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The sailing magazine for the rest of us!



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After ocean voyaging separately with their respective families for years, **Mary and Bob Drake** (*Racer turns cruiser*, Page 4) now summer in Maine and winter in Florida. They sail a Cape Dory Typhoon and a 23-foot Sailmaster. Mary does the writing. Bob is the photographer.

Ted Brewer (*Sabre 30*, Page 7 and *Fireside chat*, Page 71) is one of North America's best-known yacht designers, having worked on America's Cup boats as well as boats that won the Olympics, the Gold Cup, and dozens of celebrated ocean races. He designed scores of good old boats . . . the ones still sailing.

Mike Keers (*The history of Columbia Yachts*, Page 8) is the co-founder — along with Eric White — of the Columbia Yacht



Owners Association. He published the association's journal, *C-Nuz*, from 1997 through 2001. In the spring and summer of 2000 he sailed his Columbia Defender 29 single-handed

from San Carlos, Mexico, to Hilo, Hawaii, logging 3,265 nautical miles and 32 days under sail.

Mary Jane Hayes (*Salvaging Serena*, Page 20) and her husband, Warren, have been boating for more than 25 years. They sailed *Serena*, a Sabre 28, for seven years and now cruise the East Coast in a Grand Banks 36, *Sea Story II*. Her latest book, *Eye on the Sea*, has won a number of awards.



Dan Spurr (*George O'Day: The man who loved to sail*, Page 32) was editor of *Practical Sailor* for 11 years. He and his family recently moved to Montana where he continues to write nautical books and articles. He has written a score of boating books.



Bill Sandifer (*Freedom 33 cat ketch*, Page 36, and *Cutless bearings*, Page 24) is a marine surveyor and boat-builder who has been living, eating, and sleeping boats since the early '50s when he assisted at Pete Layton's Boat Shop. After doing an extensive refit of a Pearson Ariel, he and his wife, Genie, now sail an Eastward Ho 32.



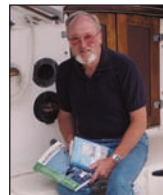
Tim Whelan (*Call of the Pacific Northwest*, Page 40 and cover) has been boating in the Pacific Northwest for 20 years. Over the last eight years he and his wife, Amy, have taken their 38-foot Cape George Cutter around Vancouver Island, out to the Queen Charlotte Islands, and to Southeast Alaska. More of Tim's work is posted at his site, <<http://www.tgw.net>>.



Simon Hill (*Head maintenance*, Page 42) is a Vancouver, British Columbia, sailor and do-it-yourselfer. His first boat was a 24-foot plywood Van de Stadt with no plumbing, and he currently cruises aboard *The Point*, a Contessa 26, with his wife, Jenifer, and two young children. He is editor of *Pacific Yachting* magazine.



Don Launer (*Preparing for the big blow*, Page 16 and *Overboard ladder*, Page 55) 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.



Aussie Bray (*Just in case*, Page 28) is a freelance writer and professional engineer based in Sydney, Australia. He has built four yachts of various materials, including his current 44-foot lift-keel



aluminum cruiser, *Starship*. He and his wife and children circumnavigated the globe via South Africa, North Europe, the Mediterranean, and Panama between 1988 and 1993.

Tom Froncek (*Pleasure boats: Frivolous expense? Impractical?* Page 73) sails on the Hudson River aboard *Kara Flicka*, a 1977 Catalina 25. He supports his sailing habit by writing and editing. He is currently nearing completion of a memoir: *Splendid Madness: A Man. A Boat. A Love Story*, from which this article is adapted.



Kathy Sievert (*Sail away*, Page 80) taught high school English in Anchorage, Alaska, for 28 years. These days she's a freelance writer living in Sequim, Washington. The family has grown, and the Sieverts have not yet replaced their beloved family boat, *Consolation*, a CT41.



Ronald Riggs (*Windvane steering*, Page 44) has been sailing for 17 years, mostly single-handed and generally in the Pacific Northwest. He's currently searching for his next boat: a serious coastal cruiser of 30 to 33 feet. It will have windvane steering, of course.

Will Sturgeon (*Guano with the wind*, Page 50) is an ex Navy brat, ex motorcycle cop, ex Navy, ex Coast Guard, ex private investigator, ex cowboy, ex farrier, and ex long-haul owner/operator. So what's that leave? He's a liveaboard sailor, poet, and freelance writer with a masters in "living LIFE to the fullest." He's completing a book about circumnavigating Vancouver Island.

Ed Jerome (*Rubrail insert*, Page 56) and Sally Jerome began sailing in Lincoln, Nebraska, on a Red Cross daysailer. Next came a Wind Jammer 17. These days they sail a Yankee Seahorse 24, named *Sally Jo II*. (Ed says a man does what a man has to do to get a boat.) He's also a tinkerer, ham operator, woodworker, and gardener.



Steve Christensen, (*Inexpensive telltale*, Page 54) moved from Utah to Michigan and took up sailing to replace skiing. Steve and Beth sail *Rag Doll*, an Ericson 38, on Lake Huron. They spend each August cruising the waters of the North Channel and dream of retirement as liveaboards someplace warm.



An escaped corporate executive, **Chuck Fort** (*Waterline woes*, Page 51) "sold out" to go cruising with his family. The Forts settled in Florida for a couple of years while the kids were in braces, but the foursome is off cruising once more. Chuck holds a USCG Master License.



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About the cover...

Patience, Tim Whelan's 38-foot Cape George cutter anchored in Khutze Inlet in British Columbia. For more of Tim's photos, see Page 40 and visit his website at <<http://www.tgw.net>>.



Celebrating the simple life

Last spring I spent an enjoyable half-hour breathing life back into a collection of bronze screws from *Mystic's* handrails. The handrails spent the winter in our basement being refinished. The screws needed sealant removal and general cleanup in preparation for another 25 years of service.

People often ask us, "What do you do all day aboard a sailboat?" As I cleaned those screws, I realized the answer: "We celebrate a simpler life." While those who ask that question would trash the old screws and buy new ones, we take the time to restore the originals. The bronze comes from an era when we didn't get cheap knock-offs or questionable bronze from the Orient, so there is value in those old screws.

by Karen Larson

But it's more than that. Not long ago my dental hygienist complained to my sympathetic ears (I couldn't respond, you understand, since her hands were in my mouth). She said she longed for simplicity in her life. Less rushing around.

Less hassle. I didn't tell her, and she might not have understood, but that's what sailing is all about.

It's about doing things yourself. It's about preserving the old ways and the materials formerly used. It's about going slowly and appreciating what surrounds us. It's all about keeping life simple. Sailors have discovered what the others yearn to find.



We moved the Mail Buoy

We know that nobody likes articles that "jump" to some other page far away in the magazine. Mail Buoy is one of those sections that routinely jumped from about here to the back of the magazine. Beginning with this issue, we've fixed that. Now you'll find it on Pages 75 to 78. Same good stuff from "the rest of us." Together again.

Racer turns cruiser

Sabre 30 provides solace and cruising adventures for Maine couple



Robert Drake

“IDON’T WANT TO DRIFT AROUND IN THOSE rag boats,” David Taft remembers complaining when his father forced him to take sailing lessons as a youngster. “But I loved it. I love to win.”

The cabinet full of silver at his waterfront home shows his success — racing a plywood Sailfish, competing in 18-foot centerboarders (Cape Cod Knockabouts and lean, mean, high-performance Jolly Boats) at their local yacht club, racing one-designs from Interclubs to Luders 44s at Tufts University, and crewing for others on Bermuda Races.

“The first time I sailed a Jolly Boat, it took *me* around the racecourse — for they can hit 25 knots-plus off the wind with crew on the trapeze,” says the 53-year old South Harpswell, Maine, dentist and Naval Reserve captain.

“Racing wasn’t fun after officials eliminated the reaching legs, leaving only windward/leeward

courses,” he says. *by Mary Drake*

Nevertheless, when racing, David remained so focused on winning that he never saw the scenery, only the boat’s bearing. “I finally realized I was missing the point of sailing. Now, if the weather prevents us from going anywhere, I just enjoy being on our boat at the mooring. That’s quite a switch for a racing sailor from Marblehead, Mass.”

David and his wife, Anne, 46, a Bath Savings Bank branch manager, cruise their 1979 Sabre 30, *Solace*, in mid-

coast Maine. They bought the sloop (hull #8) shortly after their 1996 wedding, to replace David’s Sabre 28 (hull #22), on which they had their first date and honeymoon. They moor *Solace* at High Head Yacht Club, a half mile from their house.

Winding down

“Often we buzz out to the boat after work and just sit on deck facing west to wind down,” he says. “Sometimes we stay the night on board.”

Solace lives up to the name — for David, after intense 10-hour workdays, and for Anne, who is recovering from vision and balance problems caused by a toxic reaction to an antibiotic in 2000.

“I couldn’t have survived that first summer without sailing,” she says. “I love sailing because I never know what challenges we’ll face from one hour to the next. I never get bored.”

“Three-day weekends give me a day to relax at home and two days to sail,” says David.

His Sabre belt and admiration for Capt. Horatio Hornblower and Ernest Shackleton reveal his passion for sailing. Even their home decor (nautical books, boat models, “Gone Sailing” cushions, and a portrait of David’s great-grandfather’s schooner) suggests that this is the home of sailors. David also owns *Gift Horse*, his late father’s 20-foot Aquasport, a gift from his mother. “I had to eat a lot of crow from sailing friends when I accepted that boat,” he

David Taft wears his usual grin while steering Solace, his Sabre 30. The Tafts frequently sail on Harpswell Sound, near their Maine home. David, a former racing sailor, enjoys Solace’s easy handling and speed under sail. Anne (at right) is comfortable at the helm of their Sabre 30. She also helps trim the sails, and it’s her job to pick up the mooring pendant.

says. “But we do use it some.”

When the Tafts want to go sailing, they just grab their “ready bag,” perishable food, and dinghy oars. Anne keeps *Solace* stocked with sleeping bags, staples, and lots of polar fleece clothing. “I’ve been sailing long enough in Maine to put vanity aside,” she says. “I just want to be warm.”

“We’re pretty laid-back cruisers, not destination oriented,” says David. “We get up and see what the day brings. On our 10-day summer cruise, the wind usually takes us Down East, to Penobscot Bay — Maine’s best cruising grounds. Unfortunately, we often have to beat back.”

No crowds

Anne adds, “We enjoyed the Sabre rendezvous last August, seeing other

people's Sabres and what they had done with them, but we usually stay away from the beaten path. No Boothbay Harbor or Camden for us. Our idea of a great place is to be alone in a protected cove along Merchants Row (a string of uninhabited islands in eastern Penobscot Bay)."

Before casting off the mooring, Dave warns Iron Mike (their 13-hp Volvo MD 7A diesel), "I can take you apart piece by piece and toss you over the side, or you can start." It usually starts. "If not, we have to sail more aggressively than normal, like picking up the mooring under sail," he says. "Anne's the one on the foredeck to grab the mooring pennant, which can be difficult with her balance problem."

As they get underway, Anne takes the helm, David raises the sails. He sheets the main, she the jib. "We get lots of exercise when short tacking off the mooring and out of Harpswell Sound against the prevailing south-easterlies,"

*"... when racing,
David remained
so focused on winning
that he never saw
the scenery,
only the boat's bearing.
'I finally realized
I was missing
the point of sailing.' "*

says David. Both are fit and up to the work.

"I'm quite comfortable at the helm, but Dave does all the navigation," says Anne. "I have complete confidence in him. My job is to stay calm."

"She does very well for an inland girl (raised in Dover-Foxcroft, Maine) who only fooled around on a Sunfish before she met me," he replies.

"Down cellar" as they call *Solace's* accommodations, the spacious main cabin contains two quarterberths, galley (aft to starboard), navigation station (aft to port), two settees and a three-way

teak table that they can open fully, halfway, or stow out of the way against the teak bulkhead. The head and V-berth are forward.

More storage

"The boat has six berths, sleeps two, and has so much more storage than my Sabre 28," David says. Anne says they take turns preparing meals, though David claims he's been restricted to making morning coffee on the two-burner alcohol stove. "That stove's a dream compared to a Coleman camp stove," she says.

David points with pride to his new GPS chart plotter. "Maybe it takes the challenge away, but GPS eliminates problems like the time we groped our way, buoy to buoy, through fog to Carver's Harbor, seeing neither the ferry that passed too close nor the red and green buoys, 150 feet apart, that we sailed between."

Other upgrades enhance cruising pleasures. Screens, two solar ventilating hatches, and many locker gratings





Anne and David Taft enjoy Solace's comfortable accommodations and the "amazing amount of storage." David has refinished the teak interior,



installed two solar ventilating hatches, and completed other upgrades. They share the cooking duties, but he always makes their morning coffee.



increase ventilation to ease Anne's allergies. The solar shower converts the cockpit into a sit-down bathing area. New plumbing connects directly into the holding tank. An alcohol heater takes the evening chill off the V-berth.

In the cockpit, which they term "out on the verandah," a new awning zips onto the dodger's aft end to protect the whole seating area. David notes other improvements: new hasps, refinished teak, new wiring, and a stereo with cockpit speakers. "I'm always doing something," he says. "It's fun."

Anne would like more drinking water than their 30-gallon tank holds, to avoid taking extra water in jerry jugs.

Solace may seem like new, but when they bought the boat the hull was delaminating where water had seeped into the balsa core around the mast, chain plates, steering station, and hull fittings. "Royal River Boatyard did a great job cutting out the fiberglass where it was bad, putting in new balsa, rebedding the fittings, and replacing most of the deck," says David.

Breaking wave

He says *Solace* sails and handles well, even under jib alone, and grins at the memory of sailing at eight knots with the quarter wave breaking next to the cockpit. The sloop heels when pressed,

"but only twice have we taken water over the deck." He adds, "When the wind pipes up we lower the main."

Back at the mooring, as he turns off the key, David compliments Iron Mike for its very nice job. "The engine can be very frustrating, for I can't depend upon it. However, it's very accessible, and I can bleed the fuel system in seven minutes. Mechanics say I need a new engine; brokers say I need a new boat."

David admits he'd love a Sabre 34. "But why?" he asks himself. "*Solace* is perfect for what we do — daysailing, weekendng, and one annual long cruise."



Robert Drake

THE SABRE 30 IS A FINE EXAMPLE OF the modern club racer/coastal cruiser and stacks up very well indeed against much of the competition. When she is compared to such stalwarts as the S&S-designed Tartan 3000, Bruce King's Ericson 30+, and Halsey Herreshoff's Bristol 29.9, the Sabre 30 is right in there, both for cruising and for local round-the-buoys fun.

The Bristol 29.9 appears to be the least competitive of the four boats here, having the shortest waterline, the highest displacement/length ratio, the lowest sail area/displacement ratio, a longish fin, and a skeg-hung rudder. The Tartan 3000 could well be the performance champion, thanks to having the lightest displacement and highest ballast ratio of the group, but I expect she would find the Ericson and Sabre right on her heels. The end result would probably depend on the skill of the crew and the wiles of the skipper. Consider the numbers in the table.

The Sabre, Tartan, and Ericson all offered deep-draft models with the Ericson's, at 5 feet, 9 inches, being the deepest by a good 6 inches. The deeper-draft models might stir up a lot of mud in the Chesapeake, but they'll pay off in added weatherliness and stability when it breezes up. If you are the competitive type, then by all means look for the deeper-draft version. On the other hand, the Bristol 29.9 offers a shoaler 3-foot, 6-inch draft keel/centerboard model, and that could be the much wiser choice for skippers sailing our southern waters where the bottom is often so close to the top.

In looking over the small (very small!) drawings that I have of the boats, it struck me that the Ericson, in plan view, was heavily influenced by the

Sabre 30

*Built for cruising
and round-the-buoys fun*

early IOR rule. She shows the extremely pinched bows and relatively narrow stern of the typical old IOR boat. I expect her transom is well vee'd as the rule encouraged that anomaly also. This hull form undoubtedly gave her quite a competitive rating in her day, but it is not a particularly desirable feature for a cruiser. The pinched bow means that the forward berths become very tight at the foot, the foredeck has less working room, and the ride can be wet in a chop, while the narrow vee'd stern does not provide the reserve stability of a wider, fuller transom.

The other three yachts show a more rounded deck plan forward which will result in less spray flying aft and a bit more room below. The Sabre and Tartan also have a much wider transom, and this will result in added reserve stability when the boats are well heeled in a stiff breeze.

None of the four are outstanding in their figures for motion comfort but they are all quite typical of modern yachts of their size. The difference between the Tartan's rating of 21.1 and the Bristol's 23.4 is so slight that only a very sensitive stomach would notice the difference. Out of curiosity, I ran the comfort ratio of the husky little Falmouth Cutter 22, featured in the last issue of *Good Old Boat*, and it worked out to 33.6. 'Nuff said!

As far as seaworthiness goes, the four boats here are all very close to, or over, the Capsize Screening Factor of 2.0. In theory, that means they are not true bluewater cruisers but, in actuality, the CSF only considers beam and displacement and ignores the critical factor of the location of the vertical center of gravity (VCG). It's obvious that a Sabre with 5 feet, 3 inches of draft is going to carry her ballast lower than one with 4 feet, 0 inch draft and will have a lower VCG and a higher capsizes angle as a result.

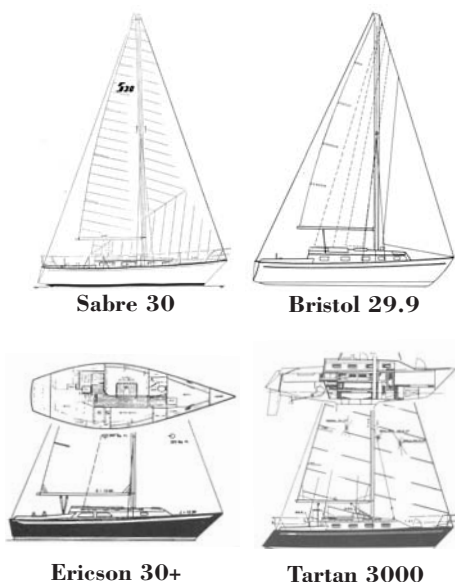
Furthermore, it's manifest that a yacht with over 40 percent of her displacement in ballast will have a lower VCG than one having only 30 percent ballast. The yacht with the lower VCG will be less stable upside down, so she will right herself more quickly than her shoaler sister in the unlikely event that she is capsized by a rogue wave.

All four of these yachts have ballast ratios of 40 percent or better, and that sets them apart from many of the fashionable Euro-style production boats which often carry less than 35 percent ballast on a light and beamy hull of moderate draft. In effect, given good seamanship and a decent weather window, the Sabre 30 and her three contemporaries, while not Cape Horners perhaps, are quite capable of making

credibly fast ocean passages in comfort and safety.

In my opinion, the final choice has to come down to quality, accommodations, personal considerations, and cost. They are all fine yachts.

by Ted Brewer



	SABRE 30	TARTAN 3000	ERICSON 30+	BRISTOL 29.9
L.O.A.	30.58'	29.96'	29.95'	29.92'
L.W.L.	25.5'	25.25'	25.25'	24.0'
Beam	10.5'	10.08'	10.42'	10.17'
Draft, Shoal	4.0'	4.08'	4.0'	4.33'
Draft, Deep	5.25'	5.17'	5.75'	--
Displacement	9,400#	7,950#	8,900#	8,650#
Ballast	3,800#	3,830#	4,000#	3,600#
Sail Area, sq. ft.	462	441	470	391
D/L ratio	253.1	220.5	246.8	279.3
Ballast ratio	40.4%	48.2%	44.9%	41.6%
SA/Disp. ratio	16.6	17.7	17.5	14.9
Comfort ratio	23.3	21.1	22.6	23.4
CSF	1.99	2.02	2.01	1.98

The history of Columbia Yachts



*The rise and sudden fall
of a boatbuilder
with thousands of boats
still in use today*

by Mike Keers

**Columbia founders:
Richard (Dick) Valdes and
Maurice (Morey) Threinen**



COLUMBIA YACHTS. EVER HEARD OF them? They were one of the largest manufacturers of production fiberglass sailboats in the country, and perhaps the world, for a time. The company soared, leading the fiberglass sailboat industry in production and innovation, then went through several owners, and finally — literally — faded away in a puff of smoke.

From 1961 to 1986, perhaps 30,000 boats were produced bearing the Columbia name. Fifty models were offered, from an 8-foot Sabot up to the magnificent Columbia 57. Columbia had two U.S. plants, one in California and one in Virginia; it licensed production in Canada, Australia (International Marine), and Japan (Yamaha); and boats carrying the Columbia shield were also produced in Italy and Spain.

In addition to an in-house design team, Columbia Yachts came off the design boards of Sparkman & Stephens, Charlie Morgan, William B. Crealock,

Bill Tripp, Wirth M. Munroe, and Alan Payne Sr. Thousands of Columbias are still found all over North America, and indeed the world.

Columbia's story begins with the birth of the fiberglass boatbuilding industry in Southern California. Columbia Yachts started life as Glas Laminates, in Costa Mesa, California. Started in 1960 by Richard (Dick) Valdes and Maurice (Morey) Threinen, Glas Laminates' primary business was manufacturing fiberglass camper shells, shower stalls, and portable chemical outhouses for the construction industry.

But Dick had long been interested in boats, even prior to forming GlasLam. In his third year attending UCLA on a naval scholarship, he started a company called Continental Fiberglass Corporation, which produced about 200 Sabots for Sears, Roebuck and Co. Dick met Morey Threinen when he hired him for that first company. Dick sold his interest in Continental Fiberglass and

went to work for a coincidentally named, but unrelated, company called Continental Plastics, which produced hundreds of fiberglass runabouts in the 12- to 18-foot size. Dick hired Morey as a sales manager while working there.

New-fangled stuff

After college, Dick and Morey decided to have a go at this new-fangled fiberglass stuff and started Glas Laminates, manufacturing the items noted above. But Dick had boats on his mind, and before long they were producing and selling fiberglass Islander 24s in a joint venture with McGlasson Marine. The Islander 24 was originally a wooden sloop designed and built by Joseph McGlasson. Under the joint agreement, GlasLam produced molds from the wooden boat — including the grooves from the planking — and GlasLam began to produce fiberglass hulls and decks, which were sold to McGlasson to finish and sell.

According to Vince Valdes, Dick's son, GlasLam would also pay McGlasson to finish off boats, with the hull, deck, ballast, and rudder supplied by GlasLam, for GlasLam to sell through its own dealers. At the time, GlasLam had no woodworking facilities. The Islander 24 drew much interest, and production sold out the first year. (McGlasson and Ritchie also produced the Catalina Islander, an Alden-designed wooden sloop, which is unrelated to the 24-foot Islander.)

GlasLam and McGlasson parted ways sometime in 1961 or 1962, and the McGlasson connection branches off into Wayfarer and Islander history. The 24-foot boat continues to play an important role in the Columbia story, and more will be said in a moment about it.

GlasLam began producing the first model of their own in 1962. This was the Columbia 29, a Sparkman & Stephens design, Number 1508, originally commissioned in 1959 by a lumber company owner named Lester Bitney of Palo Alto, California. Bitney built the tooling and molds and completed three or four boats, at which point Dick Valdes purchased the tooling and all rights to the design, as well as the Columbia name for \$40,000. The C-29 was a big hit and inspired the company to adopt the Columbia name for all their models. (Although the company referred to the boats by the full name "Columbia" and the number or model name, the boats are commonly referred to simply as "C-whatever" and will be for the balance of the article.)

*"They saw an ad
in the
Wall Street Journal:
'Wanted:
Merger with
boat company.
We have
substantial cash
and no liabilities.' "*

Started it all

In 1962, GlasLam was producing the C-29 and the Islander 24 — this is where the little boat that started it all re-enters the story. When GlasLam and McGlasson went their separate ways, GlasLam retooled the 24-foot design, including removing the planking grooves to produce a smooth hull, raising the sheer four inches and enlarging the trunk cabin. They named the resulting boat the Columbia 24. (Jumping ahead for a moment, Columbia subsequently produced two additional 24-foot models based on the same hull, the Challenger and the Contender.)

There were no laws at the time preventing anyone from making a mold from an existing boat, "splashing" as it was called, and producing similar boats under a different name. The original 24-foot design was splashed by another entrepreneur to become the Del Rey 24. It was fairly common for fiberglass molds to be taken from wooden hulls (or even other glass hulls) and the designs produced in glass.

A Chicago dealer, Bosworth Marine, placed the first large order with the

young company in 1961, and 24 C-24s and 12 C-29s were delivered. Business was brisk.

Glas Laminates became Glass Marine Industries in a serendipitous uphill merger. Dick and Morey were at the Chicago boat show in 1962. Their company, Glas Laminates, was already making the C-29 and the I-24. They saw an ad in the *Wall Street Journal*:

"Wanted: Merger with boat company. We have substantial cash and no liabilities." Following was the name, Joseph E. Bell, attorney, with a Chicago address and phone number. It was the weekend. When nobody answered the phone, Dick looked in the phone directory for Bell. By chance, the first J. Bell they phoned was the correct one, and a merger was worked out in the following months.

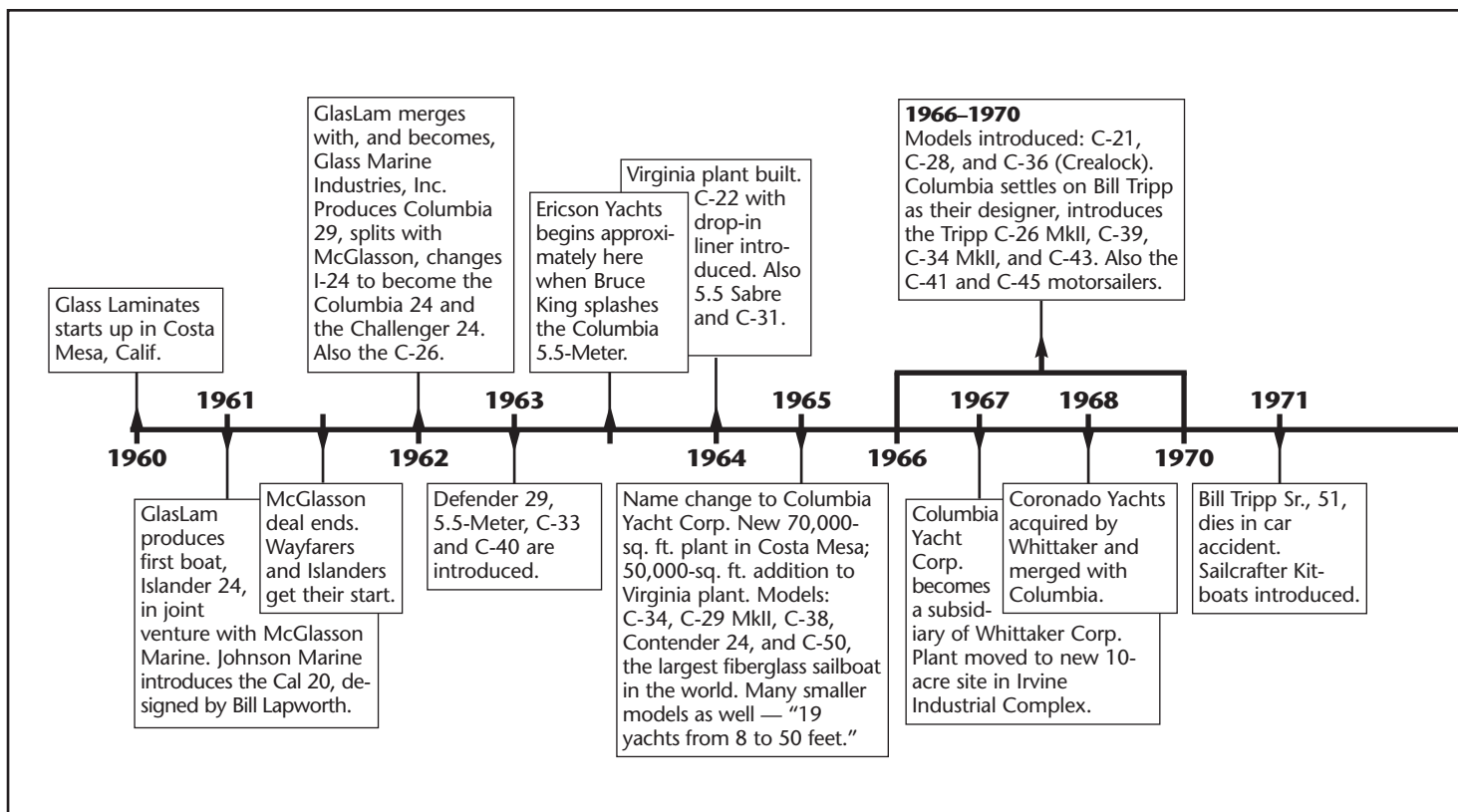
Merger arrangement

It was just luck that Dick and Morey were the first to contact Joe Bell in person. Glass Marine Industries, which he represented, worked out a stock-swapping merger arrangement with GlasLam, which left GlasLam owning Glass Marine Industries. The merged company was publicly offered under the Glass Marine Industries name with boats "produced by Columbia Yachts, an inspiring addition to a growing division of Glass Marine Industries Inc.," according to one brochure. The Columbia name was adopted in honor of the popular Columbia 29 design. Boats were manufactured in Costa Mesa, California.

Following the merger and name change, the company took off. A procession of new models was



A pair of Columbia 24s, the boats that started it all, at far left; a Columbia 50, center; and at right, a Columbia 29, the first boat to be called a Columbia and the one for which the company was named.



introduced. Joining the 1962 model lineup of the C-29 and C-24 was the C-26, a stretched version of the C-24, and then the Challenger, which was a raised-deck version of the C-24. The Cal 20 had recently come out, and raised decks were all the rage; the Challenger sold for \$3,995, \$500 more than the Cal 20, but it offered stiff competition since it was a lot more boat

for a little more money (for more on the Cal 20, see *Good Old Boat*, July 1999). There are many Challengers still to be found sailing, and an active fleet races in Stockton, California.

Raised-deck version

Raised-deck boats are often referred to erroneously as "flush-deck boats." On a true flush-decked design, the deck,

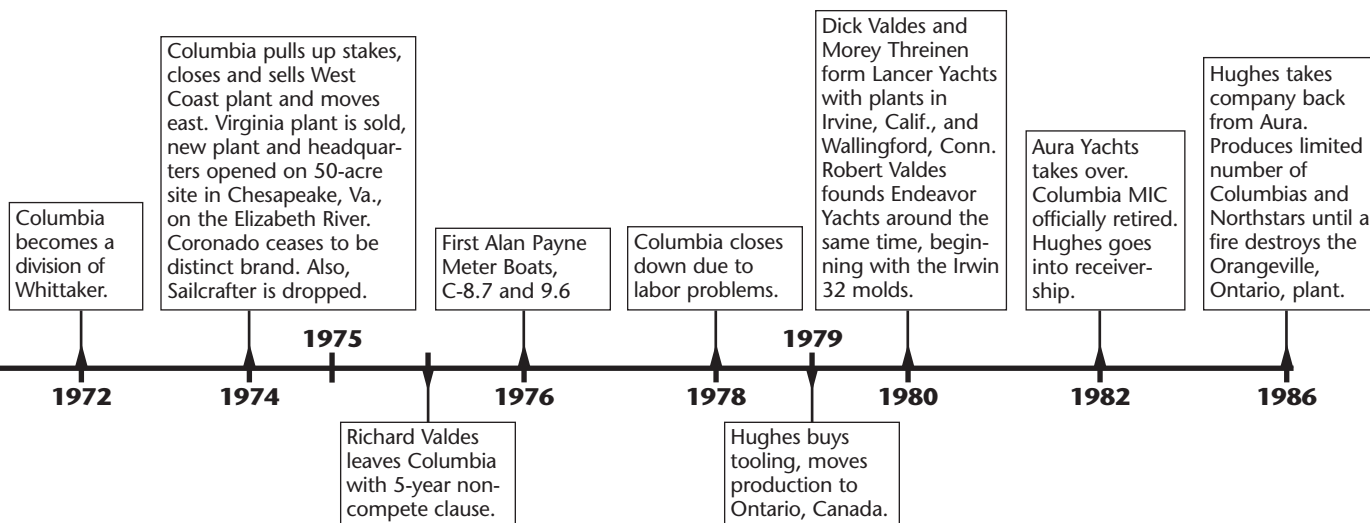
usually uninterrupted by a cabin or doghouse, is at the same level as the natural sheer of the hull. On a raised-deck boat, there is a cabin, but the cabinsides are brought all the way out to the rail. There are no side decks. In effect, the hull sides continue upward above the sheer line to form the "raised deck." Raised-deck boats are not a new idea; for an example of a more traditional looking design, see the 1931 Sam Crocker-designed Stone Horse featured in the January 2002 issue of *Good Old Boat*, rendered in fiberglass by Edey & Duff.

In 1963, Columbia introduced the Defender 29, the 5.5-Meter boat, and the C-33. The Defender is a raised-deck version of the C-29 — the same hull, but a different deck dropped on. The C-33 is a Wirth Munroe design, traditional in appearance, with longer overhangs and a centerboard.

The 5.5-Meter is a very interesting boat. These boats were designed and built to the Olympic 5.5-Meter International Measurement Rule. At 32

The Columbia 22 is noteworthy as the first fiberglass boat with a molded drop-in liner. This C-22 has been lovingly restored by Lori Van Hove.





Columbia history in review 1960–1986

feet, 5 inches long, with a very narrow 6-foot, 3-inch beam, and displacing only 3,900 pounds, these boats just shout “performance” in the older full-keel, flush-deck daysailer style. With a waterline length of only 25 feet, this boat sports impressive and beautiful classic overhangs (*see photo on Page 14*). The boat is startlingly narrow for its length, especially compared to more conventional designs.

A full-page ad for the Columbia 24 from the November 1963 *Yachting* magazine lists the 1964 model lineup as the 5.5 (Olympic class) Meter boat, C-29, Defender 29, C-26, C-24, Challenger 24, and two Columbia “flagship” models, the C-33 and C-40. Also mentioned are three Columbia “power yachts,” 30, 35, and 40 feet long. Columbia only dabbled in powerboats, with several designs never leaving the drawing board. According to Dick Valdes, only one, the Columbia Express 30 cruiser, actually made it into production. Between 1964 and 1966, 167 of these were produced. The design, along with the hull and deck tooling, was subsequently sold to Luhrs.

The success of Columbia and consumer interest in their products warranted a cross-country expansion. 1964 saw Morey Threinen overseeing the building of an East Coast plant on a nine-acre site in Portsmouth, Virginia. The move reduced the distance and

delivery times to the East Coast markets. Again the company expanded its product line, introducing the Bill Crealock-designed C-22 and the Charlie Morgan-designed C-31 and C-40, both centerboard designs. The 5.5 Sabre was also introduced, which was the 5.5-Meter boat with a cabin and deckhouse, providing full, if cramped, cruising amenities. (Ericson Yachts got its start when Bruce King, who had worked for Columbia, splashed the Columbia 5.5, added a cabin and different deck, and produced the first Ericson).

Noteworthy boat

The C-22 may be one of the most noteworthy boats Columbia produced, for the model marks an important development in fiberglass boat production — the introduction of the molded drop-in hull liner. Up to this point, fiberglass boats had most or all of the wooden interior structure and furniture laboriously crafted and installed, each piece attached to the inside of the hull with fiberglass tape (tabbing) and components, assembled for the most part, in place aboard. According to Dick Valdes, who pioneered the idea, the introduction of the liner cut some 40 to 50 manhours of labor — labor that had to be skilled in carpentry and other trades. The Columbia 22 was strong competition for

similar pocketcruiser designs because of the savings in labor and the increased quality the liner provided. The C-22 remains one of the more numerous Columbia models seen around the docks, with more than 1,500 boats made before production ceased in 1972. It was offered in a deep fin-keel version and a centerboard-fin version. Sales literature from the period boasts that the 22 is “hailed by many to be the biggest 22-footer afloat.”

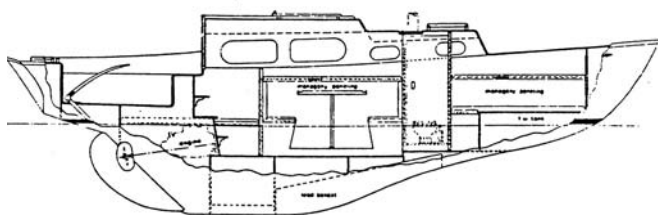
Business was booming in 1965, and Columbia officially became “Columbia Yacht Corporation,” linking the new corporate name with the well-known Columbia Yachts brand. Ground was broken for a new 70,000-square-foot plant located on 5½ acres in Costa

Sailcrafter Models

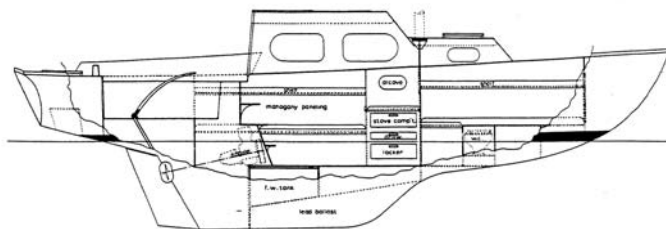
AS FAR AS CAN BE DETERMINED, the following models were available in kit form as Sailcrafters. The corresponding Columbia models are in parentheses.

22 (C-22); 28 (C-28); 36 (C-36); 50 (C-50); 56 (C-56, but not listed in a brochure); 57 (C-57). A flier also lists a 23- and a 25-footer, both almost certainly Coronado models also available in kit form.





The Columbia 29



The Columbia 24

Mesa, California. The builder's fee was to trade his C-40 for a new C-50. The ever-growing demand for Columbias was also met by a 50,000-square foot addition to the Virginia plant.

Innovative style

In keeping with the company's innovative business style, more models were introduced including the C-29 MkII (a new deckhouse and rigging improvements for the original design), a C-34, C-38 (a budget C-40), the C-50, and the Contender.

The C-50, a Bill Tripp design, was announced in late 1965, with hull #1 to be launched in January of 1966. It was the largest production fiberglass sailing yacht in existence and is a stunning blend of a traditional-looking hull above the waterline, a flush deck that seems to go on for acres, and a relatively small rounded doghouse, a precursor to the Tripp "bubbletop" designs to come. The underbody has a cutaway forefoot and a spade rudder. The C-50 was definitely in the "performance cruiser" category and was a very successful ocean racer. A promotional blurb exclaims, "The first luxury fiberglass yacht that is big enough to be completely comfortable . . . fast enough to win major ocean races . . . and not too big to be owner maintained."

The 24-foot Contender model harkens back to the very beginnings of the company. It was a development expressly for the more traditional East Coast markets — Columbia simply returned to the original Islander 24 design (sans planking grooves), reintroducing it to the East Coast markets as the Contender. The Islander 24 and the Columbia Contender are essentially identical and often mistaken for one another. Apparently the tradition-steeped East Coast markets were not quite ready for the modern raised-deck boats like the Challenger and Defender, so popular on the West Coast. Other West Coast manufacturers like Cal, Coronado, and McGregor had jumped on the raised-deck bandwagon as well.

Five new boats

A company magazine, *Columbia News*, boasts the following in the 1965 fall/winter issue: "More big news is our forthcoming entrance into the small boat market with five new boats: the Columbia Sabot, an 8-foot sailing dinghy; the Columbia Cadet, a 14-foot sailboard; the Columbia 14, a 14-foot self-bailing daysailer; the Columbia Kat, a 16-foot catamaran; the Columbia Jolly, an 18-foot high-performance class boat; and the Columbia 20, a 19-foot, 6-inch planing daysailer . . . With the addition of the Columbia 34 and the fabulous Columbia 50, our line now totals 19 yachts from 8 to 50 feet in length."

Business was good, and Columbia's star continued to rise.

*"There were no laws
at the time
preventing anyone
from making a mold
from an existing boat,
'splashing'
as it was called,
and producing
similar boats under
a different name."*

Continued growth and some big changes, on both the business and design fronts, marked the period from 1966 to 1970. On the design side, Columbia continued to introduce new models, including the C-21, a daysailer version of the C-22, the Creaklock-designed C-28 and C-36 models, and perhaps the most noteworthy, a daring new line of boats by Bill Tripp.

The introduction of the Tripp designs ushered in a new era of common lineage and vision to the product lineup. Up until this point, Columbias represented an eclectic mix of designs and designers.

The company drew on half a dozen outside designers and an in-house team that produced new models by making modifications to existing designs. The end result was an amazing array of models; many shared a distinctive large bullet-shaped window in the main cabin, and the cabin silhouettes were similar, but the boats did not share a common heritage. By turning to Tripp as the sole designer of the new boats, Columbia was introducing an element of continuity to the new lineup.

Tripp's "bubbletops"

The first of these Bill Tripp designs, the so-called "bubbletops," were rolled out in 1966 and 1967 — the C-26 MkII, C-34 MkII, C-39, and C-43. The MkII appellation signified far more than simple upgrades or design changes to the previous 26 and 34 models; these were totally new designs. All four were a radical departure from the more traditional narrow full-keel type designs of the day. These new designs were beamy and of light displacement, with severely cutaway underwater shapes sporting fin keels and spade rudders. They carried high freeboard, flush decks, and a small rounded doghouse (hence the bubbletop nickname). These "performance cruisers" were controversial in their day for their striking design and appearance.

Probably the best-known examples are the C-26 MkII and C-34 MkII (shown on opposite page), with at least several thousand produced and many still sailing. *Practical Sailor* observed in an August 1984 Used Boat Survey of the 26 MkII that the bubbletop designs "were perhaps too radical for their day." It went on to say, "the bubble cabin never became fashionable" and the designs were ahead of their time, but . . . "their time never came." Nevertheless, many were sold, and they are still to be seen nearly everywhere. Thirty-something years later the boats now have a contemporary modern look. Perhaps "their time finally came" after all. Remarking on the bubbletops, one Columbia owner states, "I've always thought of them as a love 'em or hate



The 29-foot Defender, at far left, a raised-deck version of the C-29; the 24-foot Challenger, at center, a raised-deck version of the C-24; and the 24-foot Contender, at right, another version of the C-24 introduced later.

'em deal, with few people on the fence. Looking at some of the modern racers today, such as the Around Alone boats, you see very similar flush-deck-bubbletop styles. Maybe form does follow function."

Remarkably successful

One thing about the Tripp designs no one questioned was the performance. Speaking of the 26 MkII, *Practical Sailor* noted that the boat remains "a remarkably successful club racer . . . and (performs) creditably against even the most up-to-date boats of the same dual-purpose design."

The 34 MkII, also billed as a performance cruiser, has made some impressive bluewater voyages. The bubbletop appeared on the 26 MkII, 34 MkII, the C-35, C-39, C-43, C-52, and the C-57, all Tripp designs. The Constellation and C-50 carry what might be called "proto bubbles," as these earlier cabins are longer and not quite as radical as the "true bubbles."

By this time, at the end of the 1960s, Southern California fiberglass boat production was in its boom days, and there were many manufacturers competing with Columbia in this still-evolving market, including Catalina, Cal/Jensen, Coronado, Aquarius, Balboa, Wayfarer/Islander, Venture/McGregor, Schock/Santana, and a host of other well-known and not-so well-known players.

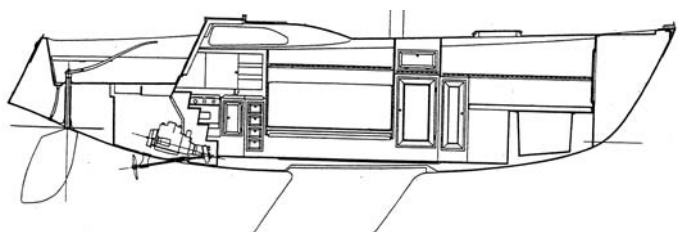
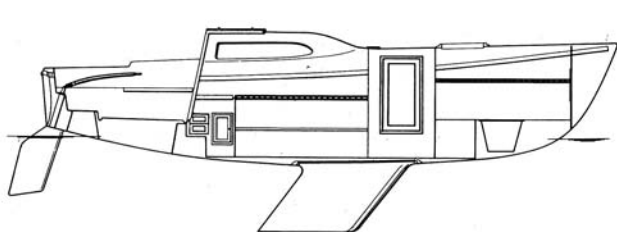
The Tripp "bubbletop" series may have been an attempt by Columbia to regain declining market share with an exciting and eye-catching line of boats, designed to set them apart stylistically and performance-wise from the rest of the pack. The Tripp bubbletops remain distinctive more than 30 years after their introduction, and the 26 MkII continues to be a very competitive boat, perhaps the most numerous Columbia model out there sailing. They are exceptionally roomy and sporty boats. During this period the C-41 and C-45 motorsailers were introduced, which were based on the C-39 and C-43 Tripp hulls, with interiors and decks designed by Blain Seeley.

Undergoing changes

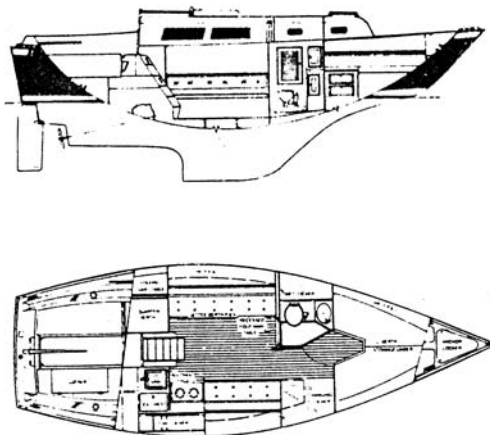
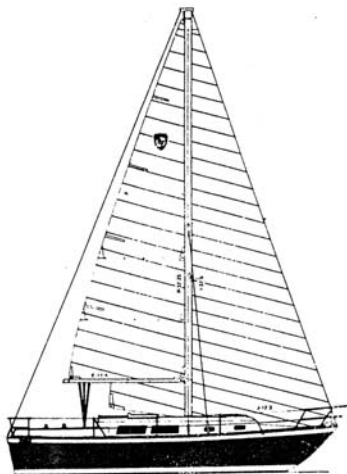
Not only the designs, but also the company itself was undergoing some big changes. In 1967, Columbia Yacht Corporation became a subsidiary of a California-based conglomerate, Whittaker Corporation, and the headquarters and West Coast plant moved to a 10-acre site in Southern California's Irvine Industrial Complex. The additional managerial expertise and financial support, coupled with the technical and engineering resources of the parent company, allowed Columbia to further strengthen its position of innovation and growth in the sailboat industry.

One year later, Whittaker acquired Coronado Yachts, merging it with the Columbia operation, but maintaining separate marketing policies. There was some cross-breeding between Columbia and Coronado designs. For example, the C-28, designed by Bill Crealock for Columbia, appears to be marketed as a Coronado 28 by simply substituting the emblems on the hull. The Bill Tripp-designed C-34 Mk II bubbletop inspired the center cockpit Coronado 35, with a different deck and interior and perhaps some minor changes to the hull. The Coronado 27 was derived from the C-26 MkII. There may be other crossover models.

The decade of the 1970s continued to be one of change for Columbia, marking perhaps the zenith of the company's success. In 1971, Columbia launched Sailcrafter Custom Yachts, which were kit boats based on the regular production models. A brochure lists five kits available: finished hull; deck and deck headliner; lead ballast; rudder, fittings, and steering gear; engine and controls. According to a flier, the models available as Sailcrafter kits were the Sailcrafter 22 (C-22), 28 (C-28), 36 (C-36), 50 (C-50), and 57 (C-57). Several Coronado models were also available, the S-23, S-25, and S-32. Columbia deep-sixed the Sailcrafter kit-boats in 1974. Evidently few were sold, and it was felt that kit-boat production was interfering with regular production.



The Columbia 26 MkII and the Columbia 34 MkII, both bubbletop designs



Tiny bubbles: Alan Payne's Columbia 8.7 (28 feet).

Whittaker division

There was important corporate shuffling happening. In 1972, Columbia changed from a subsidiary to a division of Whittaker Corporation. In 1974, Columbia pulled up its stakes from its birthplace in Southern California and re-established its headquarters on a new 50-acre site on the Elizabeth River in Chesapeake, Virginia. The Irvine, California, and Portsmouth, Virginia, plants were sold. One observer suggested Columbia had simply “worn out its market on the West Coast.” Coronado Yachts were blended into the Columbia product line. This seems to be the end of Coronado as a distinct brand.

Dick Valdes left Columbia in 1975 or 1976. He apparently had a five-year non-compete clause. As soon as that expired, he formed Lancer Yachts in Irvine, California. (Dick's brother, Robert, who had managed the Virginia operation, went on to form Endeavor Yachts, buying the molds for the Irwin 32 and producing the Endeavor 32. Endeavor Yachts closed around 1989.)

It was in the mid-70s that the first of the Alan Payne-designed meter boats appeared. Columbia, after settling on Bill Tripp as their designer, was forced to shift gears by Tripp's untimely death in an auto accident. The company settled on the Australian Alan Payne, perhaps best known at the time for his America's Cup boat, *Gretel*. Around 1976, the C-8.7 (28 feet) C-9.6 (31 feet), and the C-10.7 (35 feet) appeared. These were followed in the later 1970s by the C-7.6 (25 feet) and C-8.3 (27 feet). The switch to metric was probably part of a marketing strategy to bring the boats into the modern era. The new designs reflected this as well; the Payne

C-8.7 was rolled out as “The First Widebody Supercruiser! You've never sailed a 29 footer like her!” And indeed, at 10 feet of beam on a 28-foot 7-inch length overall, it was certainly a departure from the narrower designs of the day. The “Widebody Supercruisers” proudly carried a wineglass-shaped transom, of which much was made. It was advertised that the “. . . traditional wineglass transom . . . pulls the quarter wave aft, and makes for a fine trailing edge at all angles of heel. This results in a light, bubbling wake, not a boiling trail of foam.” A wineglass of champagne and the title “Tiny Bubbles” headed this promotion.

Trouble brewing

Despite the introduction of the meter boats, the company merely idled along for several years, and trouble was



The speedy 5.5-Meter, 32 feet, 5 inches.

brewing. Production continued until 1978, when Columbia closed down because of undefined “labor problems.” In 1979, Howard Hughes, from Hughes Boat Works (no, not *that* Howard Hughes of Hollywood and *Spruce Goose* fame) picked up all the molds, brought them to Centralia, near London, Ontario, in Canada and began producing Columbia Yachts. These are known as the “Hughes Columbias” and were for the most part the above-mentioned meter boats. Several of the most popular models from this period are the C-8.7 and the C-9.6.

It's unclear if Hughes actually introduced any new models or just reshuffled some designs and names. For example, the Hughes C-36 appears to be a Coronado 35 (based on the Tripp-designed C-34) with some modest design changes. Hughes changed the long-standing and well-known Columbia shield by adding a vertical wing-shaped V element that intersected the shield. Hughes also produced the Northstar line of sailboats. Hughes did not do well either, and in 1982 the troubled company went into receivership.



According to the U.S. Coast Guard website, “CLY,” the Columbia manufacturer’s identification code (MIC) was retired August 28, 1982. Many Columbia owners observe this date as “Columbia Day,” a day of mock-solemnity to mark the passing of this fine line of boats and, of course, to hoist an appropriate beverage in honor.

In 1982, Aura Yachts took over Hughes or what was left of it. Aura apparently produced a limited number of boats, exact production figures are unknown. Aura must have run into problems. Around 1986, Hughes took the line back. From 1986, Hughes built boats until a fire destroyed the factory in Orangeville. It is unclear when this fire took place, how many of the molds may have survived, or what happened to them. There is anecdotal information about some of the Columbia molds. One rumor has the C-50 or C-57 molds ending up in Texas. There was even a rumor several years ago that new or kit versions of the 50 or 57 might be made again. But this fire certainly marked the end of Columbia’s long run.

“The C-22 may be one of the most noteworthy boats Columbia produced, for the model marks an important development in fiberglass boat production — the introduction of the molded drop-in hull liner.”

Largest concentrations

Columbia sailboats may be found today all over the U.S. and Canada, but the largest concentrations seem to be found around the two areas of former production: Southern California and the Chesapeake. There are thousands of boats still in service; used models of all sizes can be found for sale in any

condition, from lovingly restored and upgraded to better than new, to, uh, shall we say “awaiting someone to fall in love with them.” While the boats have not been produced for quite some time, and were admittedly in the mass-produced Chevy category of their time, they were well made and built to designs by noted naval architects. There are many resources available to owners, including the large and active Columbia Yacht Owners Association (CYOA) with a website, <<http://www.columbia-yachts.com>>, a quarterly journal, <<http://www.cnuz.org>>, and two online discussion groups with hundreds of people participating, hosted by Yahoo and Sailnet. All in all, Columbias present an excellent opportunity and good value for the good old boater. Now you’ve heard of Columbia Yachts!

The author thanks all those who have collected and contributed information over the years. Sincere appreciation goes to Eric White, the Valdes family — Dick, Vince, and Marguerite — and Doug Ward for their direct contributions and co-operation.



Columbia Yachts Models 1962 to 1987

(All models would carry the full name “Columbia” in front of the model number or name; the “C” is used for brevity. Designer given where known. This list is as complete as the historians with the Columbia site have been able to make it. Please contact author Mike Keers with any additional information: emkay@theriver.com.)

Columbia Sabot (8 feet); sailing dinghy

Columbia Cadet (14 feet); sailboard

Columbia 14 (14 feet); daysailer

Columbia Kat (16 feet); catamaran

Columbia Jolly (18 feet); one-design
C-20 (19 feet, 6 inches); planing daysailer

C-21 (open cockpit daysailer version of C-22)

C-22 (W. B. Crealock)

C-23T (Alan Payne)

C-24

Challenger 24

Contender 24

C-7.6 (Payne)

C-26

C-26 MkII (Bill Tripp)

C-26T (Payne)

C-8.3 (Payne)

C-27 (Australian)

C-28, C-28 MkII (Crealock)

C-8.7 (Payne)

C-29, C-29 MkII (Sparkman & Stephens)

Defender 29

C-30 (Tripp)

C-31 (Charlie Morgan)

C-9.6 (Payne)

C-K9.6 (Kettenburg Limited Edition interior)

C-31.5 (Hughes model)

C-32

C-5.5 Columbia Class (Olympic 5.5m)

C-5.5 Sabre (development involved George O’Day)

C-33 (W. M. Munroe)

C-34

C-34 MkII (Tripp)

C-35 (Tripp)

C-10.7 (Payne)

C-36, C-36 MkII (Crealock; yawl option advertised 1968)

C-36 (Hughes model; center-cockpit sloop/ketch; flier says designed by Tripp – was Coronado 35)

C-11.8 (possibly Payne)

C-38 (also yawl rig)

C-39 Constellation

C-39 (Tripp)

C-40 (Morgan)

C-41 (Tripp)

C-43, C-43 MkII, MkIII Sailcrafter (Tripp)

C-45 (Tripp; also ketch rig)

C-50 (Tripp)

C-52 (Tripp)

C-56 (also Sailcrafter)

C-57 (Tripp)



Preparing for the Big Blow

*Don't wait until it happens;
get your boat ready now*



MY FIRST MEMORY, AS A SMALL child, was being in the middle of a hurricane in the North Atlantic. It was the 1930s. Our family was returning by ship from a European vacation in the days before radar and weather satellites. One day before arriving in New York, we blundered into a hurricane that was moving up the East Coast. Portholes were knocked out of the side of the ship, and our deck was awash with about two feet of water in which our suitcases slogged about in our cabin. The ship almost didn't make it. At the New York pier, dozens of ambulances were waiting for passengers who had broken arms and legs or skull fractures.

June of each year marks the official beginning of the hurricane season. Even though most hurricanes spawned in the tropics don't find their way to our shores, strong cold fronts and their associated

thunderstorms can also have devastating winds — frequently of hurricane strength. No matter where you live, storms are a fact of life. While our property on land is vulnerable to the winds and storm surge, our floating property is even more vulnerable.

If you heard a radio announcement that a major storm would hit your area within 24 hours, would you have a plan of action for taking care of your boat? The majority of boatowners don't. The time to plan for the onslaught is not when you hear the announcement; the time is now.

Sunny-day preparations

Many precautions can be taken when the weather is clear and calm. Begin by checking that your deck-cleats are adequately through-bolted, with substantial back-up plates. Are the cleats large

enough to take large-diameter storm lines, with more than one line on the same cleat? Will the chocks handle these storm lines when they're encased in chafing gear? Do you have large-size mooring lines made up to the proper length with eye-splices that will fit your cleats? Do you have fenderboards if you will be tied to a dock or canal wall? All these chores take time, and when a storm is approaching, time is one thing that's in short supply.

When that storm is expected

On sailboats, one of the most important things is to reduce windage by removing all the sails, especially roller-furling headsails, and certainly the dodger. Even seemingly innocuous halyards create wind resistance. A ½-inch halyard going to the top of a 50-foot mast presents 4 square feet of resistance to the wind. Booms that can be easily removed can be stowed in the cabin. On small sailboats, unstepping the mast is a good idea. Anything on deck that can't be removed should be lashed down firmly. Vulnerable antennas should be taken off, and plastic compass and instrument gauge covers should be removed or secured with duct tape.

If it is at all possible, boats should be removed from the water and stored on land. An MIT study after Hurricane Gloria found that boats stored ashore were far more likely to survive than boats in the water. If a boat is stored on land it

Photos above and facing page taken during Hurricane Gloria in 1985. At left, removing the boom to reduce windage and checking the mooring.



Gary Miller



by Don Launer

should be well above any possible storm surge and not stored in high-rise storage racks.

You have to prepare for more than the wind. In tidal areas, the storm surge — that sudden rise of water level due to the combination of low pressure and onshore winds — is usually responsible for most of the damage. In addition, open boats must take into account the huge amounts of rainfall that accompany hurricanes, nor'easters, and thunderstorms. Is your open cockpit self-draining with nothing loose that can clog the drain? On boats without self-draining cockpits, is the battery charged so that the automatic electric bilge pump can handle the job?

Hurricane holes

Rivers and man-made canals usually provide good “hurricane holes” if the boat must remain in the water. In natural hurricane holes, the shallower the water where the boat is anchored, the better, since this provides a better scope ratio for your anchor line. The bottom composition is of great importance, with a sandy bottom giving the best anchor set. Survey the shoreline around a hurricane hole. If your boat should drag, will it end up on a sandy beach or on the rocks?

If there is no time to find a snug harbor and your boat has to weather a storm at anchor, the best anchoring bottoms, in descending order of holding, are: sand, clay, hard mud, shells, and

soft mud. Needless to say, the larger the anchors and the more anchors deployed, the better. A BoatU.S. test found that embedment type anchors — those that are screwed into the bottom — are the most likely to hold.

Boats in canals usually survive better than boats at a marina, provided they're tied properly and protected from pounding

them at the right location, and they frequently collapse from pressure or abrasion. It's a better idea to make up fenderboards well in advance, so they can be hung on the sides of the boat to help protect it from pounding. In addition, one or more anchors deployed out into the waterway will help take some of the strain off the fenders.

One of the biggest problems when a boat is kept at a bulkhead or in a marina is the boat's hull rising above short bulkhead pilings due to the unusually high water level during the storm surge, from the wave action, or from both. When this happens, the boat is frequently impaled on the piling. Properly installed floating docks make fendering and mooring easier. Pilings high enough to be well above the rubrail of boats during the height of the storm surge are a necessity. Wide slips, with pilings at their outer ends, are also a big advantage in securing a boat that must weather the storm in a marina.



Gail Scott

“If you heard a radio announcement that a major storm would hit your area within 24 hours, would you have a plan of action for taking care of your boat?”

canal bulkheads. A boat kept in the middle of a canal has the best chance — however this requires cooperation from property owners on both sides of the waterway. During Hurricane Andrew, one boatowner tied his 26-foot powerboat in the center of a canal using eight ¾-inch lines, creating a spider web, with his boat as the spider in the center. The boat survived without a scratch. Boats fastened to the bulkheads of canals didn't fare as well, due to pounding from wind and waves. If you plan to moor your boat in the middle of a canal, remember that this can block access to others who have yet to arrive, so the final tieup probably cannot be done until the last minute.

More fendering

Boats secured to a canal bulkhead should employ additional fendering. Usually inflatable fenders just don't do the job, since it's impossible to keep

In a slip or at a dock, the bow of the boat should face in the most unprotected or open-water direction since this offers the least wind and wave resistance and reduces the chance of waves flooding the cockpit. Boats that have bow-eyes to winch them onto a trailer should make use of them as a strong fastening point. Dockline lengths must be long enough to allow the boat to rise to the maximum-expected storm surge (or beyond) and to make it possible to run mooring lines to the farthest point possible. Unfortunately, long line lengths usually mean that a boat in a confined slip has a good chance of rubbing the pilings due to line stretch. Fenderboards are a big help in this situation.

All cautionary material written about storm survival stresses that you should not try to ride it out on your boat if going ashore is an option. I certainly would not suggest that staying with your boat at a marina — even if allowed — is a good

idea. Having said that, I must say that twice I have done just that. When Hurricane Belle moved up the East Coast in 1976, I tended the docks at a New Jersey yacht club where my boat was berthed. I adjusted and moved lines on my boat as well as those on other boats I could get to until the storm surge and waves began washing over the docks. Six boats at the yacht club went to the bottom, but my boat survived without a scratch.

In September of 1985, my son, Tom, and I tended lines and weathered Hurricane Gloria aboard our schooner in a slip in a marina off Barnegat Bay on the New Jersey coast. On both of these occasions, line tending and adjusting prevented our boat from sustaining any damage.

Nylon mooring lines

When a big blow is moving your way, large diameter lines should be installed in place of, or in addition to, the normal mooring lines. Nylon mooring lines are the material of choice, since they provide both strength and a shock-absorbing effect against sudden strains. The downside of this shock-absorbing protection is that these nylon lines s-t-r-e-t-c-h. At a mere 200 pounds of force, a 1/4-inch line, 20 feet long, can stretch four feet or more. Under the same force, a 1/2-inch line of 20 feet will stretch only about one foot. The rule of thumb is that a good-quality nylon line will stretch 25 percent of its length at 50 percent of its breaking strength. This stretch factor must be taken into account when you are setting up storm lines so that the stretch caused by wind and wave pressure won't allow the boat to pound the dock, the pilings, or an adjoining boat. Remember, larger

diameter equals less stretch. Double the diameter and you cut the stretch to one-quarter (the stretch is inversely proportional to the square of the diameter). Also, larger-diameter lines are less likely to fail from chafing.

An unexpected finding by MIT after Hurricane Gloria showed that many nylon lines that were angled across a chock failed internally when the core melted from the friction created by repeated stretch cycles. Most high-quality nylon lines are treated with a lubricant to reduce this type of failure, but this lubricant dissipates with the aging of the line. Another little-known quality of nylon line is that when wet it loses about 15 percent of its strength (which returns when the line has dried

out). Since we are most concerned with strength during storm conditions — when the line is wet — this is another item to factor into the equation of storm-line size. It's also important to know that for lines of equal diameter, a braided line has more strength than a 3-ply line, and colored line has slightly less strength than fibers that have been left natural.

Mooring precautions

For those boats that weather a storm on a mooring, there are special considerations. Most yacht clubs and marinas prescribe the equipment used on a permanent mooring, so the underwater portion of a mooring is usually beyond the control of the boatowner. However the pendant, or pendants (there should be at least two) — from mooring to boat — should be checked carefully. Since they go through the bow chocks at a sharp angle, they are especially subjected to stress and abrasion, and extra chafing protection is necessary.

When Keith and Gloria Lyman had their boat on a mooring in the Hudson River during a nor'easter, it broke away and went on the rocks. "Although the mooring and pendants were in good condition, there were sharp corners on the bow chocks that eventually sawed through the chafing gear and pendants," Keith recalls. As a chafe-preventer, heavy canvas is good insurance. Plastic or rubber hose is not as good because it can cause the mooring line to overheat.

This brings us to the question of nylon line quality. There is a wide range

Aftermath of Hurricane Edouard in 1996, above. Using chafe protection, below.



Mary Jane Hayes

"... up to half of the boat damage due to Hurricane Andrew ... could have been prevented with adequate docklines."



Gary Miller

of nylon lines, with the cheaper nylon stretching more and having considerably less abrasion-resistance and internal lubrication — so don't skimp here. It's much cheaper buying high-quality line than buying a new boat. Insurance companies estimate that up to half of the boat damage due to Hurricane Andrew, which hit Florida in August 1992, could have been prevented with adequate docklines.

Unfortunately, no matter how well you protect your own boat, frequently it's the careless boatowner near you whose boat is poorly tied or breaks loose who can be the cause of your damage. When one boat damages another under these Act-of-God catastrophes, insurance companies seldom hold one owner liable for damage to another's boat. The damage to your boat from the negligence of another owner is the same as if it were your own fault.

To help prevent the problem of inadequately tied boats, many marinas and yacht clubs specify minimum line diameters for docklines. It's a rule designed to counter stupidity. It wouldn't hurt to encourage this policy in all marinas and yacht clubs, and boatowners should see to it that it is enforced for their own protection. A corollary to this rule should be the requirement of larger-sized and additional lines when a storm is predicted.

For sailboat owners, there is another consideration. When sailboats are in adjacent slips there is the possibility that the boats will roll "out of sync" and as they do that their masts and rigging will foul each other. These impacts can eventually break shrouds and drop a mast on deck, in the water, or on another boat. It would be nice if there were always a powerboat in slips between



Gail Scott

"... one of the most important things is to reduce windage by removing all the sails, especially roller-furling headsails, and certainly the dodger."

sailboats to prevent this from happening, but it's not a perfect world.

Roller-furling jibs

The worst knockdown we've ever had — a 90-degree one — occurred several decades ago in the relatively benign waters of the Intracoastal Waterway. With a thunderstorm approaching, we anchored our 26-foot sloop off-channel and battened down the hatches. I took special care to furl our roller-furling jib as tightly as possible — so tight, in fact,

that there were not enough turns on the furling drum to roll it up completely. This left a handkerchief-sized section of jib out. When the squall-line of the thunderstorm hit, the winds, as measured on shore, clocked over 75 mph — hurricane force. We were safely inside the cabin when suddenly we heard a loud "snap," and our world turned sideways. The wind had grabbed the small section of jib, and the plastic clam-cleat that held the furling line was unable to hold. The furling line ran through the cleat, melting all the teeth, and the genoa came out fully.

What had we done wrong? First, there should have been enough turns on the furling drum to allow the jib to be tightly and completely furled, with two or three turns of jib sheets to complete the job. Second, although clam cleats are frequently convenient while sailing, they should not be relied on in storm situations.

A few years later we observed the same thing happen to another boat in the yacht club where we were weathering Hurricane Belle. Although we survived the hurricane with no problems, the boat whose genoa unfurled at the height of the storm sustained severe damage.

We may have a very calm season, but if The Big Blow comes, will you be ready?



After Hurricane Bob in 1991, above, and fenderboards, at left below. Don Launer reports that during one nor'easter the rubrail of his schooner was just two feet from the top of his dock pilings, shown below.



Don Launer





Dick Garvey

Salvaging *Serena*



*A cherished 28-foot sloop
is blown ashore
in a freak gale*

WEATHERMAN DON KENT, OF BOSTON'S WBZ-TV, CALLED the easterly gales of May 9 and 10, 1977, a "historical storm." Record amounts of snow, along with sleet, heavy rain, and high winds, broke power lines, downed trees, closed schools, and washed ashore or sank at least 37 boats in the harbor of Marblehead, Mass. Ten boats were also beached in the harbor of Scituate, Mass. during the freak blow that the Scituate Coast Guard reported as gusting at 65 to 70 miles an hour, even in the protected confines of the harbor. One of the 10 was our Sabre 28, *Serena*.

After a sleepless night spent listening to the intensifying winds and fearing for the safety of *Serena*, my husband, Warren, rose at dawn on May 10 and drove to Scituate Harbor. A wrenching sight greeted him: *Serena* was being driven onto the rocks on the breakwater at the Scituate Waterfront Club, having chafed through her new 1-inch manila mooring pendant and chafing gear during more than 20 hours of gale-force winds.

Early that morning, still buffeted by a wind of 40 knots, *Serena* was being rolled and ground continuously into the rocky breakwater. Powerless to do much beyond trying to steady our vessel and prevent further broaching and grinding, Warren scrambled aboard, retrieved her anchor and 200 feet of anchor line, and proceeded to "lace" our boat fore and aft to the rocks and stumps of the shoreline. The tide was high, and the seas pounded *Serena's* exposed starboard side, her keel and spade rudder now burying in the sand.

Salvage crew

When the tide receded, the damage had been done. A badly gouged, scraped, and cracked port topsides; a holed stem at the forestay; her new bottom paint beaten off her hull; and a potentially weakened keel. Knowing *Serena* couldn't survive the afternoon high tide, Warren was fortunate to secure the

services of a salvage crew, who arrived later that morning with a 100-foot crane, trucks, and cradles.

Next, Warren drove to the Scituate yacht yard where *Serena* was stored during the winter, to alert its owner that the salvage crew would be along shortly to pick up *Serena's* cradle. "I'm afraid we've lost her," he admitted to me sadly as we were returning to the harbor later that morning. "No boat could take that kind of pounding and ever be the same."

How vulnerable *Serena* looked, wedged against the rocks,

**by Mary Jane
Hayes**

when we arrived. Like a filly, I thought, injured through no fault of her own. While awaiting the arrival of the salvage equipment, Warren and I removed the cotter pins in preparation for unstep-

ping the mast. Then we took off the sail cover and removed the mainsail and boom.

The wind and rain continued all day through each step of *Serena's* salvaging. She was lifted off the beach by the crane (at which point, surprisingly, the section of her hull that had appeared to be crushed the worst "popped back out" as one onlooker had predicted). She was lowered slowly onto her cradle. The cradle and boat were hauled to her yacht yard.

Tales of storms

After we had done what we could to ready *Serena* for the ministrations of the salvage crew, we stood around with other yachtsmen and spectators, waiting, watching, lending a hand where we could, and listening to many a story and observation. There were tales about other storms and beached boats that were either restored or declared ruined. Predictions about the fate of our own vessel ranged from the gloomy: "That boat will never sail again!" to positive: "They do wonders with fiberglass these days. She'll be as good as new when they finish with her. *Better!*"

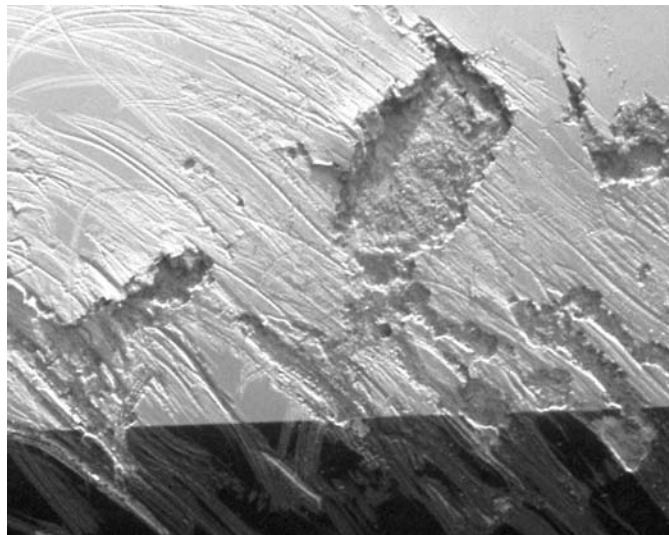
Our own feelings were very much a mix. Fortunately, no life had been lost nor person injured. We were warmed, too, by the appearance of many of our boating friends with offers of practical help and demonstrations of moral support: a friendly arm around a shoulder, a sympathetic smile, or simply being there in a sad hour was the best sort of balm to our heavy hearts.

Certainly, *Serena's* trial-by-storm was not the kind we had foreseen, and we couldn't help but feel that the weather bureau had goofed on this forecast. No one, including the forecasters, had expected a winter storm in May with gales lasting for two days. Since there wasn't adequate warning and because the storm intensified during the night, most of the damage had been done by the time gale warnings were posted. That *Serena* had come ashore at dead high tide was fortunate, for the tide soon began to recede, beaching her. But that the wind increased at night was unfortunate, in that we couldn't get out to her.

Never looked better

We were grieved, too, by the violation of our vessel's perfection. Only the Sunday before we had been congratulating ourselves on *Serena's* appearance. Sanded, painted, waxed and oiled, she had never looked better, not even when new. She was sporting new curtains and a new anemometer, which we had given each other for Christmas; she had been in immaculate condition and tuned to a "t" with everything done to ready her for the spring. Now, how disheveled and unkempt she looked. Her port side was fractured. Her rigging was dirty, sandy, and spattered with blood from knuckles my husband had scraped. We were saddened and frustrated that our winter of dreams, plans, and new purchases and our early spring of hard work had ended in this.

Yet on balance we counted ourselves lucky. If chance had not dictated that *Serena* make her way down the length of Scituate's inner harbor, there to embed herself without damage on a mudbank (as it had for one vessel moored close by her), neither had it crushed her like an egg, as was the fate of a brand-new Cape Dory, owned a week, or bitten off half her hull, as had happened to another boat, leaving a gaping hole suggestive of a visit by the shark in *Jaws*. *Serena* had not been totaled. Her damage was confined to her port side, which was repairable. The transducer on the starboard side had not been touched. Nor had there been any damage to the propeller,



Michael Gardner



Serena, on the shore, facing page. This page top, gouged topsides; center, reconstruction begins; bottom, gelcoating.



At left, Serena, once again shiny enough to reflect the scene around her. Above, her bottom is freshly painted.

which was tucked neatly up out of the way when *Serena* beached. In addition to a tear here and there in the vinyl lining belowdecks, the port shelf in the V-berth had been knocked out, and the port main cabin bunk back had been dislodged from the side of the hull with the cabinet shelf above it broken. On the other side of the harbor, *Serena's* dinghy had been washed up on a dock. In any case, there was no use in second-guessing or indulging in "What-ifs?" We had to go on, as one always must, from where we were.

The healing starts

The wheels to restore *Serena* were set in motion. The next morning Warren notified the insurance company. (The surveyor was appointed by the insurance company, while the yachtyard where the work was to be done was our choice.) The surveyor and the yachtyard owner met and agreed on the kind and value of the repairs to be made (this estimate was later revised upwards by many thousands of dollars). My husband suggested a fiberglass man of whose work he had had good reports, to which the yachtyard owner agreed. The following Friday, Warren filed his "master's protest" with the surveyor.

On May 18, there came an after-shock and the reason for the revising of the initial estimate. Repairing *Serena*, it seemed, would not be a matter of a few weeks as we had hoped, but would require 30 to 45 days, as the damage to her hull was worse than had at first appeared. The whole port side would have to be re-gelcoated to properly match her distinctive eggshell color. As there were dozens of other damaged craft, we had to wait our turn for the "fiberglass magicians."

To active, independent people, waiting on the work of others is always painful. Now began the most discouraging part of the salvaging of *Serena*. There were delays of workload, weather, poor communication. There were the other boats to be attended to at the yachtyard, not only those damaged by the storm but the usual complement of vessels awaiting spring commissionings.

Missing gelcoat

The fiberglass company doing the work at the yard had ordered and received, directly from Sabre, the cloth, the rubrail, and half of her cream-colored gelcoat hull mixture. They were told that the other half of the formula was out of stock and back-ordered. Two weeks went by and no missing

gelcoat arrived. Warren wrote to the sales manager of Sabre Yachts to see if he could expedite the order. He discovered that the fiberglass people had been in possession of the correct mixture all the while, although their ignorance of it was no fault of their own.

In minutes of pique, we almost felt as if it would have been better if *Serena* had been a total loss. Though a new Sabre would not have been available, we could have used the money to buy a good used boat for the season. And my husband was dogged by doubts. He worried whether a restored *Serena* would prove to be as seaworthy. Would she look as good? Would she prove salable when the time came for us to buy another boat?

Though I was more optimistic, these were troubled days and nights for both of us. People were kind. One sailor even offered the use of his large ketch free of charge for two weeks. Touched by his generosity, we nonetheless declined. Sailing someone else's boat, we felt, just wouldn't be the same. To keep from "climbing the walls," we kept busy. Never had our yard received such scrupulous attention. Or odd jobs around the house been attended to so quickly. We scanned the movie listings and the television page, and we became reacquainted with the library. Every social invitation was accepted. There was a hole in our lives, and her name was *Serena*.

Magicians at work

On the evening of July 6, we were cheered by one of the prettiest sights we had ever seen — *Serena* on her cradle, her hull completely restored and waxed to a fine gleam, her bottom freshly painted. For seven weeks those "magicians" had indeed been at work on her. After removing all damaged shelves, berths, vinyl lining, and necessary teak trim on the port side of the hull (in order to obtain access to the damaged areas of the hull and for later replacing of the damaged woodwork), these Merlins had cut out and ground down all broken and fractured fiberglass and all delaminated areas on the inside and outside of the hull.

Next, they had built forms and templates and made fiberglass layups with mat and woven roving. After reconstructing the port side of the hull, they had sanded, filled, and shaped it. All stress cracks in the keel had been ground out, and the keel and rudder had been removed, reglassed, and replaced. They had replaced the teak toerail and the rubber gunwale molding. Minor gouges on the transom

and starboard side had also been attended to.

What a happy hour it was for me, standing there with the surveyor and watching the hull, now smooth as an egg, being sprayed with new gelcoat. I was even invited to take a turn with the spray gun and was responsible, unfortunately, for an unsightly glob. “The only streak,” the fiberglass man later reported to my husband, “was the one *your wife* put in it!” (Later this was sanded out.)

Because of its reinforcing and because *Serena’s* cracks hadn’t been longitudinal, her hull, the surveyor assured me, would be stronger than when new. As soon as the coating had cured, the hull was sanded and buffed to its original high-gloss finish. The boot top had been re-gelcoated and finished in the same way. The boat was cleaned and waxed. Among the final touches in the renaissance of *Serena* had been the relettering of her transom and bow and the addition of a new cove stripe. Her bottom was sanded and painted, and *Serena* was prepared for launching.

Daily trips

To keep from being discouraged (and out of the workmen’s way), we had mostly stayed away. But now we made daily trips in the evening to check on *Serena’s* progress. On July 7 we found her in the water, her mast stepped, her rigging in place. With her exterior stronger than ever and bright as a shiny new toy, our thoughts turned inboard to an engine that was running a little ragged because of disuse, to doors that needed planing, to carpentry work still to be done here and there. Inspecting the boat from stem to stern, we left a list of jobs to be completed by the yard. By the next evening they were all done.

On July 9 we began our spring cleaning. Never was energy expended more happily by the captain and first mate than in scrubbing *Serena* inside and out, in oiling her interior teak, in attaching her main, affixing her tiller. Her dishes were carried back aboard, her sleeping bags, cushions, and supplies. Curtains were rehung, the water tank drained and refilled. “She’s the best looking boat in the marina,” Warren pronounced at the end of a day of glorious labor.

Both of us were now a little wiser. We invested in better, longer chafing gear that would go around the stem of our boat and not just through the chocks. We would use a double bridle hereafter instead of a single one. And we would pray for better weather forecasting. Had the spring gale that beached *Serena* been adequately predicted, we would have been aboard her and taken whatever steps necessary to ensure her safety. A



Skipper Warren Hayes once again checks Serena’s sail trim, at left. Author Mary Jane at the helm, below.

new confidence in fiberglass, the toughness of which had deeply impressed us, had been a gift of the experience, which had also reconfirmed our belief in full insurance coverage. Of the great cost of *Serena’s* repairs, we would have to meet only a small deductible.

As I looked at our lovely sailboat, restored to her pre-storm condition, I couldn’t help but think back to the morning we had found her on the rocks and to a dinghy washed up close by amidst the other debris with the name *Well Done* on her stern. What had been an ironic note for me had changed to one of triumph when I considered Warren’s quick efforts on May 10 plus the good work of the salvage crew he had summoned. This surely had prevented *Serena’s* total loss on the afternoon tide. That was followed over the weeks by the truly miraculous reconstruction of her hull effected by the fiberglass people, the solid contribution made by the yachtyard in overseeing her resurrection, and in recommissioning and refinishing our vessel. Not forgetting *Serena* herself, who had weathered the ordeal and come through, as the optimist on the beach that day had predicted: “Better than new!” Well done, indeed!

But the proof of *Serena’s* salvaging was in the sailing, and sail she did — superbly — back to her mooring in Scituate Harbor, on July 10, two months to the day since she had come ashore.



Cutless bearings

FEW OF US EVER GIVE A THOUGHT TO Cutless bearings until it's time to replace them. Then we wonder why the yard charged so much — and, as so often happens with boatwork, we wonder belatedly if we should have tackled the job ourselves.

Simply put, the name Cutless bearing has become generic for any water-lubricated, rubber-based shaft bearing. Most boats, power and auxiliary sail, use them in one form or another. By that, I mean some older boats with full-keels and attached rudders use Cutless bearings at the aft end of the shaft tube to support the propeller shaft.

Fin-keel boats use them in the strut that supports the shaft. I daresay all inboard-powered boats use Cutless bearings.

The history of water-lubricated bearings really starts with the introduction of steam-driven screw propellers in the mid-1800s. First they tried brass as a water-lubricated bearing for propeller shafts. This did not work, so they went to white-metal bearings; but they, too, failed. Next came lignum vitae (a very hard wood) as a bearing surface. This seems to have been a relative success. The largest ship built up until that time, the *Great Eastern*, was fitted with lignum vitae bearings invented by the shipbuilder, John Penn. Wood bearings were not the complete answer, however, particularly in water containing abrasive materials such as sand or dirt.

The story goes that a California mining engineer developed a rubber bearing by slitting a piece of hose after one of his mine-shaft pump bearings failed and he did not have time to get a spare. The bearing worked and had a wear rate superior to the old wood bearing. He patented the idea and formed the Oliver-Sherwood Company to promote the product. They met with limited success, and in 1922 the B. F. Goodrich Company acquired all of the patents to the application of rubber to

What you need to know about them — and how to replace them

mechanical devices, including the basic Sherwood patent and the Cutless bearing trade name, which is now a registered trademark of Duramax Marine, LLC, formerly part of the B. F. Goodrich Company.

Naval-brass tubes

The original bearings were made from a naval-brass tube in which shaped strips of rubber were inserted to serve as bearing surfaces for the shaft. On large ships, naval-brass tubes had individually inserted rubber strips that fit in a slot

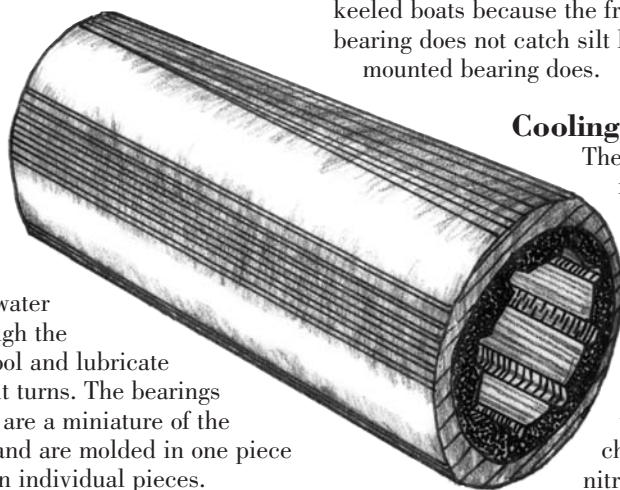
cast in the bearing housing. The bearing strips were inserted by several men and secured by setscrews. They were sometimes bonded

to a naval-brass strip and shaped like a trapezoid. The trapezoid shape of the rubber allows a channel for water to pass through the bearing to cool and lubricate the shaft as it turns. The bearings on our boats are a miniature of the larger sizes and are molded in one piece rather than in individual pieces.

We have the U.S. Navy to thank for today's Nitrile bearings. During the World War II Battle of Midway, U.S. Navy ships were equipped with natural rubber Cutless bearings. Due to the continuous high speed of the ships, the bearings actually overheated internally and broke down, causing severe shaft vibration and in some cases shaft failure. The Navy demanded that U.S. industry

find some other type of bearing that would not break down internally under severe conditions. B. F. Goodrich developed a better bearing by making the insert out of nitrile rubber. The nitrile bearings were successful and have been the material of choice ever since.

Cutless bearings are a humble yet marvelous piece of engineering. They provide support, lubrication, cooling and a renewable wear surface. But even present-day Cutless bearings will work best when they are operated in clean water. Boats operating in silt or sandy water near shore, where propeller action can stir up mud, will find their bearings quickly wearing out. This is due to the scouring action of the particles in the water. This is less of a problem with full-keeled boats because the front of the bearing does not catch silt like a strut-mounted bearing does.

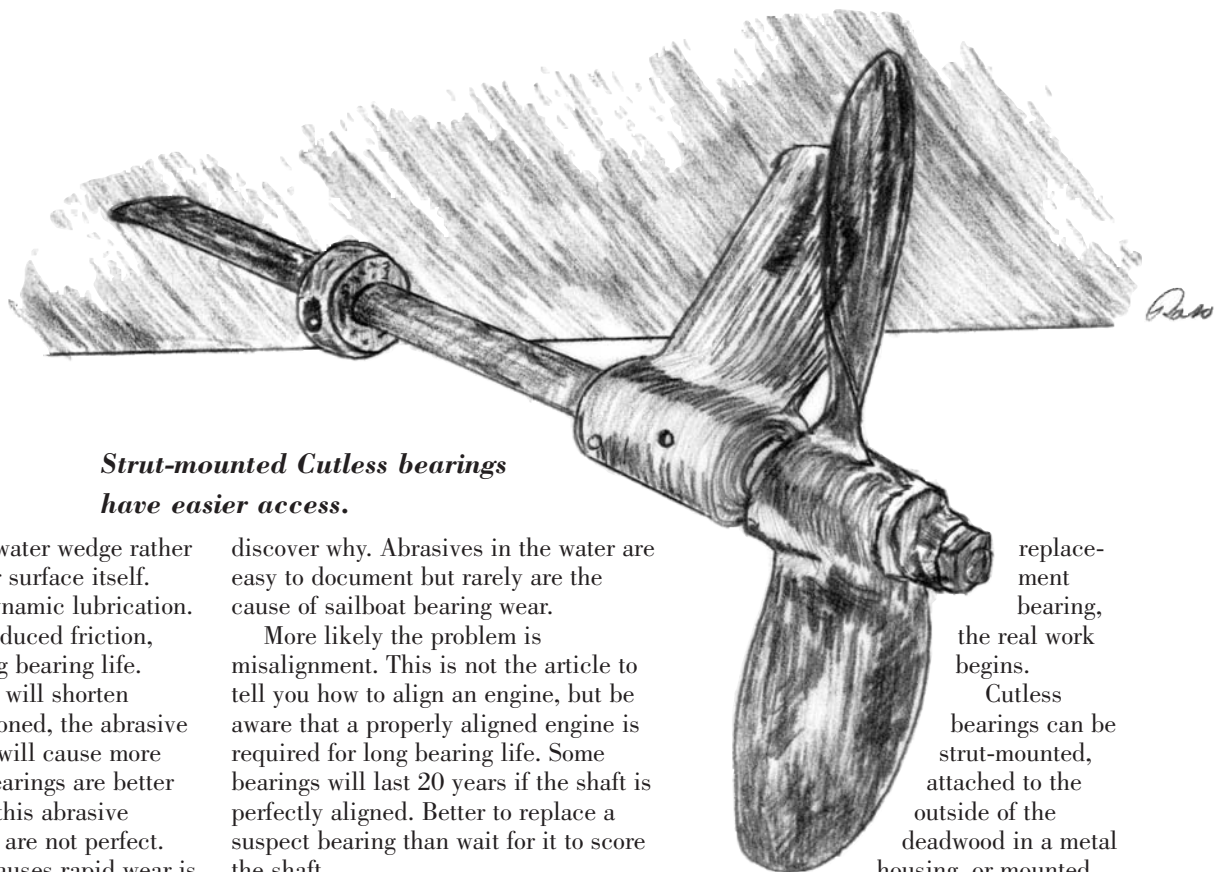


Cooling channels

The cooling function of the Cutless bearing is easy to understand. The water passes through the channels in the nitrile rubber liner and cools the

shaft. Water has twice the heat absorption of oil and is non-polluting. What is hard to visualize is that the shape of each segment of bearing allows a film of water to flow between it and the shaft. Each segment of the bearing acts as an independent wear surface. With proper loading, rotational speed and clearances, the shaft actually lifts itself

*by Bill Sandifer
illustrations by
Ross Anderson*



Strut-mounted Cutless bearings have easier access.

up and is riding on a water wedge rather than the nitrile rubber surface itself. This is called hydrodynamic lubrication. It makes for greatly reduced friction, reduced heat, and long bearing life.

Two critical factors will shorten bearing life. As mentioned, the abrasive particles in the water will cause more rapid wear. Rubber bearings are better than anything else in this abrasive environment, but they are not perfect. The other thing that causes rapid wear is shaft misalignment. A misaligned shaft will press harder on one section of the bearing, and this high pressure will cause vibration, friction, and heat. This will cause wear, and wear will allow increased shaft motion that causes further wear. This is a cycle that ends by destroying the bearing and/or scoring the shaft. One good point about Cutless bearings, however, is that they will not wipe out all at once or fail in some catastrophic manner. Failure will occur slowly and over time except in unusual circumstances.

To inspect the Cutless bearing, try to move the prop end of the shaft up and down and then from side to side. If the shaft does not move more than $\frac{1}{8}$ inch, there is not enough wear to worry about. If it moves more than $\frac{1}{8}$ inch, use a feeler gauge on the top of the shaft to see how much space there is between the shaft and the bearing. More than $\frac{3}{16}$ inch is too much. Inspect the ends of the bearing for cracks in the rubber and look to see if the bond between the rubber and the shell has been broken.

Don't ignore it

There is no repair procedure for a worn bearing. If you have a worn bearing, do not ignore it. Replace it. There is a reason it is worn, and it is your job to

discover why. Abrasives in the water are easy to document but rarely are the cause of sailboat bearing wear.

More likely the problem is misalignment. This is not the article to tell you how to align an engine, but be aware that a properly aligned engine is required for long bearing life. Some bearings will last 20 years if the shaft is perfectly aligned. Better to replace a suspect bearing than wait for it to score the shaft.

To replace your bearing you need to know what the shaft diameter is, the approximate bearing length and the actual outside diameter of the bearing. Bearings with the same interior diameter are available with different outside diameters. Not only that, but the outer

replacement bearing,

the real work begins.

Cutless bearings can be strut-mounted, attached to the outside of the deadwood in a metal housing, or mounted inside the deadwood.

“Cutless bearings are a humble yet marvelous piece of engineering. They provide support, lubrication, cooling and a renewable wear surface.”

tube can be made of various materials. Traditionally, naval-brass is the material of choice, but there are bearings made with composite shells as well.

You can take your pick, as long as the inside diameter, outside diameter, and length conform to the old bearing size. When I replaced the Cutless bearing on my Pearson Ariel I could not buy a factory-made bearing short enough to fit the boat with the correct outside and inside diameter. I ended up cutting the bearing to the correct length with a standard hacksaw.

Once you have purchased the correct

Penetrating oil

Except in rare cases where the prop will clear the rudder while the shaft is being removed, the prop must come off. This will entail soaking the prop retaining

nuts in penetrating oil until they are easily removed.

While you are doing it, soak the shaft on either side of the propeller and see if the penetrating oil will loosen the prop. Never use a petroleum-based product on a Cutless bearing; it can damage the rubber. A little light tapping on the prop to cause a vibration will aid the penetrating oil in doing its

job. Once the cotter pin and two nuts (the prop nut and lock nut) are removed, it is time for a prop puller.

It may be possible to tap the propeller off using a piece of oak or other hardwood as an intermediate piece between the hammer and the prop. Never beat directly on the prop with a hammer or you will damage it. Usually, the tapping method is better if two people tap in time together on both sides of the propeller. Tapping on one side only tends to jam the prop tighter onto its shaft. If tapping does not work, it's time for a prop puller.

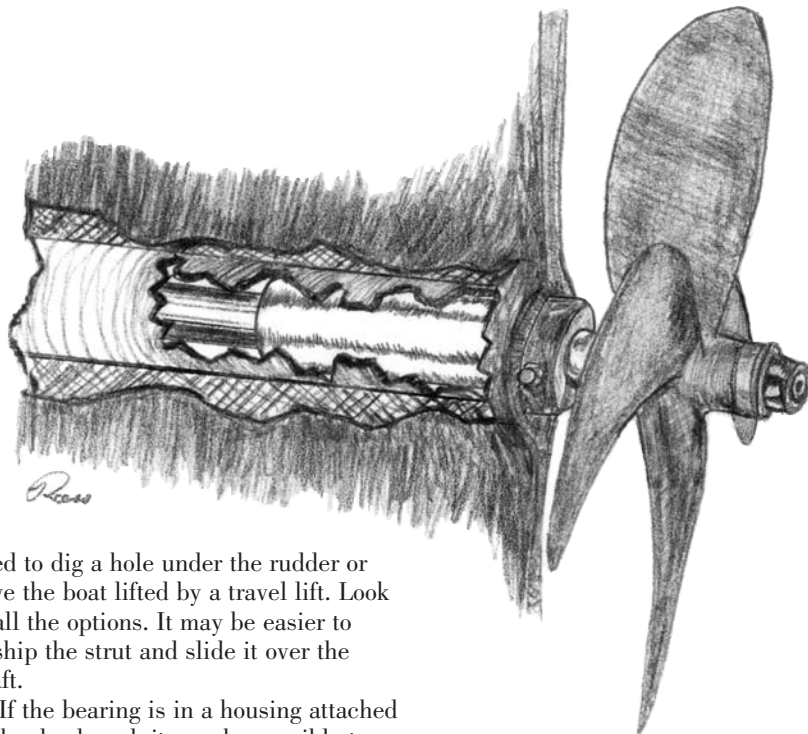
This is usually a three-armed device with a threaded center bolt. The arms fit in between the propeller blades of a three-bladed propeller, and the center bolt lands on the center of the shaft. Usually the center bolt has a raised dimple in its lower end to mate with the recessed dimple in the end of the prop shaft. This is to prevent the center bolt from slipping sideways. The way you operate this device is to tighten the center bolt slowly until it is snug and in the recess of the shaft. Then tighten it a little more if you are able. Then you tap the center bolt with a hammer. The tension that is on the center bolt should pull the prop toward you and free. If not, tighten the center bolt a little more and tap it once again.

Use the right one

Propeller pullers are available to fit two-bladed, three-bladed, and four-bladed propellers. Be sure to find the correct one to use. A three-armed puller will be unbalanced when pulling on a two-bladed propeller and vice versa. Check with your yard to see if you can borrow the correct puller or check with a propeller reconditioning shop. Sometimes an automobile supply store will have a "wheel puller" that will work, and you may be able to rent or borrow it. Have the dimensions of the needed puller with you when you ask for the tool.

Once the propeller is off, take off the shaft collar zinc if there is one, and you are ready to start on the Cutless bearing. Since the prop is now off the shaft, consider taking it to a propeller reconditioning shop for at least a check and a polish. It will make a difference. You will be able to feel it in a smoother, more powerful prop wash.

Meanwhile, we still have the problem of the old Cutless bearing being in place and the shaft going through it. If the bearing is in a strut, there are tools that can press it out without removing the shaft. These tools are expensive but may prevent you from having to remove the shaft. The difficulty of shaft removal varies, depending on whether it requires that the rudder be removed first. If you find yourself having to remove the rudder, do some measuring. Sometimes the rudder hits the ground before it clears the boat. In these cases you may



need to dig a hole under the rudder or have the boat lifted by a travel lift. Look at all the options. It may be easier to unship the strut and slide it over the shaft.

If the bearing is in a housing attached to the deadwood, it may be possible to remove the housing and slide it aft over the shaft. Replacement of strut-mounted bearings and bearings in removable housings is straightforward compared to the replacement of bearings mounted in the deadwood.

Find setscrews

If the bearing is inside the deadwood, there should be Allen-head setscrews port and starboard, or maybe three at 120, 240, and 360 degrees, holding the

"One good point about Cutless bearings, however, is that they will not wipe out all at once or fail in some catastrophic manner."

bearing in the shaft log. Scrape the bottom paint off and find the setscrews. Carefully remove them. My old Ariel had lost the setscrews and had a crack in the fiberglass shaft log. The bearing was held in by pressure from a stainless-steel hose clamp around the shaft log where it projected from the keel molding.

There are several ways in which a bearing can be held in its shaft tube. If the bearing and tube are flush with the after end of the keel, the setscrews could be in the fiberglass molding of the keel itself. Of course, there is the possibility that the bearing was glued into its shaft log (heaven help you with that one!).

Up to this point we are assuming that

Replacing Cutless bearings mounted in a shaft log may require shaft removal.

the bearing will slide off the shaft and the new one can be inserted in its place. This may not be the case. If you can't slide the old bearing out and the new one in, you need to remove the shaft. The first step is to loosen the locknut on the stuffing box and the stuffing box nut itself, and back them off, pulling them forward, away from the stuffing box housing through which the shaft passes.

This obviously must be done out of the water. You cannot change a Cutless bearing in the water without a diver and a lot of work. The shaft probably has a pressed-on coupling with a keyway on

the end where it attaches to the engine. Usually there are four wired bolts holding the shaft coupling halves together. To start with, soak the bolts and shaft setscrew, if there is one, with penetrating oil. Leave it overnight if possible. Tap the shaft to vibrate the oil into the threads.

When you come back the next day, add more penetrating oil, vibrate the shaft and cut the safety wire preventing the bolts from moving. Using a socket wrench, try to loosen each bolt. Do not apply too much force. It is possible to shear off the bolt heads; then you are in a real pickle. If they are all loose and the shaft setscrew is loose, fine. If not, soak

the shaft some more and wait overnight again. It can sometimes take a week before the penetrating oil will work. In extreme cases, you could buy some dry ice and, using gloves, hold it in contact with the bolts that are stuck. The cold should contract the bolt and make it more susceptible to the penetrating oil.

Same tactics

Some couplings are not threaded but have smooth holes with nuts on the engine side. The same tactics apply, only it may be easier. If conditions permit (distance from the fuel tank, for example), you could try to heat the nuts with a small torch while you cool the bolt.

Once the shaft is free, you will need to remove the coupling from the shaft. In most cases the coupling is pressed onto the shaft. You will need to press it off. Separate the coupling halves and place an appropriately sized nut between the coupling halves in the recess between the shaft and front coupling.

Longer bolts are then attached to the coupling faces and gently tightened to pull the faces together. Tighten the bolts a little bit at a time and in order. Try a clockwise rotation. The coupling is trying to come together, and the nut in the center of the shaft is trying to keep it from happening. If you use plenty of penetrating oil, it should all go smoothly. Once the shaft is free of the coupling, be sure to support it with a piece of blocking or a rope sling.

Remove the shaft, sliding it through the stuffing box, past the rudder, and out of the boat. Some rudders have a hole in them for this purpose. Some rudders will allow the shaft to be pulled out when the rudder is turned hard over and the shaft can be allowed to pass through the cutout in the rudder for the propeller.

“There is no repair procedure for a worn bearing. If you have a worn bearing, do not ignore it. Replace it.”

While the shaft is out of the boat, be sure to inspect it for wear where the Cutless bearing rides and where the stuffing box sits. If there are marks on the shaft, take it to a machine shop to be checked and cleaned up. If the score marks are deep you may need a new shaft. A deeply scored shaft will eat up a new bearing in short order, so it is false economy to use a new bearing with a deeply scored shaft.

Try steel bar

Now we have a clean field of action but the bearing is still in the hull. Try using two pieces of steel bar approximately

¼ inch x ¼ inch x 12 inches, bent with a 90-degree angle on one end that will fit through the bearing and lodge on its inboard side. Cut the bar so the bent part will only grip the bearing in case there is more room inside the diameter of the shaft log than the outside diameter of

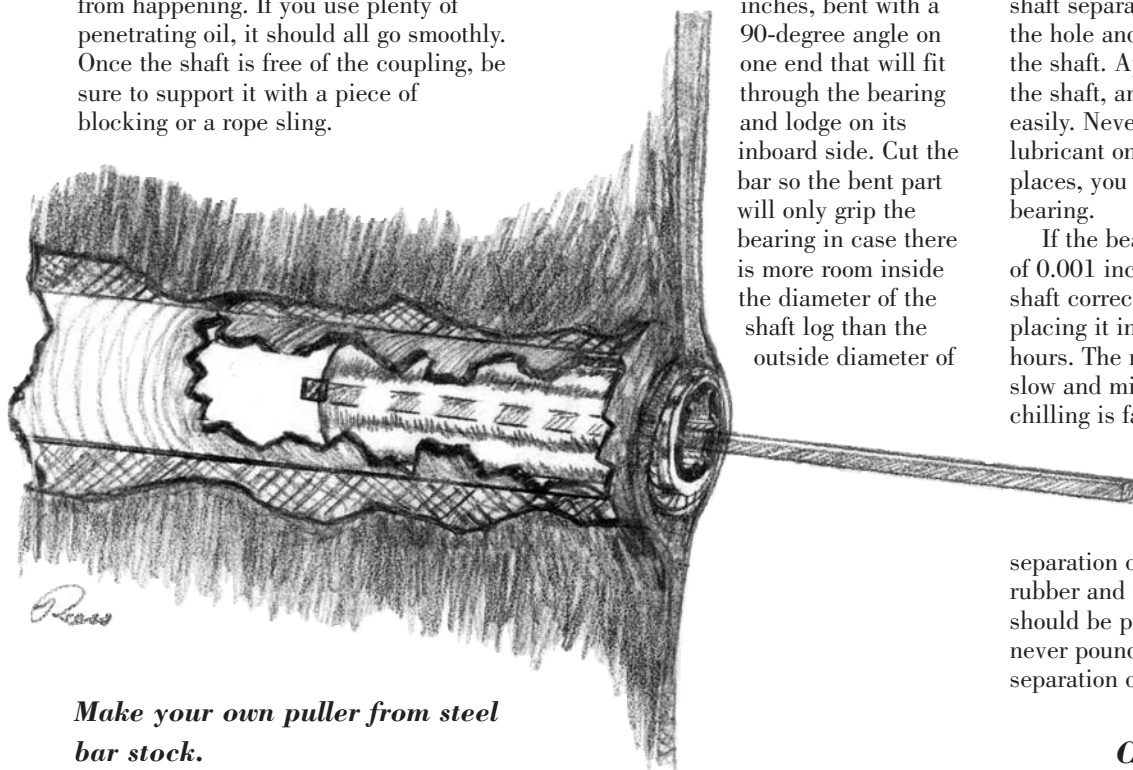
the bearing and you grip solid laminate. Try pulling on the metal bars by hand to remove the bearing. If you bend an eye at the outboard end of the bars, you could attach a rope and a come-along to the eye and apply additional force.

Now you have tried all the easy ways to remove the bearing. It's time to stop being nice. Buy a fine-toothed hacksaw blade about 12 inches long. Buy a single hacksaw blade holder or a roll of duct tape. Use the hacksaw blade as a saw to make a cut in the bearing parallel to its long axis. Saw another cut 45 degrees from the first, also parallel to the long axis. Using a straight-bladed screwdriver, tap the screwdriver blade under the cutout piece and remove it from the bearing. Once the piece is out, you can collapse the remaining bearing toward the center using the screwdriver and hammer. Be sure not to damage the surrounding fiberglass, strut, or housing. Slide the bearing out and wipe the shaft area clean. Use a little mineral spirits to clean it out. If there is a little corrosion or unevenness, use a bit of fine sandpaper to fair it up to receive the new bearing.

Apply soap

Dry-fit the new bearing into the shaft log hole, housing, or strut, and onto the shaft separately. It should fit snugly in the hole and be a slip fit to tight fit on the shaft. Apply a little liquid soap to the shaft, and the bearing should rotate easily. Never use a petroleum-based lubricant on a bearing. If it fits in both places, you are ready to install the bearing.

If the bearing has an interference fit of 0.001 inch to 0.002 inch, but fits the shaft correctly, you may want to try placing it in your home freezer for 24 hours. The method of chilling should be slow and mild in temperature. If the chilling is fast with extreme temperature drops (such as by the use of dry ice to chill the bearing) the thermal shock can result in the separation of the bond between the rubber and the shell. Chilled bearings should be pressed into the shaft log, never pounded as the shock could cause separation of the bearing and shell.



Make your own puller from steel bar stock.

Continued on Page 58

Just in case

SUCCESSFUL CRUISING IS largely about independence — not in the sense of being indefinitely self-sufficient, but in that the boat and her crew can deal with most eventualities unaided, or at

least put up with the consequences. Many things contribute to this independence, including properly maintaining the boat and her equipment while in port so problems during the cruise are less likely. Another important factor is avoiding complexity in vital systems. Perhaps most important is carrying sufficient spares, supplies, and tools to be able to deal with reasonably foreseeable situations. Things do go wrong.

No one can anticipate all eventualities, and few can afford the money, weight, or storage space to carry spares or backups for everything, so we all have to make our own decisions about what extra gear to load on board — just in case. Let's look at a few examples.

Navigation

Even in this GPS age, safe navigation close to land still largely depends on chart and compass. Since charts are relatively expensive, the temptation is to economize where possible, buying only those you expect to use and only relatively small-scale charts of coasts that you don't expect to approach closely. The best-laid plans, however, have a tendency to get altered, if not by whimsy then by adverse weather or other factors beyond the crew's control. It is only prudent to carry safe landfall and harbor charts for alternative destinations and large-scale charts and/or cruising guides for any coast you might find yourself looking for refuge along. On international voyages, your choice may be limited to official ports of entry, but additional charts should nonetheless be carried along.

A surprising number of yachts have only one compass suitable for steering the boat and only one suitable for taking bearings. Compasses are relatively delicate devices and are usually treated and protected as such, but accidents do happen. A front-reading compass, mounted below in a bracket, can serve routinely as a telltale, but is always available as a back-up steering or bearing compass or for dinghy navigation.

DC electricity

The critical components in most DC electrical systems are the alternator and the battery system. It's possible to carry spare brushes, bearings, and regulators for the alternator, but bearing replacement is fiddly and requires appropriate tools. Carrying a complete spare covers all eventualities, including broken mounting feet. Alternators that suit the more common mounting arrangements can usually be picked up from auto-wreckers for a moderate price.

Keep an eye on battery electrolyte levels and density on a regular basis (monthly at least) — a hydrometer costs only a

*Things you need with you
when you get away from it all*

few dollars and can also be used to dole out squirts of distilled water. The hydrometer reveals a failing

cell even when the overall voltage of the battery may seem OK. Having two permanently mounted alternators allows the starting battery and circuit to be completely separate from the domestic batteries, without the complication, inefficiencies, and opportunities for a flat starting battery associated with diodes, by-pass switches, and so on. Separate systems make it most unlikely that any single battery problem or electrical switching oversight will prevent the engine from starting.

Engines

Major engine troubles scupper many cruising plans. Most problems with engines relate to the cooling system or contaminated fuel. Rubber components such as hoses should be periodically replaced (and spares carried) because even a minor leak at sea may go unnoticed until the engine begins to cook. Cooling failures often result in head-gasket problems, so it's worth carrying a spare gasket, even if you would employ a mechanic to install it. In addition to instruments, a loud alarm for excessive head temperature and another sensing the temperature of the exhaust after it has supposedly been cooled by mixing with water, are well worth installing.

Daily checks of oil level will also alert you to water or fuel contamination of the sump, and checking the coolant level provides an early warning of leakage. Spares for the engine should definitely include several raw-water-pump impellers, and perhaps even a spare pump (store the spare with impeller removed and cover off). A complete spare for the engine coolant circulating pump is also a more reliable solution than trying to repair a leaking seal using a kit. The same applies to the fuel-lift pump. Obviously, spare drive belts, engine and gearbox oils, and a pump to remove oil from the pan should be carried. Given their cost, it's probably not worth carrying spares for the fuel-injection system unless the engine has had

a hard life. Even then, problems are most likely to result from contaminated fuel, so good filtering and water-removal systems, and plenty of spare filters are the keys to avoiding trouble.

Fuel bugs are so common these days that routine dosing of fuel, despite the cost, is probably a wise precaution.

Another significant source of serious engine problems involves flooding one or more cylinders with cooling water via the exhaust system. Relatively few sailboats have the recommended high exhaust loop before the water injection point, so many are vulnerable to water entry under the wrong combination of heel, loading, and sea-state if the siphon-breaker in the water line sticks closed. The vents from siphon-breakers should be piped to the bilge or the cockpit to avoid accidentally spraying the engine electrics with hot salt water.

by Aussie Bray



The other main area of engine vulnerability involves the starter motor. Poor contacts at battery or motor connections are common problems, but solenoids do sometimes stick, and old starters may develop commutator or brush problems. Flooded starters taken apart, rinsed in fresh water and dried in an oven will probably work, but the best insurance is a spare.

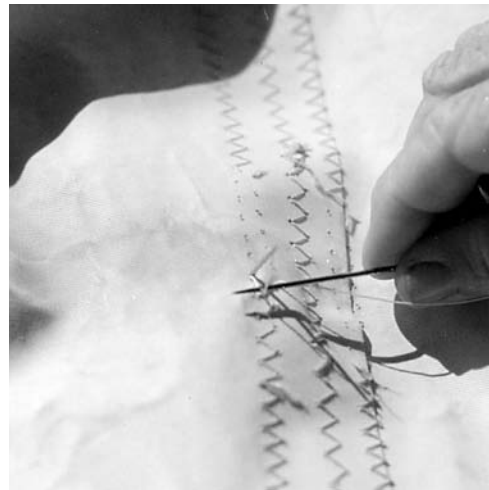
The freshwater part of the engine's cooling circuit should always contain the recommended concentration and brand of additive. As well as being an anti-boil/anti-freeze agent, these coolant additives inhibit corrosion, helping to avoid rust (which can eventually block parts of the circuit) and to prevent the thermostat from sticking. Spare additive, a thermostat, and a pressure cap are worth carrying, as are zincs for the engine — and of course zincs for the propeller shaft and hull.

Head

Plumbed marine toilets are not indispensable and were absent on many smaller cruising boats in years gone by. However, the alternatives of a bucket or the stern rail have such practical and social drawbacks that most sailors would rate a functioning head as very important — essential even. Legislation regarding holding tanks has complicated the plumbing itself, but there is still a great variation in the simplicity and maintainability of toilets. Depending on an electrical pumping system that doesn't have a mechanical backup is an obvious vulnerability but, with the exception of some cheap double-acting systems (that literally wear out), toilet mechanisms are repairable. It's just a matter of carrying the spares, suitable tools, and rubber gloves. Blockages in the discharge lines are often due to the slow buildup of mineral deposits, which also eventually prevent the proper functioning of one-way valves. Preventive maintenance every few months or so is preferable to being faced with a blocked head at 2 a.m. at sea. Rubber pump valves can be replaced on an exchange basis, with the used set being descaled by soaking a few days in a jar of vinegar.

Domestic water

Water is heavy and bulky but absolutely essential to life. In the past, when boats were generally smaller and slower, onboard showers were a luxury, and cruisers often had to strictly ration water, particularly on long passages. These days, problems with drinking water usually have to do with contamination by seawater or sediment stirred up at sea, tainting, failure of pumps, and sometimes with insufficient reserves.



A vice, at top above, has many uses aboard. Siphon breakers, at left, are the only thing preventing water from slowly flooding the engine. A sail repair kit, above, is a necessity.

Having at least two substantial tanks without any connection is a basic precaution, with plastic containers providing an emergency reserve. In-line strainers help to protect pumps, and active carbon filters can remove taint from the drinking outlet. Routine use of water-treatment chemicals may head off biological taint problems, and being able to deliberately sterilize may allow questionable sources such as river water to be used if necessary.

Spare seals and diaphragms should be carried for pumps, but for general convenience and to guard against motor failure, carrying a complete spare pump could be considered, too. The system should include at least one simple manual pump. Having salt water available in the galley can significantly reduce freshwater usage, and a system for collecting rainwater can greatly extend independent cruising duration.

Modern desalinators offer a very convenient source of copious fresh water, but they are sophisticated devices and are highly dependent on a power source — which on smaller yachts is usually electricity. User-maintainable items, such as membranes and chemicals, should be carried, but whether it is worth carrying spares for the high-pressure pump and so forth depends on the skills available on board, how remote the

cruising venue will be, and how dependent the boat is on the system.

Cooking

Most yachts using LPG stoves have two storage cylinders, so a problem with one, such as a leaking valve, doesn't necessarily leave them without fuel. However, on longer cruises one cylinder may already be empty, so carrying a third (perhaps smaller) cylinder as backup may be considered, especially if it also justifies its presence by being a portable supply for, say, a gas lamp or grill. The pressure regulator is a critical component and can fail, so a spare is worth carrying. Thermocouples powering flame-failure cut-outs should last a decade or more (and most stoves have at least two burners), but a spare is cheap insurance. A spare coil for stoves with spark-coil ignition is probably unwarranted because any automotive spark coil can be substituted.

Bilge pumps

A surprising number of boats suffer from serious flooding because they lack an automatic electric bilge pump or because complacency has led the crew to disable the automatic function. Minor leaks are far more common than major ones, but even a minor one can cause extensive damage

if it remains undetected long enough to reach the electrics or the engine. Monocoque metal or GRP yachts should not leak (except perhaps a weep from the stuffing box when motoring) so the automatic operation should also trip an alarm, loud enough to be heard over the engine. Spare packing or replacement face seals should be carried for stuffing boxes.

Radio communications

Although their potential emergency role is never forgotten, radio transceivers are far more often used for routine purposes, particularly for communication between vessels. All cruisers should carry at least a fixed marine VHF. Barring electrical spikes or lightning pulses, these are generally very reliable units, but an additional handheld does provide a backup and allows for communication with the dinghy crew or even from a life raft. Conventional cell phones are no substitute for VHF, although they can sometimes provide an alternative.

Despite the trend toward additional satellite-based communications in larger craft, HF radio is still the least expensive and most widely used long-distance communications system for yachts. Marine and ham HF are pretty reliable, but their high-current power supplies, grounding systems, and large external antennas are all vulnerable to poor contacts and corrosion. Periodic inspection and cleaning of these and ensuring that full voltage reaches the transceiver during transmission will do much to prevent problems from developing.

Emergency packs

Most crews put together some sort of "grab bag" with the idea that in an emergency it might be all they have time to take with them into the life raft or dinghy. Plastic canisters with sealing screw lids make a lot of sense in this application, with lines attached for lashing. The canister may contain extra reserves of the things already in a life raft pack, such as flares, rations, flashlights, fishing gear, hats, knives, and so on. But they might include additional items such as reading glasses, vital prescription medicines, an EPIRB, strobe lights, a handheld VHF, a notepad, and so on.

Based on frustrating experiences with letting off flares in controlled situations, my own pack also includes a couple of butane-fueled cigarette lighters for reluctant starters and a pair of pliers for triggering rockets if the flimsy mechanism fails. Once packed, these contents should not be forgotten — batteries, foods, even fishhooks, will need replacing fairly regularly if they are to be relied on. If you've ever inspected the contents of a life raft you'll be aware how little drinking water they carry, so unless you wish to invest in a hand-powered desalinator, a few strategically stowed plastic jerry cans also make a lot of sense. A balance must be found between what might be useful, what things cost, and what you might have a reasonable chance of getting off the boat in time.

The front-reading compass, above left, visible from the author's bunk, could replace the steering compass. The quarterberth bunkboard has been removed, at left, to show emergency canisters stowed near the companionway steps. The jerry can of water is normally stowed in the cockpit.



Anchoring

In this department, the two most likely problem areas are a fouled anchor or an inoperable anchor winch. In many circumstances a trained person with scuba or hookah gear may be able to recover the anchor along with at least some of the anchor chain. However, darkness, currents, depth, water temperature, sharks, or lack of visibility may prevent a diver from being the solution. Buoying the crown of an anchor is a good precaution in some situations, but inadvisable in others. Especially when anchoring among other boats, a grapple can sometimes help extract an anchor that has fouled a cable.

Even if all this gear is carried, a cruising yacht may find herself without her main anchor and with shorter than usual chain. Few boats carry a spare main chain, but if the same calibration of chain is also used for generous leaders for stern and secondary anchors, they can be shackled together to restore most of the main scope. A spare main anchor should always be carried and on smaller boats may be light enough to also serve routinely as the stern anchor.

Electric anchor winches are affected by many problems in the boat's electrical system, and their motor or switching circuits are vulnerable to failure. Appropriate circuit breakers may protect against overloading, but there should be a backup on any boat where the crew cannot haul the whole weight of chain and anchor up from deep water unaided. The manual backups built into many electric winches are difficult and slow to use and might not generate sufficient pull to recover the gear from deep water. It's possible to improvise a hauling system using a sheet winch (via block-and-tackle reduction if necessary) attached to the chain via a rolling hitch with another line to take the strain while the tackle is opened out to take another bite. However, on a pitching deck on a dark and windy night you might appreciate a pair of proper chain hooks or claws to provide a quick and secure grip on the chain.

Sails

With luck and a little stitch-in-time maintenance, Dacron cruising sails should last a decade, provided they are religiously protected from sharp objects and from the sun when not in use. Chafed seams are the most likely source of routine problems for which hand sewing is often the only practical remedy. A sewing machine is useful for repairs but a sewing-machine needle mounted into a handle allows two persons working on either side of the sail to mimic the results of a machine and is quicker and less damaging than the traditional triangular canvas sail needle and palm, although this definitely has its uses, too. Adhesive sail cloth is a useful way to limit temporarily the spread of a tear or to protect a seam from further chafe. UV-inhibited sail thread is cheaper when bought in bulk on a spindle and can be used for many other applications. Adhesives or double-sided sticky tape can be useful in holding sail cloth in place while it is being sewn. Spray sailtrack lubricant, spare nylon sail-track sliders, and suitable lashing material should always be carried.

The rig

Many modern rigs have little or no built-in redundancy — the failure of any one critical component can bring the lot down. There's no substitute for frequent careful visual inspection of the mast and rigging, but this simply won't happen unless there is a practical method of going aloft in port to look. If something is found to be failing, such as a shroud with fractured wires, proper cable clamps and lengths of flexible wire rope will allow a fairly strong jury repair to be made.

Tool kit

Tools are heavy, and some cruisers probably carry more tools than are likely to be needed, but nothing beats the right tool for the job. My own suggestion for a comprehensive cruising tool kit would be to include the following:

Hand tools: Locking tape measure, steel rule, square, hammers, small pry bar, bolt cutters (big enough to cut the rigging), oil can, screwdrivers, range of adjustable wrenches, Uni-Fit wrench, pipe wrenches, pliers, box and open-ended wrenches, a ratchet socket set, files, hacksaw and plenty of blades, stainless wire brush, center punch, drift, cold chisel, set of Allen wrenches, Easy-Outs, feeler gauges, pop-rivet gun, twist-drill bits, countersink bit, hand drill, brace, and a rechargeable drill. Most carpentry work can be tackled with items from the above kit, plus a cross-cut saw, a tenon saw (or Japanese fine draw-saw), a jack plane, a set of chisels, and a range of C-clamps.

Electrical tools: Multimeter, 30-watt 12-volt soldering iron, rosin-cored solder, non-corrosive flux, a reel of insulated tinned wire, spade and ring terminals, PVC and amalgamating-rubber insulating tape, cable ties, wire cutters and, of course, bulbs and fuses.

Power tools: Even if there is no AC-generation capacity on board, power is available at marinas and at least a sturdy 3/8-inch variable-speed drill should be carried. An orbital sander and, if the boat is metal, a 4-inch grinder, would also be high on my list.

Special tools: If you ever have to do serious work on the engine, such as replacing a head gasket, you'll need a torque wrench. A gear/wheel puller may prove essential for some jobs, including removing bearings from auxiliary equipment. A metal-working vice that can be mounted in the cockpit is often a boon. A set of taps and dies for making or restoring threads can be very useful. If needed for an anchor winch, engine, or stern bearing, there is no substitute for a grease gun. A magnet on a string and a remote claw grabber can be invaluable in recovering small components from holes or crevices.

Consumables: Loctite 242, epoxy, contact and PVA adhesives, Super Glue, silicone sealant, gasket sealant, Teflon thread tape, grease, WD-40, hose clamps, a range of stainless-steel threaded fasteners and self-tappers, pop rivets.



"Many things contribute to independence, including properly maintaining the boat and her equipment when in port so problems during the cruise are less likely."

George O'Day:

The man who loved

He put Americans on the water in affordable, trailerable sailboats

by Dan Spurr

THE BOATING INDUSTRY ATTRACTS people to it in different ways. Some people like to build things. Others like to draw or draft. Some get involved because they like to sail and think they'll spend much more time on the water than if occupied in a more lubberly profession. And a few are simply born to it. For George Dyer O'Day, there was never any doubt that sailing would be his career.

Born May 17, 1923, he grew up along the New England coast in Brookline, Massachusetts. That's not that far from the famous sailing town of Marblehead, its crowded harbor tucked behind a thin peninsula about 12 miles north of Boston. Ted Hood, who would race against O'Day, founded Hood Sails there at Little Harbor.

George O'Day started sailing, by some accounts, as a "handsome, curly-haired youngster." By age 10 he began winning races against older competition. He had a flair for it, that indefinable sense about the wind and the current and how to make a boat go. He was good. Cruising, his son Mark says, never really appealed to him. "I only remember him going cruising once or twice."

Racing turned him on the most, but he loved, too, the simple pleasure of just . . . sailing . . . getting in a small boat, grabbing the mainsheet and tiller, harnessing the wind and the water in his hands, and then just letting go. For George, it didn't get any better than that.

Childhood dreams

"I started racing in a Brutal Beast catboat inherited from my brothers," he told an interviewer in 1960. He'd

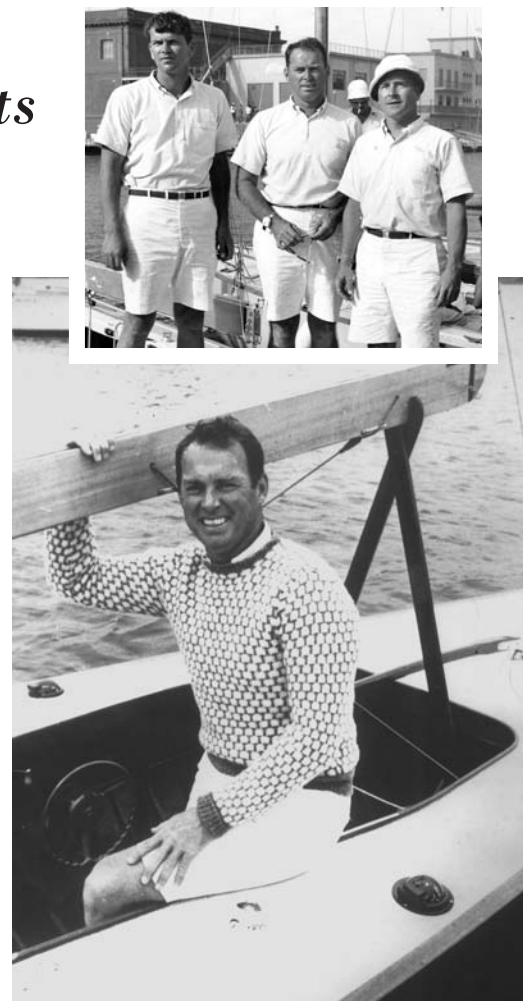
had to acquire a new sail. "Her old cotton sail had lost its drive. Not until a Boston sportswriter wrote, 'It's a shame promising young O'Day is handicapped by a horrible sail,' could my father be persuaded. I got a new mainsail in a hurry!"

Competition in Marblehead was tough. As in any sport, however, going up against the likes of his buddy Bobby Coulson (who beat him out for North American Junior Sailing Champion when they were 13), Frank Scully, Clint McKim, or Barbara Connolly, only made him better.

"Those Sears Cup setbacks taught me," George said, "that some skippers were endowed with greater natural sailing talents than I possessed. Bobby, among others, could take a boat to windward a little faster. If I was to excel, I had to cultivate certain skills to a greater degree than my rivals."

Work hard he did, developing expertise at helming a boat downwind under spinnaker and making a boat get up on plane. Using a parachute spinnaker, he won the first International 110 Championship in Detroit, capturing three firsts, a second and a third. That 1941 trophy was followed in 1948 by capturing the first International 210 Class title at Wianno, Massachusetts. Others to come included the Firefly Championship in 1953, the Jollyboat title in 1957, as well as the prestigious Mallory Cup and the International 14-foot Dinghy Championship in 1958. There were many others too numerous to list here.

Unlike a lot of Marblehead sailors, George chose not to graduate from the Brutal Beast to heavy keelboats,



George O'Day, above. At top, photo of the 1960 Olympics gold medal crew: George in center with Jim Hunt, at left, and Dave Smith, right.

preferring lighter-displacement boats, often centerboarders capable of planing. Sailing International 210s in the Buzzards Bay Bowl, he trailed leader Eldon "Shorty" Trimmingham at the last mark by 400 yards. Then he got his *Bacalao* up on a continuous plane and raced down the last one-mile leg "as though jet-propelled to overhail that rival easily and win going away."



to sail

For high school he attended the Rivers Country Day School, then in Brookline. During the war years he attended Harvard College, where he was Commodore of the Harvard Yacht Club and at the same time served as president of the Inter-Collegiate Yacht Racing Association. He also played varsity football. His class was '45, but he graduated in 1944 so he could serve as a lieutenant in the U.S. Naval Reserve from 1944 to 1946. For the next few years he floundered about, doing one year at Harvard Law School and a stint at the Boston University Business School. His father owned a chemical company that made fabric dyes. George spent a brief time there as well.

Writing in the 25th anniversary report for his class at Harvard, George said, "I started in the family chemical business, learned that, but it was not my cup of tea. Advertising via J. W. Thompson in New York, and market research via Lever Brothers gave me the insight into the consumer field. Commercial insurance also seemed to appeal, so in 1950, after I married my child bride, I went into business with my father-in-law. This relationship has lasted 20 years and permitted me to get into the boat business — the O'Day Corporation was started."

Becoming a boatbuilder

George O'Day Associates was formed in 1951, later becoming the O'Day Corporation. The first boats were imported from Fairey Marine in England. Fairey Marine made hot-molded mahogany boats coated with a polyester resin by Cellon called Faireyglass. Boats he imported from Fairey Marine included the 12-foot Firefly, 14-foot Albacore, 18-foot Jolly, the 14-foot International 14, and the 26-foot Atlanta.

His big thing was family fun. He believed large, complicated boats turned people off from trying to learn

to sail. So he designed and built smaller boats that were simple to rig and easy to handle. His wife, Miriam, remembers, "He would say you played golf and tennis with others of equal skill, which eliminated your family. Sailing was an activity you could all do together . . . though we seldom did," she laughs. "He was always too busy!"

In 1958, he bought Marscot Plastics from Palmer Scott, an old-line builder of wooden boats who had started a

*"His big thing
was family fun.
He believed large,
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to learn to sail."*

fiberglass boat division in the late 1940s. Palmer built the Philip Rhodes-designed Wood Pussy and the Smyra, the forerunner of the Rhodes 19. He used the Marco Method developed by Herbert Muscat, a pioneer in fabricating composites. The forerunner of today's resin infusion techniques, like SCRIMP, the Marco Method used vacuum to suck resin into the laminate, in this case up from a trough into the dry fiberglass sandwiched in matched metal dies. The hurricane of 1954 leveled his wooden-boat facilities, leaving him with only Marscot Plastics. Four years later, in 1958, he sold the business to George O'Day. The first boat O'Day built at Marscot was the Gannet, which they sold to the U.S. Naval Academy.

In an early bulletin to dealers, called *Spray*, George wrote, "And best of all — Marscot fiberglass now makes it possible to get complete enjoyment and

utility from sailboats. Little or no maintenance, light weight, and attractive colors permanently molded in. In addition, spars and rigging are easy to handle and trailering is simple — all providing an irresistible appeal for O'Day Boats and 'Sailboat Living.'"

Dick Bryan, who worked for neighboring Carl Beetle and used a variation of the Marco Method, wasn't keen on the vacuum element employed in the Marco Method, noting, "It did work at times. More often than not the liquid, as liquids do, found the path of least resistance, leaving islands of dry glass fiber. These voids were later repaired and the boat made usable. It was not the economical method that it was thought to be."

In 1958, George bought *Hunter*, the first fiberglass deep-V powerboat made, designed by C. Raymond Hunt and molded at Bill Dyer's The Anchorage, in Warren, Rhode Island. At the America's Cup races in Newport that summer, everyone was impressed with a sister ship of *Hunter* that was tender to *Easterner*, Hunt's only 12-Meter. The Essex Fiber Boat Co. also began building Hunt deep-Vs, and George was sufficiently impressed with his boat and Hunt's concept that he bought the company. He worked with Hunt to develop a 16-foot version, of which more than 300 were built.

Olympic gold

A few years earlier, in 1956, George was a favorite to make the U.S. Olympic sailing team that would compete in Melbourne, Australia. He was barely eliminated in a three-boat race-off and was relegated to the position of alternate. He did not make the trip Down Under.

George's failure as a youth to win a Sears Cup continued to bother him even while piling up other medals. As a substitute, he set his sights on the Mallory Cup, an adult championship series sponsored by the North American Yacht Racing Union. The 1957 event was held off Marblehead in Thistles. His downwind prowess carried him to victory; though never leading at any windward mark, he gained 10 places in eight races, and not one of the races was in planing conditions. This helped set earlier disappointments aright.

In 1959, George won the Pan American title in 5.5-Meter one-designs, and the following year he again competed for the U.S. Olympic team. In the trials, George's *Wistful*

trailed Ted Hood's *Fantasi* by almost 1,000 points with three races left. But he achieved a startling three-way tie with *Fantasi* and Runyon Colie's *Complex* by taking a first and a second. In the race-off, George covered *Fantasi* the entire way and won.

As bad luck would have it, while George posed at the dock with *Wistful* and his family, a young man roared up in a runabout and T-boned *Wistful*. She was a loss. Fortunately, he was able to purchase another 5.5 from a competitor and had her shipped to Naples, Italy, for the 1960 summer games. There, racing *Minotaur*, he won a gold medal. His crew members were Dave Smith and Jim Hunt, son of designer C. Raymond Hunt.

America's Cup ambitions

What does an Olympic medalist do for an encore? In sailing, he might next take aim on the America's Cup, the most prestigious match-racing event in the sport.

For the 1962 defense, George skippered Ray Hunt's only 12-Meter, *Easterner*, a beautiful boat but not particularly fast. She and George lost to *Weatherly*, but his spirits were lifted when *Weatherly* skipper Bus Mosbacher asked him to serve as assistant helmsman. Together they defeated Australian challenger, *Gretel*, by a score of 4-1.

Of their collaboration Mark O'Day said, "Dad always had to be president or skipper or Number One of everything he did. Sharing the helm with Bus was the only time in his life he allowed himself to play second fiddle. When later he was asked if he'd consider helming another Cup boat, he said only if he could do it with Bus. That is a reflection of the great esteem in which he held him."

And team again they did, the next time around in 1967. The two co-skippered the revolutionary *Intrepid*, the first 12-Meter with separate keel and rudder appendages. They beat Australia's *Dame Pattie* 4-0, making George O'Day the first person to win both an Olympic gold medal and the America's Cup.

Though he won more than he lost, he liked to say that sailing teaches one how to lose gracefully. "He thought it was a wonderful training and character-building activity," Miriam says. "You can be on top one minute and at the bottom of the heap the next, because no matter how good you are there are variables you can't control, like the wind and currents."

"The Day Sailer was immensely popular . . . more than 14,000 were built before it evolved to the Day Sailer II."

Meanwhile, back at the yard

While using his racing success to build a boat company, George also found time to raise a family at their Dover, Massachusetts, home. By 1960 he and Miriam had three children — nine-year-old Pamela, six-year-old Mark, and two-year-old Elizabeth.

He was active in other businesses and his community. He contributed to a number of sailing magazines: *Yachting*, *Popular Boating*, *Rudder*, *Sail*, and *One-Design Yachtsman*; wrote a series for *Sports Illustrated*; and wrote three books on learning to sail: *Sail in a Day*, *Have Fun Learning to Sail*, and *Learning to Sail is Fun*. As always, the operative word was fun!

Production of small boats had been moved from Scott's New Bedford yard to a facility in an old mill on Stevens Street in Fall River, Massachusetts. Miriam remembers George spending a lot of time at the yard there the first three or four years he owned it. Though marketing was his strong suit, here he had his hands on the product, learning the techniques necessary to master the new material. "He'd come home smelling of fiberglass," Miriam says. "The yard was right next to a potato-chip factory, and the smell of the two of them was enough to send you in the other direction."

Perhaps the first really successful boat George built himself was the Rhodes 19, whose origins can be traced to the Hurricane class built by the Allied Aviation Corporation of Cockeysville, Maryland. A keel version, known as the Smyra (after the Southern Massachusetts Yacht Racing Association), was used as a plug by Marscot Plastics. When George took over Marscot in 1958, he changed the name to the Rhodes 19. Miriam says he and Phil Rhodes collaborated on some revisions. The fixed-keel design had a cuddy cabin for overnighting. More than 3,800 were built during George's time with the company. The same hull was used for the Mariner, which had the centerboard more to George's liking. An

additional 3,500 of these were built.

Other successful daysailers were the 14-foot Javelin, the 12-foot 6-inch Widgeon, and the 15-foot Osprey. These three designs alone accounted for about 15,000 hulls. Miriam says he often made sketches of a new model and discussed his concept with a designer like Rhodes or English designer Uffa Fox, who'd convert George's ideas to lines that could be worked with on the shop floor.

In all, George O'Day "designed, created, or implemented" 32 boats, one of which was the Sabre 32 for the Columbia Yacht Corp, which he helped to develop while serving as vice-president and a director after leaving the O'Day Corporation (see *Columbia history*, Page 9). For his own company, the largest was the Ohlson 35, imported from Sweden, of which just 40 were sold. More to his taste were the smaller 23-foot Tempest and 24-foot Dolphin, which he actually built. Seven powerboats, ranging from 12 to 28 feet,



Bruce Hammann's 14-foot Javelin, above. Jim Adensam's 16-foot 9-inch Day Sailer, on facing page above, and also on Page 33. On facing page below, Eric Schoenberg's Rhodes 19.

were built to the names Hunter and Marscot, and another seven were built under the name Osprey.

The most successful O'Day, however, was the 16-foot 9-inch Day Sailer. In 1959, O'Day commissioned Uffa Fox to design an easily handled, easily trailered family sloop. Fox was a fan of small boats, too, uttering the famous words to those complaining about headroom, "If you want to stand up, go on deck!"

The Day Sailer was immensely popular. In many ways it embodied all that George held dear about sailing — simplicity, value, easy maintenance, and fun. More than 14,000 were built

before it evolved to the Day Sailer II. It sold for \$1,695 in 1961, less sails. A small outboard could be mounted on the stern for increased versatility. In the 1980s, after the fall of O'Day under Lear Siegler ownership, the Day Sailer passed to Pearson Yachts' small boat division, then to Laser/Sunfish, which spun it off (the original Day Sailer, not the Day Sailer II) to Cape Cod Shipbuilders, which produces it under license from the Day Sailer Association, which owns the molds.

By 1961, the O'Day Corporation had stockholders, and George was made chairman of the board. Harvard chum Lyman Bullard was installed as boss of day-to-day operations. The company was quite profitable. During



this period it was purportedly the largest builder of sailboats in the U.S. It employed 350 people, had 450 dealers, grossed \$15 million a year, and sold more than 70,000 boats in all.

In 1966, the O'Day Corporation was bought by the Bangor Punta Corporation. George retired only to resurface with the Columbia Yacht Corp. He also started a company called Gemico, which imported the Olympic class Soling and built the Wildfire and Chipmunk, experiments in thermoplastics. Another was the Super Gamefisher for Sears, Roebuck and Co.

*“They beat Australia’s
Dame Pattie 4-0,
making George O’Day
the first person
to win both
an Olympic gold medal
and the America’s Cup.”*

The O'Day Corporation began to build much larger boats, such as the O'Day 22, 23, and 25 trailersailers, the 27 and 30 keel sloops, and the center cockpit O'Day 32. In 1975, on the heels of Robert Saltsonstall, Jr., and Jack Howie, Bangor Punta made Jim Hunt president of the O'Day Corporation. Jim, of course, sailed with George in the 1960 Olympics in Naples, so his selection seemed only fitting. Small boats gradually disappeared in favor of larger family cruisers.

In 1983, Fortune 500 conglomerate Lear Siegler bought Bangor Punta and renamed the company the Lear Siegler Marine Company. Then it became Starcraft Sailboat Products, and then in 1987 it was bought by L. T. Funston & Co. and renamed The O'Day Corporation, building boats ranging from the Day Sailer to the O'Day 280, 302, 322, and the O'Day 40, a joint venture with French giant Jeanneau.

Then in 1989, the company was dead. Gone was another of the great fiberglass sailboat companies of the 1960s and '70s that reshaped American boating. During the same several-year period, between the late 1980s and early 1990s, Columbia, Islander, Pearson, Cal, Ericson, Ranger, and Irwin all went down. It was the end of an era, an era George O'Day lived from beginning to end.

Sailing into the sunset

Miriam remembers a telling event back around 1951 or so that involved the O'Day warehouse outside Boston. Someone was breaking in and stealing parts. She suggested that George hire a watchman or at least buy a watchdog. He said, “No, I have another idea.” When spring came he began getting up early every Saturday morning and disappearing until noon. The thefts stopped. Miriam asked him what could he possibly be doing on Saturday mornings to thwart vandals? Turns out he'd put up a sign on the building

advertising free sailing lessons Saturday mornings at 7 a.m. Rather than rounding up the wagons and defending his property, he reached out to the area youngsters and offered them something they probably couldn't have found or afforded elsewhere — friendship and some great time on the water.

In his late 50s, George took up boardsailing, which, despite the difficulty of the sport, isn't really that surprising since he sailed everything else he could get his hands on. This was probably the last craft left that he hadn't conquered.

At age 62, George began a battle with cancer that was to last two years. He died in July 1987.

Of all the boats he raced, the International 14 was his greatest love. It was the 14, Miriam says, that “made him say, ‘Whoopee! I enjoy this! This is great!’ ”

Dave Smith, who sailed with George and Jim in Naples, recalls sailing with George all over the “western world.”

“Those were our best days,” he says. “George never had a harsh word, even when we got in a jam . . . and we got into some nasty jams! He'd yell, but never nasty — always exuberant.”

Some years before his death George wrote of his own career: “Sailing and boats have been a great way of life, not easy and not very remunerative, but very rewarding. I have friends from Israel to Alaska, and Norway to Australia. I have sailed with Kings and Princes, Communists and industrialists, tycoons and sailing bums, and down to the last man, they are all great people. The sea is the great equalizer. The challenge of the wind, water, and the elements seems to bring men closer and more equal than at any time in their lives. Ashore they are different, but at sea they have to depend upon each other.”

In a sport where bigger often is seen as better, a sport where money makes a difference, George O'Day embraced the small daysailer. For on an open boat, close to the water, with sheet in one hand and tiller in the other, one tames the elements and turns them to his own purpose. That is sheer joy, and for all the big boats he raced, all the kings and princes he met, none could equal that simple pleasure of getting an International 14 up on plane and kicking tail.

Because we understand, he need not have told us: “Sailing and boats have been my love and life.”



Freedom 33 cat ketch

*This unconventional two-master
boasts speed and simplicity*

THE FIRST THING YOU NOTICE IS THE freestanding masts. Next you see the wide sidedecks, which are clear of chainplates and stays. It just gets better from there.

The Freedom 33 is one of the series of Freedom sailboats created by Garry Hoyt and built, beginning in 1978, by Tillotson Pearson Inc. (TPI). The boat was available with two cabin structures, three internal layouts, and three drafts: a deep fin-keel version with 6-foot draft, a shoal-draft keel version of 5 feet 3 inches, and a centerboard version with a 2-foot 9-inch draft.

I sailed on *Wastrel*, which originally had a deep-fin keel but has now been modified to a 5-foot 3-inch draft. The boat did not seem to mind, although the deeper keel would go better to windward. That said, the Freedom 33 is no slouch; we sailed at 7 knots in 18

by Bill Sandifer

knots of apparent wind . . . beats my sloop any day!

Jim Schmitt is a good friend who was in the process of purchasing this boat. He asked me to do a survey of the boat for him and to conduct sea trials. When we went out for the sea trials, Jim lost his favorite hat overboard. Without thinking, I put the helm over and jibed the boat to recover the hat. No headsails to tack through, no winches to grind. Just turn the wheel, and she reverses her course. Really grand! For those who want additional strings to pull, an easily set staysail can

Wastrel gets a workout as Bill Sandifer learns to sail a Freedom 33 . . . another experience entirely.



be flown. This will certainly increase off-wind speed.

The sails are large (621 square feet) with plenty of roach, but as there is no backstay, in fact no stays of any kind, there is plenty of room for sail area. *Wastrel's* masts are carbon fiber with a conventional track bolted to them. She also has conventional booms with rigid vang. Originally as built, the sails wrapped around the mast and had A-frame (or wishbone) booms, but somewhere in her life *Wastrel's* rig was modified. The newer plan is easier to reef. Lazy-jacks complete the rig and make dropping the sails a breeze.

No hobbyhorsing

The boat comes about smartly with no reluctance. Motion is steady and businesslike with no tendency to hobbyhorse. When going to windward in a chop, the decks stay dry. In light air, the boat sails well but is no 12-Meter racer. A little leeway is noticeable, although this might be due to *Wastrel's* shortened keel. She will point at least as well as (or better than) any sloop her size. She tacks through 90 degrees and can point to within 45 degrees of the wind. Weather helm is not a problem as you can balance the sails to create a very light feeling on the wheel.

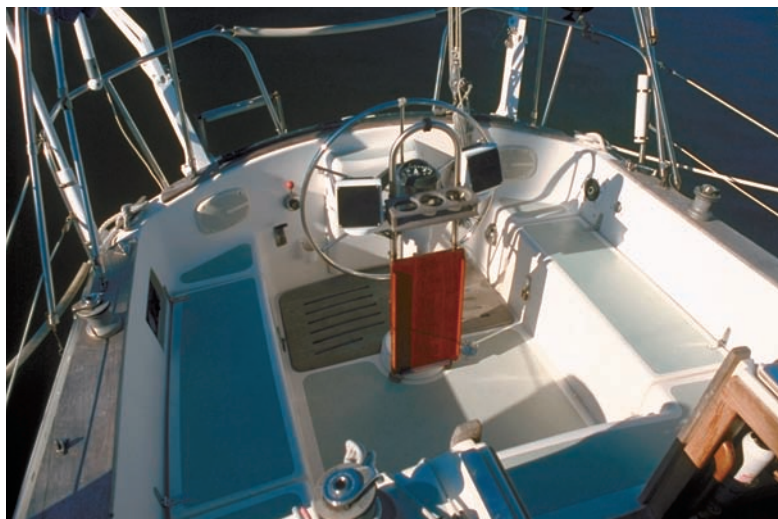
The design is really a big canoe-bodied hull with a bolted-on fin and outboard rudder. The combination works, but it is hard to make her self-steer. The boat just doesn't want to sail herself. Under sail, a wheel-mounted autopilot handles the steering duties quite nicely.

The deck layout is unconventional in that the mainmast is mounted all the way in the bow, and the mizzenmast is about two-thirds of the way aft. The cockpit is all the way aft without an afterdeck or stern lazarette. The helmsman's seat forms the stowage space for two propane bottles just inside the transom. The cockpit is open through the quadrant of the rudder. As a result, any

"One of the first things my wife noticed when going below was the head door. It is curved, varnished oak, a really nice touch."



Look, Mom! No shrouds. This unobstructed deck requires the increased use of jacklines and handrails.



water that may wash into the cockpit can easily drain overboard. Water from a following sea might enter the cockpit through this opening, but it will drain quickly. This shouldn't be a problem in normal conditions.

The two-stateroom design has a deckhouse that takes up the middle of the cockpit, creating a forward-facing, U-shaped cockpit. The single-stateroom version does not have this intrusion so you have a nice square cockpit, which I prefer. The wheel either mounts on the aft face of the deckhouse in the U-shaped cockpit or on a stand-alone pedestal in the square cockpit. Side seats are molded into either design with lazarette stowage accessed through seat-top lockers. The coaming on either side of the cockpit is wide, teak capped, and comfortable for sitting with your back against the lifelines. Six to seven sailors will fit in the square cockpit while only four to five can manage in the U-shaped cockpit. More would be a squeeze.

Great layout

Combine a comfortable cockpit and all lines led aft to that cockpit with wide unobstructed sidedecks, and you have a great deck layout. Be careful when going forward, however, as there are no shrouds to grab.

Belowdecks, the first thing you notice is the high crown of the cabin overhead. This height is well camouflaged on deck but is apparent down below. There is 6-foot 1-inch headroom on the centerline with less to either side. As these are the areas of the settee, navigation station, and double

quarterberth, people will usually be sitting down when they use this space.

One of the first things my wife noticed when going below was the head door. It is curved, varnished oak, a really nice touch. And the rest is in keeping with this high standard. *Wastrel's* interior is finished in white with light oak trim, giving the cabin a light and airy feeling. Other models have ash or teak trim, but I particularly like the oak with the white paint for contrast.



Wastrel's interior is sumptuous. Even here, however, the traditional sailor realizes that this boat has a very different kind of rig. The main mast is in the bow, the mizzen is two thirds of the way aft.

Wastrel has dark green upholstery with gold flecks and, combined with the varnished wood trim, the interior is very elegant indeed.

The galley is outboard of the mizzen-mast. To port there is a double sink athwartship, the stove and oven are

farther aft on the port side, and the refrigeration unit is all the way aft to port, outboard. The icebox is well insulated, but the top is two layers of Corian. An assist from a pneumatic cylinder is required to open it and keep it open.

Starting from forward, there is a wide V-berth, followed by the head to port and a hanging locker to starboard. The main saloon in the keel version has a removable drop-leaf table on the centerline. There is a settee to starboard and an L-shaped seat to port.

The man behind the boat

GARRY HOYT IS AN INNOVATOR OF rare talent and ability — a real leader in innovation. Garry clearly has a claim on the knowledge and the ability to use it to create fast, easily handled sailing and human-powered vessels.

He started on this, his second career, after two very successful decades on Madison Avenue. He was a senior vice president of Young and Rubicon, living and working in Puerto Rico, when he decided to switch gears. In Puerto Rico, he designed and built surfboards, surfed, flew a plane, and was a devoted boardsailor. He won the Sunfish Worlds and was a member of the Puerto Rico Olympic Sailing Team in the Finn class, finishing 10th in the 1968 events. He has been heard to assert, “No one knows more about the medium of water than I do.”

This life experience was utilized in the creation of the first Freedom 40, a boat that was a great success on the Caribbean Race Circuit. With its

unstayed carbon masts, canoe hull, and high-crowned decks, the 40 was the predecessor of the Freedom 33.


Garry's two decades in the advertising business taught him the lesson of products needing fresh ideas and commercial acceptance of those ideas. In the sailboat industry, the usual approach is a variation on the traditional theme, rather than a whole new approach.

Garry fought the idea of variations on a theme and went his own way. The first Freedom 40 did not even have an engine, for example. His concept was not, in itself, revolutionary. It was, rather, the rebirth of older proven designs from the likes of Nat Herreshoff, but these ideas were updated to take advantage of new construction techniques and materials.

In addition, he has patented the “gun-mount spinnaker pole,” a human-powered Water Bug, and the continuous-line reefing system. The Water Bug and its bigger sister, the

Mallard, are unique streamlined watercraft that have equal parts in and on the water. They are self-righting, watertight, and just plain fun to operate in moderate surf. Garry says he is looking to provide fast and fun designs for the young and young at heart.

This creative thinker works hard at whatever he does. When he was drawing the first Freedom 40, he spent hours in the MIT library researching the technical information he needed to back up his creation. In the end he turned to Halsey Herreshoff, Nat's great-grandson, for technical support and concept verification.

Garry has written a book based on a series of lectures he presented at various events in Newport, Rhode Island. Called *Ready About*, it was published by International Marine. It's well worth reading for a better understanding of this innovative dreamer who turns his dreams into everyday magic for all of us. 

People seated either to port or starboard can reach the table. In the centerboard version, the centerboard trunk has table leaves port and starboard. The centerboard trunk forms a permanent divider of the main cabin and is high enough that short people seated on a settee would have trouble seeing over it.

Not for two

Moving aft, the galley is to port, and the navigation station is to starboard. The quarterberth on the starboard side makes a seat for the navigation station and extends under the cockpit for a full-length berth that is wide but not quite large enough for two.

The auxiliary engine is under the companionway ladder. Removing this ladder provides engine access. Most sailboats have an access problem here, and the Freedom 33 is no exception. The Yanmar 3 GM 30 is shoehorned into the space with the electric water heater aft of it. I am not sure how you would service or replace the water heater. In the two-cabin version, the engine and heater are in the aft cabin. It must be interesting to work on either one of these in the heat of summer! With a bit of effort, the engine on *Wastrel* could be disassembled and removed. The shaft would have to be disconnected by lying over the top of the engine. You'd need a small, but very strong, person with extra-long arms. In Singapore, I had a mechanic who could literally sit next to the engine on my 32-foot ketch. This is what is needed here, but we tend to grow them too big in North America!

Construction is robust, as befits an Everett Pearson-built boat. Hull and deck are balsa-cored for lighter weight. *Wastrel* has no evidence of water intrusion into the hull or deck laminate, but it is possible to have a problem if a carelessly drilled hole is not properly sealed. The bilges are acceptable but not deep (remember the canoe hull).

*"If you want
to turn heads
in every port
you enter,
the Freedom 33
is the boat to do it."*

There is a sump over the top of the keel, but it is limited. All through-hulls have bronze ball valves on them and good backing blocks. All hardware is



first-class with Schaefer and Nicro predominating. Steering is by Edson with an emergency tiller as standard.

No interior liner

The interior is built up, not a liner, and well attached by tabbing to the inside of the hull. The 12-volt and 110-volt systems are well done and well tied off. *Wastrel* has a 12-/110-volt refrigeration system as well as 110-volt reverse-cycle heat and air conditioning. This is nice for making use of the boat on those hot or cold days at the dock.

Fuel capacity is 25 gallons and water tanks hold 83 gallons plus 6 more in the water heater. There is a shower and sump in the head, but it is easier to shower in the cockpit using a sun-shower (in the summer, of course). *Wastrel* has pressure fresh water and manual salt water supplied to the large galley sink. The current owner would like to convert the saltwater system to a foot pump at some point. Right now, it has a manual rocker-type pump mounted outboard of the sink.

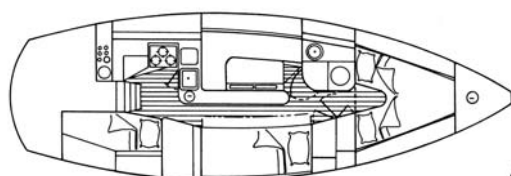
Conclusions

If you want to turn heads in every port you enter, the Freedom 33 is the boat to do it. There are not too many negatives to address with the boat. Engine access is a problem, as it is on most sailboats. Interior headroom is limited to 6 feet 1 inch. If you are taller than that, you'll be doing a lot of ducking. The cockpit is comfortable on the single-cabin version, but it would be a little small on the aft-cabin version if you do much entertaining, as the aft cabin really

winds up in the cockpit. Construction and outfitting are to Everett Pearson's usual high standards.

The boat sails much better than the average 33-foot sloop or ketch, and it is easily handled. This is a fast, comfortable, and capable sailboat.

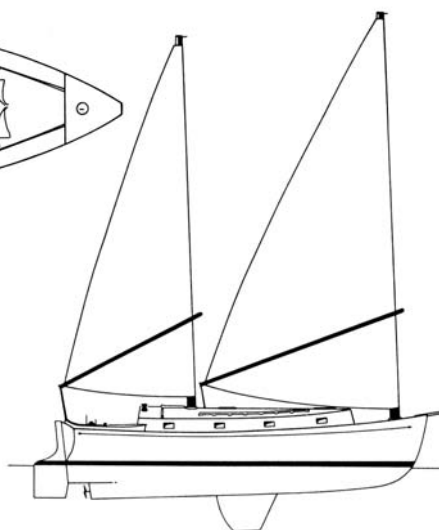
As you can tell, I'm very partial to the Freedom 33 and enjoy the chance to sail on her when invited.



Centerboard version

Dimensions:

LOA:	33'0"
LWL:	30'0"
Beam:	11'0"
Draft:	
Board up:	3'6"
Board down:	6'0"
Sail area:	621 sq. ft.
Displacement:	12,000 lb.
Ballast:	3,800 lb.
PHRF rating:	192





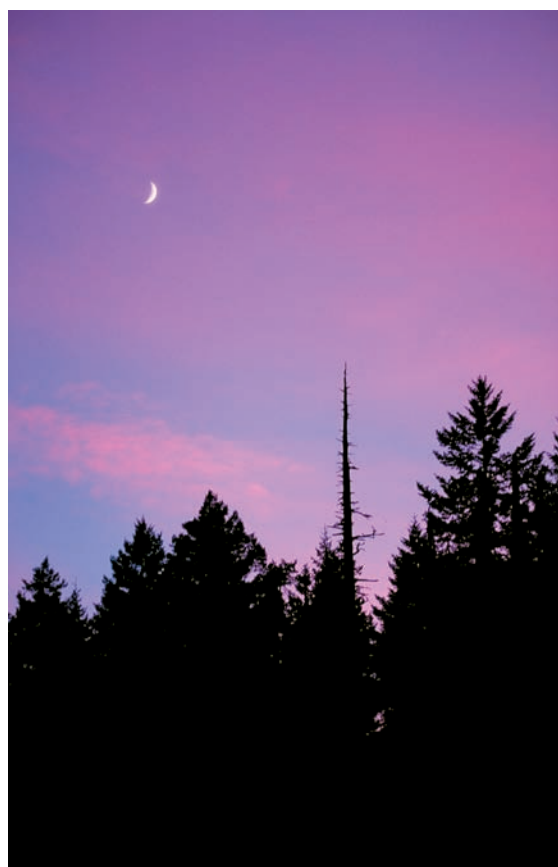
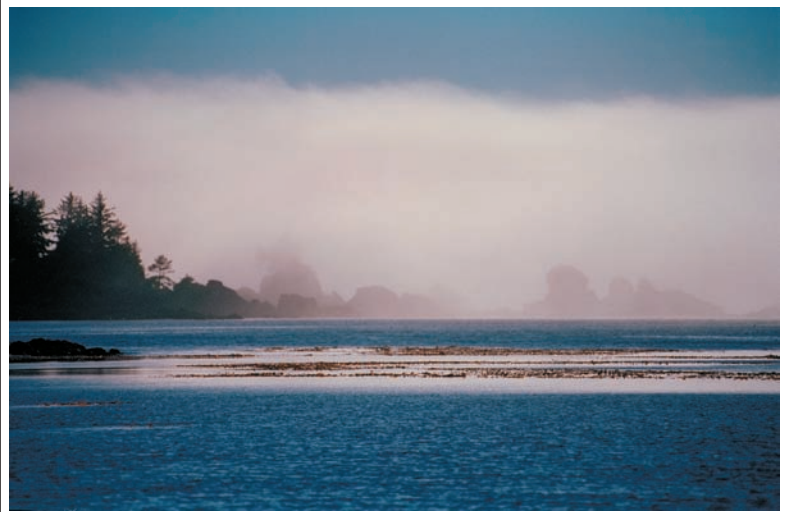
Call of the Pacific North





Photographs by Tim Whelan

west



Head maintenance

*It ain't brain surgery,
but pampering your head
will save your sanity*

A POPULAR SAYING GOES: "To a man with a hammer, every problem looks like a nail." Perhaps this is why my friend Rob, a scuba diver, tried using compressed air to clear out a clogged head. For a scuba diver, compressed air can lift underwater objects, dry things out, inflate tires . . . anything. A blocked head must have seemed the perfect candidate for several hundred psi of tactical force.

So Rob rigged his scuba kit to a length of hose that he pushed deep into the head. His friend, Mike, sealed the business end as best he could with rags and muscle power. Rob sat in the cockpit controlling the valve on the scuba tank, and their significant others sat on deck watching for bubbles coming out the discharge.

Rob opened and quickly closed the valve. "Any bubbles?" he asked. "Nope," came the reply. He tried again. Still nothing. His patience waning, he cranked the air on for a good long time . . . until he heard a muffled "whoomph" from within the boat.

At first there was stunned silence.

Then, after a spluttering sound, Mike started screaming. He emerged from below, yelling and sputtering, covered with the contents of the discharge hose. Reeling from the stench and fearing reprisal, Rob escaped to the foredeck as Mike scrambled for a bucket and started washing himself down with sea water.

Keeping your head in working order needn't be as traumatic as it was for Mike.

The standard manually operated heads on most boats are simple, rugged units that, with a little care, will do the dirty work for years to come. What follows is a guide to the maintenance and, if necessary, repair of your marine head.

Head care

Regular maintenance can help avoid some common problems. For manually operated heads, these include leakage around the pump handle and difficulty of operation. For electrically-operated

then pumps in a tablespoon of cooking oil to make pumping easy again. She says that while this doesn't completely eliminate the buildup, it does reduce it. Another source suggests using cola for the same effect.

If your hoses are well and truly blocked, a tried-and-true method to clear them is to remove them and beat them against a piling to dislodge the buildup. Just try to avoid flinging gobs of crud all over yourself, your boat, or your neighbors.



Keep a repair kit on board for your head.

units, they can include weak flushing and electrolysis. Backflooding can affect both types.

Leaks around the pump handle are typically caused by improperly adjusted or worn-out packing. The packing is found under the packing nut, where the pump rod goes into the pump cylinder. Unscrew and remove the pump handle, then unscrew the packing nut to reveal the packing. If it has disintegrated, it's easy to order and install new packing. Otherwise, simply apply some waterproof grease to the packing, re-install the nut and tighten it just enough to prevent leakage. Don't overtighten it, or you'll make pumping action stiff and increase wear.

Difficult flushing

This can be caused by restricted hoses or a sticking pump. Check the hoses for kinks, and ensure that through-hulls are completely open. Mineral buildup can restrict the hoses. You may need to remove the hoses to remove serious buildup, but you can prevent a recurrence with vinegar or cola (see sidebar).

Keep the piston rod, bearing pins, and packing in the pump handle lubricated with a waterproof grease

Tips from a cruiser

EVEN WITH REGULAR USE AND maintenance, one problem that affects many marine toilet systems is a buildup of crystallized salt and lime in the intake and discharge hoses. Aboard *Camosack*, June Cameron keeps the buildup at bay with vinegar.

Anytime she is going to be away from the boat for any length of time, she pours some vinegar into the head and pumps it into the system (she recommends double-strength pickling vinegar). When she returns, she rinses the system with hot water and

(such as white grease), and ensure that the packing nut is properly adjusted. Every few months, put a cup of water-soluble lubricant such as Sea-Lube into the bowl, pump it into the pump cylinder and let it stand for 24 hours (you can use cooking oil instead, but never use mineral oil because it attacks rubber seals). A stroke or two is all it takes to pump the oil from the bowl into the pump cylinder.

Electric heads draw a high current when operating, so it's important to inspect the wiring annually for loose fittings, corrosion, degraded insulation, and other problems. Wiring trouble can lead to poor operation, overheated wiring, or electrolysis. Because the head is connected to a large through-hull (usually made of metal), electrolysis has the potential to sink your boat. If your electric head doesn't pump well, check the wiring and electrical systems first, then check for restricted hoses, as you would for a manual head.

If your head is backflooding, shut the through-hulls and remove the tailpiece containing the discharge joker valve. It's here that matches, bobby-pins, and other small debris typically get caught and cause trouble.

Rebuilding

Once you get past the "yuck factor," rebuilding a manual head is pretty simple. Two steps will help the job go smoothly: first, remove the head from the boat to work on it. Although it's possible to perform a rebuild with the head in place, the cramped quarters of most boats make an unpleasant task even worse. Second, have plenty of hot water on hand for yourself and for the parts. As you remove each part, drop it into a bucket of hot, soapy water. You'll find things a lot less distasteful to work on once they're clean.

Purchase a repair kit and shut the through-hulls before you start. Always have an additional repair kit on board for unexpected repairs. These kits usually come with instructions, but keep the following in mind:

- Disassemble the head by removing the screws and nuts holding the pump cylinder and discharge valve to the bowl. Pay careful attention to how all the parts are aligned.
- Thoroughly clean all parts to remove any gasket compound or sealant.
- Clean and polish the walls of the pump cylinder. Lubricate them with petroleum jelly before reassembling the pump.
- When reassembling, remember that

the weighted flapper valves must always be installed with the weight facing up. They should be oriented so that the widest opening faces the outlet.

- The "bill" on the discharge joker valve points in the direction of flow.
- A bit of flexible gasket compound will help seal the bowl and the discharge tailpiece.
- When reattaching the bowl, tighten the nuts evenly to avoid damaging or breaking the bowl. Don't overtighten.

Holding tanks

Instructions for installing a holding tank are beyond the scope of this article, but the following pointers will help you install a good system and keep existing holding tanks in good order:

- **Tank gauges:** If you're installing a new tank, be sure to put in a gauge or tank watch to indicate how full the tank is. If your existing tank doesn't have a gauge, you can get an externally-mounted system that uses stick-on sensors to read the level and display it on an LED readout. Contact Skipper's Products at 800-267-7083.
- **Odor reduction:** Your holding tank needs an external vent to release gases and equalize pressure. To ensure the vent emits a minimum of foul odors, install an in-line activated charcoal filter. When the tank is in use, consider using a product such as Odorlos, available at marine and RV suppliers.
- **Hoses:** Where possible, use rigid, plumbing-grade PVC pipe in your system. Wherever flexible hose is required, use the

best hose you can get. Inferior grade flex-hoses are prone to odor permeation, and can create quite a stink.

Golden rule

No doubt, you already know the golden rule of marine heads: "Except for small quantities of toilet paper, nothing should go into the head that hasn't been eaten first." But chances are your guests don't know, and educating them is definitely in your best interest.

Too many head problems occur because someone attempts to flush paper towels, rags, baby-wipes, feminine hygiene products, matches, cigarette butts, and sundry garbage. So anytime you have guests aboard, emphasize the golden rule. You may feel uncomfortable giving your speech, but it's nothing compared to the misery of disassembling the system to retrieve a stray unmentionable.

Just ask Mike.



Leaks around the pump handle are caused by improperly adjusted or worn out packing.



Windvane steering

A system for cruisers that steers better than any crew and doesn't drink your beer

by Ronald Riggs

THE WIND IS BLOWING 30 ON YOUR quarter, and the rain is coming in sideways. The seas and your stomach churn as if Hurricane Hugo's up ahead. The batteries are dead, or your autopilot just can't handle the conditions. You and your seasick crew are six hours from home. As a coastal cruiser, you thought you didn't have a need or use for a self-steering windvane? Think again.

If you regularly make weekend or longer coastal cruises, sailing four, six, 10 or more hours at a stretch, a self-steering windvane can make your trip safer and a lot more pleasant. For most cruisers, hand steering gets boring after about 20 minutes. On a cruise of several hours, some type of self-steering is a godsend, a convenience that approaches a necessity, especially for a short-handed crew.

Of the two major types of self-steering — electronic autopilot and windvane steering — you're probably most familiar with the autopilot. Chances are you have one. Autopilots are nifty devices, easy to understand

and use. After the initial installation, you just plug it in, turn it on, and go. They will steer a course as straight as an arrow (as long as it's not too rough). They are especially handy when motor-ing, particularly in light-air conditions where a windvane won't work at all.

If you have an autopilot, why would you want a windvane system? Because

“But even though the servo-pendulum system is the most widely used windvane system, it is usually the least understood.”

the windvane has several advantages. They are more effective for one thing. The stronger the wind and faster the boat speed, the faster the windvane responds and the more effective it

becomes. This is a big advantage over the autopilot because autopilots consume lots of power and work very hard in these conditions. Most autopilots are too slow to keep up with the rolling and yawing of the boat, especially with the wind or waves on the quarter. They often over-correct their steering while being pushed around by the wind and the waves and so begin zigzagging a wild course. A servo-pendulum windvane actually helps prevent the boat from yawing when sailing downwind.

Follow the wind

Windvanes are more efficient, too. Rather than following a compass course, they follow a course relative to the wind. The sails remain properly set, and boat speed stays consistent and optimal. You are not constantly trimming and re-trimming the sails. Because they use no electricity, a commodity in short supply on a cruising sailboat, you can keep the beer cold longer without charging the batteries. When the batteries do go

The language of self-steering

HERE ARE SOME COMMON TERMS AND explanations of the elements used in modern windvane steering systems:

Servo — Servo is not a popular household term, nor is servo-pendulum. Still, there are servo-mechanisms in your life. The idea of a servo-mechanism is to control a much larger force and/or energy with a much smaller one. Perhaps the most ubiquitous example is automobile power steering. A relatively light touch on the steering wheel controls an elaborate and powerful hydraulic system that supplies a good deal of the force and energy for turning the front wheels. Before power steering became popular, manufacturers just geared the steering system down, and drivers used many turns of the wheel along with their own energy. With modern power steering, the driver controls the engine's energy, and it does most of the work.

Not really a pendulum — These servo-oars or rudders are long, and pivot from the top like a pendulum in a grandfather clock. The pendulum in a grandfather clock imparts a regular harmonic motion for keeping time. These servo-oars have none of the characteristics of a pendulum except for being long and pivoting from the top. Students of physics must forgive this usage.

A simple servo-mechanism — Put your hand out the window of an automobile traveling at highway speed. Point your fingers into the wind and articulate your wrist so that your hand does not want to climb or dive. Now tip your fingers slightly and feel the wind forcing your hand up, or down. Now you know how a servo "pendulum" oar works. A tiny force in your wrist controls a much larger force supplied by the wind.

How to steer a boat with this — The famous British singlehanded sailor,

Colonel H. G. ("Blondie") Hasler, is credited with developing wind steering vanes for use in the 1960 transatlantic singlehanded race. His creation, and all since, have had a way to make a small, light vane apply a small force in one direction or the other when it is not pointed directly into the wind. This

vane force, although too weak to steer a boat, was strong enough to unbalance an otherwise nearly balanced servo-pendulum oar, so that the water stream struck it at a slight angle. This slightly off-angle flow gives the blade a great deal of "lift." If the servo-oar is allowed to move a substantial distance, pivoting at the top, a fair amount of energy is extracted from the passing water flow and can be delivered to the wheel or tiller by ropes connected to the oar.

This turns the boat, which realigns the vane with the wind, which turns the oar blade back the other way, which makes the oar swing back, which brings the rudder amidships. There is an aspect in this of what engineers call proportional control, which means that the servo-pendulum oar's motion, or stroke, is proportional to the extent of the angular error the windvane is responding to. Small course error, small correction. Our thanks to Blondie Hasler.

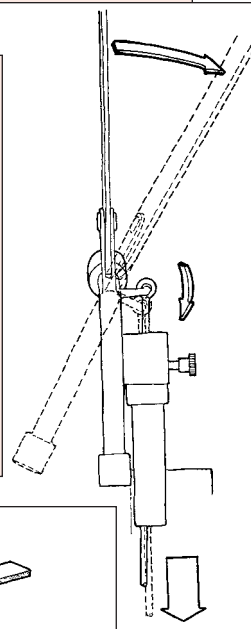
Assembling the options — All of these devices apply force to either the main rudder or to an auxiliary rudder. That is the first choice. All of them need a servo-mechanism that will extract energy from the water flowing past the boat. That is the second choice. The servo-mechanism will be either a trim-tab or a servo-pendulum. Trim-tabs are flaps on the trailing edges of larger foils. Servo-pendulums are the most common choice because they are more powerful.

The last choice is the type of vane. Some have vertical pivots like your spar fly and some have horizontal pivots. The horizontal pivoting vanes are more powerful and are the common choice. They are actually pivoted about 20 degrees from horizontal, which provides some damping.

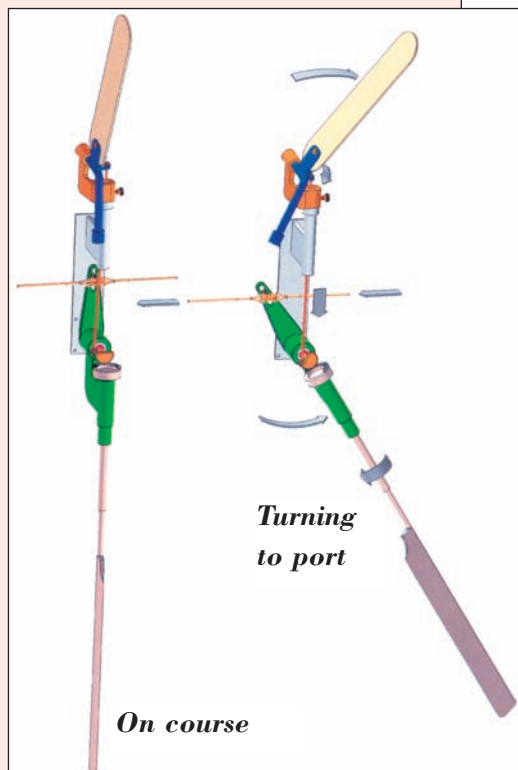
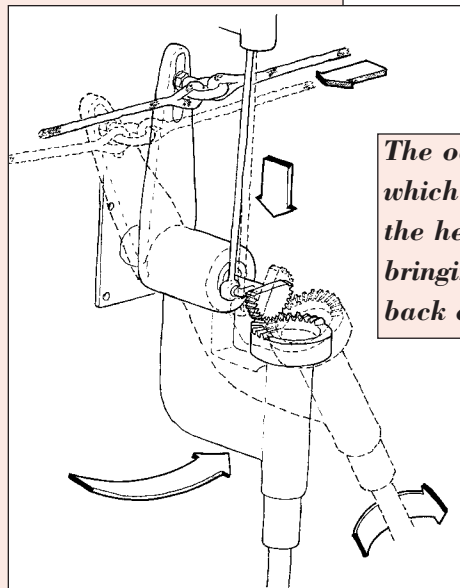
An assembly of the common choices would be a horizontal-pivoting vane controlling a servo-pendulum connected by lines to the tiller or wheel to control the main rudder.

The wind shifts, and the vane tips.

The vane changes the angle of the oar, below.



The oar moves, which also moves the helm, bringing the boat back on course.



*by Jerry Powlas
illustrations by
Walt Pearson*



A Norvane installation, at left. The Sailomat installation, center, allows for autohelm steering . . . a help when the wind doesn't blow. A typical Cape Horn installation is shown, at right.



dead, the windvane still works.

Windvanes also improve safety. With the boat sailing relative to the wind, the risk of an accidental jibe or backwinding the sails is minimized. Safety is also improved because if you and the crew don't have to hand-steer in rough weather, you arrive at your destination rested, more alert, and better able to handle whatever comes up.

In addition, windvanes respond more quickly to course deviations than autopilots do. And they also respond more accurately to wind shifts than even the best helmsman does. Since windvanes have no electronic parts to fail from saltwater corrosion and require no electricity, they are more reliable and longer-lasting than autopilots.

So how do you choose a windvane system? First, figure out what type you want: a trim-tab on the main rudder; a trim-tab on an auxiliary rudder; a servo-pendulum oar controlling the main or auxiliary rudder; or servo-pendulum/trim-tab on a rudder. A review of the ads in sailing magazines and a search on the Internet simplifies things. The flagship system for all

major manufacturers is the servo-pendulum, specifically, the servo-pendulum-to-main-rudder system. It won't work well on all boats, but if it works on yours it is probably the best choice. (See sidebar on Page 49 for alternatives.)

Most effective

The servo-pendulum is the most efficient of all of the windvane steering systems available today. It uses the boat's own rudder to steer the boat. That's what the rudder was designed to do. But even though the servo-pendulum system is the most widely used windvane system, it is usually the least understood.

A vane sticking up in the air gets blown out of position by the wind when the boat sails off course. The movement of the vane turns an oar dragging in the water, which then moves to one side or the other. This movement pulls on a rope attached to the tiller or wheel, bringing the boat back on course. (See illustration on Page 45.)

What contributes to the confusion is that the vane doesn't rotate (twist) on a vertical axis. It moves instead on a

horizontal axis. Instead of turning the vane like the wind indicator at the top of your mast, the wind knocks the vane down sideways when the boat sails off course. This is a much more powerful motion.

As the vane is blown over, a gear or a rod turns a small oar in the water (the servo-pendulum). The water rushing past the turned oar causes it to move sideways, like a rudder, but because it is fixed to a hinge at the top, the bottom of the oar swings sideways and up, as if it were the pendulum of a grandfather clock. As the oar swings sideways, a line connected to it pulls the tiller or turns the wheel.

When the boat turns back on course, the vane faces straight into the wind and stands up again because the wind is no longer pushing it from the side. This causes the pendulum to return to center, pulls the rudder back to center, and the boat is on course again.

More force

The harder the wind is blowing, the more it pushes on the vane and the more twist it gives the oar. The oar thus generates more sideways force. Even

greater force results from the increase in the speed of the boat through the water. These forces added together cause the vane to work very fast and exert a strong force on lines controlling the tiller or wheel. This is the secret and power behind the effectiveness of the servo-pendulum windvane.

To help you understand how this works, the next time you're rowing your dinghy, put an oar in the water with the flat part of the blade parallel to the flow of water. Nothing much happens, and the dinghy continues moving forward. But if you twist the oar so the flat part is against the flow of the water, the dinghy will immediately start to turn. The more you turn the flat part of the oar against the water, the faster the dinghy will turn. You can feel the force of the water against the blade increase as you twist the oar. Also, the oar will try to go deeper in the water or come up out of the water depending on which way you twist the oar. The same forces are at work on the windvane oar.

Windvanes that use an auxiliary rudder — such as a trim-tab on an auxiliary rudder — are often considered to be safer because they can be used as an emergency rudder if something happens to the boat's main rudder. If you have a pendulum-type windvane, do you lose that safety margin? In theory, yes, but in practice, probably not. The boat's main rudder is much stronger than any auxiliary rudder, so if anything breaks, it will probably be the auxiliary rudder rather than the main rudder. It is rare that the main rudder breaks, but it does happen. You should have a plan for this, especially if you sail offshore. Several manufacturers of servo-pendulum windvanes offer an optional emergency rudder kit that works with their windvane systems.

*“Because they use
no electricity,
a commodity
in short supply
on a cruising sailboat,
you can keep
the beer cold longer
without charging
the batteries.”*

Modifiable?

All windvanes work best if mounted on the center of the transom. But with the popularity today of scoop transoms and stern-mounted swim ladders, this is often not practical. Will a windvane work if mounted off-center? Yes, but not as well on certain points of sail. If you sail close-hauled on port tack and mount your vane on the port side of the stern, much of the pendulum oar will be out of the water due to the boat's heeling. The effectiveness of the vane will be greatly reduced. To compensate for this, some manufacturers offer an option of a longer (deeper) oar. Even so, you want to mount the vane as close to the centerline as you can (within 16 to 18 inches) to keep as much oar in the water as possible.

If you want it both ways — your transom swim ladder and your vane mounted on the centerline — Monitor has a new \$1,500 option called the SwingGate. This modified mounting system allows the entire windvane to swing to the side, out of the way of the swim ladder when anchored or at the dock.

If you have a hydraulic steering system, you have additional problems to work out. There is slippage in the system and usually too many turns lock-to-lock. Fortunately, several windvane manufacturers work around the problems by installing a bypass valve. Check with the windvane manufacturer for recommendations for your particular steering system if you have hydraulic steering.

An interesting variation combines an autopilot with a windvane. This gives you the best of both worlds. The autopilot connects to the windvane instead of to the tiller or wheel and it controls the steering oar. Since the forces needed to control the oar are so light, you need only the smallest (and cheapest) cockpit autopilot to control a windvane, even on the largest boats.

Windvanes come in two basic flavors: stainless steel and aluminum alloys. The manufacturers who use stainless steel tout the strength and corrosion resistance of stainless. Those who use aluminum alloys tout the superior strength (pound for pound) over stainless, lighter weight, and high-tech properties. Both have long track records over the past 20 to 30 years, and the warranties are similar. The bottom line is it's your choice.

Now you're down to a handful of servo-pendulum windvanes. Each has advantages and disadvantages. All have completed many successful circumnavigations and weathered storms and rough oceans. Each will provide many years of good service. As long as you get the proper size for your boat, you cannot go too far wrong whichever one you choose, so the quest is to get the one that's right for you and your boat.

Aries — The Aires has been in production since 1968 and, except for



A Sailomat installation leads lines off to one side of the helm so climbing over lines is unnecessary.



A Norvane installation showing the use of a windvane system with a tiller



adding stops to limit the oar swing, remains basically unchanged since its original design. At 75 pounds, it is the heaviest of the servo-pendulum vanes, and this weight translates to great strength. Many of the original Aries vanes are still in use today. Formerly made in England, they are now made in Denmark.

Auto Steer — These aluminum vanes have been in production for 30 years, and many of the original vanes are still in use. With the improvements in aluminum alloys and manufacturing techniques over the years, the models made today should be around for a long time. One of the advantages of the Auto Steer is that the unit can be quickly and easily removed for storage or security when in port. Made in England.

Cape Horn — Don't like all those lines strung across the cockpit? Take a look at the Cape Horn. This system operates through a tube in the transom and can run the lines directly to the steering quadrant. That allows the Cape Horn to be used on center-cockpit boats and boats with hydraulic steering. The Cape Horn has suffered knockdowns, rollovers, and dismastings in the Southern Ocean yet kept on steering under jury rig. The Cape Horn comes with two vanes. One is very light, made of spinnaker cloth over 1/8-inch wire. This makes it very sensitive in light air, such as when sailing downwind. The other vane, made of aluminum, is used when it's time to reef. The Cape Horn warranty covers 28,000 miles or one circumnavigation. Made in Canada.

Fleming — Made of duplex stainless-steel alloy 2205, the Fleming is investment-cast and has no structural welds to corrode. (The welds are the parts most vulnerable to corrosion.) The 2205 alloy is reported to be stronger, lighter, and less corrosive in salt water

*“The stronger the wind
and faster
the boat speed,
the faster
the windvane responds
and the more effective
it becomes.”*

than other grades of stainless steel. Another nice feature of the Fleming is that the servo-oar swings 150 degrees in one direction, and 90 degrees in the other, for extra protection of the oar in the event of overload. Most vanes limit

the swing of the pendulum to about 30 degrees in either direction before it hits a cage or frame that stops its motion. *(The reader is cautioned here. One manufacturer considers limited travel to be a feature. -Ed.)* With 29 years in the business, Fleming gives you the longest warranty in the business. The castings are warranted for life, the vane for 10 years, and the bearings for five years. Made in Australia.

Monitor — The Monitor is made of welded stainless steel and has an oil-rig-like mounting system providing plenty of strength. The servo-oar is stainless steel and has an efficient foil shape, giving it less drag and greater power and sensitivity. Also, the Monitor has an impressive track record in long-distance singlehanded racing. Coastal cruising may not be as grueling as sailing the Southern Ocean, but that kind of proven strength and durability can put your mind at ease. Made in the U.S.A.

Navik — The Navik is specifically designed for smaller boats of 20 to 30 feet. Made of stainless steel and injection-molded Lexan, it weighs only 30 pounds. This unusual air vane does not control the servo-oar, but instead controls a trim-tab connected to the trailing edge of the servo-oar. This makes it more sensitive to airvane movement and gives it better performance, especially in light air. The Navik is made in France and imported by Scanmar International.

Norvane — With the lowest price and second-longest warranty at five years, the Norvane is a good



buy. Made from investment-cast 316 stainless steel and duplex stainless steel, the Norvane should be corrosion- and maintenance-free. The Norvane comes with two airvanes made of polycarbonate, a larger one for light air and a smaller one for stronger winds. Also, the vane has a built-in square-socket drive to allow it to be used as an emergency rudder. Made in the U.S.A.

Sailomat — Founded in 1974, the Sailomat has a couple of unique design features worth noting. The first is the swing angles of the servo-pendulum. The Sailomat will swing 140 degrees in one direction and 170 degrees in the other. Both are way out of the water. Because of this design, Sailomat reports that they have never had a servo-pendulum oar shaft or blade mechanical failure since the system was introduced in 1984. Another unique feature is the servo-blade. Angled back 34 degrees, this aids toe-in adjustment and improves sensitivity and performance. It also allows the oar to rid itself of any seaweed or other fouling that may wrap around the oar and reduce performance. Made in the U.S.A. and Scandinavia.

What is all of this going to cost? Anything for a sailboat is automatically expensive. A servo-pendulum windvane will set you back about \$2,000 to \$3,500 compared to electronic autopilots which cost between \$500 and \$5,000, depending on the size of your boat and type of steering. But remember that last storm you were in: still hours from home, a seasick crew, and you had to hand-steer? What would you have paid for a windvane then?



Anything's possible. Three Cape Horn installations, on facing page above. The first, on a Tayana, shows the creativity necessary to integrate a windvane on a very busy stern. The second, on a Kirby, shows the modifications to make a vane fit with a stern cutout. The third, on a Bristol, shows the modifications to fit a windvane with a boomkin. On facing page at bottom: looking down at a Norvane windvane.

Windvane Resources

Aries: 15 Korbel Way, Belmont, CA 94002-2218; 650-591-3791; <<http://www.selfsteer.dk>>

Auto Steer: Hydra Engineering, Warren Road, Indian Queens Industrial Estate, Indian Queens, St. Columb, Cornwall, England TR9 6TL; +44-1726-862000; <<http://www.autosteer.com>>

Cape Horn: 316 rue Girouard, Oka, QC, Canada J0N 1E0; 800-227-4676; <<http://www.capehorn.com>>

Fleming Self Steering Systems: 1702 Santa Margarita Dr., Fallbrook, CA 92028; 877-435-3646; <<http://www.flemingselfsteering.com>>

Hydrovane Yacht Equipment Ltd.: 117 Bramcote Lane, Chilwell, Nottingham, NG9 4EU, UK; +44 (0) 115 9256181

Monitor and Navik: Scanmar International, 432 South 1st St., Point Richmond, CA 94804-2107; 888-946-3826; <<http://www.selfsteer.com>>

Norvane: Norka Industries Inc., P.O. Box 130273, Carlsbad, CA 92013-0273; 760-929-9884; <<http://www.selfsteering.com>>

Sailomat: Davids Cruising Systems, 540 31st St., Richmond, CA 94804; 510-540-5605; <<http://www.sailomat.com>>

Windpilot: 1542 North Ave. 46, Los Angeles, CA 90041; 323-255-8235; <<http://www.windpilot.com>>



Other self-steering gears

So what are your choices if you have hydraulic steering, high freeboard, a center cockpit, or an outboard rudder and you don't want to (or can't) use a servo-pendulum-style windvane? Your most probable choice will be an auxiliary rudder, with either a trim-tab or a pendulum, or simply a trim-tab directly mounted to your outboard rudder. A third possibility is a servo-pendulum attached directly to the boat's rudder.

Scanmar International (Monitor) makes an auxiliary rudder with trim-tab for boats to 45 feet, and Fleming makes a servo-controlled auxiliary rudder for boats to 65 feet. On the

Scanmar model, a windvane controls the trim-tab, which steers the rudder in much the same way as the rudder steers the boat. The Fleming unit is similar except that the auxiliary rudder is steered by a servo-pendulum, giving you many of the benefits of a regular servo-pendulum windvane. The main rudder is locked in a straight position on both models, and the auxiliary rudder does the steering. A couple of advantages of this type of steering are that you have a true emergency rudder that really works in case the main rudder is damaged, and there are no lines running through the cockpit.

Autosteer makes a trim-tab that

mounts directly to your outboard- or transom-hung main rudder. This trim-tab works like the trim-tab on an auxiliary rudder, but it directly steers the main rudder. Autosteer's trim-tab is suitable for boats up to 35 feet. The advantages of this system are simplicity and lower cost. Lin and Larry Pardey designed and used their own trim-tab-on-main-rudder system on both *Seraffyn* and *Taleisin*.

Scanmar also makes the Saye's Rig for boats to 65 feet, which is a servo-pendulum that attaches directly to the boat's main rudder. The pendulum

works in the same way as the standard servo-pendulum systems.

However, instead of controlling lines attached to the tiller or wheel, the pendulum is connected underwater to the trailing edge of the main rudder by a long metal bracket. As the pendulum moves from side to side, it pulls the rudder with it, thereby steering the boat. With this system, the closer the rudder is to the stern the better it works.

While these systems may not be as powerful or as fast as servo-pendulum windvanes, they get the job done, and do it nicely in about 80 to 90 percent of the conditions you're likely to encounter while coastal cruising.



Guano with the wind

Defeating the feathered menaces that alight in your rigging

HOW MANY TIMES HAVE YOU SCRUBBED your deck only to notice, scant minutes later, a juicy purple Rorschach pattern violating its hard-earned shine . . . or visited your boat after several days away, to find your deck, cockpit, and canvas resembling the morning-after site of a bacchanalian bachelor party?

Bird do-do is a no-no for gelcoat and canvas. Ignored for even a short while, the acid eats into the pores and leaves a determined stain.

After a few repeat encounters, many sailors succumb emotionally. Their degenerating cycle is easily recognized — rescrubbing for the umpteenth time, ostentatious fist-waving, bucket-kicking,

and paint-peeling profanity directed at their attackers, safely tail-dipping on the neighbor's spreaders.

Ramblings about "12-gauge justice" give way to hushed mumblings about divorce and boat sales as they invariably transfer their anger to the closest innocent bystander, often The Wife! Realizing they were safer yelling at the birds, they give up. Soon their boats look like advertisements for Wonder Bread.

Another favorite defense is hiding the target under tarps. But now they're beating themselves! They may have kept the birds from visiting the boat, but they won't be visiting it much either. Who wants to barbecue or savor an evening drink in a tarped-over cockpit?

There is a much simpler and more effective solution. And certainly more aesthetically pleasing . . . trip wires on the spreaders and along the boom.

Many don't know

This isn't a new idea, but it's surprising how many sailors either don't know about it or botched their first attempt and no longer believe in it. Installation can be a

Removing a determined bird from its favorite perch in your rigging is much like "retraining" the squirrels at a bird feeder. Author Will Sturgeon has just begun to fight. Look carefully to see his "bird wires" just above the spreaders.

by Will Sturgeon

humorously rewarding learning curve if you can suppress your anger. I got lucky on the first attempt by using parallel strands of fishing line on my spreaders. The seagulls gave up instantly. But two days later the crows regrouped — all along the boom!

Rushing to duplicate my success, but too lazy to cut the lure and swivel off my fishing rig again, I smugly strung a thin cord from mast to topping lift. The crows swarmed to the adjacent neighbors to analyze the situation. The swallows suffered no such indecision, however, and happily moved from the too-rigid and boring lifelines to the exhilarating gaiety of this trapeze-like offering, which sagged and swung under their combined weight.

After butchering my reel, again, to replace the swallow swing, I went through a week of victorious immunity . . . until I discovered discarded mussel shells scattered along the boom cover. The crows were back — partying *under* the wires! I solved that by tying another piece of line to the parallel originals, immediately abaft the mast, taking it under the boom and back to the horizontal lines, thereby tensioning and lowering them to three inches above the surface. Success.

For simplicity, I tied a small snap at each end of the line, and one near the mast. Snap it to the topping lift tang, run it once around the mast, and run it back to the tang.

Two secrets

There are two secrets to the successful functioning of these wires. They must be placed high enough above the spreader's surface to avoid being pressed down onto the spreader by the birds' landing weight, yet low enough to deter the persistent ones from sliding under. Three





inches seems about right. Secondly, where narrow, round spreaders may be adequately protected by a single strand, the flat wing-like structures need a parallel installation about an inch apart.

There are many simple ways to attach these lines. The bigger hurdle is hanging from the bosun's chair at the upper spreaders of a double spreader rig, while the world sways to a passing wake. Tie a bucket or duffel bag to your bosun's chair and load in the fishing line, a knife, your cordless drill, $\frac{5}{16}$ bit, 12 one-inch-long pliable plastic tabs, with holes in either end, and 14 stainless metal screws. You only need 8 of each. The rest are for dropping. And advise your partner on the winch to stand clear and avoid staring. Remind your partner that you might have a screw loose! Don't forget a screwdriver that matches your screw heads. If you're like me, the first hole you drill should be through the screwdriver handle, so you can affix a lanyard.

Once you're up there, drill one hole in the center of the port and starboard sides of the mast, three inches up from the spreader. Screw in two folded tabs, with all four holes aligned, with one screw. Repeat on the other side. Tie (you pick the knot; I'm not going on the hook for that one!) one end of the line around the tab farthest from you. String it to the shroud, wrap around with two half hitches (a clove hitch), and back to the tab immediately in front of your eyes. Cut and tie off. Repeat.

If you have a double-spreader rig, start at the top and work down to avoid stepping on your handiwork. Once you're safely back on the stable deck, admiring your effort, you can give some thought to the one flaw in this grand plan . . . how do you keep them off the Windex? When you figure that out, let me know.



Waterline woes

Having capitulated, here's how to raise the waterline

IN THE COURSE OF FAMILY BOATING history, some truths become self-evident. One of these is that boats get smaller. Sailing is not always an inexpensive form of transportation. Waterlines (as well as beltbuckle holes) disappear under increasing weight. This last problem (the boat, not the belt) has been haunting me since our first weekend sail in *Lindsay Christine*, our Mercator 30 offshore sloop. The amount of necessary stuff on board grows with our length of travel, comfort needs, and children. Our boat is slowly sinking. The problem has become severe enough to require being put on our current refit list: solve weight problem.

After careful deliberation, I assembled a list of possible options, some of which proved unpopular, impractical, or controversial. The first option was to inject every open space aboard *Lindsay Christine* with helium in order to lighten the boat. This proved to have some minor drawbacks. Calculations confirmed that the amount of helium wouldn't help much, mostly because there aren't any empty open spaces on the boat. Also, with the leakage of helium that was bound to occur, it was felt that we might not be able to stand being together long if we all sounded like squeaky variants of Mickey Mouse.

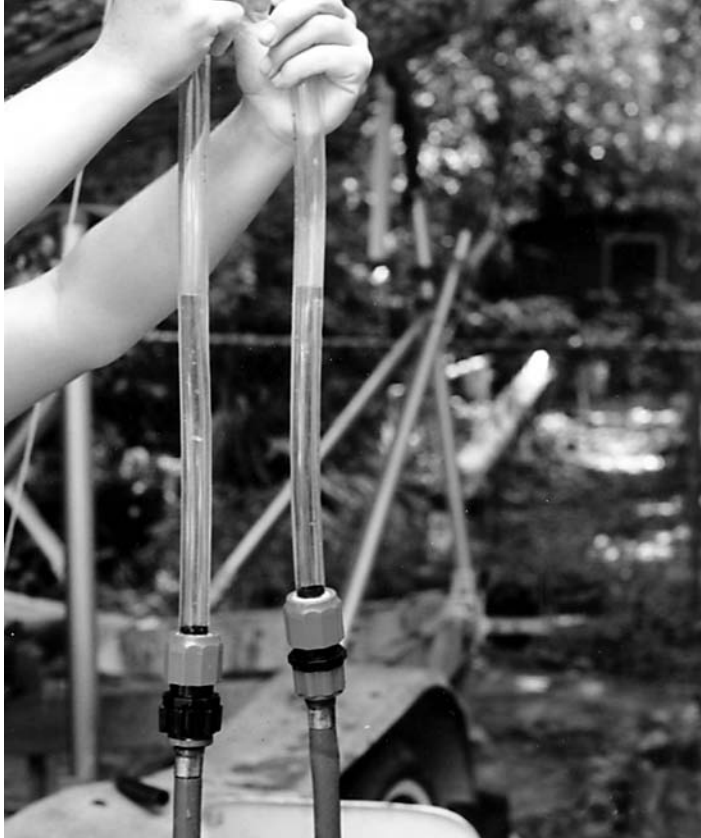
Another option along the helium line was to suspend a large helium-filled

balloon from the masthead. This would not only lighten the boat but also virtually eliminate heeling. No more rolly anchorages either. However, one expert (my son) brought up some minor technical problems such as bridges, powerlines, and the occasional low-flying aircraft. This idea was discarded even though the thought of sailing downwind in a gale with none of the pesky drag-inducing hull in the water was appealing.

After eliminating several other ideas such as putting the crew on a grapefruit diet, cutting down on ballast, or eliminating the head, it was decided that raising the waterline was the solution that everyone (except me) would feel most comfortable with. I get all trembly when I think of trying to draw a straight line on a compound curve. Who hasn't seen the lovely lines of a graceful sailing craft ruined by an undulating waterline?

However, in the end it was decided, and I was instructed to come up with a way to make a new improved waterline even after I pointed out that this was only a temporary fix . . . as we would soon have a teenage son.

After some diligent research, I came up with three possible solutions. The first is to use water to mark the waterline. The second is the high-tech laser method. And the third is having the boatyard do it, which was shot down due to funding limitations. Presented for your



enjoyment or trepidation are the two do-it-yourself methods. And note that both methods require that your boat be level . . . fore and aft as well as port to starboard.

The hose trick

Ancient Chinese (or Norwegian) saying: “Water seeks its own level.” If one takes a length of clear hose filled with water, one finds that when held up, the level of water in both ends, no matter how far away, is the same. This is the principle of the water level. For about five bucks you can convert your garden-variety garden hose into a low-tech water level.

At your local hardware store, get two do-it-yourself end fittings for garden hoses . . . one male and one female. You figure out which is which. It makes me blush. Also pick up 2 feet of $\frac{3}{8}$ -inch clear tubing. Attach one hose fitting to one end of the tubing and the other end to the other. There you have it: a 2-foot-long hose extension. Not very useful until you give it the coup de grâce. Cut the hose in half at the center, and you now have two clear 1-foot-long pieces that can be attached to the ends of the garden hose.

Now fill up the hose completely until the water is visible in the clear sections, making sure that all air bubbles are out. Without spilling any water, have one person hold one end of the hose up with the water level at the height you want your new waterline. Now simply move around the boat at 6- to 12-inch intervals, marking the point where the water is in the other end of the hose. Easy and foolproof. (Actually it's neither, but if you're careful it can produce a fairly accurate waterline.)

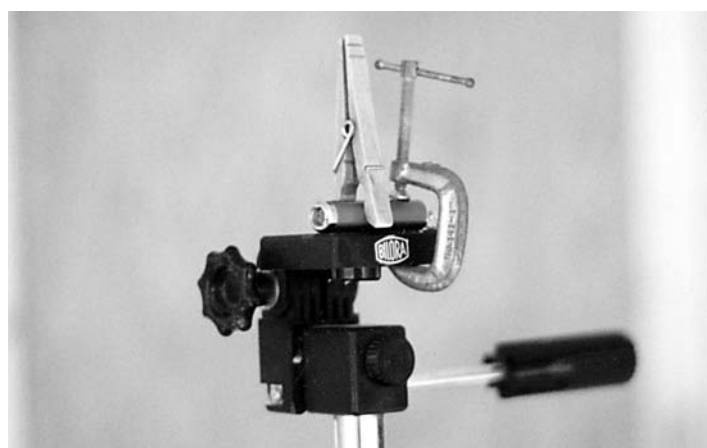
Try to use as short a hose as possible (about the length of your boat) and be certain there is no air in the hose. Also when you move the hose to the next spot, move slowly to reduce water movement inside, and let the water settle. Connect the dots with masking tape, and there's your new waterline.

High technology

An alternative is to use NASA technology. Go to your local Office Depot and pick up a \$15 laser pointer, just like high-level NASA folks use in their meetings. You'll also need a camera tripod that can extend high enough to be level with your new waterline and a clothespin. Attach the pointer to the tripod with clamps, and you're ready to start. Set up your tripod assembly 20 or so feet from your boat. Carefully level your laser from side to side and front to back to get the laser as close as you can to the same height as your new waterline.

Start at a point where you want the new waterline to be, carefully swing the laser beam (sounds cool, doesn't it?), and mark every 6 to 12 inches. One advantage of this method is that, while time consuming, it can be done by one person with a good pair of Nikes. Use a clothespin to keep the laser switch clamped in the “on” position.

If your boat and laser are level, this is a very accurate method. If your boat has a nice overhanging stern, you'll notice that the beam widens as the angle from the laser increases. For this reason, try to find a pointer with a small dot — they're not all the same. Now connect your laser-perfect dots with tape, and you're finished.



Top two images: using the hose trick, which allows water to seek its own level, taking advantage of gravity. At bottom: laser pointer technology with author Chuck Fort's scientifically devised and patented clothespin device . . . available at better stores everywhere.

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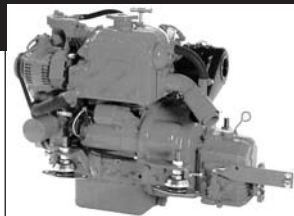
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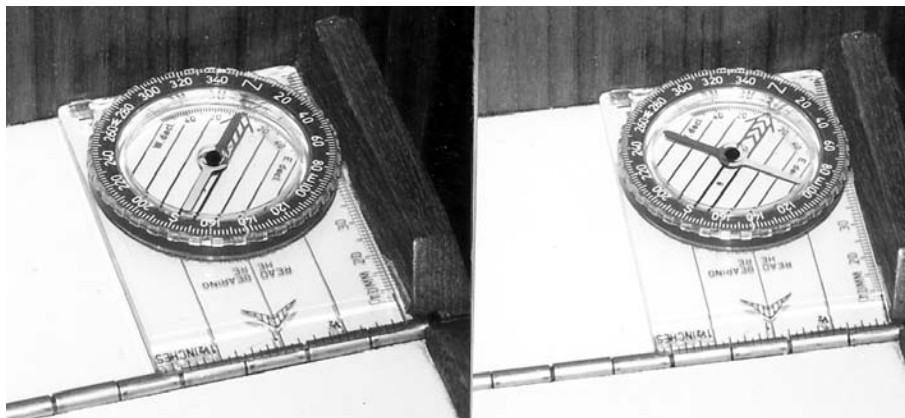
Inexpensive telltale

by Steve Christensen

THE TRADITIONAL way to check your course while belowdecks is with a telltale — an upside-down compass mounted in the skipper's cabin (see photo of one such compass on Page 30.) It's also useful while at anchor, so you can tell if the boat has swung about.

One problem with a telltale is that you have to make a mental note of the proper course, so you have something to compare the current reading with in the middle of the night, which is not usually the best time to be doing mental arithmetic! Another concern is the price, with many compasses costing hundreds of dollars for authentic brass replicas.

A solution to both issues is an inexpensive map compass, the type with a clear rectangular housing commonly used by



hikers. Just mount the compass at your nav station or by your bunk, with the Direction of Travel Arrow (the longitudinal axis) aligned with your boat. Once you are on course, or settled down at anchor, just rotate the azimuth housing until the orienting arrow

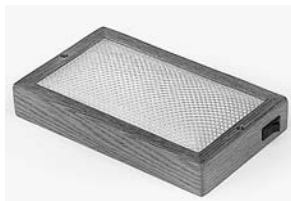
(the red outlined arrow underneath the needle) lines up with the compass needle.

If the boat goes off course or swings at anchor, the compass needle will then be outside of the orienting arrow (see photos above). This allows you to tell with just a glance if your course or heading has changed, without having to remember what it was before. And the best part is the price: as little as \$8.



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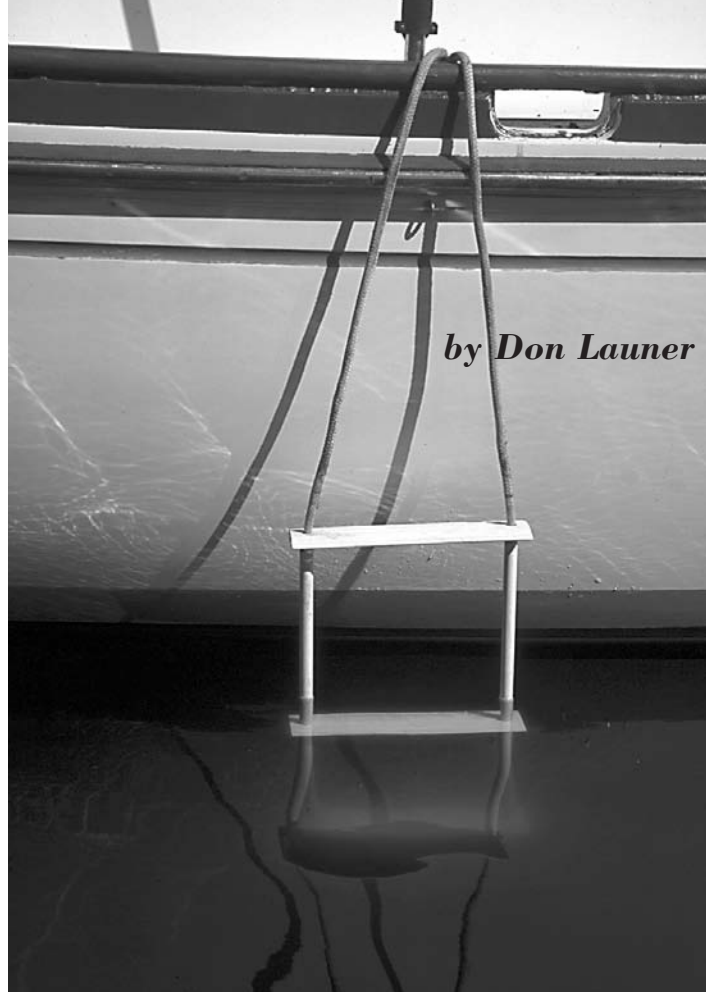
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Overboard ladder

GETTING BACK ABOARD MOST SAILBOATS FROM THE WATER without a ladder is next to impossible. Although many sailboats can have a stainless-steel, pull-down ladder on the transom, others such as ours that have long stern overhangs, cannot. So, for those accidental crew-overboard emergencies, we keep a small rope ladder with plastic rungs on deck at all times.

The top of the rope ladder is tied to the base of one of the stanchions amidships. Although it can usually be reached by someone in the water, if that person were in heavy clothing it might be difficult, so we keep a 1/2-inch lanyard hanging over the side. This lanyard is attached to the bottom rung of the rope ladder, and someone in the water can reach it easily.

I would *like* to say I have never had to use this emergency ladder, but once, when I was alone in an anchorage, I ended up in the drink when carelessly getting into the dinghy. I was back on board again within a few seconds, using the emergency ladder. I was glad there was no one around to see my foolishness.



by Don Launer

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Rubrail insert



by Ed Jerome

AFTER REPAINTING THE HULL ON OUR YANKEE Seahorse 24, the rubrail, when compared with the new paint, suddenly looked worse than ever. We tried the Tyco catalog but couldn't find a workable insert for our aluminum channel rail. Replacing the aluminum channel rail was not only expensive and time-consuming, but the stuff on today's market is not as "beefy" as the original channel rail on our boat.

After much thought we decided to use 5/8-inch three-strand nylon rope for an insert. The rope fit into the groove in the rail with very little room to spare.

Finding glue and cleaning up the rubrail aluminum were the next steps.

I have compressed air in my shop, so we used a wire brush, elbow grease, and 100 psi air pressure to get the junk out of the channel groove. I then used 80-grit sandpaper to get into the "C" sections of the rubrail. After much prep work, we were ready to look for glue. Searching the marine catalogs gave us 3M's 5200 and lots of other high-priced glues. I was looking at Lowe's one day to

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see if they had any marine glues when I stumbled on a glue that was new to me. It was a polyurethane construction glue at \$3 for a standard caulking tube size.

I bought a tube to test with. We cut off 2 feet of $\frac{3}{8}$ -inch rope and glued one foot to a piece of $\frac{1}{2}$ -inch plywood. We clamped the plywood in my big vice. Later, when the rope came loose after much effort, the wood was still with it. The rope-to-wood joint held, and the plywood lamination failed.

The only downside is that the glue comes in brown only. We planned on painting the rope, so any brown spots around the edges of the rail did not matter. We used Pettit's Easypoxy on the hull and tested some on our rope. It didn't flake off and seemed OK. This was our choice for painting the $\frac{3}{8}$ -inch rope.

The glue is PL Premium Polyurethane Construction Adhesive. It's water- and weatherproof. It's made by OSI Sealants Inc. The tech line is 800-624-7767. My son, Mike, and I blew out the channel one more time, cleaned it with acetone, and began the gluing process. We made sure the aluminum was dry. We used duct tape every 6 inches and glue from the caulking gun. We used a rubber mallet to gently tap the rope and glue home. We pulled the rope tight as we went along and taped it every 6 inches.

We let the glue cure for two days before removing our duct tape "clamps." The results were great! The bond was strong

and good-looking. The cost was low. All it took was glue, duct tape, 50 feet of $\frac{3}{8}$ -inch rope, and a lot of prep work. We gave the rope two coats of Pettit's Easypoxy paint, which is holding up very well so far.



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Cutless bearings continued from Page 27

If all goes well, it should contract enough to fit the hole. An extreme shrink-fit in a metal housing may be a bear to remove again when the time comes, of course, so you may want to lightly dress the bearing with fine sandpaper instead, until a slip fit is possible. If the bearing is way oversized, but fits the shaft, you bought the wrong bearing. Return it and get the correct size.

Once you have fitted the bearing into the shaft log, strut, or housing, mark the area where the setscrews, if any, contact the outer shell of the bearing. If they weren't pre-dimpled by the factory, these areas need to be dimpled with a drill to give the setscrews a purchase on the bearing shell.

Be particularly careful not to drill too deep. Less than half of the shell thickness is required. All you want is a dimple, not a hole. Set a drill stop or mark your drill with masking tape and drill no deeper. Experiment with dimpling a piece of hardwood or aluminum. Take time to practice. When the new bearing is installed, do not use any glue on the outer shell. It goes in dry or lightly greased and is held in place by the setscrews, hose clamp, or whatever the old one had.

To reassemble, reinstall the shaft, shaft coupling, shaft stuffing box, and so forth.

Not the reverse


If you had to remove the coupling from the shaft, the reassembly process is not the reverse of the removal process. This is a case where you needed to remove the shaft to remove the bearing because it would not slide out over the shaft. When reassembling it is easier to have the shaft coupling pressed on the shaft by a machine shop before installation. The shaft will be installed from inside the boat.

In this case, do not install the bearing until the shaft is in place. Then slide it up into position on the shaft. If the bearing is not in place, there is usually room to angle the shaft to allow it to be slid aft of the engine half of the coupling and into position. Remember to reinstall the stuffing box loosely on the shaft, but not connected to the shaft log, until the shaft is reinstalled. While you are at it, renew the stuffing-box packing (see *Good Old Boat*, March 2002). Once the new bearing is fully installed and the setscrews are tight with a little Loctite on each one, check the coupling alignment before bolting it all together. If necessary, realign the engine.

That's it. You are now the resident expert on a Cutless bearing job, and you deserve a pat on the back. It was a bigger job than you imagined but a worthwhile one. Best of all, you know it was done right.



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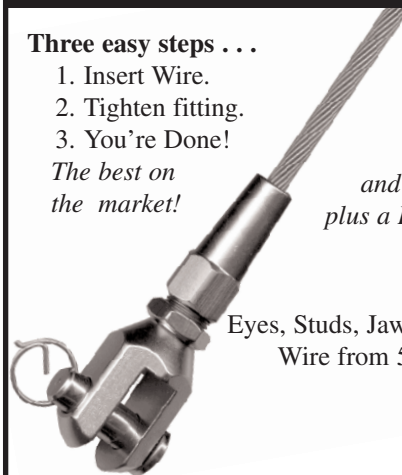
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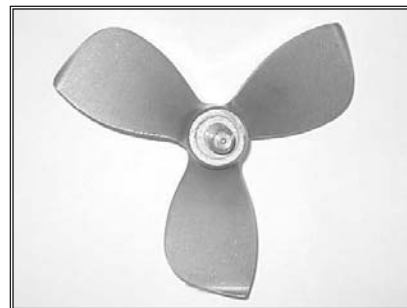
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Youngest-ever solo circumnavigator

Lionheart: A Journey of the Human Spirit, by Jesse Martin (Allen & Unwin, 2002; 270 pages; \$14.95.)

Review by Zoltan Gyurko, Brookings, Ore.

ON OCTOBER 31, 1999, Australian teenager Jesse Martin became the youngest sailor ever to voyage solo, non-stop and unassisted around the world. With simple language and meticulous detail, Jesse's memoir tells the story of his gripping journey, 328 days aboard *Lionheart*, his Sparkman & Stephens 34-foot fiberglass sloop.

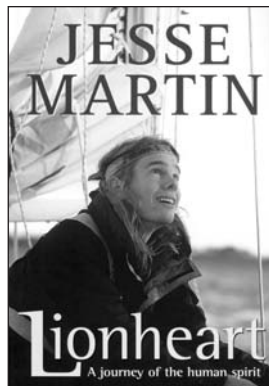
His 253-page autobiography begins with his restless childhood, explicitly describing adventures with nontraditional parents and the experiences that forged his desire to sail around the world. One-third into the book, among much media fanfare and heavy corporate sponsorship, Jesse begins his voyage from Melbourne. He is 17 years old and, according to many Australians, lacking the proper experience to tackle a circumnavigation that twice will encounter the notorious Roaring Forties. But Jesse is not swayed from his goal of finishing his adventure. Within the first three months he overcomes knockdowns, near collisions with freighters, serious equipment failures, and utter loneliness.

Midway through his trip he detours from the deep southern latitudes to round the Azores, a route taken to properly make an antipodal circumnavigation. In this chapter the reader will likely feel pangs of emotion as his "mum" and brother, aboard a fishing boat, meet face to face with Jesse for the first time in five months. But Jesse, no matter how desperately he wants to, cannot embrace them, leave his boat, or even accept a candy bar. In order to remain true to the record book rules, Jesse can only look and talk with them from a distance.

After the Azores, Jesse heads back toward the Roaring Forties, describing the dreariness of slogging through the hot equatorial doldrums. From here he only has to round the Cape of Good Hope and head on the final stretch to Melbourne. But the next three months will bring a Force 10 storm, a power failure, frigid weather, and a dangerously close call with falling overboard. But some of the most serious challenges, as Jesse often complains in his book, were not the physical aspects of the trip, but the tiring mental demands, such as not seeing other humans for months at a time.

Jesse believes the human spirit can overcome any odds. And through his anguish and isolation, even at the most desperate times, he shows by example how this is true.

Lionheart: A Journey of the Human Spirit leads us on a fantastic journey through the eyes of a down-to-earth and articulate teenager who loves adventure and wants to sail around the world. By doing so, Jesse sails into record books and our hearts, leaving us sharply aware of the passion and strength of the human spirit.



'Lubberly ignoramus' in the South Seas

Treasured Islands: Cruising the South Seas with Robert Louis Stevenson, by Lowell D. Holmes (Sheridan House, Inc., 2001; 281 pages; \$29.95.)

Review by Corky Rosan, Buffalo, N.Y.

THE WISE OWL, ROBERT LOUIS STEVENSON, AND THE PUSSYCAT, his wife (manipulative and ever-seasick Fanny), took some money — he had a bundle — and sailed the pea-green Pacific amidst gilt splendor and crimson plush on the black-hulled schooner, *Casco*. The yacht's 340-pound designer, owner, and physician said the trip helped him lose 60 pounds, a dubious benefit for the sickly, tall, 98-pound author of *Treasure Island* and *A Child's Garden of Verses*.

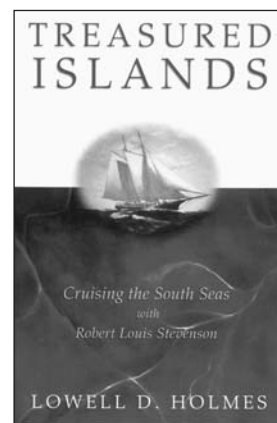
Casco's captain was arrogant Otis, suspected of murdering his own uncle to obtain both the uncle's widow and a share of his boat. Otis ridiculed Robert Lewis Stevenson (he preferred to be known as RLS) as a lubberly ignoramus. Also aboard: Fanny's son, Lloyd, a lifetime fop destined to die a millionaire; RLS's mom, Maggie, the only voyager immune to seasickness; the family's sexy French maid, Valentine; their Chinese cook who claimed to be Japanese and called himself Antone; and four argumentative crewmembers, all unfit to navigate.

Having met the family, imagine sailboat decks rolling in Pacific seaways, their gone-native Bohemian cargo breathing the intoxicating perfumes of Nuka Hiva, Faka Rava, Tahiti, Manihiki, Noumea, Samoa, and other landfalls. *Casco* could cover 250 sea miles in 24 hours.

Son and grandson of Scottish engineers and lighthouse keepers, RLS was cursed from infancy with the lung disease that killed him. He found relief in the Pacific's balmy island climate. He spent years wandering, established an enormous mansion, and had to work hard to pay for his lifestyle; he wrote 700,000 words in his last four years.

Fanny was a lifelong artist; RLS was an insatiable amateur anthropologist with professional yearnings. His notes detail dress, behavior, social mores, and history. He exchanges gifts, studies indigenous pride, admires the cultures, shoots the surf, endures gales, and searches for new harbors. And as he coughs his life away, he writes gloriously.

The biography's author, a seasoned sailor himself, who has degrees in literature and anthropology, is a Stevensonian expert who has visited Samoa four times. His fascinating book is an authoritative interlude with an immortal author, his voyages, thoughts, and relationships, the islands he loved, and the three ships that shaped his life. Conveniently, it's also a compact volume that fits any boat shelf.



Sea stories from a cruising humorist

Tales of a Sea Gypsy, by Ray Jason (Paradise Cay Publications, 2001; 170 pages; \$14.95.)

Review by Bill Kelly, Hudson, Wis.

WHY DO YOU LIKE TO SAIL? WHY DO PEOPLE GO TO SEA, QUIT their jobs, sell their homes, homeschool (boatschool) their children? We all have responses to these questions . . . but going to sea for the “yarns?” That’s right: the “yarns.”

Ray Jason left San Francisco in 1985 to become a sea gypsy so he could hear and share the tales of the sea. Land-lubbers, he felt, just don’t talk anymore; all we seem to discuss is what we see on television or read in the newspaper.

Since sailors don’t have television or newspapers, they tell tales of their adventures, experiences, and the excitement of the sea. Ray has been sharing the sailors’ stories he has heard in his travels with the readers of *Latitude 38* and *Cruising World* for the past 15 years.

This sea gypsy was president of his college’s student body, editor of the newspaper, captain of the debate team, and a Rhodes Scholar-to-be, but he was drafted for the Vietnam War. Serving in the war changed his life; he was no

longer interested in pursuing a professional career, becoming a street juggler in San Francisco instead. He was so popular the mayor of San Francisco proclaimed Ray Jason Day. Because most of us have never had the opportunity to catch the sea gypsy’s act, Paradise Cay Publications has published a couple dozen of Ray’s favorite stories in this book. He includes a few tales at his own expense as he travels single-handed (most of the time) around the globe in his Farallon 29.

There’s the Mellow Mariner, better known as Max, who found serenity on the Isla Gitana in Costa Rica’s Gulf of Nicoya. Have you ever had the experience of driving a bumper car at the state fair? If so, you can relate to how the sea gypsy felt as he was trying to navigate the Panama Canal. Then there’s the yarn about the sailor, dressed in a banana-yellow Speedo swimsuit and life jacket, who borrowed a Punta Burica farmer’s donkey to retrieve his dinghy.

What would an anthology of sea stories be without animals? There’s the cat named Running Lights who liked to catch flying fish but didn’t really know how to handle the squid on the deck . . . and the story of the Hurricane and the Poodle. Finally, how does one use a favorite banana-pancake recipe to find out if fellow travelers’ tall tales are true? These are just a small sampling of the many tales that Ray shares with his readers in his new book.

So imagine yourself at Club Med, where the stage manager says, “Ladies and Gentlemen, the teller of tales, the juggler extraordinaire, Sea Gypsy Ray Jason!” After a tale or two you’ll be grinning from ear to ear. As the men’s suit salesman on television says, “I’ll guarantee it.”



Small but useful guide to navigation

Boat Navigation for the Rest of Us, Finding Your Way by Eye and Electronics, Second Edition, by Captain Bill Brogdon (International Marine, 2001; 220 pages; \$19.95.)

Review by Doug Dreyer, Falls Church, Va.

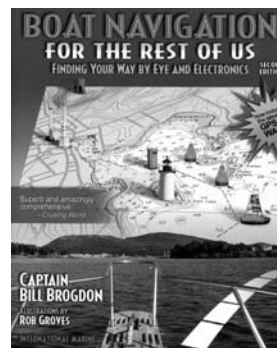
CAPTAIN BILL BROGDON INTENDED THAT *BOAT NAVIGATION FOR the Rest of Us, Finding Your Way by Eye and Electronics* teach us how to safely navigate our boats without having navigation become a chore that takes the fun out of boating. He has succeeded; and in doing so has provided a great service to boaters. We are no longer anchored by thick reference books, such as Bowditch, or chained to our navigation table (if there is one) plotting fixes or DRs every 30 minutes. He has captured the essence of how to navigate our boats safely in simple, concise words aided by well-illustrated figures. This is a book for experienced boaters and novices; both can learn from the captain.

The book is full of useful navigation tricks and tools, such as how to use your fingers to measure angles and what those angles mean. He describes how to use your eyes to keep your boat in safe waters and easy ways to do some calculations in your head. Sections that cover the use of electronic navigation systems, Loran-C, GPS, and radar are presented in a complete, well-balanced way without being bogged down in unnecessary detail. The author teaches us how to use these electronic tools, with tricks to make navigation a joy rather than a burden, and he helps ensure that we do not follow these tools blindly onto the rocks.

There are some flaws. The excellent figures are not always referred to in the text. I would read past a section associated with a figure before noticing it. I also found the short, but comprehensive, section on compass deviation a bit confusing. This may be because I learned how to navigate using the mnemonics, “True Virgins Make Dull

Companions, Add Whiskey” (going from True to Variation, Magnetic, Deviation, Compass, Add West corrections) and “Can Dead Men Vote Twice At Elections” (going from Compass to Deviation, Magnetic, Variation, True, Add East corrections).

I was hooked by the first sentence: “Navigation is the art and science of finding where we are and of finding our way safely to our destination.” This was something I have felt in my stomach (no, I was not seasick at the time). I had similar feelings throughout the book and read each sentence as if it were engraved on stone tablets. The author put into words the things I have been unable to explain to my wife, a novice sailor. She will be the next reader of this book if I can keep it from being borrowed by other boating friends. It is comprehensive but small and light enough to keep as a reference on my boat, and that is where it will be.



Extensive Columbia sailboat list on CD

A Guide to Columbia Sailboats, a CD-ROM by Pat and Paul Esterle (distributed by Cap'n Pauley Videos; \$9.95.)

Review by Ben Hocker, Minnetonka, Minn.

AS THE OWNER OF A 32-FOOT 1979 COLUMBIA 9.6, I was interested in viewing this CD-ROM. It is authored by Pat and Paul Esterle, owners of the 35-foot Columbia 10.7, *Bryn Awel*, one of the last generation of Columbia yachts.

The CD is stated to be "a compilation of most of the currently known information about Columbia sailing yachts" and covers 41 models. Six others are listed as "lost models" for which no information is available. Also included is a list of additional resources for Columbia information.

The information included for each model varies considerably in quantity and quality. This is not surprising, since these boats are virtually all more than 20 years old, and only small numbers of some models are in existence. For most models, there are specifications, often copies of the original advertising brochures and a layout drawing, sometimes a boat review, and a history of the boat's production run. Credit for much of this basic information is given to the Columbia Yacht Owners' Association website maintained by Eric White. In addition, there are recent photos of most of these boats, many apparently supplied by individual owners and others from yacht brokers' listings.

While the CD did not start automatically on my sometimes-cantankerous PC, it was easily started manually following the instructions on the package insert. It was straightforward to jump from the table of contents to a specific model, and to change pages with the arrow keys. The presentation has a habit of automatically advancing to the next page, sometimes annoyingly before the viewer is ready, but one can manually return to the previous slide.

While the audience may be a specialized one of Columbia owners and others with a particular interest in that manufacturer, this CD-ROM compiles a large amount of information in a single, compact source.

At only \$9.95, it's a bargain.



Historical book: We, the Navigators

We, the Navigators, by David Lewis (University Press of Hawaii, 1972; 346 pages; \$25.95 from the Good Old Bookshelf.)

Historical book review by Will Clemens, Los Altos Hills, Calif. (This is something new. Watch for further historical reviews by Will.)

POPULAR HISTORIES SUCH AS DAVA SOBEL'S *Longitude* illustrate the drama of Europe's ascendancy in the Age of Discovery. Governments sponsored inventions and universities, new measurement tools were developed and commercialized, captains edged farther from the familiar coasts, ships deviated from the square rigs and trade winds, charts were drawn, and pilot books were written.

European exploration epitomized the Renaissance: man finding his place on earth through science.

But 180 degrees around the world, as David Lewis tells us in his extraordinary classic, *We, the Navigators*, Pacific Islanders routinely made, until late in the 20th century, lengthy open-sea voyages guided only by sagacious elders using comprehensive, completely non-Western navigation systems. Without compasses, charts, sextants, or chronometers, they sailed throughout the South Pacific on all tacks in highly evolved canoes and catamarans. They navigated by following complex star path sequences through the course of a night, steered using seasonal winds as a form of compass, piloted according to wind-wave and ocean-swell patterns, and calculated positions and distance traveled from ranges formed by celestial bodies and islands.

Many European observers believed the "benighted" islanders hugged the coasts or were occasionally "blown off course" and thus populated the South Pacific. In 1968, the author set out to correct these misconceptions and to document the achievements of the disappearing traditional navigators. Sailing 13,000 miles in the South Pacific with different navigators in their own boats and in his 39-foot ketch, he chronicles the specifics of many passages in a variety of conditions. With rare exception, the Pacific navigators read the signals given to them by nature and guided their vessels to precise landfalls hundreds of miles away.

His passage logs are at times tediously detailed, and he clinically refers to "field investigations" conducted during a Cape Horn passage and an instrumentless voyage of 2,239 nautical miles accompanied only by a navigator, his wife, and two daughters, aged 3 and 4. However, the reader is rewarded with understanding of, and admiration for, the astonishing art and science of the Pacific navigators.

They developed their own form of what today's Western boater might call "local knowledge," but it was applied on a grand scale across vast stretches of ocean by an elite few. The methods they used were so advanced they seemed almost mystical to outsiders. That these methods would disappear with European colonization is testament to their complexity and ultimate fragility in the face of more accessible and repeatable navigation methods based on tools and documentation.



The Dashews: A high-energy team



STEVE AND LINDA DASHEW LEFT IN 1976 WITH TWO SMALL DAUGHTERS ON WHAT WAS to become a six-year circumnavigation (they now count 230,000 miles under sail). While under way they founded a yacht design and building business, introducing first the Deerfoot, and later the Sundeer and the Beowulf, sailboat series in sizes ranging from 57 to 80 feet. So far more than 50 boats have been built.

If that's not enough, these sailing authors created a company to publish the nine books they've written. Lately they've been working with the software engineers at Max Sea in France to develop a cruiser-friendly suite of navigation, weather, and routing tools known as the SetSail edition of MaxSea and sold on their website: <http://www.SetSail.com>.

Once in a while (we can't *imagine* when *that* might be) they live in Tucson, Arizona.



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There's more. Some of the Dashews' books are out of print. But a little thing like that doesn't bother Mark Busta. Ask BookMark (Mark@goodoldboat.com/763-420-8923) about the following, which are sometimes available at used-market prices:

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davidbotkin@hotmail.com

Grampian 31

1968. Classic 31. Fiberglass freshwater boat. 35 feet LOA with bowsprit anchor platform. 4'6" draft. Complete refit stem to stern. Yanmar 22-hp freshwater-cooled diesel. Roller furling main and 150% genny. Edson steering w/wood-spoke wheel, self-tailing bronze winches, 9 bronze opening ports w/screens, skylight hatch. All deck hardware is bronze including antique stanchions. Antique brass binnacle, SS LPG stove w/oven on gimbals, new cushions, holding plate refrigeration, Garmin GPS chartplotter/sounder, traditional fiberglass pram dinghy w/teak trim and cover. A very traditional go-anywhere-in-the-world salty old lady. \$19,900 in Ohio.

Laddie Duchon
419-945-9013

San Juan 7.7

1981. Clean freshwater boat, fully equipped, excellent cond. Extended keel, OMC sail drive inboard, EZ-Loader trailer. Located Flathead Lake, Mont. Asking \$12,250. See photo, equipment list at <<http://www.mt.net/~tbutts/pipedream/>>.

Tom Butts
406-443-4735
tbutts@mt.net

Albin Vega

27 feet. Hull # 1554. 1999 10-hp outboard. Seaworthy. Interior completely cleaned in 1999 for cruise to Bahamas. In Gangplank Marina, Washington, D.C. \$3,250 obo. For more information, visit <<http://www.susandaricereno.com/vega.html>> or call.

Susan and David Reno
650-853-0504
susandaricereno@yahoo.com

Columbia 28

1969. 9.9-Honda motor new in 2000. New gelcoat and bottom paint. Alcohol stove, depth finder, VHF, rudder steering. Docked at Somers Cove Marina, Crisfield, Md. Asking \$8,000.

Marlin Keiter
302-436-5143
marlin_keiter@msn.com

Tartan 27

1966. In rebuild stage: disassembled and prepping to paint. Hull and deck solid, sails, mast, boom in good condition. Rebuilt A4. Currently in Ohio resting on steel cradle. Owner going to Europe and wants a good home for it (and a handyman to take over).

Nate Tharp
330-364-6877
nt@tusco.net



Beneteau f456

The Legend. 1985 French-built ocean passagemaker. Good/very good condition. Excellent sailer, goes to weather and points like a witch. Comfortable liveaboard cruising boat. LOA 46, hull length 45, LWL 39, beam 14, draft 6.

Large fin keel. Perkins 4-108 diesel with twin alternators.

3-blade Maxi-Prop. Sleeps 6 in 3 cabins. 3 heads. Spacious saloon. 110v. Sea Frost reefer/freezer. Force 10 BBQ, 3-burner stove with oven, pressure water, Furuno radar, VHF, new in 2000 Autohelm 6000 autopilot, B&G depth and log, Heart 1800 inverter/charger, 800 amps in 2 house banks plus starter batt. 2 BP 105-watt solar panels, oversize rigging, full-battened main, 130% roller-furling genoa, storm jib, 44# CQR, 47# Danforth, electric windlass, 8-man Avon life raft, hard dinghy with sailing rig, 6-hp Evinrude OB. Other equipment and spares. \$ 115,000 U.S. Lying Rodney Bay, St. Lucia, in the Caribbean. If you buy the boat, I will reimburse your air fare.

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

Sailmaster 22

1964 Sparkman & Stephens-designed weekendender with 1998 5-hp Nissan longshaft motor not fully broken in, 5 sails, like-new main-sail cover, and 4 berth cushions. Jib downhaul with halyard to cockpit, lazy-jacks, cockpit cushions, pulpit and pushpit rails, opening port on forward part of cabin, bronze cleats and portlights, boat-hook, ladder, anchor and rode, Datamarine knotmeter. Great boat for family or singlehander. Good cond. Asking \$3,495.

Cynthia Veazie
508-457-9497
cpooof@localnet.com

Rainbow 24

24-foot 1962 classic S&S-designed fiberglass sloop w/2-berth cuddy cabin, 8-foot comfortable cockpit, 1,120-lb. 3'6" draft cast-iron fin keel, new bottom job, Porta Potti, 4.5-hp OB, VHF, compass, 5 sails, boomtent, cradle, and many upgrades. Excellent sailing boat combining stability and performance for beginner or experienced day-sailor. \$2,900. In Cleveland, Ohio.

Bill Bilchik
440-243-3648

Bristol 32

1972. A loved boat in good shape that has seen much of the Chesapeake Bay. \$19,000. Website: <<http://ericae.net/boat/>>.

Larry Rudner
800-464-3742
LRudner@ericae.net

S2 7.9

1984. Freshwater boat in excellent condition. Fixed keel. 1994 North Regatta sails: 100%, 155%, full roach main, spinnaker. All sails refurbished May 2001 and in excellent shape. 2000 8-hp Honda 4-stroke. Autohelm. Signet depth and speed. 2 bulkhead-mounted Suunto compasses. May 2001 marine survey valued the boat at \$15,740 before the new engine, small Bimini, and other extras were added. Located on Lake Hartwell, S.C. \$17,500.

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



Alajuela 38

1979. Cutter-rigged, offshore cruising. 4 anchors, heavy Vetus windlass, Profurl rollerfurling jib, Alpha autopilot, Perkins 4-108, Aries windvane, cooking utensils locked to stovetop. Immaculate. One owner. Call for details, photos. \$112,500.

Tom Orr
724-668-2256

Nor'Sea 27

Price reduced. 1991. Hull# 354. Fresh water. Aft cabin, ProFurler, full-batten main, 150 genoa, Heart 1800w inverter, battery charger, 3 new batteries, Adler refrig, pressure water, Navco autopilot, dodger, Bimini, 2GM Yanmar, CQR plow, spinnaker, 3-axle EZ Loader trailer with new tires. Excellent cond! New survey. In Minnesota. \$60,000. Call for more info.

Fred Armbruster
763-424-4354
fjarm@juno.com

O'Day 28

1980 freshwater boat. LOA 28'3"; LWL 22'11"; beam 10'3"; draft 4'8"; displ. 7,300 lbs.; ballast 2,550 lbs.; SA 369.9 sq. ft. 15-hp OMC Saildrive, 2-blade prop, 2-burner alcohol stove, Magna grill, microwave. Sails: main, storm jib, 100% jib, 130%, 150%, and 170% genoas, cruising spinnaker. Harken

roller furling headsail double slide groove. Depth, speed, VHF, stereo. 2 Danforth-type anchors w/rode, folding table, lots of storage, pressure water, steel cradle, 2 winter tarps (new in 2000), Zodiac 7'10" with motor bracket and oars. Much more. \$17,000.

Randy Nitzschke
810-695-8430
hollyhock@voyager.net

Ericson Cruising 36

1976 Bruce King design. 6 berths in 3 cabins. A/C, propane, full canvas, davits, life raft, great liveaboard, factory custom interior, new UK sails, windlass+ 300' chain. New 6001ST Autopilot. Ready to cruise. Call or email for complete equipment and upgrade list. \$58,500. *Skylark* was the feature boat in *Good Old Boat*, November 2000.

Alan Hauch
386-441-0050
ahauch1948@aol.com

Laguna 26

1984 sloop/coastal cruiser. 6'2" headroom in main cabin. 15-hp sail drive gas engine (recently overhauled) w/soundproofing panels. Full set of sails, incl. spinnaker. Recent battery w/solar charger. 2-axle trailer recently rebuilt. Fast, dry, high freeboard, shallow fin keel (3'2" draft) cruiser in very good cond. Many upgrades recently done for extended cruising. Moving forces sale. Located outside Phoenix, Ariz., in a dealer's yard. Towing can be provided to nearby areas. \$9,400.

Ayhan Akcar
970-240-0752



Bristol Corinthian

20-footer. Excellent condition with trailer. Completely restored since 2000. New: Mainsail and Sunbrella sail cover, 130% genoa w/CDI furler, genoa tracks and blocks, (in 2000) 5-hp Yamaha OB, standing rigging and turnbuckles, electrical panel and wiring, nav and interior lights, boom, ash and cherry tiller and

extender, NFM bronze opening portlights, solar vent fan and lots more! VHF, stereo with new waterproof speakers in cockpit, depth, Danforth anchor and 150' rode. Seaworthy and beautiful. \$5,800. In Amesbury, Mass.

Rich Hamilton
978-388-6004
richnie@earthlink.net

Cape Dory 28

1983. Very nice, with 8' Quick Silver inflatable. Many new upgrades and improvements. Lying Bainbridge Island/Seattle, Wash. Slip available for lease or sale. Please contact for specs. and more information. Asking \$29,500.

Ronald Legan
206-855-1032
Ronald.legan@ssa.gov

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Bob and Anne Dole
763-551-9381
dole@cfath.com

Australian ARCO sheet winch

Model 45 STC, self-tailing chromed bronze. Never used. Asking \$645. FOB Sacramento.

Brian Cleverly
916-489-5431
anzam1@earthlink.net

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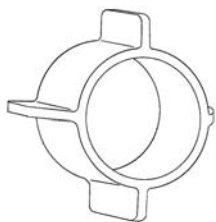
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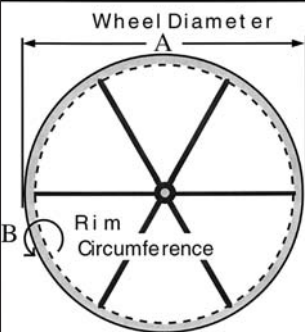
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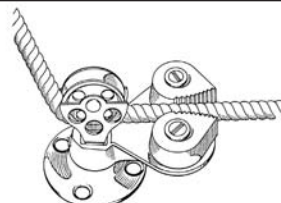
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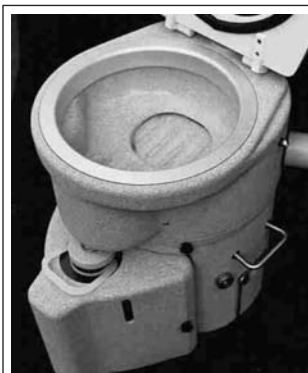
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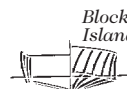
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Revenge is sweet

IN THE SPRING OF 1957 I RESIGNED MY Army commission and was lucky to be offered a position as yacht broker with Canadian Northern Co., in Port Credit, on Lake Ontario. George Cuthbertson (later to form C&C) and Peter Davidson were partners in the company. Dick Telford, also a first-class designer and boatbuilder, was supervising construction of a new 53-foot yawl of George's design. *Inishfree*, as she was called, was under construction at Cliff Richardson's yard in Meaford, Ontario, on Georgian Bay.

It was a great time for me to get a start in the boat business and, even though my responsibility was for brokerage, I still learned a great deal from all three of my new friends. It was fascinating to watch George drawing up *Inishfree*'s plans, and a trip to Meaford with George and Dick truly was a day to remember.

However, Marilyn and I were boatless. We had traded *Quest II* (a powerboat) to my folks for a television set, as we really wanted a sailboat for the larger waters of Lake Ontario. I kept my eye out in case something suitable showed up in our brokerage listings and, as I expected, opportunity reared its ugly head.

Our next boat was *Judy*, a wooden 21-foot Billy Atkin centerboard sloop with a serious attitude about weather helm. *Judy* belonged to a young lawyer who came to Canadian Northern Co. in the winter of 1957-58 asking to see what we had to offer in good used yachts. I showed him a listing from our Danish agent, Klaus Baess, that I felt was a real honey; a lovely 36-foot wooden sloop for only \$6,500, delivered in Toronto, duty paid. She was only a few years old, well built, and a typical European yacht of the mid-1950s: lean, low, handsome with a four-berth layout, and a modest, but workable, galley. Her one drawback was that she had no engine. That was not a problem, I assured the client, because we would get a Universal Atomic 4 installed in the Port Credit Boatyard for only \$2,000 more.

That satisfied our lawyer, but he had some qualms about sailing a boat without an engine all the way from

Toronto to Port Credit, some 10 miles. I said I'd take care of that. Then he insisted that we guarantee that his new boat was "not a leaker" (to use his own briskly nautical terminology), and I replied that a marine survey would check that out for him. Then he popped the final straw: he had a 21-foot sloop that he'd have to trade in, and he wanted \$1,200 for it.

Well, we did want a sailboat and the

as I expected, was a real beauty. I cleared her through customs. Then she was towed to the Royal Canadian Yacht Club where Dick Telford and I rigged her out. I had a bit of a close shave that day. I was standing on the spreaders rigging the jib halyard block and, when I finished the job, I grabbed the main halyard to lower myself to the deck. The instant I put my weight on it, I discovered that the other end of that

*It was a long time ago;
Ted didn't get mad. He got even.*

price was within our budget, barely, so I told him I'd check out his boat and let him know. That weekend Marilyn and I drove in to J. J. Taylor's yard in Toronto and got our first look at *Judy*. She was certainly a pretty little thing, and her neatly varnished interior seemed as if it would suit the two of us very nicely. I brushed the snow and ice off the winter cover and checked her over carefully. I poked and pried. She seemed solid enough so we decided to offer \$900 in trade, figuring we'd get a bit of a bargain. The offer was accepted after considerable haggling, and the deal was on.

It was spring when I discovered to my dismay that frozen water-soaked rot is just about as hard as solid wood, and we had been shafted by a clever client. As a result, we wound up traveling to Toronto every weekend to work on the boat, digging out rot, making temporary repairs with Bondo, and sistering frames where we could get at them. Eventually we got her patched up and launched. We sailed her off to Port Credit for more advanced surgery. It was then I found out why the owner had been so insistent that his new boat not be a "leaker;" his old one certainly was! It was only by constant bailing that we were able to make that short trip. *Judy* sank on the ways just as we began to haul her out.

The Danish sloop duly arrived in Toronto Harbor aboard a freighter and,

particular halyard was not cleated off. Gravity did its job, and down I went!

Fortunately the yacht had streamline rod rigging (the first I'd ever seen), and I frantically grabbed at the lower shrouds, one in each hand, as I zipped below the spreaders. As I fell, my hands were spread farther and farther apart until there was a span of about six feet between those shrouds, and my arms simply couldn't stretch any farther. The result was that I came to a stop with my toes only a few inches above the cabin roof. I let go of the shrouds, my hands rather hot, and dropped lightly to the roof where Dick stood staring at me in amazement. The Brewer luck had held again!

The next weekend I sailed the 36 to Port Credit with Peter Bowman, a great young sailor, as crew. It was a very pleasant day, and we had a grand sail before delivering her to the yard where our *Judy* was still under repair, when I could get at it.

In the following weeks the Atomic 4 was installed, the client paid the yard bill, and on a pleasantly breezy Sunday afternoon he headed out to sail his lovely little yacht back to her berth in Toronto.

On Monday morning I was sitting in the office when I received a phone call from a righteously angry lawyer. "You told me this boat wasn't a leaker," he yelled, "and it's leaking like a sieve now.

"I grabbed the main halyard to lower myself . . . The instant I put my weight on it, I discovered that the other end . . . was not cleated off."

Taylor's say it will cost a bundle to fix it, so what is Canadian Northern going to do about it? It's all your responsibility, and I want it fixed." That was the moment I took my revenge — fortuitously armed with information I'd received from a friend only a few minutes earlier that morning.

"Howard," I said, "I'm really sorry to hear she's leaking so badly because she was as tight as a drum when I sailed her out from Toronto. You don't suppose it's because you cut the corner off the Port Credit breakwater and bounced on the rocks for a couple of hours yesterday afternoon do you? Don't you think it's just possible that the pounding may have got the keel bolts started, or loosened the garboard fastenings? Perhaps that's why she's leaking. What do you think?" There was dead silence at the other end, and I never heard from that client again.

After I left Canadian Northern, however, George received a call from our friend to complain that the boat's bow pulpit was faulty . . . not as strong as it should be. He'd hit a piling with it, and the pulpit simply bent and crumpled up. "What use is a bumper on a boat," he demanded, "if they don't make it strong enough?" (Names have been changed to protect the guilty.)



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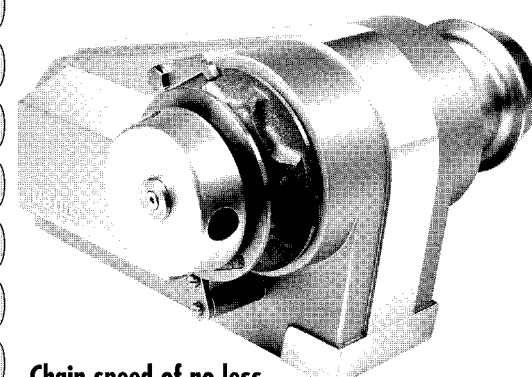
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Pleasure boats:

Frivolous expense? Impractical?

“ARE YOU NUTS?” “GO FOR IT!” “DON’T YOU HAVE ENOUGH problems?” “Life’s too short. Do it while you can.” The contradictory voices I heard from other people were no different from the voices I heard in my own head. Buy a sailboat? Part of me

knew it was a loony idea. Might as well think about a flight to the moon. Even if I could afford it, how could I justify spending money on something so . . . well, frivolous?

After all, I was still looking at ponying up the ransom for my son’s college education. The car was going to need replacing before too long. And unless I got around to having the house painted sometime soon, my neighbors were likely to start hauling me into court for lowering their property values.

Besides, even if I could manage the financial burden, did I need all the hassles that I kept hearing went with boat ownership? The cleaning and repair, the painting in spring, storage for the winter, and on and on . . . an endless list. No, it was a stupid idea. Didn’t make any sense at all. And yet . . .

And yet here I was, in the middle of my second season of sailing classes, and I couldn’t clear my head of the image of myself at the tiller of my own boat, couldn’t stop turning it over in my mind, trying to figure out some way to make it possible.

Baiting the hook

They were clever, those folks at the Great Hudson Sailing Center. I saw it all clearly in retrospect. The classes were only the bait. The owners knew from the beginning that once they got a sucker out on the water a few times, they could bet their fiberglass bottoms that pretty soon he’d want to be sailing his own boat. Why else would the center’s brochure include that seemingly incidental but oh-so-calculated come-on at the bottom of the page, the one in tiny type that whispered so seductively: “Graduates of the course will receive a 10-percent discount on the purchase of any boat.”

My first thought was: “Hey, good deal!”

My second thought was: “Ten percent off a bucket of money still leaves a bucket of money.”

But that cunning little come-on had worked its magic. A few lessons, and I was hooked. I could not stop scheming and daydreaming about how I might/could maybe/possibly someday find myself flying along on a fair breeze in my very own sweet sloop.

“What about that one there?” I asked my instructor, Diego Carr, as we glided along one Sunday morning on Haverstraw Bay, a wide stretch of the Hudson River some 25 miles north of New York City. I had my eye on a pretty little sailboat that

was heeling nicely in the breeze off our port side. It had a small cabin amidships, a nice lift to the bow, graceful lines. And at 22 feet or so, it looked about the right size for me: big

enough to be comfortable but not so big that I couldn’t sail it single-handed. As nonchalantly

*They’re a luxury. They’re expensive.
They’re no end of trouble. So what?*

by Thomas Froncek



Tom’s 25-year-old Catalina 25, Kära Flicka (which means Dear Girl), named in honor of his Swedish daughter-in-law.

as I could, not wanting to sound too avid, too greedy, I asked: “How much would something like that go for?”

Affordable or not?

No harm in asking, right? Just out of curiosity. It wasn't as if I was actually ignoring the family budget and looming expenses. But how would I know whether I could afford a boat at all if I didn't get some idea of what they cost?

“That one?” Diego shrugged. “Depends.”

“Hmm,” I said carefully, wondering why he was being so vague. Was it bad manners to ask the price of a boat? Was it a case of, “If you have to ask you can't afford it?” Or was he being deliberately coy, like a car salesman who refuses to be pinned down . . . a negotiating tactic perhaps? But I persisted. I needed to know whether my pipedream was even remotely within the realm of possibility. “Well, what would be, you know, sort of . . . ballpark?”

Another shrug. “Hard to say. So many factors come into it: The age of the boat. What condition she's in. How many extras are included. How eager the owner is to sell. Stuff like that.”

“Well, say, how about a boat like that if it were new?”

“New? Maybe 18, 20 thousand. You could go to 25 or higher if you wanted all the bells and whistles.”

I groaned inwardly. Even stripped down, such a thing was out of my grasp.

“But forget buying a new one,” he went on. “Why waste your money? There are all kinds of old boats you can get cheap.”

“But then aren't you just buying someone else's problems? I mean, why would someone sell a boat if it didn't have problems?”

“Oh, people sell for all kinds of reasons. They want something bigger. Or their family situation changes. It could be anything. Maybe they're just tired of sailing.”

Incomprehensible

Tired of sailing? How could *anyone* get tired of sailing? Right now, right here on the widest stretch of the Hudson River, in this glorious sunshine with this wonderful breeze, it seemed incomprehensible that anyone would ever want to give up something as fine as this.

“What you want to do,” Diego continued, “is hang around the marinas, check out the “for sale” signs, talk to people. When you see something you like, make a ridiculous offer. You never know. The owner might just be so desperate to sell that he'll make a deal.”

A chord thrummed in my brain. Make a ridiculous offer. Hmm.



“You get a boat for only one reason: because you want one. If you're worried about being practical, forget boats.”

Still, given all I knew, did I really want to take on the burdens of time and money that a boat entailed? Did I want to make that leap? Did I really *need* a boat?

Mulling aloud, I found myself caught between yearning and practicality, plagued by indecision, daunted by responsibility. “I'd love to have a boat, but do I really want all the problems and the expense? It's fine for a guy like you. You're single; your kids are grown. I just don't see fitting it into my life. You know? I mean, do I really *need* a boat?”

Diego, as always, set me straight. “Look,” he said, “nobody *needs* a boat. You need a house. You need a car. You need food on the table, clothes on your back, all that. Boats are a luxury, man. There's no way around it. They're expensive. They're no end of trouble.”

Know the realities

I jerked my head back as if I'd been slapped. “Thanks,” I said. “I needed that.”

He shrugged. “Hey, I'm not saying don't get one. I'm just saying, if you want one, you should know the realities. You get a boat for only one reason: because you want one. If you're worried about being practical, forget boats. There's nothing practical about them.”

Simple words. But they struck me with the force of revelation. It all came down to a simple equation. I could keep on sailing other people's boats. I could rent or crew and let it go at that. But if I did want a boat of my own — and I did! Oh, how I did! — then it was time I quit being so wishy-washy and made it happen. I'd deal with the consequences later.

It was quite simple: get the mind in gear, and the rest will follow.

Today, many lessons and many decisions later, I sail the Hudson in a 25-year-old Catalina 25. Its age made it affordable. Its length made it just right both for daysailing and for exploring more distant cruising grounds. Right now, in fact, I am studying the charts and laying my plans for my longest adventure yet: a cruise from Nyack, New York, downeast to Maine.

Not for a minute have I regretted my decision to buy a boat. What has come home to me again and again is that where boats are concerned, everything becomes a matter of balance. I have learned that with boats, as with so much of life, the challenge is to find the point of equilibrium between opposites: wind and water, sails and keel, need and desire, responsibility and pure pleasure.

I also know now that at least part of what Diego told me was dead wrong. Some of us *do* need boats.



Advice to the Coast Guard

As usual, I enjoyed the latest issue immensely. The article "Stand By to be Boarded" caught my attention. I've been boarded a number of times over the decades, in some cases by Coast Guard craft that stalked us without navigation lights. This always struck me as incredibly poor seamanship. Once, 200 miles at sea, a 350-foot Coast Guard vessel shadowed us for hours, lightless. It's hard to imagine that this heavily-armed warship had much to fear from our 40-foot eggshell of a sailboat.

The article mentions that the Coast Guard may indeed be running dark and then goes on to say they issue citations for a vessel "displaying improper navigation lights." Perhaps they should cite themselves first.

Though it galls me, the law permits random boardings. The Coast Guard needs to recognize that the vast majority of us operate our boats either perfectly legally or are guilty of the most innocent and minor of accidental transgressions. Stop being so aggressive. Turn on your nav lights. I promise not to attempt to outrun you at my sailboat's max 5-knot speed. We'll comply with the boardings, but please set a positive example.

Jack Ganssle
Baltimore, Md.

Don't link price with value

I noticed the roller furler article in the March 2002 issue and would like to add one more manufacturer to the list. In September of 1999 I purchased a basically abandoned 1974 28-foot Offshore Cheoy Lee. I knew, or thought I knew, the approximate amount of work and money it was going to take to bring her back to Bristol condition. Not only did I go more than \$10,000 over my original restoration cost estimates, it also took me a year longer to complete than I originally assumed.

I learned how to become an expert shopper. No purchase more exemplified that fact than my purchase of a jib reefing and roller furling system. This was to be the last major expenditure I had to make in my restoration project. Since I was already way over budget, I shopped particularly hard to find the best value I could. My primary considerations, other than cost, were ease of installation and rugged simplicity of design. Since I had no intention of racing, I just wanted a durable, high

quality system, easy to operate, and easy to install.

I looked at all the major brands of furling systems, which for my boat size ranged in price from \$1,200 to \$1,700. I then located a Brazilian company on the 'Net that manufactured a system for my boat at roughly one third that price. My first thought was it had to be junk; it was too cheap. But after talking to the factory I became convinced it was what I needed. So, for \$560 I ordered one. Four days later it arrived.

When I opened the box, I was amazed at the quality of workmanship. It was beautiful. All of the pieces fit together with machine-shop precision. The next day a friend and I installed it. From start to finish we were through in less than two hours. Now that I know how to do it, I can install one by myself in less than 45 minutes. It's that simple.

After sailing a 135-percent genoa, reefing and furling in winds up to 25 knots, I couldn't be happier. It has exceeded my every expectation. I was so impressed with its quality, price, ease of installation, and performance, I negotiated for the North American distribution rights.

David Davenport, President
Alado Nautica USA
www.aladous.com
Addison, Texas

Achievable simplicity

I liked your swamp sounder (March 2002) – an ingenious and effective solution. But I think you must have been using a new and somewhat unfamiliar definition of the word "simple," because while it's based on a fairly simple **principle**, it's actually one of the more complicated contraptions I've ever seen for measuring tankage levels. If you want simple, I replaced the inspection port cover on my holding tank with one of those clear plastic ones. Now when I want to see how full the tank is, I look. Somewhat distasteful, but simple . . .

Simon Hill
Vancouver, British Columbia

Barked knuckles

I read your latest philosophical musings with particular pleasure. And I loved the photo of your barked knuckles; something to which I can readily relate. I thought I'd share a bit of insight

on the gender aspects of your editorial. They are largely shore-based but have a clear analog to boat projects as well. We have a lengthy list of house projects. As we have attacked them together, my style has been to dive in vigorously, knowing that considerable time must be allocated to the final phase – clean up and collateral damage control. Mary Jeanne's style has been to put effort up front in debris and damage prevention. I must now, reluctantly, acknowledge that her process/philosophy results in project completion in a shorter overall time. I say *reluctantly* because once a male admits the essential correctness of a female's position in such matters, then change is expected of him.

That said, I still manage the helm during close-quarters maneuvering. We try to blend the best of our two different process/philosophies. We discuss, plan, and experiment to refine our technique. But I am still at the helm because, in part, I too am more mentally prepared to hit the dock.

Durkee Richards
Sequim, Wash.

No silver bullets

Your January 2002 issue reached us in Argentina as we were cruising south along the Patagonian coast. So heavy weather is much on our minds. We therefore read Cary Deringer's discussion of sea anchors and drogues immediately.

Mail buoy



Though she has done her research using the available information, we are uncomfortable with some of the sources used and conclusions drawn.

In our modern world, people have come to look for silver bullets to solve all the potential problems they might encounter afloat. For weathering storms at sea, these silver bullets now tend to take the form of store-bought solutions, such as para-anchors, series drogues, etc. This gives marketers an opening to capitalize on our fears to encourage us to spend money. A major marketing tool is the written word, brochures, manuals, and sometimes elaborate-looking books — created by the gear salespeople.

When we contacted each manufacturer and distributor of drogues and sea anchors (including those mentioned in this article) to update the lists in the 2001 reprint of our book, *Storm Tactics Handbook: Modern Methods for Heaving To in Storm Conditions*, we reviewed this literature, then interviewed the vendor/writer and found to our dismay that not one of these people had extensive offshore sailing experience, and certain ones had never been to sea on a cruising boat. Yet when questioned about what size gear to use on a monohull, each vendor tended to recommend larger gear (read: more expensive) than might actually be required, unaware of the excessive strains this oversized gear could exert on the boat and unaware that the majority of boats might not have cleats, chocks, or fairleads capable of handling these loads. (Remember, a bigger bag of water will exert more strains and chafe than a little bag of water.)

When we first set off voyaging, it was our desire to get information as vital as storm management techniques from extremely experienced sailors or near-professionals, people who had weathered a variety of storms in a variety of boats. This led us to place our trust in the principles laid out by the famous captain and early small boat adventurer, Captain J.C. Voss in his book, *The Venturesome Voyages of Captain Voss*. The classic techniques he describes for heaving to using sails only has worked for us many times on many monohulls ranging from our two small classic cutters to larger modern offshore raceboats we have delivered. Only in storms of long duration, or when we encountered threatening breaking seas in winds over 55 to 60

knots have we had to help our boat continue to lay hove to by adding a modest-sized para-anchor on a bridle so the boat would lay with her bow 50 or 55 degrees off the wind.

The late Sir Peter Blake, who generously gave us his time during our research, confirmed our feelings as he told of heaving to on modern raceboats in winds in excess of 90 knots when two cyclones collided right over him in the Tasman Sea. He said, "So far I have been able to get any monohull to heave to well by experimenting with sail and helm balance." He added that he always came up with a plan to use the gear on board (sails, lines, fenders) to create some kind of sea anchor should it become necessary.

In a world of commercial marketing interests, it's hard to resist the urge to cover each base with a credit card. It's harder still to gain sea time in storm conditions. Unfortunately, as we talked with many of the first-time voyagers we met in places like Bermuda, the Azores, and Cape Verdes, we found storm gear bought on the recommendation of

shoreside vendors was creating a false sense of security. Few of these sailors had deployed the gear to see if they had the fairleads, chafe guards, and cleats positioned to be workable in Force 7 winds, let alone Force 9. Fewer still had storm trysails ready to go on separate tracks or extra-strongly built triple reefs in their mainsail, rigged and ready to use so they could heave to first, then think of parachutes or drogues after assessing the situation from a relatively steady and workable platform.

You will note we only mention heaving to, not running before a storm, in this letter. This is because experience will show that heaving to is the first and foremost storm management method you must be able to use when you venture farther offshore, unless you can guarantee that you will never have an inhospitable shore lurking to leeward (lee shore) when you encounter the storm of your life.

**Lin and Larry Pardey
Patagonia**

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Agreed: no silver bullets

We agree with Lin and Larry 100 percent. I noted in the article that silver bullets are hard to come by for a number of reasons. Parachute sea anchors and drogues are just two more tools in the toolbox when it comes to making a decision in heavy weather. Using either of these devices will be easier, safer, and more effective if prior setup and deployment/retrieval drills in varying wind conditions have been executed.

The intent of my article was to give information to those people who have made, or are thinking about making, the decision to have one or both of these devices available as a storm tactic option.

We also feel that heaving to is an important method to employ in heavy weather situations and is usually the first tactic we use. In one heavy-weather situation we encountered, heaving to enabled us to take a break, assess our

situation, and make a decision about what to do next. We decided to continue on, but by the third day the weather had not moderated. Winds were in excess of 45-knots and seas had built to more than 20 feet. We made the decision to tack and sail the 80 miles to landfall. We deployed our parachute sea anchor for the night for two reasons: first, it allowed us to get some much needed rest (while still maintaining an anchor watch) by reducing the motion of the boat, and second, it allowed us to make landfall during daylight hours.

Heaving to would have resulted in the same outcome. Using our parachute sea anchor in these conditions gave us a better understanding of how our boat responds to a parachute sea anchor in these conditions and more experience with this device. With any storm tactic, heaving to included, practice is key to a successful outcome along with having the gear maintained and ready for use.

A majority of parachute sea anchors and drogues that are purchased get stowed away, never to see the light of day. Owning a parachute sea anchor or drogue will not guarantee survival in heavy weather. Nor will heaving to if you've never hove to before and decide the best time to try it is in heavy weather. The best storm tactics are knowledge, experience, and common sense. These are impossible to purchase with any credit card.

Cary Deringer
French Polynesia

Umm, sure we can spell

*We made a tiny little spelling mistake at the very end of the production cycle with the March 2000 issue. You know, and we know, too – except when our brains have shut down for the day, perhaps – that ATN's **Gale Sail** is not spelled Gale Sale (except perhaps when owner Etienne Giroire chooses to offer a "boat show discount"). ATN's Gale Sail is listed with products in the resources section of the roller furler article. This is a product that keeps your roller furler from unrolling at the worst of times and provides a way to have a storm sail instead of a partially furlled baggy sail when the going gets tough. By the way, pronounce Etienne as the French would, and voilà! you get ATN! (It took us a while to catch on to that one.)*

Editors

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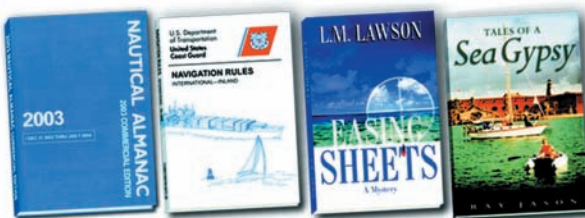
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Calling all Cabo Ricos

As a subscriber to the Cabo Rico discussion list on Sailnet, I have spearheaded an effort to start a Cabo Rico Owners' Association. I have the support of Cabo Rico Yachts and of members of the Sailnet discussion group. We are accepting applications for membership. Would you add us to your list of associations? I can be contacted at: 11 Bungay Road, Mansfield, MA 02048, crownersassoc@aol.com

Michael Mathias
Mansfield, Mass.

Please send the recipe

My husband and I have read your magazine and are considering a long-term subscription. We have received your free issue, and it definitely has its appeal. I had previously read your July/August 2000 issue and found a letter to the editor on pressure cooker bread that had been published in your March 2000 issue. I could not get my hands on the issue, so would you please be kind enough to email me the recipe? We have purchased a 53-foot Gulf Star and are planning to "sell up and sail out" of Colorado in August of 2002. I would greatly appreciate this recipe. It would also help me make up my mind whether to do a 10-year subscription!

E.J. and Bill Monheiser
Littleton, Colo.

My baby's in the magazine!

I bought my Columbia 22 (including a working outboard) for \$700 several years ago. Half of that went to the owner and half to the marina, which had a lien on the boat to be paid off. She was in awful shape, but I had just sold my Islander 32 and had intended to downsize to a boat to just "bang around" the harbor in. So her condition didn't really matter. But when I started to sail her, she was really quick and fun to sail. So I began to fix her up, doing as much work as I could myself and learning along the way, but hiring experts when appropriate. I redid the wiring (twice), installed a new circuit breaker, moved the battery box to a

centerline location that could hold a deep cycle battery, installed an autopilot, installed a portable burner, built a new dining(?) table, painted the exterior and interior, varnishing the teak inside, and put in a Schaeffer roller furler with the help of one of my sailing buddies, Gary. Why does someone need a roller furler on a 22 foot boat? I do a lot of single handing, and the wind really pipes up every afternoon where I sail. (It's nicknamed Hurricane Gulch.) I hired experts to replace the old and cracked windows and metal frames, make a new furling headsail, and make new cushions.

I am so excited about an article on Columbias. I have read the "major" sailing magazines for almost two decades, and they have never even *mentioned* the boat. While they are not flawless, some are great good old boats. Thank you so much for this article, which I haven't even read yet!

Lori Van Hove
Whittier, Calif.

Lori's boat did make it into the Columbia history article in this issue (see Page 10). Our thanks to her for shooting photos for us on a moment's notice.

Tiny Tots are available

We heard from the folks at Fatsco Stove recently and know from questions we get in our office that good old sailors have been trying to get in touch with them, sometimes unsuccessfully. This is a small family business (one of several, in fact), but they've recommitted themselves to the Tiny Tot business. Their phone number is 231-885-3288. If you've been looking for them, give it another try.

Editors

We passed the test!

One year ago I sent a subscription check along with a challenge . . . **get me to renew!** Now, a year later, I think: To renew or not to renew — that is the question.

Do I allow the work-related problems to continue? Every couple of months the post office delivers a new *Good Old Boat*, and all work ceases. Coffee is made, I hide in my office, and pore over every page and word of the issue. If that wasn't bad enough, I immediately go back to the beginning and re-read the magazine. Then I carefully put the newest issue in its special place with all the others. Work accumulates, but I don't care. If I was not the boss and only

employee, I would get fired.

Do I continue to take up computer space with my master list of "to be referenced articles" sorted by specific subjects and issue dates? Do I continue to leave my food and clothing money with marine suppliers as I take advantage of ideas and hints I've read in your magazine? Do I continue to throw out "fantastic deal" offers to subscribe to either of the **big two**? Do I continue to tell other good old boaters (the boaters *and* the boats are good old) about your magazine?

Well, you bet I continue. Renewal check is happily enclosed, and I certainly look forward to many more such welcome "problems."

Barry Marcus
Milford, Mass.

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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Jerry Powlas and wife, Karen Larson, in an earlier “career” as racing sailors.

Four years at the weather mark

When we adopted the name Last Tack for this column, we had in mind the part of a sailboat race where one has reached the lay-line and thrown the last tack before rounding the weather mark. It is not necessarily the end of the race, it's just the part where the skipper and crew shift their thinking from beating to reaching or running. The pole is set, and the chute is made ready to hoist. One leg of the race is almost done, and another is about to start.

This publication has a busy crew. Each magazine cycle is a fairly intense endeavor, much like a race, and each crewmember has a critical part which must be done in sync with the others so that by the time we hit the lay-line (or deadline) and throw the last tack there will indeed be an another issue. Then — just like a long race — we get ready for the next leg and do it all over again, only this time — just like in a race — we try to do it all better. As it turns out, this column is positioned near the end of the 24th magazine we have published. At six a year, that means we are ending our fourth year. Get it together, get it out, tack, and get ready for another one.

Four years is not a long time as magazines go. Almost all sailing magazines are older than *Good Old Boat*. It is long enough, however, for us to take stock . . . to sort of stand up and look around, the way one does on the downwind leg to see where the wind and waves are, and plan the next beat.

We started *Good Old Boat* magazine with little, or perhaps no, comprehension of what that would involve. We thought that many sailors in the mainstream were not being spoken to by the other publications. There was a niche, a little hole at the starting line that we could squeeze through. As things developed, we found a lot of sailors, or perhaps they found us,

and together we assembled the things that make a modern niche magazine. The wind that propelled it all was enthusiasm. Not enthusiasm for racing as this metaphor would imply, but enthusiasm for the sheer joy of sailing. Enthusiasm for boats so beautiful you can't take your eyes off of them, and enthusiasm for good people who really are at their best when they are sailing. Over it all was the simple understanding that the joy of sailing was not proportional to the money spent, and that the reputation of a sailor was not built from things you can find in a marine catalog.

These things were well known before *Good Old Boat* magazine arrived, so it was easy to be a rallying point. Sailors are not shy about what they want. We just had to listen.

Four years is a good time to say thank you. Thank you to our readers. You are the only reason anybody ever makes a magazine. Thank you to our associates. We wanted to do this by ourselves, but instead the idea has had a life of its own. Today it takes about a dozen people to make *Good Old Boat* magazine. Thank you to the writers, photographers, and artists who have told the tales and conjured the images that truly reflect the readers' passions. Thank you to our advertisers. You saw us as a fair and honest forum for bringing your message to our readers. And thank you to the people who made the good old boats . . . the designers and builders and the sales and service people. Your vision has been our joy.

So what now? Publishing is like a long race; it's time to get ready for the next leg and do it all over again and — as in a race — this time we'll try to do it all better.

Ready about . . .



Sail away Sail away Sail away Sail away Sail away

THE HARBOR IS STILL THIS MORNING; THE WATER SMOOTH AS a mirror. At the top of the ramp I stop for a long look at our 41-foot ketch, moored just beyond the oil skimmer boat . . . the white parallel masts, the seductive curve of the hull, the blue sailcovers against the booms, the bowsprit straining forward, a plank suspended over the water. Even at anchor she looks poised for motion, sleek as a swan.

I lean over to grip the grabrail on the cabintop and hoist myself onto the deck, glossy from last night's rain. The teak on the cabin doors glistens a deep cinnamon color. I slide open the hatch.

I can step down the companionway ladder with my eyes closed if I want to . . . just lean back into the wood and my foot finds each familiar rung. I breathe in the briny mustiness of the closed cabin. These womblike quarters, sheltered and cozy, all teak and white vinyl and brass fittings, were where the four of us lived every summer without television and telephone, without electricity or the sprawling comfort of our big house in Anchorage.

Last week we sold our sailboat; today I've come to say goodbye.

The galley is just to starboard of the companionway: three-burner alcohol stove, gimbaled so it moves with the pitch of the boat under sail, a stainless-steel sink, and refrigeration under the countertop. Just three feet to port is the dinette table. All four of us — Ed, Brad, Betsy, and I — squeezed around the cushioned benches for meals and talks and card games played in the orange glow of oil lamps. This spot, which doubles as a chart table, folds down to a bed where Ed and I slept.

A step down from this area is the main saloon under curved teak ceiling beams with a carving of an elaborate dragon. Cookbooks, paperback novels, cruising stories, a Bible, photo albums, medical emergency texts, how-to manuals about diesel engines, sailboat maintenance, navigation, knot tying, points of sail, and rigging cram teak



Consolation, a much-missed piece of the Sievert family history, is a CT41.

bookshelves above port and starboard settees piled with colorful pillows. Four panels: sculpted wood reliefs of the boat under sail, a crouching tiger frozen in pounce, strange seabirds perched on a boat's bow, and a bird of prey, talons open, at a rookery, decorate the teak doors to the head and captain's cabin.

There were times when the wind howled and the seas kicked, and the roll and pitch and heel of *Consolation* turned this safe haven into a frenzied heap of books and pillows. Today it's peaceful: the

rhythm of the boat at dock is like breathing, barely perceptible, but steady in the up-and-down motion.

Forward of the doors is the head to port and the captain's cabin to starboard, and still forward, snuggled in the bow, the fo'c's'le, a small cavelike space where Betsy bunked, the straps for her viola still in place under the teak ledge. Sometimes she and Brad would slide open their hatches and crawl up to the deck with their sleeping bags and fall asleep trying to count the stars.

by Kathy Sievert

I hear small waves lapping at the hull. Somebody's rigging clangs against metal masts. Must be a little wind.

I'll miss this . . . the way the world looks through a porthole: racing water, tilted landscapes, the swift passing of it all; the feel of the wheel, teak finish worn gray by so much handling; the sails, huge white triangles catching wind, the genoa like an enormous cupped wing, powering 14 tons through the seas; the language of sailing (close-hauled, tack, jibe, luff, halyard); the waves spinning off the hull, spilling over the rails and out the scuppers, bubbling like tiny chimes; the constant motion, the comfort, and the dreams that water brings us.

I stand in the wheelwell for the last time. I learned to navigate, read charts, and plot courses. I learned to helm and trim the sails. I learned to adjust to the rhythms of winds, tides, currents, and weather. I learned you don't always get from here to there in a straight course. I learned to bring aboard only enough to serve my needs; there's not enough stowage for extra baggage. I learned to pay attention to exactly where I am right now. Constant and forgiving, this boat was my schoolhouse and my teacher. Her lessons are a part of how I live.

She tugs at her dock lines, "Let me go. Let me go."

Bon voyage, *Consolation*. You sail with my heart as a stowaway.



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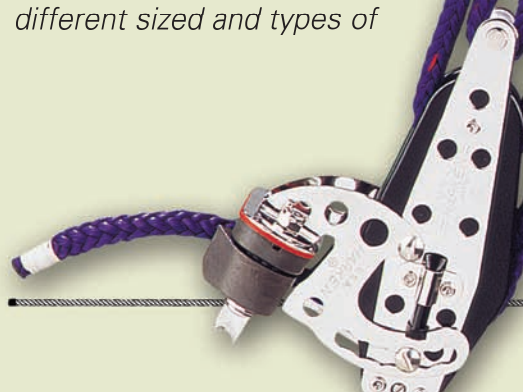
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