

# GOOD OLD BOAT

*The sailing magazine for the rest of us!*



JANUARY/FEBRUARY 2003  
ISSUE 28  
[www.goodoldboat.com](http://www.goodoldboat.com)

\$7<sup>00</sup> (Canada \$9<sup>95</sup> CDN)



On newsstand until Feb 28



# This issue



## For the love of sailboats

- 4 This old Don Casey,** *A look at the Allied Seawind owned by the do-it-yourselfers' guru,* by Karen Larson and Ted Brewer
- 30 Hallberg plus Rassy,** *Two famous boatbuilding names — and a line of classy bluewater voyagers,* by Jahn Swanker Gibson
- 46 Restoring Renee,** *Adding years of life to a tired 30-foot wooden ketch,* by Alan Lucas

## Speaking seriously

- 16 Build your own watermaker,** *Enjoy lots of pure fresh water from your own onboard system,* by Guy Stevens
- 24 A new stern tube,** *A resourceful Colorado sailor does a professional job in the wilds,* by John Ditzler
- 27 Sewing's not for sissies,** *How to turn a home sewing machine into a macho sailor's model,* by Theresa Fort
- 42 Dissecting the motorsailer,** *A professional yacht designer says you might be happier with one,* by Ted Brewer



## Just for fun

- 9 Good Old Boat of the Year –** *It's about time! (Or is it about money?),* by Jerry Powlas and company
- 33 Brion Toss, Master Rigger –** *A close look at a modern practitioner of a very old trade,* by Durkee Richards
- 37 Cruising toward the sunset –** *More mariners are becoming ancient on their boats,* by Carolyn Corbett
- 40 A day in Maine –** *Photo spread,* by Chuck Campbell
- 52 Dinghy refinishing –** *Eight Boy Scouts breathe new life into an ailing dinghy,* by Barbara Wyatt
- 54 The spirit of the Monte J –** *Wanderlust takes over after years of neglect,* by John Phillips
- 62 Good Old Boat Regatta –** *Like good red wine, it's getting better with age,* by Don Frye

## What's more

- 57 Simple solutions –** *Folding a bike,* by Terry Ambrose; *Heaving to, the neglected art,* by Geoffrey Toye
- 60 Quick and easy –** *Make your own boarding gate,* by Glyn Judson; *Street legal,* by Ed Jerome
- 65 Good old classifieds**
- 74 Mail buoy**
- 81 Last tack –** *Gummed by a nor'easter,* by Jerry Powlas



# Voices from everywhere

*Whereabouts of good old sailors in this issue*



## Where you can find our magazine

*(and sometimes the back issues you're looking for)*

**The Armchair Sailor**  
2110 Westlake Ave. N  
Seattle, WA 98109  
206-283-0858

**The Armchair Sailor**  
543 Thames St.  
Newport, RI 02840  
800-292-4278

**Bay Books**  
23415 Three Notch Rd.  
California, MD 20650  
301-862-1424

**Bingham Boat Works, Ltd.**  
Star Route 550, Box 58  
Marquette, MI 49855  
906-225-1427

**Bluewater Books and Charts**  
Southport Center  
1481 SE 17th St.  
Ft. Lauderdale, FL 33316  
800-942-2583

**Buck's Harbor Marine Inc.**  
P.O. Box 2, 684 Coastal Rd.  
South Brooksville, ME 04617  
207-326-8839

**Complete Cruising Solutions**  
1813 Clement Ave., #24  
Alameda, CA 94501  
510-769-1547

**Fawcett Boat Supplies**  
110 Compromise St.  
Annapolis, MD 21401  
800-456-9151

**Hamilton Marine**  
155 E. Main St.  
Searsport, ME 04974  
207-548-6302

**Lido Village Books**  
3424 Via Oporto  
Newport Beach, CA 92663  
949-673-2549

**Marine Consignment of Wickford**  
7725 Post Rd.  
Wickford, RI 02852  
401-295-9709

**Maryland Marina**  
3501 Red Rose Farm Rd.  
Baltimore, MD 21220  
410-335-8722

**Minney's Yacht Surplus**  
1500 Newport Blvd.  
Costa Mesa, CA 92627  
949-548-4192

**Mystic Seaport Museum Store**  
47 Greenmanville Ave.  
Mystic, CT 06355  
800-331-2665

**The Nautical Mind**  
249 Queen's Quay W, Ste. 108  
Toronto, ON M5J 2N5  
800-463-9951

**Pablos Crews**  
1400 Harbor Dr. N  
Oceanside, CA 92054  
760-721-1516

**Popeye's Marine Exchange**  
814 13th St.  
Everett, WA 98201  
425-339-9479

**Sailboats, Inc.**  
250 Marina Dr.  
Superior, WI 54880  
715-392-7131

**Sailing World, Inc.**  
720 East Grand Ave.  
Ingleside, IL 60020  
847-973-0000

**Sailors Exchange, Inc.**  
222 West King Street  
St. Augustine, FL 32084  
904-808-0667

**Scuttlebutt Nautical Books**  
433 Front Street  
Beaufort, NC 28516-2126  
252-728-7765

**Seabreeze Nautical Books**  
1254 Scott Street  
San Diego, CA 92106  
619-223-8989

**Seven Seas**  
2827 Dupont Avenue South  
Minneapolis, MN 55408  
612-879-0600

**St. Louis Sailing Center**  
13616 Northwest Industrial Cr.  
Bridgeton, MO 63044  
314-298-0411

**Torresen Marine**  
3126 Lake Shore Dr.  
Muskegon, MI 49441  
231-759-8696

**And in all BoatU.S. and West Marine stores**

*Now in many Borders Book Shops, Barnes & Noble Bookstores, B. Dalton Booksellers, and others*

**To find Canadian locations not yet listed here, call 800-438-5005**



**Ted Brewer** (*Seawind and sisters*, Page 8, and *Dissecting the motor-sailer*, Page 42) is one of North America's best-known yacht designers, having worked on the America's Cup boats *American Eagle* and *Weatherly*, as well as boats that won the Olympics, the Gold Cup, and dozens of celebrated ocean races. He also is the man who designed scores of good old boats . . . the ones still sailing after all these years.



**Guy Stevens** (*Build your own watermaker*, Page 16) has been designing, building, installing, and repairing watermakers for more than five years. Several dozen of his watermakers are currently floating about the world, providing cool showers in out-of-the-way places. One of those places is *Pneuma*, Guy and Melissa's Ericson 39, during their current circumnavigation.

Artist **Walt Pearson** (*Watermakers*, Page 16; *Simple solutions: Heaving to*, Page 58; *Quick and easy: Street legal*, Page 61) says he often spends more time on the drawings and sketches for the *Good Old Boat* projects he illustrates than the original projects took. In his real life, he is a mechanical engineer with 3M — who just happens to have a talent for drawing — and a sailor with a good old Ericson 27 on Lake Superior. His is the boat with the big sketchbook.



**John Ditzler** (*A new stern tube*, Page 24) learned to sail on the Potomac River and Chesapeake Bay but wound up in Colorado sailing on lakes where the wind is unpredictable and the facilities are limited. He started with a MacGregor Venture 21, then owned a Catalina 22, and now an Orion 27 (which he says is *large enough*, thank you). In two years he will retire from UPS and plans to take *Allegra* to the salt water.

**Theresa Fort** (*Sewing's not for sissies*, Page 27) and family are currently exploring the Potomac and Chesapeake areas aboard their new-to-them 45-foot Van de Stadt, *Aghulas*, while slowly refitting it for a longer cruise. Amie (illustrator of this article) will be graduating this year from homeschooling and going to college in the fall.

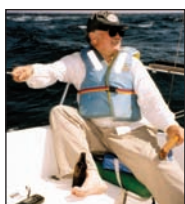


**Jahnn Swanker Gibson** (*Hallberg plus Rassy*, Page 30) and her husband, Dave, sail their Hallberg-Rassy 33 *Mistral*, *Hotspur*, on Sacandaga Lake in the southern foothills of the Adirondak Mountains in upstate New York. She was profiled in *Good Old Boat* in July 2001 as the author of a soon-to-be-released children's book, *Susan's Sailing Adventures*, which is now available in print.

**Durkee Richards** (*Brion Toss, Master Rigger*, Page 33) learned to sail in the Sea Scouts on the Columbia River. His first date with Mary, his sail-mate, was on a Snipe. They spent nearly 40 years in the Midwest where they cruised Lake Superior on chartered boats until they bought their J/32 in 1999. After Durkee retired, they moved to the Olympic Peninsula and are now exploring the waters of the Puget Sound and British Columbia.



**Carolyn Corbett** (*Cruising toward the sunset*, Page 37) walked away from the teaching profession at 35 years of age with just two days of sailing experience in her lifetime. She was mentored by several of the couples in her article. Since they've all been such good examples, she fully expects to be out cruising in 30 years. Her work has appeared in a number of other sailing publications.



**Chuck Campbell** (*A day in Maine*, Page 40) is a Maine-based portrait and wedding photographer, although he once lived aboard the original *SS Minnow* in Marina Del Rey, California, in the mid-60s. These days he sails his Compac 19, the *C-Breeze II*, around Casco Bay looking for photo opportunities and enjoying all things nautical with family and friends.

**Alan Lucas** (*Restoring Renee*, Page 46) has been a cruising writer for more than 40 years, during which time all his cruising boats were personally built from scratch, restored, or finished from a bare hull (eight in all). The latest is a built-from-scratch 50-foot ketch whose design was inspired by the Chesapeake Bay Skipjack.



**Barbara Wyatt** (*Dinghy refinishing*, Page 52) is raising three boys and one good old boater-type husband. The family enjoys weekend adventures touring the San Juan Islands off the northwest coast. With her are sons Hunter, 10, and Rand, 6.

**John Phillips** (*Cruising memories: The spirit of the Monte J*, Page 54) had a mid-life crisis five years ago. He sold a GM dealership and purchased a marina near Lincoln, Nebraska, that is full of good old boats and interesting people. He works on his Cape Dory Typhoon, *Ladybug*, and plans real and mythical trips with her.



**Geoffrey Toye** (*Simple solutions: Heaving to, the neglected art*, Page 58) lives in a beach house near Cardigan on the west coast of Wales. He's been involved with small craft for more than 40 years. A writer and journalist, he just published a sailing/thriller novel.



**Glyn Judson** (*Quick and easy: Make your own boarding gate*, Page 60) is a retired aerospace photographer who sails a 1979 Ericson Independence 31, the *Dawn Treader*. Since purchasing his first sailboat in the early 1980s, he has created a number of innovative systems to make his boats as user-friendly, efficient, safe, and "shippy" as possible.



**Ed Jerome** (*Quick and easy: Street legal*, Page 61) and wife, Sally, 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.



**Don Frye** (*The Good Old Boat Regatta*, Page 62) is co-founder of the Annapolis Good Old Boat Regatta. A Triton racer since 1973, Don is a marketing communications writer-producer in real life. On most summer weekends he is urging his crew on with his motto: It ain't over 'til the cooler's empty!





# GOOD OLD BOAT

**Editor and Publisher,** Karen Larson,  
karen@goodoldboat.com

**Technical Editor,** Jerry Powlas,  
jerry@goodoldboat.com

**Business Advisory Board**

Bill Hammond, Chair,

*Publishing Strategy International, Inc.*

Jack Culley, *Sailboats, Inc.*

Bill Dorn, *Publishing Advisers International*

**Contributing Editors**

Ted Brewer, Theresa Fort,

Donald Launer, Gregg Nestor, Bill Sandifer

**Director of Circulation/Retail,**

Mark Busta, mark@goodoldboat.com

**Advertising Sales,** Michael Facius,

michael@goodoldboat.com

763-420-8923

**Director of Special Projects,** Fred Street

fred@goodoldboat.com

**Financial Manager,** Karla Houdek,

karla@goodoldboat.com

**Copy Editor,** John Vigor

**Proofreader,** Pat Morris

**Art Director,** Mary Endres

**Webmaster,** Jerry Stearns

**28 – Volume 6, Number 1** *Good Old Boat*  
(ISSN 1099-6354; USPS 019327), published six  
times a year by:

**Partnership for Excellence, Inc.**

7340 Niagara Ln. N.

Maple Grove, MN 55311-2655

phone: 763-420-8923; fax: 763-420-8921

www.goodoldboat.com

Periodicals Postage Paid at Osseo, MN 55369,  
and at additional entry points.

U.S. Postmaster, send address corrections to:

**Good Old Boat**

7340 Niagara Ln. N.

Maple Grove, MN 55311-2655

© 2003 by Partnership for Excellence, Inc.  
All rights reserved. Reprinting in whole or  
part forbidden except by permission of the  
publisher. Printed in Canada.

**Editorial contributions** are handled with  
care, but no liability is accepted. **Opinions**  
expressed by the writers are not necessarily  
those of *Good Old Boat* magazine.

**Subscription rates:**

One year/two years/three years:

U.S. and Canada – \$39.95/\$74.95/\$110US

Overseas – \$63.95/\$123.95US

## About the cover...

Reader Will Sturgeon sent this early morning shot of *Avoca*, an Ericson 35. He'd been on anchor watch throughout a particularly gusty night. By 0400 he wallowed downwind to the next sheltered anchorage anchoring near *Avoca*. "After I took a last check of my swinging room before I hit the rack," he says, "the sudden appearance of a 'red sky at morning' coerced me to take the shot... definitely a hard-earned opportunity... a sailor's version of Garth Brook's 'ain't going down 'til the sun comes up.'"

*The view from here*



## Credit where credit's due

WHY IS IT, IN THE HIERARCHY OF CRUISING, that coastal cruisers are regarded with less esteem than circumnavigators?

After a vacation on Lake Superior that involved a series of passages, I began to think that the real skills are formed near land. Our trip involved many short hops of 30 and 60 nautical miles and nearly as many longer ones of 90 and 115 nautical miles. Those longer trips are either overnight passages or long days in which we arrive in the dark. I prefer the overnight passage and daylight arrival.

One thing you do get when you sail and sail and sail away from one land mass toward another is time for contemplation. Sometimes the only thing that comes to my mind on bouncy passages (this most recent vacation being comprised primarily of these) is: Why is this blankety-blank boat jolting around like a pinball being thwacked by malicious juvenile flippers?

But there are calmer times of reflection when the trip is relaxing, and the distances traveled seem rewarding rather than tedious or monotonous. Several times during passages such as these I compared the skill sets of coastal cruisers with those of passagemakers. And the coastal cruisers come out as the more experienced of the two kinds of sailors.

Hear me out. Perhaps we'll set the hierarchy of sailing achievement on its ear. If nothing else, this is a call for equal respect for the coastal cruiser.

- Who ties up to and departs from docks more often (and in all kinds of weather)? After all, airplane pilots say it's the takeoffs and landings that get you.
- Who captures more moorings?
- Who has more anchoring practice?
- Who has to watch more attentively for rocks and shoals?
- Who does more navigation?
- Who has more close encounters and

near encounters with boats that drag anchor?

- Who has more local knowledge of specific areas of coastline?
- Who often has to be somewhere at an appointed time (the cause of much risk-taking behavior)?
- Who spends more time observing and trying to predict the weather? (We, after all, can elect to wait something out — passagemakers sailing at 5 to 6 knots are almost certainly committed, come what may).
- Who is more familiar with aids to navigation?
- Who must stand watch more rigorously?
- Who has more encounters with ships?
- Who better understands tides and currents? (I am excluding the lake sailors from this comparison, of course.)
- Who has to deal constantly with shoreline effects caused by flat landmasses, hilly and mountainous regions, narrow funneling areas, and rapidly shallowing water?

It's true that we have battled fewer storms as coastal cruisers — after all, if we do a lot of the other things right, we won't be caught out there too often — so storm battling is not on my list of desirable sailing skills, even though I've had some samples.

Otherwise, it seems clear to me that the real complications are near the shore, while dodging other boats, confused seas, and eddying air currents. And it's in the hard stuff, both above the waterline and below it, that the real danger lies.

Therefore, after serious offshore contemplation, I'm placing my bet on the coastal cruiser and his skills.

*Karen Larson*





# This old Don Casey

*A look at the Allied Seawind owned by the do-it-yourselfers' guru*

*by Karen Larson*

**R**OBIN LEE GRAHAM MAY NEVER KNOW how many people became sailors as a result of reading his three-part series in *National Geographic*. One of them was Don Casey. Don, now a well-known sailing author, has likewise inspired many more sailors since he first published *Sensible Cruising: The Thoreau Approach* in 1986.

A Dallas-bred Texan going to college in Arlington, Texas, Don subscribed to *National Geographic* in 1970, just in time to catch the final episode of Robin Lee Graham's circumnavigation in *Dove*. This happenstance changed Don's life.

"Most of the photos were of the Caribbean," he recalls. "Nothing had ever grabbed me like that." He hopped on his motorcycle and raced to the library, where he read the first two articles in the series.

"I kept thinking that I was about to put on a skinny tie and interview with IBM for a job that would confine me to a cubicle, while here was a kid about my age who had already seen the world. I had a pretty good sense right then about which one of us was on the right track."

Don tried to check out every book he could on the subjects of sailing and cruising, but inland Texas was hardly a sailing Mecca in 1970. The only sailing books in the library were an ancient *Chapman's* and a dog-eared *Royce's*. The library had nothing at all on cruising, but



soon Don subscribed to a sailing magazine and discovered the Dolphin Book Club, a treasure trove of cruising books.

## Focused on learning

"For the next year I focused on getting my degree and living by the ocean," Don

**Sailor and author Don Casey aboard his Allied Seawind 30 Richard Cory, at top left, in Georgetown, South Carolina. Olga's at the helm, above. Don manages sail trim.**



says. His first sailboat and sailing experience had to wait until Don landed a job with the Federal Reserve System and moved to Miami.

The first paycheck was spent toward the purchase of a Carl Alberg-designed Bristol 27. "The guy I bought it from took me sailing one day. There were only a few strings to pull. I figured, 'How complicated can this be?' " Don named the boat *Tutor*. Two years later, after a couple of trips to the Bahamas, Don sold *Tutor* for \$9,000, his original purchase price. It had provided one heck of an education. He was ready for the next phase of his training.

"I began looking for an Allied Luders 33 like Robin Lee Graham had at the end of his voyage. I didn't really know how to go about selecting a cruising boat, so I figured that going with the same boat Graham chose for completing his voyage couldn't be too bad of a choice," Don says. The trouble was that Allied didn't build very many Luders 33s (approximately 100), but Don found an Allied Seawind and liked that boat, too. It was a 1969 model that had already had two owners by the time Don bought it in 1973. "The Seawind was a boat I settled for at the time," Don notes.

"Now I think how fortunate I was to have bought it." Thirty years later, Don's wife, Olga notes, "This boat is part of the family."

He named the boat *Richard Cory* after the poem by Edwin Arlington Robinson that was popularized by Simon and Garfunkel. He thought the name would help remind him "that I could leave school and spend my life accumulating wealth, or I could leave school and *live* my life."

## Honeymoon afloat

Olga, by the way, came to work at the Federal Reserve where she met Don. Before long the two were honeymooning on *Richard Cory*. Don stayed with the Federal Reserve for 11 years, advancing to the position of chief operating officer. But it was time to

*live* his life. He started with a sabbatical leave in 1978. He and Olga cruised in the Bahamas for six months. Sometime during those years Don discovered that he valued his independence more than a paycheck. In 1983 Don escaped from the corporate world permanently and became an author, writing sailing articles and books and a couple of detective novels as well. Over the years, Olga became a legal assistant and kept the two covered with corporate benefits.

How does a guy who discovers sailing in his 20s and essentially teaches himself how to sail become one of the most prominent writers in the field? Serendipitously, of course, just the way he discovered sailing and settled for the boat that he and Olga have been happily sailing for 30 years.

Don and *Richard Cory* were captured in a photo in 1979 in the *Sailors' Gazette*, a St. Petersburg publication no longer in existence. A friend sent Don and Olga that issue. Don wound up corresponding with the editor and before long was a regular contributor. Soon he was selling cruising articles to several publica-

tions. "In five years I never had an article that didn't sell," he says. There may not be another author alive who can make that claim.

## Unpublished novel

During this time Don sat down to write a short detective tale. "And 60,000 words later I had a novel," he says. "It was magical. I had a basic structure outlined, but writing it was like watching a movie." The words flowed from his fingers to the keyboard, one of those experiences that many novelists only dream about. The book sold, but the publisher was a casualty of a corporate merger before the book was printed. Don has the rights back and may do something with it again, but time has not stood still, he notes, and parts of the book seem dated to him. But he now believed in his ability to start and finish a project as time-consuming as a book.

*"'The Seawind was a boat I settled for at the time,' Don notes. 'Now I think how fortunate I was to have bought it.' "*



Don recently installed a water washdown system, above. His custom-designed propane storage area in the lazarette, below, and the overhead hatch he built and installed, at bottom.







Another touch of serendipity was about to occur. Don had written an article for the *Sailors' Gazette* called "1 + 1 = 35 or Less," an argument against three-footitis. Don sums up the concept: "Larger boats provide more interior space, but that does not translate into a better sailing experience. On the contrary, smaller boats are nearly always more fun to sail. Smaller boats are easier to handle, cost less to sail (and, just as important, less to *not* sail), and the consequences of a mistake or just bad luck increase geometrically with boat size. I advocate sailing in the smallest boat you can be comfortable in, not the biggest boat you can afford."

Low Hackler saw this article and asked Don to collaborate on a book championing this concept. *Sensible Cruising* was the outcome. As time goes on, Don is often rewarded by younger sailors who tell him, "We discovered your book, and it changed our lives." And thus, Don returns to the sailing community what he received from Robin Lee Graham.

### Modifying things

Meanwhile, Don the tinkerer was doing what every other sailor does on his boat: he modified a few things, sewed some new canvas covers, added a few things, and generally made it his own. "No one else has put a wrench on this boat," he says. Not long ago, he replaced the engine, possibly the highest level of achievement for do-it-yourself cruising sailors. Over the years, he became known as the do-it-yourselfer's guru.

**Inside Richard Cory, the work is so good only another Seawind owner will recognize the modifications. From top at left: the quarterberth, the modified dining area, the revised galley, the new ash strip hull liner in the V-berth, the electrical panel and cooler.**

*"Larger boats provide more interior space, but that does not translate into a better sailing experience. On the contrary, smaller boats are nearly always more fun to sail."*

The publication of *This Old Boat* in 1991 launched Don Casey as the answer guy for the rest of us. Since then he's written a series of six do-it-yourself books for the International Marine Sailboat Library Series, writes a question-and-answer column for *Sail* magazine, and shows up as an expert on the SailNet and BoatUS sites. He also wrote a book aimed at the hesitant sailor. This one, *Dragged Aboard: A Guide for the Reluctant Mate*, came out in 1998. Of this book, Don says that Olga is not at all a reluctant crewmember, but on the last cruise they were astounded, "It's incredible to us how many couples were out there singlehanded, essentially," he says.

What led to the writing of *This Old Boat*? Serendipity, of course. "Olga and

I were about to go cruising," Don recalls. "I needed instructions for a particular project. I knew I had seen exactly the information I needed in an article somewhere. I was sitting on the floor with about 50 magazines spread around me in a fan when it came to me: 'There's got to be a better way.'"

Don figured someone should

write a book and approached International Marine with the idea. It took him 14 months to compile the information. Now, even 10 years later, the annual sales of *This Old Boat* remain as strong as the year it came out.

### Time for changes

Somehow, nearly 30 years have gone by since Don bought a nearly new Allied Seawind. The boat had seemed to need very few modifications in 1973, but as Don and Olga began to contemplate their latest cruise (which began in August 2002), they decided it was time to make some major changes.

"Before previous cruises we typically went through the catalogs and asked ourselves, 'Gee, do we really want to spend \$1,000 for this improvement or that one?'" Don says, adding, "Do we really want a new



roller furler for a six-month cruise? Is it going to be *that* much better?" At the time their standard response to that question was to save the money. But things were different when they contemplated the current cruise.

"This time we made a list of everything that irritated us on the last trip: water, ventilation, fans, lack of power, and so on," Don says. *Richard Cory* now has opening ports in the main saloon. Since they were not a direct replacement, Don had to reglass and recut the cabin sides. He also added an overhead hatch, replaced the engine, added 55 gallons of additional water tankage below the V-berth (the Sea-wind already had around 40 gallons under the sole). They added a wind generator, solar panel, and an inverter. They put in a water washdown system on the foredeck.

Don rewired the boat entirely, updated the head, put a new Corian counter and a propane stove in the galley, constructed a new refrigerator, changed the dinette from U-shaped to a booth, reconfigured the dinette table (building the new one of teak and ash), added six feet of bookshelves, completely redid the V-berth, added a teak-and-holly sole, painted the topsides and deck, installed Treadmaster on the decks, and on it goes. "It's still a work in progress," he says.

### Matter of inches

"If there's a title to what we've done," Don says, "it is that it's all 'a matter of inches.' We are optimizing a small space." He goes on to point out that the new dinette is four inches longer and four inches wider, which makes the guest sleeping accommodations infinitely more comfortable. "I also raised the dinette about two inches, which allows for four golf-cart batteries under the settee and makes a tremendous difference in the size of the other under-seat lockers," he adds. Even the lifeline stanchions were moved 2½ inches farther outboard. "That small change increases the on-

deck width by nearly five percent, and it makes all the difference with getting past the Bimini from the cockpit," Don says.

Most of the woodworking was done not at the boatyard but rather on the 18th floor of a highrise condominium overlooking Biscayne Bay. "We had a cheap table saw on the marble-tiled terrace," Don says with a grin, pointing out the ash strip hull liner on *Richard Cory*. "I bought bulk ash and ran it through the table saw. I had to pre-rout each strip."


Eventually, Don determined that the refit was done enough, and the couple sold everything including the condo and the table saw. They headed out for a cruise that began by heading north up the East Coast from Miami.

How long will the cruise last? Don and Olga leave that question unan-

swered but not out of coyness. They don't yet know the answer themselves. They have many land-based interests also and can envision themselves being just as happy someday living in Paris while Don writes another

book or two. Since it's too soon even for them to predict what will come next, the rest of us will have to be content with reading Don's current collection of books, all of which are still in print.

In every book Don's humble message has been that if *he* can do it, *you* can, too. His tone is warm, and his emphasis on simplicity and common sense come through between the useful tips.

Don summarizes his philosophy when he reminds others of the need to go with the smallest and simplest boat they can, "If it's called *pleasure* boating, you ought to try to configure it so it is a *pleasure*," he says. 

**Don and Olga Casey in Georgetown, South Carolina, on the first leg of their current cruise. How long and how far this journey will take them is anybody's guess . . . even theirs.**





# Seawind *and* sisters

*They're designed to be perfect yachts for ocean voyaging*

by Ted Brewer

IN THE 1960S THE TOM GILLMER-designed, Allied-built, Seawind ketch became the first fiberglass yacht to circumnavigate the globe, a notable feat that opened a lot of cruising sailors' eyes to the capabilities of husky small craft. Then, in 1970, the Westsail 32 came out and was touted as being a modern version of Billy Atkins' famed Colin Archer-type, *Eric*, and therefore the perfect yacht for ocean voyaging. She caught the eye of numerous would-be small-boat circumnavigators and became a commercial success.

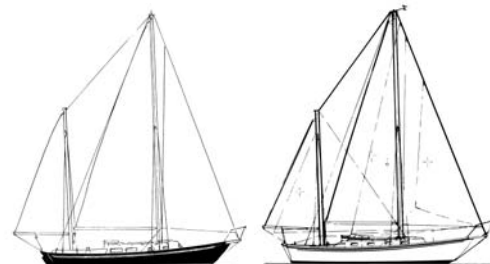
Inevitably, other manufacturers decided to produce their own versions of Walter Mitty's South Sea Islands dreamboat. Interestingly, two of these — the Ryder-built Southern Cross and the Allied Seawind II — were also Gillmer designs. There is no doubt that Tom Gillmer had the touch for designing able and attractive offshore types, and his beautiful little *Blue Moon*, a true classic, has always been one of my very favorite designs.

A glance at the numbers seems to indicate that the Southern Cross is very much undercanvassed but, being a cutter, she should be able to keep up with her ketch-rigged sisters under most conditions. In any case, given their extremely high displacements and

modest sail areas, none of the four was designed to win races. Couple that with their full-keel underbodies and relatively high wetted surfaces, and you have yachts that are not going to set the world on fire in light air either. One point in their favor is that once they get moving, all that weight provides considerable momentum. The result is that the heavy boat continues to glide through the dead spots that seem to occur so often in the soft, fluky summer breezes, while lighter yachts slow to a crawl in the lulls between the puffs.

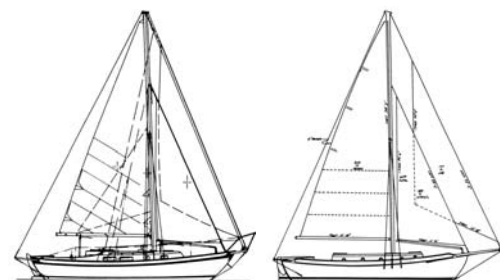
## Less weatherly

Weatherliness will not be these boats' strong point either, as the heavy displacement and moderate draft mean that there is not a great deal of useful lateral plane below the canoe hull. Also, the long, shallow keel will not be as effective at generating lift as would a higher-aspect-ratio shape. Still, any of the three will work to windward sufficiently to claw their way off a lee shore in a blow. However, the ballast ratios of the Seawind and Southern Cross are quite low, and their hull shape will not provide a great deal of form stability. For serious offshore work I would tend to add about 500 to 700 pounds of ballast. This would help them stand up better to a stiff breeze



Seawind 30

Seawind II



Southern Cross 31

Westsail 32

and that, in turn, will enhance their windward performance.

Motion comfort is rarely a strong point in yachts of this size, but all four of this group will prove to be very easy-riding in a blow. Their husky displacement produces motion-comfort figures that are incredibly high for 31- to 32-foot yachts and, indeed, they compare favorably with many 40-foot and even larger craft in that regard. (The Motion Comfort Ratio of the Block Island 40 is 35!) The one problem might be that the yachts scend so slowly on a steep sea that they are likely to be wet in extreme conditions. This is particularly true of the Westsail 32, with its deck-level cockpit offering little shelter from the wind and spray.

That same generous displacement also results in unusually low Capsize Screening Factors, so it is unlikely that any of the three would stay inverted for any great length of time if they did happen to be rolled in heavy seas. Their relatively shallow lateral plane will be a help in this regard also as they should tend to slide sideways on a steep, breaking sea and not be as prone to being tripped and capsized as a deeper-draft model would be.

It is obvious from the figures that all of these vessels were originally designed with serious ocean cruising in mind and, for that reason, may not be as well suited to coastal cruising as many a lighter, swifter, and more weatherly yacht. Still, the proud skippers of any of these boats can take comfort in knowing that, when the South Seas beckon or the gale winds blow, their seaworthy little ships will take them wherever they want to go and bring them home again, safely and comfortably.

	Seawind	Seawind II	Southern Cross	Westsail 32
LOA	30 ft. 6 in.	31 ft. 7 in.	31 ft. 0 in.	32 ft. 0 in.
LWL	24 ft. 0 in.	25 ft. 6 in.	25 ft. 0 in.	27 ft. 6 in.
Beam	9 ft. 3 in.	10 ft. 5 in.	9 ft. 6 in.	11 ft. 0 in.
Draft	4 ft. 6 in.	4 ft. 6 in.	4 ft. 7 in.	5 ft. 0 in.
Displacement	12,500 lb.	14,900 lb.	13,600 lb.	19,500 lb.
Ballast	4,200 lb.	5,800 lb.	4,400 lb.	7,000 lb.
Beam/LWL ratio	0.385	0.409	0.38	0.40
Displ./LWL ratio	404	401	389	419
Bal./Displ.	33.6%	38.9%	32.4%	35.9%
Sail area	500 sq. ft.	555 sq. ft.	447 sq. ft.	629 sq. ft.
SA/Displ. ratio	14.9	14.7	12.6	13.9
Capsize screening	1.59	1.7	1.59	1.64
Comfort ratio	38.2	36.9	38.8	42.5

# First annual Good Old Boat *of the* Year Award



*It's about time! (Or is it about money?)*

**I**NTRODUCING GOBOOTY — THE contest “for the rest of us.” Categories include the Dinghy Class, with boats up to 10 feet; the Midsize Class, with “pocket cruisers” of 22 to 40 feet; and the Humongous Class, with boats of \$250,000 to one billion dollars. (*Umm, how many zeroes is that, anyway?* —**Ed.**) Boats in the Humongous Class are evaluated by cost. Size is irrelevant after 100 feet. The Midsize Class includes all 12 boats covered in *Good Old Boat* in 2002 as feature or review boats.

While we were at it, we asked our friends at SailboatOwners.com to run a People's Choice survey allowing their site visitors to name their favorite boats in these categories: Bluewater Cruiser, Coastal Cruiser, and Trailer-able Boat. Read more about this on Page 15.

Judges included a ragged combination of well-known and not-so-well known sailors: Don Casey, nationally-famous do-it-yourself sailing guru; Ted Brewer, internationally well-known designer of good old boats; John Vigor, galactically recognized curmudgeon; Milo Feinberg, future well-known yacht designer who, at age 11, already sails with Olin Stephens; Bill Sandifer, nationally known purveyor of common sense in sailing maintenance circles; Jerry Powlas, selected only because he helped found this magazine; Chris Bauer, owner of Bauteck Marine Corporation, maker of Bauer Boats; John Harris, president of Chesapeake Light Craft, makers of the Eastport Pram and other kit boats; and Tony Andersen, owner of Edey & Duff, makers of the Stone Horse, Fatty Knees, and other fine sailboats.

This group was a contentious lot.

Not all of the above lasted through the entire process. It's not easy to *be* a judge. It's not easy to *appoint* a judge. It was a volunteer process. We got what we paid for.

## THE MIDSIZE CLASS

**Sailboats between 22 and 40 feet (in order of their appearance)**

### Stone Horse by Edey & Duff

*Judges' comments:* Don Casey notes that it's “difficult to warm up to a boat with ‘stone’ in the name.” Milo Feinberg suggests, “Though the name Stone Horse does not suggest a particularly buoyant boat, Bill McBrine's experience in Stone Horse #1, *Naomh Sean*, proves to us that she is no sinker. The

week or two (depending on the couple) and, with her large cockpit, she'll do double duty as a family day-sailer and picnic boat. That versatility ensures that she'll give her lucky owners their full value of sailing pleasure.”

### Cal 40

*Judges' comments:* Ted Brewer states, “I've always been a small-boat man myself and never wanted to own anything above 30 feet. I do like to sail on the larger yachts, of course, as long as the owner foots the bills!”

Bill Sandifer says, “Forty feet is a problem, of course, any time you're docking, handling sails, handling anchors, and working in the boat-yard.” Jerry Powlas notes, “This is a fast boat with a simple open interior. She may be the queen mother of finkeelers, but she still has all her teeth and, in the hands of skilled sailors, can still win races today. I don't care if she's 40 feet long.” John Vigor states wholeheartedly, “A boat is like a woman . . . you can't rank or rate them.”

### Sea Sprite 34

*Judges' comments:* Ted Brewer weighs in heavily for the Sea Sprite, “While I may be prejudiced (I am, actually, quite!), Bill Luders' lovely 34-foot Sea Sprite has to be high on my list of the finer yachts featured by *Good Old Boat* this past year. The fact that she is almost identical to the Luders 33 in her hull shape, a design I worked on with Bill in the 1960s, probably leans me toward the vessel as well. In any case, no sailor will ever go wrong by selecting a classically designed yacht; these

*Boats in the  
Humongous Class  
are evaluated by cost.  
Size is irrelevant  
after 100 feet.*

Stone Horse is a boat with a combination of great things: classic lines, aesthetic looks, and sleeping accommodations. Nothing more could be asked for from a 23-foot 4-inch boat.”

Ted Brewer comments, “The Crocker-designed Stone Horse is definitely high on my list of fine small yachts. Crocker was a master of the raised foredeck style, and the Stone Horse is no exception, a beautiful little yacht with a reputation for quality construction. She's big enough for a couple to cruise aboard for a



sailboats will always be in style and will retain their value."

### Falmouth Cutter 22

*Judges' comments:* Don Casey says, "Fitted with a set of tanbark sails, this boat gives no quarter to any of the other GOBooTY candidates. The Ericson 35 will arrive in Tahiti two weeks sooner, but Falmouth Cutter owners know that the only time you spend money is when you are ashore. That makes slow passages the most economical way to go cruising."

Milo Feinberg says, "When one thinks of the Falmouth Cutter 22, several words come to mind: old-fashioned, compact, classic, and sea-kindly. With standing headroom and trailerability, this is one amazing 22-foot boat. I have a special soft spot for this boat because it is very similar to the *Goblin* in Arthur Ransome's book, *We Didn't Mean to Go to Sea*. In this book the young characters accidentally drift out to sea and end up crossing the English Channel. Whether you mean to go to sea or not, this is a great sailboat to be in."

Ted Brewer adds, "The three featured boats that really caught my fancy during 2002 were the Frances 26, the Stone Horse, and the Falmouth Cutter 22 — three absolutely lovely little craft and every one a gem in its own right. Nothing is perfect, though. The beautiful little Falmouth Cutter simply has too much lavishly varnished teak to suit my lifestyle and, while she is an excellent choice for ocean voyaging, nothing in this world could get me offshore in a 22-footer at my age!"

### Sabre 30

*Judges' comments:* Ted Brewer notes, "The Sabre 30 is not a Cape Horner, perhaps, but is quite capable of making credibly fast ocean passages in comfort and safety." John Vigor notes eloquently, "A boat is like a woman . . ." and he makes a toast to both.

### Freedom 33

*Judges' comments:* Ted Brewer says, "Another yacht that caught my eye was the Freedom 33; she's nicely styled and with a freedom from varnishing exterior teak that lazy sailors, such as myself, really appreciate. I like her rig too, especially as modified on the boat in the *Good Old Boat* review. It's not

the rig for the ardent racer, but it makes sense for the type of sailing that appeals to so many of us."

### Columbia 28

*Judges' comments:* Ted Brewer notes, "No one's going to be comfortable in a boat this size in a gale, but the Columbia should shine in light air due to her low wetted surface. This is a family cruiser, not a Cape Horner." John Vigor says, "Boats and women come in many interesting shapes and sizes" as he pours himself another glass of wine.

### Ericson 35

*Judges' comments:* Milo Feinberg comments, "The Ericson 35 is an aesthetically pleasing performance cruiser. The overhangs and sheerlines give her a well-proportioned appearance. The reverse transom avoids the look of steatopygia (I got this from Captain Cook) that mars the appearance of so many modern boats." (*For those who are not as well read as Milo, we looked it up. Steatopygia*

means "having a heavy deposit of fat in the buttocks or thighs." —Ed.)

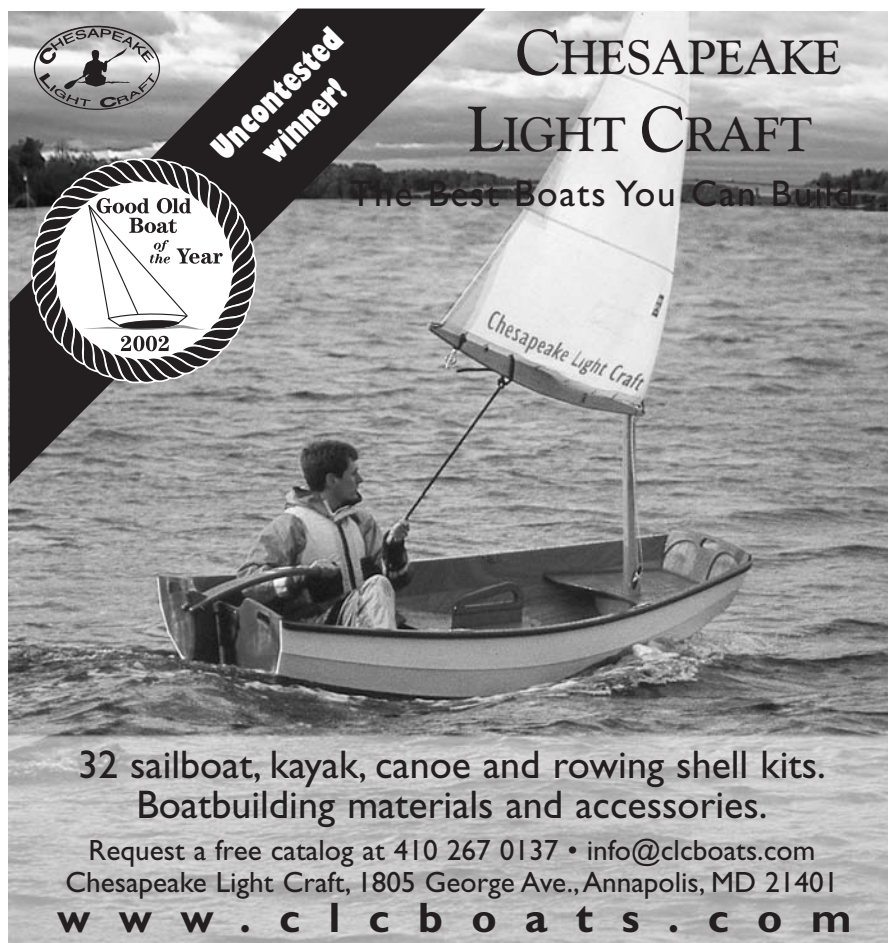
### Chey Lee 35

*Judges' comments:* Ted Brewer notes, "Closely akin to the Sea Sprite in classic style is Bob Perry's Chey Lee 35 and, with her more contemporary fin-keel underbody, she should perform very well indeed. The 35 is also a yacht that merits serious attention by those wanting a handsome, medium-sized auxiliary that will be quite at home in coastal cruising and bluewater voyaging."

### Frances/Morris 26

*Judges' comments:* Milo Feinberg says, "If you had a race for sailboats of under 30 feet, the Frances/Morris 26 would not win for speed (a tortoise, not a hare). If you rated boats by the last one to sink, you would find she proves to be a real winner!"

"With the Morris' ratio of ballast to displacement of 51 percent, the *H.M.S. Bounty* keel was probably lighter. I give her the reserve stability award.



**CHESAPEAKE LIGHT CRAFT**  
The Best Boats You Can Build

**Uncontested winner!**

**Good Old Boat of the Year 2002**

**32 sailboat, kayak, canoe and rowing shell kits.**  
**Boatbuilding materials and accessories.**

Request a free catalog at 410 267 0137 • [info@clboats.com](mailto:info@clboats.com)  
Chesapeake Light Craft, 1805 George Ave., Annapolis, MD 21401  
**www.clboats.com**



She's as stable as a sumo wrestler."

Don Casey expresses his admiration, "I especially like the galley in this boat. There is plenty of room on the counter for a microwave and an Espresso maker. Look around for one of the rare cruising versions of this boat. They are easily identified by the 50-amp shorepower inlet."

And Ted Brewer notes, "Chuck Paine's handsome Frances 26 is well suited to bluewater voyaging, and a good used one, while not inexpensive, will not break the bank and would be a fine choice for coastal and ocean cruising. The short cabin version appears to be the most practical but, aesthetically, I much prefer the flushdeck model. She simply looks yar in every respect! Sometimes we give up too much in the quest for headroom in a small boat."

### Nor'Sea 27

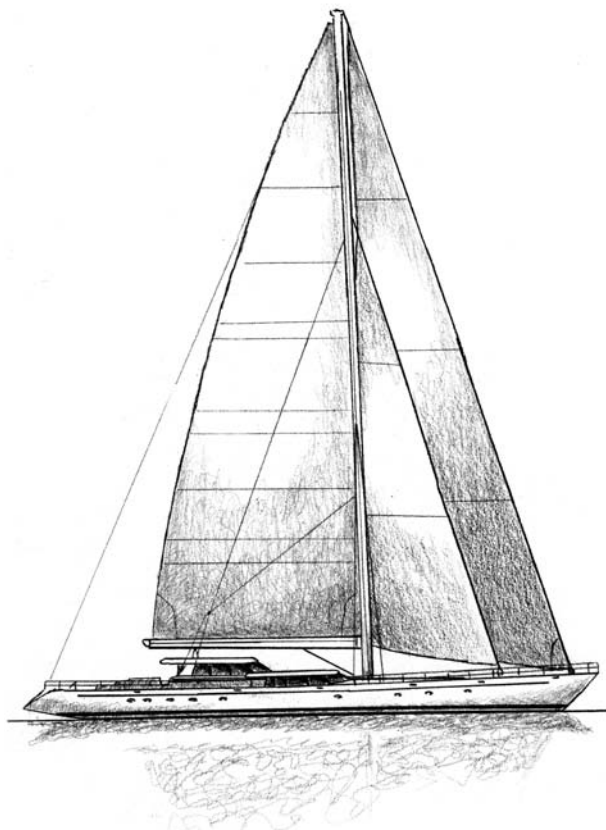
*Judges' comments:* Don Casey says, "Newlyweds won't fully appreciate the genius of an aft-cabin 27-footer. This boat is also trailerable, making the inevitable switch to RV travel a snap." Ted Brewer adds, "She is not particularly pretty and not one of the great performers, but she certainly is one of the most all-round practical boats in her size range." John Vigor concludes his remarks with, "A boat is like a woman . . . so many boats, so little time."

### Cascade 29

*Judges' comments:* Bill Sandifer comments, "This 29-footer enjoys a solid reputation as a modest, tough traveler. She's an excellent coastal cruiser and daysailer, and she has circumnavigated." Jerry Powlas adds, "This boat enjoys a fine reputation as a river sailer, coastal cruiser, and bluewater voyager."

### Judges are tied

Always one for a blunt statement, Ted Brewer tried in vain to rate the GOBooTY 12 but failed: "I'm old-fashioned enough to believe that yachts should look like yachts, and the only thing that really needs to resemble a rocketship takes off from Cape Canaveral." John Vigor summarized



### Hyperbole specifications

LOA: 156.59 feet	IWL: 128.26 feet
BEAM: 29.8 feet	Displacement: 271 tons

(Draft is confidential.)

his opinions about any boat of the year contest by saying, "I've never quite understood the need to test boats and rank them in order of superiority."

"I choose my boats the way I choose my women — on looks. If you've got any sense, you go purely on looks, as nature intended, and you choose according to your individual needs. You choose a sleek shiny model for the social cocktail circuit or a more practical, beamy model for the heavy long-distance work . . . When you find a good-looker who suits your needs, she naturally becomes the love of your life. She's always number one as far as you're concerned, no matter what the silly judges may think. And who can say you're wrong?"

Ted Brewer concludes with, "There is no such thing as the perfect boat, only the boat that is perfect for you. It's out there, so keep looking."

Jerry Powlas says, "The judges were unable to reach a decision about which of these 12 boats was to be the Good Old Boat of the Year. There were things to like (and not like) about each boat. Each would be best put to some uses but not others."

"Any ranking we could have created would have been shallow and artificial, delivering a false impression of

superiority and inferiority where there is no such natural relationship among these craft."

Perhaps you, the reader, are better served by deciding that the boat of the year is the one that is already tied in your slip, or parked in your driveway, or maybe even waiting for you in the back of some marina storage lot. Sail it often, and it probably will be."

### Curses, we tried again

Following the tie vote within the Midsize Class, the judges agreed to do a better job with the Humongous Class category. There were just two boats in this competition, *Hyperbole* and *Rangerette*.

### Hyperbole

*Hyperbole* might have been better named *The New Economy*. She was ordered by a well-known computer software magnate at the height of the dot.com craze. She was to be his first boat. Before the vessel could be completed, however, the dot.com crash and serious antitrust action caused the order to be canceled. The builders found themselves in possession of an expensive inventory of goods and materials for which there was no longer a buyer.

*Hyperbole* was finished on speculation and is now offered for sale by Gold Chain Yacht Importers Ltd. (LLC). Her specifications were intended to go the superyacht, *Hyperion*, one better. She is one foot longer, has one more foot of beam, displaces one additional ton, and has a mast that is one foot taller.

The judges felt that, while this is an impressive boat, there are some ways in which it falls short of its intended mission. Instead of being built at the Royal Huisman Yard to an extremely high standard of quality, the boat was built by a little-known yard established just to finish it.

The vessel is constructed entirely of carbon fiber obtained at a good price when a military aircraft contract was canceled at about the same time that the original buyer backed out of the boat deal. The core material is A/C grade outdoor plywood, which seems like a serious compromise.

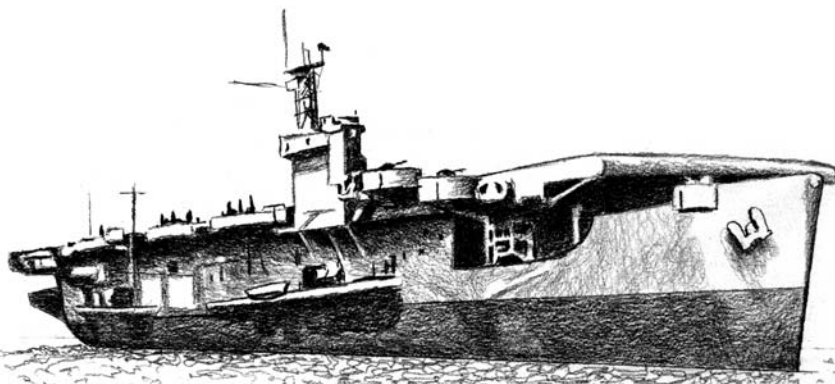


In any case, these are not the major shortcomings of this unique boat. By using cheap labor and distressed materials, the boat was completed for a fraction of the cost of the boat from which the design was obviously taken. In the case of vessels of this type, having a very high construction price is important. It gives the owner bragging rights. Oddly, the purchaser may want to consider paying substantially more than is being asked in order to achieve this end. The other flaw that caused the judges to rate this vessel down was the lack of computer-controlled seacocks. Virtually every component on this boat is computer-controlled . . . except the seacocks. The judges unanimously ruled this to be a serious omission.

On the plus side, computer simulations of *Hyperbole* seem to sail very well. This shareware program is available at <<http://www.goldchainyachtsltd.com/hyperbole/simulator.htm>>.

### **Rangerette, the unanimous winner**

The escort carrier, *Rangerette*, was commissioned as the *Raspberry Bay CVE 7* in 1943 and was credited with sinking three submarines while escorting convoys between Halifax, Nova Scotia, and Portsmouth, England, during the battle of the Atlantic. At war's end she was sold to the Brokopondo Navy and had the odd distinction of serving on both sides in that fledgling country's civil war. When Brokopondo was annexed by Maroijne, the ship was sold to the Greek Peloponnesos Line where she served as a car ferry. When her power plant expired, she was purchased and towed up the Atchafalaya River to Grand Lake where she was positioned in a small estuary to serve as a runway for a small airport. At anchor, her flight deck naturally kept aligned with the wind, thus eliminating the need for several other runways. When the airport closed, the ship was towed further downriver and used as a floating restaurant.



### **Casablanca Class Escort Carrier Raspberry Bay/Rangerette**

**LOA:** 512 feet

**Beam:** 65 feet

**Displacement:** 7,800 tons

**Aircraft:** 27

**Accommodations:** Originally 860 bunks; as restored, luxury staterooms for 100

**Speed:** Originally 19 knots; as restored, 30 knots

Captain Robert Ashley (Supply Corps) USN, Ret., learned of the escort carrier's fate when she was to be sold for scrap. He bought the carrier and a surplus Army Corps of Engineers tug. He towed her to an abandoned shipyard on the coast of Maine where he began her restoration.

Captain Ashley got new engines from a nearby yard that was scrapping surplus missile submarines. He picked up three power plants at no cost because they were a radiation hazard and expensive to dispose of. One plant was used to power the shipyard and later the local town. The profits from the sale of electrical energy were used to pay for the ship's restoration, which was completed in five years using a mixture of volunteer, professional, and student labor. In the process, the respected Ashley Institute was created to teach shipyard skills. At the completion of the restoration, Captain Ashley sold the electrical utility, the shipyard, and the school. He moved aboard with his

wife, Shery, their two cats, and their dog, Baker.

At the recommissioning ceremony Shery Ashley christened the restored ship the *Rangerette*, a diminutive of *Ranger*, in acknowledgment of two fast-attack carriers that have served in the U.S. fleet.

Although the yacht has been faithfully restored in most respects, her new engines make her significantly faster, and parts of the belowdecks spaces have been converted into luxury accommodations for her master and mostly volunteer crew. Captain Ashley meets operating expenses by using the ship as a museum and chartering the fully operational flight deck to the Confederate Air Force, whose members use it to experience the thrill of flying their antique warbirds from it. It is expected that the *Rangerette* will do the coastal airshow and boat-show circuit next year.

When asked why he restored *Rangerette*, Captain Ashley said, "I always wanted to have a command at sea."

At \$750,000,000 the *Rangerette* is a fine example of a well-restored yacht in this price category. She is, in fact, a real bargain.

### **Dinghy Class competition**

In the wake of the November elections, the competition between the two dinghies selected for the

The **bauer 8** is the perfect all-purpose boat for rowing, to sailing, or po Sturdy, fun, and all ages and abilities. Exceptional performance, high speed, and easy maintenance make her the ideal choice for the growing yachtsman with limited deckspace. Also available: the **bauer 10** and **bauer 12**.



**Uncontested winner!**



### **Bauteck Marine Corporation**

2060 Dobbs Road • St. Augustine, FL 32086 USA  
(904) 824-8826 • 888-228-8325 • Fax: (904) 824-8574  
email: [bauer@aug.com](mailto:bauer@aug.com) • [www.bauteck.com](http://www.bauteck.com)

GOBooTY award was keen, even cutthroat. Actually a bit of mud was slung. Fearing reprisals from the two contenders, the judges once again failed to reach a decision.

The two boats nominated are the Bauer 8 and the Chesapeake Light Craft Eastport Pram. It was rumored that the competitive spirit got a bit out of hand at the Annapolis Sailboat Show, after John Harris put one of his completed prams in the Bauteck Marine booth. Both organizations deny that this happened. Anyway Bauer allegedly sold the alleged boat on the third day of the show. Cheap, rumor has it. Some said they observed Chris Bauer heading toward the Chesapeake Light Craft booth with a chainsaw, but Don Launer, the only reliable witness, was unavailable for comment at press time.

The following evaluation by Chris Bauer, depicts the situation as it stood in late October following the conclusion of the Annapolis Sailboat Show.

"After a preliminary perusal of the nominees for the Good Old Boat of the Year contest, I immediately came to the conclusion that 12 of these boats are way too big. People don't need boats bigger than 10 feet; it is a total waste of space and money.

"I was pleased to see that at least two smaller boats finally got the recognition they deserved by being nominated in the first place. I'm not sure why the Fatty Knees was excluded from consideration, but that need not concern us here.

### No-brainer

"After scrutinizing the Bauer 8 and the Eastport Pram excessively and making sure that my evaluation was equally fair and just, I was able to select a winner. It's really a no-brainer," continued Bauer.

"First of all, just look at the names . . . the Bauer 8 is much easier to say than the Chesapeake Light Craft Eastport Pram. What is the point of having such a long name for such a short boat? It's a known fact that sailors are as short on words as they are on cash. Secondly, the pram builder is obviously behind the times . . . he uses wood, a totally antiquated material. Lastly, I might add that the CLCEP (Chesapeake Light Craft Eastport Pram, not 'cyclop') isn't really

a boat anyway. It comes unassembled in a box, for pity's sake. Not only that, I couldn't tell the bow from the stern. This is a serious flaw, especially for novice or entry-level sailors. How are they going to know which way to go? Do you want to see a bunch of novices sailing backward?

"These concerns allow me to come to the totally unbiased and honest conclusion that the Bauer 8 is the boat that deserves to be the Good Old Boat of the Year.

"Inappropriate behavior in my booth at the Annapolis Sailboat Show by John Harris and his employees played no part in this carefully considered decision. Such behavior was,

however, very unfair. I come to these shows alone. John brings his whole staff."

### Hotly contested

These non-partisan comments were hotly contested by John Harris of Chesapeake Light Craft, who said, "It rankles me to have to agree with Chris Bauer about anything, but he is certainly correct in saying that most of these boats are obscenely large. How can a 22-footer even be considered? Where do you put something like that when you're not using it? I don't know why the Fatty Knees is not in this competition, but perhaps that is for the best.

## First and last

*by Karen Larson*

THIS WILL BE OUR LAST GOOD OLD Boat of the Year competition. It has been a very expensive exercise. The transportation costs for bringing all those boats and judges here to the west side of Fish Lake has been exorbitant. Add to that the liability. During his test sail, for example, Bill Sandifer nearly sank the Cal 40. This was just another one of Jerry's bad ideas. I would like to assure our readers that there is no truth to some of the rumors being circulated concerning this competition. The Cal 40 did not go all the way down. It was in shallow water.


Although it is unusual for us to place advertising right smack in the middle of our editorial content, the Bauer and Chesapeake Light Craft ads were actually placed randomly, and the advertisers were not charged any more for this placement.

There is also no truth to the rumor that Chris Bauer tried to buy a two-page color ad in the middle of the article, nor is it true that John Harris tried to buy the entire inside front cover. We further deny that when Tony Andersen failed to buy the outside front cover, he tried to buy the magazine outright. These rumors are just not true.

Even after Jerry Powlas failed to cast the deciding vote in the Dinghy

Class, there was still a chance of getting resolution in this part of the competition. I can assure you that Chris Bauer did not try to bribe the French judge with a bottle of California wine and that the Russian judge did not try to bribe the French judge suggesting that she give the Canadian boats lower marks. Further, there was no altercation between Harris and Bauer at the Annapolis Sailboat Show and, in any case, it was raining so hard it was difficult for contributing editor Don Launer to get photos of these events (had they actually occurred).

After the French and Russian judges became indignant and quit and Jerry was removed from the judges' panel, we still had a tie vote in the Dinghy Class, so we threw the matter back to our readers to vote for the winner. The voting was extremely close. Recounts were ordered because of confusing results in one precinct in Florida where, coincidentally, Chris Bauer has his shop.

The election was eventually thrown out, and the contestants have agreed to settle the matter as sailors have settled these things for countless centuries. They will race the Bauer 8 against the Chesapeake Light Craft Eastport Pram . . . winner take all. We will cover the race. 



"The Eastport Pram is clearly the superior boat. For one thing, it's made of wood, which has superior mechanical properties. For another, it can be made by the user from a kit. By comparison, the Bauer 8 is simply obtained by trading money for it. How can you bond with a boat like that?"

"The rumor that Chris Bauer attacked our booth with a chainsaw at the Annapolis Sailboat show is unfounded and, in any case, has not influenced my opinion in this matter. Actually, it was raining so hard Chris couldn't start the saw, and we were able to drive him off with a double paddle. I want to make it clear that we did absolutely nothing to provoke such an attack."


While above any unsportsmanlike acts of vandalism and mudslinging, Tony Andersen, owner of Edey & Duff, builders of the Fatty Knees dinghy was heard to mutter, "I can't understand why the Fatty Knees is not in this competition. I'll bet if we had spent more money on advertising, we'd have been included. In fact, we probably would have won."

### Unfortunate events

Unbiased judge Bill Sandifer summarizes the unfortunate events that unfolded next. "It saddens me to report that technical editor Jerry Powlas was thrown off the judges' panel.

"During serious deliberations Jerry refused to cast the tie-breaking vote in the dinghy category, mumbling something about both of the nominees being advertisers. Although it seemed unprofessional, we might have tolerated such behavior, but he tried to get us to select the C&C 30 as the winner in the Midsize Class.

"Several judges pointed out that the C&C 30 was not even under consideration, having not been either a feature boat or a review boat in the preceding year. Jerry's contention was that it was certainly mentioned in the C&C history, which should be enough. At that point the remaining judges asked that Powlas be removed from the panel. Following that upset we were unable to reach a decision in the Dinghy Class."

Case closed. (Or is it?) 

## Jeep carriers, sea stories, and other miscellany

by Jerry Powlas

THERE IS A SEA STORY ABOUT A WORLD WAR II JEEP CARRIER THAT ENCOUNTERS an enemy battleship. The battleship senses an easy kill and begins to give chase while firing at the carrier. The little carrier, fighting for her life, makes a run for it while launching her aircraft. The pilots fly bombing runs into the deadly antiaircraft fire from the battleship, and force the battleship's captain to zigzag to avoid the bombs.

The zigzagging has the effect of nullifying the battleship's great speed advantage so she cannot close the range. It also frustrates her gunnery.

It is an uneven match. Any hit from the battleship's main battery will probably sink the carrier, but eventually the captain of the battleship realizes that he is risking serious bomb damage to his ship, and he breaks off the attack.


As the battlewagon turns away, a signalman aboard the carrier is heard to say "#@#! She's getting away!"

The important thing to understand about sea stories is that they are not all true, and that most are certainly not true as told. They are like tales of Greek mythology and, in this sense, they are very important. The skilled listener does not even ask about the veracity of a sea story. I think the signalman may have become a Chief Warrant Officer (CWO4) which is, in the opinion of other warrant officers, the highest rank in the Navy. I suspect this because of the gleam in his eye when he told this tale.

The escort carriers (sometimes called Jeep carriers) of World War II made a significant contribution to the war in the Pacific and are credited by some naval historians with turning the tide of battle in the Atlantic. We had some fun with the *Raspberry Bay CVE 7*, a fictional ship, but we mean no disrespect to the real escort carriers that strongly influenced the outcome of the Second World War.

Every good old boat was at one time a new boat. The new boatbuilder built it in the hope of making a good boat and a profit as well. It might be assumed that, since *Good Old Boat* champions the used boat, the editors might have a grudge against new boats and their builders. We do not. It's a tough business, one in which many have come and gone and only a few have been able to survive. We are grateful to all the builders of boats — the ones that did not prevail and the ones that have managed to continue. It is an economic reality that the profits in new boat building are in the larger more expensive boats.

It is also an economic reality that if they want to sell these boats, they must advertise them. The influence of advertising on published editorial content is not often discussed for the very good reason that it impugns the credibility of publications that carry the advertising. We had some fun with this in the preceding article, but we can assure you that this is a major issue in publishing. We do not mean to suggest that any particular publication has more of a problem with this than any other.

We've also had a little fun here with the long-time magazine practice of reviewing and ranking things . . . in this case, boats. In serious boat-of-the-year competitions, new boatbuilders get some recognition for their latest offerings, and some among them can later claim to be better than the others, having been so judged by the magazine's panel of experts. We have no quarrel with this practice. We just had a little fun with it. The practice will surely continue. 

# The People's Choice Awards

*Here's how the electronic voting went for this year's best old boats*

by Phil Herring

CATALINA YACHTS AND ALLIED SEAWIND WALKED AWAY WITH TOP honors in the first Good Old Boat of the Year People's Choice Awards, presented by Good Old Boat magazine in association with SailboatOwners.com.

Sailboat owners from around the world voted for winners in three classes:

- Bluewater designs • Coastal cruisers • Trailerable

Placement was determined from quantitative and qualitative analysis of the voting, with recognition bestowed on the top three finishers in each class.

Catalina models swept three of the nine places to record the best showing by any manufacturer, while the venerable Allied Seawind II took the coveted Bluewater Class. Among the top finishers are some of the most honored names in sailboat design and construction.

Shown here, along with placement and selected comments, is the percentage of voters who have owned the boat at one time or another. There are two ways to read this data: on one hand, it can represent an owner bias (all people love their boats, right?). However, you can also make an effective argument that no one knows these boats better than the folks who own or have owned them. Either way, the statistics are here to use as you wish.

## THE RESULTS

### 1st place, Bluewater Class: Allied Seawind II



Votes  
from  
current/  
past  
owners:  
58  
percent.

"Sturdy, rugged, safe, reasonably fast, easy to singlehand, and best of all . . . inexpensive enough for normal people."

" . . . probably the most solid plastic boat ever built. Loved my sabbaticruise to Africa and back via Atlantic and Caribbean Islands. A gem at a very affordable price: No more need to wait to live the dream. (I lived it!)"

"Safe in gale winds (as unfortunately experienced), yet comfortable for guests including our St. Bernard."

"If a Seawind were a woman, she would have the strength of a bodybuilder, the agility and grace of a ballroom dancer, and the body of a fashion model."

### 2nd place, Bluewater Class: Hinckley Bermuda 40



Votes  
from  
current/  
past  
owners:  
21  
percent

"Classic lines, seakindly, well built to high standards, longest production run of any boat ever."

"The absolute archetype of the proper CCA offshore racing/ cruising 'yacht' from the glory days of yachting."

"It is the most beautiful boat I ever have been on."

### 3rd place, Bluewater Class: Pearson Alberg 35

Votes from current/past owners: 82 percent.

"Well built, safe, points like an arrow . . . nice lines. Poor man's Hinckley. Can be found in go-anywhere condition for less than \$50,000."

" . . . forgiving, with good speed across a variety of wind and weather conditions. Always gets admiring comments from other owners."

"Though of fiberglass, she has the

look of a wooden boat with her generous overhangs fore and aft that never fail to draw compliments when under sail or at anchor."

### 1st place, Coastal Cruiser Class: Catalina 30



Votes  
from  
current/  
past  
owners:  
73  
percent.

"Female stamp of approval for large and airy saloon and big head."

"While there are faster boats, bigger boats, boats that may be better finished, they are much more expensive and usually don't combine all of the traits of the C-30."

"This design revolutionized the concept of a 30-foot boat in its original debut. It provided a solid hull with reasonable speed and performance, and gave new meaning to spaciousness, comparable to a 34- to 36-footer."

*continued on Page 80*



# Build your own watermaker

*Enjoy lots of pure fresh water from your own onboard system*

*by Guy Stevens*

AS WE CRUISED ACROSS THE PACIFIC between Mazatlan and New Zealand, one of the most frequent topics of discussion was watermakers. On many of the islands we visited, the water was of questionable origin or was available only in small amounts that the locals needed. With a good-sized watermaker, we avoided juggling water and never worried about having an adequate supply of fresh, clean, pure water to use. We rinsed all of our dive gear after each use and frequently showered using fresh water. Water consumption on our boat was about 7 gallons a day for the two of us. If this sounds like a decadent cruising lifestyle, one out of your reach, read on.

Most of the cruising yachts had small 12-volt watermakers that did not meet their needs even when they were operated almost continuously. The majority of these smaller watermakers failed at least once a cruising season and sometimes more. Worse, they had to be sent back to the U.S. for repair.

By building your own watermaker, you save substantially, and you gain a complete understanding of a critical system on your boat. This understanding will allow you to repair and maintain it correctly.

For about \$2,500 you can build a 20-gallon-an-hour watermaker, and for

less than \$3,200 (the price of an off-the-shelf 3.5-gallon-per-hour unit) you can build a 45-gallon-an-hour watermaker. With the exception of the high-pressure pump (used in watermakers and pressure washers) and the membrane and pressure vessel, all the parts of the watermaker I built are used in many other industries.

As you build the system, you can separate the modular components and place them where they best fit your boat. Each installation presents challenges. Construction and placement of items such as brackets for mounting the high-pressure pump, hoses, and pre-filters, vary from boat to boat.

## Basic concepts

Reverse-osmosis desalination systems, better known as RO watermakers, are easy to understand. Sea water has a salinity of about 10,500 to 14,000 parts per million (ppm) of total dissolved solids (tds). This means that for every one million parts of average sea water, there are 10,500 parts of

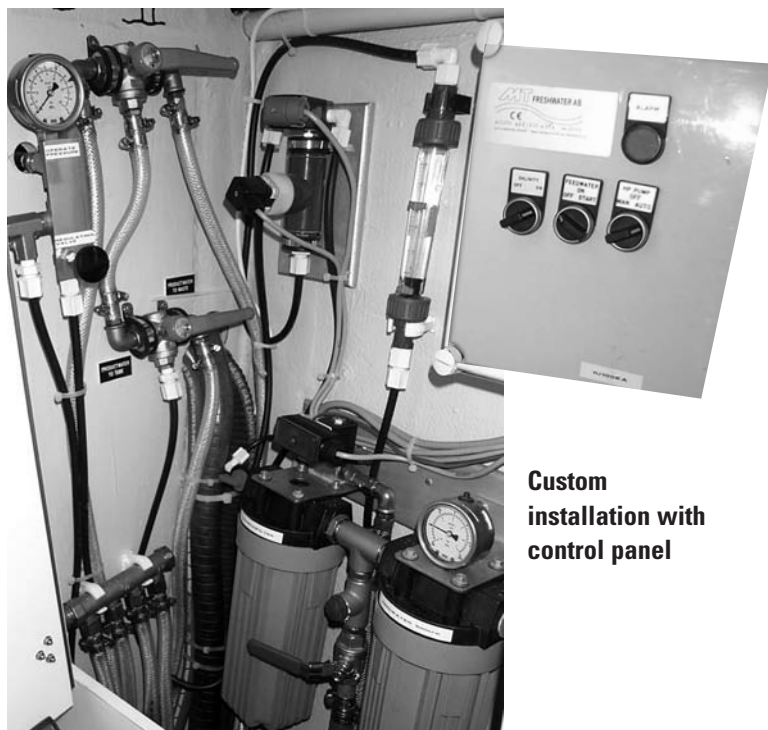
various salts dissolved in it. To remove these salts, sea water is pumped against a membrane, then through a valve that restricts the water flow and creates a pressure of 800 pounds per square inch (psi) across the membrane.

Some of the water is forced through the thin membrane, leaving its salt content behind. Between 10 and 20 percent of the water comes out the opposite side of the membrane as fresh water with less than 500 ppm total dissolved solids. The rest of the seawater, now with slightly more than 10,500 ppm tds, goes overboard. The membrane is analogous to a filter which removes salts from the water at high pressure. In its simplest form, a watermaker would look like the one in the illustration on Page 17.

By adding a few other components to the system, we can make the watermaker easier to operate and maintain.

## Complete system

Most of the work is simple plumbing,



**Custom installation with control panel**

*"For about \$2,500  
you can build  
a 20-gallon-an-hour  
watermaker . . ."*

running hoses from each component to the next. The hoses between the high-pressure pump and the membranes and between the membranes and the pressure-regulator valve, need to be high-pressure hoses, with a working pressure of at least 3,000 psi. Be careful when making these connections. High pressure can be dangerous if a sudden failure of a fitting or a hose occurs. Be safe, take the extra time to check each of the high-pressure fittings for correct installation before running the watermaker for the first time, or after a long layup. *(There are several kinds of hydraulic fitting connections. It is possible for them to look like they will connect together but not actually connect together properly. Make sure that all of your fittings are of the same type, have the same number of threads per inch, and have the same taper —Ed.)*

In plumbing the hoses, it is important that you *not* use Teflon tape on any of the fittings. It frequently comes apart inside the system, and can clog the membrane or even the pressure-regulation valve. Instead, use modest amounts of a thread-sealing compound. Be careful not to get any of it into the system. Most of these compounds are petrochemical-based and can damage the membrane. Never use thread sealant on SAE and JIC compression fittings.

The feed pump and the clutch, or motor, for the high-pressure pump will need to be wired into your electrical system. Use the correctly rated switches and fuses. If you are driving the high-pressure pump directly from the main engine, the clutch draws about 5 amps and should be fused appropriately. The label on the feed pump should list the required fuse size.

## Complete unit

To get familiar with the components of a watermaker, follow the route the water takes as it is changed from sea water to drinking water. Refer to the drawing of a complete watermaker system on Page 18.

**Intake through-hull:** At least a ¾-inch through-hull with a standard marine seacock or ball valve is needed to provide sea water to the watermaker. Install a dedicated through-hull for the watermaker, as sharing through-hulls with other on-board

*“... and for less than \$3,200 (the price of an off-the-shelf 3.5-gallon-per-hour unit) you can build a 45-gallon-an-hour watermaker.”*

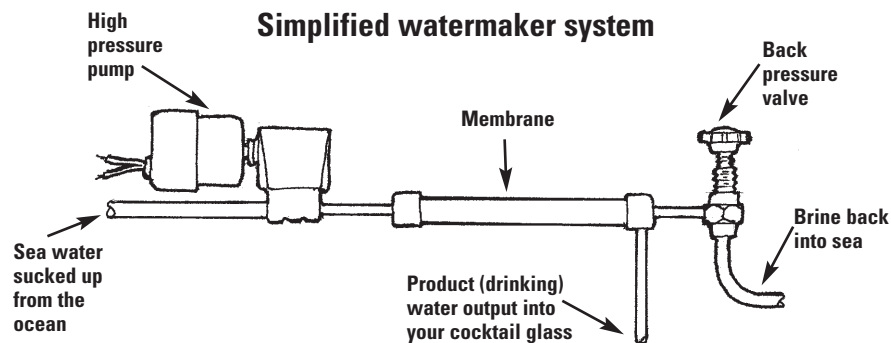
devices can lead to the early demise of the high-pressure pump through the introduction of air into the intake.

**Feed water hose:** A ¾-inch, standard marine reinforced water hose works well for plumbing all components from the through-hull to the intake of the high-pressure pump. I have found Shields Series 162 polyester-reinforced clear PVC tubing to be perfect for this application. Your local chandlery should carry it for about \$1.39 a foot.

**Sea strainer:** This is a simple sea strainer that keeps large particles out of the feed pump. Almost any sea

maintenance, is the Jabsco Centri-Puppy, Model 356303. Since it is not self-priming, it must be mounted with the inlet below the waterline. Pick up a couple of spare impellers if you use the Water Puppy and are headed offshore. The feed pump should be on its own circuit so it can be turned on separately from the high-pressure pump. This allows the feed pump to bleed the air out of the system before initial startup and after changing the pre-filters. The switch for the high-pressure pump should be wired so the high-pressure pump cannot be operated without also turning on the feed pump.

**Pre-filters:** The pre-filter housing and filters can be purchased at a hardware store. These are the same units used in household sinks to eliminate sediment and odors. The more the filtration, the more the water flow is restricted and the larger the filter housing needs to be. Plan on filtering down to 5 or 10 microns. A 10-



strainer will work. A good choice is the Par 124297 or the Sherwood 391856, available from most chandlers.

**Bucket/sea water diversion valve:** A simple Y-valve will allow you to feed water into the system from a 5-gallon bucket or from the through-hull. This allows you to flush the watermaker with 5 gallons of the water it has produced after each use and to pickle and clean the watermaker when necessary.

**Feed pump:** The feed pump must have the same or higher throughput as the high-pressure pump. If you use a Cat model 277 for the high-pressure pump, a feed pump capable of at least 4 gallons per minute is necessary. There are several good choices of pumps available.

I used the Jabsco Water Puppy, Model 180810, in several installations. A better choice, requiring less

micron filter then a 5-micron filter works well. Filters are about \$6.

Simple sediment filters of the wound-string type are all you require. Polyester-cloth elements are best. Paper ones tend to break down in sea water. Most oil and petroleum products float on the surface of the water above your intake and are not present in the feed water. If a harbor is so dirty that petroleum products float on the surface, I don't run my watermaker.

If you plan to operate your unit in oily anchorages, make an oil/water separator out of an additional filter housing. Remove the filter element. Then either plug the upper outlet hole of the filter housing and drill and tap a standard ½-inch or ¾-inch National Pipe Thread (NPT) fitting into the bottom of the filter housing, using the bottom fitting to draw the feed water



out or cement a pickup tube into the center hole of the filter housing (the output fitting is connected to the center of the filter housing). If you make a pickup tube, get it as close to the bottom of the housing as possible without reducing the flow.

**Optional vacuum gauge:** A standard glycerin vacuum gauge is an optional, but good, investment. Placed between the pre-filters and the high-pressure pump, it can tell you when to clean or replace the pre-filter elements. These are available at most hydraulic hose and fitting suppliers. It must be glycerin-filled to dampen the effects of the high pressure pump's piston strokes.

**High-pressure pump:** The high-pressure pump is a triple-plunger, positive-displacement pump. It pumps about 3 gallons of water per minute at 800 psi through the membrane. This is the heart of the watermaker system. The Cat Model 277 has a nickel-aluminum-bronze head; the Cat Model 271 has a stainless-steel head. While both are acceptable for use in RO watermaker systems, I have found the nickel-aluminum-bronze units to be a better choice. The 277 costs about

*"Most of the work in building a watermaker system is simple plumbing, running hoses from each of the components to the next component in the system."*

\$400 less and is less susceptible to anaerobic crevice corrosion and electrolysis than the 271. There are less expensive brands of pumps available, but others I've tried have fallen short of the dependability of Cat-brand pumps.

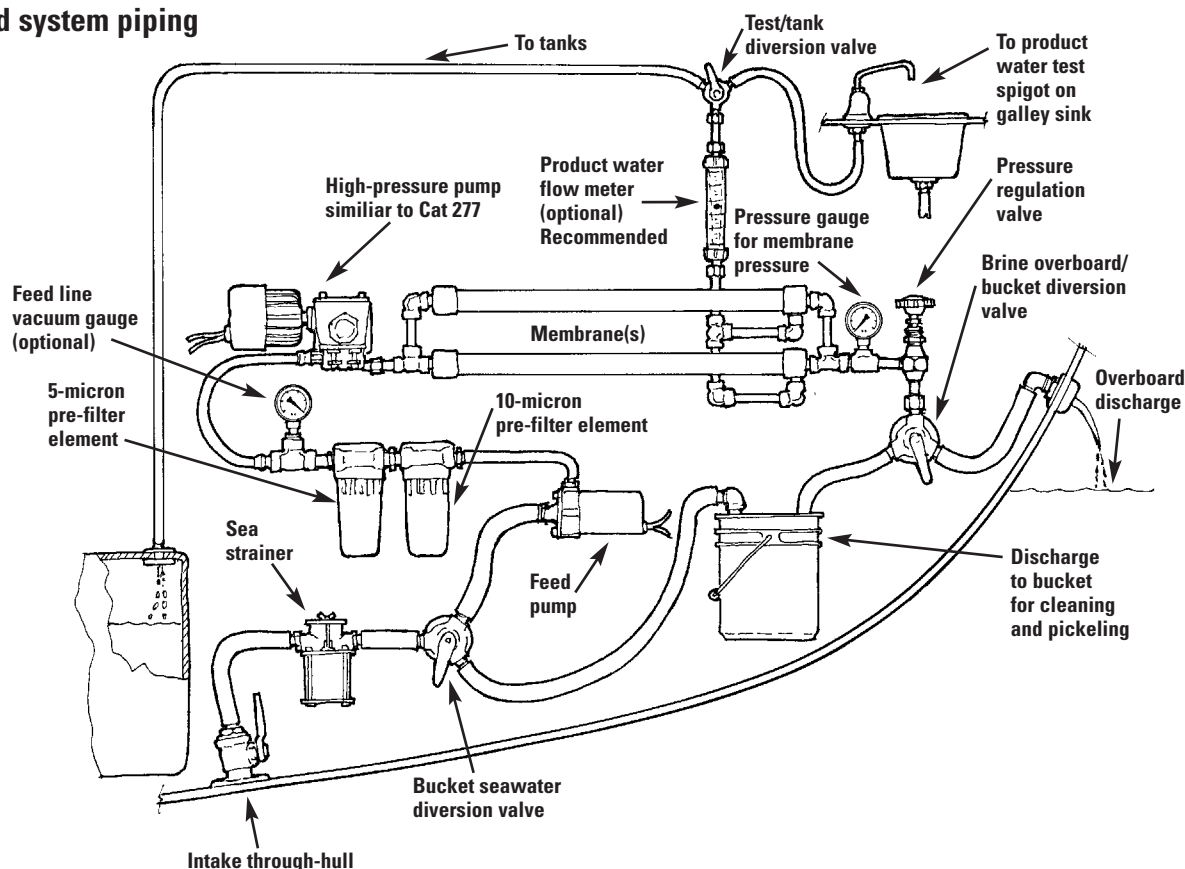
When filling the high-pressure pump crankcase with oil, fill it to the top of the sight glass not just to the center dot. When the glass is filled to the top, the pump will be correctly lubricated when the watermaker is running while the boat is heeled.

**High-pressure hose:** The high-pressure water between the high-pressure pump and the membrane and on to the pressure regulator requires

high-pressure hose. This can be hydraulic marine steering hose, rated at 3,000 psi, or airbrake hose used on large trucks, rated at 3,000 psi. This gives you a 3-times safety factor. The hydraulic marine steering hose is more expensive and more subject to chafe, but it does not contain any metal, an advantage in limiting electrical conductivity and electrolysis. Any quality high-pressure hose will function, as long as it is water-rated and has a burst pressure of 3,000 psi or more.

Look in your phone book for hydraulic suppliers who can make the hoses to length for you, or purchase end fittings and cut the hose to length yourself. I recommend Parker Hannefin-brand hoses and end fittings. All fittings in the system must be bronze or (preferably) stainless steel. Rust from any mild-steel fitting will clog the membrane. I recommend reusable fittings, as they allow you to take along a single extra length of high-pressure hose — as long as the longest run in the system — for a spare. Should you develop a leak in a high-pressure hose, you can remove the reusable ends from the leaking

## Detailed system piping



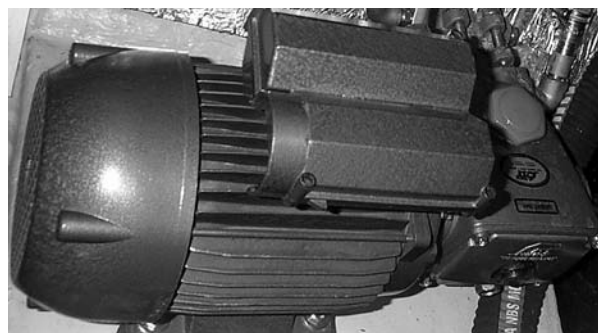
hose and, using hand tools, install them on the spare hose no matter where you are. If you choose the air-brake hose, be careful where you run it; I have seen two boat fires that resulted when the air-brake hose chafed against wiring, and the steel braid in the hose shorted the chafed wires to ground.

A good way to measure how much high-pressure hose you are going to need is to run a standard garden hose through the route of the high-pressure hoses. Drill any necessary holes through bulkheads, etc. This gives you a good idea of the places where the high-pressure hose from the pump to the membrane will chafe. The fittings on the ends of the high pressure hose are about the same size as those on a garden hose, so this job demonstrates how easy or difficult it will be to run the hose.

The standard fittings for the ends of the high-pressure hoses are SAE compression fittings. These are standard on most hydraulic fittings in the U.S. The fittings on the high-pressure pump are 1/2-inch National Pipe Thread (NPT) on the intake, and 3/4-inch NPT on the output. The fittings on the membrane are generally 3/8-inch NPT. When you have your hoses made up, or go to purchase your hose and reusable end fittings from the hydraulic hose supplier, take your pump and pressure vessel with you to make sure that you purchase all the fittings to connect everything together the first time.

**Chafe:** Consider the problems of chafe in the high-pressure hose between the high-pressure pump and the membrane. This hose vibrates more than 5,000 times a minute, once for each stroke of the three pistons in the high-pressure pump. It will chafe on anything it rubs unless it is very firmly fixed in place where it contacts anything else. To avoid chafe and lengthen hose life, I feed the high-pressure hose inside a piece of standard reinforced marine water hose — Shields Series 162.

You can make a simple vibration dampener by coiling a section of high-pressure hose into three or four 12-



**On the author's boat: the control panel front and back, above, and the high-pressure pump, at left.**

inch diameter coils between the pump and the membrane. The hose that makes up these coils must be completely covered with standard water hose, or it will chafe on itself. It needs to be firmly attached at each end of the coiled portion, and the coils should be free-floating between the two attachment points. There are vibration dampeners available from Cat to solve this problem, but they are prohibitively expensive, and I have never seen one in use on a small-boat watermaker.

**Membrane:** What most people call a membrane is actually a combination of a membrane and the pressure vessel that encloses it. When purchasing your membrane, you must also purchase a pressure vessel for the membrane. The pressure vessels come in stainless steel and fiberglass. Fiberglass is the only choice for a seawater desalination system. Stainless steel is prone to crevice corrosion and electrolysis in this application.

There are three or four ports on a pressure vessel. They are: high-

pressure water in; high-pressure water out; and product water out. Four-port vessels allow you to remove the product water from either end. The product water output opposite the one you choose must be plugged for the membrane to work correctly.

Membranes and housings are available from <<http://www.wateranywhere.com>>. The most economical membranes and pressure vessels are the 2.5-inch by 40-inch ones. The membrane (SW30-2540) retails for \$190 and the pressure vessel (PV2540) for \$496. Also available are 21-inch long by 2.5-inch diameter membranes and housings. To achieve 20 gallons per hour, you would have to use two of these membranes plumbed in parallel to achieve the same output as one 40-inch membrane.

Membranes are long, and finding a place for them may be a problem on smaller boats. One of my favorite installations is to mount the membrane under the floor of the cockpit. This space is rarely used for other purposes and is perfect for the 40-inch membranes. The membrane can be mounted vertically or horizontally. Other installation ideas that work well are: inside hanging lockers; behind



settees; under settee bottoms; inside cockpit coamings; and in a corner of the head compartment.

**Pressure gauge:** You need a standard glycerin-filled pressure gauge measuring up to 1,500 psi and rated for corrosive liquids use. This is placed off a tee fitting just before the regulation valve, so you can adjust the pressure, using the gauge. The line going to the gauge must be pressure-rated for at least 3,000 pounds under working conditions, as are all the components between the high-pressure pump and the back-pressure control valve.

Use stainless or specialized plastic tubing for the run between the tee and the pressure gauge, as this makes for easy panel placement and a minimum of bulky high-pressure hoses on the rear of the panel. The tees and the tubing should be available from the same local hydraulic supply house where you purchase your high-pressure hoses and fittings.

**Regulation valve:** Cat produces an excellent valve for this purpose, backpressure valve Model #7070. It is available from Edi Distribution.

**Overboard hose connection:** Once past the back-pressure regulation valve, the water is no longer at high pressure, although it still is flowing at

3 gallons per minute. Standard marine water hose from the output of the regulator valve to the overboard discharge is fine. This hose should be  $\frac{3}{4}$ -inch to handle the flow.

Install a simple plastic Y-valve between the output of the back-pressure regulator valve and the overboard through-hull to pickle and clean the membrane. One side of the valve connects via a hose to the brine overboard discharge through-hull. The other side has a hose barb for fitting a hose long enough to reach a 5-gallon bucket near the bucket/seawater intake diversion valve for use in cycling, cleaning, and pickling solutions through the watermaker.

**Brine overboard through-hull:** The overboard through-hull must be installed above the waterline. This is where the brine is discharged from the watermaker. Remember it's going to put out 3 gallons a minute, so place it where it won't flood your dinghy.

**Product water hose:** Product water from the membranes is carried through the flow meter and selector valve to the tanks via standard  $\frac{3}{8}$ -inch marine reinforced water hose. The product water output should not be restricted while the unit is running. If it is plugged or restricted, damage can

result to the membrane.

**Product water flow meter:** The product water flow meter indicates how much fresh water the watermaker is producing. It makes sure that everything is working correctly and helps indicate when to clean the membranes. The most easily read model is made by Dwyer. It is a stainless-steel ball inside a clear plastic tube. As water goes around the ball, it is lifted in the tube. Product water from the end of the membrane comes into the bottom of the flow meter and out of the top to the tank/test diversion valve.

**Tank/test diversion valve:** This is a simple Y-valve. Plastic is perfect for this low-pressure product water output use. In the sample position the product water flows via a standard sink spout into the sink or into a cup for testing. Once the water tastes good, or (if you are using a tester) contains less than about 500 ppm tds, turn the valve and start filling your tanks. You may want to add a couple of other valves to select which tank to divert the water into. Or as one customer requested: "Just make it go to a hose, so I can fill anything I want." This avoided running a lot of plumbing inside his small boat. When he wanted to fill his tanks, he ran a hose to the deck fills.

COSTS				
Estimates of cost for watermaker				
Item	Quantity	Price	Cost	Source
Sea strainer	1	\$13.89	\$13.89	Marine chandlery
Feed pump	1	\$109.00	\$109.00	Marine chandlery
Filter housing	2	\$20.00	\$40.00	Hardware store
Filters	4	\$6.00	\$24.00	Hardware store
High-pressure pump, Cat 277	1	\$724.00	\$724.00	Pressure-washer supplier or Edi Distribution
Clutch for engine-driven applications	1	\$168.00	\$168.00	Automotive air-conditioner supply or Edi Distribution
High-pressure gauge	1	\$40.00	\$40.00	Hydraulic supplier
Membrane and housing	1	\$700.00	\$700.00	Water Anywhere <www.wateranywhere.com>
Pressure regulator valve	1	\$265.00	\$265.00	Pressure-washer supplier or Edi Distribution
Stainless T for pressure regulator	1	\$25.00	\$25.00	Hydraulic supplier
High-pressure hose	2	\$90.00	\$180.00	Hydraulic supplier
Various fittings for high-pressure side		\$60.00	\$60.00	Hydraulic supplier
Feed-water hose	20	\$1.39	\$27.80	Marine chandlery
Various low-pressure fittings		\$20.00	\$20.00	Marine chandlery
Product-water flow meter	1	\$16.00	\$16.00	Dwyer Instruments
<b>Total cost</b>			<b>\$2,412.69</b>	
<b>For a 45-gallon-per-hour system simply add:</b>				
Additional membrane w/ housing	1	\$700.00	\$700.00	
High-pressure hose	2	\$10.00	\$20.00	
High-pressure fittings	5	\$15.00	\$75.00	
<b>Total for a 45-gallon-per-hour system</b>			<b>\$3,207.69</b>	
<b>Optional components:</b>				
Optional TDS meter	1	\$74.00	\$74.00	Water Anywhere <www.wateranywhere.com> or a scientific supply store
Vacuum gauge	1	\$24.00	\$24.00	Hydraulic supplier

## Powering the pump

The high-pressure pump can be driven in a number of ways; each method has advantages and disadvantages. The most common way to drive the high-pressure pumps on larger watermakers is directly off the engine. The high-pressure pump can also be driven with a 120-volt AC electric motor.

## Engine-driven pumps

Driving the high-pressure pump with the main propulsion engine has the advantage of ease of installation and simplicity; it requires only a couple of pulleys and a belt. Its only disadvantage is that it requires the main engine to be operating to make water. If you regularly use your main engine to charge your batteries, this is a good option. Your batteries charge, and you make water at the same time. It is also a good option if you generally motor in clean water. On most small cruising boats without a generator, this is the most effective option.

A pulley must be available on the front of the engine to drive the high-pressure pump from the main engine. This may necessitate the addition of a pulley, or PTO unit. The Cat 277 pump uses about 2.5 horsepower, so a single drive belt is sufficient to drive it. Calculate the size of the pulley necessary on the pump so that at cruising speed the pump is turning not more than 1,725 rpm. Between 750 rpm and 1,700 rpm is ideal.

Most installations use a 6-inch pulley on the main engine and a 7-inch electric clutch/pulley on the high-pressure pump. This allows the watermaker to operate when the engine is rotating between 800 rpm and 2,000 rpm. If your engine pulley is a different size or your cruising range is outside of these numbers, you'll need to do a little math to find the correct size to put on the high-pressure pump.

A 12-volt electrical clutch exactly like that found on automotive air conditioners is placed on the shaft of the high-pressure pump. A standard 7-inch clutch sheave unit is available from Edi Distribution, or may be found at your local refrigeration and air-conditioning supplier. Take your pump with you to check fit. The pump shaft is 0.650 inch and is straight, not tapered.

You will need to fabricate a system to fit the high-pressure pump to the engine and allow for adjusting belt

*"Perhaps the best thing  
about building  
your own watermaker  
is drinking a glass in a  
far-off port, without  
having to worry about  
how much water  
you have used,  
where to jug it from,  
or if you are going  
to get sick from  
drinking it."*

tension. Most of these are simply two metal plates hinged together at one end, with the angle between the plates adjustable with two bolts threaded into the top plate. The bottom plate is mounted to the top of the engine, and the high-pressure pump to the top plate. Other bracket mountings can be used, including mounting the high-pressure pump next to the engine on soft mounts such as those used to mount transmissions in cars. These mounts are then attached to a plate, with a slot cut near each corner allowing the plate to slide toward or away from the engine, allowing you to tighten the belt. Make sure your pulleys are aligned to prevent excessive belt wear and to ensure that people cannot accidentally get caught in the moving parts.

## 120- or 240-volt AC pumps

Driving the high-pressure pump with a 120- or 240-volt AC motor is a good solution if your boat is equipped with a generator. It allows you to place the electric motor/high-pressure pump anywhere in the boat with a minimum of wiring. Small-frame 120- or 240-volt electric motors are available cheaply and are easily fixed all over the world. While running the generator for other needs, such as battery charging or cooking, switch on the watermaker. The only disadvantage is that your ability to make water depends on your generator being operational.

It is also possible to drive the high-pressure pump motor from the output of a sufficiently sized inverter. This sometimes allows the watermaker to be operated while the main propulsion

engine, is running without its having the high-pressure pump mounted directly to the engine. This can be an attractive solution if you want to run the watermaker regardless of what source is charging the batteries and if you already have an inverter large enough to drive a 2-horsepower, 120-volt motor. The disadvantage is that your ability to make water depends on your inverter working.

A small-frame, 2-horsepower, 120- or 240-volt motor turning at about 1,100 rpm can be directly coupled to the shaft of the high-pressure pump using a flexible coupling. The best source for these is a local electrical supply house. Motors with a different rotational speed can be attached to high-pressure pumps by placing both the motor and the pump on a plate and driving the pump with a belt-and-pulley arrangement. A slightly more expensive, but easier, option is to order your high-pressure pump from your dealer with a 120-volt AC motor already coupled to it.

## Operating the watermaker

Make sure the through-hulls are open and the bucket/seawater diverter valve on the feed pump input is set to seawater position, the sample/tank diverter valve is in the sample position, and the bucket/overboard diverter valve on the brine output is in the overboard position.

The high-pressure pump should not be operated without the feed pump running. Doing so could cause cavitation and damage to the high-pressure pump. Never operate the high-pressure pump if it is drawing a vacuum on its input or if there is air in the system. Filling the pre-filter units with chlorine-free water before using the unit decreases the time necessary to eliminate air from the system.

The first time you run the watermaker, expect to spend several minutes eliminating air from the system. On subsequent startups, it will take only a few seconds to make sure there is no air in the system. Make sure the pressure regulator is in the fully out position; pressure at startup should always be zero.

Turn on the feed pump without turning on the high-pressure pump. Watch the brine output until it's free from air and runs in a constant stream. Start the high-pressure pump.

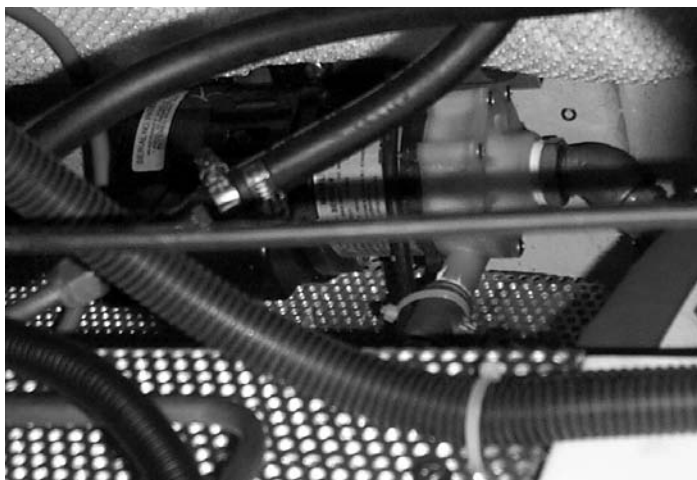


If the needle on the pressure gauge jumps rapidly up and down, it generally indicates that you have not bled all air from the system. Turn off the high-pressure pump, leaving the feed pump on for a few more minutes, then try again. Continued erratic movement of the pressure gauge may indicate the need to shut down the system and check for leaks.

One of the most common sources of leaks is the gasket on the pre-filter canisters. Once the system is free of all air and the high-pressure pump is running, slowly turn up the pressure regulator until the pressure gauge reads 800 psi.

Product water should be produced in about a minute, and within five minutes the watermaker should be producing product water at about 18 to 22 gallons an hour, or about 35 to 40 gallons an hour if you installed two membranes.

As the membranes are originally pickled with formaldehyde at the factory, run the watermaker for about 40 minutes before testing or switching to the tanks the first time it's used. Once the unit has run for about 40 minutes, check the product water using a TDS meter or by tasting it. In normal operation, run the watermaker for about 10 minutes before testing the product water.



**Feedwater pump**

To shut the unit down, fill a bucket with product water from the watermaker, then slowly decrease the pressure. When the pressure is at zero, turn the high-pressure pump off, then turn off the feed pump. Switch the seawater/bucket diverter valve to bucket, and place the input hose in the bucket. With the pressure-regulator valve in the out position, turn on the feed pump and the high-pressure pump. Turn off both pumps when you have about 4 inches of water left in the bucket.

Always remember to turn the high-pressure pump off and then the feed pump. Close all through-hulls. Flushing the unit with fresh water after each use will increase the life of the membrane, and the time between membrane cleanings. The extra 15

minutes of running the watermaker to make 5 gallons of water for flushing the unit after each use will greatly increase the life of all of the components of the watermaker.

### **Maintenance**

Always flush with fresh product water after making water. Water that enters the system must be free of chlorine. Use a standard pool chlorine test kit, available from your local pool supplier for less than \$5. Any chlorine in the

water going through the membrane can severely damage it.

Clean the pre-filters if the vacuum gauge shows a vacuum on the supply side of the high-pressure pump or after about 8 hours of normal use, more frequently if the watermaker runs in water with heavy sediment. Generally, you can clean the cloth-type filter elements about eight times before they wear out. To clean them, flush clean water backward through them. Replace them when you can no longer get them clean, or they lose their rigidity.

### **Pickling the system**

Pickle your system if you are going to leave it without running for more than two weeks. After every 100 hours of use, change the oil in the high-pressure pump. Use Sta Lube 2553, the same oil as the Cat pump oil but


## **Notes about purity**

**R**EVERSE-OSMOSIS (RO) WATERMAKERS FILTER DOWN TO about 0.001 of a micron. In comparison, the finest milled flour is about 1,000 times larger, at 1 micron. But watermakers do not disinfect water. Disinfection of water requires chemical, heat, or ultraviolet treatment.

On average, a correctly maintained and operated RO watermaker will reject about 99 percent of everything you don't want in your water. It will reject 99 percent of bacteria, 95 percent of lead, 98 percent of mercury, and 93 percent of radioactivity (based on metal-rejection rates). When you consider how little of each of these substances is contained in seawater, the water from an RO watermaker is very pure.

However, some viruses can come through the system and wind up in your water. Always run your watermaker

in clean seawater. You may want to add chlorine to the product water — about a capful of Clorox per 35 gallons. This will kill almost anything that may have gotten past the membrane. Ultraviolet purification systems are also available commercially and do a good job of post-membrane purification. *Never flush the watermaker with water containing chlorine.* Chlorine will damage the membrane!

By running RO water through your watermaker again, with the pressure set at less than 400 psi, the water is very close to the purity of distilled water. Running the watermaker at a pressure higher than 400 psi with freshwater input instead of seawater can damage the membranes. This purified water is suitable for use in your flooded lead-acid starting and house batteries. 

at less than 20 percent of the cost. Look in the phone book for Sta Lube.

To pickle or preserve the membrane, the pressure vessel is filled with a biocide that keeps organisms from growing on and in the membrane. Growth on the inside of the membrane is very difficult to remove, reduces water production, and can cause an unpleasant sulfur smell in the product water. This is the most common reason for membrane failure.

The pickling solution is sodium metabisulfite. It is used as antiseptic for brewing and can frequently be found in the brew-your-own stores as well as local chemical supply houses. The local chemical supply house is the cheapest supplier. Look up "chemicals" in your phone book.

Make sure that you use the pickling and cleaning chemicals with good ventilation. They can produce noxious fumes. Remove the pre-filter elements from the pre-filter vessels, fill the pre-filter vessels with non-chlorinated reverse-osmosis (RO) water, and screw back into place.

Mix 6 tablespoons of sodium metabisulfite with 3 gallons of water in your 5-gallon bucket. With the system off, connect the flush-and-pickle hose to the intake selector valve. Turn the valve to flush-and-pickle, and place the other end of the hose in the bucket. Connect the other flush-and-pickle hose to the brine-output selector valve and turn the valve to the bucket position.

Place the other end of the hose in the bucket. Run the system under no pressure, with the sodium metabisulfite solution circulating for about 10 minutes. Shut down the unit, and close all valves. The membrane should be repickled about once every 90 days when not in use. Before you use the watermaker again, replace the pre-filter elements, and run the system for at least 40 minutes before testing or switching the water to the tank position.

## Cleaning the membrane

The membrane should be cleaned only when the product output drops by 15 to 20 percent. Account for temperature effects on product-water output before deciding that you need to clean the membrane.

There are two varieties of cleaners. One is an aggressive alkaline phosphate detergent, which removes grime, slime, oil, and grease. The other is an

acid, which removes scale, rust, and mineral deposits. With correct flushing and by avoiding running the watermaker in polluted harbors, it is rarely necessary to clean the membranes. Most cruisers clean their membranes less than once a year.

The chemicals are produced by a variety of manufacturers, although finding them in quantities of less than 25 pounds can be a problem. For ease of purchase and use, purchase the chemicals from one of the commercial watermaker companies or off the shelf at a chandlery. If you want to buy a big bag of either, the chemicals are listed, including available brand names, in the ROSA technical manual produced by Dow Chemical's membrane division.

ROSA is available for free at <<http://www.dow.com/liquidseps>>. It is an excellent source of information on flow rates and membrane maintenance, and it has some tips for designing systems. ROSA is an extremely technical document, created by the people who manufacture all types of RO membranes. While it answers most questions, you may have to do some research to understand the answer.

To start the process, mix 10 tablespoons of either the alkaline or the acidic chemical solutions with 3 gallons of water and follow the same procedure as for pickling, except that you must allow the solution to circulate without pressure for 20 minutes. After each cleaning, the watermaker must be run for at least 20 minutes before cleaning with the other solution or testing product water. Under no circumstances should either cleaning solution be left in the system more than 20 minutes.

All three of the chemicals used in cleaning and pickling the watermaker are toxic and should be disposed of after use in an approved manner. Dumping a bucket of phosphates or diluted acid overboard could land you in serious trouble with the EPA.

## Testing the water

A portable TDS meter can be used to test the quality of the product water. I recommend the Oakton TDS Testr available at most chemical supply houses, or a Hanna 1 tester, available from <<http://www.wateranywhere.com>>.

The easiest way to decide if the product water meets your standards is to taste it. Humans can generally taste

about 1,200 ppm total dissolved sodium in water. The World Health Organization recommends less than 500 ppm tds in water for human consumption. Most watermakers in cruising waters produce water with less than 250 ppm tds, which is less than most shoreside municipal water systems.


## Temperature and salinity

The warmer the water, the more product water will be produced, although it will have slightly more salinity. In areas with warm, high-salinity sea water, such as the Sea of Cortez, you may get tds readings up to 350 ppm. This water is still fine for consumption. You won't taste any difference. Don't operate your watermaker in water warmer than 100°F. Damage to the membrane will result.

The colder the water, the less product water is produced. For example, using the following table, assume we operate a watermaker rated at 20 gph at 77°F (the standard temperature for membrane-output rating) and that we are floating in 50°F water.

Under these conditions, we can expect to produce about 10.6 gallons per hour. (Fifty-three percent of 20gph is 10.6 gph.) We can also expect the salinity of the product water to go down slightly.

Temperature of feed water in °F	Percentage of rated product water produced
40	37%
50	53%
60	69%
70	89%
77	100%
80	107%
90	126%
100	146%

Perhaps the best thing about building your own watermaker is drinking a glass in a far-off port, without having to worry about how much water you have used, where to jug it from, or if you are going to get sick from drinking it. 





# A new stern tube

*A resourceful Colorado sailor does a professional job in the wilds*

*by John Ditzler*

**L**AST SUMMER I HAD TO REPLACE THE stern tube on my Pacific Seacraft Orion 27, *Allegra*. It was a stressful and satisfying ordeal and a test of a sailor's resourcefulness. *Allegra* is my first boat with an inboard engine. Before I purchased her I had her professionally surveyed. The survey revealed a small amount of water in the space just below the packing gland and also in the bilge. My surveyor felt that this was an ordinary amount caused by the drip of the traditional-style packing gland. Also noticeable was a repair to the portion of the stern tube that emerges from the deadwood, onto which the packing gland's hose seats. For the next 18 months of sailing the water never rose, and I, being inexperienced, thought it was normal to have a little water in the bilge.

On a blistering hot July day, my wife and I were boating with friends on a Colorado lake. Rafted together, our four boats drifted quietly on the windless lake. Some of us were swimming, some visiting. Others were reading, but I was below tearing the boat apart from stem to stern. For the first time ever, the automatic bilge pump had come on. The water had *definitely* risen. Thanks to the Orion's removable cockpit sole, I found the source. The repaired stern tube stub was seeping.

Not much water had entered the boat yet, and the pump easily cleared it out. The wind was up by this time, so we all separated. My wife and I

sailed *Allegra* back to the marina with apprehension.

The next task was to get *Allegra* out of the water for repairs. Though not ordinarily considered trailerable, the Orion can be floated onto a heavy trailer and pulled out of the water with a stout pickup truck. Orions seldom need to be hauled with a trailer, I'd guess, but it's an absolute necessity for me. I live in a remote area where there are no facilities other than a launch ramp used by trailerable boats of all kinds. The key is preparation.

## **Lowered slowly**

I purchased my Orion in Seattle and used a Travelift to load her on her trailer. As the lift operator slowly lowered the boat onto the trailer, we carefully adjusted the trailer's hull

supports to match the slack bilges and full keel of the traditionally designed hull. In Colorado I share the trailer with a friend who owns a C&C 29, which has firm bilges and a fin keel with a spade rudder. This means that after he uses the trailer it must be meticulously set up for my boat. Because I had made diagrams, notes, measurements, and photos of everything with the Orion loaded, this was a matter of making the correct adjustments to all the supports.

Preparation for floating the boat onto the trailer involved removing the bobstay so that it would not interfere with the trailer's stem pad. I did this by adding a temporary jumper stay to my sloop-rigged mast. A padeye on the foredeck just aft of the sampson posts, well backed up, makes this a simple

**The rudder heel attaches with four bronze bolts through the unpainted area, above. *Allegra*, undergoes repairs, at right.**



job. I could now disconnect the forestay and bobstay together, thereby preventing damage to the sprit by an uneven pull from either stay.

We used a one-ton Chevy with a huge gas-guzzling engine. In lieu of the hitch and ball, a very strong, absorbent nylon towing strap of sufficient length and load limit was placed between the truck and trailer so the trailer could sink well into the water without drowning the truck.

### Little traffic

We worked early in the morning when the wind is usually calm or light from ahead and there is little traffic at the ramp. We eased the trailer into the water until only the forward stem pad was visible. The hardest part of this job was driving the boat slowly onto the mostly invisible trailer and keeping her straight. Using a little throttle and forward gear to hold her against the stem pad, I ran forward and secured a strong, low-stretch line to the trailer, then back along each side of the boat to the primary winches. Taking up tension on each winch held the boat securely on the trailer so I could kill the engine. With a spotter to check things as we inched out of the water, I had only to hold on and keep my fingers crossed. As the driver eased forward, the boat settled perfectly onto each hull support.

Once the boat was just out of the water we had to reconnect the truck to the trailer. We used large wheel chocks and a safety chain so the trailer was never free to run if something should go wrong while we removed the long nylon strap. In four-wheel drive and low gear, the truck had no difficulty pulling the heavy load up the steep ramp. It is imperative to work safely. A runaway trailer could do horrible damage to anything or anyone in its path. All equipment, connections, and fittings must be of adequate strength for the job. It's important to have lots of help.

Once the boat was parked in the yard with nearby access to electricity and water, I began a little exploratory surgery, carefully grinding with a Dremel tool to examine the problem. Bit by bit I began to see that the portion of stern tube that protruded from the deadwood had been broken or cut off, then reglassed into place. The original repair was not done well;

*"After all this research, I decided on a wholly unscientific approach: grind the entire tube to dust with a grinding drum on the end of my hand drill."*

the repair material looked a lot like Bondo, a porous material not suited to this purpose.

Glassfiber and resin covered the Bondo, but water had found its way past this repair and into my bilge. I moved up to a bigger grinder and removed all traces of old tube, Bondo, and soggy material, taking it all down to fresh clean glass and deadwood filler. The work thus far was easier than the heat. The hot summer sun moved across the sky almost straight above, roasting me in the depths of my engine compartment. I was thankful for my removable cockpit sole. I can't imagine the job without this feature.

### Only slightly better

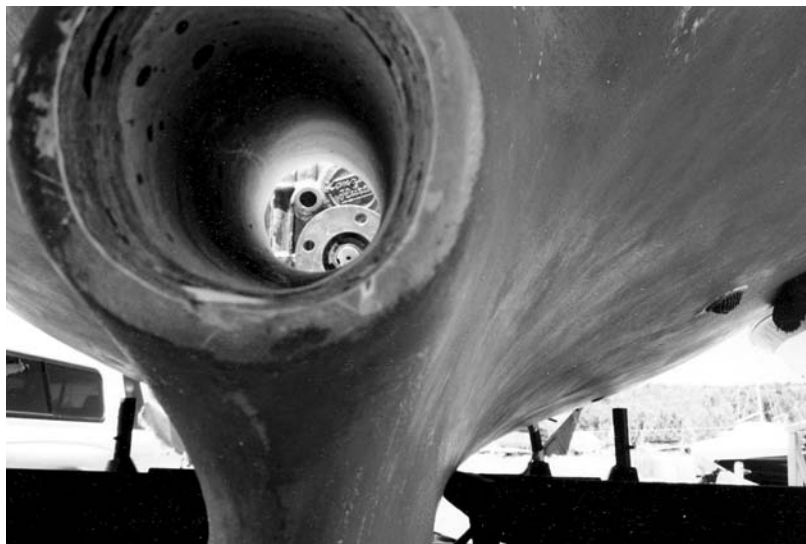
The easiest fix, I thought, would be to glass the piece of tube back on with better materials. However, this seemed like an only slightly better repair than before and still inadequate. So I began to research how to go about replacing the entire tube.

After several days spent calling repair shops all over the country, I found that stern-tube replacement is evidently uncommon because no one I talked to had actually done it. Nevertheless, I spent an hour on the phone with a helpful tech rep from Gougeon Brothers. And I eventually found Jim at H&H Propeller in Salem, Mass., a supplier of tube material, bearings, and seals at reasonable prices. Jim was

also very helpful. I read *This Old Boat* by Don Casey and *Boat Owners Mechanical and Technical Manual* by Nigel Calder. I called West Marine also, as there are no suppliers near my home.

After all this research, I decided on a wholly unscientific approach: grind the entire tube to dust with a grinding drum on the end of my hand drill. This saved me the trouble of trying to keep the hole perfectly round and perfectly aligned. I would also have room to add high-density filler around the new tube and wiggle room to align the shaft/bearing/tube/seal assembly to the engine and hull.

Thanks to the Orion's simple design, the rudder came out in half an hour. The harder task was digging a hole in the rock-hard ground beneath the boat



to allow the rudder room to drop out. Next the prop came off, followed by the shaft and Cutless bearing. Other than the fact that the rudder heel bolts were too short (the nuts only threaded on about half-way), all this was straightforward and easy.

### Rubber drums

Now came the nasty part. It took me most of a day working with my drill (DeWalt makes a great drill), grinder, and respirator to remove the old tube. I used a long extension, rubber drums of various sizes, and coarse-grit sleeves. I ended up with a hole two to three inches in diameter and 10 inches deep. It was another very hot, dirty job.

After cleaning up endless dust, rebuilding came next. With the new Cutless bearing inserted into one end



of the tube, a shiny new PSS dripless seal mounted on the other end, the shaft mounted to the transmission, and the tube in place, a friend and I aligned the whole assembly with the engine and hull.

As we tweaked the engine mounts, we found another clue to the cause of the original tube break. The engine had at one time been shifted to port, leaving scratches in the fiberglass pan. This may have caused the drive shaft to hit the tube, which had been glassed back on at a slight angle, also to port. We

*"I found that stern-tube replacement is evidently uncommon because no one I talked to had actually done it."*

found no other evidence of damage.

Using high-density filler, I stuffed as much epoxy as I could into the outer end of the gap between the hull and the tube, and again into the inner end.


At the inner end I left a small gap at the top of the hole. When the filler was firm but still tacky to the touch (I used a slow hardener), I injected unmodified epoxy into the void between the two ends, adding more and more until it was full. Again I used slow hardener to allow time for the epoxy to settle in and any air bubbles to surface.

When this had kicked, I filled the last little gap and built up material around the tube, fairing it to the surface of the deadwood using the high-density stuff. I had masked off the inner portion of the tube to protect my new dripless seal and also the shaft where it emerges from the seal. A little fairing and barrier additive on the outer end made a nice, smooth tube/hull transition.

### Fine-tuning alignment

After everything had cured, I spent several hours moving the engine this way and that, millimeter by millimeter, to fine-tune the alignment. I also took this opportunity to repair a small crack in the upper aft corner of the rudder and to renew my seacocks. All that remained was to reinstall the prop and rudder (with new, longer, silicon-bronze heel bolts) and to touch up all areas with bottom paint.

I sat back and thought through every aspect of the job. I did not want to launch the boat only to find that I had neglected something. Although relaunched the boat was a high-stress situation, it was tremendously satisfying to find that I had done it all right: the bilges were and still are dry enough for the dust bunnies to move in, and the driveshaft spins with no vibration. I am confident the job was done right, but proof will come in time.

As facilities here are minimal, there are no repair people qualified to do this type of job. I belong to a small club called San Juan Sailing. We rely on each other for expertise, equipment, support, and camaraderie. I certainly could not have done the job without them. 



**New dripless shaft seal, above. John blesses his Orion's removable cockpit sole, at left, which allowed him to do the repairs without pulling the engine.**

**At the ramp with a long leash to the tow vehicle, below.**



# Sewing's not for sissies

## *How to turn a home sewing machine into a macho sailor's model*

by Theresa Fort

**H**ELEN LIVED WITH OUR FAMILY FOR close to 15 years before her body degenerated into a hunk of oxidized aluminum and rusty cogs and gears. A Singer sewing machine from the late 1950s, she had a Dr. Jeckyll and Mr. Hyde personality in her later years. I never was certain which I was dealing with until our sewing began. She always reserved the right to change her mind mid-stitch. Through all her inconsistencies, I managed to repair sails, sew several anchor bags, reupholster the settee, and complete numerous canvas projects during our boat's first outfitting.

Reminiscent of my first pitch-black night watch, it was a scary, sometimes teary-eyed adventure that I went through because it was necessary. Necessary because we just didn't have the money for a sailmaking sewing machine; necessary because she was what we had, so that's what I used; necessary because I was pigheaded . . . even more so than Helen. I said she could sew on canvas and sail material; she said she couldn't. With the help of my husband, Chuck, and some minor surgery, we changed her mind. Well, at least she decided to try.

Three years later, upon returning to the States after our last cruise, Helen was scrap metal. We recycled parts of her and buried her properly with a farewell prayer and a sigh of relief. Now I could look for a proper sewing machine, one that didn't have so many personalities. With my sewing list getting longer and longer, I needed to decide. Should I buy a sailmaking machine or find another home sewing machine to adjust? Used sailmaking machines were nowhere to be found in

our small town, but there were millions of used home sewing machines. And they were cheap.

### **Burned out**

Cheap and local won out over expensive and hard to find. We found and bought a \$50 Kenmore sewing machine to try. Sadly, she never made it to her naming ceremony. I burned up the motor recovering the settee cushions. But she worked well up to the time of her seizure.

I was learning what to look for in home sewing machines. So off we went to a sewing center that had a warehouse of used machines. The owners knew immediately that we meant business. Armed with Sunbrella, sailcloth, V-69 Dabond thread, and size 18 universal sewing needles, I was prepared to try out machines. I fell for two different machines: another Kenmore like my last one and a White. Both were heavily built and had competed well in the tryouts. We made a package deal with the owner and took both home for \$50. We set to work, adjusting and testing. The White sewing machine turned out to be the best and most consistent sewer. Here are a few tips we

learned along the way to help get the most out of a heavily built home sewing machine:

### **The sewing machine**

I'm talking about *heavily built* sewing machines. We have found that the heavy older machines work much better on the tough fabrics that sailors use on their boats. When shopping for a home sewing machine, look for older models that have no electronic parts or fancy stitches. Look for ones that have finely machined gears and parts that run smoothly without shaking at high speeds (when doing this test, do not thread the machine or put a needle in it). Also, machines with vertical bobbin shuttles seem to do better than the ones (like my old Singer) with horizontal bobbin assemblies (see illustration on Page 28).

### **Adjusting tension**

The slippery threads used for sailmaking and repairing require a tight upper thread tension and

---

**Home sewing machine doing duty outdoors.**







### Vertical bobbin assembly.

moderate lower thread tension. First, adjust the tension on your machine to sew well on an all-cotton muslin or cotton/polyester blend fabric and regular cotton/polyester thread, following your sewing machine manual. Now, thread your machine with the sail thread you will be using. I use bonded polyester thread like V-69 Dabond UVR (for fabrics up to 6 ounces) or V-92 Dabond UVR (for fabrics up to 10 ounces) and then sew a sample line of stitching.

On sailcloth, the properly tensioned stitch does not embed the knot. The top thread of the stitch should be tight enough to hold the stitch knot snugly against the fabric. With other fabrics such as canvas or acrylic outdoor fabrics, the stitch knot should embed itself. Tighten the upper thread tension (according to your sewing machine user's manual) until it is hard to pull the slippery thread through by hand (see illustration on Page 29).

If your adjustment knob doesn't allow you to tighten the tension enough, try pushing in the inside springy part of the adjustment knob and turn to tighten. This may allow the knob to have a higher degree of tensioning. If this doesn't work, you may need to do a little surgery. Take apart the upper thread tension adjustment knob (make note of how all the pieces go together) and add a proper sized washer to the inside assembly so that the spring inside will have to compress further. My Singer sewing machine had to have this surgical procedure done; the White and Kenmores did not.

Do not adjust the lower bobbin tension. Your lower tension rarely needs to be adjusted.

Goretex thread (now called Tenara) requires looser thread tension. Experiment to find the right adjustment. Some people recommend using

a smaller needle as well, but in my experience, I didn't find that to be the case.

### Thread stand

A thread stand is an inexpensive stand that allows the thread to be pulled from the top of the spool to give a smooth feed to the sewing machine, reducing tension problems. These stands are available from sewing stores

and Sailrite (800-348-2769; <<http://www.sailrite.com>>), a supplier of sailmaking materials.

You can also make your own by screwing two dowels, one the height of the thread spool and another several inches higher than your sewing machine, to a wooden base (see illustration on Page 29). Screwing a cuphook or screw eye into the top of the tall dowel finishes your thread stand. This hook, or eye, is what controls the feeding of the thread to the machine. When starting to thread your sewing machine, first feed the thread through the thread stand then proceed according to your sewing machine manual.

### Sewing machine needles

I use universal or ballpoint sewing needles. These needles are more apt to slide into the tightly woven fabrics that you will be sewing. Because of the extreme upper thread tension, the slippery thread, and the heavyweight fabric you will be sewing, use heavy-duty needles. In fact, I found size 20 worked well when sewing three or more layers of canvas. Even though it sounded like I was punching huge holes through the fabric, the machine worked better, I had fewer needles break, and I had less thread breakage with the larger needles. But experiment with other sizes; heavier needles do make the

sewing machine labor more. It is best to use the size that will give you the most power and the least bends and breaks.

### General guidelines

Keep your machine meticulously clean. Periodically stop and clean any lint buildup on the bobbin assembly, beneath the machine, along the passageways the thread travels, even on the needle. A can of compressed air and a vacuum cleaner work well for this. A well-running machine can be just as addictive as that first potato chip or peanut. You have to stop yourself from oversewing on a dirty machine or you may get a bellyful of thread.

Keep the machine oiled with high-quality machine oil. Most of the older models we've seen have manuals that explain how to oil your machine without taking it to be serviced. I try to oil my machine every month if I am using it hard. This also helps prevent rust in machines used in a marine environment. Listen to your machine. If it doesn't run smoothly, lightly oil all metal parts that come into contact with each other.

Go slowly with your sewing! I tend to get a lead foot at times when my machine is running smoothly. Mistakes happen too quickly to react to when you are zooming over the fabric.

When making sharp turns, stop the machine with the needle embedded in the fabric where the turn needs to be made, lift the presser foot and turn the fabric the proper amount. Then lower the presser foot and resume sewing. Turning the fabric as you sew increases the likelihood that you will bend or break a needle.



### Sewing binding tape onto acrylic outdoor fabric.

Increase the length of your stitches as you increase the layers of fabric. Stitches are too short when they start to become buried in your sewing and they become hard to discern.

Skipped stitches can sometimes be the result of a bent needle or not enough pressure on the presser foot. First, try changing your needle to see if this eliminates the problem. If it doesn't, you may need to increase the amount of pressure on your presser foot. As you are sewing, look to see if the presser foot raises as the needle tries to come out of the fabric. If this occurs, increase the pressure. Usually, this adjustment is done by screwing down a knob or pushing down a spring-loaded button at the top of your machine in line with the needle and presser-foot assembly (see illustration below).

Fold or roll large pieces to be sewn so that you can feed them more consistently. If necessary, get another person to hold the roll as it comes through the machine. They can even pull slightly and evenly to help you keep your stitches even.

When working on large projects, set your machine on the largest table you have available to you. Don't hesitate to take it to your picnic table outside or to a park. For even more horizontal surface, clear an area on the floor and set the machine there.

Change your needles often. If you see your needle bend slightly away from vertical, it's time to change it. Even slightly bent needles don't sew as well as new needles. Buy lots of spare needles to have on hand.

Visit Sailrite's website for a wealth of information for do-it-yourself sewing. They have helpful tips on using home sewing machines and general hints and tips on sewing sail and canvas projects.

## Sail fabric

My last sewing project was making a dinghy sail. I learned quickly that it helps to mark your seam allowance on each long panel of sailcloth and to use double-sided tape to keep the pieces together while carrying it to the machine and while sewing. Double-sided fabric tape, called Seamstik!, is a true miracle worker. When sewing with this tape, have

*"We have found  
that the heavy  
older machines work  
much better  
on the tough fabrics  
that sailors use  
on their boats."*

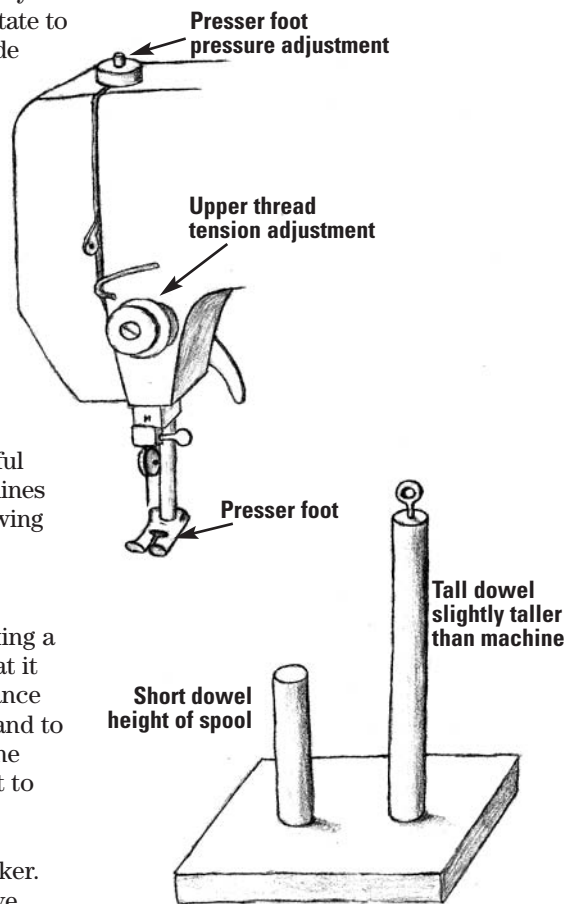
alcohol and a soft rag on hand to clean your needle if it gets a gummy residue on it.

Overlap the two panels and sew a line of zigzag stitching along both edges (for a total of two lines). If your machine doesn't have a zigzag stitch, just sew an extra line of straight stitching down the middle (for a total of three lines) and your seams will be just as strong. Use the longest stitch length possible in either case.

## Window material

The challenges of sewing on window material can be overcome with the following tips:

Help the window material move through the machine more smoothly



by rubbing the area to be sewn with a tiny bit of baby powder. I have even had success using cornstarch, but baby powder cleans up more easily. Vacuum stray powder out of the machine periodically. It tends to get embedded in the feed dogs.

Hold the window fabric out as horizontal as possible while sewing. It tends to drape into a bend at the base of the machine, causing it to hold up the feed dogs and not advance smoothly. Another pair of hands helps. While sewing our dodger, I had good experiences with sewing my window-panel edges with binding tape first. This tape allowed me to hand-baste the windows in the correct locations, eliminating the possibility of any movement or buckling of the panels as I sewed them on permanently.

## Leather

I found leather easier to sew when I used the longest stitch length possible and a lighter presser foot tension. If you find that your presser foot is stretching the leather as you sew, decrease the presser foot tension more. Try not to pull the leather as you sew. If you pin the leather onto your other fabric, make sure you take the pins out as you approach each pin to reduce puckers at each pin site. Double-sided tape doesn't stick for long but can help you keep your leather properly aligned without pins.

After a few adjustments, diligent cleaning and oiling, and some experimentation and patience, I was able to sew everything needed for our second refit. It was a daunting list: seven inside cushions, four cockpit cushions, an anchor riding sail, repaired foresails, a mainsail cover, a dodger and covers for all dodger windows, numerous canvas wall pockets for storage, a foresail bag, a solar panel cover, a redesigned awning, and a dinghy sail.

Once our refit was done, we sailed away. Only one project was left: finding a storage place for the sewing machines. I found new homes for our two hard workers. If you find one of them sitting on a shelf at a thrift store, give it a pat on the back for me. They both learned their new profession well. When my sewing list starts growing again, we'll look for another older model home sewing machine and give it a new profession. 



# Hallberg *plus* Rassy

## *Two famous boatbuilding names — and a line of classy bluewater voyagers*

*by Jahnn Swanker Gibson*

**H**ALLBERG-RASSY HAS THE LONGEST-standing and strongest North American presence of any Swedish boatbuilder, with two dealers on the East Coast and one on the West Coast. All European imports to this country are high-end, and Hallberg-Rassy's line of cruising boats is no exception. Regarded as one of the top European builders, Hallberg-Rassy has always enjoyed a good reputation, but much has changed since the first Hallberg-Rassy sailboat reached American shores in 1972.

The name Hallberg-Rassy combines those of the two men who had a hand in its founding 30 years ago. It is a common misconception, however, that Harry Hallberg and Christoph Rassy were partners.

How their names became connected is a story of simple business practicality.

Harry Hallberg (1914-1997) began building wooden boats in 1928, when he was just 14 years old. In the early 1940s he opened his own boatyard in Kungsviken on the Swedish island of Orust. His customers explained their particular needs and desires to him, and he built them boats mainly by instinct. He had no formal training and did not feel the need for drawings or blueprints. These boats were, to say the least, custom designed. He is reported to have said, "Someone who cannot build a boat without drawings cannot call himself a real boatbuilder."

As time went on, he began to build boats in series, that is, production-model wooden boats in which many

identical hulls are laid up in the same mold. Hallberg's first series-produced model was the famous Swedish Folkboat. Production commenced in the 1950s. It was followed by the Kungskryssaren, or King's Cruiser (the Swedish design, not the Finnish design by the same name). Other boatyards also manufactured the same classes of boats.

### **Wooden superstructures**

In 1963, Harry Hallberg became a pioneer in the construction of

fiberglass hulls with wooden superstructures. Soon he produced the P-28, which he designed himself, the Misil 24, the Mistress 32, and the Mistral 33. The last three were designed by Olle Enderlein, one of the leading

Swedish yacht designers of that time. The Mistral 33 was the first Hallberg boat to be sold in the United States, for the whopping sum of \$33,000 in 1972.

Christoph Rassy was born in 1934 in Bavaria near a lake called the Starnberger See. He had a natural interest in boats, building many

**The Hallberg yard, at right. Above, Christoph Rassy.**



model boats and expanding into full-sized boats. As a young man, he apprenticed at a small yard in southern Germany building wooden boats. His interest grew, and he decided to move to Sweden, a seafaring nation that he knew to have many fine large boatyards. In 1962, he found employment at the Karl Erik Andersson Yard making Vindo boats. He arrived at the yard in Nötesund empty-handed; a bicycle was his only possession.

Magnus Rassy, Christoph's son, says of his father, "In Southern Germany, at the age of 12, having always dreamed about yachts, he started with small models, and later as an apprentice at a small local boatyard. He wanted to build bigger and more stable boats. This didn't exist in Germany."

In his spare time, Christoph built boats for himself. He enjoyed racing these boats, often winning, which enabled him to sell them at a profit, as people always want to own a winner.

*"The Mistral 33  
was the first Hallberg  
boat to be sold  
in the United States,  
for the whopping sum  
of \$33,000 in 1972."*



This success prompted him to set out on his own. As it happened, Hallberg had outgrown his boatyard and put it up for sale. The timing was providential for Christoph Rassy, who managed to purchase it in 1965. Hallberg moved his operation to a new yard in Ellös, just 10 kilometers from Kungsviken.

### Conversion to glass

From 1965 to 1972, Harry Hallberg and Christoph Rassy ran their respective businesses as competitors, even using the same designer, Olle Enderlein. At first, Christoph began designing custom one-off boats, but soon turned

working with wood and still do today. The Mistral, with GRP hull and mahogany superstructure, was a typical boat of the overlapping time with a bit of both worlds.”

In 1972, Harry Hallberg retired, and Christoph Rassy, looking for new and larger quarters, bought his yard once again. Hallberg’s company had four boats to its name, while the Rassy yard had just one, the Rasmus 35. Christoph named his new company, which offered all five boats, Hallberg-Rassy.

The first design crafted under the Hallberg-Rassy name was the Monsun 31, introduced in 1973. This



also had an aft cabin and walk-through interior plan, a difficult feat on a 35-footer. The HR 312 also ran up impressive numbers during its production years of 1979 to 1991 with 700 sold. The queen of the fleet, the HR 49, was designed in 1982.

In 1983, Magnus Rassy built an experimental 26-footer using Aramid fibers and Divinycell foam core. It



**After converting from wood to fiberglass, Harry Hallberg built a number of popular sloops, beginning in 1963.**

**Once Christoph Rassy bought Hallberg’s yard, the Misil 24 (now the HR Misil II) and the Mistral 33 were built under the name Hallberg-Rassy.**

**The HR 43, at left, is a recent German Frers design with the HR trademark blue hull stripe and teak decks.**

**The Mistral 33, top right, was built alongside the Misil 24, center right. Both are Olle Enderlein designs.**

**The HR 38, bottom right, was built between 1977 and 1986, and numbers 210 hulls.**

to more profitable production models. The first of these was the Rasmus 35. The first two boats were made entirely of mahogany. Each took a year to build.

The powerful engine, center cockpit, and windshield of the Rasmus 35 made it rather unusual. The windshield was a new innovation on a sailboat, and its popularity led to its incorporation into the current line of Hallberg-Rassy yachts. A logical extension of the windshield is the fiberglass hardtop, an option on some models (HR 42F to the HR 49 of the current line).

Construction of the Rasmus 35 was soon converted to fiberglass. Of this change Magnus Rassy says, “There was a period of several years with both GRP (glass-reinforced plastic) and wood. It was early understood that this change was a condition to survive for the long term. We have always loved

boat proved to be very successful, with 900 manufactured over the next 10 years. By 1975, the demand for boats was so great that the yard doubled in size. The next model was the HR 41, which the company claims was the first aft-cabin sailboat with a bow-to-stern walk-through. For its time, this boat was splendidly outfitted, with heated pressure water, a shower, an electric anchor windlass, a furling headsail, and two heads. The production run of the HR 41 lasted from 1976 to 1981, with 105 boats delivered.

### Trademark stripe

The HR 38 was designed in 1976 and 1977. It was the first with the trademark blue hull stripe. The HR 352 arrived in 1977, and by the time production ceased in 1989, more than 800 had been sold. Like the HR 41, it





## Hallberg-Rassy Varv AB

Häällavgen 6  
SE-474 31 Ellös  
Sweden  
+46-304-54 800  
<<http://www.hallberg-rassy.com>>

featured an external lead keel and a reverse counter with a bathing platform. *Rassker* was fast and won many races. In 1987 he built another high-performance boat, the 35-foot *Rassker Magnum*, which also raced well. These two boats were never mass-produced, but they did lead to design innovations in later boats. The company says they also showed what future models "should not look like."

In 1985, two armchairs were added to the saloon of the HR 49, purportedly a first in the sailing industry.

For years, Hallberg-Rassy subcontracted the fiberglass work to another company, which it bought in 1987. This company was named Hallberg-Rassy Marinplast AB. This wholly owned subsidiary produces hulls exclusively for Hallberg-Rassy, giving the yard control of the complete construction cycle.

In 1988, Hallberg-Rassy teamed up with yacht designer German Frers from Argentina, well-known for his Whitbread and America's Cup designs. He is equally at home designing fast, seaworthy cruising boats, and his Hallberg-Rassy designs have been winning races all over the world. "We instantly loved his good eye for lines and proportions," Magnus says. "He

was exactly the right man we were looking for. He combines the best of performance, nice lines, and the tradition Hallberg-Rassy stands for. He knows the difference between cruising and racing. He also designed other boats at the time, and his family even had their own boatyard in Argentina."

### More than 8,000

To date, German Frers has designed 10 boats for Hallberg-Rassy. In chronological order they are the HR 45, HR 36, HR 34, HR 42, HR 39, HR 31, HR 53, HR 46, HR 62, and HR 43. Hallberg-Rassy has delivered more than 8,000 boats, about 2,000 of them designed by German Frers.

According to the company, Hallberg-Rassy boats are "built to Lloyd's specifications for 'Certificate of Hull Construction,' and under the personal supervision of a Lloyd's surveyor."

The company recently introduced the HR 40, also designed by German Frers. The hull is solid fiberglass

below the waterline and insulated above the waterline with Divinycell PVC foam. Where some older models, like the HR 42, had iron keels, the new 40 has a lead keel attached with stainless-steel bolts. Masts are deck-stepped, which might seem at odds with the traditional wisdom that favors keel-stepped masts, the idea being that if the rig comes down there's a better chance of a stump being left with which to jury rig some sail. Hallberg-Rassy's opinion is that keel-stepped masts leak at the partners, allow water into the bilge, and obstruct the interior.

Interior woodwork on all Hallberg-Rassys is matte-finished mahogany.

When asked which models are his favorites, Magnus Rassy says, "All are favorites in a way. Which one depends on how you like to sail for the moment. I love the HR 34 for local cruising and racing and occasional longer distances. For cruising long distances, the HR 62 is a dreamboat."

As for the future, Magnus said, "We prefer not to talk about the future."

A Hallberg-Rassy comes all inclusive, in ready-to-sail condition. They are so popular that there is a two-year waiting list. As they say, "Good things come to those who wait."



## Hallberg-Rassys on the go

JOHN NEAL, WHO RUNS MAHINA ADVENTURE CHARTERS WITH HIS wife, Amanda, out of Friday Harbor, Washington, owns a German Frers-designed HR 46. He and Amanda take people cruising all over the world on *Mahina Tiare III*.

After John's South Pacific wanderings in the 1970s aboard a Vega 27, he bought a Monsun 31, which he sailed 44,000 miles over the next 11 years. His next boat was an HR 42, called *Mahina Tiare II*, designed by Olle Enderlein. He sailed it 70,000 miles in seven years, including six Cape Horn roundings and a visit to Antarctica. John and

Amanda's current boat, *Mahina Tiare III*, purchased in January 1997, has taken them 58,000 miles, including two visits to Norway and Russia above the 80th parallel. They are currently undertaking a trip to Tahiti, through the South Pacific

John Neal has cruised the Pacific and other oceans aboard a succession of Hallberg-Rassy boats, beginning with a Monsun 31, moving up to a HR 42, and two years ago, to a HR 46, *Mahina Tiare III*. He and his wife, Amanda, own Mahina Adventure Charters, giving customers offshore experience from Tahiti to Cape Horn to Spitzbergen.

to New Zealand, a trip of 8,000 miles.

The Neals feel that the Hallberg-Rassy's bluewater capabilities are "hard to beat." Better yet, the boat's value appreciates over the years. John says, "The last two Hallberg-Rassys I've owned have appreciated, selling for more than I paid, even after 44,000 and 70,000 miles."

Since the Neals live aboard seven to 10 months a year, they find comfort and convenience, as well as seaworthiness, to be important. They teach bluewater sailing, and find the boat easy to handle and to teach in under varying conditions at sea. John says, "If we could find a better boat, we would." So far, he and Amanda have stuck with Hallberg-Rassy.



# Brion Toss, Master Rigger

*A close look  
at a modern  
practitioner  
of a very  
old trade*

*by Durkee Richards*

**H**IS VOICE HAD AN EASY, REASSURING, and ageless quality about it. Brion Toss was calling back to clarify what work we wanted to have done on our boat. I explained that we were relocating our boat, *Sirius*, a 1997 J/32, from Lake Superior to the Olympic Peninsula and needed to get her re-rigged. But, beyond that, I wanted to have him review the vessel critically with this question in mind: What would you change if you were sailing this boat to Alaska?

"I like that," he said and wrote us into his calendar.

Working with Brion and his team of young riggers turned out to be a remarkably positive and unexpectedly educational experience. I met with Brion and Peter Bates to take the measure of *Sirius*' rig. Two hours passed before I realized it. Brion's enjoyment in teaching was evident from the first as he explained their observations and passed along many valuable tips.

He wore a vest of many pockets from which he pulled tools and materials: a Vernier caliper and small magnet to determine size and composition of the shrouds and stays and a 50x hand microscope (from Edmond Scientific) to examine the wire and swages for signs of corrosion or fatigue. Tip: by the time you can see cracks in a swage, there is no safety factor left.



**Brion inspects the shroud terminals on *Ono*, a Mariner 60.**

Each tool was secured to Brion's vest with a retractable lanyard. This way, he pointed out, you don't do any serious knitting with the lanyards when working aloft. Another useful tip.

From yet another pocket came a ratcheting driver to extract a screw here and there to look for corrosion. Brion keeps a small syringe on an elastic lanyard loaded with Tef-Gel to lubricate the threads before setting them home again. Another good tip: this stuff seems to be the best corrosion blocker going, and it's approved by Brion and the U.S. Navy.

## **Critical examination**

Satisfied that the wire was all in good health and appropriately sized, we moved on to a critical examination of the mast, boom, and the roller-furling unit. They liked the Schaefer roller furler. Brion commented that they have very few field problems with them. The Schaefer units are also installer friendly and so the installa-

tions are more often done correctly than with some of the other popular models that they see on clients' boats.

Next, we sat in the cockpit and examined the running rigging. Brion noted the stainless wire jacklines that I had installed in the cockpit just above the sole. He commented that the Sta-Lok fittings on them should be sealed as they are assembled, to prevent corrosion. And yes, the 3M 101 (polysulfide) I had aboard would work fine. Another good tip. Brion commented that a properly sealed and installed Sta-Lok or Norseman terminal has a longer service life than a swage. He is not a fan of swages.

We worked our way systematically to the foredeck, stopping to verify that the main and jib halyards were of appropriately low-stretch construction. Brion is quite fond of StaSet-X (New England Ropes) for these applications on cruising boats. This line offers lower elasticity and higher strength than Dacron double braid for





**Brion inspects the rigging on *Ono* with a 50x handheld microscope.**

only slightly higher cost and is relatively easy to splice.

Brion pointed out the relatively large distance between the bow chocks and their associated cleats. The larger this span, the greater the concern about chafe during cyclic loading of a nylon mooring line. I was cautioned to take preventive measures. One solution he recommends is splicing a length of Dacron line into the mooring line long enough to run from the cleat to well outboard of the boat. This takes advantage of the much greater chafe resistance of Dacron in the areas where chafe is of most concern, while retaining the elasticity of nylon for the rest of the mooring line.

### Stepping the mast

I was invited to join in the drama of stepping the mast, assisting Jennifer Bates with the backstay. She cautioned me that the legs of the bronze cotter pin I was securing should each be bent to about 10 degrees. (Brion's gift for teaching flows through his team of younger riggers.) Bending the legs of the cotter pin through a large angle makes them harder to remove later and increases the chances of work-hardening or stress fatigue. The same is true of stainless-steel cotter pins. Yet another pointer.

Why bronze? Brion explained later as we were securing the rig temporarily with light tensions before *Sirius*

was launched. The rig would be tuned to final tensions after she had been in the water for a couple of days. The bronze cotter keys are strong enough for temporary duty and easier to remove than stainless-steel pins. However, some would remain permanently. The toggles at the chain-plate end of the shroud turnbuckles were secured with bronze cotter pins. They are not subject to shear loads in this application and will hold up well. If the rig ever fails, it will be easier to remove the bronze cotter pin and drift out the clevis pin than to remove a stainless-steel pin or cut away the wire.

After the rig was tuned, the shroud turnbuckle studs were secured with stainless-steel tungsten-inert-gas (TIG) welding rod. This solution is strong, corrosion resistant, and neat looking. It has no sharp ends sticking out to snag lines or crewmembers. See Brion's book, *The Complete Rigger's Apprentice*, for a better description.

### Floating gauges

The shrouds were tuned using appropriately sized Loos tension gauges, which had foam pads attached so, as Brion put it, *when* they go overboard they will float. The shrouds were taken up progressively, starting with the lowers and working up. The final step was what Brion called "ear boinging." Two shrouds with the same dimensions (length and diameter) when tuned to the same tension should resonate at the same frequency. So when they are struck, or boinged, by hand or with the handle of a tool, they should sound the same pitch — another handy trick for skippers without tension gauges aboard.

Brion tightened turnbuckles by hand to near 10 percent of the breaking strength of the wire. He rotated the turnbuckle and wire terminal as a unit to tighten the lower thread then, holding the turnbuckle stationary, he tightened just the wire terminal by rotating it back the same amount. A quick, easy two-step motion. He pointed out that at about 10 percent tension, the wire will just begin to sound a pitch when thumped by hand. More good insights.

Brion indicated that a final tweak might be required after testing on the water. With a correctly tuned rig, the mast will remain straight (laterally), and the leeward shrouds will still have

a taste of tension left when working to weather in heavy air. At the end of the afternoon, *Sirius* was ready to sail in better condition than ever, and I felt as though I had just attended a rigging course.

### Sharing knowledge

Brion's mastery of his craft is clearly evident, and he is remarkably generous in sharing this knowledge with students of all kinds. It is a rare combination. It all began with the *Book of Survival*, which focused on urban survival. It included among other things, two knots: a sheet bend and the square knot. Brion was about 17 or 18 at the time. Those two knots fascinated him, and he quickly learned to tie them.

He demonstrated his new skills to a friend, an accomplished sailor, who then handed him a copy of *The Encyclopedia of Knots and Fancy Rope Work*, by Raoul Graumont and John Hensel. It was, Brion recalls, a terrible book in terms of execution and presentation. But he fell into it like Alice down the rabbit hole. He spent months learning to tie them all.

Later, Brion's mind began to turn to the question of *why* these knots existed and how to apply them. This led him into rigging and design and an awareness that ultimately all the forces lead back to the person at the helm. This people relationship still infuses his shop.

Brion became an apprentice under master rigger Nick Benton. It was a rather sporadic apprenticeship since Brion was living in the Puget Sound area where he had grown up, and Nick lived in Maine. Brion first worked with Nick in Port Townsend. He spent the first two Wooden Boat Festivals at Nick's knee. His first hands-on work on a boat with Nick was aboard the gaff ketch, *Flying Lady*, in Anacortes, Washington.

The two were working aloft at the crosstrees. The yacht had not yet been ballasted and was swaying alarmingly, at least in Brion's mind. Brion was beginning to look at adjacent slips to estimate whether they would land in the water or on a dock. To allay his fears, Nick discussed the principles of righting moments, lever arms, form stability, and ballast stability while continuing to work quickly and deftly on the project at hand.

## Greatest gift

Brion recalled that Nick had a way of saying very basic things very clearly and then expanding on them over time. "Quality first, then speed." Nick repeated this twice more for added emphasis then continued, "Once you have the rhythm of it, you can work on efficiencies." Brion believes his greatest gift from Nick was that Nick set the bar so high.

Brion had the opportunity to spend about six weeks in training with him before Nick died in a rigging accident. Brion was teaching a rigging class in a boat shop in Maine when he heard the news. Even now, when he recalls that day, Brion becomes quietly contemplative.

The teaching of rigging was the only real disagreement between the two. Nick was from the old school, in which apprentices were discouraged from going out and widely sharing the knowledge of the master for fear that this would take food out of the mouths of the master's children. Brion's instinct was that it should somehow be good for the craft if more people were aware of the

*"We may soon  
look back, he believes,  
and realize that  
the use of wire  
for rigging was  
a 150-year anomaly."*

principles involved in the design and implementation of a good rig.

Included in Brion's formative days as a young rigger was a six-month tour of duty aboard *Sea Cloud*, a four-masted bark, 300 feet on deck and setting nearly 15,000 square feet of canvas. He was recruited because of his skills in splicing and seizing wire rope and was expected to train a pool of riggers to sustain the ship. He also spent a winter in Galveston, Texas, helping to restore the bark, *Elisa*.

Brion lived and worked as a rigger in his own shop in Maine for about five years before returning to the Northwest. He set up shop in Anacortes in a ballroom in what had been the city hall. He shared the space with Emiliano Marion, author of *The Sailmaker's Apprentice*. In 1979 the two of

them promised that they would write their books: *The Sailmaker's Apprentice* and *The Rigger's Apprentice*.

## Also retail

Brion subsequently moved to Point Hudson at the north end of Port Townsend, where he has had his shop for 15 years. Brion Toss Yacht Riggers usually has four or five full-time riggers, counting Brion. Five additional staffmembers manage the retail side of the business, do the accounting, and manage all the other aspects of running a business.

The retail side of the shop is unusual for a rigging business. They sell tools, some of their own design; books (Brion's and others he recommends); training videos; and materials such as rigging tape, bronze cotter keys, TIG wire, Tef-Gel, and loggers' tapes.

For many years, Brion's writing subsidized the rigging operation. He readily acknowledges the important role that his wife, Christian, has played in changing Brion Toss Yacht Riggers from a hobby to a business. He also feels blessed to have an

## Brion the teacher

BRION IS VERY SERIOUS ABOUT TEACHING THE principles of good rigging. His efforts include books, magazine articles, training videos, presentations, and seminars. Brion has two books in print: *The Complete Rigger's Apprentice* and *Knots, a Chapman Nautical Guide*.

Topics in *The Complete Rigger's Apprentice* range from knotting and splicing, to rig design, loft procedures, installation, and maintenance. The introduction includes a summary of Brion's rigging style: 1. Adapt the traditional; 2. Invent the new; 3. Work out the bugs. It was the result of integrating two earlier works *The Rigger's Apprentice*, and *The Rigger's Locker*. There are a lot of books on knotting and splicing, but *Knots* is a little gem. It encourages the reader to develop a personal list of core knots to address his specific needs.

Two more book projects are underway, jointly with his wife, Christian, with plans for a third one later on.

Brion Toss Yacht Riggers offers five two-day seminars each year. Most seminars are intended for boatowners. Some are geared toward the needs of riggers, delivery skippers, and other professionals. Brion limits seminar size to 10 students.

He has also created a wonderful series of instructional videos produced by Cruiser Guide Videos. They include:



**Brion's classroom is the great out-of-doors on boats of all descriptions.**

*Tuning Your Rig, Inspecting Your Rig, Going Aloft, Installing Sta-Loks, and Making Eye Splices.* His old love of knotting gets a chance to show off in *Fancy Ropework, More Fancy Ropework, and Still More Fancy Ropework*. He finishes off with *String Magic* in which the thespian in him takes the stage to dazzle the audience with rope tricks and teach how they are done.



astonishing staff with great skills, including people skills and lots of enthusiasm.

About 75 percent of the company's business comes from the Puget Sound area (including Vancouver and Victoria, British Columbia). The rest of the business is in North America or the Caribbean. Often they work on boats via email or fax; they get the data required to do rigging design and construction, then they package the materials for installation by others.

The wall of the rigging shop had clipboards for seven project boats when I stopped by to visit with Brion. They typically have between six and eight at a time. Brion is quick to point out that they get far too much work because of work which was poorly done originally. He feels that rigging is the single least regulated aspect of sailing; there are no meaningful standards by which to assess the training or competency of a rigger. This is one reason that Brion is actively helping SAMS (the Society of Accredited Marine Surveyors) and NAMS (the National Association of Marine Surveyors) to develop standards.

### Optimum design

A practical definition of a rigger that Brion once heard is someone who can take a boat and rig it. Implicit in that definition is the knowledge to create an optimum design for a specific boat and its intended use and the hands-on skills to construct and install that rig. These disciplines form the core of the curriculum for his apprentice riggers.

Brion requires a two-year commitment from an apprentice. At the end of this time the apprentice becomes a journeyer. The journeyer knows how to measure the righting moment of a boat, can compute from this the loads on the rigging, can design an optimum rig including calculating the required mast section, and has the skills required to fabricate and install the rig.

*"Brion is quick  
to point out  
that they get far  
too much work  
because of poorly done  
original work."*

Peter Bates was the first to complete this program and has chosen to stay on at Brion Toss Yacht Riggers, where he has become the rigging manager. In Brion's view, a journeyer can be turned loose with little supervision, although he still has much to learn.

Apprentices are encouraged to get offshore experience, and several have crewed on yacht deliveries. Brion knows that the vigorous conditions of a difficult passage will help them gain a deeper appreciation of the forces that a rig must withstand.

When asked about opportunities for young riggers, Brion says that although many of his apprentices have gone on to rewarding positions, his journeyers are over-qualified for most rigging jobs available (which are not very rewarding anyway). He notes that people who fabricate rigging fall prey to machine capability and availability.

Most wire terminals today are swages, not because they are superior solutions (which they are not), but because the machines to produce them are readily available, the components are produced in volume at

relatively low cost, and the operation of these machines is not usually viewed as a highly skilled task. This last point may be the reason for the excessively high number of banana-shaped swages and aircraft eye swages (instead of marine eyes) that Brion finds on clients' boats.

### Industry trend

Brion sees the continued development of new fibers and ropes as an important industry trend. We may soon look back, he believes, and realize that the use of wire for rigging was a 150-year anomaly.

The part of his business that Brion enjoys the most is boat surveys. Every rig is a puzzle with many possible solutions. The best one must also integrate the owner's needs and aspirations. He prefers that owners be aboard during the survey so that he can discuss his findings and suggestions for improvements as they go along. These clients can usually make more informed decisions than the ones who simply read the final report. He also enjoys the drama of stepping a mast, tuning a well-designed rig and watching the boat become a vessel — in the many senses of the word — for its owners.

Brion owns a Sam Crocker-designed catboat, which is moored in Maine. Since this is quite a commute, he does most of his sailing on other people's boats. He tries to get offshore at least every four or five years. His interests, apart from boats and

rigging, are wide ranging. He is a student of Aikido. He loves drumming — especially African and Caribbean — reads widely and loves his home whose renovation is receiving much of Christian's boundless energy. 



**Brion and Christian  
Toss enjoy the  
lighter side of life.**

# Cruising toward the sunset

*More mariners are becoming ancient on their boats*

*by Carolyn Corbett*

**N**OT ONLY ARE MORE AND MORE people sailing off into the sunset these days, but many are sailing off in their sunset years. Vern and Hope Booth are classic examples. Throughout 10 years of cruising, they told their children not to worry about funerals for them: one day, their 77-year-old father and 72-year-old mother would decide they'd had enough of life. They'd drink up the last of the rum, open the through-hulls, and go down with *Muskoka*. The kids could collect the insurance, knowing their parents had gone doing what they loved. Though Vern and Hope agree on most things, they began to picture the boat sinking and each of them bobbing to the surface saying, "I thought *you* wanted to go!"



What motivates mature mariners to forgo rocking chairs for bosun's chairs? "I had to hustle and rush all my life. Now it's time to smell the roses. I usually spend two hours in the morning over breakfast, at anchor, just looking and feeling." At 71, Bill Trilling doesn't think of himself as a senior. Maybe 10 years from now he'll be one, he wrote from an anchorage in Boqueron, Puerto Rico.

The joys that older folks find to outweigh the comforts of home are those embraced by cruisers of every age: lack of external confinements, the challenges of self-sufficiency, the simple lifestyle, and an unlimited supply of interesting people who share a common bond. Not to mention freedom. Universally, these people in their seventh and eighth decades of existence are seeking freedom.

## Loss of independence

The most significant change these seasoned sailors have observed over the years is a gradual loss of this independence. They point to the increasing number of laws enacted by local and federal government — anchoring constraints, holding-tank restrictions, taxes directed specifically at boaters, and licensing procedures.

What other changes have occurred? The size of cruising boats has increased, and the age of their crews has plummeted. The median for both

**Ann Jackson, 66, says, "Basil and I are doing what we love most. We are so lucky. Our children and friends admire our exciting lifestyle, and indeed it is."**



**Seventy-seven year old Vern and 72-year-old Hope Booth, who chose to exercise their last rights before the last rites, say they plan to go down with *Muskoka*.**

is in the mid-40s now, as young professionals become disenchanted with the rat race and take to the water. These ex-ladder-climbers are putting a whole lot of money into high-tech boats that feature comfort levels they've become used to ashore. The cost of boats has risen also, with pushbutton sails and powered anchor windlasses showing up as standard equipment.

A pivotal development has been the emergence of new technology. Older sailors are uneasy with the number of people who think that basics, such as dead reckoning and compass fixes, are no longer necessary. They are concerned that younger sailors rely too much on the electronic gadgetry of GPS, SSB, electronic





**The joys of full time cruising for Jack and Terry Roberts? No lawn to mow, no snow to shovel, no worry about house repairs or taxes, plus the freedom to move if you don't like your neighbors. Warren Elliot, at right, anchors out 99 percent of the time and does all the necessary maintenance on his self-built 60-foot steel cutter, *Equaria*.**



charts, and notebook computers with weatherfax. Though state-of-the-art sailing makes life easier, some seniors resist the allure of these new toys, believing that failure to exercise common sense and master fundamental skills endangers everyone on the water.

What of the dangers of cruising? While families experience legitimate concern at the sight of the stern of grandma and grandpa's boat disappearing over the horizon, most senior sailors are blessed with kin who adjust rather well to this twist on the empty nest syndrome. Children and grandchildren support these "ancient mariners" in having the times of their lives.

### **Slightly demented**

Primarily, it is peers who view these salty seniors as somewhat demented. Stuck-in-the-mud types back at home are often convinced they are sailing without a rudder. Non-boating friends shake their heads, thinking of the risks. Jack and Terry Roberts tried to explain the appeal of their full-time life aboard *Packet Inn*. After 10 years, they don't try anymore.

Mellow friends accept the curious lifestyle but are not interested in visiting the boat or hearing the stories. Five minutes after they ask about cruising, their eyes begin to glaze over, and they change the subject. Chums who offer to assist with crossings are often rejected. Most seniors don't need another person aboard and prefer not to be restricted

by the schedules of landlubbers.

Preparations for departing from the dock vary little from those undertaken by cruisers who are 20, 30, or 40 years their junior. Money, mail, vehicles, insurance, and whether to sell the house are all issues crews of every age must address.

Personal issues are not dealt with as easily. Ann Jackson was not

*"Children and grandchildren support these 'ancient mariners' in having the times of their lives."*

prepared when her husband, whose health was deteriorating, decided to take early retirement and enjoy his last years on a sailboat. The youngest of their eight children was still in high school, and Ann's art gallery was doing very well. Twelve years later, Basil is still enjoying his "last years," the kids are doing a splendid job of running the business, and the family is managing fine without mom and pop.

Ann has taken pleasure in handing

down worldly belongings. She's free to pursue her painting, she's alive to see the kids appreciate their inheritance, and she no longer has to worry about maintaining all that "stuff."

Nevertheless, the yearning for creature comforts creeps up along with the years. Basil, at 74, has not made any modifications to their boat to accommodate the aging process. The adjustments have been in their approach. Anchoring and jib handling are done together now, with the hook dropped earlier in the day, so they can relax over drinks.

Ann and Basil have slowly made the transition from cruising toward more of a liveaboard lifestyle. While they continue to make passages without additional crew, when *Quest* arrives in the Bahamas, more time is spent tied to a dock, and less is spent sailing.

The Jacksons savor the comforts of dock life — no more hand laundry, warm drinks, or getting a wet backside on every trip ashore. Though they no longer feel driven to sail to a new destination every week, the couple cannot imagine life beyond *Quest*. Surrounded by beautiful water, with good boat buddies nearby, they are content.

### **Off the beaten track**

Not all seniors opt for marinas, however. Many prefer small, quiet spots off the beaten track. The younger crowd (those in their late 60s) often tie up to a dock only when there is no satisfactory anchorage or to perform necessary maintenance.



**To Reade and Sarah Thompson, at left, "Every day, every trip, has something new and different, even covering the same ground. New challenges, new people, different weather."**

**At right, John and Therese Roberts returned to U.S. waters after nine years of cruising the Caribbean. "We have some of the most beautiful memories. I can close my eyes and see things right now. When we left at age 57, we said if we had five years we'd be happy and consider ourselves lucky. And let's face it, we've had nine. How can you have regrets?"**



Veteran sailors are attentive to upkeep, as concerned about the well-being of their vessels as about themselves. Most continue to do their own boat work, though they admit their hulls seem to grow larger each year. Elma Trilling recently worried over Bill going up their 62-foot mast. Bill insists it had less to do with age than with the mess he would make on the foredeck if he fell.

### Physical limits

Health matters are a consideration. Arthritis flare-ups occur following stressful situations and last a bit longer than in the past. Older cruisers face certain physical limitations. While much of the short-term strength from younger days can be relied upon in a pinch, stamina gradually deteriorates. Yet most silver-haired sailors find that health and age are not problems. These

vintage cruisers may be in the twilight of their days, but nobody's turned the lights out yet! They attribute their well-being to remaining active. Hobnobbing with younger people keeps them on their toes mentally and physically.

Restructuring their approach to sailing helps to alleviate potential problems. Weather is even more carefully watched than in earlier years. If the wind is up or the forecast bad, ripe old crews stay put. Some invite friends aboard for overnight passages. Others cruise in the company of a buddy boat for companionship and security.

Motorsailing or propulsion by iron jenny alone increase with age. Older folks frequently sail with just the roller-furling genoa, even when the breeze warrants more. They're not in a big hurry, and it saves having to put another sail to bed later on. It's a shame, they say, that youth and energy are wasted on young people!

John and Therese Roberts used to sail as much as possible. After all, they owned a sailboat. But the *Thorny Path* taught them to be M&M cruisers — main and motor. The engine is powered up in the morning to raise the anchor and idles throughout the day. If wind and wave conditions are right, the Roberts sail. If not, they shift *Lesgo* into gear and get going.

### Few changes

Modifications to make sailboats senior-friendly are few. Air conditioning, lazy-jacks, roller furling, refrigeration, and windlasses have been installed by some. If these alterations are indicative of age, a lot of us on the water have one foot in the grave. However, many seniors freely admit

they will consider a “terminal trawler” in the future, if it means the ability to remain on the water.

High blood pressure, combined with the financial ramifications of paying for

boat repairs with the declining Canadian dollar, forced Jean and Raymonde Perreault to call an end to their cruising. When her husband's health deteriorated, 67-year-old Raymonde sailed them the 1,300

nautical miles from Puerto Rico to Newport, Rhode Island, where *Jean-Ray* was placed on the market.

After sailing full-time for 16 years, Reade and Sarah Tompson sold *Sarasan*. A friend said, “Now that you've sold that darned boat, guess you'll stay home and live like normal people.” What's normal, they wonder? With wanderlust still flowing through their veins, they bought an RV. They haven't stopped cruising. They're just doing it in a different vehicle.

How long will the others sail into the sunset of their golden years?

“As long as health permits.”

“Maybe 20 or 30 years, till I get real old and decrepit.”

“Until lost at sea or too old to raise the mainsail.”

John and Therese Roberts left on a two-to-four-month shakedown cruise to the Bahamas and forgot to come back. After nine years in the Caribbean, they finally returned to U.S. waters, but don't intend to give up cruising. The magic is still there.

Ann Jackson explained, “A boat is not a confined area. It's the whole world. Cruising gets your perspectives in the proper order. Love . . . life . . . people. These are God's creations for us to enjoy. And that's what we're doing.”

*“Older cruisers face certain physical limitations . . . Yet most silver-haired sailors find health and age are not problems.”*



**Seventy-one-year-old Bill Trilling, above, with wife, Elma, hopes his life will be one continuous beam reach up and down the island chain from St. Marten to Venezuela.**

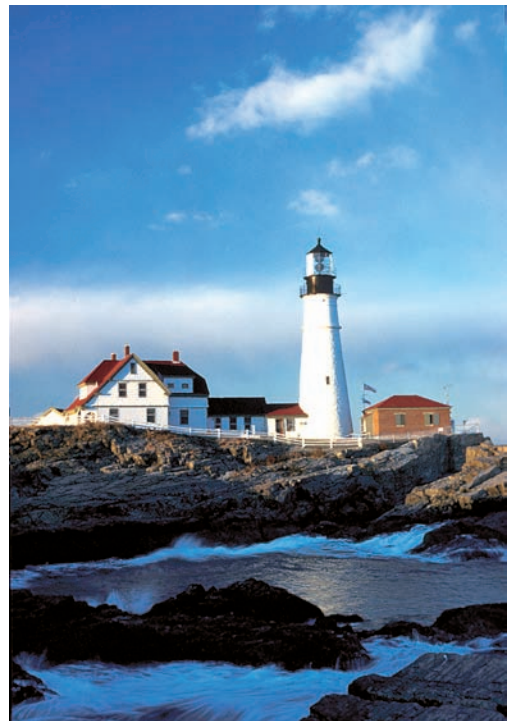
**At right, Raymonde Perreault sailed her husband, Jean, from Puerto Rico to Newport, Rhode Island, when his health failed. “I never quit, and Jean was very proud of my performance and told me many times that it would have been impossible for him without my help and courage,” she says. A decade after 75-year-old Basil Jackson, far right, traded Ben Gay for suntan lotion, he is still enjoying his “last years” with wife, Ann.**







# *A day in*





# Maine



*photography by Chuck Campbell*





# Dissecting the motorsailer

*A professional yacht designer  
says you might be happier with one*

**T**HE SUMMER WINDS ARE FICKLE AND light in many of the waters of North America. I've sailed in a number of them: Lake Ontario, Long Island Sound, the Chesapeake, and the Pacific Northwest to name a few. It's quite common in these waters to see cruising sailboats motoring along contentedly with their sails neatly furled and covered, rather than bickering with vagrant and weary breezes and the contrary tides.

In the Northwest it's not unusual to see skippers motoring even when the wind is fair as, in the many miles of narrow channels and reaches, an adverse tide will often carry the yacht to leeward faster than the breeze can move her to weather! Other skippers will use the engine and sails in combination in order to obtain the maximum possible performance since tacking up one of these channels can be an exercise in futility when the tide is strong against you.

These owners are using their auxiliary cruisers as if they were motorsailers. Many of them might be happier if they had a true motorsailer, as it would offer the type of cruising they prefer. Motorsailers are not necessarily sluggards under sail either. Many perform as well as a typical ocean-going auxiliary cruiser, while at the same time offering more comfortable accommodations and a well-protected

*by Ted Brewer*

helm in an all-weather pilothouse.

In 1969 I sailed a TransPac race aboard *Mystic*, a 56-foot ketch-rigged motorsailer of my design. During the race we ate three hearty meals every day (including roast beef with Yorkshire pudding), enjoyed a friendly happy hour during the first dog watch, and were able to lounge and relax on her broad quarterdeck when off watch. We were still eating three squares a day when it blew a gale.

## **Motion fatigue**

Other boats were reporting spar or rudder damage and "crew fatigue" (a euphemism for "seasick enough to die"). The result was a rested and contented crew that pushed *Mystic* hard. With strong and favorable winds, we were able to finish second in Class B, and that's not bad for a clipper-bowed, full-keeled motorsailer with a raised poop deck and a great cabin aft, racing against some fast fin-keeled speedsters.

Power/sail combinations are not new, of course, and the oared galleys of the Mediterranean carried Phoenicians, Greeks, Turks, and Romans for well over a thousand years on trading missions and military expeditions. The Vikings further perfected the oceangoing power/sail vessel and

traveled as far as Greenland and North America in their light, but rugged, ships.

It wasn't until the invention of the steam engine that the first motorsailers were developed, though. Then the navies, distrusting the radical new engines, insisted on a large sailing rig as backup propulsion on their fighting ships. These vessels, according to Douglas Phillips-Birt, a well-known British yachting writer, were "the worst power-sailers the world has ever seen . . . of uncertain reliability under power and sometimes actively dangerous under sail." Fortunately, we've learned a bit since those days so that modern motorsailers can combine the best of both worlds instead of being potential floating disasters.

There are some basic problems in the design of a successful motorsailer though, and these cannot be ignored. Essentially, the hull form desirable for efficient powering at higher displacement speeds (a V/L<sup>5</sup> of 1.34 or slightly above) requires a prismatic coefficient (Cp) of 0.63 to 0.64 and means a quite full stern with substantial width and depth. This is completely unsuitable for good all-around performance under sail, so auxiliary yachts generally have a Cp of 0.54 to 0.56, with finer ends, to suit their hulls to the varying speeds provided by the fickle wind. In

essence, the hull shape desirable for an efficient displacement motor yacht is very different from that of a sailing yacht, so every motorsailer must be a compromise.

### Ballast problem

A second problem is that of ballast. The offshore sailing yacht requires a good ballast ratio, at least 25 percent and up to 45 percent of the total displacement, to give it the stability necessary to stand up to a breeze. However, every pound of unnecessary weight detracts from a motor yacht's efficiency and performance. In addition, the sailing yacht requires relatively deep draft to provide lateral plane for weatherliness. This adds to wetted area and increases resistance under power. This is one of the reasons that many early motorsailers were keel/centerboard yachts.

For these and other reasons, motorsailers come in a wide variety of types, depending upon the ratio of sail propulsion to power, from the 30/70 (30 percent sail and 70 percent power propulsion) to the 70/30, with many varieties of yachts in between these two extremes.

The 30/70 is primarily a motor yacht but will have considerably more rig than just a "steady" sail, barely sufficient to slow the roll. The yacht's primary motive power will be a husky engine, perhaps sufficient to drive her to a V/L<sup>5</sup> ratio of 1.34 or even slightly more. This requires a hull with a high Cp, in the 0.63 to 0.65 range, and such a vessel will resemble a displacement powerboat more than she will a sailboat.

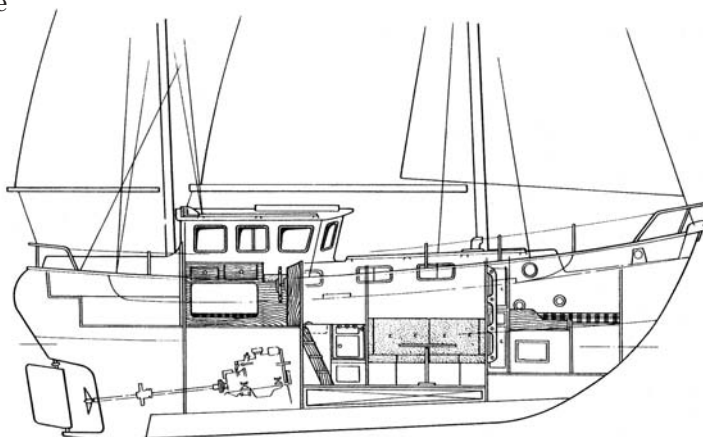
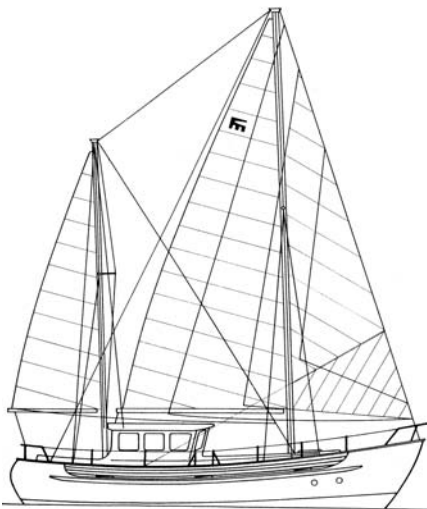
Draft will be relatively shoal and ballast will be light or even non-existent so the yacht's stability will be moderate. To keep the heeling moment commensurate, the rig will be of fairly small area and low aspect ratio, with a mainsail luff/foot ratio of 2.0 or even less. Actually such a sail develops higher thrust per square foot of area when the wind is abaft the beam than does a high-aspect-

*"... one of the problems of effectively powering a motorsailer has been that a large-diameter propeller turning at lower speeds is essential for maximum efficiency under power."*

ratio rig (luff/foot ratio of 3.0 or more) so the low-aspect-ratio rig with its smaller heeling moment is doubly suited to the 30/70. The yacht will have the ability to sail off the wind and, perhaps, even reach along slowly in favorable conditions, but she will require her engine to assist the sails to drive her to windward.

### Needs extra urge

A particularly nice example of this type is the 1949 Sparkman & Stephens



**Zig Zag, above left, in a French canal.**

**At right, the sailplan and profile of a 37-footer in the popular Fisher line.**

design, *Maraa*. This ruggedly handsome 40-footer achieved 10 knots under power and had a 1,000-mile range with her 500 gallons of fuel. However, her SA/D ratio of under 8.0 will not provide sparkling performance unless her husky diesel is supplying considerable extra urge.

A step up from the 30/70 is the 50/50, but in between these two we might see something like the Fisher 37 with a Disp./LWL ratio of over 400, 42.8 percent ballast ratio, and an SA/D ratio of only 9.25. We might call her a 40/60, but she will still require considerable engine power to contribute to her sail power for reasonable performance to windward. Even having the engine ticking over at a fast idle can make a substantial difference in reduced leeway and improved weatherliness. It is rather a synergistic effect as the drive of the engine increases boat speed which, in turn, increases the speed of the apparent wind and the propulsive power of the sails.

The 50/50 is an even closer balance of sail and power, and my 1970 design, the 44-foot centerboard ketch, *Zig Zag*, is one example of the type. She had a Disp./LWL ratio of 345, an SA/D ratio of 11 and a Cp of 0.56. Powered by an 80-horsepower diesel, this husky motorsailer toured the western world from the blue Danube to the Mississippi River and points between. She was equally at home in oceans, lakes, rivers, and canals.

From her builders in Holland, *Zig Zag* cruised to Denmark and then motored down through the canals to the Mediterranean, which she covered thoroughly from Constantinople to Gibraltar. A transatlantic passage took her to the Caribbean and from there she island-hopped to Florida,

over to ol' Miss and up that mighty river to Chicago.

The Great Lakes took her to the Erie Canal, and then it was down the Hudson to New York and up the east coast to Maine, where I had the pleasure of seeing her skipper again and having dinner aboard.

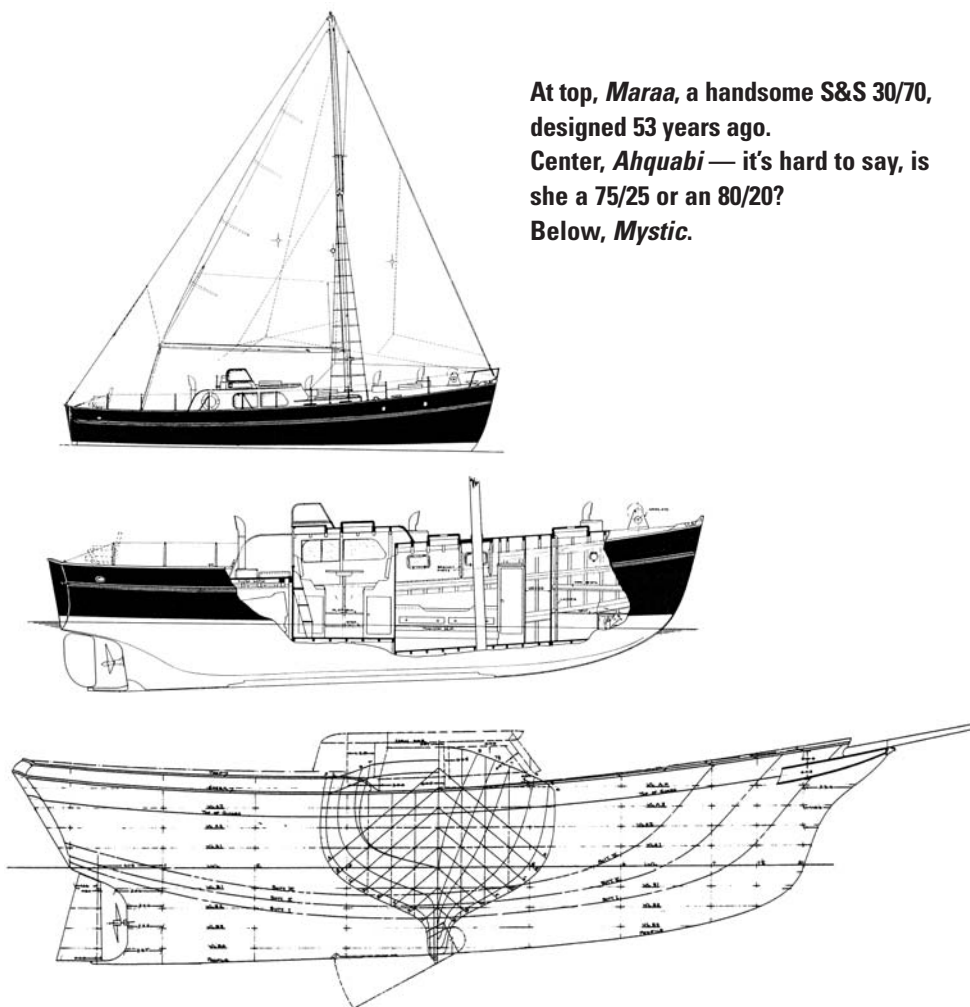
From Maine, she sailed to Florida once more and zigzagged through the Caribbean to the Panama Canal. At last, *Zig Zag* pointed her bows north, to



At top, *Maraa*, a handsome S&S 30/70, designed 53 years ago.

Center, *Ahquabi* — it's hard to say, is she a 75/25 or an 80/20?

Below, *Mystic*.



finally arrive at her home port of Sacramento, nine years after her launch.

### The Danube waltz

Her second voyage was equally adventurous involving a 90-mile journey on a flatbed trailer, from a German canal to the Danube. After that it was the Blue Danube waltz through Austria, Hungary, Yugoslavia, and Rumania to the Black Sea and back to Constantinople. It is fortunate that *Zig Zag's* masts were tabernacle mounted, as the spars must have been up and down like fiddlers' elbows on these land/sea voyages!

The 50/50 will often, like *Zig Zag*, be a centerboarder or perhaps sport twin bilge fins in order to keep draft shoal and still provide the lateral area necessary to minimize leeway. The hull will be finer and deeper than the 30/70, with a  $C_p$  in the 0.55 to 0.60 range, and will have a reasonable ballast ratio, say 20 to 35 percent, in order to carry a more efficient rig for windward work. Her sail area will be greater, with SA/D ratios of 10 to 12 and the rig taller, with luff/boom ratios of 2.5 or so. Such a vessel will

sail to windward, tacking through 100 to 110 degrees perhaps and, when pushed with a fast idling engine, she might well surprise the skippers of pure auxiliary yachts.

Hoisting sail causes the boat to heel of course, and this can increase resistance by 20 percent or more. The engine, running at a fast idle, can offset this increased drag and add considerably to the efficiency of the sail/power combination.

A well-designed 50/50, under sail and power, will point as high, make as little leeway, and probably produce as many knots as a good auxiliary cruiser/racer — and do it more comfortably. To many skippers, this is the best of two worlds.

### Excellent performance

Between the 50/50 and the 70/30, we have motorsailers that can offer excellent sailing performance and have hull forms that are akin to the pure auxiliary in many ways. The 60/40 is represented here by my 1967 *Mystic*. This husky 56-foot centerboard ketch has a Disp./LWL ratio of only 240, very low for her era; a SA/Disp. ratio of 15.5; and a  $C_p$  of 0.57. She often achieved V/L<sup>5</sup> ratios of over 1.6 when reaching and running in a good breeze and, with her board down, sailed reasonably to weather considering her shoal 6-foot draft. *Mystic* did not like light air though; her sail area was moderate and her wetted area was on the high side due to her long, full keel.

The 70/30 motorsailer closely resembles the pure auxiliary in hull form, general performance, and windward ability. Indeed, the contemporary 70/30 will often be of fin-keel design and of moderate displacement with a good ballast ratio and a modern high-aspect ratio rig. The biggest difference between the pure auxiliary cruiser and the 70/30 seems to lie more with shallower draft, increased accommodations, and helm protection on the motorsailer.

The Scandinavian countries have produced some interesting production motorsailers. The late 1970s Finnsailer 38 is a good example with a low-

*"It is usual for designers to double the (engine) power required for a given speed in calm water in order to allow for the high seas and headwinds where good performance under power is so very desirable."*

wetted-area, fin-keel/spade-rudder hull of 263 Disp./LWL ratio. Her rig is low and the SA/D ratio is still on the low side at 11.6, so a big genoa will be essential for light air. But the hull should prove quite weatherly, and performance should be generally good. My own impression of this yacht is that, given her 20,000-pound displacement and

11-foot 6-inch beam, she could readily carry a taller rig and another 150 to 175 square feet of sail. Actually, for windward sailing a high-aspect ratio

rig, one with a luff/foot ratio of 3.0 or higher, is desirable for the efficient 70/30 motor-sailer, as such a rig develops increased drive along with reduced side force when the wind is forward of the beam.

### Higher displacement

The modern 70/30 will resemble the auxiliary cruiser in most respects. She may have a slightly higher  $C_p$ , say 0.55 to 0.58, and will usually have somewhat higher displacement in order to carry the weight of a larger engine and fuel capacity. There will be more consideration given to helm protection, perhaps, and she will


*“A well-designed 50/50, under sail and power, will point as high, make as little leeway, and probably produce as many knots as a good auxiliary cruiser/racer — and do it more comfortably.”*

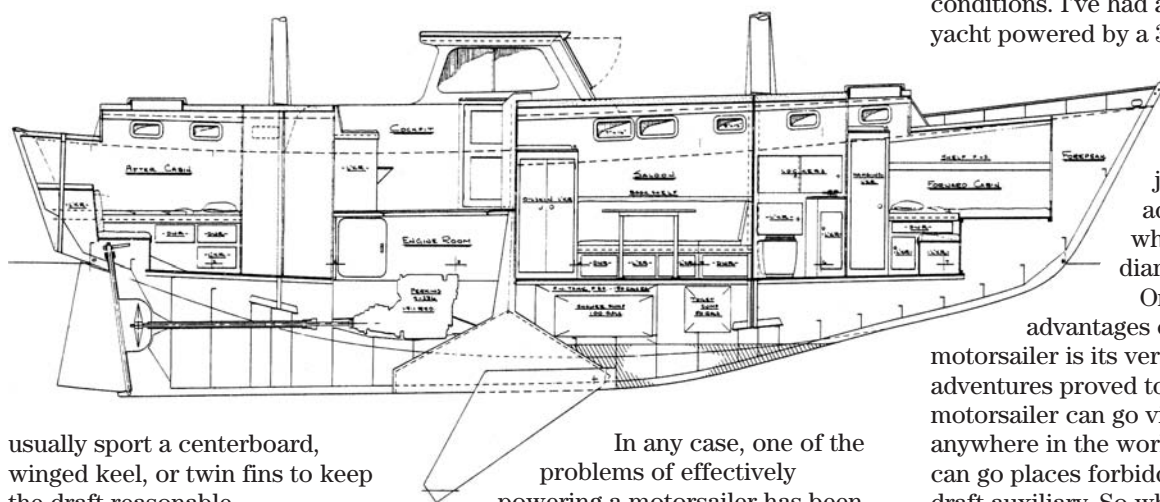
can also damage the transmission. Don't do it.

### Special propellers

Today, the answer is a three-blade feathering propeller, such as the well-proven Brunton or the popular Max Prop. The usual folding propeller is relatively inefficient, but Gori has a three-blade geared model now that should suit many applications. For larger yachts there is also the old standby Hundested unit that has the propeller pitch adjustable from the helm through a hollow prop shaft. With this system the skipper can feed in the amount of pitch to suit the conditions. I've had a 45,000-pound yacht powered by a 30-hp Saab

engine which did the job nicely when hooked up to just such an adjustable pitch wheel of large diameter.

One of the advantages of the motorsailer is its versatility. *Zig Zag's* adventures proved to me that a good motorsailer can go virtually anywhere in the world and, indeed, can go places forbidden to a deep-draft auxiliary. So whether you want to cruise the canals, the lakes, or the oceans, a motorsailer of one type or another may well suit your cruising needs better than a more conventional sailing yacht. 



usually sport a centerboard, winged keel, or twin fins to keep the draft reasonable.

Indeed, modern pilothouse auxiliary cruisers, when designed with fin keels and given generous power, have all the attributes of a 70/30 motor-sailer. I'm not certain whether *Ahquabi* is an auxiliary or a 70/30. Her 39,000-pound displacement and 5-foot 11-inch draft on a 38-foot waterline might well place her in the latter category despite the tall rig with 1,153 square feet of sail, and a 16.04 SA/D ratio. Perhaps we should call her a 75/25 or even an 80/20.

The amount of power required to motor the yacht along at or near hull speed can vary widely depending on the hull type, the waterline length, the displacement, and the speed required. Each design has to be considered individually. There is no simple answer. It is usual for designers to double the power required for a given speed in calm water in order to allow for the high seas and headwinds where good performance under power is so very desirable.

In any case, one of the problems of effectively powering a motorsailer has been that a large-diameter propeller turning at lower speeds is essential for maximum efficiency under power. Small diameter, high-speed egg beaters simply will not do the job.

But that large three-blade prop is a tremendous drag when under sail alone.

This was a major problem 35 years ago and there were many discussions about whether to let the prop rotate freely in order to reduce resistance. However, this rarely decreases the drag and too often increases it. It

**The profile of *Zig Zag*, above, shows a full keel/centerboard. At right, *Mystic*, off *Diamond Head*.**





# Restoring *Renee*

*Adding years of life  
to a tired  
30-foot wooden ketch*

*by Alan Lucas*

I FIRST FELL IN LOVE WITH *RENEE TIGHE* in Townsville, North Queensland, when American circumnavigator Earl Koepke brought her to anchor near my own boat. As she swung to wind and tide, I could not see an ugly bone in her body. She seemed perfect with her beakhead, crescent sheer, tumblehome quarters and champagne-glass transom. The year was 1969.

Less than 10 years later, married and cruising on my third yacht, we came to anchor in lovely Madang Harbour in Papua, New Guinea. While rowing a stern line to a coconut palm I suddenly realized we were in good company; *Renee Tighe* was similarly moored just a biscuit-toss away.

She had completed her circumnavigation in Florida, where Earl sold her

to an Australian. He then sailed her back across the South Pacific to her new home (and would later continue his passage to Australia). Now used as a weekend plaything, *Renee* was looking a little sad. My wife immediately shared my love for this much-traveled little ketch.

Another 10 years passed before she was ours. Dilapidated, smelling of rot, leaking, in need of refastening and with the probability of worm in her keel, we bought her at a price only servants of classic wooden boats pay. *Renee* was more than just a pretty little yacht with a big past, she was a

well-documented piece of American maritime history that could not be abandoned.

*Renee Tighe* was designed by Hugh Angelman and Charles Davies for Californians Bill and Renee Tighe. Known as the Alpha, or A30 class, she measured 30 feet by 11 feet, 4 inches by 4 feet, 6 inches (the draft had increased to five feet when I purchased her). Bill and Renee built her in Santa Ana with some unexpected help from a friend, Willard Buchanan. Willard's name was to live in American commercial history.

## **First of many**

Launched on December 14, 1957, in company with her twin sister, *August Moon*, *Renee* was among the first of many vessels built by a company then jokingly called The Willard Boat Works. This would later become The Willard Company, designers and builders of fiberglass and aerospace products.

Bill and Renee kept their little ketch until 1964 when she was sold to John and Fabia Schreiber, who cruised Mexico while raising a family aboard. Then Earl Koepke bought her and sailed her around the world.





In 1988, my family and I had just completed our own world circumnavigation. *Renee Tighe* came on the market within days of our selling our boat. She was to prove the perfect therapy for a restless sailor. I rented a small plot of industrial land and hauled her out for major repairs and restoration.

Having bought her more on emotional impulse than good common sense, I did not survey her below the waterline. I presumed the worst because all her deadwood was of Douglas fir (also known as Oregon pine). I had never been convinced by this uniquely American habit of using softwood in such a worm-prone area. I expected to find most of her backbone eaten away after 31 years in the water, much of it in the tropics.

It was thus a totally unexpected bonus when, after drying and burning

*“Renee was more than just a pretty little yacht with a big past, she was a well-documented piece of American maritime history that could not be abandoned.”*

back to raw timber, I found not a sign of worm. But that was the only good news.

### Internal rot

Douglas fir had also been used in the apron and gripe, both of which appeared to be wholesome. But test drilling soon exposed hearts of rot, a condition already suggested by the topside strakes showing their seams in the entire bow area. Most fastenings had been released by the rot, and the strakes remained in place almost by habit alone. Major surgery was indicated.

In planning this part of the restoration, I forced my mind away from traditional methods and instead thought laterally.

A big, thick apron on a small boat represents a lot of unnecessary mass in the limited chain locker. Furthermore, it prevents incoming chain from settling in one place and often snags it on the way out. Also, the tight corners created where apron, strakes, and frame meet are hard to clean and are like reservoirs for freshwater dripping from the chain's deck pipe. There had to be a better way.

I chose to tear all of the apron out as well as most of the gripe and then fair and sand the remaining surfaces of inner topsides and the back of the remaining stem. All the fastenings that would not knock out were cut flush, leaving a smooth, continuous surface forward of the first frame. Any strakes riding proud from the stem were forced back into position with external battens and clamps.

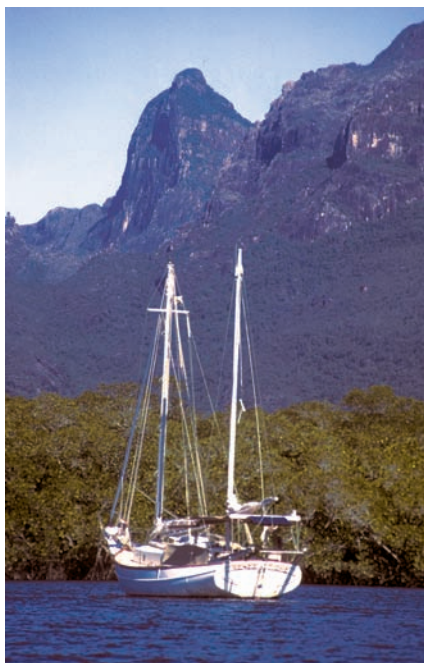
After I filled and faired all fastening holes inside, I fiberglassed the entire area forward of the first frame, using chopped strand mat and polyester resin. This was laminated up to ½ inch thick behind the stem, tapering back to about ⅜ inch at the frame. At this stage, I secured all unfastened topside

strakes with through-bolts of around ⅜ inch diameter.

### Uncluttered locker

I then fit a false apron against the fiberglass behind the stem and glassed this into place with a similar thickness of laminates which buried the inside end of the through-fastenings. The result was a very strong structure which not only held the strakes more firmly than ever before, but produced a relatively large, smooth-sided and uncluttered chain locker.

Next, I turned my attention to the decks and cabintop, which were leaking at every joint. Because it was made of plywood, I fully expected to find the edges rotten beyond recovery. To my amazement, no rot whatsoever was found in any of the plywood. To the contrary, it looked so clean and new that it could have been delivered the day before. All plywood was,



**Renee Tighe, with husband Bill, top opposite page, launches her namesake at Newport Beach in December of 1957.**

**Renee Tighe, center opposite page, waits her turn to launch behind August Moon at Newport Beach, California, in 1957. They were the first boats out of the Willard Boat Works yard. (Both photos: Beckner Photo Services California.)**

**At left on opposite page and this page above, Renee out cruising.**



**Above, Renee in cruising mode after her restoration.**

**Reminiscent of the Herreshoff shape, Renee's stern sections, below, resolve into tumblehome and champagne-glass transom. She was designed in the 1950s by Hugh Angelman and Charles Davies.**





incidentally, made entirely from Douglas fir. My respect for Oregon was growing daily.

The cabin sides, along with all hull strakes, were Philippine mahogany, a well-respected timber for use on vessels of *Renee's* era. Despite its good reputation, there were patches of rot in some planking and a small part of the cabin sides. The only comparable timber easily obtained in Australia was Meranti, a wood known to rot easily.

Meranti does, however, have two extreme standards — sometimes in the same plank. Where it tends toward gray, it is very poor, but where it tends toward red, it is usually of good quality. I always chose red, which had the color and grain closest to Philippine mahogany. After inspecting and refastening the deck and cabintop plywood where necessary, I fiberglassed the entire area from toerail to toerail in five laminates of two-ounce chopped-strand mat and polyester resin. This



covered the outside cabin sides forever and killed all temptation toward excessive areas of brightwork, but it produced a leakproof “roof” for the whole boat.

### Original material

This anti-traditional behavior toward the restoration ceased belowdecks. There, I replaced nearly everything in its original position, using primarily original material. But first, all fittings, save a couple of bulkheads, were removed so the hull could be stripped and treated. This was internally drenched in copper naphthenate solution, a rot-proofing agent that has worked well for me in the past. Only varnished areas, such as the internal cabin sides were treated with epoxy to avoid the green stains of copper.

*“Perhaps the most unusual feature of the rig was the mainsail gaff. Normally attached to the mast with jaws and parrels, Renee’s was attached with mast track and a slide.”*

The stripped and saturated interior needed to sit for a few months, obliging me to concentrate on the outside of the hull. It desperately needed refastening even though most screws were in fair to good condition. I purchased about 2,000 14-gauge silicon-bronze screws two inches long, and set about this most tedious of tasks.

**Alan Lucas, left, fitting a new knee. *Renee* had no hanging knees either in the cabin or sidedeck construction. This one was laminated from strips of oak.**

**At right, as soon as a section was splined and faired, it was painted to keep the hull as cool as possible against any threat of splitting. Splines can be seen above the belting and below the waterline, the latter extending aft only a few feet. The remainder of the underwater body retained its original caulking.**

Because each screw behaved differently — whether extracting the old or inserting the new, I quickly found that anything of a power-assisted nature was too insensitive. I thus used a hand-brace for every removal and replacement, and the act of kneeling for much of the work, pushing hard against the bilge, nearly crippled me. I had to alternate the work with something easier and in the standing position.

Having long before decided to spline all topsides, the garboard, and a few feet in from both bow and stern below the waterline, this seemed the logical occupation to

offset the pain of refastening. It also promoted a sort of contest within myself to reach a certain stage with one before starting the other.

### Simple angle grinder

Because of this ad hoc attitude, I chose not to properly tool-up for the job of splining. Instead of buying or fabricating a special router or saw blades and organizing myself around full-length guide battens, I used a simple four-inch angle grinder fitted with a 60-grit sanding disk.

This produced an unexpected benefit. The sanding disk curved into the seam to produce slightly convex sides. Then, when tailoring the splines to their respective seams, the opposite effect of concave spline sides resulted. My impression was that less glue squeezed out when they were driven home.

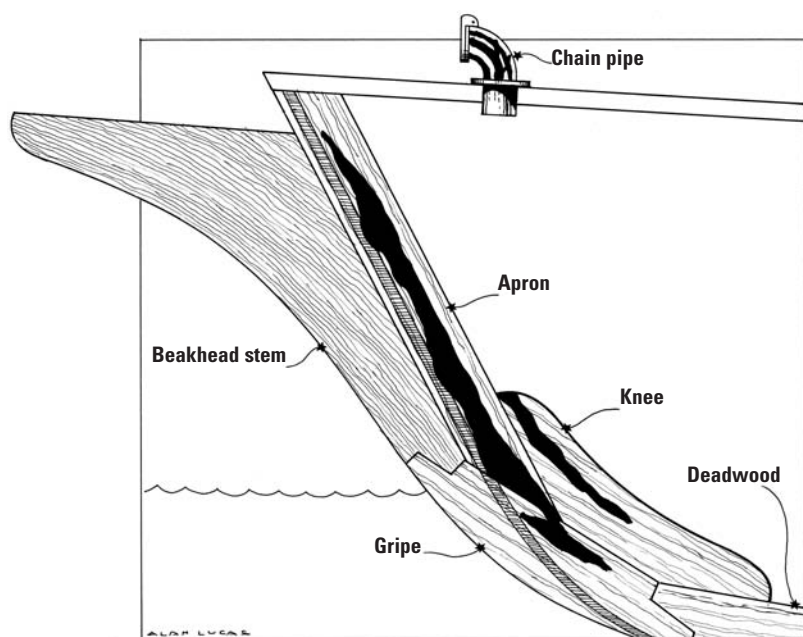
Before any seam could be shaped with the angle grinder, it had to be raked clean of all caulk and putty.



This was achieved using a large rat-tail file with its pointed end bent to a right angle. This bent end was given a slight edge on the grindstone as well as a shape close to the ideal V for the spline. This roughly shaped seam was then finally cleaned out and improved with the angle grinder and sanding disk.

Because the strakes were of such soft Meranti timber, care was necessary when using the angle grinder. The trick was to keep it moving and to resist using too coarse a grit. It was vital to move against the rotation, lest the disk jam and cause damage to the job and possible injury to me.

As soon as I had prepared an area of seams and finished their mating splines, I drenched all the work in penetrating epoxy and allowed it to cure before gluing. For the latter task,



At left, *Renee's* keel deadwood, apron, stem, gripe, and knee were all of Douglas fir. Incredibly, there was no worm below the waterline, but rot had spread into the apron, gripe, and knee shown in black. This was almost certainly caused by fresh water dripping from the chain pipe. The whole area was torn out and replaced with a fiberglass "apron."

The four inch angle-grinder, above, fitted with a 60-grit sanding disk worked well in shaping the seams preparatory to splining. Not as efficient nor as accurate as a proper tool, such as a shaped saw or router, it nevertheless suited the circumstances of *Renee's* restoration.

The state of *Renee's* bow, below, before restoration. The stem/beakhead, foreground, was OK, but the apron, into which the topside strakes were fastened, was rotten as the loose planks verify. The battens and clamps were a way of containing the trouble while awaiting haulout.

I used epoxy glue. I knifed off the excess glue before it had set hard, and planed the protruding spline fair. Any spline that threatened to drift out during the cure was held in place with clenched steel nails.

### No splits or bulges

Although clumsy, the angle-grinder system of splining worked well. The hull was so stable that nine years later no seam had split nor had any spline bulged. This was true of the topsides and those seams splined below the waterline.

From the garboard up to just below the waterline and fore and aft to the end splines, the original caulk was left in place. I suspect it was Willard's original work, for every seam in that area, on both sides, was neat and tidy and obviously undisturbed by time. It was a very tight part of the hull and needed no further work beyond stripping the old paint and applying penetrating epoxy.

Years later, with a full understanding of just how stable the hull was, I knew I could have Dynelled the entire hull without its peeling off because of plank movement. But at the time it seemed sensible to leave one large area on each side in its original condition to allow for some swelling, or shrinkage, depending on how dry the bilges proved to be.

I doubt if such liberties could be taken with hardwood planks.

Depending on the species and age, hardwood tends to move a lot more than softwood, especially if it has a poorly defined grain, as in the case of Philippine mahogany.

And while on the subject of hull movement related to restoration decisions, it was interesting to note that *Renee's* engine-shaft alignment remained perfect before, during, and after her 15 months in an open yard. I doubt this would have been the case had her backbone been of hardwood.

### Covered and ignored

*Renee's* original engine was, I believe, a gas-powered unit that was replaced a few years later by a Perkins 4-107 diesel. This was replaced by a Lister 30-horsepower diesel in the late 1970s. During my ownership, it ran like new with not a moment's trouble. It was covered and ignored during the restoration.

Belowdecks, *Renee* was typical of her era in that her two saloon settee-berths were set so high that even tall people had trouble placing their feet on the sole while sitting. And unless you were extraordinarily short, your head would bang against the cabin sides when you leaned back.

Despite a golden opportunity to correct this very uncomfortable feature, I restored them as original and then spent a number of years regretting my decision. A mini-refit in the water six years later corrected the problem but meant that her large,





fiberglass water tanks (which were in immaculate condition) had to be cut down to fit the lower bunk level.

And so *Renee's* interior was replaced pretty much as it was at her launching back in 1957 with most timber and plywood reused. Sadly, a rather unique wine locker that folded down to become the saloon table, sighted aboard in Madang 10 years before, had gone. Gone, too, was an interesting longitudinal galley locker over the engine box which appears in original photographs.

The galley was one feature neither my wife, Patricia, nor I liked very much. Not because it was cramped, but because its sole was crossed by large sawn frames. We seemed to be forever tripping when entering or exiting the galley with all that that implies when carrying hot liquid or food.



**Looking better than she really was before restoration, *Renee*, above, is seen here in her original form. During restoration, her davits were modernized and her lovely wheel steering gave way to a simpler tiller. Patricia Lucas in the galley, below. The intruding frames across the sole were the only source of annoyance on this lovely little ship.**



*“Belowdecks, Renee was typical of her era in that her two saloon settee-berths were set so high that even tall people had trouble placing their feet on the sole while sitting.”*

### Like white oak

The frames were all sawn hardwood of a species forgotten by her builder but similar in appearance to white oak. Built of futtocks bolted together in traditional style, they had suffered very little from the years and needed only a scattering of sister bolts. Their width gave all strakes an excellent landing, which dictated the use of the already-mentioned screws in their fastening.

The main mast was removed for restoration and laid alongside on sawhorses. Its grain suggested spruce but, like the mizzen, it was probably Douglas fir. Whatever, it had a little rot at the hounds but was otherwise perfect. Even the heel and keel step — an area that nearly always rots — were in prime condition.

*Renee* was rigged as a ketch with a gaff mainsail and Bermudan mizzen. A thoroughly useless topmast sat butted to her mainmast top and was held there with a single, thick copper rod. I suspect it was a crude attempt at replacing a rotten top section in the past, and I worried that the hole drilled into the cap would have become a haven for rot.

Once more, Douglas fir (if it was not spruce) took me by surprise, for there was no sign of rot, so I plugged and capped the hole and discarded the topmast. The only downside of this decision was that the mainmast was now the same length as the mizzenmast (when set back into the boat), giving her a schooner look. I nevertheless continued to call her a ketch.

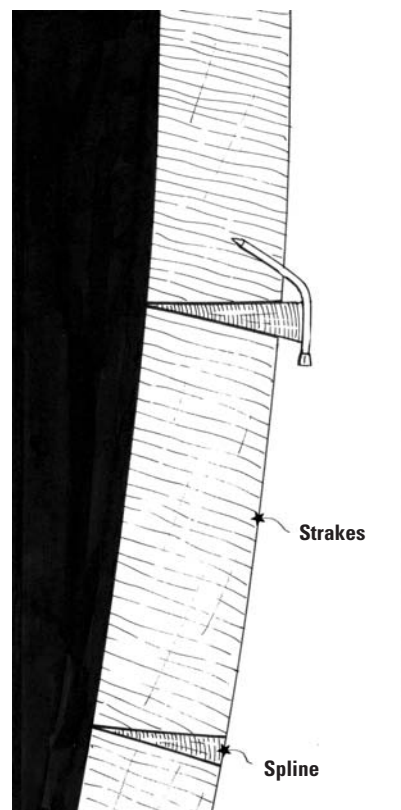
Perhaps the most unusual feature of the rig was the mainsail gaff. Normally attached to the mast with jaws and parrels, *Renee's* was attached with mast track and a slide. Despite the track and

slide being oversized, compared to normal sail track, I nevertheless would have thought it unable to cope with the lateral strains imposed by the gaff when under full sail.

The fact that she had sailed this way for countless thousands of miles over the decades decreased my fears, so I decided to stay with it. The lack of wear and tear on the mast without jaws was certainly a bonus, but the pleasure of having a fast-dropping gaff when sailing off the wind had been diminished.

### Never failed

But the beautifully cast ball-joint gooseneck never failed over the thousands of miles I added to her record, and the gaff was definitely easier to lower than any Bermudan mainsail I had ever used. Moreover, without jaws the gaff could not apply leverage between the lower shrouds



**Wherever a freshly glued spline threatened to drift out during setting, it was temporarily trapped under a clenched steel nail. All glue was epoxy and all splines were faired back before full curing took place, to prevent a hard ridge of glue from interfering with final fairing.**

and the mast when it was up and working, which is a problem with many traditional systems.

All the standing rigging had been

replaced by the previous owner with 1x19 stainless wire some 15 years before. Remembering that stainless work-hardens when allowed to flop, it was definitely the wrong choice because the gaff rig is, by its very nature, a soft, floppy rig. Knowing all this, I was nevertheless encouraged by its good condition and chose to continue using it.

In no way am I promoting my actions, but it has to be said that the same wire was still going strong when I sold *Renee* 10 years later. It certainly challenged the philosophy of replacing stainless rigging wire every eight to 10 years to satisfy insurance demands (a fact that was personally irrelevant because I never insure my boats).

*Renee* was reborn in July 1990 when she was lowered by crane into Brisbane Water, 20 miles north of Sydney. It was the beginning of eight years of flawless service under my ownership and only came to an end when Patricia and I were free to resume living aboard on a full-time basis. Then *Renee* proved too small and had to be replaced.

In 1998, Patricia and I started building our ultimate boat, a 50-foot, shallow-draft centerboarder based on the

## Renee Tighe's Vital Statistics

**Designed by:** Hugh Angelman and Charles Davies

**Design name:** Alpha 30

**Builders:** Bill and Renee Tighe, California

**Length:** 30 feet

**Beam:** 11 feet, 4 inches

**Draft:** (original): 4 feet, 6 inches

**Launched:** December 14, 1957, Santa Ana, Calif.

Cruised Mexico with second owners

Circumnavigated the world with third owner

Crossed Pacific Ocean with fourth owner

Registered in Papua New Guinea in the 1970s

Australian registered in the 1980s

Chesapeake Bay skipjack.

(This story will be told in a future edition of *Good Old Boat*. — **Ed.**)

Toward the end of the year, the capital tied up in *Renee* had to be

freed, and we sold her. I had one last sail on her delivery trip.

Owning such a beautiful little craft had been a joy and a privilege. Of the many boats I have built or restored over the years, she was the most satisfying for the way she responded. She never ranked as a work of art either in the way she was built or the way she was restored, but as a design trendsetter and a real head-turner, she had few peers.



Patricia and Alan Lucas aboard their newly restored *Renee Tighe*, in 1990. She took a year to restore which included a full makeover. (Photograph courtesy of *Coffs Harbour Advocate Newspaper*.)

**World's largest celestial navigation catalog...FREE!**

## ASTRA III B

**Deluxe All-Metal Sextant \$485**



plus 11.95 shipping

**KESTREL 2000 \$99**

- highest quality windmeter made
- high accuracy — within 3%
- includes temperature and wind chill
- waterproof and floats



## CELESTICOMP

- Celestial navigation handheld computer
- permanent memory
- all bodies, including planets, in memory

**\$259** plus 11.95 shipping

**Solid Mahogany Case \$65**

## WIRELESS WEATHER CENTER

- newest model from Lacrosse
- solar powered
- no connecting wires

**\$399** plus 11.95 shipping

- outdoor temperature, humidity, rainfall, wind
- indoor temperature and humidity
- add optional extra sensors



## SIGHT REDUCTION TABLES

(Commercial Editions) Pubs 249 & 229



**ONLY \$1995** each

## Your single source for:

- marine sextants
- aircraft sextants
- astro compasses
- chronometers
- celestial computers
- astronomy
- world band radio
- electronic charting
- wind meters
- star finders
- plotting tools
- computer programs
- books/videos
- weather stations
- GPS receivers
- star charts
- nautical almanacs
- sight reduction tables



416 S. Pershing, Wichita, Kansas, USA 67218

**1-800-727-9785**

Int'l +1-316-686-9785

Fax +1-316-686-8926

www.celestaire.com

**View the complete catalog on-line!**

email: info@celestaire.com



# Dinghy refinishing

*Eight Boy Scouts breathe life into an ailing dinghy* by Barbara Wyatt

**T**HE TRUCK BACKED INTO OUR DRIVE-way. Two men unloaded the most dilapidated, weatherworn wooden sailboat I had ever seen.

Like two little boys who just found a set of broken golf clubs in the garage, Linn Larsen and Jim Beaudoin could envision the potential locked deep under the worn boards and dull paint of this abandoned dinghy. They unloaded the 8-foot sailing pram and lifted it onto sawhorses. "Boys will be here every Monday night . . . for a while," they announced.

The boys were the members of Boy Scout Troop 51 of the Lakes District of Pacific Harbors Council in Lakewood, Washington. Jim is the development director. For the next several Monday nights, a group of teenagers would turn our garage into a boisterous refinishing dry dock.

This adventure began with the donation of a dinghy to the local Boy Scouts council, which encourages

boatowners to donate their unwanted sailboats, motorboats, and yachts. Most donations are well-maintained boats that have been retired or replaced by newer models. Rather than go through the pain of finding a buyer and negotiating a sales price, an owner can donate the boat to Pacific Harbors Council. The council reconditions the boat, if necessary, and looks

for a buyer. The owner writes off the fair value of the donation from taxes.

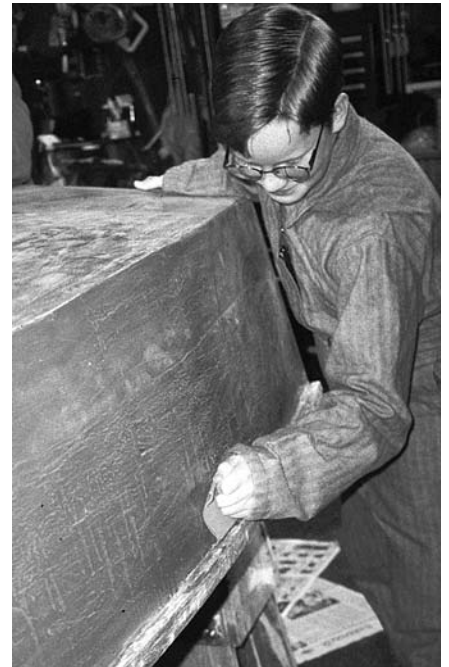
When Jim received this particular donation, he knew that professional reconditioning would be too expensive. It was an old El Toro-style

wooden sailboat. The sails were in excellent condition. He figured that with a labor-intensive refinishing effort, this boat could set sail again.

## Project for novices

Jim called Dick Booth, an experienced shipwright and an assistant scoutmaster. Dick considered the

*"The troop could turn the abandoned sailing pram into a coveted first prize for the annual popcorn sales contest."*



condition of the dinghy and agreed that it would be a great project for novices. The troop could turn the abandoned sailing pram into a coveted first prize for the annual popcorn sales contest. As a bonus, the teenagers could surprise scoutmaster Ron Pierce with a fully reconditioned sailboat when he returned from fighting in Afghanistan.

Dick knew the boat was the right kind and size for the boys. It had rough epoxy work on it, but they could remove most of the epoxy and prepare the boat for a new finish. This abandoned dinghy provided a short-term project and — whether a success or failure — it offered a learning opportunity. If the boys failed to finish or inflicted more damage to the boat, little would be lost.

Above, Marty Hile gets to know every inch of an El Toro-type dinghy. Pride of workmanship: Wyatt Larsen, John Iafrazi, Andrew Hennis (the winner of the refinished boat), Marty Hile, Mark Hobbs rejoice in their accomplishment, at left. Andrew Hennis, far right, with his first prize. Andrew sold more than \$1,000 worth of popcorn.



"The point was to give the boys a different kind of challenge," Dick explains. "It helps develop these boys, young men actually, by taking them out of their circle of comfort and putting them into a project where they have no experience."

Indeed, the teenagers had no carpentry, sanding, or painting skills. Most had never sailed, some had never been in water more extensive than the YMCA swimming pool. At the first garage meeting of Troop 51's inexperienced boat-refinishing crew, they outlined the size of the project and planned the stages of refinishing. There were five steps: determine the condition of the boat, set a goal, assess their skills, review the time limit, and stick to the budget.

### Sound and seaworthy

As they walked around the boat, raised on sawhorses, Dick pointed out the parts of the boat: rigging, rudder, mast, hull. He showed the boys that the boat was sound, seaworthy, and functional. Their goal was to make it more presentable and desirable and to complete it in time for the popcorn sales awards ceremony. They had a budget of less than \$100. What they didn't have in dollars, they had to contribute in elbow grease.

Dick recognized the difference between a professional job and a teenager's first project. "An owner or professional would have removed all the epoxy to the bare wood," he says. "But our goal for this project was to do the most economical treatment."



*"They had a budget of less than \$100. What they didn't have in dollars, they had to contribute in elbow grease."*

The first night they assembled their screwdrivers, wrenches, paint brushes, sandpaper, blocks, varnish, paints, and an electric sander. They inspected the boat to determine what work needed to be completed. They elected to remove most of the gear but leave some that would not interfere with sanding or painting.

Working with wood was the most important technique the boys learned. Each job was divided among the eight boys. Dick relayed basic woodworking instructions.

While the other boys used sanding blocks, one teenager smoothed the rough fiberglassing with the electric sander. "Sometimes, when less-experienced sailors observe a small leak, they tend to fiberglass over the whole thing rather than address the problem leak," Dick told the boys.

In the Sea Scouts program, a troop might receive full training on the selection of paint and varnishes. Sea Scouts sand, scrape, caulk, and paint until their boats are trim and shipshape. But this was not a Sea Scout troop, and the members of this neighborhood troop learned as they went along.

### Varnish and paint


One teenager learned about working in dusty environments. "When you sand an old blue boat, you end up with blue snot in your nose," says Marty Hile, senior patrol leader. The boys used an alkyd varnish for the seats and polyurethane marine paint for the hull.

As the boys painted, conversations were of the new Harry Potter movie and the new Microsoft Game Box. Conversation paused only when one would report a drip or uneven surface. The conversation would veer from the subject as a boy pointed out a spot he could see from his angle and level of light that needed attention from another boy across the boat. The spot would be touched up and conversation returned to new video and computer games.

"It was most surprising," says Dick, "to see them work as a team. They put down newspapers to protect the floor. They inspected each other's work to make sure the painting was smooth. I was impressed."

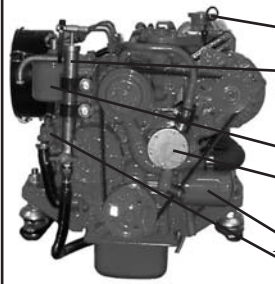
"What surprised me was how slow the paint was to dry," Wyatt Larsen remembers. "It just took longer than I thought. It made the breaks longer when we went outside to shoot baskets or play Nerf war. That was cool."

The refinishers followed each coat of paint with a light sanding. Dick remarks, "We took someone's collection of wood and gave these youth some basic carpentry skills. They found a spirit of teamwork and turned that wood, which was on its way to the scrap heap, into a nice little sailboat. It's important to mentor young people. It's important to pass on your skills."

Bottom line: one castoff dinghy, an investment of less than \$100, and more than 50 hours of work from eight eager boys resulted in a sparkling blue sailboat, christened *Blue Snot*, that became the coveted first prize for the troop and created eight proud boat refinishers. 

## BETA MARINE

**SMALL DIESELS . . . BIG REPUTATION !**



Dip Stick

Oil Change Pump

Fuel Oil Filter

Raw Water Pump

Lube Oil Filter

Fuel Lift Pump

BD1005 28hp model

### What a concept!

**Engineered to be serviced easily**

- Beta Marine Superb Propulsion Engines, using Kubota Diesel
- From 10 - 75hp including our famous Atomic 4 replacements
- Also available: Marine generators up to 30Kw

**BETA MARINE • North Carolina Ltd**

1218 John Small Ave.

Washington, NC 27889

800-682-8003 • 252-249-2473

fax 252-249-0049

sales@betamarinenc.com

**www.betamarinenc.com**

**Dealer inquiries invited**



# The spirit of the *Monte J*



## *Wanderlust takes over after years of neglect*

by John Phillips

SHE SAT ON HER TRAILER FOR SO LONG that people derisively changed her name from the *Monte J* to the *Monument J*. A 28-foot S2 8.5 whose owner lost interest in her, she waited silently for someone new. It finally happened. Doug Dippert bought the boat in late August of 2000 and began the process of bringing her back. He washed off the dirt, stepped the mast, checked out the motor, and prepared her for her first sail in more than six years. Maybe she felt she had forgotten how to swim. Maybe she literally attached herself to the trailer, or maybe it was just low water.

Whatever the reason, it took four people swimming around her, pulling on lines and a great deal of swearing and coaxing to finally pull her free of the trailer. Once floating, her instincts took hold. She sat on her lines showing all of the class and speed of her lineage.

At the Branched Oak Marina, I didn't have a slip available for her at

the time, so the *Monte J* was assigned a mooring ball. Like a thoroughbred tied to a tree rather than in a comfortable stall, she paced back and forth nervously. If the wind was blowing, she was moving. One day the wind

*"I asked him what he wanted to do and I remember him saying, 'I think she really wants to go for a sail.' "*

kicked up to a nice breeze. She paced so frantically that I mentioned to someone that once the wind died down I should recheck her mooring pendant. Later, when I went up the hill to my apartment, the *Monte J* broke loose. A three- to four-ton boat in 15 to 20 knots of wind in a crowded

marina should have been a formula for disaster.

With no one on board and her sails covered, the *Monte J* sailed from her mooring and gently parked for some time in the only empty slip available. Another sailor, who was below in his boat, came up and noticed that she was in a slip. He asked himself why I would let a 28-foot boat tie up in a slip designed for nothing bigger than a 25-footer, shrugged his shoulders, and went below.

### **No damage**

I don't know how long she stayed in this slip. I do know that she did not hit any other boats, picked the only empty slip, didn't damage the slip or put a scratch on her hull. Not bad for an old girl who had not sailed for six years.


Her day's sail was not over. She backed out of the slip and headed east across the bay. That was when I saw her. I had just come out of my apartment and saw her sailing on a

starboard tack. No one on board, no sails . . . there was just the spirit of the *Monte J*. A fine sailer she is, but only fair as a navigator. She missed jetties and rocky shoreline, but finally the shoals got her, and she stuck her keel firmly into a muddy bottom.

Several of us, including Doug, kedged the boat out of the mud. She had hit with such force and the wind was continuing to push against her so hard that it required a surprising amount of power to pull her into deeper water. Once she was floated, Doug was like a parent angered at a child who had misbehaved — yet secretly proud of her spunk. I asked him what he wanted to do and remember him saying, "I think she really wants to go for a sail."

And how she sailed! Up and down this small lake we went. You could

*"With no one on board and her sails covered, the Monte J sailed from her mooring and gently parked for some time in the only empty slip available."*

restored; take what you can or want, or take nothing at all, but if you see the *Monte J* sailing, check to see if anyone is at the helm." 

*The Monte J was owned by Doug Dippert and sailed at Branched Oak Lake near Lincoln, Nebraska. She was later restored and renamed Beau Geste. Author John Phillips recently wrote to say, "Her orphaned past continues. She has changed hands twice since she was the Monte J and is now called Pretty Girl<sup>3</sup>. She is owned by Norm Agena of Lincoln, Nebraska.*

almost feel her joy of freedom. There is a message here someplace. Maybe about being lonely and found, patient and rewarded, or dilapidated and

## No power, No juice: No fun.

A 'GOOD OLD BOAT' becomes a better boat when you give her a reliable engine and a quiet generator.

We offer a wide range (from 7 to 170 HP) of low-RPM Westerbeke and Universal diesels, including models that fit the same space as an Atomic 4; each is lightweight, quiet, compact & environmentally friendly.



Our gas and diesel generators have all the same advantages.

Isn't it time to upgrade your good old boat? Check out all the options on our website.

**WESTERBEKE™**  
Engines & Generators

[www.westerbeke.com](http://www.westerbeke.com)

## PerfectPitch Props

For Auxiliary Diesel & Gas to 30-hp

**Atomic 4  
Westerbeke  
Universal  
Yanmar  
Beta**



More thrust in Forward and Reverse.  
Special Props for repowering gas to diesel.

**CDI**  
P.O. Box 1250  
Concord, MA 01742  
978-371-5508  
978-371-5597 (fx)  
[www.sailcdi.com](http://www.sailcdi.com)

Hayn Marine

**Hi-MOD**  
Made in UK

Evolutionary design improves fatigue performance



Hayn Marine is proud to introduce Hi-MOD swageless fittings to the US Market.

Designed by Petersen Stainless in the UK and co-manufactured by Petersen and Hayn Enterprises, LLC

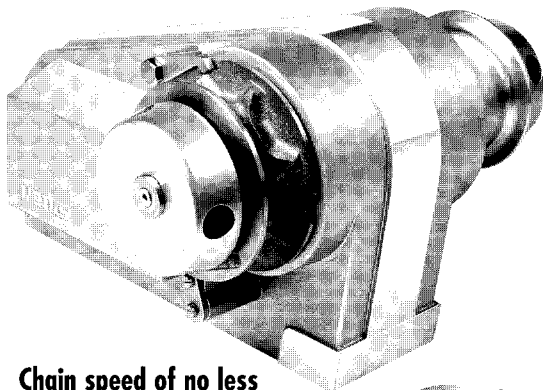


[www.hayn.com/hi-mod/marine@hayn.com](http://www.hayn.com/hi-mod/marine@hayn.com) 800.346.4296  
860.257.0680



**VETUS®**

## ANCHOR WINDLASSES



Chain speed of no less  
than 85.8 ft/minute

**MAJOR  
PRICE-BUSTERS**  
**\$ 1,590.-**

### ALEXANDER

**vetus den ouden inc.**

P.O. BOX 8712 • BALTIMORE • MD 21240-0712 • PHONE: (410) 712-0740

FAX: (410) 712-0985 • e-mail: [vetus@aol.com](mailto:vetus@aol.com)

[www.vetus.com](http://www.vetus.com)

As shown in the VETUS catalog,  
ask for your free copy

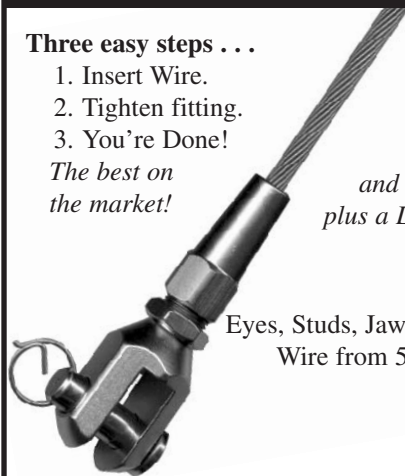
## QUICK ATTACH® SWAGELESS FITTINGS

Three easy steps . . .

1. Insert Wire.
2. Tighten fitting.
3. You're Done!

*The best on  
the market!*

*Strength, Quality  
and Dependability . . .  
plus a Lifetime Warranty!*



Eyes, Studs, Jaws & Turnbuckles  
Wire from 5/32" to 1/2"

Stainless Steel  
Hardware, Rigging & Fittings at Reasonable Prices

See our complete catalog and order on the Web!

[www.BOSUNSUPPLIES.COM](http://www.BOSUNSUPPLIES.COM)

Or call toll-free for catalog  
and to order

**(888) 433-3484**

**SUNCOR**  
Stainless

## The One Accessory You Don't Want to be Without

Not just another boating magazine, *Living Aboard* doesn't just showcase watercraft and equipment. Each bi-monthly issue brings real-life, reader-written tales of travel and cruising adventures, humorous happenings, recipes and more.

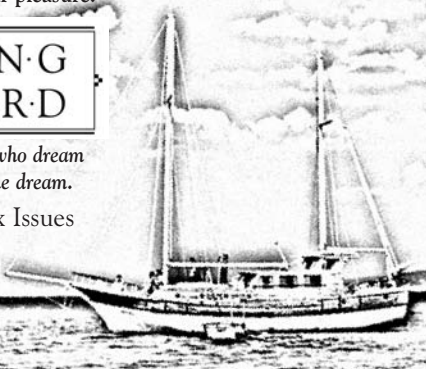
Whether you're about to cruise the ICW or merely spend a weekend at your marina, this is one accessory that can truly help maximize your pleasure.

L·I·V·I·N·G  
A·B·O·A·R·D

Dedicated to those who dream  
the life, and live the dream.

One Year - Six Issues

**\$18<sup>00</sup>**



Subscribe today!  
**1-800-927-6905**  
[www.livingaboard.com](http://www.livingaboard.com)

## Northern Breezes



### The Sailing Magazine for the Midwest

*Northern Breezes* is filled with news of the  
Midwest sailing scene, cruising ideas, race results, reviews  
and hundreds of used boats for sale.

Tell us you saw this in *Good Old Boat*  
and get a free sample copy.

**Northern Breezes**

3949 Winnetka Avenue North • Minneapolis, MN 55427

763-542-9707 • 763-542-8998 (fax)

[ThomNBreez@aol.com](mailto:ThomNBreez@aol.com) • [www.sailingbreezes.com](http://www.sailingbreezes.com)

# Folding a bike

## A cost-effective way to convert a mountain bike

by Terry Ambrose

FOR OUR FORTHCOMING TRIP to the Mediterranean, we wanted folding mountain bikes. But with prices ranging from \$600 to more than \$1,000, we looked around for a model we could convert ourselves. The 18-gear Apollo with its fully sprung frame, fit the bill nicely.

All that was needed was to remove two securing pins. One fixed the frame suspension spring to the rear section of the frame and the second was the mainframe pivot pin.

The suspension spring pin was removed using two hex keys (remember to replace the pin in the spring for safekeeping). The mainframe pivot required some minor engineering. First a small groove had to be ground in the pedal chain sprocket to allow access for the hex key. Once this was done,



a 3-mm gap between the pin and the bolt head. The taper on the screw end was slightly increased by grinding, to allow easier insertion into the frame.

### Remove pivot pin

With the bolt fitted, it was possible to remove the pivot pin easily using a wrench or a pair of locking pliers, since tapping the pin out will eventually damage the screw thread. Store the pin in the front section of the frame to avoid loss.

The front wheel could be removed easily using a standard wrench or quick-release wing nuts. The brake cable was lifted out of its bracket to release the brake. The cables are all long enough to allow the two sections

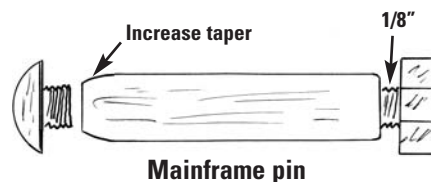



to be secured together with two shock cords.

Note the standard luggage rack, which is fixed to the rear seat springs with two D-shackles. This also allows a standard fender to be fitted.

This project took one hour. The cost was approximately \$15 for one bolt, some epoxy glue, a small grindstone to fit the electric drill, and two shock cords. We bought the bike on special offer for \$200.

It takes approximately three minutes to assemble or disassemble each bike. This is best done with the



bike turned upside down. Although it is a bit more complicated than folding a production folding bike, taking a couple of minutes longer, I feel it is well worth the extra time involved. The incentive is a big savings when compared with folding bicycles. After all, what's the hurry? 

*"It takes approximately three minutes to assemble or disassemble each bike."*

the two securing screws could be undone using two hex keys. The pin was then gently tapped through, using one of the hex keys as a drift. Note: not all bikes are suitable for conversion. You must be able to gain access through the main chain sprocket to the pin.

The next minor alteration was to replace one of the hex screws with a bolt of suitable size, in this case a 10-mm bolt. This was epoxy glued into one end of the pivot pin, leaving approximately



Model 1000 - Flow Rate: 4 GPM  
For Boats, RV's and Homes  
Also: Model 500 @ 1.5 GPM  
Perfect for single point of use.

Models Available In 12V DC or 120V AC

## The Waterfixer™

3-stage filtration for Complete Bacterial Protection

The Waterfixer PURIFIES your water with Ultraviolet Sterilization, offering the finest filtration system available.

Be confident your drinking water is safe.

For Information call toll-free:

888-699-6166

www.waterfixercompany.com

Made in America! - Made to last!



# Heaving to, the neglected art

*A useful technique for recovering a fancy hat —  
or a crewmember overboard*

by Geoffrey Toye

IN MY LOCAL WATERS I CANNOT REMEMBER THE LAST TIME I SAW a yacht hove to. Conversation with sailors confirms that few know how it is done and many believe it means simply slacking off all sheets.

Readers of *Good Old Boat* will know that heaving to in a sloop will conventionally involve putting the yacht on the wind, slacking off the mainsheet, and hauling the foresail to weather so that it fills aback. With the helm down or left to its own devices, depending on one's boat's preference, the vessel will then, it is hoped, lie quietly while forereaching a little.

A kinder method of carrying out this evolution is to bring the yacht up into and through the wind, exactly the same as going about when tacking except that after she comes through the wind the foresail is left sheeted out to weather and naturally fills aback, after which the helm is put smartly down. Then the mainsheet is eased.

It works because the backed foresail denies the mainsail much wind. If the bows begin to fall to leeward, the mainsail fills a little, drives the ship forward, and the rudder brings her up into the wind again. She may actually do this once or twice but then she will get the idea and steady down into a state of equilibrium — provided she is the kind of yacht that will heave to.

Some modern light-displacement yachts with shorter keel profiles may not heave to very well. The time to try the

technique would be in calmer conditions, ideally a fairly stiff breeze with little sea running and sufficient sea room to avoid accidents if the evolution does not go to plan.

Heaving to permits quiet time for a breather, a moment to solve problems, to go below and catch up on the chartwork, to brew up tea, tidy up, or secure the ship for heavy weather. By heaving to on the starboard tack one virtually ensures that according to the International Regulations for the

Prevention of Collision at Sea the yacht has right of way. This is, I suppose, clever but is no substitute for keeping a proper lookout at all times.

## Weather foresheet

When you are ready to get the boat underway again, it is simply a matter of letting fly the weather foresheet so the foresail crosses to leeward; then you trim the sails and helm. It is important to ensure that there is sufficient sea room. An alternative may be to put the helm up and turn her off downwind,

but this may provoke an unwanted jibe and is not so controllable.

While heaving to may not be the best course of action in really heavy weather on the open ocean — when options such as lying ahull or using drogues are preferred by many skippers — in moderately severe conditions the heavy, or relatively heavy, displacement yacht may lie surprisingly steadily hove to while one takes stock.

*"...she will get  
the idea and steady  
down into a state  
of equilibrium —  
provided she is  
the kind of yacht  
that will heave to."*

**Sailing  
Gear**

**www.forespar.com**

Just a Click Away!

**FORESPAR PRODUCTS CORP.**  
22322 Gilberto  
Rancho Santa Margarita, CA 92688  
Phone 949-858-8820 Fax 949-858-0505 email risvold@earthlink.net

**For the finest in Stainless Steel Craftsmanship**

Custom Work Specializing in:

- PULPITS
- STERN RAILS
- STANCHIONS
- LADDERS
- MARINE FITTINGS
- WATERJET CUTTING

Celebrating  
our 40th  
anniversary!

Since 1962

**TOPS IN  
QUALITY  
INC.**

P.O. Box 148 Marysville, MI 48040  
Tel 810.364.7150 • Fax 810.364.7925  
www.topsinquality.com

On some boats, including mine which is apt to roll somewhat, it is the best preparation for tucking a reef into the mainsail, which will be lying docile in the lee of the foresail, while the deck is as steady as it may be. Similarly, it may be useful to heave to in order to furl the mainsail.

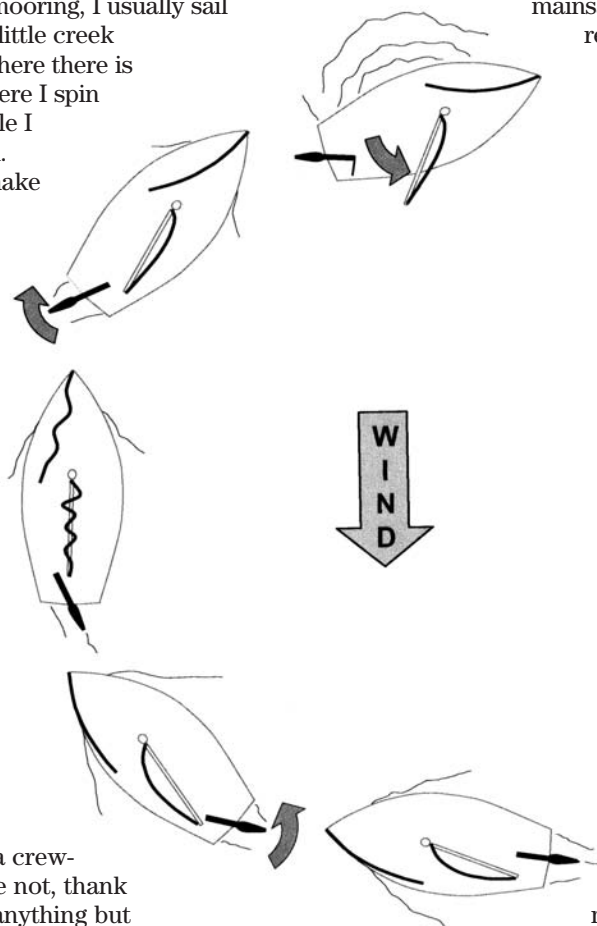
On those occasions when the direction of the wind permits my sailing onto my mooring, I usually sail just past the entrance to the little creek where my vessel berths to where there is a pool in the main estuary. Here I spin her around and heave to while I drop and secure the mainsail. Then I let draw the jib and make the last few yards to the mooring. The pool is not large enough for any other maneuver that would hold the yacht to the wind long enough to do this.

Heaving to also has its uses in slowing the ship while maneuvering. Once the skipper knows from experience how his boat will forereach, he can position the craft strategically before heaving to and then trudge very steadily up to, for example the mooring buoy, with little danger of overshooting.

### Inanimate objects

By extension, I imagine the technique might be used in a crew-overboard emergency. I have not, thank God, put this to the test on anything but inanimate objects that have fallen overboard. On


*"By heaving to on the starboard tack one virtually ensures that... the yacht has right of way."*



those occasions, once or twice in very windy conditions, the technique was useful.

Once, when a friend was crewing for me and his rather ritzy white yachting cap blew over the rail, I immediately put the helm up and jibed, leaving the jib aback but with some wind in the main. In a controlled manner, driven by the mainsail and damped by the jib, the boat returned obediently to the spot.

I must say that it was not an entirely happy ending. I could just make out the pale form sinking fast. This was no time for indecision. I hurled the boathook after it as though I were hunting the great white whale. The heavy galvanized double-hook, on a stout ash pole secured by a lanyard, harpooned its target, and I could have sworn I heard — even from the deck — the underwater impact as that club-head thudded into the cap, turning it inside out. I hauled on the lanyard, and the cherished headgear came back aboard.

Such had been the impact that the blunt head had stretched the flimsy wet material into an immense cone. We decided to make a gift of it to our local Bobby... on undercover missions he could wear it over his helmet. Heaving to yields many advantages. 



## Sailboats Inc.

**SI Marine Management**

**Sailing Instruction • Charter Certification**  
Over 10,000 Graduates Since 1980

**Seven Charter Fleets** on Lake Superior,  
Lake Michigan & Lake City, MN

**Full-Service Marinas • 675 Slips**  
On Lake Superior and Lake Michigan

**Boat Sales • New — C&C, Dufour, Corsair**  
Used & Brokerage

1-800-826-7010 • [www.sailboats-inc.com](http://www.sailboats-inc.com)

## Marine Mail Order

*Quality Marine Hardware  
at Discounted Prices*

Portholes & Deadlights	Windlasses
Cowls & Mushroom Vents	Teak & Bronze Blocks
Gallows Frames & Bases	Cleats, Deck Prisms
Cabinet Hardware	Plumbing Hardware
Halogen & LED Lighting	Deck Fills
Forestay Levers & Bases	T-Track
Mast Steps	Stainless Steel Wheels

Visit our secure website: [www.ordermmo.com](http://www.ordermmo.com)

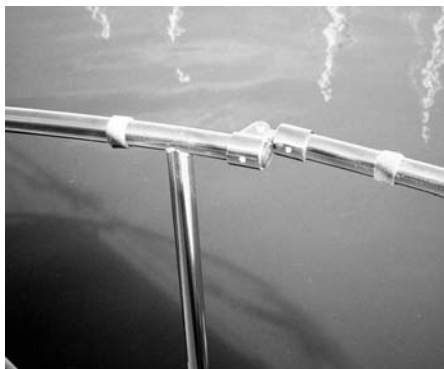
Or call for catalog: 707-745-4372

Toll free: 888-228-6758 • Fax: 707-745-1756



# Make your own boarding gate

by Glyn Judson



**M**Y GOOD FRIEND, LLOYD ROBERTS, MENTIONED THAT HE'D like a boarding gate over the transom of his Ericson 27, and I came up with this fix. It's an easy modification, and the parts required are available from any boating supply store. It'll work on almost any boat.

Determine the width of the gate you desire and remove that section of rail with a plumber's pipe cutter. Clean up the ends of the fixed rail and press a polyethylene cap into each end. Make up a  $\frac{1}{16}$ -inch stainless-steel cable with a swaged eye on one end that will allow you to slip it snugly over the fixed rail, and swage the other end to a  $\frac{1}{4}$ -inch quick-release pin. This will act to keep the pin captive and keep it from falling into the water.

Now you'll need some of the stainless-steel hardware used for Bimini tops and dodgers. Place two jaw slides on either end of that fixed rail; you will adjust them later. Now install a stainless-steel external eye on both ends of the rail you cut off.

Adjust the rail and external eye ends to fit the jaw slides and tighten all the setscrews. Attach an external eye to one of the jaw slides with the screw provided.

If you cut a wide gate, position the jaw slides such that they face up, forward, or aft. If the gate is short enough, position the jaw slides down. This way the gate can open down and not hit the top of the transom. If necessary, bend the tabs of the external eye ends as necessary to achieve a good fit. You're done.

## Materials list

The following is a list of materials. You can get the parts at any marine supply store.

- 2 1-inch external eye ends
- 2 1-inch jaw slides
- 1 quick-release pin

OR

- 1 Ball-Lok quick-release pin
- 12 inches of  $\frac{1}{16}$ -inch stainless-steel wire
- 2 copper oval sleeves
- 2 polyethylene plugs

I used polyethylene plugs from McMaster-Carr.

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



**YAGER SAILS**  
COMPUTER-DESIGNED SAILS  
CUSTOM FURLING PACKAGES

**MAINS:** Crosscut, radial design  
**HEADSAILS:** Furling genoas radial design  
**SPINNAKERS:** Cruising and asymmetrical



**P.O. Box 279, Veradale, WA 99037**  
**Ph: 509-928-1964 • Fx: 509-922-2772**  
**Yagersails.com**  
Visa and MasterCard Welcome



STOWABLE  
MAST-CLIMBING SYSTEM  
"WHY DIDN'T I THINK  
OF THAT?"

WILL BE YOUR RESPONSE

**FLEXIBLE  
NYLON LADDER**

SAFE, SIMPLE,  
EASY, UNASSISTED  
ACCESS TO THE MASTHEAD  
NO MORE WINCH GRINDING  
**FITS ALL SAIL TRACKS**

MONEY-BACK GUARANTEE

BROCHURE DETAILS

**800-548-0436**

**WWW.MASTMATE.COM**

# Street legal

by Ed Jerome

## Create a removable taillight assembly for your boat trailer

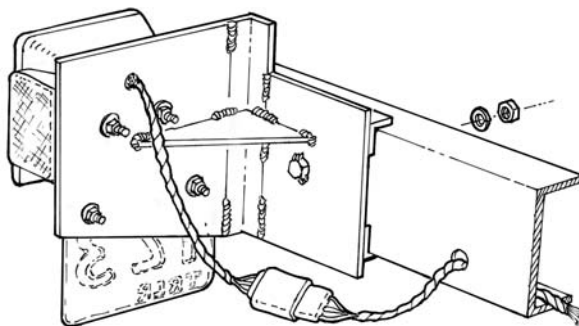
IT'S EARLY MAY. WE'VE HAD A GREAT launch and sail. Sally and I have enjoyed our first day on the water. Our Yankee Sea Horse 24 is on her mooring. The sunset is wondrous as we ride in the shuttle boat back to the dock. It's an hour-and-a-half drive back home, and on the way we find ourselves reflecting on how great the day has been.

We are snapped back to reality by flashing red-and-blue lights in our mirrors. Now we are looking for a safe place to pull a trailer off the road.

"Intermittent flashing taillights or no lights at all," the man in blue states. This is not the ending we were planning for our first day at the lake.


This is the second time we have had this experience. We have tried several types of "submersible" (meaning overpriced) taillight assemblies that have not worked well. Our electrical problems have been with the sockets or lamp bases. They eventually corroded and rusted.

After that second incident, I wondered what would happen if the lights were never submerged? To this end, I came up



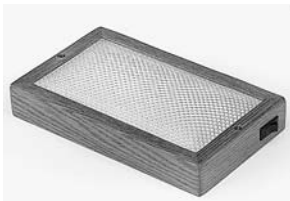
with a simple idea that keeps us legal. These days I remove the taillight assembly before putting the boat in the water. One plug, along with two washers and one nut per assembly, and the taillights are no longer exposed to water. We've used this system for more than four years and have not had any failures. I change the lamps every two

years and check for any rust. That's it for maintenance.

Because I have a welder, I put my assembly together by welding, using steel as a material. Another alternative would be an assembly made from aluminum. This material can be cut with a jigsaw and put together with pop rivets or nuts and bolts. Check the salvage yards that handle aluminum. You can beat hardware store prices and have fun poking around finding usable scrap. Most yards sell aluminum by the pound. Since each trailer is a bit different, the sketch should give you enough information to design your own removable taillight assembly. Good luck with your project and good sailing! 

### Hand Crafted, High Efficiency Light New L.E.D. Night-Vision Option

Alpenglow Lights use the latest compact fluorescent and L.E.D. technology for unmatched efficiency and light quality. The attractive wood fixture is available in several models including night-vision and splash-proof. Prismatic lens designed for wide-angle illumination. Dual power switch allows choice of bright light or gentle glow. Also, high-efficiency brass reading light. Brochure includes helpful information on selecting cabin lighting.



Alpenglow Marine Lights

P.O. Box 415 • Eureka, MT 59917 • 406-889-3586  
[www.alpenglowlights.com](http://www.alpenglowlights.com)

### FEATHERMAN ENTERPRISES

#### ATOMIC 4

- Carburetors
- Exhaust water injection kits
- Ignition parts
- NGK spark plugs

#### UNIVERSAL DIESELS

- Oil filters
- Fuel filters
- Air filters
- Belts
- Thermostats

Electronic ignition kits for many other 4-cylinder marine engines, such as Johnson, Mercruiser, Onan, Universal Utility and Unimite, Wisconsin

Call for price list: 717-432-9203  
[www.feathermanenterprises.com](http://www.feathermanenterprises.com)

### EMERGENCY LADDERS • BUOYS • WIND SOCKS

#### Swiss Tech America

North American Importer  
Swiss Tech and Wasi Products

#### Mast Lift

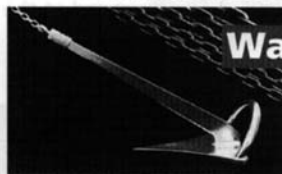
Take yourself up the mast.  
1:10 reduction ratio  
requires little effort for:

- Mast work
- Dinghy & engine hoist
- Man overboard rescue



#### Wasi Bügel Anchor

World-proven all-around anchor sets quickly and holds fast in the most difficult grounds. (All stainless.)



#### Wasi Powerball

The perfect anchor to chain connector.  
Full swivel ball & socket design.  
Available in five sizes.



(408) 298-7682

Fax (408) 298-0559

email: [gglamb@att.net](mailto:gglamb@att.net)

[www.swiss-tech.com](http://www.swiss-tech.com)

[www.swisstech-america.com](http://www.swisstech-america.com)

### BOSUN'S CHAIRS • CHAIN CLAWS • SAIL TIES



# The Good Old Boat

*Like good red wine, it's getting better with age*

AT ONE POINT DURING THE FIRST RACE DAY'S TROPHY PRESENTATION, Good Old Boat Regatta co-founder Charlie Husar said, "This is almost like a religious movement!" And that pretty well described the tent revival-like celebration of old boats and the laid back racing attitudes of their Chesapeake Bay skippers during two Saturdays in October. In fact, the enthusiasm lingers on as thank-you letters are being received by the event sponsor, *Good Old Boat* magazine and the host, Shearwater Sailing Club.

Now dubbed the "GOB," the event has grown from a 19-entry, one-day affair two years ago to a 53-boat, two-day regatta this year. But the big story is the growth in variety and size of boats. What began in 2000 as basically a gathering of Tritons, Cal 25s, and Catalina 27s, this year also drew six Tartan 37s, a Bristol 40, a Crealock 37, a Chris-Craft Apache 37, a Columbia 40, a Cheoy Lee 40, and several other designs in the 24- to 40-foot range.

The event was blessed by the weather gods on both days with steady 12- to 14-knot breezes. However, on each day a 1-knot current added a bit of challenge to the 6-mile government mark courses.

Tartan 37s were the star story of the event. Through the organizing efforts of Rick O'Donnel, the fleet, which was never an active racing group, drew boats from all over Chesapeake Bay for both days. Some spent nearly a day sailing just to get there.

## Level playing field

Rick's job wasn't easy. "People were concerned about the aggressive behavior associated with racers. Many didn't know what to expect. But once out there, they enjoyed the level playing field of same-type boats. And afterward at the parties, there was a bonding through discussions of how each handled different challenges on the course."

*"This is like racing used to be back in the '60s and '70s before it became a combat sport.'"*

As last year, the parties were held at Bob and Cindi Gibson's Sailor's Wharf on Mill Creek and were as much of a hit as the races. Navy-blazers-and-khakis affairs they weren't. Instead, there was camaraderie, ribbing, razzing, singing, and general fun carrying-on. As one older racer commented, "This is like racing used to be back in the '60s and '70s before it became a combat sport."

Cal 29 owners Alfred and Bebe Poor brought a mandolin and bass and were joined by Charlie Husar on guitar. And according to reports (this old co-founder faded early), the carousing went well into the night. In fact, some crews of newer boats who had competed in another race and were docked nearby took one look and crashed the festivities. They were quickly accepted but razzed for their choice of boats.

During the second night of trophy ceremonies, each time a Cal owner received an award, there were loud chants of "Cals rule!" But when Triton owner, Dave Hoyt, received the overall award for Best Performing Chesapeake Bay Yacht Racing Association Racing Boat, a small but vocal chant of "Tritons have ruled longer!" went up. And that's the way it went. Good old boat owners just want to have fun.

A big feature every year is the Oldest Participating Boat Award. This year it went to Bill and Mary Blazina's 1963 Alberg 35, *Dream Catcher*. They hope to be back next year when *Dream Catcher* turns 40.

## They had a blast

One of the many email messages to *Good Old Boat* magazine and Shearwater Sailing Club (this one written by Kip and Beth Hamilton who sail *Moonbreeze*, a Columbia 36) described the feeling of the event:

"We wanted to thank you (*Good Old Boat* magazine) for sponsoring the Good Old Boat Regatta in Annapolis.

"We participated in the race held last Saturday. It was our first experience with any type of boat race. We got hosed, but we had a blast! We can't wait for next year when *Moonbreeze* will be 33 years old."

Sounds like the GOB is satisfying a niche.

(See photos and race statistics on the Good Old Boat Regatta page of the *Good Old Boat* website <<http://www.goodoldboat.com/regatta.html>>)



Gene Gottschalk's Tartan 30, *Miranda*, taking second in the Fin Keel Handicap Class, at left. Facing page from top: Mike Cahall's Good Old Boat Magazine Perpetual Trophy-winning Bristol 40, *Too Tuna*; Jim Schwartz's Triton, *Pylasteki*, in the second race on October 12; Rick Crow's Catalina 27, *Crow's Nest*, crossing the finish line; and first place Catalina 27 winner, Tom Walsh's *Four Little Ducks*.

# Regatta

*by Don Frye*



## GOOD OLD BOATS

*We don't just insure them ...*

*... we're owners of these boats.*

We've been through the buying process, the restoration process, the upkeep.

We still scrape, sand, paint, varnish, reframe, refasten, and refinish our own boats.

We sail them, cruise and race, we fish from them — we just plain enjoy them.

In short, we love Good Old Boats just like you do, and we understand what your boat means to you.

**Call us to discuss  
insuring your good old  
fiberglass, wood, steel, or  
aluminum boat**

**1-800-959-3047**

**860-449-5915 (fax)**

**P.O. Box 188 • Mystic, CT 06355**

*Sailrite*

Patented  
Technology

Model #804  
The Deluxe Ultrafeed LSZ-1™



**Walking Foot ULTRA FEEDS™**  
make sail & canvas sewing fun!

- The perfect tool for Yachtsmen!
- Sew—heavy, slippery, sticky fabrics.
- Amazing power, excellent feeding, consistent stitch lengths, professional results.
- Sew—sails, canvas, upholstery, crafts, drapery, leather, use for general sewing.
- Menu driven CD-Rom video instructions, tollfree tech/support.
- Two Ultrafeed models: LS-1 Straight Stitch and LSZ-1 Straight & Zigzag.



**FREE CATALOG**

**800-348-2769**

260-693-2242

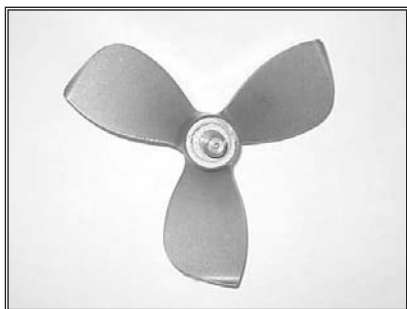
fax 260-693-2246

sailrite@sailrite.com

**Online Shopping, Tips, Instructions — [www.sailrite.com](http://www.sailrite.com)**



## Repower Your Atomic 4! (No, not a diesel!)



Improved engine performance can best be obtained with the **right** propeller. Introducing the **only** prop designed from the ground up for the direct drive Atomic 4. This 10" diameter by 7.4" pitch Nickel Aluminum Bronze prop is guaranteed to increase RPM and power and reduce "prop walk" astern (as compared to a "Standard" 12 x 9 two-blade prop).

**Only \$275**

Visit our Web site: [www.atomic4.com](http://www.atomic4.com) or call 800-428-8569 for more information on this exciting new offering as well as our other tried and proven upgrade kits for the Atomic 4.

**Indigo Electronics, Inc.**  
105 Pipe Kiln Ct.  
Williamsburg, VA 23185

Introducing:

## Marine Diesel Direct

[www.marinedieseldirect.com](http://www.marinedieseldirect.com)

### Universal - Westerbeke - Yanmar

- More than 100,000 parts online
- Easy, secure online shopping
- Prompt shipping to your location
- Spare parts kits
- Parts manuals
- Service manuals

Part of  
**Torresen Marine, Inc.**  
The Sailboat Specialists  
[www.torresen.com](http://www.torresen.com)



3126 Lake Shore Drive, Muskegon, Michigan 49441 — 231-759-8596

**[www.marinedieseldirect.com](http://www.marinedieseldirect.com)**

## INDEPENDENT BACK SUPPORT



At Helm Station



Against Combing



On Foredeck

## The Ultimate in Portable Seating

Eight Sunbrella® Colors...\$94.<sup>95</sup> Made in the USA.  
Imitated... but **never** duplicated!



Ph. 800-870-7328 • Fax. 703-723-3742 • [www.SPORTASEAT.COM](http://www.SPORTASEAT.COM)

Why use System Three for your boat project?

# "Because Boatbuilding Launched Our Company."

**Kern Hendricks -**  
Chemical Engineer & Founder

Get  
The Trial Kit  
for only \$15 at:  
**systemthree.com**  
enter discount code:  
gb1

### We understand boat specific applications.

In 1978 Kern Hendricks was building a boat. When the available boatbuilding products didn't measure up, he was inspired to create a better marine epoxy resin. Since then, we've spent 24 years creating products and literature specifically for wood/epoxy boat construction.

### Your first boat is important.

Make sure you get it right by experimenting with our boatbuilders trial kit. It's packed with information and all the supplies you need to get a hands-on understanding of how epoxy works. Only \$15.<sup>00</sup> at: [www.systemthree.com](http://www.systemthree.com) or call: 1.800.333.5514 (reg. \$20.<sup>00</sup> use discount code: gb1)

Get it right. Get the kit. **SYSTEMTHREE**



You'll get The Epoxy Book, plus 12 ounces of resin and hardener, fiberglass cloth, brushes, measuring cups, fillers, a roller cover, squeegee, gloves and a certificate good for \$10.<sup>00</sup> off your first purchase.



## Better "bonnets" for well-dressed winches

- **BETTER FABRIC:** Sunbrella acrilan in any color you choose.
  - **BETTER ELASTIC:** Inner cuff has UV/saltwater-resistant elastic (not shock cord).
  - **BETTER CONSTRUCTION:** Neatly hemmed bottom – no vinyl binding to crack.
  - **BEST PRICES:** \$15-up
- Tell us manufacturer, number of your winch, and color you want. Pay after receiving.



CUSTOMIZED FABRIC ACCESSORIES TO "DRESS UP" EVERY YACHT

6826 Cliff Ave. KPS • Longbranch, WA 98351  
800-622-1877 • Fax 253-884-2253  
[Standout@raincity.com](mailto:Standout@raincity.com)

## For sale



### Nautilus 36

1978. 36'9" LOA, 11'6" beam. Live-aboard pilothouse, always fresh-water, furling main and genoa, dual steering, sleeps 6 in 3 cabins. Head with shower, propane 3-burner stove/oven, refrigeration, teak-and-holly floors, propane furnace, GPS, Loran, EPIRB, windspeed, depth, hailer/horn, autopilot, hydraulic steering, Constavolt, 2-speed winches, inflatable w/davits, opening ports w/screens, awnings, cover. 52 gal. fuel, 100 gal. water, 25 gal. holding. Westerbeke diesel, spare prop, parts, docklines, fenders, life jackets, etc. Exc. cond. in Muskegon, Mich. \$72,000.

**Don Ulrich**  
231-755-6456  
acehiB29@aol.com

### Pearson Wanderer

1969. 30-foot, hull #121. Complete cruise equipment (list on request). Roller furling, fresh water only. Very good cond. In Ohio. \$11,500 OBO.

**Vernon Tramontini**  
317-846-0539

### Morgan 30

1972. 30' LOA, 9'4" beam, 3'6"/7'2" draft, 10,400 disp. One fast classic with main, 110, 125, 150, spinnaker and new snuffer. Full gear, lines, and equipment. New galley with H/C water. Atomic 4, double-axle trailer. Green Bay, Wis. \$13,400.

**Barb Sydow**  
920-826-2867  
mibbs@gbonline.com

### Allied Seawind II

1980. 32-foot cutter, hull #119. Well-found and fully equipped for bluewater work, w/2 recent Atlantic crossings. Self-steering, solar, 4 sets ground tackle, manual windlass, extra winches and halyards, vertical pole storage, radar, Navtex, EPIRB, LPG system, 95 gal. water,

shorepower, fireplace, abundant spares, etc. Full canvas, newer sails, double headsails. 24-hp Universal diesel. Most good-excellent. Second owner. Located Cape Cod. \$43,000.

**Thomas Buckley**  
508-255-8162  
timbuckley@earthlink.com

### Ranger 23

1976. New: Selden furler and Pineapple 135, Harken ST winches, Merc 5-hp l/s, main halyard, traveler controls, stanchions, dehumidifier. Two mains, chute, spin winches, 2 mylar #2s (hanks), 1500-lb. lead keel. Deck core repaired w/solid glass and epoxy, chainplates ditto, bulkheads epoxied. New job = no time to finish deck cosmetics. Over \$5K invested. Repair pics avail. San Francisco Bay. First \$4,000 takes her, includes Treadmaster to finish deck.

**Scott Keck**  
650-432-3673  
keck@visa.com

### Elk 30

1972. Center cockpit cutter. *Mistress* is custom-built; one of 12. Full-keel, heavy cruiser. Very beautiful, traditional-style boat that must be seen to be appreciated. Atomic 4 inboard, wheel steering, teak decks and cockpit. Teak and mahogany interior. Awlgripped 1999, hull color Jade Green Mist. Main, staysail, 2 Yankees. Halyards led to the cockpit, 2 halyards and 2 sheet winches. Full mooring cover, steel cradle. In Wisconsin. \$14,500.

**John Nelson**  
920-739-6789  
bnelson@mailwpc.com



### Newport 28MKII

1983. Exc. cond. Roller furling genoa, cruising and racing mains, asymmetrical chute. Quality air conditioner, TV, fridge, head, upholstery all in good cond. 11-hp Universal diesel — good compression, runs great. Fun, clean freshwater boat. Pics at

<<http://newport.visionaire-inc.com>>. \$20,000.

**Bill Kerr**  
bkerr@sprintmail.com

### Ericson 27

1974. Five sails, dodger, cockpit cover, sunshade, D/S, VHF, stereo, Loran, autopilot, wheel steering, Atomic 4. Located S.E. Mich. \$8,000.

**Tim Spiker**  
734-676-1436

### Alberg 30

1968. *Grog* has been under current ownership for the past 10 years during which time she has been meticulously maintained and restored. Truly ready to sail away. Located in [redacted] ville, Va. Email or [redacted] complete written pictures. \$25,353.

**Jo Koedel**  
414-288-1565  
jkoedel@yahoo.com

### Cape Dory 28

1977. Sloop on Northern Chesapeake. *Sparrowhawk* is a fine seaworthy, documented vessel. Lots of new gear incl. mast wiring, head, hoses, Inter-protect, shaft, SSI Dripless, cutlass. Two sets serviceable sails, Hood SeaFurl just rebuilt, self-tending club-footed jib, D/W/S, Loran, etc. Needs cosmetics to topsides and interior. Save me haulout and save money. Can't afford two boats! Email for full list.

**Rob Laird**  
610-368-9773  
rlaird7@comcast.net

### Tanzer 7.5 Meter

1980 fin-keel sailboat. White with red stripe. Includes tandem trailer, 9.9 electric-start Merc O/B, 3 jibs, 2 mains, spinnaker, VHF, D/K, Autohelm, and many other extras. In New Brunswick, Canada. Asking \$12,900 CDN.

**Dave Bath**  
506-386-7332  
bathd@nbnet.nb.ca

### Tanzer 22

1974. Sail #476, swing keel. 8-hp Johnson motor, custom trailer w/extension, single-handed mast stepping jack. Full sail inventory: original main and working jib, reworked 110, 150, 160, almost-new main with sailcover. Two rudders (original and competi-

tion), extra tiller handle, new 2" whisker pole. New 4" cockpit cushions, Porta Potti, compass, life jackets, more. A joy to sail, and a proven winner. \$6,000 firm.

**Mike and Barbara Sherlock**  
352-489-4617  
bilge476@aol.com

### Cape Dory 30

1981. hull #219. Beautifully maintained cutter, Lake Erie. Extras include: a/c, inverter, spinnaker, microwave, Magma grill, dinghy. Her 13-hp Volvo has a heat exchanger which also heats pressure hot water. \$33,000.

**Jerry Jordan**  
440-333-0537  
jljcm@now-online.com



### Sea Sprite 23

1981. C.E. Ryder-built, classic Alberg design. Hull #743, ivory w/red boot top. Lovingly and meticulously maintained by original owner. Sleeps 4. Boat and all equipment in exc. cond. Includes mainsail, 110 and 150 (both roller furling), 6-hp l/s Evinrude, new Bomar forehatch, cockpit and cabin cushions, sailcover, whiskerpole, Danforth anchor, Porta Potti, more. Long Island, N.Y. Price includes winter storage. \$8,500.

**Beth Blossom**  
631-244-2539  
bbloss@earthlink.net

### Columbia 26 MkII

1964. Moyer Atomic 4. VHF, DGPS, new cushions, sails good cond. Full keel. Draws 3'5". Located in South N.J. on custom wood cradle. Asking \$6,000.

**Bruce Fraser**  
610-865-1368

### Pearson 26

1979. In exc. cond. Freshwater boat. Completely refit, set up for race or cruise. New in the past 2 years: Main and 155 genoa, Yamaha 9.9, running rigging, W/D/S instruments, compass. Detroit area. See <<http://mywebpages.comcast.net/delling3/Wave>>



length/Wavelength.htm> for details. Steel cradle included, storage paid through 4/03. \$9,000 OBO.

**Chris Delling**  
586-566-7960  
delling3@comcast.net

## Bristol 24

1969. Dark green hull. Tanbark stack-pack full-batten main w/ lazy-jacks, RF, spinnaker w/pole. Bottom has seven coats of West System. New wiring and circuit breakers, 30-amp shorepower, electric and manual pumps. 1989 Yamaha 9.9-hp 4-stroke w/tank, 5 jackstands, Porta Potti, icebox, more. \$5,900 OBO.

**Jim Tomkins**  
716-773-5268  
jtboatwork@aol.com



## MD 28+

Bruce King boat show special — custom refit 2001. Highly modified bluewater/coastal cruiser. New cushions, shades, fireplace, two showers, compost head, gel batteries, full electronics, stereo, ST winches, jiffy reefs, helm seat, Dutchman, roller furling, freshwater diesel, dual anchor windlass. Located Maryland. Bristol! New 9+ survey. \$49,950.

**John Hollenbach**  
301-855-3851

## Islander 26

1977. Roller furling, autohelm, shorepower, cradle. 15-hp OMC saildrive. Very roomy small cruiser, big cockpit. Sheboygan, Wis. \$8,500.

**Jerry Katt**  
920-452-1465  
ljkkatt@qwcis.com

## C&C Redwing 30

1969. Atomic 4 runs great; never had to add oil. New stainless exhaust system. Nine sails, spinnaker and gear. Fiberglass dinghy, kerosene stove and heater, compass, D/S, new VHF, GPS. New Trinidad 10 System antifouling. New dodger with bows, all new cushions never used. Navik vane for offshore,

more gear. Proper tackle plus free mooring in Port Charlotte, Fla. \$14,300 OBO.

**Rod Mac Iver**  
941-627-5035  
rkmgem@tnh.net

## Pearson Triton

1965. 28-footer in good cond. Full batten main, 150, and small jib. Roller furling, Atomic 4, propane portable stove, cabin heater, Porta Potti. In S.W. Colorado. Would consider delivering boat. \$9,500. 1997 custom-made trailer, \$4,500 additional.

**Paul D. Hallock**  
877-277-2698  
970-883-2461 eve

## Beneteau 32

*Evasion*. 1980 motorsailer ketch. Full keel draws 4'6". Inside wheel drive station, tiller outside. Perkins 4-108 diesel, only 977 hours. Refurbished in Virginia for 2002 Bahamas cruise. Stored dry in Abacos, Bahamas, for cruise in January, then return to Virginia in March 2003. Pics at <<http://www.geocities.com/wmhummmel/index.html>>. \$36,000.

**William Hummel**  
isbrcw@aol.com

## Stone Horse

1973. Classic by S.S. Crocker. LOA 28'6", LOD 23'4", draft 3'6". Cutter rig, wood/charcoal stove, awning, K/D/VHF, roller furling headsail, self-tacking staysail, Yanmar diesel. A great sailor — see *Good Old Boat* #22 for review. \$16,900.

**Dave Thinel**  
727-738-5451  
kimordave@ij.net

## Matilda

1972. 20'x8' R. Tucker design, Canadian-built fiberglass masthead sloop. Solid, dry, roomy. 400-lb. winged bulb daggerboard. 18" draft, main, jib, spinnaker, many upgrades. Ready for lake or coastal cruising. On good tandem trailer in South Carolina. \$3,000. Also 88-8 Evinrude available. \$250.

**W.L. Barnhart**  
864-246-2138

## Pearson 39

1972, Hull #35. Classic cutter, LOA 39'3". Beam 11'8". Draft 4'7"/8'10" (cb), displ. 17,000 lbs. Westerbeke diesel, central a/c, GPS, depth, Autopilot, VHF, lots

of sails and full galley w/refrig. New bottom 2001, new holding tank and hoses 2002 (much more). Have other interests; no time to finish. Still has original interior, needs deck paint. In Ft. Myers, Fla. A lot of boat for only \$34,900.

**Tom Harvey**  
239-540-9350  
Harvmatic1@yahoo.com



## Classic 31

1969 ketch in top cond. Great Lakes boat. Full keel, well maintained Atomic 4, cradle, recent survey. 6'2" headroom, chart table, pressure water. Shorepower, dual batteries, battery-tender, Autohelm, VHF, D/S, GPS, Force 10. Deck and hull redone 1998, antifouling 2001. Two suits sails. Genoa, roller furler new 1999. New halyards/lines, professionally re-upholstered, custom cherry and butternut interior. Danforth, new CQR, chain, rode. Kingston, Ontario, Canada. Delivery possible. Reluctantly asking \$28,000 CAN.

**Michael Blennerhassett**  
m\_blennerhassett@yahoo.ca  
613-377-1794

## MacGregor 26

1995. Classic with 1996 Nissan electric start 8-hp, new battery charger, roller-furled jib, jiffy reefed main, stove, Porta Potti, pothead, VHF, AM/FM cassette, anchor, mast-raising system, depth, refurbished trailer. Located Bend, Oregon. Great shape. \$10,995.

**Larry Phillips**  
541-593-6303  
phillipsllarryr@aol.com

## Heritage West Indies 38

1977. Built/designed by Charley Morgan. Documented. LOD 38', LWL 32', displ. 20,000 lb., ballast 7,500 lb., beam 12', draft 5'. 50-hp Perkins 4-108, 100 gal. fuel, 100 gal. water. Great liveaboard — 2 private rooms each w/head, shower. Everything for cruising the Caribbean. Includes 11-ft Carib light dinghy with 15-hp 4-stroke motor. Pics at

<<http://photos.yahoo.com/rumrunner1029>>. In Puerto Rico. No sales tax in PR! \$45,000.

**Steve Caruso**  
carusos@navstarr.navy.mil  
rumrunner1029@yahoo.com

## Bristol 26

Blue-hulled sloop, hull #172. Freshwater sailed and in-water stored; now on hard. New foresail furling system; all sails SailCare-maintained. New cockpit and interior cushions. 8-hp Nissan OB, low hrs. Much new and some rebuilt. Interior needs TLC. Lacks stove, refrig. In Memphis, Tenn. \$8,990.

**Bill Butler**  
901-628-1771  
bb080342@aol.com

## Tartan 34C

1978. Hull #509, classic Sparkman & Stephens keel C/B cruiser/racer. Very good cond. Too many upgrades to list, including new Profurl. Inventory on request. Lying Kingston, Ontario, Canada. Asking \$35,000 U.S.

**Richard Simonsen**  
613-548 3177  
drummer@kos.net



## Catalina 27

1980. Standard rig, rigid 8' dinghy; kerosene 2-burner stove, w/s, Harken furling, 11-hp Universal diesel (professionally maintained), 5 Lewmar winches, new CD player, Uniden VHF, fin keel, new wiring and electrical panels for 12-v and 110-v, shorepower, boom tent, sailcover, wheel cover, head, new Guest battery charger, new stern perch seats, new custom electronics cabinet, grill. Much more. Very good cond. In Lake City, Minn. Buying larger boat. Asking \$16,500.

**Brian Kufus**  
651-429-7295  
bkufus@worldnet.att.net

## Ranger 23

Gary Mull-designed, see review in *Practical Sailor*. New double

lifelines w/ cushion, electric start 9.9-hp OB, tiller, winch, sail-covers, mainsheet traveller, roller furling 110 jib, anchor w/rope and chain, ice chest, 2-burner stove, bilge pump, VHF antenna, exc. cushions, cockpit pads, all running/standing rigging. Sails well, Porta Potti, 12-gal water w/pump and SS sink, new depth and compass. Great boat. In water at Smith Mt. Lake, Va.

**Jim Leavitt**  
540-297-4091

emersoncreek@earthlink.net



**Pacific Seacraft MKII**  
1979. LOA 26'3", beam 8', draft 3'3". Displaces 5,800 lbs. Two sets sails, 8-hp Yanmar diesel, steel cradle. In great shape. Located Milwaukee, Wis. Asking \$18,500.

**Jim Bartholomew**  
414-541-1132  
jamesjimbart@aol.com

#### Catalina 380

1996. Full electronics, autopilot and remote, two a/c heat pumps, all-teak interior, Bimini/dodger, windlass, many factory options, 150 furling genoa, 250 engine hours, never-used spinnaker, professionally maintained/upgrades, lake use only. \$130,000.

**Wallace Shakun**  
404-861-2624

wallaceshakun@mail.clayton.edu

#### Tanzer 22

1981. Centerboard, white hull with green trim. Original gelcoat like new. Fully-battened main, roller-furling 125 genoa. Yamaha 9.9-hp 4-stroke electric start. Teak cockpit grate. Full cabintop stanchions. Everything first-class, ready to go. Located N.J./Delaware River. \$5,500.

**Len Keimes**  
856-235-0161

aerosmithconsult@aol.com

#### Lancer 30

1985 C&C-designed sloop. Exc. cond., spacious interior, perfect day cruiser. 20-hp Yanmar 3GM diesel with saildrive. New dodger 2002. Cockpit table and cush-

ions, Garmin 215 GPS w/differential. New Lewmar mainsheet. New head 2002. Roller furling, Edson wheel steering. 10 opening ports w/new screens, new Bomar hatch. Many other upgrades. Documented, recent survey. Asking \$19,500.

**Bill Fiegener**

978-657-8004 ext 215  
617-859-0241 eve

bfiener@staffordmfg.com

#### Quickstep 19

1990. 19-foot fiberglass daysailer in outstanding cond., dark blue hull, roller furling, main, 2 headsails and flasher, whiskerpole, sail and tiller covers, tiller extension, life jackets, cushions, anchor and rode, docklines, swim ladder, water tank with hand pump, ice chest/step, portable head, sleeps four (if you're not tall or claustrophobic), 3-hp Yamaha, trailer w/extension and spare tire. In S.W. Indiana. \$7,200.

**Wayne Bernhardt**  
812-963-1965

wbernhardt@insightbb.com

### Gear for sale

#### Storm sail

Heavy-weather jib by Ward. New in bag, never used. Ideal for boats 30 to 45 ft. Roller furling tape 3/16", triple-stitched 7.5 oz Dacron. Luff 25.5', foot 8', high-cut clew. \$250 firm.

**Irv Furman**  
410-224-9687  
VVA712@yahoo.com

#### Electric power gear

Ample Power electronics: Energy Monitor II H1, \$200; EL 512 Ekiminator, \$140; Multi Source regulator, \$175; four Eliminator posts, \$5; #1153-5 fuse, \$20; 8G8d Prevaler, \$190; 8G24 Prevaler, \$66. Freedom Model 10 inverter/3-stage charger w/Heart Interface, \$400.

**Jim Tomkins**  
716-773-5268  
jtboatwork@aol.com

#### Mast climbing gear

Top Climber climbing harness — unused, with instruction video. \$200.

**Stan Hart**  
610-265-3329  
squirestan@aol.com

#### Outboard motors

1993 8-hp Evinrude Yacht/Twin extra-long shaft (25") w/alternator. New in 2000, less than 15 hours. \$1,000. 1985 Mercury 7.5-hp extra-long shaft (25") with alternator, very low time. \$700. Sandpiper dinghy with Evinrude 2-hp OB. \$450. Delivery possible.

**Bud Suter**  
724-899-3045  
412-576-8834  
budville@atc.pa.com

#### Bronze folding prop

2-blade folding Ecliptic prop. 18" diameter x 12 pitch, LH, 1-1/8" shaft. Approximately 15 years old, but good. Shipped prepaid by UPS anywhere in the continental U.S. \$199.

**John Morris**  
302-731-4552

#### Aluminum davits

Danforth Model DLM 225. 27" height, 42" reach. Blocks included. See <http://www.szygy-inc.net/web/davits.htm> for details. \$650, or \$700 with stainless backing plates. New windvane forces sale!

**Glenn Dimit**  
949-582-3135  
gdimit@szygy-inc.net

#### Spinnaker

New spinnaker — never used. 3/4-oz. tri-radial green/white.

Leach 37'6", foot 20'. Made by Downs Sails, Danvers, Mass.

**S.L. Goodchild**  
617-912-7011  
978-283-2106 eve.

### Wanted

**Stambaugh Windward 15**  
Looking for a Stambaugh Windward 15.

**Mark Hannon**  
800-727-4704

#### Seaward 25

Looking for a Seaward 25 w/wheel, diesel, shoal keel, trailer, good cond.

**Scott Freeberg**  
651-653-2054  
skfreeberg@att.net

#### Sextant, crew position

Wanted: a serviceable used metal sextant. Also, I would like to crew weekends and for 3 weeks around Christmas. Living St. Croix, USVI.

**Chuck Pickett**  
340-772-9341  
caribchuck@yahoo.com

#### Precision 14

Looking for a Precision 14 sailboat and trailer, prefer Midwest boat.

**Alan Bobo**  
937-663-0455  
sailbum@main-net.com

## Everything you wanted to know about classified ads:

**Classified ads (for sale and want ads for boats, gear, etc.)**

- 1 free ad per year to subscribers.
- \$35 per ad for non-subscribers (or second ad for subscribers).
- \$20 per photo for subscribers and non-subscribers.
- Total word limit: 75 words.
- Send email text to: classifieds@goodoldboat.com
- Or by post to: *Good Old Boat*, 7340 Niagara Lane North, Maple Grove, MN 55311-2655.
- Photos may be emailed as jpgs or sent by post for scanning at *Good Old Boat*.
- Payment is made in advance by check or credit card.

**Classified display ads (boxed product and service ads)**

- \$25 per column inch, sold in 1/2-inch increments.
- May not exceed 3 inches.
- Column width is 1 1/2 inches.
- Subscribers may have \$25 discount once each year.
- Artwork to be scanned is an additional \$20 (one-time scanning charge).
- Classified display advertisers are invoiced following publication of the issue including their ads.



## Boatbuilding

**St. Angelo Hardwoods**  
500 Wood St.  
Bristol, RI 02809  
401-253-3620 • 401-253-3720 fx

**FEQ Teak Lumber**  
4/4-16/4 x RWL Lumber  
Widths from 6-18"  
Lengths from 6-18'

**Teak Decking**  
VG Teak Decking designed  
to hold caulking even  
better by using  
a "T" profile.  
*Samples available.*  
Email: teakman@att.net  
www.stangelohardwoods.com

## \$33 Non-Blushing Marine Epoxy

Epoxy resins, fillers,  
blister and barrier kits.

Underwater  
repair epoxies.  
Lots of other  
epoxy products too!

Progressive Epoxy Polymers  
Ph 603-435-7199 Fax 603-435-7182  
www.epoxyproducts.com/marine.html

## RAKA EPOXY AND FIBERGLASS

We have several types of epoxy  
resins for coating, gluing, and  
composite construction. A huge  
selection of fiberglass in knitted  
biaxials, triaxials, woven materials,  
carbon, and kevlar, and all with  
the lowest prices anywhere. Call  
us, and we ship your order the  
same day. See our Internet catalog,  
<www.raka.com>, or give us a call,  
561-279-8929.

**RAKA INC.**  
41 N. Congress Ave. #8B  
Delray Beach, FL 33445

## Classified deadlines

### Issue

### Date

Mar. '03 ..... Jan. 1, 2003  
May '03 ..... Mar. 1, 2003  
July '03 ..... May 1, 2003  
Sept. '03 ..... July 1, 2003  
Nov. '03 ..... Sept. 1, 2003  
Jan. '04 ..... Nov. 1, 2003

## Got Wood? Got Varnish?

(Want it to last  
longer? A lot longer?)

Contact us:  
**800-234-0330**  
www.fiveyearclear.com



THAI TEAK MARINE CO., LTD.

ESTABLISHED 1972  
MANUFACTURER OF  
TEAK YACHT FITTINGS  
COMPETITIVE PRICES  
QUALITY GUARANTEED  
FREE CATALOG  
ORDER DIRECT  
FAX: 0-11-6602-933-1296  
www.thaiteakmarine.com

## Boats

### Independence Boatworks

Small wooden sailboats, dinghies  
Specializing in the Acorn Tender  
John Bresnan 419-782-2876  
independenceboatworks.com

## REMANUFACTURED SAILBOATS

• Half the cost of new  
• Full warranty  
heritageboatco@aol.com  
419-349-4001

## Good old boats for sale

• Large selection of used sailboats on  
our lot at great prices  
• We can sell yours on consignment  
Annapolis area  
See our Web site for details:  
www.grabbagsailboats.com

## FATTY KNEES

Better than any ol'  
Good Old Boat of the Year  
candidate!



Great fun begins with  
a great dinghy!

Fatty Knees 7', 8' and 9' models,  
easy to row and simple to sail and  
most importantly, great fun.  
Edey & Duff, Ltd., Dept. K  
128 Aucot Rd., Mattapoisett, MA  
02739 (508) 758-2591  
www.fattyknees.com

## Books/Videos



## A Year in Paradise

They sailed from the Great  
Lakes to the Florida Keys and  
back, via the Intracoastal  
Waterway. This book is  
entertaining and chock full of  
useful details.

Order on the website or send  
\$17.95 US (\$25.50 CAN) to:

**EAGLE CLIFF PRESS**  
31346 Lake Road #200  
Cleveland OH 44140  
www.yearinparadise.com

New Book!

## THE WARM DRY BOAT

How to keep your boat warm  
and dry. Ventilation, stoves,  
furnaces, maintenance, etc.  
(604) 731-6608  
E-mail Romac@Radiant.net

## Books Online

www.sevenses-mn.com  
**Seven Seas**  
2827 Dupont Ave. S.  
Minneapolis, MN 55408  
612-879-0600

## Atomic 4 Video

41-minute video. Expert  
mechanic demonstrates  
maintenance procedures

\$35 plus \$3.50 shipping  
Paypal, money orders, or  
checks to: **JDA Inc.**  
54 Forrester St.  
Newburyport, MA 01950

Questions:  
john@dalpe.com

## Capt'n Pauley Video Productions

## Got Leaks?

Fix 'em with the help of our CD-Rom:

**How to Cure Deck Leaks**  
And Properly Install Hatches,  
Ports and Deck Hardware

Loads of tips, tricks and techniques  
Only \$9.95 + \$1.75 S&H!

PMB 253  
1101 Volunteer Parkway Suite 5  
Bristol TN 37620  
www.captnpauley.bigstep.com

## Good Old BOOKS!

used - scarce - hardback available from  
**Jack Owen's OLD BOOK SHOP**  
1207 N. Dixie Hwy.  
Lake Worth, FL 33460  
Many maritime books  
(and others) in stock  
For listings: 561-588-5129  
www.abebooks.com/home/OWENOB/S/

## Clothing

There is nothing—absolutely nothing—  
half so much worth doing



as simply messing about in boats.

## Shirts & Tote Bags

from  
*The Wind in the Willows*  
Toll Free 1-877-MESSING  
www.MessingAbout.com

## Donations

Donate unused or spare boat  
parts and supplies or whole boats  
to **The Sailing Program**.  
We've been teaching sailing and boat  
repair for over 15 years with the  
support of sailors like you.  
Contact Captain Scott 727-446-2541

## Marine Art



### The Perfect Gift!

Immortalize your Good Old Boat as a scale model. The perfect gift for someone special... or yourself! A unique handmade replica will last long after the sailing is done! For commissioning info, contact:

**Tom L. Thomas**  
Nautic-Art  
PO Box 544

Kearney, MO 64060  
Phone: 816-628-4336  
<http://www.nauticart.com>

Immortalize your beloved boat in an original oil painting. With over 10 years experience in boat portraiture our artists will create an heirloom, which you will cherish forever. Supply a photograph of your boat and we will do the rest. Completely risk free ordering, pay nothing until you approve your proof.

The Design Works Gallery  
toll free 877-732-6245  
[www.BoatPortraitStudio.com](http://www.BoatPortraitStudio.com)

## Products

### NORVANE

SELF-STEERING WINDVANE  
Stainless steel servo-pendulum  
from \$1,500  
PO Box 130273 Carlsbad CA 92013  
[norvane@selfsteering.com](mailto:norvane@selfsteering.com)  
[www.selfsteering.com](http://www.selfsteering.com)



Dress your Pearson Yacht up for spring. Replace your deteriorated plastic Builder's Plate with one in Bronze from **Bristol Bronze**. For complete catalog, send \$5 to Box 101, Tiverton, RI 02878-0101 • 401-625-5224 • [www.bristolbronze.com](http://www.bristolbronze.com)

## STRIPPER PROPELLER PROTECTOR



The most reliable engine in the world is useless if the

propeller fouls. The stripper will keep your propeller free from floating rubbish.

### BEST MARINE IMPORTS Unique products for all your sailing needs.

1749 E Hallandale Beach Blvd.,  
Box 299 • Hallandale, FL 33009  
888-784-8611  
954-458-4939 fx

[bestmarineimports.com](http://bestmarineimports.com)

## MARINE AIR PRODUCTS

### HUMIDITY PROBLEMS?

Mold?  
Musty odors?  
Damp lockers?  
"Boaty tasting" provisions?



Stainless-Steel Air Exchangers  
affordable and proven  
110-volt and 12-volt

[www.dry-out.com](http://www.dry-out.com)  
1-866-751-3003

## Cape Horn Integrated Self-Steering

Renders  
others  
Obsolete

Internally  
connected  
to yacht's  
steering  
system



[www.capehorn.com](http://www.capehorn.com)  
[mail@capehorn.com](mailto:mail@capehorn.com)  
1 800 CAP HORN

450 479 6314 (fax 1895)  
316 Girouard St. Orléans, Canada J6N 1E9

## Custom Stainless Parts

Custom stainless steel marine hardware made to your design or standard dimensions. We also supply classic Tartan sailboat replacement parts.

**Whitewater Marine, Inc.**  
P.O. Box 610595  
Port Huron, MI 48061-0595  
810-987-4837

## ANCHOR BRA™



Protect that Good ol' Boat. Anchor Bra™ fits Danforth anchors 15 to 40 lbs. Protects decks and skin from gouges. Only \$25.  
[www.borelmfg.com](http://www.borelmfg.com)  
800-824-4449  
BOREL MFG. INC.  
Redwood City, CA

## BOYE KNIVES

Revolutionary *cobalt* blades cut tough high-tech line or net



- Outrageous performance cutting Kevlar, Spectra, Sta-Set, poly, hemp, nylon, mono, etc.
- Will not rust in seawater - ever!
- Compass safe

Hand ground 3" dentritic cobalt blade  
Lightweight (2 oz) • One hand open/close No slip grip • Flat carry • Titanium clip Removable blade • Sharpens fast

*Rated #1 Sailor's Knife by Practical Sailor*

Reg. \$139, Now just \$99  
for pointed or sheepfoot  
(800) 853-1617  
[www.boyeknives.com](http://www.boyeknives.com)  
100% Made in USA • Moneyback Guarantee Since 1971

**Classic Rope Fenders**  
Cotton, roblon  
or buff polyester  
Box 42, Beulah, MI 49617  
231-882-4898  
[cbump71@hotmail.com](mailto:cbump71@hotmail.com)

## SURVIVAL EQUIPMENT For all Boats!



Florentino  
Para-Anchors  
1-800-777-0732

[www.Para-Anchor.com](http://www.Para-Anchor.com)



**Bristol Bronze** makes more than 500 unique Bronze fittings including three styles of outboard motor brackets such as the one above. For a catalog, send \$5 to Box 101, Tiverton, RI 02878-0101 • 401-625-5224 • [www.bristolbronze.com](http://www.bristolbronze.com)

## Bulwagga Marine Anchors



**Proven superior**

in independent tests against "the best"



1-888-674-4465  
[www.bulwaggaanchors.com](http://www.bulwaggaanchors.com)

## CELESTICOMP V



**As Reliable as the Stars**

Do professionally accurate celestial and DR navigation. Easy to learn. You don't need math, star identification skills, bulky books or an almanac. A sophisticated computer that fits into your shirt pocket and reduces sun, star, moon, and planet sights. Also does great circle, DR and many more navigation chores. Used by the Navy. Ask for free booklet: *Comparing Celestial Computers*  
[celesticomp.com](http://celesticomp.com)  
[john@celesticomp.com](mailto:john@celesticomp.com)  
206-463-9626



## Products, cont.

### WET EXHAUST ALARM



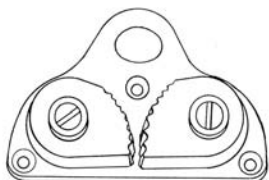
Monitors wet exhaust temp. in case of cooling water failure, the most common problem on diesel engines.

Easy to install  
band type sensor.

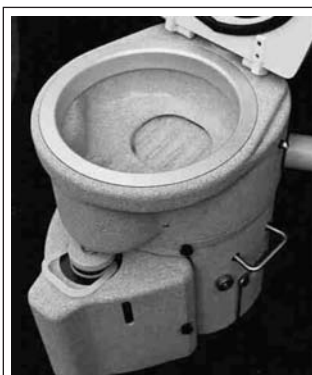
[www.borelmfg.com](http://www.borelmfg.com)

800-824 4449

BOREL MFG. INC.  
Redwood City, CA



Only **Bristol Bronze** makes five varieties of solid Bronze cam cleats. Don't ruin your boat with the bleeding rust of stainless steel. For a catalog, send \$5 to Box 101, Tiverton, RI 02878-0101 • 401-625-5224 • [www.bristolbronze.com](http://www.bristolbronze.com)



**No odors!  
No through-hulls!  
No holding tanks!**

[www.airheadtoilet.com](http://www.airheadtoilet.com)

866-556-1571

### LE TONKINOIS

(lay TON-kin-wah)

All-natural tung-oil based varnish. Two formulas:

**Original** is more than 100 years old. Number One has more UV resistance and dries faster. No sanding between coats. Wipe with a damp rag. Very forgiving, sags and curtains are easily brushed away. Not brittle. Won't crack or peel. Moves with the wood. A beautiful glossy shine with very little effort. Easy cleanup. Perfect for the sailor who'd rather sail than varnish.

**American Rope & Tar**

1-877-965-1800

[www.tarsmell.com](http://www.tarsmell.com)



*Smooth Sailing*

OVER **ff** 30 YEARS

**FOSS FOAM**

**Rudder Replacements  
FOSS FOAM PRODUCTS  
OF FLORIDA, INC.**

7060 Hwy 41 North  
Williston, FL 32696

Tel: 352-529-1104  
Fax: 352-529-1106

[www.newrudders.com](http://www.newrudders.com)

Cal • Hooks Marine • Sovereign  
Catalina • Irwin Spindrift • Com-Pac  
Marine Innovators • Starwind Caliber  
**Endeavour** • Starrett • Captiva  
Mirage Tanzer • CSY • Morgan • TMI  
G Cat • Nimble Watkins • Gulfstar  
O'Day • Traditional Watercraft  
Hunter Marine • Pearson

### SPADE ANCHORS

**Quick Setting!  
Exceptional Holding!  
Now available in the USA!**



Great Lakes Marine Specialties  
800-821-0207 / 952-925-1285

[SpadeAnchor.com](http://SpadeAnchor.com)

### Traditional Marine Stoves



**Solid Fuel  
Cast Iron &  
Porcelain  
Heating  
Cooking**

[marinestove.com](http://marinestove.com) 718 486 8049

### Your Beautiful Boat Deserves a Beautiful Boat Hook

- 6' 6" varnished mahogany pole
- Solid bronze hook fitting
- Floats upright for easy pick up

The "proper" boat hook:  
\$149 plus \$12 S/H.

Boat Name Engraved  
\$10 extra

**BROCHURE/ORDER**  
1-800-925-5598

Fax: 401-423-9238

Visa/MC Accepted

**Jamestown  
Sailing Gear**

P.O. Box 475  
Jamestown, RI 02835

[www.jamestownsailinggear.com](http://www.jamestownsailinggear.com)

### MOISTURE METERS for fiberglass and wood

Non-destructive, hand-held meters for assessing moisture levels in fiberglass and wood. Simple to use, understand and evaluate. Sold worldwide to surveyors, repair yards, brokers, yacht designers, architects, insurance adjusters, U.S. Navy and Coast Guard. 9-v battery furnished. Limited warranties - up to 2 years.



**J.R. Overseas Co.**

860-927-3808

860-927-3719 (fx)

[www.jroverseas.com](http://www.jroverseas.com)

john@jroverseas.com

PO Box 1228

Prospect, KY 40059

### LINECATCHER™

The solution for docking where extreme tides are not a factor. Vinyl holder and flexible hook will never damage your hull or rigging. Reflective tape for nighttime landings. Coiled line can be pulled off flexible hook if not within arm's reach. Order in pairs Red/Green for Port/Starboard. Easy to install.



**Toll Free: 877-666-7464**

**Fax: 781-749-0202**

[www.dockcatcher.com](http://www.dockcatcher.com)

### Save Dying Batteries with BatteryMINDER!

The "charger with a brain," it conditions "sulphated" batteries and charges any type 12-volt. Batteries once considered beyond recovery can be brought back to long-term useful condition.

\$49.95 includes ground shipping

Call to order: 800-821-0207

Online brochure, ordering:

[www.navstore.com](http://www.navstore.com)

Great Lakes Marine Specialties

### Small ad, small prices:

standing and running rigging  
life lines • furling gear • winches  
line • windlasses • travelers  
wire and terminals • blocks  
vangs • clutches • etc.

*Problem solving is our specialty.*

*We're a rigging shop specializing in  
discount mail order. Free catalog.*

### Rigging Only

Phone: 508-992-0434

Email: [rigging@rcn.com](mailto:rigging@rcn.com)

Web: [riggingonly.com](http://riggingonly.com)

### South Shore Yachts

• Navtec Norseman  
Gibb sales, service

• Full service  
rigging shop

• C&C parts,  
manuals, info.

• Interior redesign

905-468-4340

905-468-1538 fax

[www.ccyachts.com](http://www.ccyachts.com)

[sservice@niagara.com](mailto:sservice@niagara.com)

### UNSCREW-UMS™ broken-screw extractors

Remove damaged fastenings. Minimal damage to wood. Hollow tool uses stub as guide. Sizes to remove screws from No. 2 to No. 24, lags, nails, and drifts.



**T&L TOOLS**

24 Vinegar Hill Rd., Gales Ferry, CT 06335

Phone: 860-464-9485 • Fax: 860-464-9709

[unscrew-ums@tltools.com](mailto:unscrew-ums@tltools.com)

[www.tltools.com](http://www.tltools.com)

## Tank-Less Diving



12-Volt Diving Systems. No heavy tanks to carry or refill. Untangle your prop. Clean your hull. Never run out of air. *Great for underwater tasks.* \$969. Call:

**SurfaceDive**  
800-513-3950  
[www surfacedive.com](http://www surfacedive.com)

## The LightHouse



*"Create the ambience worthy of your vessel"*

**Brass Lamps and Lanterns**

Visit us at  
[www.lanternlights.com](http://www.lanternlights.com)  
[lanternlights@msn.com](mailto:lanternlights@msn.com)  
928.273.3090

## Sailing Supply Rigging Specialists

All rigging and hardware lines handled.

Wholesale suppliers. Call and speak with one of our Knowledgeable staff.

**800-532-3831**

[www.sailingsupply.com](http://www.sailingsupply.com)

## DOCKCATCHER™

Take the danger out of docking. Easy to use day or night. Effective in crosswinds, bad current, and weather. No more jumping off boats or need for dockside assistance. Easy to see day or night. Easy to install. No moving parts to maintain.



**Toll Free: 877-666-7464**  
**Fax: 781-749-0202**

Visit our site for other marine products  
[www.dockcatcher.com](http://www.dockcatcher.com)

## Full-Service Custom Canvas Shop



## Bingham Boat Works LTD.

Bimini Tops, Dodgers, Sail Covers, Cockpit Covers, Mooring Covers, Cockpit and Deck Cushions

**Winter discount!**

906-225-1427  
906-225-0050  
Fax 906-225-0604  
[BoatsWeDo@aol.com](mailto:BoatsWeDo@aol.com)

## Vinyl Boat Lettering

Registration numbers  
Custom graphics  
Application to removal  
We have what you need to get the job done!

**The Vinyl Image**  
(508) 998-8821

Visit us online at  
[WWW.THEVINYLIMAGE.COM](http://WWW.THEVINYLIMAGE.COM)

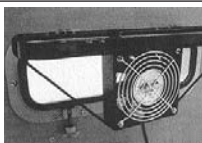
## LEOFLEX-X



The latest technology in "synthetic Manila." Looks great and works hard. Designed for Tall Ships, but looks right on all Good Old Boats (including my Triton). Superior UV resistance, very strong, low stretch. Excellent value.

**American Rope & Tar**  
1-877-965-1800  
[www.tarsmell.com](http://www.tarsmell.com)

## Port Fan



### Versatile ventilation!

- 3 mounts included: bulkhead, port, Velcro
- Quiet: 70,000-hr. motor
- 2 speeds, low energy needs: 0.5 amp on high; 0.25 amp on low
- Portable: Use it where you need it!

**Hotwire Enterprises**  
727-217-9809  
[crew@svhotwire.com](mailto:crew@svhotwire.com)

[www.svhotwire.com](http://www.svhotwire.com)

## Want to advertise?

The boxed display classified ads on this page are \$25/inch.

We offer a subscriber discount of \$25 each year.

## Bulletproof Jib and Mainsail Furling Systems

Our customers say the FaMet ReeFurl Sail Handling System is **RUGGED**, durable, and low-tech, with decades of flawless performance, while requiring less than \$50 in replacement parts, and practically zip maintenance. Install it yourself. No special tools. No replacing your headstay **OR** your sails. Highly rated In *Practical Sailor* and SSCA product evaluations.

[www.fametreefurl.com](http://www.fametreefurl.com)  
**785-842-0585**

## Keep your valuables on board with Matella stanchions



*Safety, Strength, and Engineering*  
[www.Matella.com](http://www.Matella.com)  
909-584-0168

## Services

Come and visit our Virtual Club House at [www.sailclub.org](http://www.sailclub.org)

Join our chat rooms. Swap stories and information. KYSC, an ASA-certified sailors' network.

## Annapolis Plating

Your source for Marine Plating and Polishing, Chrome, Bronze, Brass and SS Electro-polishing



40 Hudson St., Ste 107  
Annapolis, MD 21401

410-573-1077  
Fax: 410-573-1367  
[annapolisplating@aol.com](mailto:annapolisplating@aol.com)  
[www.annapolisplating.com](http://www.annapolisplating.com)

## CROSS COUNTRY BOAT TRANSPORT



*Specialized boat handling to 55 feet*

Licensed • Insured • Storage  
**651-437-2454**

**Atomic 4**  
**Moyer Marine**  
[moyermarine.com](http://moyermarine.com)



## Services, cont.

### Hight Marine Transport

Small boat towing, large boat hauling  
- 15 to 75 feet -  
**www.boat-transportation.com**

Safe, experienced, reliable

**800-519-2248**

### New England Chrome Plating Inc.

Specializing in Boat Parts:  
Plating, Polishing and Powder Coating  
• Chrome • Brass • Gold  
• Copper • Nickel

**www.newenglandchrome.com**  
860-528-7176

### www.SailboatExchange.com

Boat owners, do you wish to sail in different waters? See our low-cost alternative to chartering.

Visit us at  
**www.SailboatExchange.com**  
or call 612-825-4022

## Sails



### ATLANTIC SAIL TRADERS

BUY • SELL • TRADE • NEW • USED SAILS  
Cash For Your Surplus Sails

- Huge Inventory of Used Sails
- Top Quality Custom-Made New Sails
- Canvas, Repairs, Alterations
- Roller Furling Systems, Line
- ALL AT DISCOUNT PRICES
- 100% SATISFACTION GUARANTEED

**1-800-WIND-800**

(941) 351-6023 • FAX (941) 957-1391

1818 MANGO AVENUE

SARASOTA, FL 34234

"Our 16th Year!"

Web: **usedsails.com**

## Somerset Sails

- New & used
- Computer-cut cruising & racing sails
- Roller-furler and sail package deals
- Repairs



*Call for lowest prices.  
Credit cards accepted.*

**8691 Main St.**

**Barker, NY 14012**

**800-323-WING (9464)**

**http://sometersails.com**

## Eastern Sails and Canvas

- Custom Classic Cross-Cut Sails
- High or Low Aspect also Gaff Rigs
- Finest American Woven Dacron



P.O. Box 352,  
Mattapoisett, MA 02739  
508-758-3741  
**www.easternsails.com**

**Minney's Yacht Surplus**  
**minneysyachtsurplus.com**  
**949-548-4192**  
**1000s of Good Used Sails**

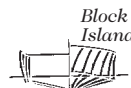
**Have you seen our website lately?**

**www.goodoldboat.com**



## Surveyors

### A. H. EDWARDS MARINE



Yachts & Commercial Vessels

**Tony Edwards (AMS)**

P.O. Box 1120

Block Island, RI 02807

(401) 466-2655 phone

(401) 466-5248 fax

*Accredited Marine Surveyor*

Member: SAMS, AMS, ABYC, NFPA

### Marine Surveyors

**Thomas W. Bell & Associates, Marine Surveyors**

- Marine Investigations and Reports
- Attorney Services
- Surveys and Appraisals
- American Society of Non-Destructive Testing
- Certified Audio Gauging Level II
- ASA, SAMS, IAMI, ABYC, SNAME, ASNDT

1323A Berkeley St.  
Santa Monica, CA 90404  
310-828-5329 phone/fax  
1-800-50-SURVEYOR  
310-313-8000 (pager)

## Trips

### Join the 5th annual POINTS EAST FUNDY FLOTILLA

**June 14-29, 2003**

*Cruise the western coast of Nova Scotia.*

**Open to power and sailboats  
Limited to 35 vessels**



**Cost:**  
\$400 per boat  
(\$350 before 12/30)

#### Benefits:

- Weather routing
- skipper briefings

- radio check-ins enroute,
- assistance with Customs,
- dinners, tours, etc.

For information, call  
**Points East Magazine**

**1-888-778-5790**

and visit us at

**www.pointseast.com**

## Websites

### By-The-Sea

AN ONLINE BOATING MAGAZINE  
BOATBUILDERS • RESTORERS  
PLANS • KITS • SUPPLIES  
OLD BOAT BROKERS • CLASSIFIEDS

**www.by-the-sea.com**

## Boat Owners World

*The World's  
Most Complete  
Boating Portal:*

**Directory • Classified  
News • Forum • Auction**

**www.boatoowners.com**



**www.**

**goodoldboat.com/bookshelf.html**



**FAWCETT BOAT SUPPLIES, INC.**

110 Compromise Street  
Annapolis, MD 21401

## THE SOURCE for Sailing & Building Supplies

- |                      |                     |
|----------------------|---------------------|
| ✓ SAILBOAT HARDWARE  | ✓ VENTS & HATCHES   |
| ✓ PAINTS & VARNISHES | ✓ ELECTRICAL        |
| ✓ ROPE & SPLICING    | ✓ MAS EPOXY         |
| ✓ PLUMBING           | ✓ CHARTS & BOOKS    |
| ✓ GROUND TACKLE      | ✓ FOUL WEATHER GEAR |
| ✓ RIGGING            | ✓ SPERRY            |
| ✓ FASTENERS          | ✓ PATAGONIA         |
| ✓ 3M SEALANTS        | ✓ DOUGLAS GILL      |

**Open 7 Days!**



**On the City Dock**

(410) 267-8681 (800) 456-9151

<http://www.fawcettboat.com>

Ask for our  
NEW catalog

Free with order

or \$5.00 for

shipping and handling.

*Mauch's*

# SAILBOAT GUIDE

*"a world of boats at  
your fingertips"*



Relied upon by maritime professionals, sailboat buyers, and charter enthusiasts since 1991. 3-volume set includes almost 1,200 boats from over 100 manufacturers. Specs, line drawings, and concise descriptions of boats 20' to over 88', ranging from out-of-production boats from the 60s & 70s to newly introduced boats.

The Guide is designed as a permanent reference source, with each volume adding on to the previous ones without duplication.

Vol. I was introduced in 1991, Vol. II in 1994, & Vol. III in 1998. Vol. III Table of Contents cross-references the first two volumes for ease of reference. Book pages are 5 1/2" x 8" and the volumes are comb-bound for long life.

3-vol. set \$89.85 + \$5 S&H; one volume \$29.95 + \$5 S&H. Visa, Mastercard. All orders prepaid; sorry, no CODs.

Toll-free 1-888-724-5672 or 5673  
Fax 954-337-8004

<http://www.mauchs.com>

(Secure online order form)

Full table of contents is on our website



**FINE TOOL**  
JOURNAL

Lie-Nielsen Adjustable  
Mouth Low or Standard  
Angle Block Planes.  
Special \$135.00.

Fine Tool Journal  
27 Fickett Rd.,  
Pownal, ME 04069  
(800) 248-8114

[www.FineToolJ.com/LN](http://www.FineToolJ.com/LN)



Always Free  
Shipping on  
Lie-Nielsen Tools!!!

**FINE TOOL**  
JOURNAL

Looking for that special tool made just for the job. Or do you just like the feel of a good old tool. We do and we sell and write about all kinds of woodworking tools. The one tool source for fine boat-building and woodworking tools. A quarterly magazine just for the user and collector of vintage hand tools. Articles on tool history, use, sources, cleaning, preservation and many other topics. Every issue has hundreds of tools of sale plus an auction that you can bid on over the phone. Call or email us today.

Fine Tool Journal  
27 Fickett Rd.,  
Pownal, ME 04069  
(800) 248-8114  
email [ceb@finetoolj.com](mailto:ceb@finetoolj.com)

Subscription: \$29.00 one  
year or \$54.00 for 2 yrs.  
Canada, \$38.00 or  
\$72.00US. Sample \$5.00

Call for brochure or visit our web site.

<http://www.FineToolJ.com>

## NEW STAINLESS



## NEW FOUND METALS

316

## STAINLESS STEEL PORTLIGHTS

starting at  
\$179.95



1975 **25** YEARS 2000

360 385-3315 or 888 437-5512  
[www.newfoundmetals.com](http://www.newfoundmetals.com) [nfm@olypen.com](mailto:nfm@olypen.com)  
240 Airport Road, Port Townsend, WA 98368



## Guardian angel

The article on the guardian angel for anchoring caught my eye in the September 2002 issue. I first read about these devices, then known as anchor sentinels, several years ago. If I remember correctly, the article I read indicated holding power of your anchor can be increased two to four times, depending on the sentinel's weight.

I used one on my C&C 36, *S.W. Toyz*, for several years and found that these simple devices are the cheapest insurance against dragging you can buy. I often found in settled weather that we were actually riding on the sentinel and not the anchor. Over the years I never dragged an anchor or even worried about it. The boat even rode better on the hook because we bobbed a lot less. Every boat should have one on board. They're easy to use and very, very effective.

The one I had was manufactured by Ada Leisure Products in Ada, Michigan. I don't know if they are still in business. The sentinels were made of bronze with a nylon wheel built into them for easy movement up and down the rode. They also rubber-coated the bottom to protect your decks.

**Tim Hanrahan**  
St. Paul, Minn.

## Setting the record straight

The September 2002 article, "Blondie Hasler's Legacy," pays a fitting tribute to both Blondie's genius and to the Folkboat. My own modest part in the *Jester* saga is pitched, if I may say so, just about right. Inevitably in a story covering such a long stretch, one or two minor errors have crept in, and I point them out not in criticism but to set the record straight.

The widely circulated story of the half-crown bet between Blondie and Francis Chichester, fastened on by the press at the time, does not, I fear, correspond to what actually took place. The course of events is well traced by Ewen Southby-Tailyour in his biography, *Blondie*. Each of the competitors, not just Blondie and Francis, had in fact agreed to a half-crown purse for the race and were thus equally committed.

A minor slip is to name George Everitt as commodore of the Royal

Western Yacht Club. He was, in fact, secretary, and it was Jack Odling-Smee, then vice commodore and later commodore, who got the show on the road. Nigel Rowe, incidentally, who later played the decisive role in forming the Jester Trust, played no part in the establishment of OSTAR. He was, though (quite incidentally in this context), entirely responsible for the BOC single-handed round the world race.

Finally, a misunderstanding that has arisen from something I wrote. After the millennial race I indeed arrived back in Plymouth after three months at sea, but not to find my gratuitous berth at the marina canceled. It was the marina close to where I live, which afforded *Jester* hospitality from time to time, that had changed hands and revised its policy. The Mayflower Marina at Plymouth, by contrast, still accommodates *Jester* under the most generous arrangement.

Finally, for that last race, and thenceforth in perpetuity, the Royal Western put up the minimum length of competitors from 25 to 30 feet. *Jester* took part in that race by invitation.

The new length restriction, alas, spells the end of Folkboat participation.

**Mike Richey**  
United Kingdom

## One thing



## more

Just a note to thank you very much for sending me the September copy of *Good Old Boat* with the article about Blondie and *Joker* . . . I like the article, and I'm sure he would, too.

The only bit he wouldn't agree with is the remark about him being tongue-in-cheek and mocking the establishment over his Loch Ness visit. He certainly believed in the monster, knew his facts inside out, and could convince disbelievers, given the time to discuss the whole question with them. No question of tongue-in-cheek or mocking.

You're right: he was a remarkable man.

**Bridget Hasler (Blondie's wife)**  
Scotland

## How about this boat?

Here is a boat you might consider for your next spoof article on the good old boat of the year. I am enclosing pictures of a Sandbagger 24 named *Bear*. As you can see, it would be a great contestant. Having no underdeck accommodations, being well known to flip, and having a sail plan to reckon with, this boat really has it all.

I was unable to race with Olin Stephens in the Classic Boat Race this year because he was on his way back from Helsinki. So I shipped aboard this



## Milo Feinberg's soggy ride on a sandbagger.

sturdy bluewater cruiser. In the picture, I'm wearing a blue life jacket and am sporting yellow rainpants. I have never heeled so much and bailed so much in so little wind. As the only one dressed appropriately, it was my job to sit on the centerboard and bail.

**Milo Feinberg**  
New York, N.Y.

As a "judge," along with others who agreed to lend their names to the

*Good Old Boat of the Year spoof on bigger and more expensive boats "for the rest of us," Milo knows that we're not quite done with GOBooTY. After all, the dinghies are still locked in a "serious battle" for class honors. Before we're done, they will have made "modifications" that make them about as stable as a sandbagger.*

*Our apologies to the sandbaggers.*

### **Tennessee River, Kentucky Lake charts**

My wife, Diana, and I want to sail our 26-foot Hunter, *Hard to Find*, on Kentucky Lake. We've never been there before, and I wanted some charts. I learned that the Tennessee Valley Authority offers a book of charts for Kentucky Lake and the entire Tennessee River for only \$12 plus \$5 shipping.

The charts are in color and waterproof. They show water depths, every marina, grocery store, boat ramp . . . just a ton of information for the entire length of the Tennessee River, all 700-plus miles! They even show how much the power lines drop to make sure that mast clearance is OK.

These charts are a real deal. They're called Map Series #MS10T, Tennessee River Navigation Folio. The TVA address is: TVA Map Store, 1101 Market St., Chattanooga, TN 37402; 800-627-7882.

**Ken Carter**  
Alexandria, Ky.

### **Bob Perry remembers**

Many thanks for the Mull article. Gary was a dear friend of mine, and I remember vividly the morning I got the news he had died. He had told me he had emphysema, but that was all he said. He had a uniquely honest voice that I miss today . . . thanks for keeping Gary's memory alive.

**Bob Perry**  
Seattle, Wash.

### **Gary Mull had common sense**

I enjoyed the November 2002 issue of *Good Old Boat*, especially the article about Gary Mull. I didn't realize the Ranger line of boats was considered the upper quality part of the production line. Maybe I'll take a closer look at my 1971 Ranger 29.

Gary Mull appears to have had an excessive amount of common sense.

Especially when it came to labels like cruising boats, racer/cruiser, cruiser/racer, and even the head. He liked to think he designed *regular* boats. Many long voyages have been made in *regular* boats while those specifically designed for ocean crossings decorate marinas.

With a background in aircraft tech writing, I know how labels get changed. The cockpit is now the flight station, the attractive stewardess is now the much less attractive flight attendant.

Aboard my *Seaker*, the cockpit is still the cockpit, the head is still the head, life jackets are still life jackets, lines, ropes, sheets, fore and aft, port and starboard, galley slaves and love slaves all stay like they are.

Especially, *she* will never be an *it*. She will always be a *she*.

**George Snyder**  
Long Beach, Calif.

### **What about the 28?**

I just received my first copy of *Good Old Boat* which I subscribed to because of the article about Gary Mull. I heard of this article on the SailNet Ranger newsgroup. I was rather surprised to find absolutely no mention in the article of the Ranger 28. I have the original drawing of my Ranger 28, and it is signed by none other than Gary Mull himself.

P.S. I loved the article about Gary Mull. He sure could draw a sweet boat!

**David Harrold**  
Mt. Hope Bay, Mass.

### **Steve Henkel responds**

Well, yes, there was a Ranger 28, which according to my records was built from 1975 through 1978. There were also a number of other boats designed by Mull which, likewise, were not listed in the article. The list I included was intended to show the wide range of Mull's efforts, but was not intended to be all-inclusive.

**Steve Henkel**  
Osprey, Fla.

### **Scurvy Dog and used gear**

Just wanted to let you know that I emailed several of the sources on your used gear list (on the website at the bottom of the

classified ads page <<http://www.goodoldboat.com/classifieds.html>>) and had a really wonderful experience with Chris at Scurvy Dog.

We bought a sail and a windvane from him, and he was incredibly helpful. We highly recommend his store. (Scurvy Dog Boat Works and Marine Gear, 103 Myrick St., Pensacola, FL. 850-434-1770. [scurvydog@worldnet.att.net](mailto:scurvydog@worldnet.att.net) )

Thanks for the great resources.

**Stacy and Neil Collins**  
South Portland, Maine

### **PocketMail**

Theresa Fort's article on PocketMail in the September 2002 issue was perhaps the most perceptive article I have read in a while about PocketMail. It is very clear that she has used the program. I would like to clarify several points.

First, it is difficult, but not impossible, to connect to your PC. Unfortunately, the older windows program has a hard time talking to the newer windows software. Our U.S.-based customer service staff can help with that.

Second, the consolidation feature has been drastically upgraded and all messages should be received within four hours, with the possible exception of AOL. Their email forwarding leaves something to be desired but still





should be accomplished three times a day.

Third, our average customer service call is now answered within two minutes, and we hope to get this time reduced. And we have instituted an 800 number which is toll free. Our email response now averages less than one day.

Fourth, you can send and receive multi-format messages so you are not limited to 6,000 characters. We will continue to make upgrades to our product and service. Constructive input allows us to focus our efforts to better serve our customers.

**Dean Hanson**  
**PocketMail**

## He's right

Wondering what a "multi-format message" was and how it allowed me to write email messages with more than 6,000 characters, I called PocketMail's new 800 number. The customer service person had never heard of a multi-format message but did some research for me and learned that there is a little-known service you can set up that splits an email into two messages when it is over 6,000 characters. It is an option set up from the PocketMail service side called split messaging.

I called PocketMail's new 800 number several times over the past few days and found that their average response time was within two minutes. I also tried their email tech support. I received an auto response within a few minutes, and my question was answered the next day.

I'm glad to see that PocketMail is making improvements to their service. It is nice to find a company that is truly improving their product and service with their customers' desires and needs in mind.

**Theresa Fort**  
**Fort Washington, Md.**

## C&C history

I have just finished reading your account of the rise and fall of C&C Yachts (September 2002). I was employed at C&C from 1968 to 1980 and was a dealer for them until 1994. The events depicted and the descriptions of the players were right on the money. There were many great people involved at one time or another, but I

think the real stars of the company were the lead hands and skilled technicians who produced such fabulous boats.

**Peter Blacklock**  
**Muskegon, Mich.**

## While we're on the subject

Thanks for sending me your magazine with the C&C history. I was sales manager there from 1977 to 1982 in the heydays and also Mega project manager. I thought the article was quite well done and touched on most of the highlights.

It would be nice to see a definitive book done on the company's history, but it would be difficult because there were really three main phases and no one, not even George Cuthbertson, was there for all three.

I was disappointed not to see Jim Plaxton receive the blame he deserved for ruining a great company. He got control of a winner in a highly unfriendly takeover and drove it straight into the ground and bankruptcy. Most of us C&C alumni would like to see

him strung from the yardarm. The company, despite starts and fits of resurrection, never did recover from Plaxton, and that is a shame. It was one of the real success stories in the sailboat business.

By the way, I still sail my good old boat, a 1978 C&C 29, out here in the cornfields of Iowa.

**Hank Evans**  
**West Des Moines, Iowa**

## All is not forgiven

Before going to press with an article (C&C history in the September 2002 issue) that is riddled with inaccuracies — which can be refuted point by point — Dan Spurr would have been wise to check the facts. The primary source — and there are others — is patently self-serving, afflicted with selective memory, and apparently unable to accept the consequences of his own judgmental errors. Intelligent readers deserve a more balanced report.

**Lillian Morch (wife of Ian Morch)**  
**Belleville, Ontario**

**Itching to upgrade to a  
furler but don't want  
to give up the convenience  
of hanked-on sails?**

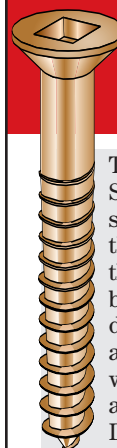


**Now You CAN Have Your Cake  
and Eat It, Too**

**Reef Rite roller furling now  
being distributed in the U.S.A.  
by:**

**Anzam Yacht Refurbishing**  
**(916) 489-5431**  
**Anzam1@earthlink.net**

## Square Drive Silicon Bronze Boat Building Screws



Traditional Cut Thread Silicon Bronze screws have a significant advantage over the more common rolled thread screws, as most boat builders know. The full body diameter shank helps create an important seal as the wood swells. Combine that advantage with a Square Drive recess, and you have a boatbuilding screw that is both easy to drive and effective as well. We stock 35 sizes, from #6 x 1/2" to #14 x 3", all in Square Drive!

**Write for FREE catalog!**

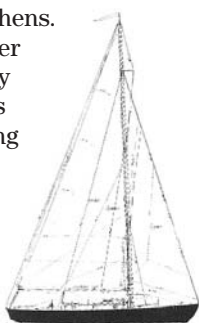
**McFEELY'S**  
**SQUARE DRIVE SCREWS**

**PO Box 11169 • Dept GOB**  
**Lynchburg • VA • 24506-1169**

## One more S&S boat missing

Members of the Sparkman & Stephens Association are looking for *Babe*, a 1930s 30-foot design by Olin Stephens. She was ahead of her time and a real early rocketship. She was last heard of on Long Island Sound 20 or more years ago. She has a snubbed bow and almost transom counter and measures 30 feet 6 inches by 26 feet 1 inch by 7 feet 10 inches by 5 feet 4 inches. We really want to track her down and make sure she is safe before the Sparkman & Stephens Inc. 75th anniversary party in 2004. It will also by then be Olin's 96th, I think.

**Patrick Matthiesen**  
United Kingdom



hull with Interlux Plus (in two parts: January and March 2002). I have been preoccupied with building a house but hope to return to boat issues soon. I really liked Don's step-by-step style. His perspective was from starting with a faded gelcoat surface. I, unfortunately, am starting from a poorly applied two-part polyurethane (it has fallen off the boat in places leaving bare primer). What should I do? I assume that I should strip the old coating. What is the best way to accomplish this? Do I leave the old primer or does this have to go as well? Additionally, while Don chose white as his color, I am being instructed by my wife to keep the current dark blue color. I have heard that with blue it is much more difficult to achieve good results. Is this true?

**Jesse Garman**  
New Bern, N.C.

## Painting advice please

Six to eight months ago Don Casey wrote a good article about painting a

## Don Casey replies

If the old paint is peeling off, almost certainly all of it will need to be

removed. It is possible that you might have large sections that still have good adhesion, and you can check that by crosshatching a spot or two with a razor knife, then rubbing down a strip of cellophane tape over the crosshatching. Now jerk the tape off. If any little squares of paint come away with the tape, the paint must be removed.

Two-part polyurethane paint resists all strippers safe for fiberglass, so plan on sanding off the old paint. This is not as hard as it sounds as the polyurethane has a very thin film thickness. Besides, you will need to sand anyway to give the old primer fresh "tooth" for the new application of paint. I'd probably use 80-grit for removal (in a palm sander), switching to 100- or 120-grit when most of the polyurethane was gone.

As for the primer, if it is a good quality epoxy primer, it should still have a tenacious hold on the old gelcoat beneath. However, where it has been exposed, it may well have suffered UV damage. You can check it the same way, by crosshatching, then trying to lift it with tape. If it passes this test, sanding the old primer should be all you need to do to lay on a fresh application of polyurethane.

I have bad news for you on your color selection. Pigment in polyurethane paint retards its flow characteristics. It is much harder to get a perfect finish with a dark color than with white. That said, if you are patient, pick your paint days for cool temps and low humidity, you can get even dark blue to flow out like a mirror, but it takes some practice. I would strongly encourage you to paint only the transom to start with, recoating it as many times as it takes until you get a feel for the effects of the thinner, temperature, and especially humidity. In the end, you should end up with a finish that you can be proud of and at a cost that is palatable. Good luck.

**Don Casey**

## Provisioning article

As usual, you published one that's right on target with Janet Groene's article on provisioning in the November 2002 issue. Being as yet a "dry" sailor, I tend not to think in terms of rats — hence my surprise at the recommendation for metal or glass for storage — but

## MAST WEDGE PROBLEMS SOLVED!



*Spartite provides a complete and efficient finished look to your spar!*

Contact us for booth locations at upcoming boat shows:

- Talk to the Experts
- Buy at the Show and Save
- See the Easy Installation Process

**SPARTITE™** is the mast wedge replacement system that has become the standard for chocking, sealing, and supporting the mast at the partner. Spartite, in an easy-to-use kit, provides a strong, durable, attractive chock with outstanding load dispersal that can be used year after year.

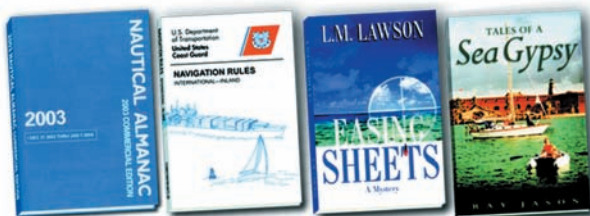
Whether it's a carbon fiber, aluminum, or wood mast, Hall Spars, Sparcraft, Omohundro, Riggarna, Navtec, J Boats, Sabre, Pacific Seacraft, Maxis and Super Yachts all endorse **SPARTITE™** as "the best mast support and sealing system on the market."



**SPARTITE™**  
**CASS POLYMERS**  
Madison Heights, MI 48071  
Phone 248-616-2411  
Toll Free 877 SPARTITE  
[www.Spartite.com](http://www.Spartite.com)

got books?  
got books?  
got books?  
got books?

## 2500 Nautical Books



[www.paracay.com](http://www.paracay.com)

Free bestsellers catalog • call (800) 736-4509



obviously, if they're on the dock, they'll find their way onboard.

If plastic is good enough, you can buy screw-on airtight lids for the common five-gallon "spackle bucket." They're a lot easier to use than the original "snap-off lids," which never re-seal anyway. Sportsmen's Guide (among others) sells them.

In addition to the "squeezing it all in" sidebar, you can buy ultra-concentrated tomato paste in squeeze-tubes like toothpaste. It keeps for a very long

time, and you use less than you would of the canned variety. You can also get garlic paste in the same form.

**Pete Heinlein**  
Yonkers, N.Y.

#### Had to have one!

Boating magazines are not normally known for their good writing. However the article by Ed Lawrence on the Ericson 35 in your July 2002 issue stood out. We had been looking to move from our Islander 26 to a 30

footer, but when I read that an Ericson 35 was "as provocative as a dance hall girl," I did an Internet search, found one nearby, and you guessed it, I'm now a two-boat owner.

**Jerry Katt**  
Sheboygan, Wis.

#### Hooked since then

I am delighted to send my renewal for another year of *Good Old Boat*. It all started when I won a year's subscription at our annual Alberg Owners Reunion in June 2002. Since then, I've been hooked on *Good Old Boat* and the quality of the articles and sound marine/sailing advice.

I missed the 2002 Alberg rendezvous as I was away on a mini-delivery trip up to Port McNeill, BC, on a friend's Westsail 32. A good adventure and a chance to sail (well, motor) through the Yuculta's Gillard and Dent Rapids, something I have wanted to do for years. Our timing was a bit off when we reached Greene Point Rapids, and we found ourselves going "downhill" at 11 knots over the

## STOP CONDENSATION!



**HyperVent** is the most practical, maintenance free **solution** for the **prevention** of dampness that can form beneath boat / RV beds and cushions. **HyperVent** is a new light-weight, ventilating material that slips under the mattress. Cuts with scissors. **It's Easy, It Works!**

**HyperVent Marine**  
785 Silvergate Ave • San Diego, CA 92106  
(619) 224-5626 • don456789@juno.com  
[www.hyperventmarine.com](http://www.hyperventmarine.com)  
Dealer inquiries welcome

## HOTTEST PRICES IN TOWN!

### ON MARINE HEATING SYSTEMS

**Engineered for quiet,  
comfortable and  
reliable performance**

- Simple to operate
- Easy to install
- Lowest noise level
- 12,000 - 18,000 BTU
- Low 2.7 amp draw; only 6.7 amps at startup
- Full 2-year warranty on parts and labor



**AIRTOP**  
**3500/5000**

**Webasto**  
THERMOSYSTEMS

TOLL FREE

**206•784•9903**

**800•562•7797**



**SURE MARINE SERVICE, INC.**  
5320 28TH AVE. NW • SEATTLE WA 98107  
[www.suremarine.com](http://www.suremarine.com) • [suremarine@aol.com](mailto:suremarine@aol.com)  
**We Service What We Sell!!** M-F 8-4:30 • SAT 9-1

## So Easy to Install, Even a Motor Boat Owner Can Do It!



### ALADO NAUTICA USA

Jib reefing/roller furling system

- World Renowned Quality
- Marine Aluminum Alloy
- Factory Direct Pricing – SAVE!!!
- Easy One-Man Installation (no special tools, no swaging, no need to go aloft)
- 5-Year Warranty

**Shop and compare** – No other maker comes close to giving you so much Quality and Value for **SO LITTLE \$\$\$.**

Prices start as low as – **\$480.**

Give us a call or visit our website. You will be GLAD you did!

Ph: 972-484-7474 Fax: 972-484-6343  
**[www.aladous.com](http://www.aladous.com)**

ground. Not bad for a boat with a hull speed of 6 knots!

I also got four of my six grandchildren (on separate trips) out for a daysail in my Alberg 22, *Seaspoon II*, over the course of the summer. A great start for the next generation of sailors.

Ivor Hughes  
Victoria, British Columbia

#### The next generation

I just came in from sailing on Lake Michigan with my grandson, Max (4 years old), and his dad. They're both beginners; hopefully, they will be the ones that will keep my old boat going after I no longer can, along with help from your excellent publication. It was refreshing to read your newsletter. I like your spoof of the best boat of the year awards (concept mentioned there). Really, who can afford those boats? Ken Lay? I am new to your publication, and my first issue (May 2002) really helped me scribe the waterline with a water level. It's never been straighter! I am looking forward to future ideas.

Tom Kueny  
Milwaukee, Wis.

#### Among keel-boat friends

I "discovered" *Good Old Boat* at Barnes & Noble this spring, purchased a few more issues over the summer, and finally got my own subscription because I didn't want to miss one. I really enjoy the articles and how they relate to my type of sailing and experience. I've been sailing/racing catamarans for 22 years and am now all excited about buying and sailing a keel boat. Your magazine makes me feel like I've got a bunch of keel-boat friends already. Thanks!

Scott Freeberg  
White Bear Lake, Minn.

#### New favorite

After coming across your magazine in a bookstore, I became a new subscriber and will no longer be buying (*a couple of other sailing magazines which we'll not mention by name -Ed.*). These and many other magazines may have the odd article that would interest me (that is if I could find them between all the advertising!), but the majority of their magazine articles deal with sailboats which will never be in my purchase range. I do not presently own a boat, but because of your magazine I have purchased books on how to find a "pre-owned," "gently used" boat, and I see myself making the jump from my armchair to the local waters in the next couple of years!

Congratulations on having a magazine that is "for the rest of us!"

Steven Niemi  
Ile Perrot, Quebec

Send questions and comments to *Good Old Boat*,  
7340 Niagara Lane North, Maple Grove, MN 55311-  
2655, or by email to [jerry@goodoldboat.com](mailto:jerry@goodoldboat.com).  
Please limit messages to 150 or fewer words.  
We reserve the right to edit.

# The Original FLEXIBLE FURLER

- #1 choice of cruisers, casual racers and daysailors
- Excellent reefing system
- Trusted by boat builders
- Proven Reliable
- Affordable



Hunter  
Nimble  
Catalina  
Hutchins  
Seaward  
Precision  
MacGregor  
W.D.Schock  
Stuart Marine  
International Marine

To name just a few of the  
builders who choose the  
Flexible Furler

The Flexible Furler is the original, tried and true, flexible reefing system. We designed the first Flexible Furler 12 years ago, and we've since learned even more about our product and the sailors who use it. It was a bulletproof design back then, and we have taken every opportunity to make the Flexible Furler even better over the years. The result is a *proven* yet updated reefing system designed for a lifetime of flawless service.

# CDI

P.O. Box 1250, Concord, MA 01742  
Tel: 978-371-5508 Fax: 978-371-5597  
e-mail: [sailcdi@shore.net](mailto:sailcdi@shore.net) • website: [www.sailcdi.com](http://www.sailcdi.com)



## People's Choice Awards continued from Page 15

"I still have it and it's still worth near what I paid for it."

"The C-30 helped many of us (myself included) gain access to the wonderful world of sailing. A world that I otherwise might not have known."

### 2nd place, Coastal Cruiser Class: Hunter 30



*Votes from current/past owners: 48 percent.*

"As a so-called 'entry-model' sailboat, this boat unfailingly took my wife and me through thousands of miles of coastal cruising without so much as a hiccup."

"We have raced it in PHRF class and taken countless adventures on the bay. It is not too big to sail single handed, yet she will sleep seven."

"Under-appreciated boat that can

be purchased for \$15,000 to \$20,000."

"No gimmicks, nothing stupid or senseless, just the best all-round plain-Jane 'Chevy stationwagon' of family cruising boats."

### 3rd place, Coastal Cruiser Class: Catalina 27

*Votes from current/past owners: 84 percent.*

"My Catalina 27 brought me through the eye of Hurricane Hugo without a single piece of gear failing."

"So successful that there were almost no visible changes for almost 20 years of production."

"Many different styles to choose from: tall or standard rig, shoal, wing or fin keel, diesel, gas inboard or outboard engines, etc. Good sailing boat, performs well to weather."

"The seaworthiness is incredible, mentioned in John Vigor's *The Seaworthy Offshore Sailboat*."

"This is the classic Good Ol' Boat: affordable; a good sailer; classic lines; forgiving; tough."

### 1st place, Trailerable Class: Catalina 22

*Votes from current/past owners: 59 percent.*



"The VW Beetle of sailboats! Not the fastest. Not the best built. Not the best looking, but very good at everything and very well priced."

"Great trailerable. Not too big. Just right. Has all the rigging that the big boats have."

"One of the least claustrophobic trailerables out there. This is a boat that can be had cheap and raced (class or PHRF) or cruised. A perfect example of the virtues that define a good old boat."

### 2nd place, Trailerable Class: MacGregor 26X

*Votes from current/past owners: 67 percent.*



"Best of both worlds — sailing and motoring. The motoring allows us to expand the time available to sail. One-foot draft allows for a vastly expanded area for sailing/investigation."

"Who would guess that you could find a king-size bed on a 26-foot trailerable?"

"All boats are a compromise of features. The MacGregor is a good combination of features for a land-bound sailor who wishes to travel with his boat."

"100 percent solution to the problems of boat ownership: low price, great performance, well built, durable, easy to trailer, and qualifies for the best slip fees ever (free, at home in the driveway)."

### 3rd place, Trailerable Class: Nor'Sea 27

*Votes from current/past owners: 87 percent.*

"It's a tough, sturdy boat that can be trailered. We have owned ours for over 20 years and have trailered it all over to explore the Pacific Northwest to Alaska, the ICW from Maine to Florida, the Sea of Cortez and the Med."

"This boat is really a bluewater cruiser. We have owned it since 1996 and we will be living aboard full time next year."

*SailboatOwners.com was founded in 1997 to provide owner community, resources, and accessories for owners of popular production sailboats. Their websites include Catalina Owners.com, HunterOwners.com, BeneteauOwners.net, Oday Owners.com, and MacgregorOwners.com, as well as Sailboat Owners.com (non-denominational).*

*SailboatOwners.com provided data collection and analysis for this survey.*

**Our thanks to these sailors for sending photos of their boats: Paul Watson, Allied Seawind II; Wayne Lee, Hinckley Bermuda 40; Dawn and Al Bohnenberger, Catalina 30; Henry Barousse, Hunter 30; Lane Kendall, Catalina 22; Troy Brown, MacGregor 26x.**

## MAINE BOATBUILDERS' SHOW *Save the Date!*

**March 21, 22 & 23, 2003**  
 58 Fore Street • Portland, ME 04101  
 Hours: 10-6 Fri & Sat, 10-4 Sun

Come see the finest wood and fiberglass boats being built.

Come meet over 100 builders and 100 manufacturers and marine related businesses.

Sail and power.

*Hosted by:*  
 Portland Yacht Services  
 (207) 774-1067  
 On the Net:  
[www.portlandyacht.com](http://www.portlandyacht.com)  
 fax: 207-774-7035

**FOR YOUR TRAVELING NEEDS, E-mail: [maineboatbuildersshow@hewinstravel.com](mailto:maineboatbuildersshow@hewinstravel.com)  
 call 800-370-0888 x207 or 207-772-7252 x207**

# Gummed by a nor'easter

*by Jerry Powlas*



WE'D LET THE DELIVERY WAIT TOO LONG. DOING A STORY IN warm, sunny South Carolina made it seem like we had all the time in the world, but on the great prairie autumn was leaving early and winter was in close pursuit. We needed to move our boat down the southern coast of Lake Superior from her summer slip to her winter haulout location at the western end of the lake. Looking for one more weather window, we monitored the weather from 250 miles away at the *Good Old Boat* magazine international headquarters while working on the next issue.

We finally picked the high-pressure cell with our name on it and tried to time our arrival with the trailing edge of the cold front that would precede it. We'd been using that strategy all summer with passably decent results.

No strategy is perfectly applicable to all problems, however. When we arrived at the boat and listened to the weather we realized we had about a six-hour window for this delivery, while we needed more like a 12- to 15-hour window. The weather was only going to deteriorate for the next several days, so we left at once rather than sleeping overnight and leaving in the morning after the cold front had blown through. We knew there would be a snowstorm about midnight, and we'd only be three-quarters of the way there.

Now, sailing in a snowstorm is actually amusing for a few hours with a good crew in daylight. It gives you great bragging rights and makes interesting sea stories. Sailing shorthanded in a snowstorm at night with the offwatch below where they might not hear your last cries as you slide off an icy deck while changing a jib is not amusing. I didn't even consider it. We fired up the beast in the bilge, set a good cruising speed, cleared the islands of our home cruising grounds, and locked the autopilot on the base course. Then we turned on the diesel heater and made up the sea berth.

The offwatch slept in the warm cabin, and the watchstander stood in the companionway with his (or her) head

poked out of the hatch while monitoring the radar and "Nintendo navigation system," occasionally going into the cockpit to check engine temperature or tweak the autopilot to stay on the rhumb line.

The wind swung from a moderate nor'easter, to southerly, then to a southeasterly, and back. Then the snow came. The barometer never moved. There was no other shipping even though we were just off the Duluth shipping lane. Visibility closed down to maybe a quarter mile, but the wind was from the shore and held at only a fresh breeze. Relying heavily on the electronics, we found the entrance and made our way into the inner harbor of Duluth/Superior. We picked out the last of the little buoys marking the entrance to Barker's Island Marina using a battery-powered spotlight that will melt paint at 50 yards.

Once there, Karen refused to jump to the pier because it had four inches of wet snow on it. It took two approaches to park *Mystic's* starboard beam dead nuts against the finger pier so she could gingerly step ashore. It was 3 a.m.

Done.

The end of a wonderful season . . . one in which we needed a dozen weather windows to work our silly plans . . . one in which we got them all . . . one in which the boat and gear all worked with nothing to replace or fix. Thank you, Thor, for seeking other playmates. Thank you, Neptune, for offering only the challenges that we could meet. Thank you, little *Mystic*, you are one mighty fine boat. Thank you to the little red beast in the bilge for pushing us the last 12 hours without a hiccup. Thank you to that sinfully decadent navigation suite without which I would not consider traveling in snowstorms in the dark.

The marina is a quiet place with four inches of snow on it. Nothing much moves, and the snow deadens the sound. The end of the season and time to hit the rack. Thank you to all, and to all a good night.





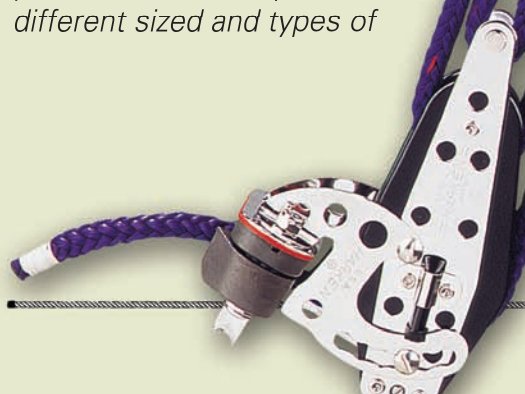
# KNOW·THE·ROPES

Do you know which rope is best for each application on your boat? Mainsheets are more likely to suffer from wear and dirt absorption than other sheets. A spinnaker halyard needs a little "give" to take the shock of loading and losing the sail. A roller furling Genoa halyard can be made up of two different sized and types of

rope to save weight and clutter at the winch or cleat.

As the leading US rope maker for the marine marketplace since 1967, we are the innovators in materials application, rope design and manufacture. From Opti prams to maxi cats, there's a New England Rope made for every application.

Learn more about rope and select the right one for every application on your boat by visiting our website [www.neropes.com](http://www.neropes.com)



## NEW ENGLAND ROPES

STRENGTH THROUGH INNOVATION

*Bundles of books . . .  
Boodles of books . . .  
Oodles and oodles  
and oodles of books . . .  
The Good Old Bookshelf has  
grown like crazy!*

*We're adding all the sailing books we can think of  
(2,700 or so at last count) online at  
[www.goodoldboat.com/bookshelf.html](http://www.goodoldboat.com/bookshelf.html)*

*You say you're looking for something specific,  
and you can't access our online store?  
Call BookMark at 763-420-8923*

