one was the Santana 22."

It was a very successful first design, and W. D. Schock sold several hundred. Then Gary designed the Santana 27 in 1966. Before long both the Santana 22 and the 27 started cutting into the sales of the big competition, the Cal 20 and the Cal 25 and 28.

The Ranger story

As a result, Jensen Marine, builders of the Cal line at that time, saw both a problem and an opportunity. Jack Jensen already had a mutually exclusive agreement with Bill Lapworth, designer of the Cal 20 and others in that line, which stipulated that Lapworth couldn't design for anyone else and Jensen Marine couldn't build anything but Lapworth boats. So in 1967 Jensen started a new company, Ranger Yachts, with the same sort of exclusive arrangement with Gary.

For a while, things went swimmingly. Gary designed a broad line of Rangers: In chronological order the Ranger 26 (1969), 33 (1970), 29 (1970), 23 (1971), 37 (1972), and the 32 (1973). The Ranger 23 was used in the movie *Dove*, the story of Robin Lee Graham's single-handed circumnavigation (the real boat Graham started out on was a Lapworth 24). The Ranger 37, *Munequita*, won the 1973 Southern Ocean Racing Circuit. And the number of hulls coming from each model mold was substantial. For example, 460 Ranger 33s were built before production was discontinued in 1978.

But as so often happens in the boating business, the scent of roses was not to last. As Gary explained with some bitterness, "They started getting aberrations because the corporate lawyers decided to run the boat business. What happened was that in 1973 Bangor Punta bought Jensen Marine and Ranger Yachts, and a new group of guys took over Bangor Punta. They were basically all attorneys — and I don't have any more against attorneys than most people have against attorneys, for the same reasons — but, anyway, they decided that they would begin to pull the corporate strings. They decided to change the corporate structure, and in so doing they committed suicide."

*"... it has to have
an airy, bright,
pleasant interior
so that you don't feel
like you are going
to jail when you
go down below."*

Markets covered

Under the original concept, said Gary, Bangor Punta had "O'Day boats, which essentially covered the low-ticket end of the market. They had Cal boats with an overlap at the bottom end that covered the medium-ticket end of the market. And they had Ranger Yachts, with some overlap, covering the high-ticket segment of the market. They had the market covered like a blanket."

Then management decided to change the structure. "I don't know what it's called," Gary said, "from horizontal to vertical (integration) or from vertical to horizontal, maybe on the diagonal, I don't know. But in any case they decided they would have one guy be director of the marine field in order to unify marketing."

That started some infighting. "O'Day wanted to improve their quality and build bigger boats," Gary said. "They wanted to encroach on the marketplace of the other two guys. They put a guy in Ranger who wanted to cut the costs at Ranger to get down to the low-ticket end. They began to mix up where the hell they were, and who they were, and where they were going."

It was a turning point in the designer's career. "That was a very bad thing for me because I had an exclusive contract with Ranger," Gary said. "I couldn't design for other production companies. I had cut myself off from the entire rest of the marketplace."

He had a bitter dispute with Bangor Punta's top brass, which ended with the termination of his contract and separation from the company.

"I was invited back to Greenwich, Connecticut, by the then-president of Bangor Punta to resign the contract," he said. "It was a formality, at least according to them on the telephone. When I got to the office, having flown across the whole damn continent, to talk to this SOB, he kept me waiting in his outer office with a paper cup of

coffee for almost an hour, and I knew something was up . . . unless he was having a fire in his office.

Royal throne

"Finally, I was ushered into his office, and he had one of these swivel chairs that King Henry wouldn't be better off in, and he began telling me how they were sure it didn't matter who designed the boats — it was all a matter of marketing. He leaned back in his corporate throne and said, 'As a matter of fact, if I had a bit more time I'd take a shot at it myself.' I said, 'Well that's like saying that if I had more time, I'd handle my own legal work,' and he sort of came down from the swivel chair and said, 'Well, you have to realize now that the law is a pretty specific profession.'

"I said, 'I went to school for four years and studied naval architecture, I know as much about naval architecture as you know about law; as a matter of fact, I probably know *more* about law than you know about naval architecture. He was quite insulted that his profession of law was anywhere near the same wavelength as this *hobby* of boat design. He then told me that I was earning too much money. I was on a straight percentage of the boats sold, not the boats built, but the boats sold. The more boats they sold, the more money I earned; the fewer boats they sold, the less money I earned. It was essentially on a performance basis.

"He told me I was earning too much money, and I said, 'The reason I am earning too much money is because you are selling a lot of boats, and you're making a lot of money. How the hell can you possibly complain?' He said, 'Well, for a boat designer to make this much money is just ridiculous.' And I said, 'For a boat designer to make as much money as I do *is* ridiculous, but I know how much you make out of this company, and if what *I* make is ridiculous, there is no word to describe what *you* are making.' At this point, he said, 'Take it or leave it; we'll give you half of what we have been giving you,' and I said, 'F— you.'

Justice after all

"It was like going from a good business to no business in one day,"

Continued on Page 63

The man who taught me

THE MAN WHO TAUGHT ME TO SAIL died this morning. Email from his daughter-in-law conveyed the sad news. His son, Brian, a friend since childhood and an officer in the U.S. Navy, is on his way home from the other side of the globe.

The news of Nat Klock's passing blanketed me in an emotional fog. I was further saddened by the knowledge that I would not be able to travel to New Orleans for his funeral. By noon I managed to clear my calendar for the day and found myself tacking out of Bridgeport Harbor into a steady southwest breeze.

I realized, for maybe the first time, just how much I loved it all. I noticed the way the wind first tickles my neck. Then the rigging stiffens. Finally the water begins to foam past the leeward hull.

My love affair with the sea, spanning nearly 30 years now, began on one of those

steamy New Orleans afternoons in 1972. Five of us unfolded ourselves from a powder-blue 1965 Mustang and made our way to the water's edge. I remember looking down at the fiberglass sloop contemplating how I might navigate the three-foot step

down to her. I was virtually frozen right there at the water's edge. I thought to myself, "I'll never be much of a seaman." I was victimized by my uncertainty with heights, even three-foot heights.

The weather was with us for our first day. Sailing in calm seas and moderate winds, Mr. Klock methodi-

cally went through safety procedures. We learned where the life jackets were stored and how to fasten them properly. He instructed us in the laws governing life on the water.

Crew overboard

All in all, it was a relaxing introduction to boating until our friend, Warren, unexpectedly dove from the boat to retrieve the top to the suntan lotion. There was an instant when I couldn't believe what I was seeing. Someone tossed the flotation cushion toward Warren, who was rapidly growing smaller in our wake. Intercepted by the wind, this salvation was deposited onto the water a good distance from Warren, who hadn't the sense to be upset by his predicament.

I heard the order, "Prepare to come about," followed by "Coming about," and Brian, our future naval officer, bellowed, "Heads down!" as the boat swung around in the murky waters of Lake Ponchatrain.

It wasn't the prettiest tack, but we managed to get around and bring the jib over. Warren was retrieved in short order and soundly scolded for leaving the safety of the boat. I'm surprised he ever sailed with us or even spoke to us again after the way we berated his actions.

Another six weeks into the



Nat Klock at the tiller, Kenny Hughes at the boom.

summer, we arrived at the Klock home for a scheduled sailing adventure to find that Mr. Klock had just come home following an unexpected 16-hour shift. Mr. Klock, Nat to his contemporaries, worked many 16-hour days as a federal law enforcement officer in the New Orleans Transportation Center. Despite this brutish work schedule, he set aside time to spend with his children and, much to my benefit, his children's friends. This day was to be no different. He sloughed off his fatigue and made good on his promise to observe while we put into action all we had learned. We smartly navigated the congested harbor out past the Coast Guard station and, at some safe distance from the concrete steps of the seawall, we hoisted sail. It was a calm day, almost no wind at all and hot.

Over to you

"I think you boys have it now," Mr. Klock announced. "I'm going to lie

*"I think you boys
have it now,"
Mr. Klock announced.
"I'm going to lie down
for a few minutes.
Keep an eye
on the weather."*



Charlie Allen leaning to the mast, author Glen Smith on the bow.

down for a few minutes. Keep an eye on the weather." And he went below.

New Orleans' summer heat often turns Lake Ponchartrain into a violent and dangerous place. Mr. Klock hadn't been below 15 minutes when the sky darkened, and the stifling humidity evaporated before a cold northwest gust. Lake Ponchartrain is a large shallow body of water where wind-driven waves roll deep and close together. The erratic motion of our vessel had Mr. Klock out of his bunk and back on deck before we could discuss the predicament amongst ourselves.

We had sailed through afternoon squalls before and even playfully sailed between squalls to avoid getting wet. But that day we caught an hour and a half of sheer terror at the hands of winds gusting to 70 knots. Cold rain pelted our bare chests and faces until our skin turned red. We downed the jib as we observed the storm's approach, but no amount of tugging and



Brian Klock and author Glen Smith enjoy a summer day on *Es Mia* in 1973.

pulling would release the main halyard from its cleat. It was a tough afternoon. There was talk of cutting the halyard and making me go up the mast to replace it should we survive.

I have a picture in my head of four sneakers at the ends of four legs horizontal to the deck as my friends lost their footing working to release the mainsail. Another more amusing image of Brian — prepared to abandon ship with his jungle hat, orange life vest, and knife — reminds me that we were never in any real danger. Mr. Klock's stoic nature and fine seamanship kept us off the seawall and upright through the afternoon. That day I learned that there are at least two different, but bona fide, versions of *The Lord's Prayer*. That day, I got gut-hooked on sailing.



Aboard *Es Mia* on Lake Ponchartrain: Kenny Hughes, owners Nat and Ann Klock, and the author.

Inner strengths


My friends and I began to appreciate the ebb and flow of the meteoric elements that produce tranquil mornings and fierce afternoon storms. We learned something about ourselves and our inner strengths. We also had the opportunity to test our darkest phobias and those personal weaknesses usually kept well hidden. There were lessons in seamanship but there was parenting, too.

If sailing is about time, the suspension of time, the gift of time, the precious nature of time, then Mr. Klock shared his most precious commodity — time — with his son and his friends. Spending time with him, we absorbed his good morals and his love of family. We also witnessed a



To save gas, *Es Mia* tows the ski boat owned by Charlie Allen (in foreground). The group would ski until the boat ran out of gas. Then the sailboat would tow it home once more.

fine example of how to be a husband.

Mr. Klock died this morning. The heart that sustained him through mile after mile of swimming and hour after hour of bodybuilding gave up today just before dawn. But twice a week or so the gift he gave to me will live on. Each time I step from the dock onto a boat to race, cruise, or even just to float, Mr. Klock will be with me. I am reminded of that first man-overboard situation each time I bring the throwable on deck in preparation for a sail. I think of that squall from nowhere every time I cleat a line. And the youngsters who sail on my boat get the same safety lecture I first heard 30 years ago from my mentor, Nathaniel Klock. 



Charlie Allen in front with half of Brian Klock (we love these old amateur photos!), Kenny Hughes, and author Glen Smith.

Woman alone

Only one thing terrified this lone circumnavigator — haulout time

by Jill Knight

WHEN PEOPLE LEARN THAT I HAVE sailed my boat alone around most of the world, almost inevitably they say, “You’re so brave!” They may well be thinking, “You’re so crazy!” Either way, they’re thinking of things like storms, foreign ports, and loneliness. But any bravery and most of the madness were evoked by different challenges entirely.

When I sailed off alone I was a 42-year-old with few practical skills. But I was a solitude freak, got high on freedom, and was in love with *Cooee* . . . all of which meant that I set sail in a state of blindness. Everything was possible. *Everything!* This was despite the fact that I had little idea of how to keep my very good, very old, boat going when it came to maintenance.

There was one thing, though, that terrified me. Forget loneliness, wild weather, finding my way, even the maintenance itself. The true challenge was haulout. How was I, physically, going to get *Cooee* onto dry land once a year? *How and where?*

When I was sailing with Peter, the previous owner of my wooden cutter, I had no cause to contemplate the problem of haulout. Peter was a man who had never heard the word “impossible.” After leaving Australia and spending nearly a year



in the Pacific, we arrived in the Philippines with *Cooee* in need of bottom paint. Neither of us had been in the Philippines before, and we had encountered no other sailors from whom to get advice. We reached Cebu City, and in the mud under the bridge across to Mactan Island lay a collection of hulks.

“That’ll do nicely,” Peter said.

Shabby shacks

We went ashore and were surrounded by the curious inhabitants of the little

shacks that also huddled under the bridge. We ended up with a plan for the following day and a team of workers who would dive and place logs under *Cooee*’s keel as she settled next to one of the hulks when the tide dropped. Another team would apply the

antifouling paint we had brought with us from Australia.

It was all new to me, and I thought this must be the way haulouts were done.

Cooee under sail among the Great Barrier Reef islands.

Cooee, Peter, and I were in the Philippines for the next four years, based in Po-oc, a little fishing village south of Cebu City. Peter built a cradle, and each year we motored *Cooee* into it on a high tide. As the water dropped, the cradle settled onto log rollers, and he hauled her up the beach on a chain passed around a coconut tree. It was in the Philippines that I bought *Cooee* from him and set sail alone.

“Be sure to haul her every year,” he told me, adding vague warnings of worms, loose caulking, and something-or-other galvanic. I waved goodbye with no idea how I was going to make this sort of thing happen, not even sure of why.

Since then, my fear of haulouts has been allayed by experience until now I could be called a haulout freak, a boatyard groupie. I love all of it. I love the good humor and kindness of boatyards, the work of the hardstand, the learning, noise, dirt, physical exhaustion — and the special taste beer acquires at the end of a day in one of those hubs of salty industry.

Simple haulout

After many adventures, *Cooee* and I

“‘Be sure to haul her every year,’ he told me, adding vague warnings of worms, loose caulking, and something-or-other galvanic.’ ”



done by others. One of the smallest expenses was the team of caulkers who raked the old cotton and putty out of all the underwater seams and recaulked them. They were old Chinese junk men who spoke not a word of English. I watched and tried to learn. They finished the job in four days, and they did *Cooee* and me a large favor. Not many people think of wooden boats as being susceptible to what is generally termed electrolysis. But one of the junk men pointed out that the wood under the A-bracket — the bronze casting supporting the propeller shaft after it exited the hull — was soft and soggy.

The yard carpenter called it rot. He removed the shaft and bracket and cut out the soft section of the plank.

Cooee's hull is three skins of kauri, and only the outer skin was affected. At that point an American who had his fiberglass boat in the yard noticed the piece that was removed; it was bright yellow and stringy.

"I seem to remember reading something . . ." he said. He lent me a book called *Metal Corrosion in Boats*. It taught me

a lot that I needed to know about metals, but a number of brief references to timber degradation as a result of cathodic protection led me to read more widely. An excellent article by Ed McClave in *WoodenBoat* magazine became my bible.

Electrical circuit

What was going on with *Cooee's* A-bracket was the result of the simple electrical circuit set up between two dissimilar metals that have both an electrical (metal) connection and a shared electrolyte — in this case, moist wood. Chemical changes in the electrolyte make it alkaline; alkaline solutions destroy lignin, the binding resin of wood fiber. One typical symptom is yellow-stained wood and another is a white crystalline deposit on the metal fitting inside the hull.

On *Cooee*, it occurred around a

bronze fitting bolted with copper through wet wood, but it can be caused by zinc anodes. Once I knew what to look for, I realized the zincs on *Cooee's* stainless steel rudder fittings were also producing the tell-tale crystals. I did away with the anodes and now paint all the metal well. I also remove a couple of rudder bolts each haulout to check for pitting. Recently I replaced another small piece of hull timber beside the stern tube. In both cases the metals were fairly closely matched and removing the possibility of water-saturation of the wood has effected a cure. Stray-current corrosion is a separate process, and I recommend Ed McClave's article on that subject.

The inner skins of *Cooee's* hull being sound, the carpenter replaced only the short length of timber, not a long piece of planking as one might in a traditionally planked hull. Then, with advice from all and sundry, I did the bottom painting myself. Two coats of epoxy preservative on the bare wood and etch primer on the metal: keel, propeller, shaft, rudder fittings. Two coats of epoxy primer and two of antifouling. The bottom was done and at a reasonable price. It was the topsides painting that cost a fortune: a magnificent spray job



A more recent harbor, at top, and Singapore, where *Cooee* gets new cotton in her underwater seams, below.

arrived in Singapore. Her Philippine paint was coming off in big slabs, she leaked like a strainer, and her engine had not worked for months. Imagine my relief when I was directed to a yard full of boaters working on their vessels like bees at a honeycomb. The Americans who ran the business made it sound easy: simply a crane, a cradle on a low-loader, crane again, then props to hold her upright on the hard. No logs, no tides, and not a coconut tree for miles. I began to understand how isolated we had been in the Philippines.

That haulout cost me a great deal of money. Since I knew nothing about engines, painting a boat, or how to stop it from leaking, I had the work



Jill Knight begins her engine maintenance apprenticeship; through no fault of its own, this engine rarely worked.



somehow completed between equatorial downpours. I replaced the engine with a new one that I vowed, though I knew nothing about engines, no one but I would touch (but the engine saga is another story).

Gained confidence

I hauled *Cooee* again in Singapore after a year in the Gulf of Thailand, so by the time the next haulout came around, my third, I had gained a little confidence. I needed it. In Lumut, Malaysia, I had to lean her against piles and paint between tides; the boat before mine had settled too close to the piles and had fallen over when the tide went out. Once again there was plenty of advice and help from other cruisers, some needing credit for their own haulouts, others simply being generous. I was grateful for *Cooee's* long, level keel but did not count on the speedboat regatta that took place on the day I chose for the job, causing a few jolts as she settled.

In Thailand a year later I leaned her against a wall for a quick antifoul job and found worms in the bottom of her keel. They were not going to die through drying out between tides. A local told me to light a little fire under them. I did that and hoped for the best. After another year I was in Richards Bay, South Africa. The yacht club had a slipway and a cradle drawn up railway lines with a winch. It was another rushed job. There was a queue of boats waiting, the season's cruisers having recently arrived from

the Indian Ocean. Only four days were permitted on the slip. I got a better look at the wormholes in the keel and had the luxury of electricity; I roasted them with a heatgun.

Cooee and I spent two years in South Africa, and it was here I encountered my first Travelift. We were by then on the west coast at a resort complex called Club Mykonos, named for the arid Greek-style landscape. There in Saldanha Bay, north of Cape Town, unprecedented sophistication entered the scene. There were no cradles for the boats, no chandlery, no special place to wash when filthy and toxic; however, there was a beautiful gravel yard, a restaurant, boardwalk bar, magnificent tiled bathrooms, and hot showers. Best of all was an amazing machine that lifted *Cooee* up, drove her to her spot, and set her down with no fuss at all.

Well, hardly any. François, the Travelift operator, blanched when I told him his next lift was a wooden lady at that moment celebrating her 100th birthday. He made sure he knew where her inner framing was strongest, chained the slings together so there could be no slipping up the forefoot, and mopped his earnest African brow when it was over.

Above left, *Cooee* with just a slight lean into the piles waits for the flood tide ready for another year's cruising. Logs or tires for the keel to settle on must be accurately placed and weighted down. At right above, *Cooee* dries out against piles in Lumut, Malaysia. Jill Knight gets some help, below right, in the race against the tide; flat fenders work well where the topsides come to rest.

Increased understanding

It was at Club Mykonos that I began to really enjoy haulout time. This had more to do with my growing confidence and increased understanding of *Cooee's* structure and potential problem areas than the fact that this was my first nice yard. It was a mark of my progress that I was alarmed to think how casual I had been about the worms. Copper sheathing protects the short section where *Cooee's* keel is wood, between the lead and the rudder shoe. This had been perforated, possibly in Lumut. I stripped the copper off to investigate properly. After digging around through felt and tar, I found that the piece of wood the worms had attacked — by that time honeycombed in one section — was not kauri but a sacrificial piece put there specifically for worms to eat.

Yet again, *Cooee* had protected me against my own stupidity; she made a habit of it in those early days. I cut the wormy bit away carefully with a chisel and replaced it with a glued-in block. I had no tar, but did my best to mimic the old job with felt and evil smelling goo from the hardware store.





At left, this short section of *Cocee's* keel is wood protected with a sheath of copper. Such luxury — *Cocee's* first Travelift at Club Mykonos on South Africa's west coast, below left. *Cocee* under sail, below right, trying out her first roller-furling jib in Hout Bay, South Africa.



Putty worms

Uncertain memories of the junk men's techniques came back to me. I raked out the seams, painted them with red lead, and knocked in new cotton. I mixed red lead

It was at Mykonos, too, that I did my first caulking. The boat had begun to leak a little after some rough treatment in the Indian Ocean and off South Africa. Two or three of the seams above the keel dribbled water when the boat came out. If it was getting out there, I reasoned, then it was getting in by the same route.

Caulking had seemed to me one of those mysterious activities that only true old salts were qualified to attempt. It was only because there was no one locally who knew how to do it that I found the courage.

Someone put me in contact with an old man who was expert, and by phone he explained the procedure and assured me it was only common sense.

with the putty, as I recalled someone telling me about putty worms and that this was the preventive strategy. The only real problem was knowing how firmly to pack the cotton in. There was no one to tell me that so I

guessed. Next haulout port was Trinidad, and I learned I had not been firm enough. The seams needed to be done again, but I looked forward to it that time.

Trinidad was popular for haulouts, with three Travelifts in Chagaramas Bay at that time, two of

them enormous. And Trinidad was my last foreign haulout. A season in the Caribbean, through Panama and into a new ocean that stretched all the way home to Australia. By that time maintaining my boat had become second nature.

“François, the Travelift operator, blanched when I told him his next lift was a wooden lady at that moment celebrating her 100th birthday.”

Over the years, I had managed to break most breakable things at least once, but all the while I was learning anticipation and prevention. Every problem dealt with gave me confidence and a realistic view of my capabilities and levels of resourcefulness. I would never be a tradesperson, would never have Peter's blasé competence, but I could cruise endlessly, happily, and, for the most part, independently.

Onward from Africa, sailing had been virtually trouble-free. The new engine and I had a cautious understanding, the weather had brow-beaten me into respectful humility, *Cocee* had shown me her vulnerable bits, and I had developed a sense of when I was being too hard on her. After more than 12 years together, this was no longer a one-sided affair; my boat and I were taking care of each other at last.

When I finally arrived home in Australia I felt like an alien, but I slipped into my first Aussie boatyard like a crab into its hole.

Did I feel brave? Not brave enough for land life.

Crazy?

Probably.



References: Nigel Warren; *Metal Corrosion in Boats*. International Marine, 1980.

Ed McClave; *Corrosion-Related Problems*. *WoodenBoat*, March/April, 1990.





by Roberto Picciotto

Roberto's 1971 Nicholson 38, *Lady Anwyn*, is his idea of a good old boat. But the concept of what is "the right boat" varies with the sailor.

What makes an old boat good?

First, you have to know what you want her for

THE MOST OBVIOUS CHARACTERISTIC shared by most good old boats is that the folks who own them are generally not millionaires. Beyond this simple fact, they're as varied as watercraft can be. Some are large, some small. Some have the latest gadgets and gizmos, and some are simple and Spartan. Some are set up for lazy coastwise cruising with the kids, and others are capable of cross-ing oceans. Nonetheless, in my opinion, not all old boats owned by people of average means qualify as good old boats.

I know I'm treading on dangerous ground here. The bond between a sailor and his or her boat is the closest thing to a love affair I can imagine. It elicits powerful emotions. Woe betide anyone who dares to say that the object of someone's affection is or is not suitable for a long-term relationship and that it will or will not give the pleasure, comfort, and security we associate with the words "good old boat." Nonetheless, it happens that some love affairs are doomed from the word go, and though words of friendly advice are mostly unheeded on those

occasions when eyes glaze over with desire, they come back to mind when lovers part or when boats are put up for sale.

I have a friend who, after years of longing, finally managed to buy the boat of his dreams, a Westsail 32. The Westsail is a superb sea boat and may be among the best if you're planning a long voyage during which you will come across a fair number of gales. My friend, however, sailed only on weekends and during the summer months, when breezes are light. As a result, he did a lot of motoring, standing up at the tiller because when he sat down he could not see ahead.

When he arrived at an anchorage, dead tired and aching for a drink in the cockpit, he was forced to sit bolt upright because the small footwell — a most desirable safety feature if you are about to be pooped by a breaking wave — offered him no back support. The outcome could have been foreseen: at the end of its second season the Westsail was on the market again. Though it might have then become someone's good old boat, it never was for my friend.

Another boat

Fortunately, my friend is a resilient man, and after a couple of boatless years he settled on another vessel, one that perhaps did not resonate with his fantasies as powerfully as the Westsail, but one that was in much greater harmony with the reality of his cruising life. She was light, with a tall stick, and had wheel steering. She was perfect to ghost under drifter into his favorite anchorage when the afternoon breeze died down. Her large cockpit was comfortable at anchor and allowed him to sleep under the stars. Even if at first his new old boat did not correspond to his fantasized ideal of a go-anywhere world cruiser, after many seasons of happy sailing he would have found it difficult to part with her. She had become his good old boat.

The moral is simple. There are no
www.goodoldboat.com



Lady Anwyn's cabin, at top, works for Roberto; the cockpit, at right below, can be enclosed to form a pilothouse; but the head in the aft cabin is too cramped.

boats for all uses. If you are looking for a candidate to become the good old boat that you will keep year after year, be clear and honest about how and where you are going to sail. If you are going to poke among sandbars and shoals, stay away from deep draft. Don't buy an offshore heavy-displacement vessel if what you will encounter most of the time will be light breezes. Remember that the large open cockpit that would be a liability in towering following seas is a delight when you are grilling hamburgers at anchor in a sheltered cove.

Like love, sailing is so bound up with dreams and fantasies that remaining in touch with reality is easier said than done. This is complicated by the fact that — just as there is no perfect mate — there is no perfect boat, just boats that are not as imperfect as others for their intended use. There are, however, some principles that all boatless sailors should heed when springtime arrives and their pulse begins to race at the thought of being on the water.

Never make it

There are many boats around, some at good prices, that by their very nature will never become good old boats, such as those that have been designed to take advantage of a quirk in a rating rule. Some Quarter-Tonnagers of the late 1970s and early 1980s, for example, have not aged very gracefully, and have become as dated as all exaggerated fashions from the past. They look like flying saucers and become unbalanced when the boat heels,

putting enormous pressure on the helm. Their steering is skittish, requiring intense concentration at all times, they need big overlapping genoas to make them go, and their high-aspect-ratio mains make it almost impossible to sail downwind without a spinnaker. Way past their prime as racers, they're

not good at much else.

It is not for nothing that some boats are considered classics, and the more you hear this term applied to the product of one or another manufacturer, the greater the chances that it will continue to age with dignity and provide you with years of well-

found cruising. If you can, choose a boat that has elegant, sea-proven lines and a reputation for sturdiness and longevity. It sometimes happens that an older boat will be offered at the same price or higher than a newer one of the same size, condition, and equipment by a different builder. Don't let age be the determining factor in your purchase. Not all boats sail alike. More important perhaps, not all boats are built alike and therefore don't have the same life expectancy. You can get a very good idea of which boats have passed the tests of time in the pages of this magazine.

There is another factor to keep in mind if you want your relationship with your boat to be long-lasting and pleasurable. Just as you must temper your dreams about the boat you are going

to buy with the reality of where, when, and in what conditions you are going to sail it, you must also be realistic about your finances, your ability to do whatever work the boat needs, and the time you have available for this task.

In a way, these three parameters are closely related. If you have a bottomless purse, the other two are moot, since all you have to do is take the boat to a good yard and tell the manager what you want done. Unfortunately, this is seldom the case. Usually, some of the work will be done by the owner and some by a yard. Some owners will do most, if not all, of the work themselves.

Dazzled by charms

We can be overly optimistic about the elasticity of our budget, we may overestimate our abilities, or we may be dazzled by the charms of a given boat believing that we'll be able to invest more time than reality allows. Then, the boat sits on the hard for months or years, while we eke out whatever free minutes we have to work on it.

I remember a past life in which I spent sweltering weekends toward the end of August on my knees recaulking the deck of what I had hoped would become my good old boat. Every time I lifted my head to mop my brow, I watched with envy the multicolored spinnakers billowing on the bay. Nor was I able to sail the following season because I had to do a job of repowering and rewiring, for which I had to learn the necessary skills as I went along.



There are folks who perhaps enjoy working on a boat even more than sailing and who spend years, sometimes decades, before their vessels are ever afloat. I'm assuming that these are in the minority, and that even though we might find pleasure in upgrading and caring for our boats, most of us own a boat because we want to be on the water, make sail, and anchor at some destination. It is essential, therefore, not to let your ambitions outstrip your pocketbook or your abilities. It's far better to own a smaller boat that bobs at a mooring and on which you can take off for a cruise with your family than to have a far larger boat sitting ashore because you don't have the means, the time, or the skills to make her seaworthy.

A long-term relationship between a sailor and his or her boat does not just happen. Like all relationships, it is the result of forethought and work. This does not mean there's a unique way of looking at things. A boat that might not be suitable for one sailor might be suitable for somebody else, and mistakes are inevitable. What distinguishes an experienced from an inexperienced sailor is that he has made more mistakes. Heaven knows I've done my share.

Quality construction

My good old boat, *Lady Anwyn*, is a Nicholson 38 built in 1971. Important among the reasons why I chose her was the quality of her construction and her finish. I knew about the Nicholson yard by hearsay before I had seen the boat, and as soon as I went aboard her for the first time I saw that everything about her — from her hull, to her fittings, to the cabinetry and cabin — more than justified their fine reputation. That her lines had originally been drawn by John Alden, with a long keel and a protected rudder, added to her appeal. But this pedigree was by no means the only, or even the deciding, factor in my decision to buy her.

I had had more than my share of spending nights at the helm with little

shelter from the elements, and her snug center cockpit that could be fully enclosed with canvas to form a pilothouse was almost enough to make me take out my checkbook. Almost enough, but not quite. My wife and I discussed the purchase at length, visited her many times, and many other virtues had to be added to the list before we signed on the dotted line.

We were going to use her for long shorthanded passages a great deal of the time, so ease of sail handling was essential. The owner's manual suggested that in winds of more than 30 knots the best strategy was to drop the main altogether and sail under working jib and mizzen.

Since I intended to put the genoa on a furler and to let the main drop into lazy-jacks, this operation could be managed from the cockpit, which suited me just fine. In addition, her water tankage was well above average, and she carried enough fuel to keep the

Perkins diesel chugging for more than 600 miles at six and a half knots.

Minuscule head

This is not to say that we found no defects once we bought her. The head in the aft cabin is so tiny that it is almost impossible for a normal-sized person to use when at anchor and wholly impossible to do so in a seaway. It has been designated as an official storage area. The same goes for the starboard quarterberth. These

faults are minor. You can only use one head at a time, and there are sufficient berths for us and two guests . . . the maximum number of people I would want aboard for anything but a day-sail, in any event. As for her one other sin — her stubborn refusal to behave decently when backing under power — she unfortunately shares this characteristic with all full-keeled boats of her generation. The judicious use of power by the skipper can still make her turn in very little more than her own length.

Over the years I have had the gelcoat removed and an epoxy barrier coat applied. I have replaced the deck. I have rigged her. I have bought her new sails. I have installed sailing instruments, GPS, radar, and a single-sideband radio. With each improvement she has become more my own. Although once all is totaled, it adds up to a handsome sum, it is still a small fraction of what she would have cost me if I had bought an equivalent new boat. This is certainly important to me, but it is much more important that the end result has been a good old boat of great character that has taken me in comfort and safety wherever I have wanted to go and that will go on doing so as long as I keep taking care of her. 



"So if you are looking for . . . the good old boat that you will keep year after year, be clear and honest about how and where you are going to sail."

The author, at top, enjoys the cruising life aboard the boat that's right for him. Everything about this boat, from the hull to the fittings to the cabinetry and the cabin suited the cruising needs of Roberto, his wife, Michele, and their boatdog, Charlotte, at right.





Diamond days by the sea





by Lou Diamond



Cascade 29

*A modest finkeeler
that grew up on a river
and sailed around the world*



HERE WE GO AGAIN. YOU ARE BEING asked to accept the premise that a boat designed to be sailed on a freshwater river in the Pacific Northwest can legitimately be considered a “salty dog.” Furthermore, you’re being asked to agree that despite its origins as a do-it-yourself project conceived by a group of tuckered-out yacht-clubbers — perhaps influenced by a hot sun and chilled beverages — a Cascade 29 is as seaworthy today as when first launched.

Lest there be any confusion, my evaluation is not based on appearance. This boat bears no relationship

to the likes of a double-ender with high gunwales, ratlines in the rigging, and a bearded gentleman smoking a pipe at a spoked wooden wheel. In fact, the Cascade is a rather ordinary-looking vessel not typically described as a classic.

Do-it-yourselfer? That may be an unfair characterization, a misnomer, although Yacht Constructors, Inc., of Portland, Oregon, was never in the same league as the “major manufacturers.” Yacht Constructors was founded by five men with full-time professions (read: real jobs) who spent their spare minutes in the construction of the first fiberglass

boats produced in the United States. The furthest thing from investment types who managed from a safe distance, this quintet operated where the resin meets the gelcoat. (You can expect to read in a forthcoming issue of *Good Old Boat* a more detailed history of the company entitled, “How Five Gents from a Small Metropolitan Area in the Northwest Converted a Casual Conversation into a Boatbuilding Company that Outlasted Many of Its Contemporaries, Including Those with Large Bank Accounts that Eventually Disappeared into the Ionosphere.” That’s only the working title, mind you, but you get the gist.)

Second generation

The Cascade 27- to 44-footers, designed by Robert Smith, were the second generation of boats to roll off what can euphemistically be termed a production line at a small manufacturing plant (a rented warehouse actually) near the Columbia River.

Their predecessor, dubbed the Chinook 34, was a Frederick Geiger-designed sloop intended to achieve four objectives: boats were to be constructed of fiberglass so owners could spend more time on the water and less time in the company of a varnish bucket; they were to have a turn of speed; they would be lightweight; and they would be affordable.

“When the first 34s were produced in 1956, you could buy a hull and deck for \$2,300,” says Wade Cornwell, now 88, the surviving member of the five founders. To put the price in perspective, in 1953 you could become the proud owner of a new Chevy BelAir coupe for about the same outlay, plus tax. The coupe, however, would have seats, a dashboard, heater, and a glovebox. The interior of the boat would look more like a fiberglass-lined tunnel; hence, the do-it-yourself element of the process.

“You could finish a boat for about \$7,500,” Wade says, which upped the ante to the Oldsmobile category. Wade has been the proud owner of several of the company’s products over the years and is the current owner of a 27-footer.

The combination of a low-maintenance hull and low acquisition cost

by Ed Lawrence

made the first Chinooks an immediate success in the region. As a consequence, the company responded to requests for a smaller boat by hiring Bob Smith to draw lines for the 29-footer. This one was called the Cascade to distinguish her from her older sisters.

Set up shop

By then, Bob, who apprenticed at Sparkman & Stephens where he was a member of the team that designed *Dorada*, had relocated to Portland and set up shop. He eventually designed the Cascade 27, 29, 36, and 42.

"I think the design of the Cascade 29 partially follows the design of a 28-footer that Bob owned at the time," Wade says. During a long and successful career, Bob Smith was involved in the design of many noteworthy West Coast yachts.

An example of the designer's dry wit indicates that he was an excellent choice to undertake a commission that involved hands-on builders. On the occasion of an opening-day ceremony on the river with the requisite boat parade, he declined to participate. He was overheard telling another sailor he thought the event "an ostentatious display of wealth, usually followed by conversations in the bar that focused on excessive tax rates."

Compared to the plumb-bow, reverse-chine, round-cabintop look of modern production boats, Bob Smith's 29-footer is a plain Jane. Her bow has a modest overhang, the sheer line is relatively flat, and her cabintop is just low enough amidships to avoid looking chunky. But she sails well.

The Columbia River near Portland flows east to west and varies in width from a quarter to half a mile. Winds blowing 10 to 15 knots are typically from the northwest. However, 50 miles upstream the river narrows, creating the Columbia Gorge, one of the most popular and challenging boardsailing areas in the world. On warm summer afternoons, it is not unusual to have 20- to 30-knot gusts blowing across the deck. To produce a manageable yacht, Bob designed a masthead rig of moderate height that

"Gavotte completed her first trip to Mexico in 1988, then meandered to Hawaii and Alaska on the return trip to Oregon."

allows for speedy reaches when headed upstream and comfortable sailing to weather on the return trip. She was designed with 224 square feet of canvas in the mainsail and jibs of 138, 246, and 309 square feet.

Interior configurations

Attempting to acquire specific information from current owners about interior configurations is as challenging as trying to elicit accurate cash flow figures from an accountant at Enron. I'm not casting aspersions on the honesty of the owners; rather, the exact design and location of galley, furniture, and berths was a function of personal taste.

Since most prospective owners had families, the boats were designed to sleep at least four. In most cases, the skipper and first mate's quarters are in the bow; crew may be relegated to quarterberths in the stern, on settees amidships, or both. In the case of *Gavotte*, our test boat, the only berth is in the bow.

Yacht Constructors offered three interior plans from which owners could fashion spaces, and in rare cases the company produced a finished boat.

Galleys were typically outfitted with a wood stove (this was the

1950s, remember). Most were located to port until one owner discovered that, considering the prevailing wind direction, a stove placed to starboard would more quickly evacuate smoke from the main saloon. Pity the crewmembers who developed hunger pangs on a starboard tack.

Such thinking presents a good argument for locating the head to starboard as well, though balancing weight may factor in that decision.

The location of the icebox was, in the words of one owner, "tricky." If it was located on an aft bulkhead, you could access it more easily from the cockpit.

Solid construction

The entire Cascade fleet enjoys a favorable reputation for solid construction among current and former owners for two reasons: conservative construction methods and the hulls' resistance to blistering, despite being pioneers in the use of fiberglass.

"We had a short period when the gelcoat manufacturers changed their formulation without telling us, and a few boats had dime-sized blisters. Once we realized that, we began recommending that owners add a barrier coat of epoxy to the hull, and the problem disappeared," Wade says.

That the first hulls and decks were constructed for use by the builders themselves became a tremendous benefit to the future crop of buyers. From the outset, the builders were committed to building boats that were, if anything, overbuilt. Along with Wade, the other founders, by the way, were Tom Green, Merle Starr, Jarvis Gould, and Henry Morton.

Dave Kirby's Cascade 29, *Ka-Ha-Si*, sails on facing page. Scott Hartman's *Sailfish II* shows her Robert Smith lines, at right.





Interior shots of Don Ferrell's *Gavotte*.

"These boats were designed to go over the bar at Astoria," Wade says, describing the intersection of the Columbia River and Pacific Ocean, which can be rowdier than a lumber camp on Saturday night. Long considered one of the most treacherous entrances in the Lower 48, it is a frequent location for Coast Guard tests of the durability and seaworthiness of ocean rescue vessels. During the tests, boats are often rolled 360 degrees. (Wouldn't it be comforting to know that the people designing and building the boats manufactured today are testing them in those conditions?)

Wade's example of the hull layup method illustrates the early state of fiberglassing: "A hull was all hand laid from resin poured into #10 paint cans we scavenged from paint stores and a special holder we designed. We had two guys on the outside slopping on resin and two inside with squeegees who were smoothing it. Then we would repeat the process," he says.

Not as strong

The builders disdained the use of chopped fiberglass at the outset "because it is not as strong as woven cloth," Wade says, proving his point by displaying a piece of fiberglass from the failed bottom of a newer production boat. "You will get voids between the strands of chop, even when it's hand laid." He contends that the condition is exacerbated when chopped glass is shot from guns like Quaker Oats.

The Yacht Constructors' method involved spraying gelcoat on the mold

and adding layers of 8- and 10-ounce cloth, followed by 20-ounce woven roving.

Then, to further assure void-free bonds, 44-inch wide layers of fiberglass were overlapped 22 inches. Similarly, bulkheads were tabbed their full length with five layers

of cloth. "That adds to the cost, but fiberglass is cheap, compared to the alternative," Wade says.

Unlike most seagoing yachts of the era, the mast was stepped on deck, for several reasons. "A shorter mast costs less," Wade says, "and does not produce leaks in the cabin. Plus, if there's a dismast in the ocean, a keel-stepped mast could produce a larger hole in the deck, which could fill the cabin with water. Our method worked on the boats we built,

and we never had a failure." Like most of the boat's components, the standing rigging also was oversized.

"The entire Cascade fleet enjoys a favorable reputation for solid construction among current and former owners..."

The rest of it

Does all of this justify the designation "salty dog"? Not necessarily. But here is, as Paul Harvey says, "the rest of the story."

Gavotte is owned by Don Ferrell, a retired Portland fireman who spends his spare time delivering boats to ports on the West Coast. Since her christening in 1977, this sturdy, white-hulled, sloop-turned-cutter has put more than 12,000 miles under her keel. Most of those miles were recorded away from the friendly confines of the Columbia River. Her name has its origins in the world of ballet, and can loosely be translated as "an old French dance in moderately quick quadruple meter."

After purchasing the hull and deck, the skipper began the process of producing an interior that best suited his needs for offshore cruising. To that end, he enclosed aft compartments with a bulkhead and converted some of the space to storage for propane tanks and other gear. A chart-sized counter located at the foot of the companionway to starboard serves as a nav station; the galley is to port, and settees amidships. The main saloon is devoid of a table.

"I think they're a nuisance. Eating off a tray is just as functional and avoids having the main saloon



cluttered,” Don says, while retrieving a cafeteria-sized piece of plastic from behind a cushion.

On most 29s, the galley is located amidships along the hull to starboard. That arrangement allows space to port for the location of a dining table that doubles as a nav station. Since most sailing was on the river, the lack of a proper space for the navigator was of little consequence to most owners.

Short settees

Settees on Don’s boat are 5 feet 6 inches long, too short for an average adult to stretch out for a snooze, but long enough for laptop dining. A cubby below a bookshelf mounted on the port bulkhead adds space into which feet can be tucked while attempting a nap. Don has located electronics, a VHF radio, a stereo system, and a heater on the starboard bulkhead. Compared to the short settees, the V-berth is spacious, with space for two six-footers to stretch to full length comfortably.

Consistent with his taste for simplicity, the head houses a toilet in a space measuring 22 by 30 inches. A washbasin would be convenient. Clearly, Don’s boat is about sailing, and he has recorded the miles to confirm that attitude. *Gavotte* completed her first trip to Mexico in 1988, then meandered to Hawaii and Alaska on the return trip to Oregon. The dream of a lifetime for most of us, that voyage reflects a small fraction of the 70,000 miles he has accumulated on his many deliveries.

Gavotte’s sail inventory is restricted to a mainsail, a 125-percent jib, a staysail, and a 2.2-ounce nylon drifter designed for light-air work. While rummaging in a stern locker Don points out “a spinnaker I’ve never had to use.”

During Don’s singlehanded adventure, *Gavotte* averaged 117 miles a day while at sea. “She provides a wonderful sail,” he says. Describing her motion in 12- to 15-foot seas, he says “She is better than tolerable, but just shy of comfortable. She is not as *seakindly* as a 50-footer, but she’s OK.”

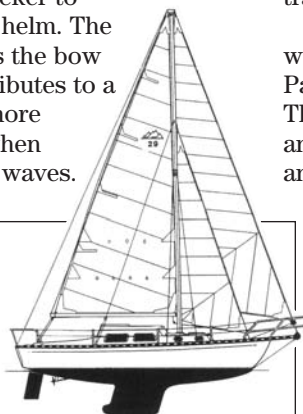
Downstream or up?

I was invited to experience *Gavotte*’s sailing characteristics firsthand. We poked her nose out of the Rose City

“Compared to the plumb-bow, reverse-chine, round-cabintop look of modern production boats, Bob Smith’s 29-footer is a plain Jane.”

Yacht Club marina and into 12- to 18-knot winds blowing up the Columbia River on a sunny summer day. At that point we had a choice: beat downstream or reach upstream.

Choosing the latter, in 8 to 9 knots of wind, our boatspeed hovered between 4.5 and 5 knots relatively easily and comfortably. Little chop contributed to *Gavotte*’s smooth ride. Don has placed 150 pounds of chain in the anchor locker to induce weather helm. The weight also puts the bow down and contributes to a smoother and more powerful ride when cutting through waves.



Cascade 29 vital statistics

LOA: 29'0"
LWL: 24'0"
Beam: 8'2"
Draft: 4'9" (5'2" with deep keel)
Displ: 8,500 lbs.
Ballast: 2,375 lbs. (2,525 with deep keel)

Since we had to beat downstream to the marina, I learned two things: boats that sail close to the wind make fewer tacks, and good mainsail controls ease the burden.

In 18 knots of wind, I estimate that *Gavotte* pointed to within 45 to 50 degrees of the apparent wind, even with an aging set of Dacron sails, though her speed dropped by a knot, as could be expected. She heeled comfortably at 20 degrees, her rail well above the surface of the river. Mainsail controls are out of the way at the end of the boom, and deadeyed outside the cockpit coaming, close enough to the helmsman to ease sail

trimming. Seated just forward of the helmsman, a jib trimmer can control headsail shape from the weather side of the cockpit.

The clincher


Still not convinced she’s a “salty dog”? Here’s my final argument: John Hart, at the time 64 years old, completed a 3½-year circumnavigation aboard the Cascade 29, *Hooligan*, in 1997. After purchasing the used boat for a pittance, he made unbelievable finds at distress sales acquiring a new engine, sails, stove, and rigging. His total expenditure: \$10,000.

During the trip John suffered the usual unpleasantness you might expect on such an adventure. Bad weather. A near dismasting. Bad people. A near-mugging. And also hundreds of days under blue skies with trade winds blowing in the 20s.

His most frightening experience was a collision on the Pacific coast of Panama with a 600-foot bulk carrier. The incident removed the bow roller and headfoil and destroyed the jib and the upper section of the mainsail.

John continued to Hawaii, a 54-day ordeal under double-reefed main and storm jib. Of the incident, he says, “Tell that guy who said that Cascade 29s are the worst boat he sailed on, that not many other 29-foot boats would survive a collision with a 600-foot ship and make it back to port on their own.”

Despite being on the cutting edge of the age of fiberglass, the Cascade 29 is a strongly built vessel. She’s an excellent coastal cruiser and daysailer that will sail at 5 knots as long as she has 8 to

10 knots of breeze. Though her interior will reflect the taste and needs of her original owner, odds are she will have accommodations for a crew of four. And if you are a do-it-yourselfer, redoing the interior may provide many pleasurable hours. 

Cascade resources

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by Cheryl Fitzgerald



Bluewater Catalina

*How a couple converted White Dove,
a 36-foot coastal cruiser, for offshore work*

CAN A 1989 CATALINA 36 BE SUFFICIENTLY modified to become a bluewater cruiser? After five years of grueling boat projects, we set sail in October 1998 to put *White Dove* to the test.

Jerry and I left California on *White Dove* in October, 1998, and sailed to Mexico, through the South Pacific islands including Tonga, and on to New Zealand. From there we visited Fiji and cruised up the east coast of Australia, then headed across the South Indian Ocean to South Africa with short stops in Mauritius and Reunion Islands. Our passage continued around the Cape of Good Hope, up the South Atlantic with a brief rest in St. Helena, and on to Trinidad.

Then we island-hopped through the Caribbean and Bahamas. We completed our voyage in July, 2001, in Florida, where we lived aboard for another year.

To feel secure crossing oceans, we replaced wire lifelines with 1-inch stainless-steel tubing around the boat except for a short distance leading to the bow pulpit. We secured 33-inch-high double rails to tubing stanchion bases and ¼-inch stainless-steel plates. We incorporated a heavily reinforced radar arch made of 1½-inch tubing into this system to provide support for two solar panels, a permanent awning, and a wind generator. This arch has been worth every penny (and it took quite a few), since it provided

us with the safety and security we needed, even during the roughest weather.

We added 8-inch bulwarks with a clearance of 1 inch off the deck, attached to custom stainless-steel brackets, some of which also served as rail-stanchion bases. Made from three layers of clear spruce and laminated together with resorcinol glue, these were coated with epoxy and two layers of glass, and then painted. They serve as an integral part of our rail system.

This was our most challenging modification, but the bulwarks prevented many items from being washed overboard and also created good attachment points for our web-

strap/snatch-block setup through which we could run the jib sheets.

Attachment point

We constructed a boom gallows over the companionway, which also served as the forward attachment point for our sail awning. We raised the cabin-top handrails 1 inch for an easier reach, and they also served as foot-holds. One more interesting addition: we welded a ladder-like structure to the boom. With a width of 23 inches, it provided good handholds, a nest for the mainsail to rest in, and additional strength for the boom.

One of the most important investments for a boat is a reliable, user-friendly anchoring system. Our horizontal Lighthouse anchor windlass is mounted on a pedestal far back on the foredeck. Overall it has served us well. Due to its easy operation, we don't hesitate to re-anchor if we're in doubt. The only complaint my husband, Jerry, has is that all horizontal windlasses have a tendency for the chain to jump off the gypsy under sudden, severe loads. For the price we paid, we could have bought two vertical windlasses.

We built a large chain locker by forfeiting a small portion of the V-berth and constructing two additional bulkheads. Anchor rode falls directly to the bilge, allowing a better balance for carrying 250 feet of chain and 400 feet of nylon rope, keeping the load lower down and aft. The real bonus is that the chain freefalls into the locker and neatly stacks itself.

We made several modifications to the rigging. We moved newly designed chainplates outboard and through-bolted them to the hull for better support of the mast, and we attached longer spreaders to accommodate the

“One of our most ambitious alterations was glassing in the cabin sides, which came with stock, non-opening ports (except four) and installing 12 Lewmar Atlantic opening ports.”

shrouds. A longer, 14-foot boom provides more sail area lower down. And by adding a 6-foot spruce bowsprit to move the headstay forward and installing an inner stay, we converted *White Dove* into a cutter. The variety of sail options available has enhanced our sail performance.

Two thoughts

All of these items have proved effective, but in retrospect two thoughts are worth mentioning: first, a metal wishbone bowsprit might be more practical for walking out to handle headsails, and second, twin headsails, one placed just ahead of the other, would be a useful addition for running two headstays. We've covered many miles of downwind sailing.

We added running backstays to increase mast support when beating with the staysail. These proved to be a hazard and a hassle. We wonder now whether permanent stays behind the lower aft stays would have been better.

Many people were puzzled when we removed the wheel and converted to a tiller (most folks do the opposite). But we wanted to reduce the

amount of friction on the windvane. Besides, a tiller can use a simpler, less expensive, autopilot. This gave us the luxury of owning three (believe me, you'll use all of them). Most important, we had no steering cables to break.

However, we encountered a different type of steering disorder . . . our rudder sheared off! (See the July 2001 issue of *Sail* magazine for that story.) In New Zealand we fabricated a new rudder, using 2205L stainless steel for the shaft. This held up well for the remainder of our journey, but we also carried an emergency rudder that could be attached quickly. The best option for any spade-ruddered yacht is to install a Hydrovane or Autohelm windvane to act as a steering windvane and a second rudder. A compromise would be to convert the spade rudder to a half-skeg by creating a third attachment point.

Traveler changes

On deck, we moved the traveler aft to accommodate our hard dinghy and installed a Catalina 42 track and traveler car with a 6-to-1 purchase, placing both control lines to starboard. To secure the boom, preventer lines with a 4-to-1 purchase, port and starboard, run from a mid-boom attachment to

Cheryl and Jerry Fitzgerald's Catalina 36, *White Dove*, on facing page. A work in progress, at left below, *White Dove* has new rails, bulwarks, ports and boom gallows. At this stage of the renovation, the cockpit was filled with a full-size workbench. The outboard chainplates, bulwarks with integrated stainless rails, and a few of the new opening ports, at right below.





deck attachments behind the lower afts, out to the rails. The lines lead back to cabin top corners and are secured in large jamb cleats. This is convenient and effective for safely controlling the boom.

We constructed heavy teak doors for the companionway, retaining the dropboard slats. This was much more practical for going in and out, and it added strength and security in heavy weather.

One of our most ambitious alterations was glassing in the cabin sides, which came with stock, non-opening ports (except four) and installing 12 Lewmar Atlantic opening ports. We also replaced our small center hatch with a 24-inch-square hatch. These conversions have proved very valuable. Sufficient ventilation is a key factor to comfort in a tropical climate, but don't forget to add several fans, good for circulating the air during rain squalls and on windless days.

The preventer system, above left, with lines running to the cockpit. The running backstay is attached to the sidedeck when not in use. Above right, the companionway doors with the traveler system shown behind the dodger. At right, the finished navigation station which incorporates a refrigerator/freezer below the work table.



One last item of importance is refrigeration. We replaced the chart table with a new refrigerator/freezer and removed the unused nav seat. The new refrigerator top can still be used as a chart table. The original refrigeration locker gave us additional dry storage.

Four inches of insulation surround the new box, and we installed a Technautics coldplate system. This worked flawlessly, even in the tropics, for three years, but went out on us during our longest crossing: up the South Atlantic from South Africa to Trinidad.

We ultimately discovered the problem to be the Aero-Quip line connectors. The valves became contaminated and restricted the flow of refrigerant. Nauti-Kol in Trinidad was able to fix our unit and recommends not using this type of valve.


Worth it?

Would we do it again? Should we have bought a boat (at twice the price) closer to our needs? No matter what the boat, Jerry still would have found an infinite number of projects to improve and restructure existing

systems. Overall, our modifications greatly improved the functional effectiveness of our Catalina's performance as a bluewater cruiser.

Taking on the many challenging projects to transform a Catalina 36 is not something most sailors are willing to do. But, this ambitious

"... this ambitious venture worked for us and gave us a safe, comfortable bluewater cruising boat to enjoy while sailing the many oceans of the world."

venture worked for us and gave us a safe, comfortable bluewater cruising boat to enjoy while sailing the many oceans of the world. We were rewarded with the enrichment and creation of magnificent memories and the fulfillment of a lifelong dream. 





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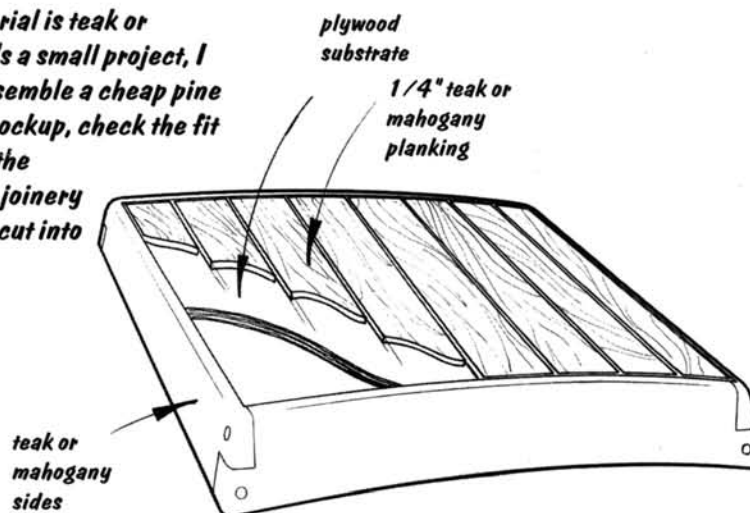
Build a wooden forehatch

Swapping out your old fiberglass forehatch for a wooden one adds sparkle to your boat and it's easy. This manageable "bench project" for the average craftsman doesn't require renting time in Norm Abram's woodworking shop.

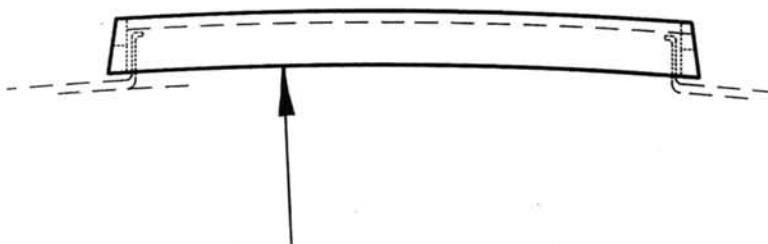
by John Harris

1.

The best hatch material is teak or mahogany. Since it's a small project, I suggest you first assemble a cheap pine mockup. With the mockup, check the fit of the new hatch on the boat, and get a little joinery practice before you cut into the expensive wood.



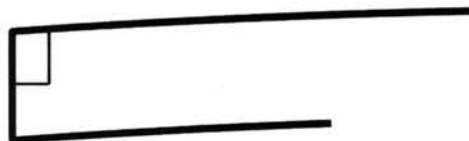
2.



Our first trick: establish how the wooden hatch fits over the existing hatch rim. Inside clearance is critical, and you may have to move the hatch hinges. Make a cardboard template of the athwartships deck radius. Use this to draw a full-sized plan.

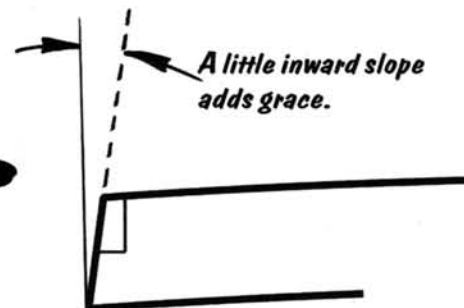
3.

Avoid vertical sides. This can look clunky.



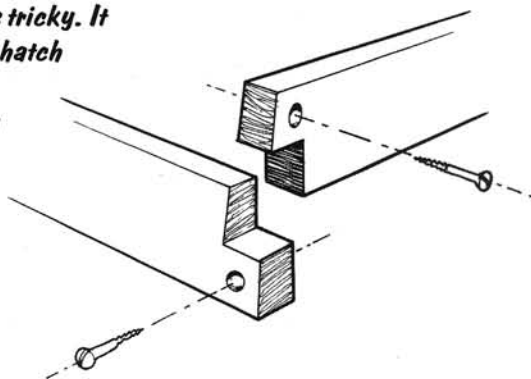
4.

A little inward slope adds grace.



5.

The joinery of the four hatch sides is tricky. It must be a very strong joint since the hatch is subject to racking loads. Dovetail joints are too tricky for most of us; a simple miter isn't nearly strong enough. A modified lap joint is a simple, strong compromise. It's easy to cut, offers plenty of gluing surface, and looks fine under oil or varnish. Fill the screw holes with wooden plugs.



rabbet for decking



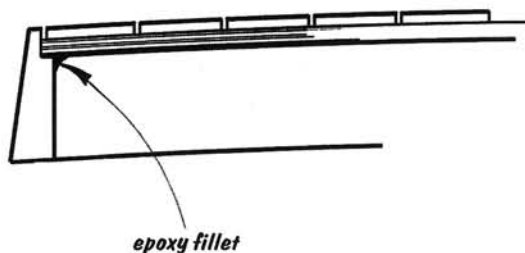
6.

The top should be strong enough to stand on. I recommend a layer of $3/8"$ marine plywood overlaid by $1/4"$ thick strips of teak or mahogany. The rabbet around the inside top edge of the hatch frame forms a gluing surface for the plywood. Use a router to cut a $3/8"$ wide rabbet.



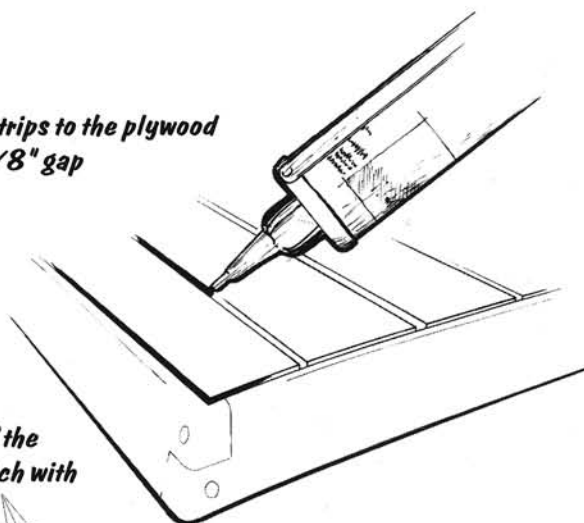
7.

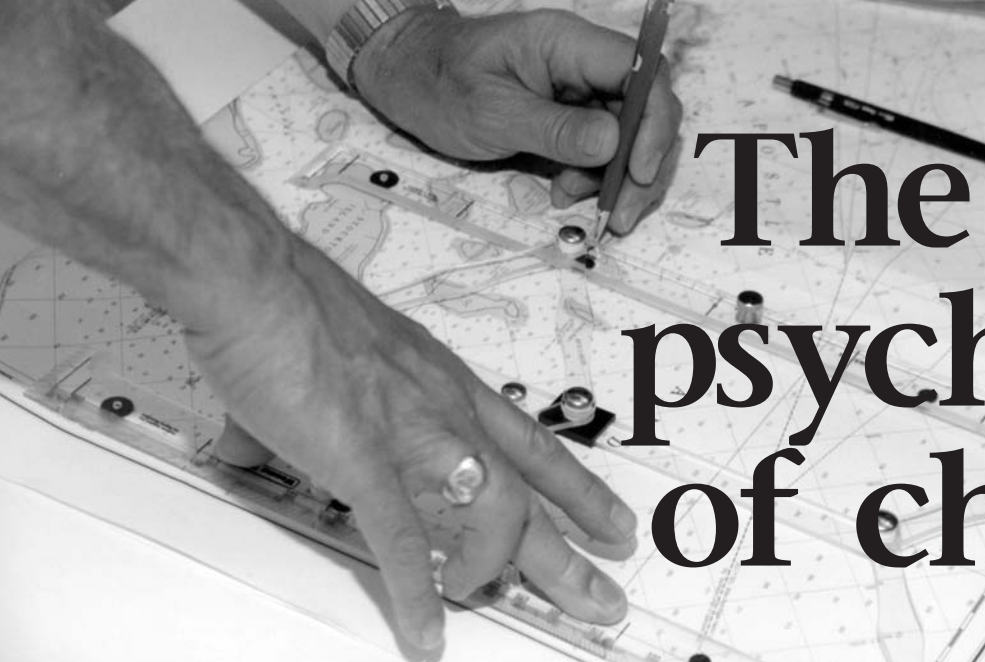
Hatch cross section, showing the rabbet and the plywood decking. I recommend a nice fat epoxy fillet between hatch frame and the plywood for extra strength.



8.

Glue the teak or mahogany strips to the plywood with epoxy. Leave an even $1/8"$ gap between each plank and the edges of the hatch frame. When everything's dry, fill the gaps with black seam compound such as SikaFlex 231. When the seam filler is dry, use a beltsander to sand the top of the hatch smooth. Finish the hatch with many coats of oil or varnish.





The psychology of charts

HAS IT EVER OCCURRED TO YOU what a wonderful relationship we sailors have with our charts? At some time or other, it's likely that most of us have had to carefully study a borrowed harbor chart because we knew we wouldn't have it when we needed it. We never forget that chart.

A number of years ago I single-handed one of the first Nor'Sea 27s down the West Coast. While waiting in Neah Bay at Cape Flattery, I met a young cruising couple also waiting for the fog to clear to make the same trip. My original plan had been to go down a hundred miles or so offshore then hang a left at the latitude of San Francisco. I had no other choice. That's a dreadfully inhospitable stretch of coast with a steep rocky shoreline, storm-gathering capes, and lots of shipping. The small-scale coastal charts showed a few places that looked like they might be good to duck into if the need arose, but there were no larger-scale charts in print for most of them.

During the early days of local coastwise shipping, there had been lots of harbor charts of these tiny hooks and holes. But with the introduction of highways up and down the coast, lumber schooners no longer stopped. It became a short drive to the inland towns for supplies rather than waiting for regular coasting traders to come calling. The detailed charts were no longer needed and had been allowed to go out of print. Without them, the singlehanded sailor has no other option but to go far enough out to have plenty of sea room — adding miles to the passage and extending the time exposed to deteriorating weather.

What your charts say about you and your path through life

by Brooke Elgie

The cruising couple I met had been involved in some sort of marine science and, through a connection at their university library, had copies of a lot of those old out-of-print charts. What a bonanza!

Traced them

I borrowed a bunch of them and made tracings of the areas I thought I might need. Those crude charts changed the whole trip. With only cranky sheet-to-tiller self-steering, going down the coast would have been a serious piece of work. Armed with those charts, though, I was able to slip down in easy stages in the weather of my own choosing. The anticipated ordeal became such a pleasure that I took four months to do it and had a lovely time.

For a long time afterward, those rough little charts evoked all the pleasures and the challenges of my first ocean sailing. The very act of copying them had so imprinted them in my brain that, 30 years later, I could probably still draw them with reasonable accuracy. I wish I had hung on to them, but they have slipped away.

No matter what our cruising style may be, my bet is that we all have some charts with courselines and positions drawn all over them while most of the rest, however old they may be, have none. The clean and unsullied charts remind us of the good weather

and the easy sailing when exact piloting took a back seat to the kind of relaxation Wendy and I call "mind drift." We all know it. It's the picture in the sailboat ads.

That's not all there is to cruising, though. To recall the feelings of the other times, those trying hours when we were wet and maybe a little scared, we have only to gently open the charts that are all stiff and rough from having been thoroughly wet, the ones with all the position labels and bearing lines. Just the feel of our chart of Rocky Pass reminds me of how well Wendy and I collaborated to steer and pilot our way through it in thick weather on our first trip to Alaska. Ninety percent of cruising may well be the calm and beautiful stuff of the boat ads, but it's the charts themselves that remind us of the wet passage and the anxious first entry on the dark and stormy night.

Life record

Sometimes I feel that our charts are a record of our lives as much as they are a record of our travels. Some years ago when a friend died, his family asked if our boat could be used to take his ashes to be sprinkled near their Puget Sound home. The deed was done with proper solemnity, and I noted the exact lat-lon in the margin of the chart. On the way home we

honored our friend with round after round of the coarse sea chanteys he loved so well. Years later it came time to replace that old chart, and in comparing the new edition to the old, I came upon that cryptic note. After a moment of fond recollection, I dutifully transferred it to the new chart . . . and so it goes on.

Is there any one of us who, on a winter night, has not knelt on the floor, like a child among gifts, charts spread around, planning the next voyage? It will be a cold day, as my father used to say, when we do that gathered around a glowing screen and a little thingy on the end of a wire.

Truth is fleeting

As with so many things, the deeper we look, the more there is to see. In addition to being a record of the easy places as well as the shoals and rocks of our passages, our charts also have deeper and more metaphorical lessons to teach. Take “truth,” for example. What better place than in our charts to see the impossibility of ever pinning down “truth” once and for all. However surely the satellite may see it, however faithfully the computer may scan it, the bay will eventually shoal, the engineers will add “Bn RW 6 A,” and the break-water will be extended. Try as they may, every detail on the chart is only true at the moment it is first recorded — and maybe not even then.

Cartographers are people of precision and detail. They draw with sharp pens, not sumi brushes. They like fine lines and exact numbers. Doesn’t the chart itself, though, often warn “the prudent mariner” not to rely on any one bit of navigational information? From our first hard childhood consequences of following a wrong leader, we begin to know the importance of using our own judgment. Do we not, at a certain age, also learn the folly of confusing precision for accuracy? I note that my own relationship with my charts mirrors my relationship with the whole rest of the world — deep reverence mixed with a healthy dose of skepticism.

Looking around at my fellow sailors, I have even wondered how far a psychologist with a sense of humor might go in reading a person’s character or personality from the study of his or her charts. Are they rolled or folded? Are they stuffed into a locker or neatly layered, all in order, in their own drawer? Are they all the latest editions or, like ours, a mix of recent and


CAUTION: This chart is not intended for use in navigation! While Good Old Boat does not recommend the method shown at right (our lawyers made us say that), Jim Hawkins explores the creative range of chart tracing using the illustrated T-shirt worn by fellow sailor Chuck Chism. Using a borrowed chart, below, Jim traces another anchorage as he suggests.



Ellie Adams

antique, coffee-stained and pristine? The mind reels with the possibilities.

On second thought, it wouldn’t even take a professional. Show me an orderly set of charts, all the most current

editions, all meticulously updated with Notices to Mariners, and I already know I’d probably rather not share a rum at sundown with that sailor. 

Tracing them yourself

A DECADE AGO, WHILE RETURNING FROM A YEAR OF living aboard, we were headed to a small Virginia marina on the Rappahannock River, where our boat was to sit on the hard until we figured out what was next. On the way south, we fairly flew down the Chesapeake, staying out in the middle of the bay all the way to Norfolk.

by Jim Hawkins


As we were just passing through and did not want to spend the money to get a good complement of charts, we had no charts of the Chesapeake. This was, admittedly, a risky strategy, but we got away with it in our rush south. But now, unable to just stay in the middle, we needed something more in order to make it into the Rappahannock safely. Still, we did not want to buy charts for this one-day, trip-ending journey.

A similar predicament had confronted us a year earlier at the Lake Ontario exit from the Trent-Severn Canal. Anxiously preparing for the 40-mile trek across the lake to Oswego, with the mast lying horizontal above the deck, we begged our well-supplied neighbor to let us glance at his charts. Eager to keep us from making the next day’s headlines, he graciously handed us the proper charts to peruse.

To our surprise, he ripped a few sheets of tracing paper from a pad he yanked out of his chart table. “Draw ’em. You’ll never remember the details,” he mocked as he thrust them into my hand. I thought, “I guess we’re not the only ones who sometimes lack just the right chart.” We eagerly sketched, copied actually, the “details” we would need to successfully transit the lake, and to find and safely enter the Oswego Harbor.

Now, preparing to head into the Chesapeake on the last day of our year aboard, once again without proper charts, we remembered that day on Lake Ontario. Digging out the pad of tracing paper (purchased, naturally, in Oswego) from deep in our own chart table, I jumped into the dinghy and made the rounds of the anchorage until I found a friendly and well-charted

skipper willing to let me trace the “details” we would need to safely make the turn into the Rappahannock.

That pad of tracing paper still lies patiently in our chart table awaiting the next time we are chartless and won’t be able to “remember all the details.” 



Staying on top of things

Climbing the mast the slow but easy way

by Norman Ralph

FOR MOST OF US, GOING TO THE TOP OF the mast for any reason is an ordeal. Even if you are not afraid of heights, the logistics of getting there makes it easy to procrastinate. However a periodic trip to the masthead is necessary for preventive maintenance. If these trips aloft are not made, Murphy will dictate that you will have to go up for repairs at the most inconvenient time and place.

The first time I went up the mast on our Valiant 32, *Bluebonnet*, it was an eye-opener. Our previous boats were trailerable, and any masthead work was done before the mast was raised and the boat launched. At launch time on *Bluebonnet* I had neglected to connect the ham radio antenna wire to the coaxial female connector at the masthead. I recruited a fellow sailor on our dock to crank me up the mast in my new bosun's chair, using the main halyard through a rope clutch and a self-tailing halyard winch. When I got to the masthead I found, to my dismay, that when the bosun's chair was raised to the halyard sheave, the top of my head was a foot below the top of the mast. This resulted in my working in a very awkward position mostly by feel. Also, the rocking of the boat by the wind or the wake from passing boats left me swinging and made the task even more difficult.

The solution to these and other difficulties of going up and working at the masthead came through trial and error. I realize there is no one best way to do a lot of things, and I only offer this as the best way I have found so far. There have been other articles in *Good Old Boat* on methods of going up the mast. I offer my method for working safely at the top of the mast because it works for me and does not require purchasing any special equipment.

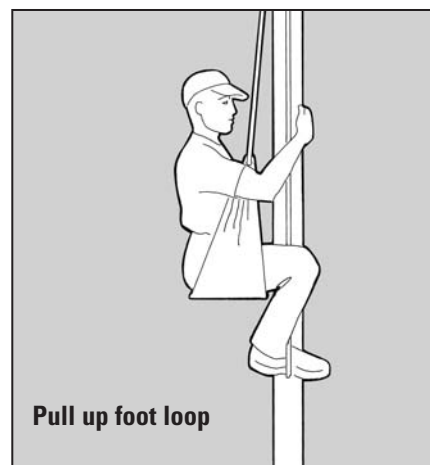
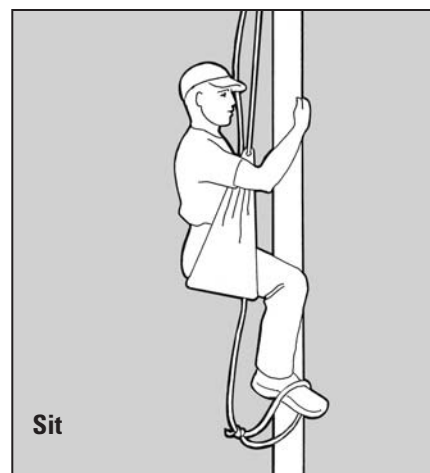
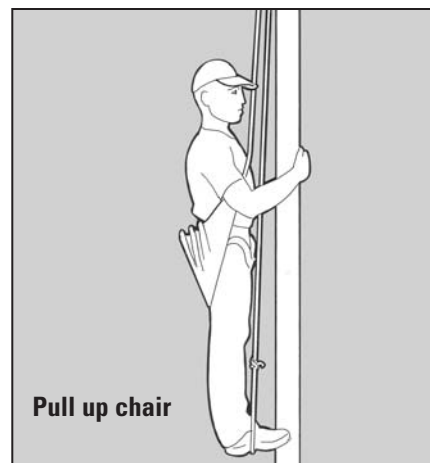
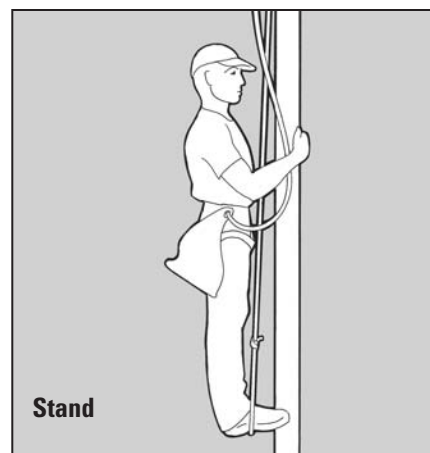
Intolerable heights

My wife, who is my best friend and helper on most boat projects, has an inner ear condition that makes heights intolerable for her. Thus, I am the one elected to go up the mast. Unfortunately, she doesn't have the upper-body strength to crank me up there.

I attach the bosun's chair to the main halyard and mouse the shackle with a nylon wire tie. I use a second halyard that also goes to the masthead — a jib or spinnaker halyard — and tie a loop a couple of feet in diameter in the end of it that would attach to the head of the sail. The tail of each halyard goes to a separate winch. With my feet on the cabintop, I strap myself into the bosun's chair. I use the type that has a belt that goes around my waist and a strap that passes through my crotch. My wife then cranks the other halyard up until the loop is about the height of the seat of the bosun's chair. I then put one or both feet on the loop and stand up. My wife then cranks up the main halyard until the chair is again snug against me. Then we repeat this procedure. In this way, my wife never has to crank up any significant weight. We have to move the other halyard around the spreader and standing rigging from time to time.

The procedure may take time, but it's not tiring work. Our other attempts to get me up the mast involved my wife cranking while I pulled myself up on the rigging or other halyards. Both of us were exhausted by the time I got to the top of the mast.

To solve the problem of how to work safely when I get to the top, I have done two things. First, I installed two fold-up mast steps near the top of the mast. These are mounted on opposite sides of the mast at a




distance from the masthead that allows the masthead to be just below my armpits when I am standing. Any wind or rocking of the boat will have little effect while you are standing on the steps and strapped to the mast. You move with the mast and don't gyrate wildly.

Safety strap

Second, I wear a safety belt around my waist (such as that offered by Mast Mate) and fasten the safety strap around the mast when standing on the steps. This is most important because the bosun's chair slips down around your thighs when you're standing. With the belt and the safety strap around the mast, you can lean back against the strap and work with both hands comfortably and safely. But don't try to get out of the bosun's chair while you're working in this position. It's there for your protection. With the chair strapped around your waist, you have access to the tools in its pouches. Also, if you get tired of

standing on the steps, you can always sit down in the chair to rest.

Before descending, remember to fold the steps up again. Although you don't need it for descending, remember to bring the second halyard down with you, feeding it back through any of the standing rigging so it will be in its proper place when you get back on deck.

We have found this to be a very satisfactory system. I can get up the mast with minimal effort and without any special equipment, and I can work comfortably and safely while aloft. I have found the mast steps to be so convenient that I am considering adding them down to the spreaders. It would speed up the process of reaching the top. I would, of course, continue to use the bosun's chair and safety belt. Then there is the possibility of installing ratlines on the lower shrouds to reach the spreaders . . . but you have to draw the line somewhere. 

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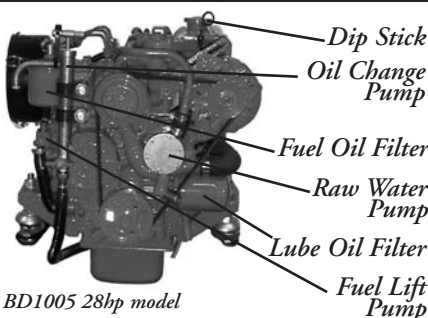
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Space discovery

by Bill Sandifer



IT OFTEN SURPRISED ME THAT WHILE OUR EASTWARD HO 31 HAD lots of empty space, much of it was inaccessible. The area under the galley and behind the molded-in liner, for example, was just dead space with no way to use it.


The galley had a built-in, two-burner propane stove with a microwave below it. The dead space was just beneath that. Eventually, I rebuilt the galley by throwing out the microwave and putting three drawers in its place. Two were for tools and one was for utensils, but there was still more space left . . . if only I could reach it.

With pencil in hand, I outlined a narrow rectangular opening on the face of the liner. I cut out the liner and found, as expected, a space about 22 inches long by 18 inches deep. It sloped up to meet the hull curvature and was 4½ inches high at the inboard face.

This was just right for the plastic wineglasses that were cluttering up the dry-stores cabinet. These are the kind you use in a quiet anchorage when you are tired of "roughing it." They may be plastic, but they look like glass and add a

degree of elegance to a dinner in the cockpit. To store them, my wife was pushing for one of those teak grates that hang from the overhead. The trouble is that these hanging racks work best on a powerboat.

The area under the galley was a perfect fit for the glasses. The next challenge was how to close it off and keep the glasses in place. The storage area would need a front of some kind. There was no room for a hinge, and a hinged panel would be too easy to step on and break.

Velcro to the rescue! I made a varnished faceplate that matched the drawer fronts I had made above it. Next I built two vertical posts and used quick-setting epoxy to attach them on the inside of the opening, set slightly in from the ends of the cutout. To these I attached Velcro. I attached mating Velcro pieces to the false drawer front. To close the space, I simply press the false front into the cutout in the liner. It won't hold much weight, but it works just fine for our lightweight, yet bulky, glasses. We have been heeled at 20 degrees under sail, and the panel has not opened. 



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Just a Click Away!

Lashing the tiller

by Geoffrey Toye

THE RELATIVE MERITS AND DEMERITS OF THE TWO MAIN METHODS of self-steering — electronic and windvane — are often debated. Both have their merits, but we seem to have forgotten the good old practice of lashing the helm.

Fixing the tiller in one position is a technique for keeping the boat near enough on course in areas where it is safe to do so for short periods of time while we go below to do a little chartwork or brew some tea. Provided you keep a proper lookout by popping your head out of the hatch at very frequent intervals, this is a useful facility. You may continue to use it, if the boat is still on course, while you sit on deck to eat the sandwich or drink the brew, to rest your tiller arm or keep your hands covered and warm. If the boat is doing all right, you simply let her get on with it.

With most modern or reasonably modern boats, lashing the helm is not a serious alternative to an autopilot or vane gear, but some older, particularly long-keeled, boats have the ability to steer themselves for longer periods. My own boat, which falls somewhere between the two extremes, will steer herself from a close reach to a beat with her helm free and the sails balanced, but for sailing between a close reach and a broad reach she needs to have her helm lashed. It's a matter of dynamic equilibrium.

The critical elements are that the helm should be capable of being secured or released quickly and easily, and that the positioning should be precise and easily adjusted.

Traditionally, many yachts were fitted with pegboards, timber rails with rows of holes bored in them that were located beneath the tiller. The wooden pegs, which resembled belaying pins, could be set into the appropriate holes, and the tiller was secured between them. This worked after a fashion but usually needed some refinement for purposes of adjustment. One could bet that the peg holes would never be in quite the right place.

Fine adjustment

One method of overcoming this was to fit pegs with a differing diameter in their upper section or cam-shaped pegs that could be rotated in the hole for fine adjustment.

A similar problem occurs when the helm is fixed with a

simple lashing or with a line with knots in it passing over the tiller; the facility of fine adjustment is usually wanting. One often sees the system of a cleat, usually a jamb cleat, or another line-pinching device on the tiller with a line crossing the tiller athwartships. This works, but in my experience it has to be set up very painstakingly to avoid excessive slack in the line.

One can forget the traditional methods and resort to a track and slide that can be locked in infinitely variable

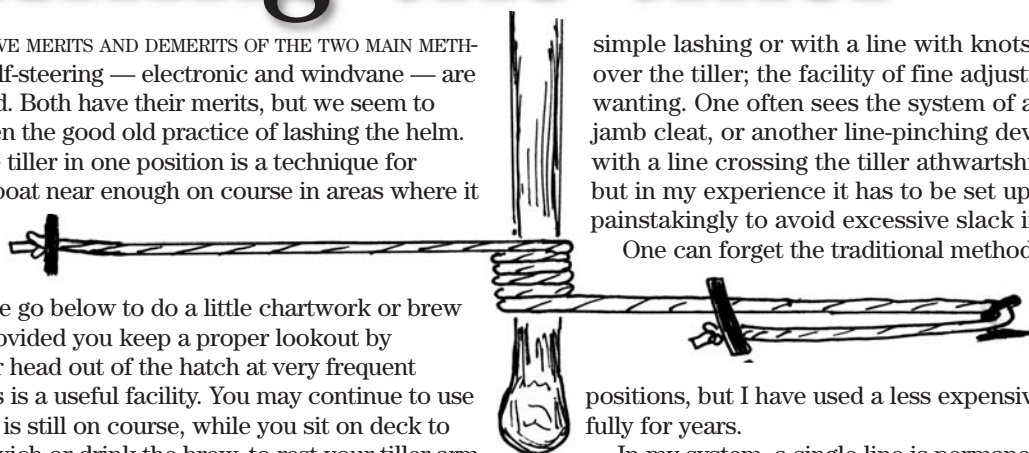
positions, but I have used a less expensive system successfully for years.

In my system, a single line is permanently attached to the deck, coaming, or other convenient point beside the tiller. To deploy the line, it is brought athwartships over the tiller then wound around the tiller for a few parallel turns before continuing athwartships to a similar point on the opposite side of the tiller, where it is secured to a jamb cleat or run through a hook and secured to itself so that it can be drawn taut. In that case, a tent-guy tensioner or a rolling hitch will do the job of the jamb cleat. A hook is used so the line can be removed. Alternatively, an eye can be used provided the line is long enough when slackened to hang below the tiller.

The system works because the friction of the few turns around the tiller grips it effectively, and very fine adjustments can be achieved by rotating the turns of the line in much the same way as one adjusts the throttle on the twist-grip of an outboard motor. Not only does this permit very precise adjustment but it also allows the initial setting of the helm to be a quick, rough estimate followed by easy fine-tuning.

As soon as the system is no longer required, the line is slackened and all the turns are slid off the end of the tiller. Where a tensioner or rolling hitch is used, it may be convenient to leave the line permanently shipped at both sides, crossing the cockpit below the tiller, so long as it does not interfere with helming and there can be sufficient slack to form the loops around the end of the tiller when deployed.

If properly set up, the whole device can be collapsed in seconds and conventional tiller steering resumed. 



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Basketball engine jack

How to lift your engine with a spherical air bladder

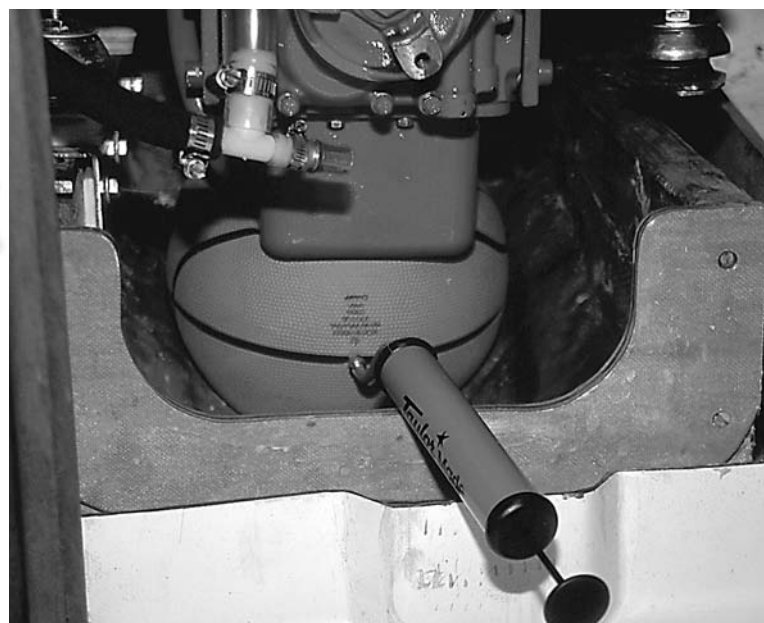
by Jerry Powlas

AS I WAS GROWING UP, I SUSPECT SEVERAL COACHES SAID, OUT of earshot, "Now there's a boy who doesn't know what to do with a basketball." In all fairness, that was certainly true. In those days, once coaches had made such a determination they hardly knew you were there at all. That didn't trouble me much, because I had the same attitude toward them.

I could have remained uninterested in basketballs for the rest of my life, but I did not. Recently, I chanced upon a box of basketballs that were made in a well-known Pacific-rim country and shipped halfway around the world to sell at retail for less than we probably can make the raw materials legally in this country: \$6.59.

At that price I did not see each ball as an important sporting implement, respected and revered by millions; instead I saw it as a fairly tough spherical air bladder that could hold several atmospheres of internal pressure. There were possibilities in that.

I bought a ball, and headed for my boat. I had an engine to move. In repowering articles you read of scissors jacks and bottle (hydraulic) jacks being used to lift an engine off its mounts or bed so it can be taken out of the boat. There are also times when you might want to take all or most of the load off the engine mounts during the alignment process. There are problems associated with using conventional small automotive jacks for this work.



The hull under the engine is not usually flat and horizontal, and there is not always a strong spot on the engine or the hull that can safely take the concentrated stress of lifting the engine. The problem is further complicated if the engine is mounted close to the hull below it, leaving no room for the jack.


A deflated basketball-turned-engine-jack requires no flat strong point on the hull, nor does it normally need one under the engine. As you inflate the basketball, it expands and comes into contact with a fairly large area of hull bottom and a large area of oil pan under the engine. You have to be careful here, but in most cases the lack of point loading on the pan and hull allows you to lift the engine with no harm to either.

How does it work? One formula for force is pressure times area. Because of the large area of the flattened basketball, it needs very little pressure to lift a typical small-boat engine. If you have a really big engine, you might try two or more balls.

Cautions

There is certainly an oil pan somewhere that can be crushed by an inflated basketball. My pan was cast aluminum and was plenty strong enough. I used to lift automobile engines with a block of plywood under the oil pan when I was a kid. Still, make sure you don't crush your pan. Lift a little and look to see what's happening. It would be the same deal with a metal jack.

There may be hulls, also, that cannot take this stress, but they'll be in more trouble if you use a metal jack because that jack will cause concentrated stresses and off-axis loading. So check to see how things are going, maybe even use a little plywood reinforcement here and there. There's more room for that sort of thing with the basketball.

One last caution: use only a hand pump, not an air compressor. If you inflate the ball without loosening the mounting nuts or bolts, you can crush the pan or blow out the bottom of your boat, as would be the case with any type of jack. 

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Fashionable fenders

Give your fenders a smart new pair of socks

by Karen Larson

New BoatBlanket fender at left with the faded terry cloth cover it replaces, at right.

BOAT FENDERS ARE FUNCTIONAL. THEY are not meant to be fashionable. We remove them the instant we leave the dock, don't we? And yet . . .

Our boat spends a great deal of time wearing her fenders at the dock while awaiting our return. I was uncomfortable with the appearance of our ugly tar- and mildew-stained fenders. After we painted the topsides a couple of seasons ago I covered the fenders with terrycloth to protect the paint job. That navy blue terrycloth faded within a month and was drab indeed by the end of the first season.

Naturally my ears perked up when I learned of a new material called BoatBlanket from Sailrite's Connie Grant. "It's immune to mildew, and it's colorfast," she said. "Velcro fastens it together. There's no hemming."

I ordered a yard of navy-blue material. The sewing project took part of one day. I cut four rectangles to size, sewed Velcro teeth down the long end, sewed darts at the top and bottom of each, and "zipped" a cover on each fender using the Velcro hooks and the woolly side of the BoatBlanket.

Cost of the project? Less than buying new fenders. And less than buying fender covers. The

BoatBlanket costs \$18.95 a yard and comes in 6-foot widths. The job took a yard. Another 10 feet of Velcro material cost another \$10.64. So for \$29.59 (and some shipping costs), I created four fender covers.

We've used the fenders for a season, and they have not faded. The material looks as good as the day it arrived in the box. (By the way, Sailrite is amazing when it comes to delivery; I'd hardly hung up the phone, when the box arrived at my door. It couldn't have been more than two days at the most.)

One thing to be aware of: because it is like the woolly side of Velcro, the material is very good at picking up splinters from docks, but these aren't hard to remove and haven't been a problem for the boat finish or the good looks of the fenders.

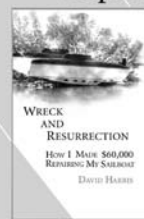
What else is BoatBlanket good for? It can be wrapped around pilings to keep them from marring a boat. It could pad docksides, sling straps, trailer pads, and ladder ends that are propped against a boat on stands. The list is as long as your ingenuity will allow.

Come to think of it, I've got a few scraps left over. 

Wreck and Resurrection

How I Made \$60,000 Repairing My Sailboat

by David Harris



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What would we do without goo?

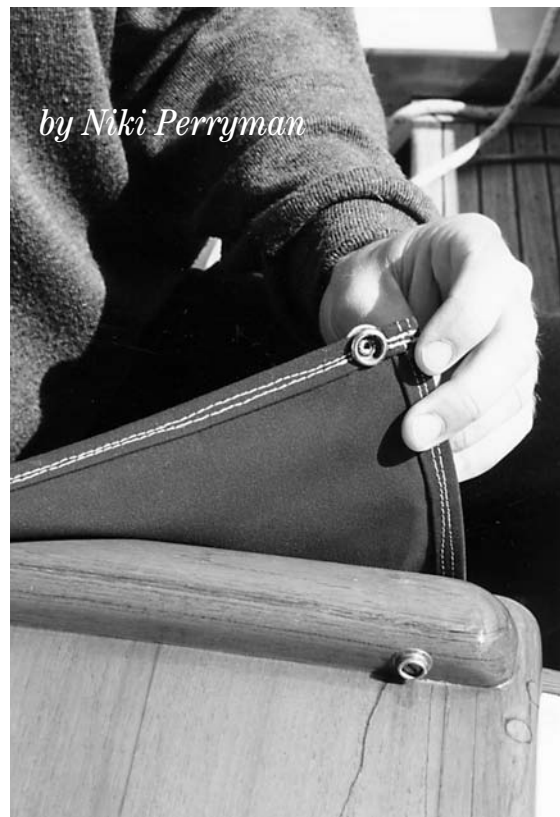
IF THERE'S ONE THING EVERY BOAT should have on board, it's a pot of Vaseline ("goo" as it's known on *Siandra*!) This age-old concoction has hundreds of applications that would be a complete surprise to the manufacturer. Here are our favorites:

- A thin smear of goo over freshly polished brass or bronze slows down the tarnishing process and keeps it gleaming for ages. It's especially worth using this trick on exterior fittings: the jelly acts as a barrier between the surface of the metal and corrosive elements like salt air and seawater. Very popular with the ship's polisher!
- Rub Vaseline into external leather trim to keep it supple and protect it from the weather. We also use it for waterproofing our deck shoes.
- It makes an excellent lubricant for freshwater fittings — especially hand pumps. It doesn't have a heavy metal base like grease, so it won't poison you if it gets into your water supply.
- Windvane steering lines are prone to chafing at the turning blocks. Between Australia and England, we

tried a number of remedies, including soaking the vulnerable section of line with 3-in-1 oil and rubbing it with soap or dishwashing liquid. Vaseline gets our vote because it's clean, colorless and not so messy to apply. Unlike oil, if it finds its way onto the cockpit seats or your clothes, it doesn't matter.

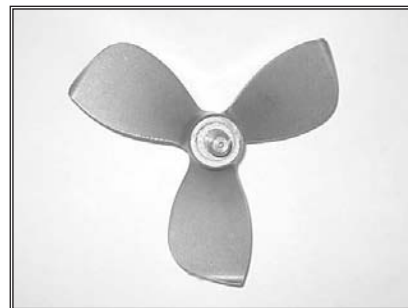
- Snaps on covers and spray hoods have a tendency to corrode during the season, making them impossible to unsnap. Spread Vaseline liberally on the outside of the stud and the inside of the top before closing, and you'll be amazed at the difference.
- A dollop of goo on your ship's battery terminals (or any other electrical connection) prevents salt-air corrosion.
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by Niki Perryman

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If you have a hefty sewing machine, you can replace the plastic yourself. There's only one trap to fall into: if you unstitch and remove the old plastic before sewing in the new, you'll almost certainly distort the surrounding fabric and end up with a wrinkly window.

A sailmaker friend gave us a crafty tip for avoiding wrinkles when we replaced *Siandra's* sprayhood (dodger) windows not long ago. "Leave the old plastic alone," he instructed. "Cut the new plastic to the exact same shape, then sew it *over* the old plastic, keeping the two layers nice and flat as you go. When you've finished sewing, pull the old and new plastic apart and carefully cut as much of the old window away as possible. You have to leave the edges of course, because they're stitched in between the new window and the surrounding fabric, but if you do a neat job of trimming, you'll never see them."

We tried it and found he was right. The old edges are invisible, and the new window is see-through and wrinkle-free. With a bit of luck that sprayhood will last us another five years. 



Project completed: new window plastic puts life back into a sprayhood (dodger). Inside view of the author's replacement windows, above right, and the outside view, bottom right. Who would guess that the plastic is doubled up at the seams?

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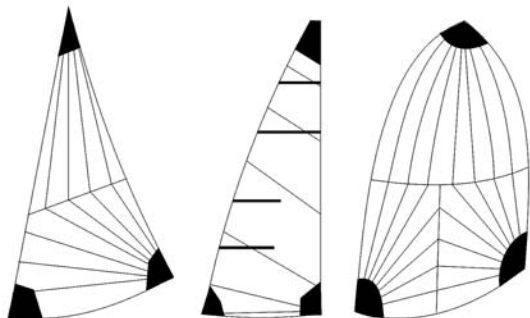
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Gary said. "But in the end, Bangor Punta's marine business went in the toilet, too, so maybe there is some justice after all. I had always had my own business designing production boats, so I just kept designing production boats, and I have been doing that ever since."

Bangor Punta moved the Cal division to Florida in 1981 and decided to pull the plug on Ranger. In 1983, Bangor Punta decided to get out of the sailboat business altogether and sold Cal and O'Day to Lear Siegler.

Gary's contract with Bangor Punta had given him some control over the Ranger molds, and he had a client who wanted to buy the molds for the Ranger 29, 33, and 37. A deal was struck but, according to Gary, Bangor Punta reneged and destroyed them all. That was the clear and final end of Ranger Yachts.

We got on to the subject of cruising boats. "We do a lot of cruising boats," Gary said. "But I don't like the word *cruising* boat. We do a lot of *regular* boats. Most of our designs are what I like to call 'really nice little boats.'"

When asked if he meant that he designed "club racer/cruisers," he answered, "Ehhh . . . I think that every name that you give them other than 'good sailboat' shades what they really are. If you call one a club racer, what you are really saying is that it is a racing boat that isn't quite good

*"When we had
a decision to make
in the design office,
we always asked,
'Is it going
to contribute
to making it
more fun?' "*

enough to race against the real racing boats. It can only do club racing. If you call it a cruiser/racer, that's some sort of a hermaphrodite that is neither fish nor fowl, but it is probably slower than a racer/cruiser, which is also a hermaphrodite, but maybe looks racier than its cruiser/racer cousin."

Design parameters

When asked what kind of parameters he used when designing "just a really nice

boat," he said, "It has to be good looking, and it has to sail well. It has to have good balance, and it has to have an airy, bright, pleasant interior so you don't feel like you are going to jail when you go down below. It's got to have a comfortable cockpit where you can work the boat without bashing your elbows or tipping over or whatever. It's a boat that, if you want to cruise it for a while, you can do it by simply loading aboard the stores and some clothes, and just do it. If you want to race it, you can do that by off-loading some of the stores and gear and going racing. And, of course, it's not going to be a successful IOR boat, because it's not an IOR boat, but it's probably going to be a better cruising boat than 99 percent of the cruising boats on the market, which are caricatures of cruising boats."

That first interview eventually ended. But the following January, at the 1986 Miami Boat Show, Gary delivered

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another lesson in engineering and English. He was sitting in the cockpit of his latest design, a shiny new Freedom 30. He was casually asked whether the maximum speed of his intriguing new boat design was 1.34 times the square root of the waterline length.

"I wish people would quit saying that," he retorted with intensity. "There's no such thing as a maximum speed under sail. There's a point at which the speed-versus-resistance curve begins to get very, very steep. At low speeds, a certain increase in horsepower gets you a fairly good increase in speed — but at high speeds, doubling the horsepower only gets you a very slight increase in speed. Usually somewhere around 1.34 times the square root of the waterline length — the sailing waterline, not the static waterline — that speed/resistance curve starts to get very steep. But there's no absolute limit."

High quarter wave

"But," he was asked, "doesn't the quarter wave start to build up higher than the cabintop?"

"No! That's not so!" he exclaimed. "I've never seen such a thing. That's all magazine talk. That's not naval architecture. I'm continually seeing this 'maximum speed under sail' or 'maximum speed-length ratio' or whatever-the-hell, and it's totally meaningless to naval architecture, as an absolute maximum. It does have meaning, because the speed-resistance curve does get very, very steep, as I say; but it seldom gets absolutely vertically asymptotic."

The topic switched to a safer subject, the Freedom 30 rig, and the observation was made that "the mast doesn't have any standing rigging except the headstay . . ."

"Jibstay!" he shot back. "A headstay goes to the head of

the mast; that's why they're called headstays. Forestays or jibstays go somewhere below the head of the mast. You have 'stowage' with a 'w' on boats, not 'storage,' which is what you have in your garage.

"I want to keep the language of sailing clean. Life jackets are life jackets, not PFDs (personal flotation devices). Heads are heads, not MSDs (marine sanitation devices). Calling them MSDs is just an example of the government not doing anything except generating words and not accomplishing anything. It's typical bureaucratese. Everybody knows what a head is."

It was pointed out that there are two definitions for the word "head": the toilet or, alternatively, the room in which the toilet is located. The *Mariner's Dictionary* says that a head is "the compartment with toilet facilities." But again Gary shot back: "Yes, but when I say 'the head is stopped up,' that doesn't mean the door is jammed, does it?"

Epilogue

Gary was, of course, involved in many more projects than described here.

He worked hard for several years on the Golden Gate Challenge 12-Meter program for the 1987 America's Cup ("The 12-Meter stuff is just a 12-hour day, seven days a week. I haven't had eight hours' sleep in the last year or two."). The result was the radical forward-rudder *USA* skippered by Tom Blackaller. She showed promise but failed to win the trials.

Another of Gary's unusual designs was an ultra-high-performance 35-foot, ultra-ultralight (2,000-pound) sloop for Ron Moore with not only a winged keel but also a winged deck ("People who [will buy it] are the same kind of people

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Good Old Boat

November/December 2002

who get Hobie cats, which capsize, and . . . if a guy is crazy enough to buy this boat, God knows what he is going to do with it!").

And he owned boats himself, of which he said, "I name all my boats after Humphrey Bogart movie roles. I've got *Fred C. Dobbs* (*Treasure of the Sierra Madre*) and *Richard Blaine* . . . do you know who Richard Blaine is?"

Gary's creative signature is to be found in other less-conspicuous places, like the Dorade boxes built into the corner of the cabin trunk, which form part of the water trap; Gary called them "sunshine boxes."

Gary was nothing if not an entertaining conversationalist. Quickwitted and often humorous, he once asked, "How do you make a small fortune as a naval architect? Start with a large fortune."

Fun was the operative word, in life and in boats. In describing the design objective of the Ranger 22 (the production version of his near-legendary *Pocket Rocket*), he said, "The basic parameter was fun. When we had a decision to make in the design office, we always asked, 'Is it going to contribute to making it more fun?'"

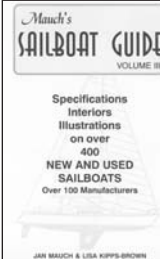
Jim Donovan, who worked with Gary, summed up his former boss this way: "Gary Mull was the 'teacher' for many talented yacht designers, one of the best storytellers of all time, and an excellent cook. He had a very organized and systematic approach to the design process along with a great attitude on how to balance work and enjoy life. Although yacht design sounds like just a lot of 'fun,' it's usually just a tremendous amount of work. I was very lucky to work with Gary; he was an excellent person."



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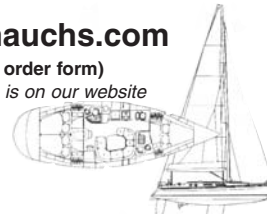
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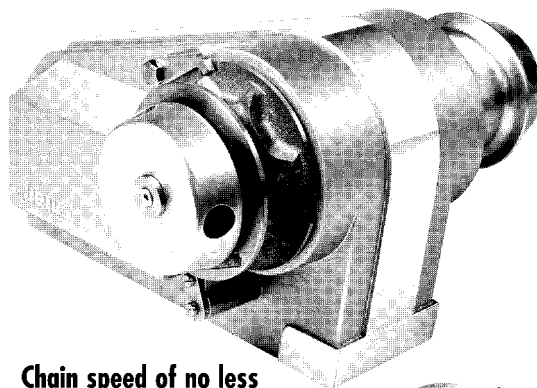
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jrobison2002@yahoo.com



Cal 2-29

1976. (\$25,000+/- Refit: 2000-01) Fast/safe Lapworth/Jensen sloop. 29.34' LOA; 24' LWL; 9.25' Beam; 4.75' Draft; 8,000 Disp; 3,350 ballast. Imron decks/hull and epoxy bottom 2000. New Harken roller furling, windward traveler, adjustable/split backstay. 5 Barrient winches. Good/exc. sails: 2-150s, 135, main w/EZ-Jax, asymmetric w/sock and tri-radial spinnakers. Yanmar 2GM20FW diesel. New cushions, teak/holly, Euro-galley, pressurized and hand-pump fresh/salt water, CNG stove. New VHF/hailer. Garmin GPS w/DBR. Loran. Autohelm. Avon w/2.5-hp Nissan. Sarasota, Fla. Brochure via email. \$22,500.

R. Scott Kearney

941-739-1188

scott@therottmangroup.com

Pacific Dolphin 24

1978. Hull #295. 9.9 Yamaha w/electric start and controls in cockpit, sails and cushions new in '96, roller furling, stereo and speakers, depth, tandem trailer with equalizer hitch, shoal draft w/swing keel, marine head, teak front hatch, boat in exc. cond.; has had TLC for years. Fun and easy to handle. \$13,500.

Norm Agena

402-483-2733

sagena@neb.rr.com

Catalina 30

1980. 1996 Yanmar 2GM20 (210 hrs), Dickenson solid fuel cabin heat, Artful dodger, newer cushions, good sail inventory. Asking \$26,500. Sequim Bay, Wash.

Matilda Henry

360-683-1180

matilda_henry@yahoo.com

O'Day Javelin

1984. 1990 Shorelander trailer. 2 sets new reefs in main. Second owner. Never sailed until 1990, sailed very little since. \$2,500 OBO. In Jackson, Minn.

Steve and Janis Hier

507-847-4146

sjhier@rconnect.com

Hallberg-Rassy

Classic 1976 Rasmus 35' ketch. Center cockpit. Aft cabin. Full keel with 4'3" draft. 75-hp Volvo diesel. Radar. Autopilot. VHF. Electric head. Propane stove with oven. 4 sails. Inflatable w/5-hp OB. Many extras. Sleeps 6. Ready for extended cruising. Everything in very good cond. One owner. \$63,000. In Mass.

Tom Moscarillo

978-807-7364

Legnos Mystic 20 catboat

1976. Very rare mast tabernacle. Triad single-axle trailer. BMW D7 inboard. Bimini, awning, cabin cover, sail covers. Hood sail. Depth, compass. Bright finished teak. VHF w/masthead antenna; gimbaled propane stove, Porta Potti. A beautiful boat, but we don't have the opportunity to use her enough. Boat needs nothing and is in the water in North Carolina. Asking \$17,500 for boat, trailer, and accessories. Photos via email.

James Smuts

804-264-2639

JGSmuts@attbi.com

Pearson 26

1981. Extensive renovations. New rudder, bearings, rubrail. New lifelines, halyards, 130% genoa. Original main, working jib, 150% genoa restitched. All jibs use roller furling. Cockpit teak, handrails replaced with mainte-

nance-free Starboard. Mast wiring, lights replaced. All wiring checked and replaced, if needed. Seacocks checked, new hoses installed. Transom reinforced, OB motor mount installed. Installed Porta Potti, but original fittings and tank available. 1991 Mercury Sailmaster exc. cond. Winter cover. 2001 survey available. In Darien, Conn. \$10,500.

Richard Jarbeau

203-967-7057 days

203-662-9506 eves, weekends

Richardjarbeau@aol.com

Nor'Sea 27

Aft cockpit. The best equipped Nor'Sea ever built. Constructed in 1977 by and for Dean Wixom, Nor'Sea founder and first president. This voyaging veteran has over \$30,000 in upgrades and cruising gear, plus a recent \$30,000, 2,000-labor-hour refit, including a new diesel. 3-page inventory list. There are newer and cheaper Nor'Seas, but none so ready to go and stay at sea in comfort and safety. If your plans involve serious voyaging, you should look at this boat. (See Nor'Sea article in this issue of *Good Old Boat*.)

Dean Wixom

386-467-3639

capttopsail@aol.com

Jason 35

1984. Ted Brewer design. LOA 34'6", LWL 27'4", beam 11'2", draft 5', displ 16,000, ballast 6,200, SA 634. 50-hp Westerbeke diesel w/8 hrs. A project boat! The mast has never been stepped (could be motored home on the ICW). Hull layed up and completed at Miller Marine, Bainbridge Island, Wash. Have blueprints and 90 percent of parts and gear to complete boat. See *Best Boats to Build or Buy*, by Ferenc Maté. On Galveston Island, Texas. \$20,000.

Steve Wenholz

409-762-3073

naburch@utmb.edu

Angleman 28

Kai Nui is a custom sloop built 1928 in the Wilmington Boatyard. Port Orford Cedar over oak frames. Beam 9', draft 5'6", headroom 6'. Roomy accommodations. Hauled June 2002, inspected, found to be in very good cond. Painted, re-zincd. Being repowered with a 2-cyl. 18-hp Universal diesel w/a new Twin Disc 40 trans-

mission. New running rigging, winches, genoa cars. Lacks some creature comforts but is a stout, seakindly vessel suited for short-handed coastal cruising. \$10,000.

Scott Jones

831-633-5628

408-590-5576 (cell)

svpetrel@earthlink.net



Herreshoff 32

1932. Hull 3 from MIT plans. Built 1996 as authorized reproduction boat. LOA 32', LWL 20', Beam 5'6". Cedar planking/oak ribs/bronze fastened. Blocks and hardware from original patterns. Forerunner of the Fishers Island 213. Custom trailer, storage cover, docking cover. 3-hp OB on bronze motor mount that allows the motor to be stored in the cabin when sailing. A true classic Sunday racer. In Kansas City, Mo. \$38,000. Construction and sailing photos by email.

Larry Gillen

816-454-1386

larry.gillen@yahoo.com

Chrysler C22

1980. Swing-keel version with EZ Loader trailer and 9.9-hp Johnson SailMaster OB. All in exc. cond. Halsey Herreshoff design with nice lines. Very solidly built boat. Great family daysailer/weekender. On trailer in Chesapeake, Va., and ready to trailer and sail anywhere! \$3,950 OBO for everything. Visit my webpage <http://geocities.com/nmirtt> for full details, photos.

Raleigh Martin

757-288-7154 (cell)

raleigh.martin@netzero.net



Pacific Dolphin 24

Stout Sparkman & Stephens-designed traditional sloop. Draws 2'9". Board drops to 6'. Refurbished electric-start Mercury OB

in well. Three years in heated workshop. Sailable when purchased; I began Bristol restoration. Hardware and woodwork tagged, documented. Upgrades include new bronze opening ports, Furler furler, 150% genoa. Double-axle trailer available (\$2,200) for purchase or borrow for delivery. Have \$20,000 in boat/trailer. Will sell for less than half. Will consider trading for larger sailboat (30-35-feet). In Minnesota. \$6,900.

Hal Newell
952-401-0111 eves
952-442-6364 days
Ficador@aol.com

Mariner Ketch

1969 31-footer built by Far East Yachts. Professionally upgraded in 1996-97 by current owner to a very traditional "yacht style." Brightwork abundant inside and out. Interior features mahogany and curly maple trim. Completely new teak decks bedded in 5200. The creative upgrades make this boat one of a kind. Harkin furling system, 20-hp Albin diesel, built-in Marine Air AC/heat system, Bose stereo, etc. Asking \$46,000. In Vermilion, Ohio.

Moes Marine
alane@CBCO.com
440-967-4221

Canoe Yawl

18.5 feet. William Garden-designed Eel. Built Kennebunkport 1975. 18.5'x6'x10" (board up). Cedar strip planked. Exc. cond. Includes trailer. \$6,500. Near Boston. For complete details/photos: <http://www.cyberport.com/~casafortuna>

Bill Freeman
505-334-1673
casafortuna@cyberport.com

Bristol 29

1967 hull #37. Very good original cond. All systems work. Beautiful lines. Mahog. interior. Dinette lay-out. On customized tri-axle trailer. In Chesapeake area. \$8,700.

Kent Knisley
570-724-6157
kentk@epix.net

Tartan 27

1969. Hull 419. Extensively updated: including main with 2 reefs, lazy-jacks, jib w/reef, spinnaker, genny, stern rail, lifelines w/gates, electronics, and BottomSider cockpit cushions. Most of deck rebuilt. Teak anchor 'sprit with roller, 25# CQR. Updated Atomic 4

with freshwater cooling. Teak-and-holly sole, stowable table, new deep sink, Origo stove, custom cabinetry. Lavac head with holding tank and tank alert. New 30-gal. baffled water tank. In Rock Hall, Md. \$14,500. Call, email for brochure w/photos.

Haskell and Dotty Royer
717-560-7880
Rappraisal@desupernet.net



Cal 34

1969 Lapworth design. LOA 33'3", LWL 26', beam 10', draft 4', ballast 3,750, displ 9,500. Deck Awl-gripped and fittings re-bedded 1997, teak trim, alum mast/boom, tiller (Tiller Master self-steering avail.), mainsail 1998, 150% genoa furler, club-footed jib, spinnaker, Universal diesel 1987. 25-gal fuel. 100-gal water. 50-lb icebox; Luke 3-burner propane stove w/oven. Bruce and Danforth anchors w/100+ feet rode. Bimini, hatch and companionway screens, depth, ship-to-shore radio, AM/FM radio cassette. In Old Saybrook, Conn. \$22,500.

Stuart Carlisle
207-371-2817
JSCarlisleDR@AOL.com
Or Doug (weekdays only)
203-245-2159

Rhodes 19

1964 hull #1085. New standing and running rigging, Harken adj backstay, good sails, sail covers, new boom, trailer. In Sausalito (the best location in San Francisco Bay), Calif. slip. Photo in May 2002 *Good Old Boat*, page 35. \$1,650.

Eric Schoenberg
415-789-0846
415-786-6146 (cell)
eric@om28.com

Storebro Royal 33

1984. Sailed exclusively on Lake Superior. Roller furling, full-batten main, cntrcockpit, sleeps 6, h/c

press water, 35 Volvo diesel, all electronics, propane stove, Espar heating, dodger/Bimini, immaculate cond. In Ashland, Wis. \$44,500.

Allan Carlson
906-667-4937
jdacarl@chartermi.net

Hunter 27

1979. Shoal draft 3'4". Yanmar diesel, roller furling 135% jib, press. water w/shower, 2-burner alcohol stove, new 12-volt wiring, compass, depth, speed. Heavy-duty steel cradle. Boat is out of the water on cradle. In Mississippi. Asking \$6,000/OBO.

Jim Schmitt
228-452-9585
228-861-4500 cell
devisel@metro.net

Santana 2023C

1994. Water ballast. Honda 9.9. Roller-furling main and jib, autopilot, Bimini, full boat cover, depth, compass, trailer. Stored indoors. Used very little on fresh water. Great trailersailer. In Kansas. \$17,000.

Roger Kuntz
785-673-5560

Pacific Seacraft 36

1978. Rarely offered Mariah MKII. A beauty to look at with tanbark sails and faux-lapstrake fiberglass hull and a pleasure to sail or live aboard. A seakindly bluewater, double-ended cutter. Wide (10'9") beam, tall headroom, and unusual port-side double bunk make for spacious comfort below. Bronze winches, running backstays, double lifelines and heavy-duty gear make this a safe world cruiser. Little used, but lovingly cared for by one owner. Sail it home from Miami. Check BUC value. \$54,500.

Gaeton Fonzi
305-865-8241
71510.235@compuserve.com



33-foot wooden ketch

1968. Winthrop Warner designed, built in Taiwan. Freshwater only. Honduras on oak, teak deck and

cockpit. Stika spars. Mahogany and teak joinery. Displ. 18,500 lbs. Bal. 6,820 lbs. Perkins 4-107. Bronze stanchions, ports, fastenings. Enclosed head. 2 hanging lockers. LP heater and grill. Alcohol stove. VHF, radar, GPS, autopilot, depth, knots, wind. 7'7" Nut-shell pram. 2-hp Honda OB. Auxiliary generator/charger. Located in Wisconsin. \$60,000.

Bruce Landwehr
952-831-7596

Baba 40 cutter

1984 Bob Perry design. 4-yr-old Yanmar Turbo diesel w/approx. 2,000 hrs. Radar, SSB, weatherfax, Robertson AP interfaced w/GPS, Adler-Barbour refigd/ freezer, 6-man Avon canister, Fatty Knees dinghy in davits, roller-furling headsails, full winter cover for in-water storage (never a blister), 800-1,000 nm motoring range, TV-VCR, more. A great seaboat that has done transatlantic crossing and passages from Cape Breton to the BVI. In Boothbay Harbor, Maine. \$150,000.

Phil Brooks
207-633-0964

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Good Old Boat magazines Nov/Dec 1998 to Sept/Oct 2002, including Premier issue 1998. \$100.

Rudolf Beilicke
360-466-0106
beilicke@msn.com

Transmission

Twin disc MG5050 transmission. 2:04 to 1. New. Never used. \$2,500.

Greg Mika
425-941-6331

Wanted

Allied Seabreeze

Looking for a well-maintained Allied Seabreeze.

Mike d'Andrea
941-571-0852
941-435-2186

S&S sailboats

Information sought on the location of any of the following early Sparkman and Stephens designs: *Azura* (later *Good Cheer* and still later *Lavengro*. Last known owner: Frank C. Wheatley, Swansboro, N.C.) LOA: 42', LWL: 30'. Built 1938. *Spookie*, a pre-war Super NY32 cutter. LOA: 46', LWL: 32'. Last heard of in Long

Wanted, cont.

Island Sound. Any surviving Voyager-class yawls or sloops (some built by Lawley) designed pre-WW2 (LOA: 44'). Any 1946 designed Mackinack/Brazil-class sloops (LOA: 40', LWL: 27'). Any Maple Leaf-class sloops designed for the Toronto YC in 1947 (LOA: 35'). Please send information of ownership or sightings to:

Patrick Matthiesen
Fax +44 207 9301387
Sparkmanstephens@matthiesengallery.com

Life raft, etc.

Looking for 4-person life raft, 100 watts in solar power, wind generator, inflatable dinghy/outboard, 16/24-mile radar, storm sails (41-foot boat), other bluewater gear.

Roland O'Brien
716-688-2525
Roland693@Yahoo.com

Catamaran 27-30 feet

Looking for a fixer-upper to redo into liveaboard, on trailer, w/OB that's fixable, OK sails, running and standing rigging, shallow draft, 6' headroom, fiberglass, no through-hulls, no teak. OK if it's beat up, defective, unsightly, smelly. I'll pay \$1,000 to \$3,000 cash.

James Broussard 536793
1700 N FM 87 B2B-65
Bonham, TX 75418-5818

Anchor light

Looking for a Guest tricolor anchor and strobe light, model M7030 with twist-lock base. Base not necessary.

Lee Benet
239-357-8443
tomg8565@optonline.net

Miscellaneous



For "sail" or trade

1980 Triumph TR-8 convertible. Factory aluminum V-8. 5-speed transmission. 80,000 miles. Adult driven and maintained. \$7,500. Looking for cruising sailboat in 30-foot range.

Joe Denkins
906-341-6474
tjden@up.net

For rent

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Peg Niland
941-764-1806

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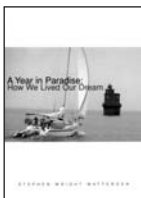
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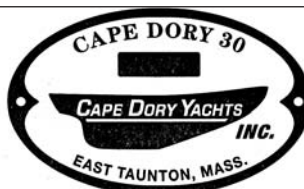
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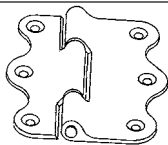
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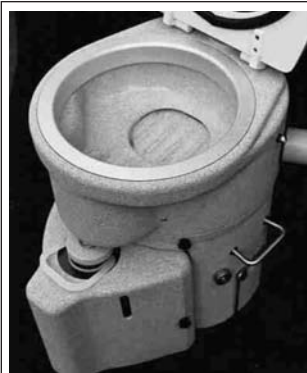
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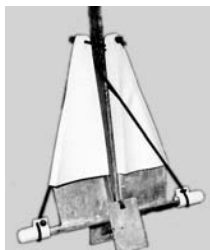
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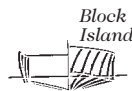
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Love that Thunderbird

Regarding Nathaniel Poole's experience with finding his dreamboat (September 2002 issue), I wish him the best of luck in putting his Thunderbird back to rights. As a former Thunderbird owner (#1108), I can tell him it's a great boat. Extremely fast and a pleasure to sail. (In a 65-mile PHRF race in which we competed against around 15 other racer-cruisers — all larger than we were, including a Cal 40 and a Heritage one-tonner — we not only won on corrected time, but actually took line honors.) He'll love the boat.

Bernie Wideman
Editor *Points East Magazine*
Portland, Maine

C&C history excellent

Congratulations to Dan Spurr for an excellent history in your September 2002 issue. I read it with more than casual interest since C&C Yachts was the basis of the early success of Sailboats Inc. . . . and the reason we're here today.

The halcyon '70s and early '80s in the sailboat business were, as Dan emphasized, due as much to C&C Yachts as any builder. The only person who I don't believe received credit in the article was Wes Dalby, who was largely responsible for the North American marketing success of C&C Yachts.

I met Wes in Kenora, Ontario, in 1972 when he was sailing/promoting the Redline 25 at the 6th annual LOWISA. At that time my new company was selling Balboas, Irwins, and Flying Scots. While we were in Kenora, we arranged a meeting in Niagara-on-the-Lake, Ontario, for that fall when we became a C&C dealer. Wes was largely responsible for the dealer network and the marketing of the line, which resulted in the 7,000 C&Cs built. Five percent of them were sold through Sailboats Inc. This probably accounted for about 10 percent of U.S. sales. As owners of one of the wonderful C&C 30s, you are well aware of their continued popularity. Many believe these vintage C&Cs epitomize the good old boat!

Jack Culley
Sailboats Inc. founder
Superior, Wis.

Good point

You might want to ask Terry Ambrose ("Guardian angel" September 2002)

what keeps the large eyebolt from sliding out of the two weights. Perhaps the nut (better two, one acting as a locknut) was omitted from the picture and the list of required supplies?

Roland O'Brien
Amherst, N.Y.

Introducing FaMet ReeFurl

The July 2002 issue was our first issue of *Good Old Boat*, and we have enjoyed it very much. It truly is a boating magazine for "the rest of us." We're the proud owners and frequent sailors of a 1983 Ericson 30+. We are also new advertisers as the owners of FaMet ReeFurl Sail Handling Systems, established in the 1960s in Redwood City, Calif. Decades of flawless performance bears our unlimited lifetime warranty well. FaMet owners of more than 25 years commonly need less than \$50 worth of replacement parts, and their system is ready for another 20 years of reliable service. The FaMet has been rated best overall in *Practical Sailor* and Seven Seas Cruising Association evaluations of popular furling systems. Visit our website at <<http://www.fametreefurl.com>> or call 785-842-0585.

Ron and Tamera Peterson
Lawrence, Kan.

Docking made easy

Dave Chase's article, "Single-line Docking," in your July 2002 issue may help avoid serious injury when docking. Another solution is DockCatcher. The DockCatcher takes the danger out of docking and is easy to use day or night. It's effective in cross winds, bad current, and weather. DockCatcher is also great for single-handed docking. Set a springline to the desired length and attach it to the dock cleat. Hang this coiled springline on the DockCatcher before departure. When returning to the dock, grab the spring line, attach it to the boat's midway cleat, and the boat will fetch up to the dock. Leave the engine at a low RPM with the rudder in the direction of the dock in order to hold the boat to the dock while the other lines are secured. The standard rod height is five feet, but the DockCatcher is also available up to 10 feet on special order. A bright orange ball

at the top of the rod and a strip of 3M reflective tape make it easy to line up with the DockCatcher even after dark or in the rain. The DockCatcher is easily attached to the edge of the dock using a supplied bronze fitting and three stainless-steel screws. It's made and assembled in the USA. Call 877-666-7464 or visit <<http://www.dockcatcher.com/>>.

Peter Sicurella
West Newton, Mass.

No more jumping

I really enjoyed the illustrated article about docking by Dave Chase. We met Dave and Susan at the Windigo dock a couple of years ago and had to figure out how to turn the boat around and dock with the wind. The dock was quite a bit higher than our boat, so it was a little challenging. The Chases were there to offer a hand. Later Dave asked us if we would like to learn a better docking method. Susan pointed out that they knew at least five first mates who fell between the boats and docks while trying to jump on dock with the boat moving. They decided they wanted to have the boat stopped before Susan would get off. They showed us their line with a big loop and small loop made from a wire tie to enable a boat hook to extend the loop to the dock cleat.



After we returned home from Isle Royale, we made up a similar line and tried various areas on the boat to get the correct pivot point. On our Cape Dory 30, it worked out to be the genoa winch. I added a rubber cleat saver to our system in case I get overzealous about docking in wind. This method is the best we have tried, and it has saved the gelcoat on our boat more than once. We call Dave and Susan's docking method the "Chase/No-Chase Docking Method." I'm glad they shared it with us and *Good Old Boat* readers.

Randy Palmer
Altoona, Wis.

Just starting her sailing career

I am 77 years young and have been a widow for eight years. I am a cancer survivor of almost 18 years. My doctor still calls me his "miracle gal," so I really know how to cherish life. In the summer of 2001, I sailed with my son, Bruce, for eight days on Lake Superior. The last evening we sailed to Raspberry Island. Words cannot describe the beautiful sunset that evening as we neared the island.

But as we were moored off the island that night, we observed something I never even dreamed could

occur. Without any city lights to obscure the view, every star in the sky was visible, but then it happened! As we looked over the island, a bright light seemed to be lighting up the island. In a few moments, we could see that it was the moon rising, and what a beautiful sight to behold! I was raised on a farm, so the stars were no surprise, but I have never seen the light from the moon before actually seeing the moon. I guess you are never too old to see a new wonder if only you open your eyes and your heart to the possibility.

I've sailed on two cruises, but never on a sailboat, and I truly loved it. I hope to experience this joy again as soon as possible. Open yourself up to learn and to joy, and you will never be disappointed, only amazed.

Ginny Evert
Louisville, Ky.

After receiving this note and the photo below and telling Ginny (and son, Bruce Colglazier Pappas, who took this shot of his mother) that we wanted to publish their work in this issue, we ran into the two of them sailing again during the summer of 2002 some 125 miles from the cruising ground where our boat and theirs normally sail. It was a chance meeting in the Keewenaw Waterway. Ginny had just been through a terrific gale, and she was still smiling.

Parts for trailerables

I wanted to let you know that IdaSailor Marine has parts for most trailerable sailboats. We specialize in boats by Coastal Recreation (Balboa, Ensenada, Aquarius, etc.). We can get or build those hard-to-find rudders, centerboards, and so on. We build from High Density polyethylene which requires no maintenance and is virtually unbreakable. We are reasonably priced and offer a lifetime guarantee on the parts that we build. We ship worldwide. Call 866-400-2204 (toll free), <<http://www.idasailor.com>>.

Joel Santarone
Boise, Idaho

I tried the Dutchman system

We got this following a "looking for" request which drew some interest in our newsletter some time ago:

I did install the Dutchman flaking system on *Cinderella*, our Bristol 29.9, after debating the Dutchman vs. the Stackpack with numerous *Good Old Boat* readers. I also added a single-line reefing system and ran all the lines aft. It works fantastically. We can reef the main without changing course in about one minute, and dropping the main is easy and orderly.

Homer Shannon
Windham, N.H.

Kudos for ARCO winches

Just wanted to mention the wonderful job ARCO Winches in Australia did on my 30-year-old Barlow winches. My winches were in good condition except they were not self-tailing and looked 30 years old. Last winter I shipped my two Barlow 28 two-speed winches for conversion to self-tailing and also to increase the gear ratio to a Barlow 30.

The winches I got back from ARCO are impressive. They converted the winches to self-tailing, refurbished the drums, and re-chromed the units. In addition, since they had fallen behind schedule, they air freighted the units back to the U.S. at their expense. I haven't experienced customer service like this in a long time.

The cost of the conversion was extremely reasonable, with the conversion of the two winches being approximately half the cost of one new self-tailing winch. Since they reuse the original drums and gearboxes, the winch bases did not have to be altered. The self-tailing works well, and the entire unit looks like original equipment on the boat. Boatowners with Barlows and Barients don't have to replace their old winches; they can have them refurbished and converted.

Hiro Nakajima
Stamford, Conn.

Oops!

On Page 7 of the September 2002 issue we show the displacement of the Cheoy Lee 35 as 3,000 pounds. This gives the boat a ballast/displacement ratio of well over 100 percent, a remarkable engineering achievement which would predict truly amazing performance. Sorry. The correct displacement is 13,000 pounds.



(Believe it or not, four people proofed that article.)

Editors

While we're on the subject . . .

We also neglected to mention the web address for the artist featured in the September 2002 issue. Willard Bond's art can be seen at <http://www.willardbondstudios.com>

Editors

Island Packets unite in Florida

We have recently formed a Florida Gulf Coast Island Packet Owners Association called Florida GIPSY for Gulf IP Sailing Yachts. Our first rendezvous was held at the end of April at Marco Island. We held an informal cruise to the Dry Tortugas at the end of June and will have a year-end rendezvous at the Bradenton Yacht Club in Palmetto, Florida, hosted by the Island Yachting Center.

The website for the group is <http://www.florida-gipsy.com>. Or contact us at info@florida-gipsy.com.

**Ron Kemper
Florida**

A gate valve warning

I've been on a crusade for years to get people to eliminate gate valves from their good old boats, but not for the reasons you (and others) cite, although they are valid concerns. On a number of boats — how many I don't know — they used household gate valves, a tapered pipe thread, and mated them to marine through-hulls, a straight thread. I found this on my Columbia 29 and on other older Columbias. These threads are incompatible. They simply forced the gate valve on the through-hull until the threads bottomed out (stripped in a sense). The problem with this (aside from the obvious) is that the bottoming out happens at far less than two threads! What this means is that the gate valve is only threaded on about 1/8 inch or less!

Please refer to the picture (above right). This assembly was sent to me years ago by a *C-Nuz* (Columbia Owners newsletter) subscriber, whose boat nearly sank at the dock from that very valve — the gate valve came off in his hand while he was trying to free it (frozen of course) by twisting with hands only. His boat started sinking at the dock and was only saved by a diver who was nearby cleaning bottoms and

Straight threads and tapered threads: dangerous gate valve.

who stuffed something in from the outside.

I've seen this many more times since this dangerous situation came to my attention. How widespread it is, or what boats it might affect is unknown. In fairness, there are "matched" gate valves and through-hulls, or so I'm told. But anyone who holds this assembly in his hand and sees the tiny amount of contact between the valve and through-hull should have the bejeezers scared out of him at the thought it might be the same on his boat. Of course there's no way to tell without pulling the valve, which is all it takes to verify the situation one way or the other.

**Mike Keers
Hereford, Az.**

And furthermore

This was in the latest Westerly Owners newsletter: "*Good Old Boat* — In the final line on talking about gate valves and electric wires the editorial says, "Maybe if it ain't broke, don't fix it." In terms of gate valves, that may be a good idea if you are sure they are functioning properly. However, in the case of through-hull valves designed to ensure that water can be turned off, in the event of, say, a hose failure, it is not sufficient to turn the valve on and off a few times periodically. The Centaur cockpit floor is almost at sea level, and that could produce a real problem should water enter the boat for any reason and lower it significantly. It is a good idea to turn the valves off, then flood the cockpit with a couple of buckets of water and check that the valves are indeed closing. For years I happily closed and opened the valves every few weeks thinking that they were operating, but when it came time to reroute the drainage hoses, it was a shock to find that both were of no use and did not shut off water."

**Joe Douglas
Editor Westerly Owners Newsletter
Goodland, Fla.**

Go ahead, Dick, we'll wait!

First of all, thank you for the *fabu-*



lous magazine. The sample issue you sent has me hooked. Finally a magazine for those of us who love boats and don't happen to have six figures of expendable cash disturbing the lint in our pockets!

I had my subscription check all made out and waiting to be taken to the mailbox with all the other not-so-fun checks that demand monthly trips directly into someone else's pockets. That's when it happened. I found a little hand-written (scribbled really) note on the bulletin board of a tiny chandlery. When I got home that night, I had a 1968 Lido 14 on its trailer attached to the back of my truck, two bags of sails, the rudder, centerboard, and a box of the no-longer-attached-but-its-all-there-and-in-good-condition hardware in the bed. Its small, but its a start! And all for \$140!

Anyway, that was my subscription money. I will be mailing it in next month, but I really don't want to miss an issue. So would it be possible to begin my subscription prior to receipt of payment? Looking forward to membership of the community.

**Dick Bagley
Temecula, Calif.**

Just when we thought we'd heard it all, Dick, how could we refuse?

Website sold the boat

I'm happy (and a little sad, too!) to say that we have sold our good old boat (a Douglas 31). The response to your website ad was phenomenal — I had requests for information from the States, Canada, and the UK.

**Tessa Ryan-Lipp
Dundas, Ontario**

This is happening more and more with our classified ads. In Tessa's case, we didn't even have time to get the boat listed in this issue of the magazine. It was posted and sold on the Good Old Boat webpage before the magazine deadline. The classified page is: <http://www.goodoldboat.com/classifieds.html>. One ad each year is free to subscribers. We offer

this ad as our thanks for subscribing.

Newsletter sold the boat

You're classified ad section of the newsletter is pretty awesome. It only took five days to get an offer on our Allied Seabreeze, *North Star*, and we expect to close by Sept. 1. Thanks a million for your help.

Eric Powers
Chesterfield, Va.

Posted on the BoatUS site

Upon learning that his article from November 1999 had been posted on the BoatUS site <<http://www.boatus.com/goodoldboat/pushpitseat.htm>>, Bill Dimmitt writes:

I just fired up our old doorstep PC to see if it still delivers the Internet services we continue to pay for. My first stop was the BoatUS site to see where my old article fit into their master plan. Once there I had no difficulty finding your link and my article, and I reread it with more than a bit of nostalgia. We still have the boat and continue sailing. But I wish the seats still looked as good as the photos — UV is having its way with them, and I need to take my own advice by replacing them with Starboard.

I must tell you I was surprised by the amount of material you've made available on this semi-link to your site. I couldn't help thinking that you're giving all that good stuff away. Be that as it may, I hope your association with BoatUS is both productive and profitable. Your vision has done more to promote "reality yachting" than all the slick, ad-rich monthlies combined. If you want to dream, buy *Yachting*; if you want to sail affordably, buy *Good Old Boat*. You reach to the

heart of the rest of us, and I hope that this association with BoatUS helps you reach many many more.

Bill Dimmitt
Sioux City, Iowa

We don't publish Good Old Boat articles on our site, but we add a handful of new ones to the BoatUS site every two months. Take a look at <<http://www.boatus.com/goodoldboat/>>.

We're still a bit green, actually

I'm not exaggerating when I say that *Good Old Boat* is my favorite. I remember seeing you and Jerry at Strictly Sail a couple of years ago, and Jerry mentioned how you two were sort of green when it came to the magazine publishing business when you first decided to do a magazine. I think that must be one of the secrets of your success — you seem to be content to put out the kind of magazine that you would want to read yourself.

Bob Mayerhofer
Chicago, Ill.

What's in store?!

I got the free sample copy of your magazine this week and have read all the articles in it. I congratulate you for such a wonderful and exciting magazine. It is superbly written and edited. From now on, I will be looking forward to every issue. I found lots of practical things to do in this one issue, so I can imagine what's in store.

Jerry Scott
Annandale, Va.

The non-technical among us

Your publication is an incredible resource for us non-technical boat-owners who are teaching ourselves about preventive maintenance, up-

grades, and modifications for our beloved, but older, boats!

Because of *Good Old Boat*, I can now plan a careful weaning of just about every other boat publication. Yikes, and I think I subscribe to them all. Thank you for providing great information for our good old boats! And thank you for the future extra space that won't be taken up by all those other publications. More importantly, with your thorough articles, I can read, understand, and accomplish the projects that used to seem unfathomable to me — without hiring someone to do them. It feels good to be able to accomplish them successfully myself.

Pandora Nash-Karner
Morro Bay, Calif.

In a second message, Pandora adds, "I just returned from a 7,000-mile, 2-month cruise (Easter Islands, Pitcarin, Australs, Societies, Line Islands to Hawaii) on a 65-foot sloop. Now I can't wait to dig in on my little 28-foot, 20-year-old boat. Your articles make things sound so easy!"

Well, maybe not easy, but within your abilities, Pandora. Sometime in 2003, we'll be adding another section that may help the non-technical types among our subscribers. It will present a basic overview of some of the gear we use on our boats. Watch for it. It's meant for enthusiastic, non-technical sailors and boatowners like you.

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.

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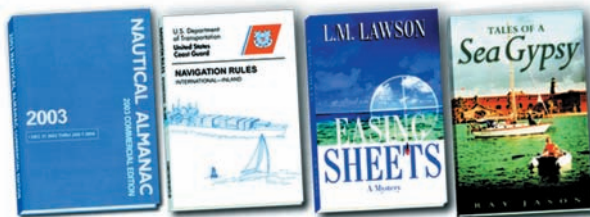
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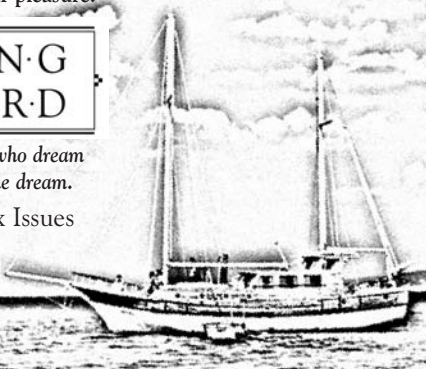
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by Karen Larson

By their boats shall ye know them

SUBCONSCIOUSLY, I HAVE BEEN DIVIDING SAILORS INTO TWO groups for as long as I can remember. These observations are true of the rest of humanity also, but sailing puts things in a microcosm that I can more easily embrace. Sailors go down to their boats either to get together with other people, or they go to get *away* from them. They either serve elaborate meals and hors d'oeuvres aboard, or they live simply, eating sandwiches or what comes out of cans. They compete about speed, or quality of boat, or waterline length, or they say that none of this matters.

One morning recently, a new truth hit. Sailors are either mechanically inclined, or they're not. This insight hit me not at the boat, but at home (also known to some as the *Good Old Boat* World Headquarters). While I made breakfast one morning, Jerry decided to sweep the front walk, which was littered with paper-thin seeds from a nearby tree. These seeds were being tracked in by staff members, consultants, FedEx drivers, UPS delivery folks . . . the usual stream of visitors to our home-based office. It was a nice gesture on his part. I appreciated it.

What was unusual about Jerry's walk sweeping was that he used the air compressor in the garage to blow the seeds off the walk. That option would never have occurred to me. The only clean-up method that I could possibly have conceived would have involved the age-old broom. I'm intimidated by the air compressor. I don't understand how it works, and I don't like the noise. I'd rather mow the lawn with a push-mower than deal with that gasoline motor's cranky and noisy habits. Jerry understands this about me, and he does the mowing (motorized, of course). He has a basement full of power

tools as well. He understands these things. He communes with them.

Our boat was a simple affair when we bought it. Any sailor could have hopped aboard and sailed *Mystic* in her early days with us. The systems and rigging could have been understood and used without questions. But changes

happen. These days it would require an owner's manual and a lengthy orientation before allowing anyone new to take our boat out without us. Although the changes have been for the convenience of the crew, *Mystic's* former owner would not recognize or feel comfortable aboard her anymore. What happened? A sailor with an appreciation for all things mechanical took possession of our simple sailing vessel.

And that is the new distinction I draw between sailors. There are the mechanically oriented ones and those who sail for the simplicity of it. You know them by their boats. The mechanical ones have gadgets. They've put the systems in, and they know how to fix them. They know their boats from stem to stern. They've crawled in every opening and applied epoxy or added wiring there. The purists go for simple systems, fewer parts to break, less to fix. They may be trying to capture the simple times associated with the past. Or they may insist on simplicity because they don't know how to fix what breaks and fear the inevitable.

You know where I stand on this spectrum. I fear motors, electricity, mechanical systems, complexity. I don't understand the mechanically gifted. But I do appreciate traveling in their company. I reserve special gratitude for those who would sweep the walk with an air compressor because a broom would not do. God bless them every one.



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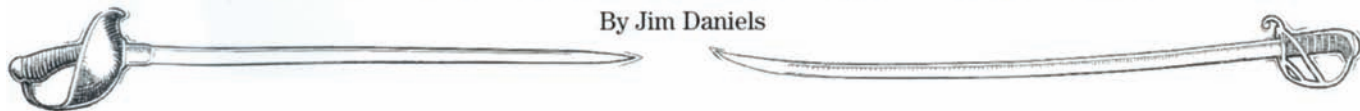
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THE REAL Treasure

By Jim Daniels



I held the chest sitting in the stern, while Tom rowed ashore. A slight move of my hand told him to head off a bit. With a quick look over his shoulder, he turned to land on a sandy section of beach in the little cove. He stepped out over the bow and pulled the boat up on the sand, and I stepped forward to hand him the line, which he carried up farther, putting a rock on it at the end.

"I'll carry it, Patch," he said, taking the chest from me, "so you can draw the map." I took my pencil and journal from my pocket and stopped to draw the beach as a line. Then I picked up the shovel, and climbed out of the boat. When I caught up with him, Tom was standing by a boulder just above the seaweed marking the high tide line. That boulder would be the first landmark on my map.

"Hold on, Tom," I told him. "I want a look around first." From the leather pouch on my belt, I removed a small powerful telescope. Scanning the horizon, then moving back and forth, closer and closer, I saw no signs of any people in the area at all. The woods above the beach were thick and green, tropical growth drying in the summer heat. "See that lone tree? Pace it off."

Taking long, equal strides, Tom started toward the tree that stood alone except for the underbrush: "One, two, three . . . twenty paces," he counted, fairly accurately, though he did have to make some allowances for getting through the brush. "Say, how far are you meaning to go, Patch? Right here's good with me."

"All right, pick a spot 10 paces out from the tree, then," said I, "but we need a landmark to get the direction." Turning around and looking out, I found one: away toward the point forming one side of our cove, there were rocks jutting up at the top of the beach, poking up above the undergrowth in a "V" from where we

stood. Sighting on that, I took 10 paces. Tom, coming behind, took his 10, stopping an arm's length short of me. So I marked a spot on the ground between us, splitting the difference. And I started digging. We buried the chest about three feet down.

"We're partners in this," Tom declared when it was done. "I take half the map, and you take half."

I looked over the page in my journal, from the location of the cove down to the directions to the spot we stood on. "Fair enough, Tom. We'll each take half of the whole then." And I ripped the page from top to bottom, splitting the map and directions from start to finish. "We're partners anyway, Tom, aren't we?"

"I know your folks don't think much of me," he replied. "Maybe you'll be taking their side against me sometime, who knows?"


"I don't pay them much mind," I told him. "I've stuck by you before, haven't I? I'm not going to turn on you now."

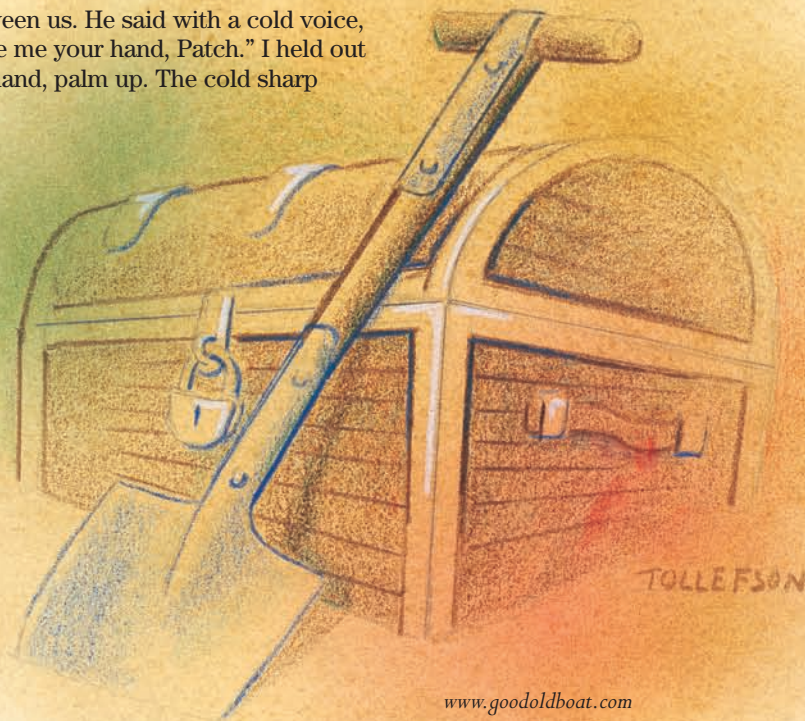
By way of answer to that, Tom took his knife from his belt and held it between us. He said with a cold voice, "Give me your hand, Patch." I held out my hand, palm up. The cold sharp

steel bit clean across my palm, splitting the lifeline. Next to mine, Tom's hand laid open with a matching red surge. Without a spoken word, the two hands turned on edge and met, and we held fast as his blood met mine warm, wet, life-giving and taking.

At the boat, I held my hand in the stinging salt water to stop the bleeding and start the healing. Tom let his bleed. He climbed in first. I shoved off and took the oars.

The treasure in that chest was everything we had at the time that meant anything to us. I had put in my best, and he had put in his closest possessions. We would never, either of us, let on to another soul, its whereabouts.

Funny, we never did get around to going back for it. It was our treasure, for sure, but treasures, like fortunes, are displaced from time to time. Some time along the way we must have known that the real treasure was having each other. We were partners, after all. Same now as we were then when we were 10 years old. 



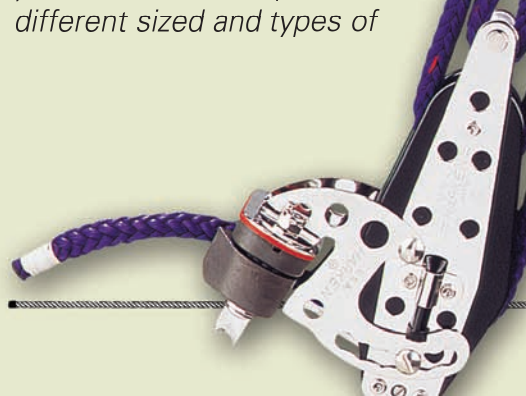
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