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The sailing magazine for the rest of us!



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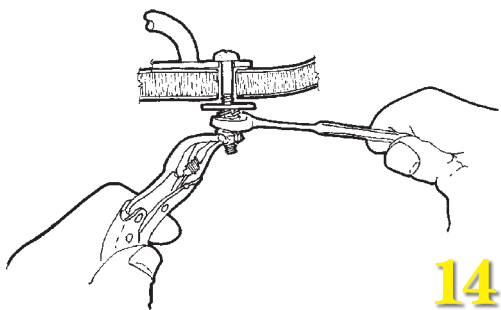
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Photographer Mary Fitzgerald captured this peaceful scene in Washington's San Juan Islands. A man and young boy were cruising aboard. If this is your boat, please let us hear from you.



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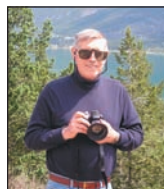
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Our contributors



Herb McCormick (*The versatile J/30*, Page 4) is a career sailing writer and editor whose work has appeared in magazines and newspapers around the globe. He's a former editor of *Cruising World* and has been the sailing correspondent for the *New York Times*. He's a long-time sailor whose voyages have taken him from Antarctica to Alaska with plenty of stops in between.



Larry Franklin (*Renovating a 1978 Kittiwake 23*, Page 8) is a retired mechanical engineer who bought his first Kittiwake 23 as a Kenner kit in September 1969 and launched it in June of 1970. He is the creator of the Kittiwake 23 Registry webpage at <<http://www.kittiwake23registry.com/>>.

Walter Pearson (*Thread grabber*, Page 14) is a retired mechanical engineer and occasional technical illustrator who sails his Ericson 27 on Lake Superior out of Washburn, Wisconsin.



In school, **Gene Bjerke** (*Dealing with currents*, Page 18) drew pictures of sailboats instead of paying attention. During the past 45 years he has sailed on all sizes of boats, from 8½ to 116 feet. He currently crews on a couple of reproduction 17th-century square-riggers.



Richard Smith (*Taking the ground*, Page 21) has owned and built several boats, sailing them in the Irish Sea and Puget Sound. These include an Atkin Red Onion sloop, a 30-foot Alan Pape steel cutter outfitted from a bare hull, an Atalanta 26, five dinghies, and an Ericson Cruising 31.

Jamie Harris (*Emergency portlight covers*, Page 24) bought *Onrust*, a Spencer 35 in the spring of 2003. After sailing her in San Francisco Bay for three years, he crossed to Hawaii in the summer of 2006.



Chris Verra (*The right name*, Page 26) sails the Great Lakes along with his wife, Debbie, and their four daughters. Home port for their 1984 Endeavour 35, *Topanga*, is Belleville, Ontario. Chris runs an outdoor goods wholesale business when he isn't writing, sailing, or working on good old boats.

Bill Sandifer (*Mooring systems*, Page 29) is a contributing editor with *Good Old Boat* and a marine surveyor and boat-

builder who has been living, eating, and sleeping boats since the early '50s. He and his wife, Genie, sail an Eastward Ho 32.

Dale Tanski (*Making eBay work for your boat*, Page 33) soloed at the age of 10 in his family's Sunfish. Forty years and way too many boats later, he is refitting a Pearson 365 ketch to cruise with his wife, Sharon, and their two youngest, Alden and Morgan. Dale also races a J/22 with the oldest children, Rian and Eric, in Buffalo, New York.



After sailing canoes with his grandfather while growing up, **Andrew Roof** (*Taken for a ride*, Page 36) did not rediscover sailing until buying *Salina*, a 1975 O'Day 22 on eBay. He and his wife, Karen, sail the Long Island Sound out of City Island, New York, along with a fleet of good old boats known as the Irish Pirates.

In high school, **Barry Hammerberg** (*Three ways to fix dodger windows*, Page 38) rebuilt a Snipe and learned to sail. Before too long, he was building fiberglass canoes and kayaks. Midwesterners, he and his wife, Ruth, owned a charter boat in the Florida Keys and have sailed the BVIs and Leeward Islands.



Don Launer (*Reefing and Furling Jibs 101*, Page 42), a *Good Old Boat* contributing editor, has held a USCG captain's license for more than 20 years. He built his two-masted schooner, *Delphinus*, from a bare hull.

Kim Efishoff (*Home from the sea*, Page 44) is a naval architect and marine engineer. He has been sailing since 1975 and has restored three sailboats, ranging in length from 14 to 32 feet. His current project is the restoration of *Teal*, a 1977 Hans Christian 38 Traditional, that he has been working on for four years.



Gregg Nestor (*O'Day 272*, Page 46; *Quick and easy: Professional Rigger's Gauge*, Page 75), a contributing editor with *Good Old Boat*, has had a lifelong interest in all things aquatic. He has just completed his second book: *Twenty Affordable Sailboats to Take You Anywhere*.

Bill and Lisa Kinney (*Navigation lights*, Page 50; *Simple solutions: Condensation control*, Page 72) and their Portuguese water dog, Jibe, live on and sail a 1976 Northstar 40 ketch on the waters of San Francisco Bay.



Katie Pritchard (*Cruising memories: Two loves united*, Page 54) married her young sailor and reports that they are still very much in love. They lived aboard *Seguin* for two years and have recently moved ashore as they are expecting their first baby in June.



Susan Peterson Gateley (*Cruising memories: Boatyard fishbowl*, Page 56) has written three books that feature her association with a vintage 23-foot woodie and her good old plastic 32-footer, *Titania*. For updates on *Sara B's* renovation, visit <<http://www.sarab.brownroad.com>>.



Ted Brewer (*Islander 30*, Page 61) is a contributing editor with *Good Old Boat* and one of North America's best-known yacht designers. He also is the man who designed scores of good old boats... the ones still sailing after all these years.

Walt Hodge (*Quick and easy: Boathook bliss*, Page 74) began his long association with boats at the age of 10, paddling an apple crate across the Ohio River. He and companion, Janet Perkins, restored and sail a 1977 Ranger 28, *Gilded Lily*, and a 1979 Com-Pac 16, *Short Sheets*.



Dave Aultfather (*Quick and easy: Slippery tongue*, Page 76) lives in Sarasota, Florida, where he is a member of the Sarasota Sailing Squadron. He divides his "boating time" between restoring *Freya*, his Contessa 26, in his backyard and sailing *Coquina*, his Catalina 22, in Sarasota Bay.



Geoffrey Toye (*Quick and easy: Nautical elegance*, Page 79) 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 has published several books.

Jeffrey DeLotto (*Cruising memories: Child overboard!*, Page 80) cruised Florida waters on a sabbatical with his wife, Danna, and their two children aboard their 1981 C&C 35 Landfall, *Capricorn*. They now explore Lake Texoma in northern Texas.



BJ Armstrong (*Reflections: Call me Master*, Page 88) is a graduate of the U.S. Naval Academy serving in Pensacola, Florida, as a naval helicopter pilot. He returned to sailing recently with his wife, Charity, after deploying for Operation Iraqi Freedom. *One Love* is their first boat.



Starting small

A philosophy for enjoyable cruising

by Karen Larson

I HAD REASON TO SPEND A LOT OF TIME in a closet not long ago. I wasn't being punished. I was painting several rooms in the house and, since the closet had never before seen a paintbrush, I decided to start there.

One of the nicest things about a small space is that you can't take your daily distractions in there with you. No television, no radio, no music. No commercials, no idle chatter, no inane humor. It's just you and your thoughts. So the first lesson acquired (or at least reinforced) in the closet was the power of peaceful contemplation.

It was good to be reminded of it, even though I already understood the concept. After all, I have always thought that getting away from the distractions of the world is the true charm of sailing. (In fact, when people tell me that we should move our office aboard *Mystic* and take longer sailing vacations, I find the concept somewhat troubling. The idea of a longer sailing vacation appeals to me. The idea of no vacation at all, because my work is now able to accompany me, does not.)

Because I began the painting project in the closet, I was able to make my mistakes there where they won't show. I could figure out which painting tools work and which are more trouble than they're worth. As it's been a while since I took on a home-painting project, the practice was worthwhile. My painting projects are generally focused on the inside or the outside of one sailboat or another. There is no closet on either of our sailboats that is large enough for me to crawl around inside with a paintbrush, although I've managed to get parts of myself into some of them (with predictable results).

Lesson two

It was while contemplating the inside of the closet and my painting technique in relative quiet that I realized it's always best to start with something small. This was lesson two, another one that I understood in theory but

was reinforced as I pondered without distractions. In his excellent classic — indeed with its title — Richard Bode says it all: *First You Have to Row a Little Boat*. This is a marvelous book about the lessons learned on and around the water. They began for him as a small boy who wanted something rather more grand (don't we all?). But a rowboat was what he was able to earn. He had to work for *that*, as I recall.

It was with this humble craft that he began developing his boating skills. He started small and never regretted it.

Before taking on a large boat project, we are often counseled to start with a manageable smaller project. Want to build a boat? Build a kayak first. Never did fiberglass repair work? Go get a beat-up dinghy and learn to use the materials while bringing it back to life. Want to apply nonskid or paint to your boat? At the very least get some test boards or pieces of glass and try the products and your technique before slapping it on your boat.

It's the same with sailing skills. Want to really understand what makes


a sailboat move? Spend a lot of time in a sailing dinghy. Better yet, get involved in a one-design racing fleet (these are generally small boats). Borrowing just a bit from the master, first you have to sail a little boat. It's so true. These boats respond quickly. Can there be a better teacher than action and immediate reaction?

Sweat the small stuff

Should it be any different for cruising? If you want to cross vast oceans, circumnavigate the globe, or round Cape Horn, first develop your cruising skills in locations closer to home. Take joy in crossing the bay and then the entire lake. Experience the excitement of the first time you sleep aboard. Take pride in your first overnight passage. Learn about yourself and about your boat from each storm you encounter. Each time you do, you'll be more prepared and much calmer in the storm that follows.

I have met a couple who sold their house and everything in it to buy a boat. Then they moved aboard and began their lives as sailors, learning *everything* as they went along. You might do that with an RV (although I bet there are many reasons why you shouldn't). This couple left the Great Lakes and wound up in Mexico, where they sold the boat and moved ashore. They arrived alive.

Most people in similar circumstances probably would survive. I have no doubt that they picked up many skills along the way. But I expect that the stress was constant and great. I expect that their fear was often out of proportion to the circumstances because they hadn't built their skills gradually in small and manageable steps. I think they rushed it and, by doing so, took the joy out of cruising.

And so it is with all of life's experiences: start small, learn gradually, and let your experience grow as your skills evolve. Begin with something manageable. Practice in the closet. 

“Want to really understand what makes a sailboat move? Spend a lot of time in a sailing dinghy.”



The versatile J/30

IN 1975, BROTHERS ROD AND BOB JOHNstone shocked the world with a one-design keelboat that gave racing sailors a satisfying alternative to the irritations of rating rules. That boat was the J/24. Since its introduction 30 years ago, more than 5,300 have been sold.

That's a tough act to follow. Their second boat, the J/30, went into production in 1979. It didn't come close to matching the critical or commercial success of its little sister. But that's not to say it wasn't an interesting and popular boat in its own right, with 575 units built in a production run that ended in 1987. And in today's used-boat market, with its attractive price tag, roomy and functional interior layout, and the dynamic sailing prowess that's a signature of the entire J/Boat line, it's a versatile 30-footer that still has the capability to fulfill many sailors' dreams.

Performance

One purchases a J/Boat with certain expectations, the leading one being performance under sail. So let's begin there. Though I'd owned a J/24 and raced it, I harbored no delusions of racing grandeur when I later bought a J/30. Instead, I was looking for a boat that sailed well and had good accommodations for coastal cruising and summer-time living aboard. Between the Js I owned a 1975 C&C 33 that could really get up and go, so my benchmark was high. I also wanted something I could sail easily by myself. Racing the boat was never a part of my equation.

Without putting too fine a point on it, the J/30 delivered in spades. Its $\frac{3}{4}$ fractional rig, with an emphasis on a big mainsail and relatively small foretriangle, is highly conducive to shorthanded sailing. In fact, I've never driven a boat that sailed so well under mainsail alone. The J/30 is tiller-steered and, to my mind, a tiller extension is absolutely mandatory. With it, you can perch up on the cockpit coaming with the helm in one hand and the mainsheet in the other and have full control of the boat. It's a great setup for solo harbor tours or for taking friends or kids for a sail, during which their only duty is enjoying themselves or passing out snacks.

***A one-design racer
with surprising
cruising capability***

by Herb McCormick



The J/30 balances very nicely under mainsail alone, making maneuvering in close quarters much easier.

PHOTOS BY TIM MURPHY

I loved my C&C, don't get me wrong, but with its high-aspect rig that put the emphasis on the genoa for driving power (so popular in the 1970s due to the quirkiness of racing rules), mainsail-only sailing was impossible in anything less than 20 knots of wind. The J/30 will make way in a zephyr with just the main and will attain speeds of 5 to 7 knots on any point of sail once the breeze pipes up into the mid-teens or more.

The J/30's PHRF rating in most fleets is 144, slower than the newer J/29 at 117 (fractional rig), which just goes to show that boats continue to get lighter and faster. A Beneteau 305 rates 165 and a C&C 30 rates 162, so there's no mistaking that the J/30, despite growing dated, was and remains a fast boat.

Fun meter rises

Obviously, once you press on a bit of headsail, the fun meter rises accordingly. In one-design racing, in almost all conditions (save for a heavy blow), the J/30 is sailed with an overlapping headsail of up to 163 percent with a crew of five or six stationed on the rail to keep things level when hard on the breeze. For daysailing and cruising with a couple or family, however, a 100 percent blade jib works fine in light to medium air and is very easily tacked (frankly, grinding in the big headsail can be a bit of a chore, especially when heeled). Once the breeze comes on, there are two quick, easy options: douse the jib entirely and carry on under main or tuck the first reef into the mainsail via the simple slab reefing system and carry on accordingly. The boat balances nicely in both modes.

Either way, it's important to note, maintaining a balanced sail plan is very important on the J/30. The boat has

Clockwise from top left: check for wet balsa core around the stanchions. Author Herb McCormick replaced his racing foil with a furler. All lines are led aft to the cockpit through stoppers or cam cleats. Access to the engine is behind the molded companionway ladder. An anchor well in the deck is designed for a lightweight Danforth-type anchor and short rode. Note the many turning blocks at the mast.

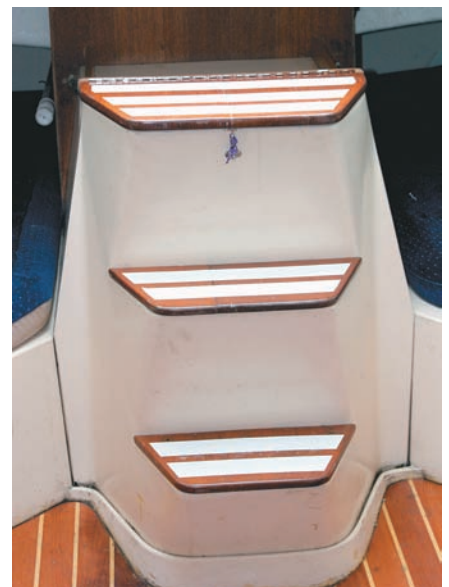




PHOTO COURTESY OF J/BOATS

The mainsheet traveler, an essential control, top left, is mounted on the bridge deck forward in the cockpit. A tiller extension, top right, is another piece of essential equipment so the helmsman can sit on the rail. A host of sail control lines lead aft, bottom left. In profile, the J/30 has clean simple lines, bottom right. On facing page: the 15-hp Yanmar diesel engine, at top, has excellent access for maintenance. The removable chart table over the starboard quarter berth, bottom left, and the main cabin with settees and fold-down table on centerline, bottom right.

a vertical, transom-hung rudder that lets you know, in no uncertain manner, when you're pressing too much sail. If it's moderately over-canvassed, you'll experience an immediate case of weather helm. There are three ways to address the situation: drop the traveler, ease the mainsheet, or add a bit of backstay tension to flatten the main via the block-and-tackle backstay adjuster. In more extreme situations, the helm will load up and the rudder may stall, causing the boat to round up. That's the time when shortening sail is overdue.

For some sailors, this may sound a bit hairy. It's not meant to. The bottom line is that the J/30 is a very responsive sailboat that teaches one a lot about balancing sail plans. As long as one stays a step ahead of things on windy days, it's a very invigorating and satisfying boat to sail.

Deck layout

The J/30 was designed as a racer/cruiser, a fact that's abundantly visible in its deck layout and hardware. The original headstay foil has twin grooves for sail

changes, though for simplicity's sake, many sailors instead opt for a roller-furling setup. I retrofitted my boat with a Harken unit that did the job very well.

To keep the bow light and buoyant, the J/30's anchor is stored in a clever vertical locker about 10 feet aft of the bow to starboard. It's clever, but it's a bit of a compromise for cruising, especially if you need to haul the attendant rode forward from a cockpit locker every time you anchor. For this reason, many owners add a hawsepipe and cap just forward of the bow cleat to at least deal with the rode. Down below, there's a good-sized locker just forward of the V-berth that can easily handle 200 feet of line.

The sidedecks are clear and expan-

sive, as is the foredeck. For racing, the boat flies a standard, symmetrical spinnaker, the pole for which is stored in chocks to port. The original specs called for a standard boom topping lift, though many racers have switched over to solid vang's like the Boomkicker or Hall's QuikVang, which control the boom well and eliminate the need for another line aloft. All reefing lines, spinnaker controls, and halyards are led aft to five rope clutches on the coachroof to either side of the companionway hatch (three to port, two to starboard). These, in turn, are serviced by a pair of Barient 27 winches. There's also a set of Barient 10s nearby for spinnaker trimming.

The Barient theme continues in the cockpit, with two 27STs as the primary winches. There are two distinct cockpit layouts, depending on the year the boat was built. Prior to 1984, the cockpit had a bridge deck on which the Schaefer traveler was located and two good-sized seat lockers to port and starboard. After 1984, the bridge deck was eliminated and the traveler

Resources

J/30 Class Association

<<http://www.j30.org>>

J/Boats J/30 Homepage

<<http://www.jboats.com/j30>>

re-positioned, which opened up the footwell considerably. New coamings were added also, improving comfort. Finally, one of the quarter berths below was removed in favor of a larger sail locker in the cockpit.

Engine controls and gauges are placed at the foot of the helmsman in the aft part of the cockpit, where the operating handle for the standard manual bilge pump also resides. A fold-down swim ladder, hung off the transom, completes the no-nonsense layout.

Accommodations

Here's where the J/30 surprises a lot of sailors who, at first glance, might mistake it for something a little larger. But the boat's 11-foot 2-inch beam gave designer Rod Johnstone a considerable bit of interior volume to work with and, for the most part, he made solid decisions with the way he allocated space below.

For its size, the J/30 has an absolutely cavernous forward cabin, with a V-berth measuring 7 feet long by 6 feet 3 inches at the head and 2 feet 4 inches at the foot. There's a semi-enclosed head just aft that opposes a nice hanging locker that, on my boat, also was home for the CNG-tank that serviced the two-burner stove (later boats were available with optional propane stoves and ovens).

The main cabin features a pair of 6-foot 2-inch settees and a removable dining table that will sit six for dinner. I stashed the dining table in my cellar. This really opened up the interior and had the added benefit of giving me a place for the huge, three-step fiberglass molding that does double duty as the companionway and the single access point for the 15-hp Yanmar diesel. Once



J/30

Designer: Rod Johnstone
LOA: 28 feet 10 inches
LWL: 25 feet 0 inches
Beam: 11 feet 2 inches
Draft: 5 feet 3 inches
Displacement: 7,000 pounds
Ballast: 2,100 pounds
Displ./LWL ratio: 200
Sail area: 444 square feet
SA/Displ. ratio: 19.4
PHRF: 144



that molding is out of the way, engine access is excellent, but with the dining table in place it's hard to find a spot to put the bloody thing.

To port of the companionway is a functional, if tight, galley with a double sink. To starboard is a large ice chest. A table on top of this slides aft on its own track to access the chest and serves as the stand-up nav station when underway. Older boats had a pair of 6-foot 2-inch quarter berths aft, which did double duty for storage. In 1984, the company added a bigger, more functional galley to port and, as mentioned, did away with one of the quarter berths, which enabled them to make further changes on deck. The interior has a nice wood finish. Headroom is just shy of 6 feet at the companionway and tapers down to about 5 feet 9 inches moving forward. For coastal cruising, the package does its job well.

The J/30's relatively simple DC electrical system begins with a pair of batteries beneath the aft starboard quarter berth. There are circuits for most, if not all, of the basic equipment required for racing and coastal sailing. One oversight is the lack of an AC system and shorepower. Otherwise, it's hard to find fault with the standard equipment list.

Construction

Like the J/24, the J/30 was built of composite construction in the hull and deck, using Baltek's Contour-kore end-grain balsa in a sandwich of hand-laid E-glass and vinylester resin. The main bulkhead is glassed to the hull and deck and serves as the anchor for the through-bolted stainless-steel chainplates. The hull-

Continued on Page 71



PHOTO COURTESY OF J/BOATS



PHOTO COURTESY OF J/BOATS

Renovating a 1978 Kittiwake 23



***A really thorough job:
Even the deck was removed***

by Larry Franklin

WHILE WORK WAS STALLED ON MY 1969 Kenner Kittiwake project boat, I learned of a newer Kittiwake being auctioned on eBay. I was intrigued and, since my wife had shown interest in getting a boat for our niece and nephew, I placed a bid and was the successful bidder. It was just 230 miles from our home and a tandem-axle trailer was included with the boat. Another attraction was that it had an inboard engine. This was, in fact, the only Kittiwake ever built with a factory-installed inboard engine. This boat, hull #538, was built in 1978 by River City Sailcraft.

In the mid-1960s, Kenner Boat Company in Knoxville, Arkansas, was building the South Coast 23, a Carl Alberg design, for the South Coast Boat Company. For reasons that are not clear (and possibly not forthright) the South Coast people took the molds and moved to Louisiana. Left without a mold, the Kenner people modified a hull and deck that had been stored

offsite by increasing the overall length by 7 inches and the beam by 2 inches. They added a 2-inch step to the aft part of the trunk cabin and relocated the outboard well from the cockpit to the port side of the lazarette. They used the modified hull and deck as plugs to make new molds, and the Kittiwake 23 was born.

There have been three builders of the Kittiwake 23: Kenner Boat Company, Ray Greene and Company, and River City Sailcraft. The total number of Kittiwakes produced is unknown, as records from Kenner and Ray Greene are not available. Kenner built approximately 300 boats, Ray Greene probably built fewer than 50, and River City Sailcraft built 69 boats. The construction period spanned from 1966 through 1978.

For personal use

The person auctioning the boat that caught my eye had intended to refit it for use as his personal sailboat. There was evidence of a hull-to-deck-joint

Larry's Kittiwake 23, *Asbury's Legacy*, afloat after her refit, at left. Early stages are shown below on facing page, including that distressing time when the deck was separated from the hull.

leak along the starboard side, aft of the main bulkhead. There were no associated rot issues with the leak. He had removed the teak toerail, separated the deck from the hull, and removed the engine. Then other things in life had become priorities for him, and the boat collected dust in his shop for a year.

When my wife and I went to pick it up, we found that it came with four North sails. The mast had internal halyards led back to the cockpit, the genoa winches were two-speed Barients, and there were single-speed Barients on the cabintop for the working jib and halyard tensioning. Because of the uniqueness of this Kittiwake, when I saw it I decided to renovate it for my own use and let our niece and nephew have my 1969 Kenner boat instead.

In spite of the disassembly that had been done, this boat appeared to be in good shape. All items necessary for putting it back together appeared to be there. Later I learned that a bit of the teak toerail and some of the engine-exhaust piping were missing, but these were minor items.

I parked the boat under a carport. With the help of hydraulic jacks, I raised the deck and cribbed it with 4-inch timbers. I began removing the silicone sealant from all surfaces of the hull-to-deck joint. Once I had mechanically removed all of the silicone sealant, I sanded all the joint surfaces. Next I washed these surfaces first with xylene solvent then with acetone. I hoped to eliminate all silicone sealant residue so the 3M 5200 sealant I planned to use would bond well.

I enlisted a friend to help put the hull and deck back together. We each took a caulking gun and applied 5200 liberally to the hull flange. Then my

wife and my friend pushed screw-drivers through the bolt holes to hold the proper alignment as I lowered the deck to the hull. This worked well; all the bolt holes lined up nicely. We installed the bolts and pulled them up just enough to begin squeezing out the sealant and to check for gaps showing daylight. I let the 5200 sealant cure, undisturbed, for a couple of days.

Mast compression beam

The compression beam for the deck-stepped mast was cracked in the middle beneath the mast. The builder had put one through-bolt exactly in the center of the beam and the trim piece beneath the beam had been attached by #8 1-inch wood screws. A couple of these screws were driven into the beam at the midpoint of the span. The original owner of the boat had drilled a notch in the top edge of the beam near its center, further weakening it. These factors combined to make the beam weakest at the point of greatest load. The beam consisted of two pieces of 3- x 3/4-inch mahogany cut to fit the overhead, spanning from port to starboard.

I cut two new beam pieces from 3/4-inch red oak. (*Note: white oak is a better choice for boat projects. -Eds.*) The old beam pieces were used as a pattern for the upper arc, but the lower arc was flattened to make the depth of the beam about 3/4-inch greater at its midpoint. The new beams were mount-

ed with four bolts instead of five and the trim pieces were reinstalled with the mounting screws carefully located to avoid weakening the center of the deck beam. Then I reinstalled the rest of the main bulkhead trim pieces and the compression posts.

Electrical work

All the wiring had been stripped out of the boat. Fortunately, the documentation I received included a very good engine-wiring diagram. I also had a cabin-wiring diagram from my first Kittiwake. I wanted to add a depth sounder, GPS, radio/cassette player, automatic bilge pump with float

partment, I mounted a battery master switch that will allow for the future installation of a second battery. I bought a combination steaming/deck light to install on the mast.

Engine

The engine is a single-cylinder, two-stroke gasoline marine engine made in Finland, called a Vire 7, that had been marketed in the United States by the Westerbeke company. It is a pretty interesting little engine, but parts are getting hard to find. It has a discussion group on the Internet at <<http://gofree.indigo.ie/~vire7/>>. It has a transmission with forward, neutral, and reverse. The

single-lever throttle and shift control was still mounted in the cockpit. The ignition switch panel, with blower switch and kill switch, was mounted in a panel at the aft end of the

cockpit. I did not get a key for the ignition switch. A local locksmith was able to cut a new key for me.

The engine-cooling water pump was reported to be a problem area by the Vire discussion list participants. The pump is driven by an accessory shaft from the transmission. It is mounted very low on the aft end of the transmission. It is very small and, with the engine installed in the boat, it is almost impossible to see and even more impossible to work on. I decided to install a separate water pump, driven by a 12-volt DC motor. I mounted this pump near the engine in the engine compartment, which fortunately is quite roomy

“I decided to renovate it for my own use and let our niece and nephew have my 1969 Kenner boat instead.”

switch, and a 30-amp shorepower receptacle. The boat came with running lights for the bow and stern and the original five-switch panel with fuses but no steaming light on the mast. It also had a lighted compass that had never been hooked up.

I added a switch panel to provide switches for the GPS, depth sounder, instrument lights, and the radio/cassette player. It also houses the separate manual/off/auto switch for the bilge pump. I made mounting brackets for the GPS and depth sounder that allow the instruments to swing out into the companionway for viewing while sailing. In the Porta Potti com-





The new compression beam installed, at left above; the new switch panel and automatic bilge pump switches, at right above. The GPS gets a new mounting bracket, at left; and the depth sounder in its new swing-away bracket, at right. Facing page: the new combination mast light, at top; the Vire 7 engine, at left; and the workings of the engine compartment — the water pump, muffler, and prop shaft — at right.



compared to some I've encountered on much larger boats. I wired this pump to the ignition switch through a solenoid so the pump is only powered when the ignition switch is on.

The Vire 7 engine has a belt-driven generator that also acts as the starter. The engine is fired by a magneto. Once the engine starts up, the ignition switch can be left in the accessory position to provide 12-volt power for other equipment. The accessory position provides power for the engine-cooling water pump I installed. To shut the engine down, a push-pull switch on the engine control panel is pulled out to ground the magneto. Turning the ignition switch to the off position will not kill the engine.

Filled the silencer

One thing I learned after getting the boat in the water was that the ignition switch needed to be turned to the off position just before pulling out the kill switch. The first time I ran the engine after launching the boat, I failed to do this. The cooling water pump contin-

ued to run. This filled up the Hydra-hush exhaust silencer and allowed water to feed back into the engine exhaust pipe and fill the engine cylinder with water. Fortunately, a two-stroke engine is pretty easy to clear and no permanent harm was done. To prevent this from happening again, I have replaced the original push-pull switch with a new one that breaks the circuit to the cooling water pump when it is pulled out to kill the engine.

I wanted to check out the operation of the engine before attempting to reinstall it in the boat. At first, it would not run, but after I rebuilt the magneto and carburetor, it fired up and spun like a top. I hoisted the engine aboard, moved it back onto its mounts, and bolted it down.

With the engine in place, I determined that the location I had selected for the Hydra-hush exhaust silencer would not work. The silencer had to be relocated behind the aft bulkhead in the main cabin on a small flat area at the end of the keel. The exhaust hook-up was completed from the engine to the silencer and from the silencer to the exhaust port through-hull using exhaust hose and pieces of stainless-steel exhaust pipe.

The throttle and shifter cables were already connected to the Morse con-

trol unit mounted in the cockpit. These cables were routed to the appropriate locations at the engine and connected to their respective devices. The ignition switch panel in the cockpit had a convenient hole that I used to mount a manual choke control, purchased from a local truck parts supply house.

Painting

Once the majority of the wiring was done, the weather warmed up enough that I could begin refinishing the boat's exterior. The previous owner had sanded and repaired the bottom. I had learned of a paint that was developed for use on the underwater portion of offshore oil rigs.

This epoxy paint has an extremely high solids content composed of minute ceramic particles. It has a very high adhesion and is quite flexible. It is so slick that marine organisms are supposed to have a difficult time bonding to its surface.

I decided to use this paint as a barrier coat below the waterline. I did not apply any antifouling bottom paint,

in order to test the surface slickness properties. At this point, the success or failure of this experiment has yet to be established.

I filled blemishes in the topsides with gray Marine-Tex epoxy putty and sanded them fair. The hull and deck were then prepped and primed with Interlux Multithane 2100. I painted the topsides and the smooth portions of the deck with two coats of Interlux 2359/2314 Interthane Plus White. Neither of these products provided the brushmark-free finish that the manufacturer claimed, even though I followed the application instructions closely. I applied a contrasting dark blue waterline stripe with Interlux 4990 Brightside boot top paint.

Next I applied Durabak 18 to the non-skid areas of the deck. This product was featured in an article in the September 2004 issue of *Good Old Boat*. The Durabak product is providing an excellent non-skid surface and shows no wear.

I found a name graphic and vinyl tape for the cove stripe and an eagle relief with which to adorn the transom.

The interior of the boat was in pretty good shape. I cleaned it up and painted the inside of the hull and the berth surfaces with Interlux Brightside one-part polyurethane white paint.

Toerail

Once all painting was completed, reinstallation of the teak toerail began. The toerail had been broken in

several places during its removal. I removed the loose splinters, cleaned the breaks with acetone, coated the broken ends with Gorilla Glue polyurethane adhesive, and aligned and pushed the pieces together. I fabricated a jig to pull the broken ends tightly together. Once the glueup was complete, the jagged ends worked like finger joints and the repairs are almost unnoticeable.

Kittiwakes have two molded-in depressions at the low point of the sheer on each side. These are supposed to act as scuppers to drain water from the deck. The toerail forms a continuous bridge above these depressions. However, the small opening gets clogged, reducing the flow through the scuppers. I elected to cut the toerail at these scuppers (photo on Page 12). This has been a satisfactory solution.

The pieces of toerail that were missing when I picked up the boat were about 6 feet long. They were sup-

posed to be mounted at the aft end along each side. The piece of toerail that goes across the stern was also missing. I made a template in the necessary shape and cut new pieces. All pieces of the toerail were primed with BoatLife Lifecaulk Primer and bedded with a liberal amount of BoatLife Lifecaulk polysulfide sealant. I wish I could say that this was 100-percent successful, but there is still a slight leak along the starboard side aft of the main bulkhead. I'm developing a plan to attack and correct this problem.

Miscellaneous

The old Cutless bearing for the propeller shaft needed to be replaced. I ordered a properly sized new bearing. There were no retaining screws holding the old bearing in the hull tube. I had to cut it lengthwise in three places with a bare hacksaw blade. Once these very careful cuts were completed, I was able to pry the three segments of the

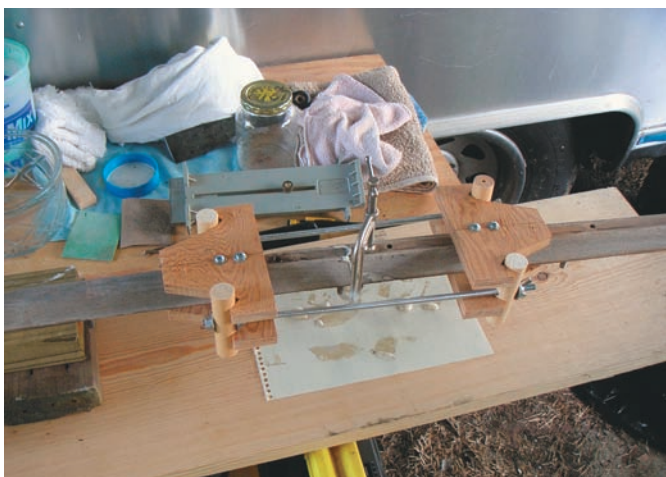
bearing out of the tube. The outside surface of the bronze tube of the old bearing had been scored, coated with an epoxy paste, and pushed up into the hull tube, where it hardened in place. The old epoxy left ridges in the hull tube that had to be removed to allow the new bearing to be pushed into the tube. The new bearing was scored, coated with epoxy, and installed in the same manner as the old bearing had been.

The inboard end of the prop shaft tube provides the attachment point for the piece





The Vire 7 engine is hoisted in, left; the exhaust silencer is relocated forward of the rudder tube, right; the deck is prepared for painting, left center; and the transom gets an eagle, right center. Larry made a jig for repairing the teak toerail, left below; and added drainage openings, right below. On facing page, the prop shaft and packing gland, top left; the automatic pump and suction foot for the manual pump, top right. The prop shaft tube and old Cutless bearing viewed from inside, bottom left, and the manual bilge pump, cockpit drain hose, and bilge discharge lines, bottom right.



of hose that houses the propeller-shaft packing gland. There was only room enough for one hose clamp to secure this hose to the tube. I was uncomfortable with this situation so I built out some additional length to this tube using epoxy and fiberglass tape. This has enabled the use of double hose clamps on the packing-gland hose.

I purchased new Teflon-coated packing, cut and installed it in the packing gland, and applied packing lubricant to the packing prior to the re-

installation of the prop shaft.

There were some small cracks in the rudder along the lower leading edge. I ground them out with a Dremel tool and filled them with Marine Tex. I sanded the Marine Tex fair and applied a couple of layers of fiberglass cloth to reinforce the whole cracked area. This reinforced area was also sanded fair.

Rebedded deck hardware

Using liberal amounts of Boat Life Liquid Life Caulk, I rebedded deck

hardware that had been removed.

Liquid Life Caulk is a polysulfide bedding compound that remains flexible when cured and can be removed if the hardware needs to be replaced in the future. I made a new teak spacer block to go between the mast step and the deck. The deck had three sets of holes where the mast step had been repositioned at various times. I plugged these holes with epoxy-coated hardwood dowel rods. Then I drilled four new holes to secure the hinged mast step to



the deck. I bedded the mast step and teak spacer block with Life Caulk and bolted them to the deck. It is important to apply Life Caulk primer to teak components to ensure that the Life Caulk will adhere to the oily teak.

The acrylic in all the portlights was crazed and one of the pieces was cracked from top to bottom. I removed the entire frame of the cracked portlight only to learn that this was not a good thing to do, as the aluminum frame had been bonded to the hull very securely with silicone sealant. I created a significant cleanup problem for myself because silicone sealant is the preferred material for bonding the aluminum frame to the fiberglass, but fresh silicone sealant bonds very poorly, if at all, to old silicone sealant. I had to very diligently clean all the old sealant from the fiberglass and the frame and then wash everything down, first with xylene solvent and then with acetone, with the hope of removing all the silicone residue.

The acrylic was easily removed from the frame by first removing a plastic

retaining trim ring and then pushing the glass out of the frame. A soft, very pliable and sticky sealant provided the watertight seal between the acrylic and the aluminum frame. I removed the trim rings and popped out the panes from the other three portlight frames. The trim rings had shrunk and hardened and were very brittle.

Scrap polycarbonate

I cleaned all the old sealant from the frame flanges where the panes mounted. I obtained a piece of scrap polycarbonate from a plastics supply house. This polycarbonate had a very light smoke tint. The new pieces for the portlights were marked up for cutting by using the old portlights as templates. Cutting was done on a bandsaw and then the edges were smoothed with a belt sander. A sealant material called Putty Tape is sold by RV parts houses. This appears to be the same sealant that was used between the aluminum frame and the acrylic before. This is what I used to bed the new polycarbonate pieces into the frames. I used window screen gasket tubing in place of the old hard trim rings and applied a bead of silicone sealant all around the joint between the frame and the polycarbonate on the outside.


The boat came with a manual bilge pump that was mounted so that it could be operated in the cockpit. I added an electric bilge pump with an automatic switch to take care of the water that accumulates from the occasional drip from the packing gland. The electric bilge pump is connected directly to the battery via a manual/off/auto switch and fuse. I also mounted a solar panel on the port side



lazarette hatch cover to keep the battery topped off. New hoses were run from the cockpit scuppers to the drain through-hulls. All hoses to through-hulls are double clamped using stainless-steel hose clamps.

The sails were in good condition. Only the mainsail needed some minor repairs. This work was done by a sailmaker.

The only rot I found in the boat was in the knee beneath the deck at the transom. This knee is the attachment point for the backstay chainplate. I removed the chainplate and poured a liberal amount of GitRot into the knee. I had decided that I wanted an adjustable backstay, so I fabricated two new backstay chainplates and mounted them on each side of the transom. I shortened the original backstay and rigged up a split backstay with tensioner.

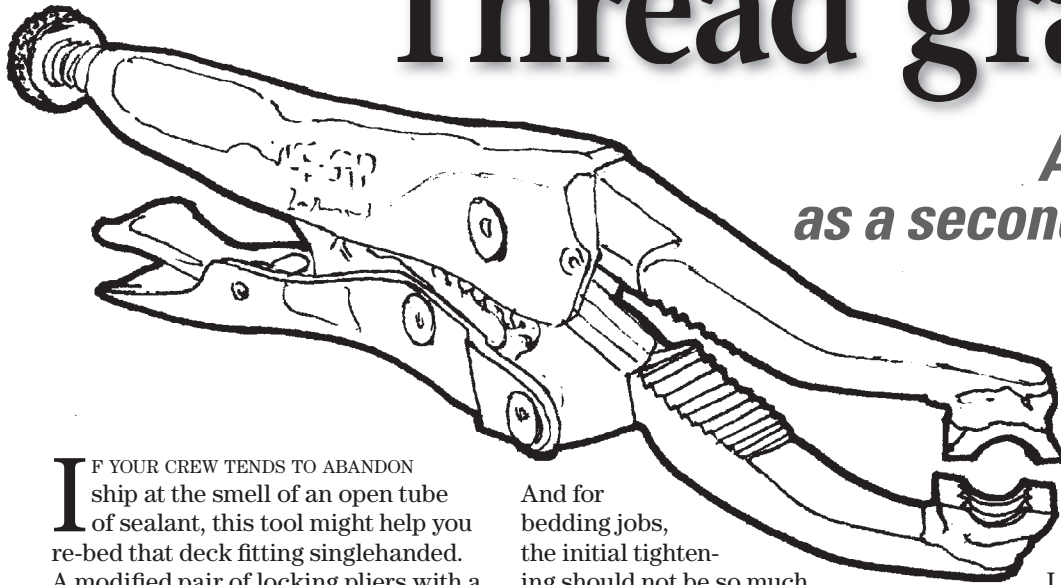
I launched the boat in September of 2005 at Applegate Cove on the Robert S. Kerr Reservoir on the Arkansas River. I was able to enjoy several beautiful fall sailing days. The boat sails beautifully... just as a Kittiwake should. 



Thread grabber

*Almost as good
as a second pair of hands*

by Walter Pearson



IF YOUR CREW TENDS TO ABANDON ship at the smell of an open tube of sealant, this tool might help you re-bed that deck fitting singlehanded. A modified pair of locking pliers with a half nut in each jaw allows you to grip the end of the fastener from below and hold it while tightening the nut, without damaging the fastener's threads.

To make the tool, lock a nut in the pliers, silver-braze it in place and then cut it in half to produce the new threaded jaws.

The fasteners you're tightening should be long enough to hold the required nut and washer(s) plus the thickness of an extra nut. Unless you prefer an absolute minimum of thread exposure or use acorn nuts, this extra length shouldn't be a problem.

The restraining torque may not be as much as that provided by someone on deck with a wrench or screwdriver but, for most purposes, there is adequate holding strength.

And for bedding jobs, the initial tightening should not be so much that the sealant is squeezed from the mating surfaces.

The parts

The nut would have to match the fasteners you are using. Stainless-steel nuts are my preference for their strength and corrosion resistance. I have made tools with $\frac{1}{4}$ -20 UNC and $\frac{5}{16}$ -18 UNC threads, which covers all the through-deck fasteners on my good old boat. Most nuts have a chamfered lead-in that results in a few incomplete threads next to the surface. If you only have a short length of exposed threads on the fastener, you can grind away this chamfered region of the nut to get gripping right up to the surface of the nut. It's easier to do this after silver-brazing the nut to the pliers.

Locking pliers that work well for this tool have angled, needle-nosed jaws that give a good angle for holding and don't block your view of what you're doing. And the narrow tips fit within the thickness of a standard nut, which minimizes the need for grinding or filing. The tool shown above is a Vise-Grip Model 6BN by Irwin.

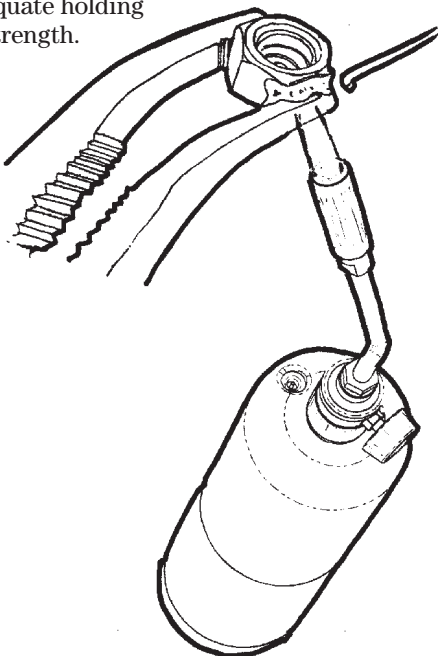
Before you start assembly, you might want to grip several fastener nuts in their location on your boat

to get a feel for the optimum position of the nut and locking pliers' jaws.

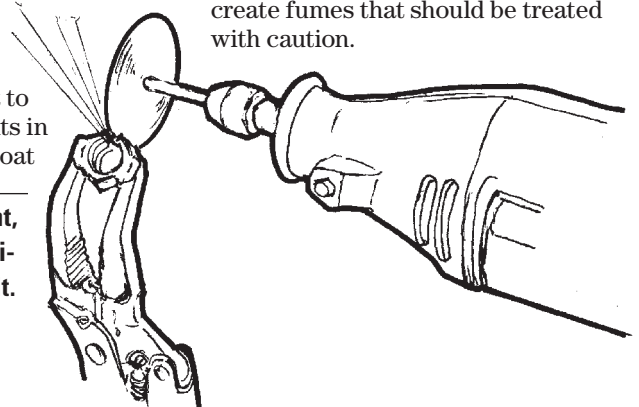
No great skill

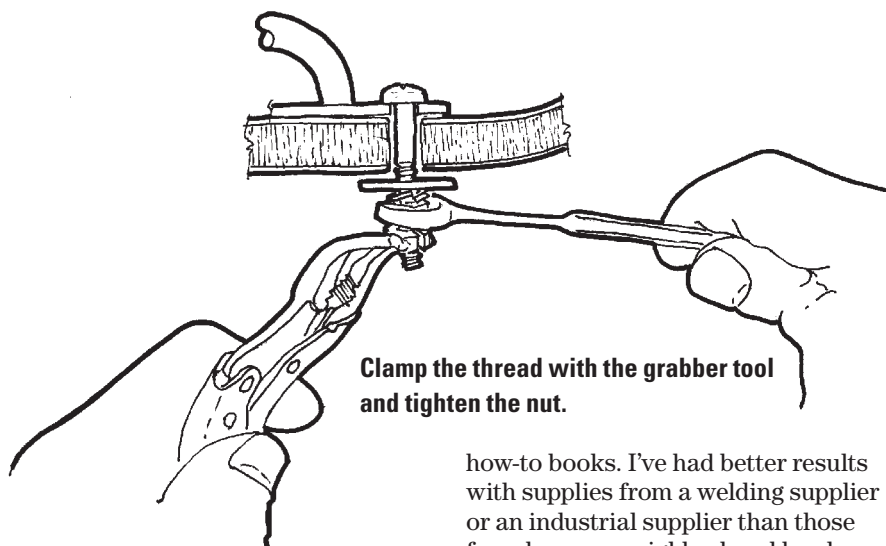
I recommend silver-brazing to join the parts because it is well suited for dissimilar metals, including stainless steel, and doesn't require great skill or elaborate equipment. It is often called "silver-soldering" because the process is very similar to ordinary electrical or plumbing soldering. Clean, close-fitting parts, proper flux, and enough heat to get the parts hot enough to melt the alloy filler are all that is needed. A propane gas torch can be used for smaller assemblies, such as this project, and the use of MAPP gas instead of propane will give you a higher temperature, if you need it.

If silver-brazing becomes part of your bag of tricks, the torch kits that use oxygen in combination with propane, MAPP, or propylene will allow you to join larger assemblies. For bigger jobs — or for parts whose shape quickly dissipates the heat — small oxyacetylene kits can be used. As the heat capacity goes up, so do the hazards involved, so make sure you learn the proper procedures and how to protect yourself and your property. The heated flux from even small jobs will create fumes that should be treated with caution.



Silver brazing equipment, at left, is a valuable addition to your boat's toolkit. Use a Dremel tool to cut the attached nut in half, as shown at right.





Clamp the thread with the grabber tool and tighten the nut.

The flux residue that remains should be completely removed to reduce corrosion. Some fluxes solidify with a clear residue and it may take some effort to find all of it. A little scraping and picking, along with a hot water wash, will usually remove it. The silver-brazing process can reduce the effectiveness of the corrosion-resistant passive surface of stainless-steel materials. To regain some passivity, you could treat the surfaces with a phosphoric acid-based product, such as Wichinox or Naval Jelly.

Cut the nut

The attached nut is cut using a cutoff wheel in a die grinder like the common Dremel tool. Make sure you release the pliers' locking mechanism before cutting so there is no tendency for the tool to pinch the cutoff blade. The thinner, un-reinforced cutoff wheels are more fragile and prone to break if allowed to bind, but the smaller kerf will give you maximum material left for gripping. If noticeable burrs are left on the threads, you can remove them by lightly gripping a tap of the correct thread between the jaws and turning it back and forth. Small burrs probably won't be a problem and may actually increase the grip strength.


More on silver-brazing

More details on silver-brazing can be obtained online and in most welding

how-to books. I've had better results with supplies from a welding supplier or an industrial supplier than those from home or neighborhood hardware stores. Even if you are not convinced that half nuts in Vise-Grips would be a useful addition to your tool bag, silver-brazing can be useful in other ways. An idea for a boat project that ultimately will be a stainless-steel weldment can often be prototyped by silver-brazing components of more readily available and less expensive materials, such as mild steels or brasses and bronzes. These models or working prototypes can be repeated until the bugs are worked out. Then the final one will provide the exact dimensions for the specialty manufacturer, who will make the stainless part with proper welds and finishing. If the end result is easily provided to the specialty manufacturer, skip the drawings and dimensions and let an expert make a close copy of your prototype.

Although silver-brazing can give moderately strong joints and will often provide a good working prototype, highly loaded parts and those that are safety related should, of course, be made with suitable welding techniques by licensed welders.

Another use

Have you ever needed a fastener of a certain length when that bin in the ship's store was empty? This tool will do a good job of holding a longer fastener without damaging the threads while you cut it to the desired length and file or grind away the sharp edges. 

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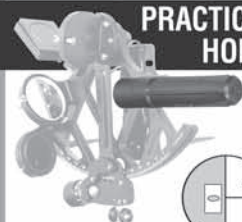
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Sailing *with* one wing

Get to know your boat's capabilities

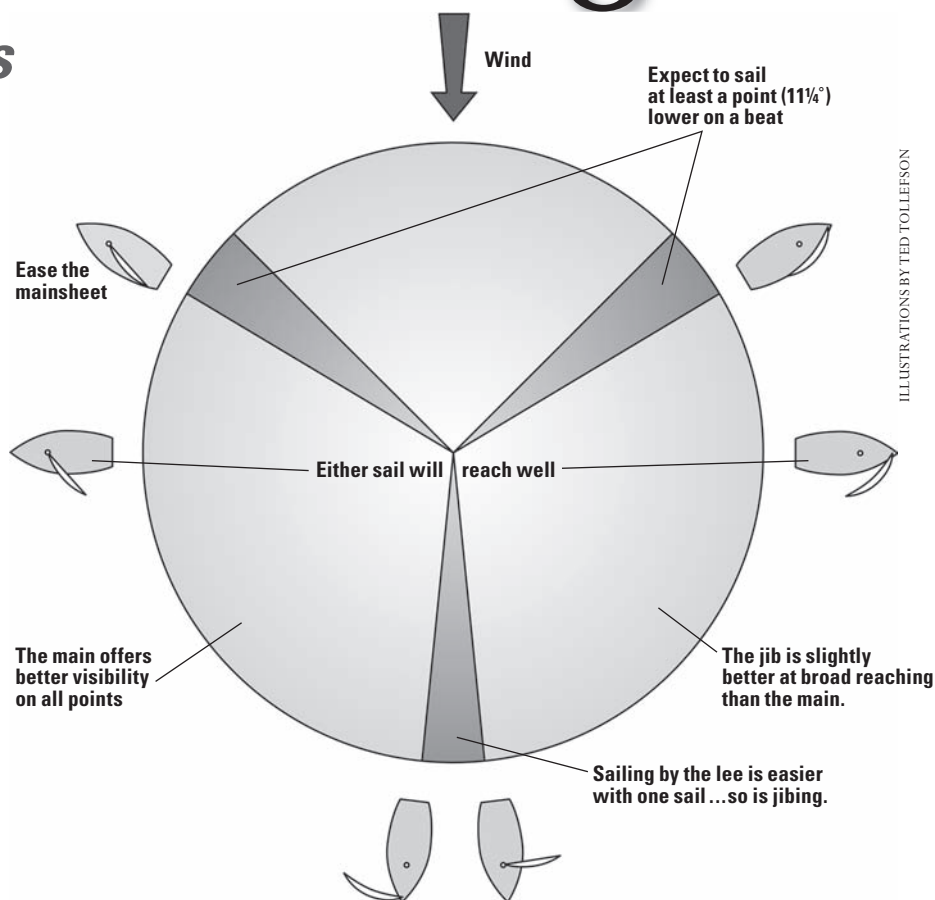
by Jerry Powlas

WE MOTORED OUT OF THE LITTLE ANCHORAGE in the North Channel of Lake Huron into a stiffening afternoon breeze. We were beginning to learn our lessons: light air in the morning, much more wind in the afternoon. We set the 110 jib and rolled down to a broad reach. The boat stayed flat and very much in control as we flew at hull speed all the way to our marina. We never touched the main. It stayed flaked over the boom in its cover.

I used to believe that a properly managed sloop would always fly a main and jib, with offwind sails being added when the wind was abaft the beam. That is certainly how they are raced, but I have come to believe that is not how our sloop should be managed when we are cruising.

Although I loved to fly spinnakers in fully crewed racing boats, our 30-foot masthead sloop did not come with one, and I never thought Karen and I would enjoy dealing with such a large unruly sail by ourselves. I could have opted for a "cruising spinnaker" or an asymmetrical, but neither one will sail dead downwind with any grace, so I've never wanted either of these. Instead, I bought a long telescoping whisker pole and put the jib to windward when we were sailing deep enough for the main to mask the jib. The big genoas give up very little to boats with spinnakers, but it takes some rigging and is complicated to jibe. Still, I'd changed my mind-set a little: we didn't need specialized offwind sails.

We moved the paradigm a little further when we began to use either the main or jib alone and found that this practice was worth considering in some situations, particularly if there is enough wind to move the boat well with just the one sail. For our boat, the bottom of that wind range coincides with the first outbreak of whitecaps.



ILLUSTRATIONS BY TED TOLLEFSON

As a practical matter, particularly when you are not racing, hull speed is hull speed. Once you have reached hull speed, you can press the rig, hull, and crew much harder without gaining much additional speed. In cruising mode, there is no reason for that.

On a dead beat with both working sails, the boat will always point higher and sail faster. But as the breeze freshens, and we have to shorten sail anyway, there are times when we think our best choice is to simply drop one sail.

How and when

On our boat, either the main or jib will sail every point from a beat to a run (see diagram above). The main is frequently a better choice than the jib on points from a beat to just freer than a beam reach. When beating with the main by itself, it is necessary to free the sheet. The sail is not in the deflected flow of the jib. When beating — with

a 150 or 170 and the main — we often have the boom dressed parallel with the keel. When beating without a jib we ease the sheet until the boom is almost out over the leeward corner of the transom. If we pinch up too much or oversheet, the boat slows to a near stop. We expect to sail at least 10 degrees lower when beating "bare headed." While we prefer to sail the deep courses from a broad reach to a run with the jib and no main, we will sometimes choose the main for this work if we need unobstructed forward visibility — when we are going through shoal areas marked by buoys or when we are in high traffic areas, for example.

We employ a double-vang system on our boat (see illustration on facing page). There is a vang tackle running from the boom to the toerail about two feet behind the shrouds on each side of the boat. It is attached to the boom so the fall is straight down to the rail

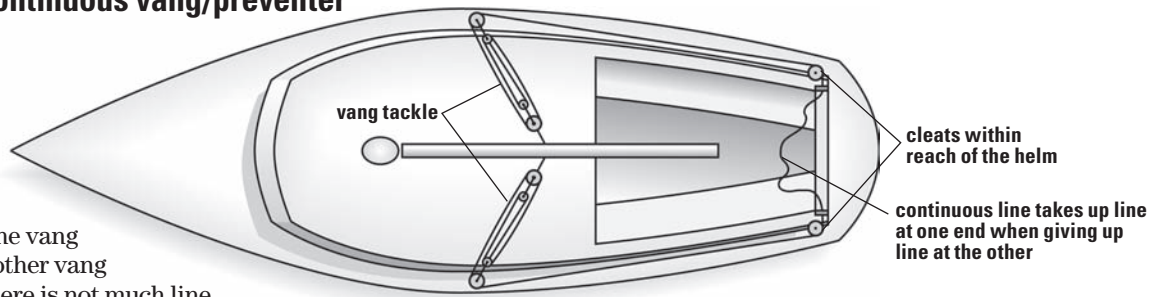
Continuous vang/preventer

when the boom is broad off. One continuous line is threaded through both tackles. As one vang takes up line, the other vang gives up line, so there is not much line in the cockpit. This system functions as a vang and as a preventer completely eliminating the need for a traveler. For more on rigging this system, see my article in November 1998 (available as a PDF file on our first back-issue CD). After we thought we had invented this rig, we began to find references to it in the writings of more experienced sailors. Some of them endorsed it; others were sure it was a bad idea. The detractors contended that the boom would catch a wave and take the mast down. The proponents of this rig recognized the inherent safety and excellent sail control.

Experienced sailors

Oddly, all who commented one way or the other had excellent sailing qualifications. One who liked the rig had raced around the world singlehanded. In the case of our boat, by the time our main has two reefs in it, the boom end is so high that we would have to roll beyond 60 degrees to catch a wave with it. We have used the rig for more than a decade and value the ability of the helmsman to set a preventer in only a few seconds. It is so easy we always set the preventer when the main is freer than a close reach. The inherent friction in the rig makes a flying jibe a very slow controlled evolution that is prevented completely unless the windward vang is released. I mention this here because we believe that every sailboat should have and use a preventer of some sort for crew safety. Other preventer systems require the crew to move around on deck just when it would be better if no one left the cockpit.

Of course, if you are sailing the freer courses from a broad reach to a dead run with a jib and no main, a preventer is not needed. The jib can be quite large to compensate for the lack of a main, and we find that very little, if any, speed is lost doing this. The boat simply goes up to hull speed, and that is that. Unlike sailing with a spinnaker,




the boat is extremely stable and easily controlled sailing downwind with only a jib. Our boat has a very short boom and does not have much tendency to round up when sailing downwind with just the main. Even so, when sailing with a jib by itself there is no tendency to round up at all. The boat is so stable in this configuration you will need to be careful not to carry too much canvas and overload the rig or bury the bow. Your only clue may be that you are going too fast.

Easy jibing

Jibes are remarkably easy if only the jib is involved. Pull in the new sheet, turn to the new jibe or even a little beyond it, release the old sheet when the sail blows through the foretriangle, and trim the new sheet a bit. If you do choose a fairly large headsail, you could find that you have broken the very sensible rule of "never sailing downwind with more canvas than you can carry upwind." You might need to shorten sail from run to reach or beat when sailing with just the jib in heavy air.

We have read that it is not a good idea for some boats to sail without a mainsail. Boats that do not have double lower shrouds with one set led aft are thought to lack the necessary support for the mast. It is believed that, in some circumstances, the mast might begin to pump and eventually fail. Our boat has single lowers that are in an athwartships plane with the mast, so they offer no support against pumping. In fact, our mast does pump when the boat is moored in a slip in a crosswind. It is annoying if we are aboard, but the boat has been doing that for 30 years. Whenever we sail without a main I watch the mast for pumping, but we seem to have a very stout stick, and there has been none. If you sail without a main and you don't have both fore and aft lowers, make sure your boat does not have this problem.

We have come to think of sailing our sloop with a single sail as just one more option in the menu of choices that we can make to match the rig of the boat to the specific conditions of course, wind, and sea. 

The masthead rig

Fortunately, by the time I had read the many condemnations of the masthead rig with its large foretriangle and small main, I had already owned such a rig for a while and knew it was fast, weatherly, and versatile. We like our big jibs and the versatility that changing the size of the jib offers. We like our small main, which does not need lazy-jacks for control when it is struck. We like the short boom, which does not tend to force the boat to round up when sailing downwind and does not tend to dip into the sea when the boat rolls. We do not argue with experts who say large mains and small jibs make a better rig. We have

not had enough experience with that kind of cruising rig to say, but we do know we like the one we have.

We also think that if there is a fresh breeze, much that is *said* to be wrong with fore-and-aft rigs (they don't sail well off the wind without special off-wind sails) and masthead sloops (the rig is just a rule-beater and the area is better put in the large main and small jib of a fractional rig) is mitigated by sailing a big jib downwind without a main. And we like sailing with only a main on close to broad reaches, provided there is enough wind to drive the boat that way. A lot of good old boats have masthead rigs.

Dealing with currents

*This necessary skill
comes with knowledge
and practice*

by Gene Bjerke

UNLIKE AUTOMOBILES, WHICH OPERATE ON A SOLID MEDIUM, boats are always at the interface between two fluids, both of which are usually in motion. The movement of the water relative to the ground is called current. It has two components: **set**, the direction in which the water is moving, and **drift**, the speed of the current over the ground in knots. Sailors who fail to take current into account are apt to end up somewhere other than the destination they initially had in mind. The characteristics of the current you encounter differ with the kind of water you sail on.

Fresh water

Inland rivers have currents that are consistent in direction but variable in speed (constant set, variable drift). The volume of water will vary depending upon factors such as rainfall and snowmelt upstream. The speed of the current will depend on the volume of water and the shape of the riverbed. Where the river is broad, the current will be weak. Where the banks come together, the current will be strong. There are also variations from the middle to the edge of the river. Currents are usually strongest in the deepest water, normally the center of the channel, and weakest or nonexistent at the edges. There may even be a counter-current or eddy along the edge. Faster currents will be found on the outsides of bends. As rivers approach the sea, they will be affected by tides, which can stop the flow and even reverse it.

Salt water

There are consistent, known currents in the ocean — “rivers in the sea” — such as the Gulf Stream and the Califor-

Whenever you pass a floating aid to navigation, check the strength and direction of the current. It shows up as a “wake” on the downstream side of the mark.

nia Current. Even these vary from day to day and are apt to spin off temporary eddies. The ocean also has known rotary currents that change direction with the ocean tides but vary only slightly in speed (almost consistent drift, variable set).

The most complex current situations occur where the ocean meets the coast. Currents there are strongly (but not wholly) affected by the tide. Tidal streams have both variable set and variable drift. While tide and current are closely related, they are separate phenomena. The term **tide** refers to the change in depth, while the term **current** refers to the horizontal movement of the water, which may be caused by winds, tides, rivers, or massive thermal differences on the earth.

The particular terms that apply to tidal streams are:

- **Flood**, the movement of water inland from the ocean;
- **Ebb**, the reverse movement of water toward the ocean; and
- **Slack**, or slack water, the interval (of whatever duration, when there is no horizontal movement of water) between the end of the flood and the beginning of the ebb and vice versa.

The strength of tidal streams changes over the time each is running, building up to a maximum and then slowing down again. In addition, ebb streams are often a little stronger and last a little longer than the floods because of the influence of runoff from upstream.

Different times

While tidal currents are caused by the tide, they don't necessarily coincide with the times of high and low water. For example, the lower York River (which flows into Chesapeake Bay) is restricted at Gloucester Point. This causes the currents to be as much as three hours out of sync with the tides. The current will continue flooding for a long time after the tide has begun to fall and the opposite is true for the ebb. In some situations, such as Hell Gate and Wood's Hole on the East Coast and various places on the Inside Passage between Washington and Alaska, extreme narrowing of the space for the water to pass through creates a nozzle effect. This produces turbulent currents, making the passes best negotiated only for a brief period during slack water.

Wind current

Another type of current that has not been mentioned is wind current. A strong wind blowing for an extended period from the same direction (say more than 12 hours) can cause a current. This current will usually be about 2 percent of the wind strength and offset a bit to the right (in the Northern Hemisphere). This is obviously something that cannot be predicted well in advance. However, it may affect the predicted current.

There are other factors that can affect currents, so it's good to check the current whenever you pass a fixed object, such as a buoy or daymark, in the water. The current

PHOTO COURTESY OF WINDCHECK MAGAZINE

will show up as a sort of wake on the downstream side, as if the object were being towed through still water. Observing a buoy like this can give you the set and a good estimate of the drift at that location at that time.

Similarly, if you are sailing within sight of a shoreline ahead, you can often see that you are drifting sideways by the relative movement of the land. This may allow you to compensate for cross-track error.

Sources of information

How do you find out about what currents to expect? River sailors rely on local knowledge and observation. General information on ocean currents can be found in the appropriate *Coast Pilot*. The government no longer publishes the tidal-current tables; they're published by independent publishers and are available from nautical sources like the Good Old Bookshelf. There is also tidal-current information in some of the old standbys, such as *Reed's Nautical Almanac* or the *Eldridge Tide and Pilot Book*.

You can buy tidal-current charts for certain locations. These are a set of small-scale charts of an area (such as for Long Island Sound and approaches) that use numerous arrows to show set and drift of the current for a large number of places for each hour of the tidal cycle. They not only give you a good sense of the general current pattern but also show eddies and side currents around islands, points, and so on.

Practical piloting

If the current is from dead ahead or dead astern, determining the effect of current is pretty straightforward. If the current is fair, add the speed of the current to your speed through the water. If the current is foul, subtract it from your speed through the water.

Situations where the set is neither dead ahead nor astern require a calculation of its effect. You can make this calculation graphically using a vector diagram. Vector diagrams model speed and direction, as shown in Figure 1. This diagram shows the effect of an offsetting current. Assume you are sailing from A toward B, steering a course of 045 degrees and sailing through the water at 5 knots. To plot the effect of a known current whose set is 120 degrees with a drift of 2 knots, add the current component (B-C) to the end of the course line. Adding the third side of the triangle (A-C) shows that the combined effect will be that the boat is sailing a course over the ground (COG) of 064 degrees at a speed over the ground (SOG) of 5.85 knots. Often you will not know the set and drift of the local current, but this information can be determined as shown in Figure 1. If point B is your dead reckoning (DR) position after sailing for an hour on a course of 045 degrees at a speed of 5 knots and point C is your actual position, connecting points B and C will give you your average set and drift for that hour.

In vector diagrams, such as Figure 1, speed is the length of the line. The direction it points is the course. Even if you are unfamiliar with vector diagrams, you have been using the concept whenever you navigated by dead reckoning on a nautical chart. The chart supplies direction by the compass rose, and distance (or in some cases speed) by the latitude scale.

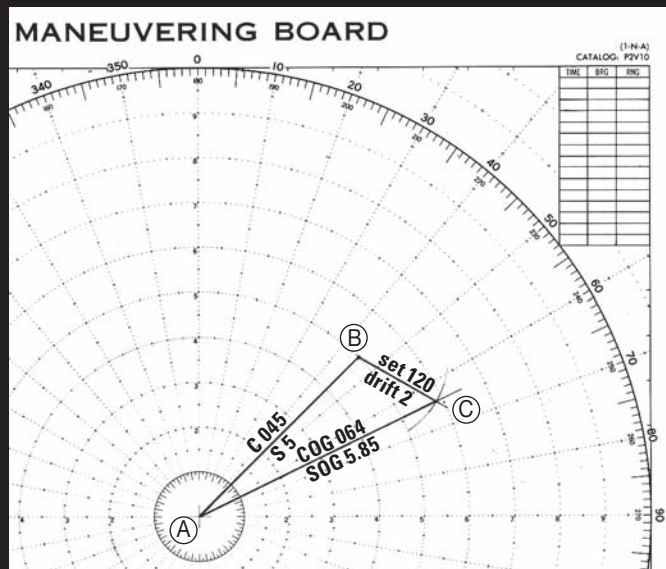


Figure 1

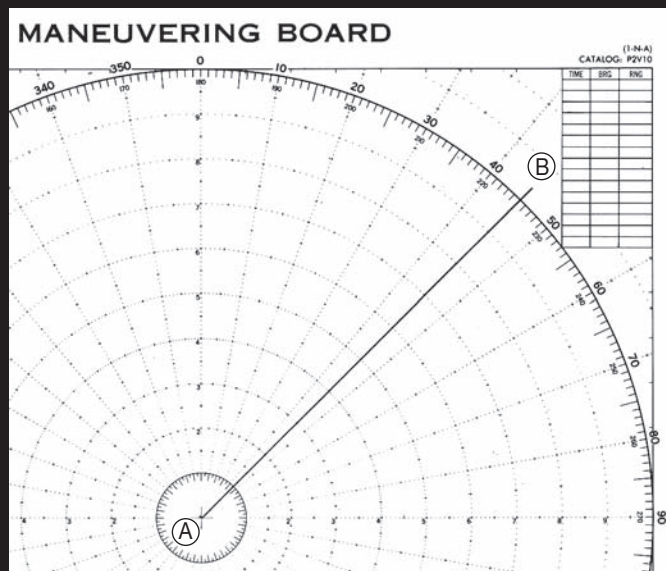


Figure 2

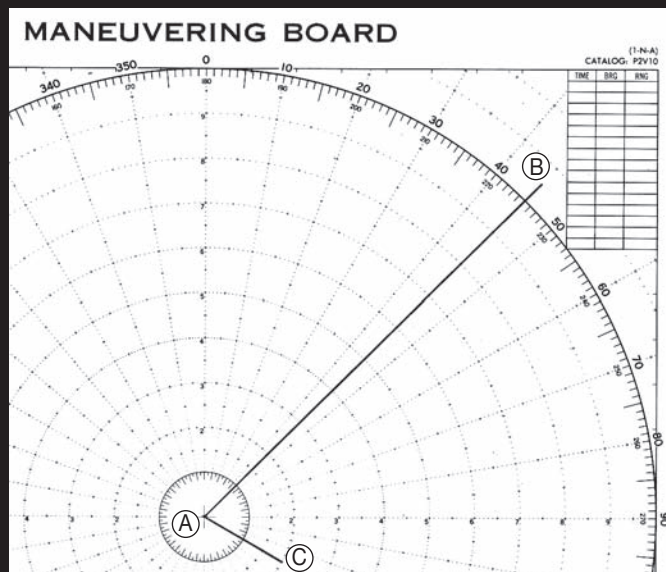


Figure 3

Taking the ground

Sailing where the water goes from thin to none

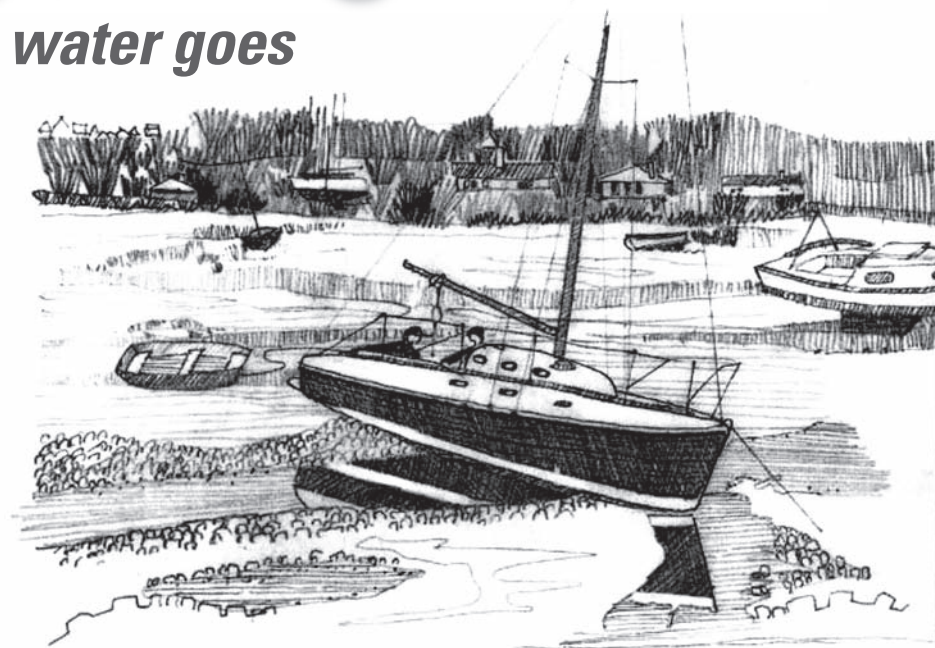
by Richard Smith

WHEN YOU LIVE IN A FOREIGN country for a while, you come to know it and the way of life there. But the important thing is not so much what's learned about that country and its ways but how your own country appears when you get home.

Taking the ground — intentionally drying out between tides — is common practice in England where harbor and marina space is scarce and seafaring is in the nation's blood. Over the centuries, British mariners and yachtsmen have evolved many ways of making the best of a largely inhospitable coast. This has often meant finding ways of getting from land to sea as expeditiously as possible.

From earliest times, boats have been carried or rolled over logs and launched through an angry surf to ply the fishing grounds of the North and Irish Seas. Boats have been crowded into tiny man-made harbors that often ran dry, denying access until the sea moved back to fill them again.

British owners of pleasure craft have their own ways of coping with a scarcity of natural harbors. They often find shelter in the drying creeks and backwaters of tidal estuaries. Some boats take well to these conditions while others do not. Boats have to be tough to take the ground twice a day. Stout little twin-keelers, like Westerly Centaurs and Kingfishers, stand upright on their iron legs along with bilge-keelers, such as Maurice



Griffiths' Waterwitch ketch, that have long keels with angled steel plates on either side. Wooden or fiberglass boats with firm bilges fare well along with flat-bottomed boats.

Some deeper-keel boats adapt "legs," portable wooden or steel pipe stands with wide bottom feet providing support when grounded. Still others rise and fall with the tides while leaning against walls.

Lacking moorings

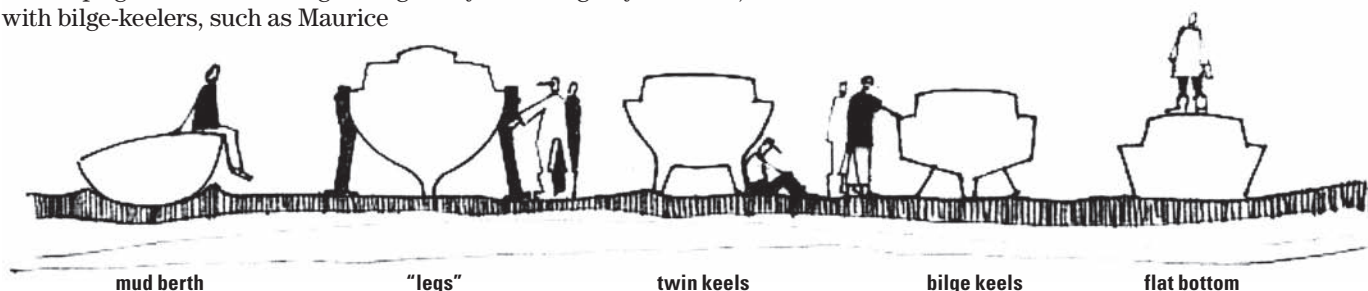
I lived in Liverpool, about 10 minutes from the River Mersey, but in spite of its great maritime tradition there was a distinct lack of small-boat moorings available to sailors like me in 1984. I wanted something close by and inexpensive, so I did what the Romans did and found a mud berth for my Fairey Atalanta.

Jane Duck was a 26-foot barge-yacht design by Uffa Fox, a deriva-

tive of the wartime airborne lifeboats (profiled in *Good Old Boat* in May 2006). Hot molded, she was relatively light, with firm bilges and twin, ballasted, lifting keels. She was extremely tough, with hefty mooring bitts.

I kept *Jane Duck* in Heswall, a small seaside town on the Dee Estuary about a half-hour's drive from Liverpool. The Dee leads, or did before it silted up so badly, from the Irish Sea to Chester. Parkgate, located a few miles from Heswall, was a major port in the 17th century. It was from here that Cromwell launched his ships to terrify and vandalize Catholic Ireland.

Local knowledge had it that Lord Nelson sailed a few ships up the Dee to Parkgate where, so the story goes, he met Lady Hamilton, who was there for the area's renowned sea bathing. If true, the landlocked fleet would have been highly vulnerable to French



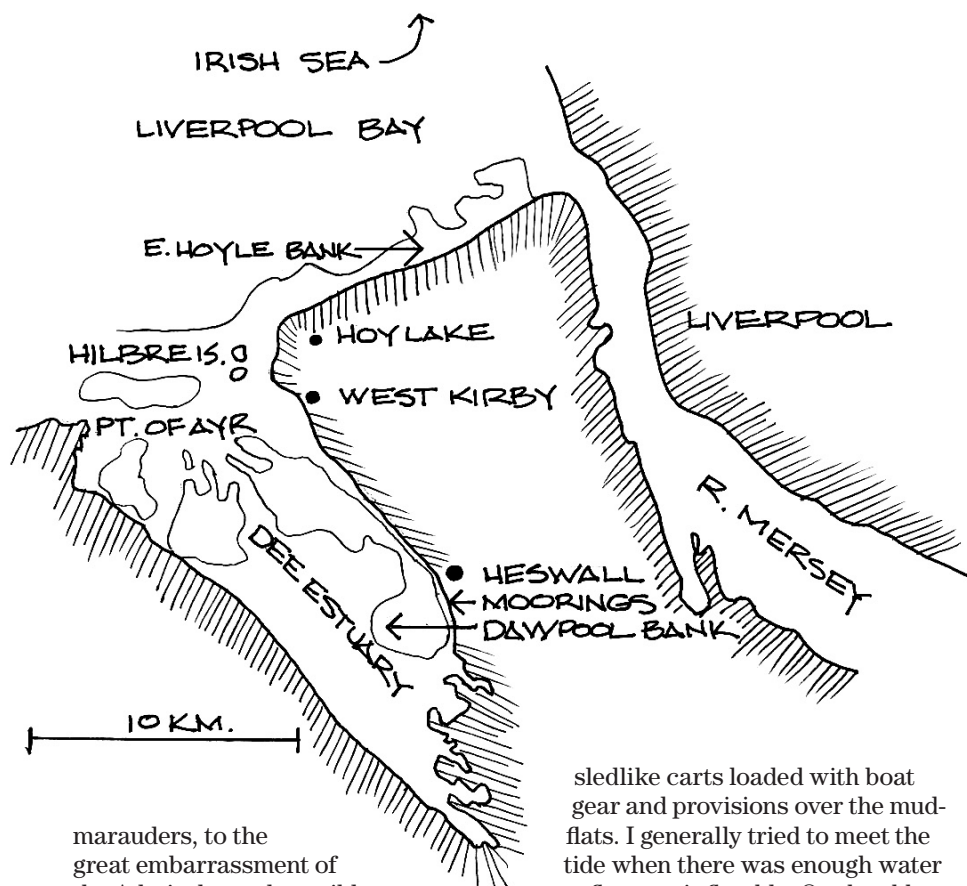
mud berth

"legs"

twin keels

bilge keels

flat bottom



marauders, to the great embarrassment of the Admiralty and possible security of the realm. I like to think that it just might have been worth it.

The 30-foot tides that would have bottled up Nelson for several hours cause the estuary to virtually disappear at low tide. The situation at Heswall, when it was *Jane Duck's* port of call, was that a ramp led down to the water where a boatman maintained a line of buoys that he moved about as the channels shifted. These provided wet moorings a few hours before and after high tide, thus allowing for a few hours spent sailing before the sea ran out, barring access to the moorings until the next tide. Obviously, the shallower the draft, the more time a boat had to sail.

Tractor boatman

A boatman assisted with launchings and haulouts. He drove around the sand, viscous mud, and pools of water, when the tide was out, on a farm tractor, moving buoys, checking and replacing chain and shackles, clearing out logs and other bits of flotsam and jetsam from the anchorage, and generally seeing to the welfare of the Heswall squadron.

The mud was difficult to negotiate on foot; it took a bit of practice to get from ramp to boat without leaving a boot in the mud. Some sailors towed

sledlike carts loaded with boat gear and provisions over the mudflats. I generally tried to meet the tide when there was enough water to float my inflatable. On the ebb, this meant a good few hours before I could get back to shore unless I wanted to wade through the ooze pulling the dinghy, which I did a lot. One time just short of *Jane Duck*, I fell over while loaded with an armful of boat gear. I hardly felt the fall into the soft sludge, but it was a job cleaning out the muddy cockpit with so little water around, to say nothing of drying clothing on a small boat.

Like seabirds whose habits are shaped by the tides, those of us who moored in the Dee paid little attention to night and day. We hitched rides with each other and from the boatman's tractor, which carried us out to our boats like Spitfire pilots on their way to meet the Luftwaffe.

We were all in a narrow channel, sometimes running with water, sometimes dry, behind a bank of sand dunes that gave good protection from the sea at low tide. But as the sea rolled in, the bank disappeared, giving the distinct impression that we were a long way from shore — somewhere in the middle of the Irish Sea.

In bed, worrying

The larger waves at high tide were knocked down a bit by the sandbank, but never enough to wholly relieve my anxiety. When I first moored in Heswall and a storm came up, I'd lie

in bed back in Liverpool and worry. I worried a lot until the tide fell enough for her to take the hard. I knew just when *Jane Duck* would roll and pitch with the sea and when she'd lie down in her mud berth. When high winds corresponded with high tide, it was all I could do to resist calling the boatman:

"Is she OK, John, is *Jane Duck* OK?"

"Aye."

"How does it look out there, John?"

"Do you think it'll get much worse?"

"Aye, mebbe."

"I should come out and have a look — what do you think?"

"Well, now, Mr. Smith, were I you, I'd go back to bed now. She knows how to take care of herself, she does. Don't you worry now. Go back to yer bed."

Eventually, when I came to trust the idea of leaving a boat to find her way with wind and tide, and when I came to appreciate what a tough old bird the Fairey Atalanta was, I began to take it all in stride. As long as *Jane Duck* was on a Heswall mooring, I was always aware of the state of the tide and just how she lay.

As the sea fell, the bank offered more protection so that when the boats met the mud, it was a pretty smooth touchdown... usually, but not always.

Holed and sunk

It was not unknown for a thin-skinned hull, whatever the material, to land on a sharp rock and be holed, and not to rise with the next tide. This was more easily avoided with a boat resting on twin keels or a long keel with steel bilge plates. It was possible with experience to avoid the worst of the gullies and other bottom irregularities and coax a boat into a well-fitting mud berth. With shallow-draft boats such as the Atalanta, one could wade knee-deep and push the boat to the best alignment, but it was far short of an exact thing. Round- and V-bottomed boats weren't expected to provide any sort of accommodation when grounded.

When I took the ground in an unfamiliar bay or harbor, I liked to anchor in deep water and wait for low tide. Then I'd take a good look at the bottom and choose a level place to set down another time.

One rainy winter afternoon a few of us gathered around the coal stove of a Waterwitch ketch, drinking tea and telling lies. Someone flicked a tea bag through a portlight with a unique wrist movement. That set off the first annual River Dee Tea-Bag Pitching Competition. We took turns flicking bags and jumping overboard to place a stick in the mud to mark the longest toss. When we could dinghy to shore, we bought a couple of pints for the winner at the local pub.

We sailed into Douglas, on the Isle of Man, one summer. There was rather a lot of wind and rain in the Irish Sea and the floating berths were full, so we went against the wall. This is a mooring method whereby a boat ties off against a stone wall, another rafts up alongside him and another to him and so on and so forth. We wound up in the middle of such a boat boom, waiting along with a collection of fishing boats and yachts for the tide to set us all on the ground. It was a mish-

mash of bow, stern, and springlines, over and under, criss-crossing each other as they wrapped around mooring cleats and bollards.

Maze of connections

Fenders of all sorts kept us off each other — posh colorful ones for the yachts, car tires and wood planks for the workboats. The maze of connections, which at first looked haphazard and hopelessly snarled was, in fact, an arrangement such that, with considerable cooperation between friendly crews, any boat, at any place in the stand, could leave when the tide was in.

Argument and dispute among the skippers seemed inevitable but, after a day or two of watching the coming and going of boats of all types and at all times into this scrum, I was amazed at how politeness, good boat tending, and a spirit of cooperation allowed this most complex of mooring arrangements to work.


Now, having lived in the Pacific Northwest for 10 years, I still can't get over how easy it is to sail from my deep-water marina berth, 10 minutes from home. It's absolutely secure in any state of wind and tide and there's no hopping about trying to retrieve a boat stuck in the mud.

There are no coal stoves drying out wet socks and certainly no tea bag-throwing contests from cabins so thick with cigarette and pipe smoke, you could cut it with a bosun's knife. I can leave the dock and come back any time of the day or night, and there's no thrashing about in a choppy sea, cold and wet, waiting for enough water to raise my mooring buoy.

I sometimes wonder why I miss those days in England so. 

**Richard Smith and Jane Duck, his
Fairey Atalanta 26, on Heswall mud,
waiting for enough water to lift them
into the Irish Sea.**





Emergency portlight covers

Holding the water out when a port breaks at sea

by Jamie Harris

ACCORDING TO THE PILOT CHARTS OF the central and north Pacific Ocean, the incidence of gales during late July and August on the preferred sailing route from Hanalei Bay, Kauai, to San Francisco is less than 5 percent. It's even lower in May on the trade wind route from California to Hilo. Still, while planning a summer cruise to Hawaii, the possibility, no matter how small, of a full gale at sea focused my attention on the size of my boat's cabin portlights and other coastal-cruising design features. My good old Spencer 35, *Onrust* (Dutch word meaning "unrest"), is a classic CCA-design, one of the mid-1960s vintage solid fiberglass cruisers with moderate overhangs, a long keel, and sweet sea motion. I had every confidence in her capability to make a summer cruise from San Francisco to Hawaii and back. However, her raised doghouse has bigger windows than I think ideal for an ocean passage. The four main cabin ports measure almost 40 inches in length and 12 inches in height. Having one of them break at sea was not a

pleasant prospect. Yet I didn't want to mar the cabin sides with permanent armor of some kind. What to do?

I decided to construct emergency portlight covers that could be installed over the frame in case a port were broken. The Pacific Cup Yacht Club, sponsors of the biennial Pacific Cup race to Hawaii from San Francisco, endorses this solution but does not provide any details for building covers.

For my Hawaii cruise in the summer of 2006, I wanted something very inexpensive, easy to store aboard, and quick to mount from inside the cabin — assuming that if conditions were bad enough to break a window, I wouldn't want to do a lot of work on deck, particularly a job requiring both hands to install nuts and bolts.

Installed from inside

My design was for a solid ½-inch-thick plywood port cover that could be installed and locked into place through a broken window from inside the cabin and tightened up enough against the exterior of the cabin side

to provide a watertight seal. (The windows are mounted in standard aluminum frames, more or less flush with the exterior of the cabin side.)

First I bought a 4- x 4-foot square of high quality ½-inch plywood. I selected cabinet-quality birch ply. With the extra layers, it is quite stiff. After measuring twice, I cut rectangular covers 1½ inch larger on each dimension than the exterior edge of the window frames. I figured that two would be sufficient and, while I was at it, I made two smaller ones to fit over the head compartment ports as well. I beveled the corners and edges to create smooth edges and then put on four coats of polyurethane varnish for waterproofing, paying special attention to soak a lot into the edges of the plywood. I then cut a 1-inch by 2-inch teak board into clamping pieces. To create a more even clamped pressure on the large covers, I made two clamps for each of the covers but concluded that one would do for the small head port covers (13 inches by 6½ inches). These clamping battens


are 3 inches longer than the maximum vertical dimension of the windows in order to have good purchase on the inside of the window frame and cabin wall. I drilled 1/4-inch holes through the clamp and the cover to take 3-inch long stainless-steel bolts, washers, and wingnuts: two in the large ones and one in the small ones. Then I installed rubber hatch gasket material around the inside edge of each board where it will contact the cabin side.

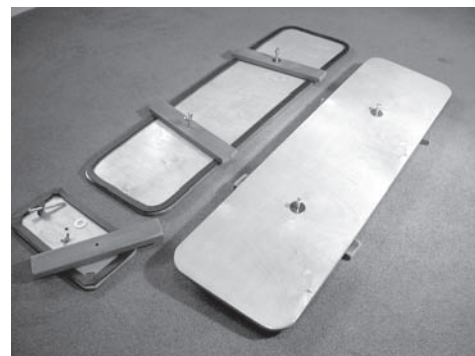
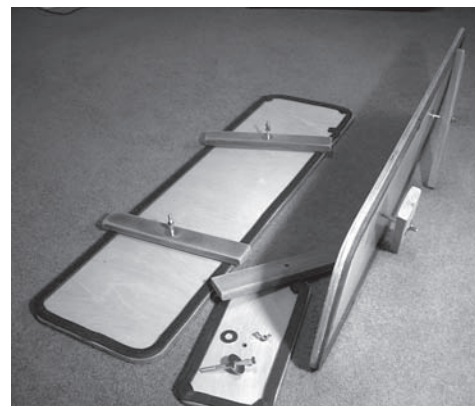
Not a problem

I did not have to deal with a broken window on my passage to Hawaii, but if one had broken, I would have levered the cover board out through the broken window, while holding on to the clamp boards from inside the cabin. Then I would have pulled the cover into place, overlapping the edges of the window frame, and tightened the wingnuts to pull the clamps against the inside frame and draw the board up against the gasket tightly. *(Note: have a plan for removing or drilling through the remains of the broken port lens. —Eds.)*

The hole for the bolt in the head port covers is off-center to account for a vertical aluminum framing piece in the middle of the window frame that supports the fixed side of the half opening port. In the case of the head windows, unless the frame were broken along with the windows, I would have had to go on deck to install them. The vertical frame piece in the head ports would prevent passing the cover out from inside. On the other hand, these windows are so small that breakage seemed unlikely.

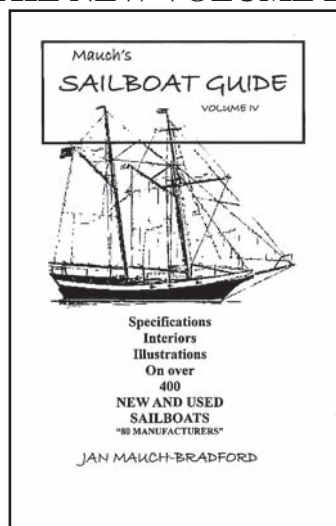
The total cost of this solution was less than \$55 for the plywood, hardware, and varnish. I cut the clamp boards from my garage supply of miscellaneous teak scraps that came with the boat when I bought her four years ago.

I stored the covers with the bolts removed so they could lie flat together under the forepeak. These were emergency supplies I hoped never to have to use, but when the sea kicked up at night on my voyage, I worried less about what might happen if one of those big windows cracked. 



Jamie's emergency portlight replacements can be mounted and clamped from inside the cabin, eliminating the need to go on deck just when the weather is at its worst.

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The right name

It's one thing to find it, quite another to apply it

by Chris Verra

AS FAR AS WE WERE CONCERNED, our new boat was a great success. All her systems were working well. She sailed like a dream and looked lovely on the water. The only thing we didn't like was her name. Each time we hailed someone on the radio we had to think about what she was called. We spent a lot of time explaining to our fellow boaters that the moniker on her stern was not our choice but the previous owners' choice. It just never quite fit. It may have suited her former owners but it just did not work for us. We decided to change it...but to what? This would prove to be one of the biggest challenges we faced in the restoration of our 1984 Endeavour 35.

The name on our craft had to speak to us on a personal level. We wanted our vessel's name to fit with her character and ours. The name had to be feminine in keeping with maritime tradition. We wanted to register our boat in Canada. This required us to find a name that was not yet on the List of Ships registered with Transport Canada. We debated for six months on the issue.

The deadline for launch was looming and we had to settle on something. The solution to this problem was on the Internet. We searched through the lists of baby names offered on a number of sites. We paid careful attention to female names and read through lists from numerous languages. Most of the name sites offer meanings for the names. Some sounded good but had negative definitions. Others had great connotations but sounded bad.

Accumulated a few

As we came across hopefuls, we wrote them down. Once we had accumulated a few options, we checked their availability for registry in Canada. The ones that weren't got the ax. Next we gave them the "hailing test." Any vessel name has to be spoken three times in quick succession when hailing. If a name gave our tongues difficulty, it ended up in the reject pile.

After a few hours we ended up with a handful of prospects: our short list. The final test was how they looked on the boat. Again the computer came in handy. Using Windows Picture and Fax Viewer, I brought up a photo of the stern that I had on file and opened it for editing. I selected the gelcoat color on our boat from the color chart and electronically painted over the old name. Once painted, the stern looked blank. I then clicked on the text button, created a field the size of the new name and typed it into the box. Once typed, I could manipulate the size, font, and

color of the new name using the options on the toolbar. This gave us a great visual on our choices. Some of the name choices ended up as our screen saver for a few days to see how they held up.

By repeating this process with all of the names on our list, we were able to come to a decision. Our boat had a name. From now on she would be known as *Topanga*, a Native American word for "where the mountain meets the sea." The definition was what caught our eye initially and it was available for registration. We could repeat it three times quickly without stumbling, and, most importantly, it looked great on our virtual transom (see images at left).

Renaming your boat makes it your own. Once the new name was on her, we felt a closer bond to our vessel because now she was really ours. The name on her stern was more than just a means of identification. Her name spoke of her strength, her beauty, and what she meant to us as owners. We enjoy hearing her name called out on the radio, "*Topanga, Topanga, Topanga...*"

"This is *Topanga*. Go zero seven."

Out with the old

Removing old vinyl lettering from gelcoat is simple. With the help of a little heat from a hair dryer or a heat gun, the letters can be lifted off with a dull, flat scraper. Avoid using razor blades as they tend to dig in and will leave ugly scratches for you to deal with later. Once the letters are removed, the glue residue will wipe away with a bit of acetone and a clean cloth.

You may find that the gelcoat has remained high under the old vinyl. The letters protected the surface from abrasives and UV rays so the extra thickness leaves an obvious ghost of the old name. If you are replacing the vinyl with the same name and intend to use the same font, you can leave it as it is. If, however, you wish to change the name or font, this ghost will have to be removed.

We took an orbital sander with 220-



Before and after...virtually.

grit paper and gently sanded the areas where the old letters had been. (Note: *The recommended way to do this is to wet-sand by hand. Start with a less aggressive 600-grit paper.* —Eds.)

Take your time and occasionally run your hand over the surface to see if the raised area is noticeable. Gelcoat that has been sanded with extra fine paper can be brought back up to gloss with rubbing compound. Leave the waxing until after your letters have been applied. Some discoloration may remain in the gelcoat from years of protection from the sun. This will fade to the color of the rest of the stern over time.

Names painted on a gelcoated transom will come off with acetone and a dull scraper. Start in one corner and dampen the painted area with acetone. Allow the paint to soften and take it off with the scraper. Once most of the paint is removed, you may have to sand the area lightly, wiping with an acetone-dampened cloth occasionally to pick up any stray paint dust. (Note: *As an alternative, oven cleaner can remove painted letters if you're careful. Brush-on paint stripper can also work. Do not use either strong chemical while your boat's in the water, since the runoff can hurt nearby boats and marine life. Similarly, avoid spraying oven cleaner on windy days for fear of nasty side effects to you and nearby boats.* —Eds.)

Painted boats are different

Painted boats pose another problem. Products like Awlgrip and Brightside do not like to be sanded. Excessive heat will bubble the paint and acetone will remove it. In most cases, if the letters do not come away easily, you will have to repaint the transom. Even if you manage to remove the letters, if a ghost of the old name remains, it is not repairable without repainting.

Once we decided what to call her and what font we would use, we had to get it on the stern. We decided early on to use vinyl letters. They are durable and bright, resist UV, and are inexpensive to have made. Using the photo I had manipulated on the computer, I estimated the actual size of the new name on the stern. One of our local printers took our information. We selected a color from his vinyl stock that matched the accents on the boat, and in a couple of days we had our letters.



Belleville, Ontario, artist and graphics pro, Al Zaback, applies *Topanga's* vinyl lettering for her port of call, above. Preparation of the hull is as important as centering and aligning the graphic prior to beginning the application process.

Applying vinyl letters can be a nightmare if it's done incorrectly. You cannot rush the process. Once you have committed, you cannot back out. Careful preparation will assure you a final product that you will be proud to display at the marina.

First, make sure your transom is clean and free of wax. Using an acetone-dampened cloth, clean the surface where the letters will be fixed. If the air is cool or damp, vinyl letters may not adhere properly. It was cool the day we did our boat. Once the acetone had dissipated, we took a heat gun and carefully warmed the gelcoat. If your boat has been painted, you may wish to use a hair dryer, since too much heat will cause your paint to bubble.

Our new name was delivered in one

large piece. The vinyl cutouts were sandwiched between two pieces of waxed paper. We laid out our tools in preparation for the job. First we held up the new name and made sure it was measured properly. We trimmed off the excess waxed paper above the name ½ inch from the letters. Using a few small pieces of masking tape, we put the name on the transom roughly in the location it would be fixed.

Reference point

We centered it on the stern by eye, using the backstay as a reference point. If your boat has a split backstay, you can mark the center on the stern with a piece of tape. Now that we had things close to where they would be, we measured to make sure it was all level. After a few adjustments, we had things where we liked them. We then taped along the entire top of the waxed paper and rubbed the tape well to make sure we had a good bond.

When using large letters, it is easier to apply one or two letters at a time, since smaller groupings of letters are easier to install in blocks. We cut from the bottom of the waxed paper to the tape running along the top.

Beginning with the first letter, we lifted it up to reveal the back and peeled off the waxed paper backing. Once the vinyl touches the transom it will stick, so you must make sure to apply it from the top down, taking up any slack in the waxed paper. This will assure that you have placed the letter exactly where you registered it when you took your measurements.

Using your thumb, gently rub the letter from the top down. Once the entire letter has been adhered, go over it again, making sure the bond is good with no wrinkles or bubbles. Now the top layer of waxed paper can be gently removed, taking care that the letter does not come off with it. Repeat this process, one or two letters at a time, until complete.


Once the hull has been prepared and the graphic positioning has been marked, another way recommended by vinyl lettering professionals is to spray the hull and the sticky back of the graphic (after carefully removing the paper backing) with Windex or a mixture of water and a capful of baby shampoo or dish detergent, such as Joy. The diluted soap coating on the



When the graphic has been aligned and taped in place, Al peels off the waxed paper backing, keeping the sticky back away from the hull (1), he uses his thumb to apply the lettering from the top down (2), and carefully removes the top cover from the lettering (3). Then he can move on to the next section (4) until the entire transom has been completed (5).



lettering and hull allows you to slide the decal around on the hull to some degree. When you are pleased with the positioning, squeegee the water out from under the letters. Work the squeegee from the center outward. Let the letters maintain contact with the hull for 15 minutes (or longer on a cold day) before carefully peeling the top covering away. Some further squeegee work may be necessary if any letter corners let go. When the covering has been removed entirely, squeegee each letter once more.

The whole job took only a couple of hours to accomplish but was, by far, one of the most satisfying projects I have done so far on our boat. With a name we chose on her stern, *Topanga* is now truly ours. 

Tools you'll need

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Clean rags • Measuring tape
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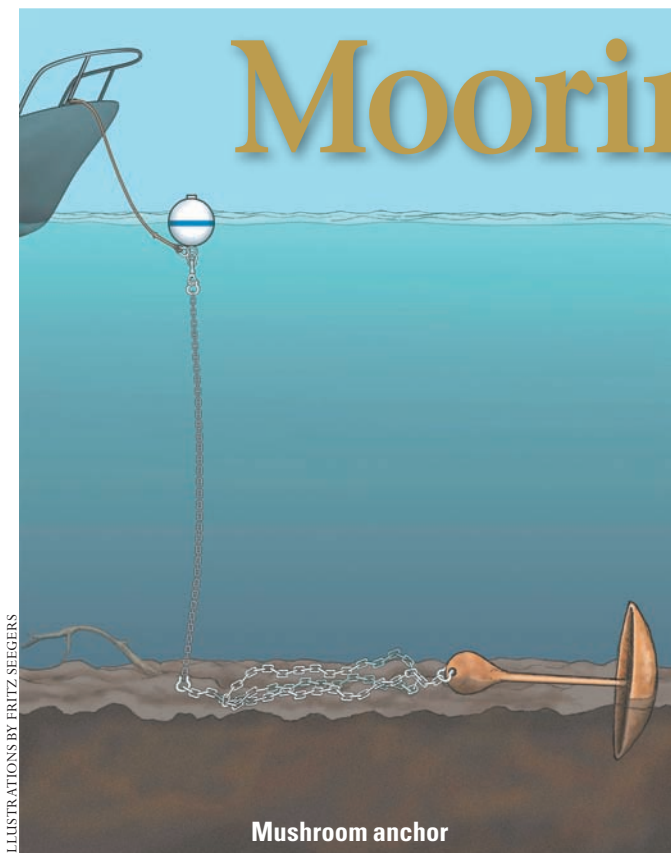
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Mooring systems

How to make sure your boat stays put

by Bill Sandifer



Mushroom anchor

NOT LONG AGO I SPOKE WITH A SAILOR WHO HAD A 27-FOOT Sabre moored on a 250-pound mushroom mooring anchor as recommended by the local yacht club and the municipal harbormaster. During a big storm, his boat dragged and was destroyed on the rocks. He asked what kind of mooring to use in the future. Before offering suggestions, I did some research about mooring systems. Not much information was available.

Most of the information we rely on seems to be based on the recommendation of some trusted source, such as a harbormaster or a local yacht club. Even Chapman's *Piloting, Seamanship and Small Boat Handling* has just a limited discussion of "permanent moorings" and offers a small table showing the recommendations of the Manhasset Yacht Club of Long Island, New York (see Page 32). These recommendations are good for their area but should not necessarily be trusted in other areas.

In deciding on a permanent mooring for your boat and location, consider the type of sea bottom, current, exposure, prevailing winds, water depth, tides, and swinging room. Also, try to get some local knowledge.

Local knowledge

When I was a kid in Oyster Bay, New York, I had a 16-foot outboard boat on a mooring. I had a lot of discussions with Conrad, the local mooring guy, who set all the larger moorings in the harbor. He advised me on the type of mooring anchor to use and where to put it. His sole business — other than a little winter fishing — was setting and retrieving moorings. He charged a moderate sum to set a mooring in the spring, equip it with a new pendant every year, and pull it out in the fall before the harbor iced over.

He knew by long experience what size mooring to use for what size boat. He took into consideration the windage

of each boat and used a heavier mooring anchor for boats with more windage. Conrad knew the composition of the bottom and the best place for each boat. He was a qualified harbormaster long before the term was coined.

There are three basic types of permanent mooring anchors in common use. These are mushroom, pyramid, and dead-weight anchors. In addition, some moorings use three anchors set at 120 degrees to each other with chain leading to a center point, and some moorings use a helix screwed into the bottom.

Mushroom anchors – The sailor whose boat had dragged had used the correct sources to arrive at his mooring system, but it was nevertheless not heavy enough or well enough dug in for the big storm that destroyed his boat. Digging in is important; otherwise, a mushroom anchor may skid and roll along the bottom. It's not common knowledge that a mushroom anchor must be tipped over and "set" in the same way that one "sets" a conventional anchor. One improvement for mushroom anchors is a new variety of these anchors with weights placed on the shank to help them lie horizontal.

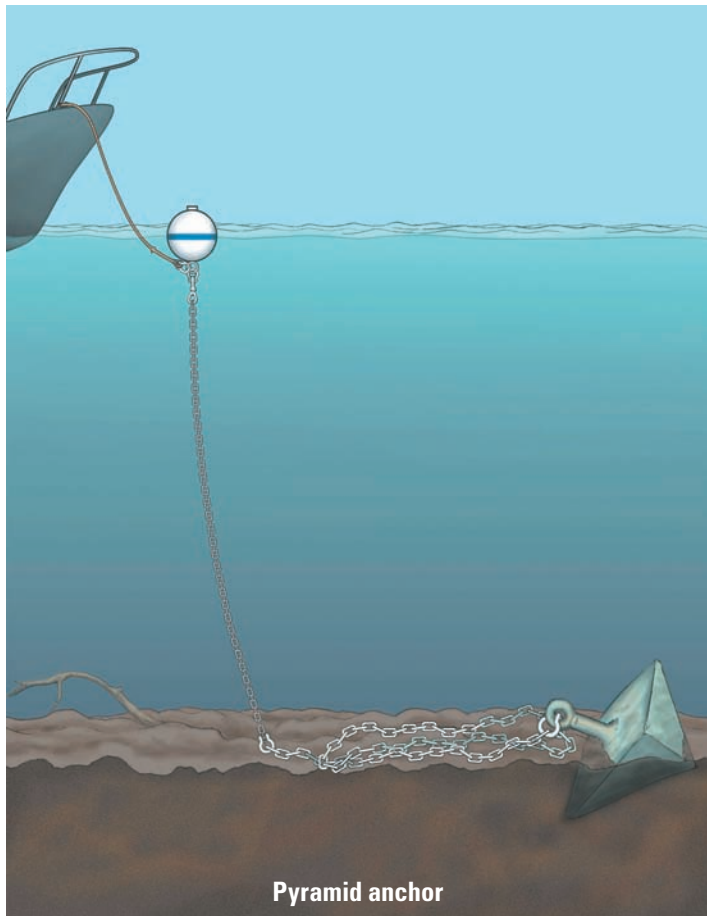
Pyramid anchors – A relative newcomer to the field is a pyramid anchor similar to the old lead sinkers we used when bottom fishing as kids. Due to their shape, these anchors must lie on their sides and present a flat edge to the sea bottom when pulled against. My mooring in Mississippi for a previous boat was a triangular version of this anchor and worked very well (see article in *Good Old Boat*, January 2002). I set it in mud, but it would have done as well in soft sand or silt. I do not think it would have been as successful on hard sand or weeds.

Dead-weight moorings – One other reliable mooring used with hard bottoms is the dead-weight type. Some folks in Maine use granite blocks with a hole in them as mooring weights. These serve well but are very heavy... on the order of several tons. These weights must be set by a barge and crane or tripod. If enough wind is blowing they can still drag, but even when they drag they offer considerable resistance and drag slowly enough for the boatowner to make the necessary adjustments or move the boat to a safer mooring.

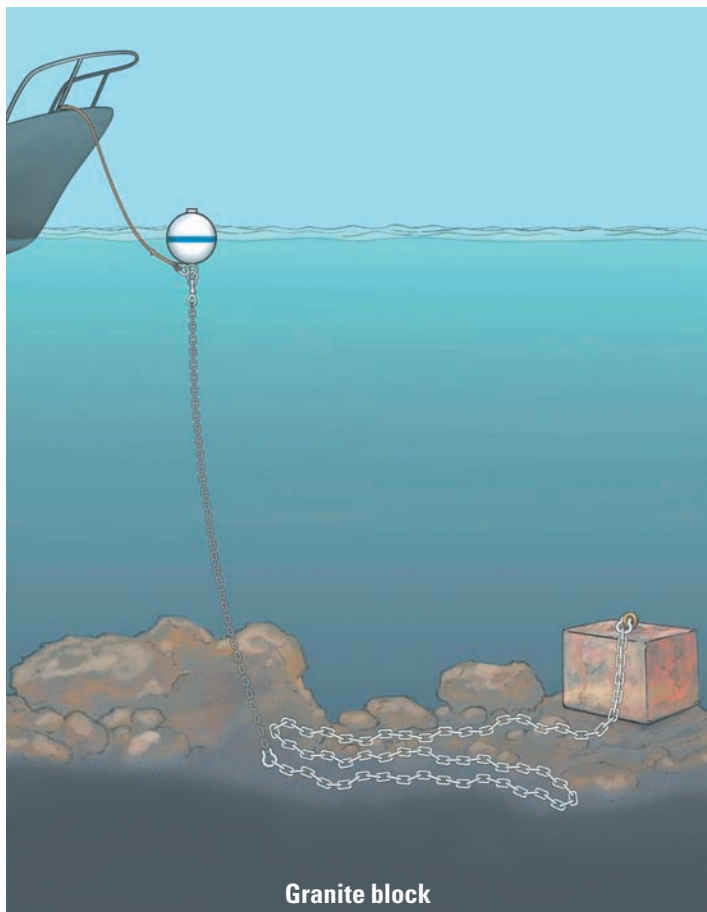
Resources

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Toll-free: 800-866-4775; Fax: 207-338-0415
<<http://www.helixmooring.com/>>



Pyramid anchor



Granite block

Three-anchor mooring – Another way to make a permanent mooring is to use three conventional anchors set in a circle at 120 degrees, each shackled to a common center chain. This system ensures that there is always an anchor upwind of the boat, no matter which way the wind blows. Since it takes three normal anchors of a large size to make it effective, this system is more complicated to set and more expensive to install. Each anchor in the set must be large enough to hold the boat in storm conditions.

Helix anchors – The helix screw anchor was developed for hard sand or weeds and other difficult-to-penetrate bottoms. This is a bigger — a lot bigger — version of the screw-type dog anchor found in pet stores. The principle is the same. The helix screws into the bottom and is prevented from pulling out by the wide flukes of the screw bit. These anchors must be set by commercial firms and are usually left installed in the bottom from season to season. Small versions of the helix can be set by divers in shallower water.

Weight considerations

The first thing to remember when considering the weight of a mooring is that everything weighs less in water than it does in air. It may not float in water but it definitely weighs less. It's a question of how much less.

Underwater weight can vary quite a lot. Some materials weigh 50 percent less in water than they do in air; some may weigh 30 percent less. In water, concrete loses almost one-half of its weight, granite loses more than one third, and iron loses an eighth of its weight. These are significant losses, particularly if the anchor is of the dead-weight type.

Since iron, as used in mushroom anchors, weighs 12.5 percent less in water, a 300-pound mushroom really weighs 262.5 pounds when submerged. Cinder blocks, cement, and old engine blocks are subject to the same laws of physics. Whatever weight you use must be proportionally heavier to give you the desired weight under water. This is why the experienced Maine mariners use several tons of granite to hold their boats on the hard and rocky bottom.

When I was a kid I built a dock using large granite rocks from the beach. I could not lift these rocks when they were exposed at low tide, but I could clear the sand from around them and, as the tide came in, I was able to move them to my construction site under water. I could never bring them above the water's surface, but I successfully built a pier with them. The hardest part was finding small enough rocks to build the above-water part of the pier. I did it and filled the center of the pier with cement. The pier is still there all these years later.

The weight of a mushroom anchor must be calculated as "dead weight" until it has dug itself into the bottom. The holding power of a mushroom that is not set is, at best, equal to twice its weight. When properly set, its holding power can increase to 10 times its weight, but once it's broken out of the bottom again, it will not reset. Instead, it will slide or roll over the bottom.

Take the case of an average 40-foot vessel in a 64-knot blow. The wind load on this boat will reach 5,500 pounds. While a 500-pound mushroom might seem to be enough for this boat, a 500-pound mushroom (438 pounds actual underwater weight) fully dug in will resist 10 times its actual underwater weight, or 4,380 pounds. If the load goes over 4,380

pounds, the mushroom will pull out of the bottom and offer little resistance as the boat drags it along the bottom. This is what happened to the Sabre 27.

Comparison test

In a comparison test held in Vineyard Haven harbor, the helix showed outstanding holding results. A 350-pound mushroom set 5 feet deep in mud required 2,000 pounds of force to pull it out. A 500-pound mushroom set in a sand bottom required 1,700 pounds to break it out. A 3,000-pound concrete block set in mud required 2,100 pounds to break it out. A 6,000-pound concrete block on a sand bottom required 3,200 pounds to break it out.

Compared to these, an 8/10 helix set in soft clay mud required more than 20,800 pounds to break it out. The “8” in this description refers to the bottom helix, which is 8 inches in diameter. The “10” refers to the top helix, which is 10 inches in diameter. Typically, shaft thickness is 1½ inches in diameter. The shaft length varies depending on bottom soil conditions. Boats moored over a firmer soil will get by with a shorter shaft. Looser soils will require a longer shaft. In looser soils, there may be more than two helixes on a shaft.

The helix is strong, long-lived, environmentally friendly (as it does not drag over the harbor bottom), and some insurance companies give a premium discount when you use one as your mooring anchor. When the contractor installs a helix, he can accurately predict the amount of resistance needed to pull it out. This gives a great degree of assurance to the boatowner.

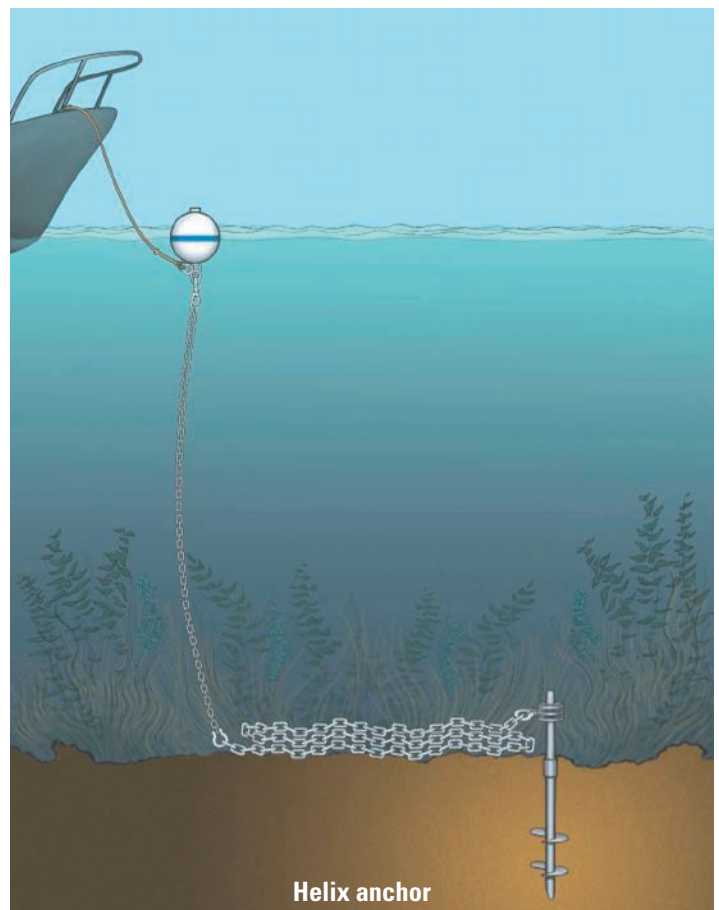
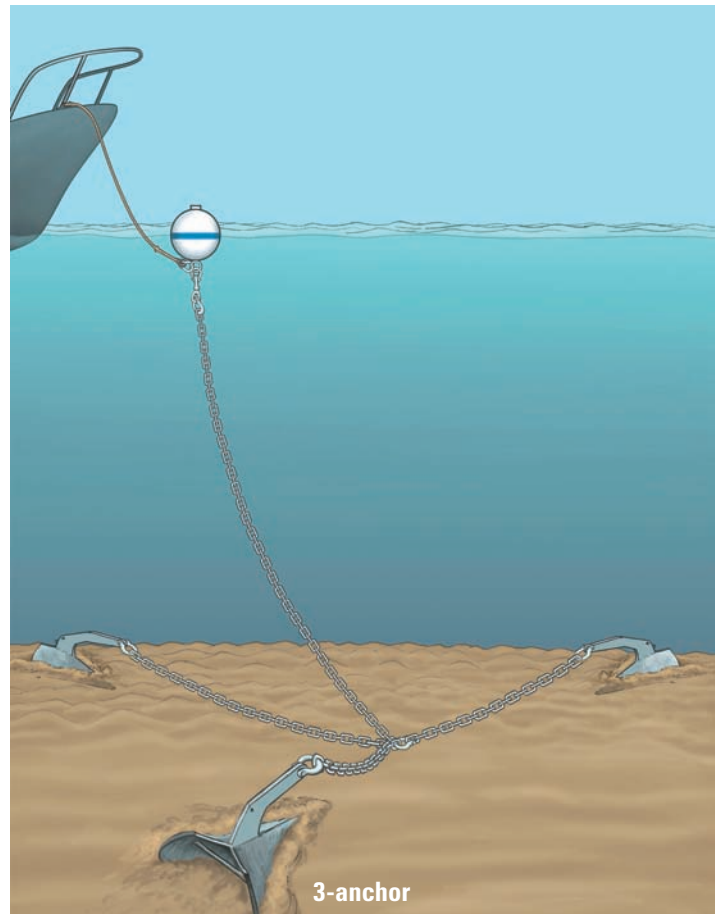
Personal preferences

Of the five mooring systems, I like the helix best. But pros who set helixes are not available in every harbor. The pyramid would be my second choice, the three-anchor combination next, and the weighted mushroom fourth. I do not consider the un-weighted shank mushroom to be reliable unless it is carefully set by a knowledgeable person.

For the sailor whose boat had dragged, I suggested a 500-pound pyramid anchor for his intended 30-foot replacement boat. This mooring should have a length of heavy ¾-inch chain equal to the high-water depth plus 5 feet. Connected to that, ½-inch chain should be at least twice the high-water depth. The mooring buoy should be connected to the lighter chain with a swivel. Then a minimum of 10 feet of ¾-inch three-stranded nylon pendant with chafing gear should finish the mooring by also connecting to the swivel. If there is insufficient swinging room for this mooring, the pyramid should be 50 percent heavier for safety reasons.

Overkill? Perhaps. But it's cheap insurance for a boat. A three-to-one scope will let the angle of pull from the mooring to the cleat on the boat's deck be reasonable. Anything less than three-to-one and the angle will get too steep and create more lift than straight-line pull. Remember that lift will break out the best mooring anchor. When calculating the amount of scope, the height of the bow must figure into the equation. Some boats have a bow 3 or 4 feet above the waterline. If a boat is moored in 20 feet of water at high tide and the bow is 4 feet above the waterline, it needs 3 times 24 feet for a correct three-to-one scope.

One of the ways to alleviate a short scope problem is through the use of a kettel. This is an additional weight



shackled to the anchor chain about 10 feet from the anchor to help decrease the angle of pull in all but the most severe storms.

A kellel provides a catenary to absorb some of the shock. In addition, a three-stranded nylon pendant will act as a shock absorber and decrease the shock on a mooring. A safety pendant, 30 percent longer than the everyday pendant, will provide extra safety if the primary pendant fails. If this occurs, the longer pendant will increase the scope in a blow just when it's needed.

Seasonal considerations


If you have a year-round mooring, it will have more time to dig in and acquire greater holding power. In areas where the water freezes each winter, such as Maine, a winter stick can replace the summer mooring buoy for better ice protection. A winter stick is simply a length of 4 x 4-inch lumber sufficiently long to remain well above the surface of the water during the winter. There is little for the ice to grab on to, so a winter stick is suitable for marking your mooring all winter long. In some areas, a group of moorings are left over the winter and located once again in spring because they are chained together with the chain led to a piling.

The ways to maintain a mooring are limited only by your imagination. My mooring is left fully submerged all year long and shackled in winter with old stainless-steel rigging wire led to a tree near the water's edge. Each year when spring arrives, I can easily find the mooring, check the lighter chain, replace that if necessary, check the heavy chain, and lubricate the swivel.

A proper mooring requires a bit of work and additional maintenance expense, but the end result — a secure mooring for your boat — is worth the effort.

Note that the Manhasset Yacht Club mooring recommendations below are based on 20 feet nominal water depth with a minimum scope of 3.5-to-1 to as much as 4.5-to-1. There is no 2-to-1 or 2.5-to-1 in the table, regardless of boat size.

If I were to moor in similar conditions, I would follow the Manhasset Bay Yacht Club recommendations, except that I would want to use a helix, if available, or a pyramid, if a helix were not available.

Finally, even with the best mooring in the world, there is always the danger of some other boat dragging down on your boat and both dragging away. Choose your mooring neighbors carefully and help the other sailor with his selection of a mooring. This way both boats will be safer. 

Manhasset Bay Yacht Club mooring recommendations

Bottom condition: mud

Anchorage exposure: moderate from the north and west

Water depth: 20 feet average

Boat type	Boat length (feet)	Minimum mushroom (pounds)	Heavy chain (feet)	Diameter (inches)	Light chain (feet)	Diameter (inches)	Pendant length (feet)	Diameter (inches)	Stainless pendant diameter (inches)	Minimum length* (feet)
Racing sailboat	25	125	30	5/8	20	5/16	20	7/8	9/32	70
	35	200	30	3/4	20	3/8	20	1	11/32	70
	45	325	35	1	20	7/16	20	1 1/4	3/8	75
	55	450	45	1	20	9/16	20	1 1/2	7/16	85
Cruising sailboat	25	175	30	3/4	20	5/16	20	7/8	9/32	70
	35	250	30	1	20	3/8	20	1 1/2	11/32	70
	45	400	40	1	20	7/16	20	1 1/2	3/8	80
	55	550	55	1	20	9/16	20	2	1 1/2	95

*From chock to mushroom



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Making work for your boat

Once you know the drill, it's downright addictive

by Dale Tanski

I AM CONVINCED THAT WITH PATIENCE and persistence you can find almost anything for sale on eBay, as long as it is not currently breathing or a firearm. There is an exception to the breathing rule: you can purchase plants on eBay. On any given day, there are several million items available to the highest bidder on eBay, the Internet's biggest auction site.

On the day that I wrote this, for example, there were more than 17,000 parts listed for sale in the Boat and Watercraft section on eBay Motors. Even eBay Motors itself is a site within eBay, a site for all things with a motor, boats included. If you're a buyer on a budget — and who isn't? — or a seller looking for cash to improve your budget in order to become a better buyer, eBay may very well be the ticket for you. Every month, eBay Motors has 12 million unique visitors. Items range from brand-new in the unopened box to the wouldn't-begin-to-know-where-to-look-for item and everything you can think of in between. Sooner or later, if you persist, it can be found and purchased on eBay.

Most eBayers get started in one of two ways.

There are the curious — those web surfers who log on for a “quick look” just to get an idea of what

eBay is all about. That's how I got started seven years ago. I remember hearing commercials for eBay on the radio and decided to check it out. It was innocent enough at first, but now my wife will tell you I am an addict and in desperate need of serious help.

The second way people get in-

involved is through “show and tell.” An individual gets a real deal on an item or finds something that just can't be found anywhere else. He or she then tells friends in this second group about it and shows them how it's done. A personal endorsement from someone you trust is hard to ignore. If you're in this second group, I'm offering my personal guidance and endorsement. Read on.

How it works

The average eBay auction lasts seven days. At the seller's option, however, a small number of auctions last as long as 10 days and others last only 24 hours. There are fixed-price items, known as buy-it-now auctions, in which the item can be immediately purchased at any time. Buy-it-now auctions are used by sellers who want a quick turnaround on a particular item and offer it at an attractive low, low take-it-away-now price. Some of my best deals and some of my worst disappointments have been buy-it-now deals.

more than \$120. I sold her 19-year-old Sunfish sail a week later for \$175. Every eBay veteran has stumbled across that 6 a.m. Sunday morning buy-it-now deal that sent him running out to the garage with a ruler to make sure it would fit his intended purpose. He has also experienced that excited run back to the computer... only to learn that someone else has snatched it out from under him while he was measuring.

Like anything else, after awhile you begin to learn the ropes. As any eBay veteran who has won his fair share of auctions knows, there are tricks of the trade when buying and selling. The danger in writing this article is that, undoubtedly, I will be bidding toe-to-toe against you in the future. The positive side is that someday you may be bidding on that one-of-a-kind, can't-live-without item that I just happen to have up for auction.

Becoming an eBay

To get started you should first understand some eBay lingo.

Username — Everyone who buys or sells is required to have a username. This is your eBay identification

name, which must be used for all transactions. Your username is like your bidder's number at a normal auction.

eBay official time — eBay is a West Coast company. All auction start and end times are recorded in Pacific Standard Time. Each listing indicates the end of the auction in PST as well as the time remaining until the auction is completed in days, hours, and seconds. Bid timing is often very criti-

“If you're a buyer on a budget — and who isn't? — or a seller looking for cash... eBay may very well be the ticket for you.”

Those disappointments were in the nature of should-have/could-have-but-didn't-and-wish-I-would-have deals. I purchased a nearly new Sunfish sail for my daughter's boat last year in a buy-it-now auction for \$120. I knew from experience that the average eBay transaction for a Sunfish sail sold for

“Rumor has it that the sun actually sets by eBay time. I confess: for a real eBay, it literally does sometimes.”

cal, so eBay posts its official time. Rumor has it that the sun actually sets by eBay time.

I confess: for a real eBay, it literally does sometimes.

My eBay – My eBay is a file that eBay sets up for you to help you manage everything associated with your online eBay experience. The account displays the items you have bid on, the items you are selling, those you are watching, who the current highest bid happens to be, the time left in any auction you are involved in, your favorite items, searches, messages from buyers or sellers, and on and on. Think of My eBay as command central. You should learn to use it all of the time to properly manage your eBay activities.

Watch List – If you find an item of interest, either to buy or sell or even if you just want to follow for fun (to see what it sells for), you can keep it in your watch list by clicking the “watch this item” box located on each auction page. eBay will automatically insert that auction listing on your My eBay

page. On any given day, I am watching 10 to 20 items.

Feedback – Feedback is the method used by eBay users to rate their fellow buyers and sellers. For every transaction you make, the other half of that transaction rates your behavior. If you are a seller and the item is listed well, you answer questions in a timely manner, and you ship promptly, you will most likely get a glowing positive feedback report from the buying half on that transaction. For every positive feedback you get, you will receive a feedback score next to your username and a positive feedback percentage number for the eBay world to see and review. Receive negative feedback and a number is subtracted; your percentage is then adjusted and recorded.

You can check your feedback rating or that of any other buyer or seller at any time. You can look at the history of transactions and the comments made by people who have

conducted business with that eBay buyer or seller in the past. If you find a questionable rating attached

to a seller, you might want to think twice about bidding on his item. How well you conduct yourself in the eBay community is very important and is watched closely by buyers and sellers alike.

Proxy Bid – eBay has a system that allows you to bid on an item without being at your computer. A proxy bid allows you to set a maximum amount that you would like to spend on an item. Let's say you find a Harken block you'd like to buy if the price is right. The current auction bid price is \$1 and the auction ends in 6 days. The first thing to do is to click “watch this item,” so you can track it on My eBay. You decide you would pay up to, but no more than, \$12 for that block.

Using a proxy bid, you can bid your maximum of \$12 against the current bid of \$1. If you end up as the high bidder, all you will spend is \$1. However, if someone comes along four hours from now and takes a liking to that Harken block currently at \$1, and bids, say, \$1.10, your proxy bid will automatically rebid to the next bid increment (\$1.15) to retain your position as high bidder. This will automatically keep you in the game until you reach your maximum proxy bid of \$12. Your proxy amount is never available to the seller to see, not even after the auction.

Sniping – This is a technique used by bidders to win an auction at the last second of the last minute of the last hour of the last day of the auction. The sniper places his last bid, topping yours, at the final second.

Reserve – The seller has the right to set a reserve price on any item he is selling. The reserve is the minimum amount that the item will sell for. Let's say the Harken block was listed at \$1 by the seller. The seller is not interested in a purchase price of less than \$6 or the deal is off. The seller has decided that he would rather keep it than give it away. He sets a reserve of \$6. A penny over \$6, and both the seller and buyer would be happy. The reserve price is never shown to the buyer, but the auction does indicate that the seller has imposed a reserve on the item up for auction. So just because you are

How this works for eBay

eBay gets paid by the auction, by the seller, by the service. For instance, there is an insertion fee for placing an item for sale. The insertion fee for boats is slightly different from the rest of the site. The listing fee for a boat is \$40. If the boat has a winning bid and meets the reserve price, if the seller has designated one, there is a \$40 transaction fee.

For parts and accessories (as well as all other non-vehicle items on the site) there is a sliding fee from 20 cents for an item that has a starting or reserve price of 99 cents and up, to the maximum of \$4.80 on an item with a starting or reserve price of \$500 and higher.

There is what is known as a “final value fee” which is assessed at the completion of an auction. This is a percentage-based fee. On items that sell from 1 cent to \$25, the final value fee is 5.25 percent of the closing price. On items that sell between \$25 and \$1,000, the final value fee would be 5.25 percent of the initial \$25 (\$1.31), plus 3 percent of the remaining closing value balance (\$25.01 to \$1,000).

For items equal to or over \$1,000.01, the fee would be 5.25 percent of the initial \$25 (\$1.31), plus 3 percent of the initial \$25 to \$1,000 (\$29.25), plus 1.50 percent of the remaining closing value balance (\$1,000.01 to closing value). Sorry you asked?

If the item does not sell, there is no fee, with the exception of the initial listing fee. There are other ways that eBay generates money through services, such as photos. The first picture is free, with each additional picture costing the seller an additional 15 cents.

eBay has 100 million registered users. Items paid for with PayPal, which is an eBay company, are automatically covered with a buyer protection plan up to \$1,000, so if the item isn't delivered, you are covered.

the high bidder when the dust settles, if your bid did not exceed the seller's reserve, that item did not sell.

Timing tips

I have made some observations over my eBay years. One is that if you are outbid on an item, no matter how rare and unusual it appears to be, sooner or later another one just like it or maybe even better will come along. This is a common trap that most newbie eBayers will learn on their own. Try to remember that you won't be the first person who has bid on three of the same exact things that you didn't need just because they were at a great price. Another little quirk: Sunday and Monday nights seem to be the best times to get a real deal. There seem to be fewer bidders up against you on those nights. I am not sure if people start to think about the week ahead and are getting back into the weekly grind. Maybe it's Monday-night football, but they seem to forget about the items they were watching on Sunday and Monday. Something gives the dedicated auction hunter an edge on those nights.

After several years, I am still amazed on how people bid, when they bid, and how much some of them will bid. I have won by a penny and been burned by a penny. I am also still amazed at the excitement generated by that last-second bid. You have been watching that Harken block for seven days. It started at \$1 and it is now sitting at \$3.50. You have the perfect boom bail to hang it on and a \$5 bill burning a hole in your pocket. Hey, after all, it's brand-new, still on the original packaging card, and retails for just under \$25 at your local chandlery.


High bidder

At 1 minute 30 seconds to go, you fire a \$5 bid in the bid box. \$3.50 covers the bid price, leaving you \$1.50 in reserve (proxy) just in case someone else bids against you. In cyber seconds you are declared the high bidder at \$4.25. This means that even though the price tag was only \$3.50, the last high bidder had 75 cents in reserve (proxy) as well and the silent proxy auctioneers at eBay bid back and forth

until the other guy reached his limit and ran out of money. Lucky thing you had that big bankroll going for you. You ended up on top with 75 cents to spare. But *what if?* You quickly update your screen. Your heart pounds. You can't help but think that if you blow this you are going to have to cough up the \$25 at the store! Yeks!

Buying and selling tips

There is indeed a strategy for selling that will help you obtain best results. When selling, always include at least one picture of the item. Many people will not even look at the item if it does not have a picture. Make the item description as complete and honest

 **There is indeed a strategy for selling and buying that will help you obtain best results.** 

as possible. Try to think like a buyer when doing the write-up. If you forget something in your description, you will get lots of email messages containing questions. Do some research. You can do a search on eBay for the same item you want to sell. This will give you a good indication of what that item may sell for and give you some examples for writing a good description.

You can even search completed auctions to investigate the actual selling price and the number of bids that were logged on a similar item. Have faith, don't list an item that you would like to see sell for \$25 at \$25. I typically start all of my auctions at \$1, even the items that end up selling for a couple hundred dollars. Let's face it, if you see an item of interest that you feel is worth \$50, and the opening bid is \$1, you will typically watch that item. Quite often, the more people who watch an auction, the more money it will bring. So hook 'em early with a low opening price.

If you are a buyer, you should be doing research as well. I hunt every day for new items of interest. This typically gives me seven days to find what the item would retail for. I also research what similar items have recently sold for on eBay. I research the

seller by checking out his feedback, and I look at the other items that the seller has been selling and buying. You can put together an amazing profile of a buyer or seller by observing what people buy and sell and when they bid. This will give you insight into whether the seller is knowledgeable on that type of item or if he is one of those who sell anything and everything. This could help in your interpretation of the item's description.

I even research my competition when I'm bidding on an item. I look at the current high bidder on that item that I want. I research what he has purchased in the past and what style of a bidder he is. Often you can discover

this bidder is a bid-on-it-if-it-is-real-cheap-but-not-a-nickel-more kind of a bidder, known as a "sport bidder."

Perhaps he is a last-minute sniper. In this way, you can often get some insight on what his bid

number will be. You can often see that he is an even bidder — \$12 even — or a 50-cent bidder — \$12.50. Me, I am a 53-center, because those 3 pennies have won me many a tight auction.

Time travels

Because you are dealing in cyberspace and real time — or should we say eBay time — auctions span more than four time zones in this country alone. An auction in the U.K. is even more exciting. A late-evening auction for an East Coaster is only a dinner time transaction out on the West Coast. But if a West Coast seller puts up an item for auction at 10:30 p.m. his time, this means the auction will typically end 7 days later at 1:30 a.m. East Coast time. On the other hand, an auction that ends at 8 p.m. EST means the bidder on the West Coast is stuck in traffic when the auction ends at 5 p.m. his time. The time the auction ends can have a lot to do with your success rate, whether buying or selling. I stayed up on a Monday night once to bid on a Blue Sea Systems 40-breaker panel. It was brand-new and just what I was looking for. Unfortunately for me, that auction ended at 1:46 a.m. EST. Nevertheless, I won the auction at better than half of the retail price, probably because half

Continued on Page 37

Taken *for a* ride

A look at the dark side of online boat buying

by Andrew Roof



Salina, Andrew's positive eBay boat purchase, is a 1975 O'Day 22 which he and his wife continue to sail and enjoy.

FOUR YEARS AGO, MY WIFE AND I made a rash decision and bought a boat sight-unseen on eBay. Somehow it all worked out. *Salina*, our 1975 O'Day 22 was the perfect first boat for us. We continue to sail her today. While we still love our little boat, we're always on the lookout for something bigger, a boat that needs a little love but is structurally sound and will not require major work to get her sailing.

Not long ago my wife spotted a 28-footer listed on eBay. The price was low, but not so low that she seemed too good to be true. According to the seller, she needed new cushions, a very good cleaning, and some small detail work. The diesel was a one-cylinder Volvo that ran well, she had a new mainsail, and the seller said she was in good shape. He replied to another bidder's question that yes, the boat was ready to sail. The listing stated she'd never sunk and had no hurricane damage. The one big issue was that the boat was in Florida and we live in New York. After careful consideration, we decided that if she was in decent shape, this boat, at the price we were willing to pay, was worth the time and money to get her back to New York.

Lucky winners?

That night we placed our bid, knowing the auction ended the following morning. As you can guess, we won the boat. I forwarded my deposit and contacted the seller to discuss plans for my trip to Florida. The seller reassured me that the boat was as advertised so I spent three days working at an exhausting pace to prepare for my trip south. I bought charts and gathered lines and other random items from *Salina*, as our plan was to move our new boat across Florida via the Okeechobee Waterway and

then decide where to leave her for the remainder of the winter.

In the back of my mind, I knew we were doing everything wrong: no survey, believing what was evident in photos, and trusting the seller. But we'd been lucky with our first boat, and I'm afraid we're a little too trusting in general.

After three days, I was off to Tampa and our new boat. With certified check in hand, the excitement was almost too much to bear as I drove my rental car on the bridge over the blue waters of Tampa Bay toward St. Petersburg. All I could think of was that I would soon be sailing over warm and clear waters in a boat that would be ours for years to come. As I approached the seller's location, I gave him a quick call to let him know I was almost there.



Upon arrival, I was greeted by the owner with a firm handshake and led to the boat. As we approached the boat, everything looked fine ... for about five seconds. But from the moment I was within 15 feet of her, everything seemed to go wrong. Two very frazzled-looking faces popped out of the cabin. It seemed as if they had been working at a furious pace to correct some forgotten problem.

I noticed batteries being removed, a bilge pump being carted off the boat, and heard a comment from one of the men that didn't do much to reassure me. He muttered that the water he'd pumped out of the boat wasn't salty. He'd tasted it. The two men slipped off the boat. I stood bewildered on the dock, staring at a boat that was a dirty mess. The seller stepped aboard. I asked suspiciously if there were any soft spots on the deck. "No, I checked and didn't find any," he replied.

I stepped across the lifelines onto the foredeck and felt the deck depress

When Andrew went back to eBay for a 28-footer, things didn't work out as anticipated. The boat was not as advertised. He was unaware of this because he had neglected to get a survey before arriving in Florida ready to assume ownership and sail her home. This boat's foredeck was a large bellows of spongy material. An unsightly patch hissed with each step on deck, top photo. Water sat in built-in storage areas and there were significant problems with the rudder and rudder shaft. A series of holes was drilled on the port side, bottom photo.

a quarter-inch under my foot. The next step was worse.

Hissing sound

A sense of rage started to boil up inside me. He had lied while looking me in the eye. With the next step I heard a loud hissing sound coming from the starboard side. There was a 6-inch by 12-inch piece of rubber glued and drilled to the deck, covering a hole of some sort. When you walked on the deck it hissed as air escaped through this crude deck repair. The foredeck was basically a large bellows.

"This is all rotted. There is no core left in the foredeck," I stated. The captain responded with, "Let's take a look below." As I started below, I noticed a grouping of eight holes drilled into the deck on the port side. Someone had apparently started a repair and never bothered to fill the holes after giving up. My mind already made up, I went below.

The interior was a nightmare. Some stretches of the teak interior looked good. Those were the areas in the pictures. But any wood close to the ports, hatches, or foredeck was brittle to the touch and could have been destroyed with a few well-placed finger pokes.


I asked the seller to leave me alone with the boat for 15 minutes so I could look her over. Under the settee berth I discovered built-in storage areas filled with gallons of water, very salty water. I tasted it. Had she sunk or just filled with water at low tide while lying on her side? Removing the floorboards exposed a bilge filled with diesel fuel, oil, and water that I didn't bother tasting. The cockpit looked acceptable until I gave the wheel a little shake. The rudder banged below, and the top of the rudder shaft, visible in the cockpit, jumped up and down and shook back and forth in a 2-inch radius.

Retrieving deposit

This was the boat that needed "new cushions and a little detail work?"

Getting my \$1,000 deposit back was now my sole concern. (The fate of that deposit was still uncertain as this went to press.) Grabbing my camera and video camera, I began taping and snapping photos of the boat. Next stop was the seller's office. I made it very clear that the boat was not what was advertised and that I did not want it. The argument


that followed was ludicrous. The owner explained to me that deck problems are not a structural defect. I countered that I could easily stomp a hole through the deck with my foot. What would a wave or even rough weather do to a boat with no structural support on the foredeck? After about two minutes of this, I left feeling stupid for getting myself into such a situation and swearing never to let it happen again.

In the end, it's become very clear that there's good reason to follow all those recommendations about hiring a surveyor and not buying a boat without doing your homework first. While we were very lucky with our first eBay purchase, our luck has clearly been exhausted when it comes to buying boats the wrong way. If you've been lucky with an online boat purchase, congratulations. If you're feeling lucky and getting ready to bid for what seems to be the perfect boat online, remember that spongy decks, rotten wood, and sleazy sellers don't usually show up in the photos. But they are painfully obvious when you meet them in person. 

Making **eBay** work for your boat, Continued from Page 35

the country was asleep.

What can you buy on eBay? In the past six months I have purchased that brand-new Blue Seas breaker panel; a very nice 406 MHz EPIRB; eight new West Marine safety harnesses and eight matching new double-retractable tethers; an Atlantic stainless-steel hot water heater; a pair of new 316 stainless-steel Dorades; a new Balmar ARS-4 regulator, a Duo-charge, and 110-amp alternator; stainless-steel through-hulls; a Xantrex inverter; a quick-release ABI forestay lever; and a spinnaker pole. Each item was purchased for less than 50 percent of what it would cost new on the shelf or from a catalog.

So what's holding you back? Log on to <<http://www.ebay.com>> and check it out. It won't cost you a dime to browse ... unless, that is, you find something you just can't live without. If that's the case, follow the simple directions on the home page to become a buyer or seller. There is no cost to become a user and no fees to use the buying service. Good luck and good sailing. 

Space Race



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Three ways to



You don't have to be a seamstress to replace a dodger's window plastic. With a little work, the typical sailor can add years of life to a boat's dodger and improve the looks of the boat as part of the bargain.

around the perimeter of the windows. The easier it is to reposition the dodger, the straighter your seams will be. I usually spread a poly film on the floor, place the sewing machine on it, and use the floor as my table. I've also set my sewing machine up next to a dining room table or placed a large panel on sawhorses to create an area large enough for working with a dodger.

The following methods differ to address variations in how the original windows were attached and the how the finished repair looks.

IF YOUR DODGER IS A FEW YEARS OLD, it may be looking pretty shabby. While the fabric is in good shape and has lots of service life left, the windows are another story. The ones that haven't been cracked by hail or errant genoa sheets are probably scuffed and discolored to the point of being no more than translucent, which makes finding your slip a real challenge.

Short of a new dodger, what are your options? The easiest is to bundle the dodger up and head for your favorite canvas fabricator with checkbook in hand. A cheaper alternative is to do it yourself. If you have access to a sturdy sewing machine, you're in business.

From experience with several dodgers, I believe there is no one best way to replace damaged plastic windowpanes. You need to fit the repair to the situation. I've used three methods successfully. All require basting tape, window material, and a few other items.

Basting tape makes the job easier. I use $\frac{3}{8}$ -inch, double-sided basting tape (Sailrite #659). The replacement window material choices are not as easy. While 0.020-inch material like Sailrite's Plastipane vinyl are easily handled and rolled up, I've found that their 0.030-inch Crystal Clear offers

better clarity and strength while still being easy to handle. My preference is 0.030 Strataglass. This material offers the best clarity and the longest service life. Greater thicknesses will make it very difficult to stow the dodger.

I use a polyester thread, such as Sailrite's V-92, designed for outdoor exposure. I use masking tape to attach a 2- to 3-mil polyethylene film to protect the window material. For tracing the window outlines, I use a quilter's erasable marking pen, available at any sewing store. Add a thread stripper and scissors, and you are almost ready to go.

You need space

One more not-so-small detail is adequate workspace. The hardest part of the project is handling the dodger while you sew. You'll need a surface large enough to allow you to lay it out and swing it around as you sew

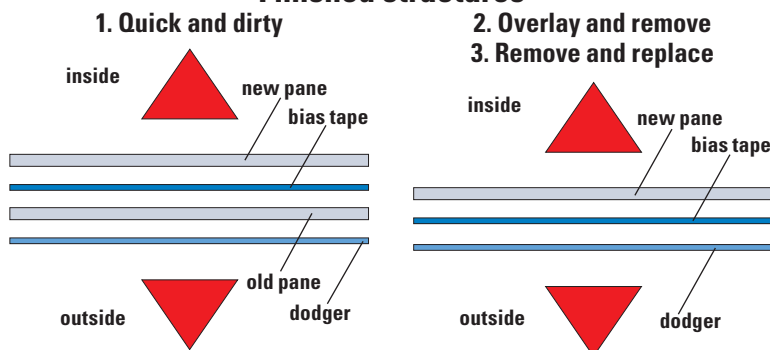
1 Quick-and-dirty

This method is often used to cheaply replace damaged windows. While the material cost is the same, it takes the least labor. I don't like this system since it leaves a narrow band of the old material under the dodger fabric around the perimeter of the window. This old material will eventually discolor and may crack. The time to replace five to six panes is about three to four hours.

Lay out the dodger so you can reach the back side of the windows. This usually means you'll be working from the inside of the dodger. Apply basting tape around the perimeter of the existing panes, leaving the release paper on the tape. Place your new window material over each pane and

use a quilter's pen to trace the outside edge of the old pane onto the new material (the quilter's pen marking will disappear in a couple of days). At this point, you may want to use masking tape and poly film to protect the new pane from scratches while you are cutting and sewing. Don't tape in the area you will be sewing; tape

Finished structures



fix dodger windows

Once again you can see the way ahead

by Barry Hammerberg

outside that area. You need to protect only the top surface; the old pane will protect the other side.

Cut your new panes to size and position each over the old pane. Peel off the tape backing and secure the new pane in place. You're ready to sew the new pane over the existing one, sewing through both the new and old layers.

I've found that I have to adjust the sewing machine's thread tension until the knot is embedded in the plastic or between the plastic and the fabric. I use the smallest needle that works (a Number 16 to 18).

After all the new panes have been sewn in place, flip the dodger over and cut out the old pane, using the fabric edge as your guide. A pair of scissors or a thread stripper works for making the cut. The neater the cut, the better your finished job will look.

2 Overlay and remove
This second method *works best when the old window-panes overlap the cutout in the fabric by $\frac{3}{4}$ inch or more and two rows of stitching were used to hold the pane.* If the overlap is less or there

is only one seam, use one of the other methods instead. This method holds the fabric in shape and protects one side of the new pane during most of the process. It can take about seven to eight hours to remove and replace six to eight panes in an old dodger using this method.

Working from the inside of the dodger, clip the threads in the seams holding the pane in, but **don't** tear the seams apart at this point. When a thread stripper doesn't work because the thread is embedded in old vinyl, I've found that a Dremel tool with a

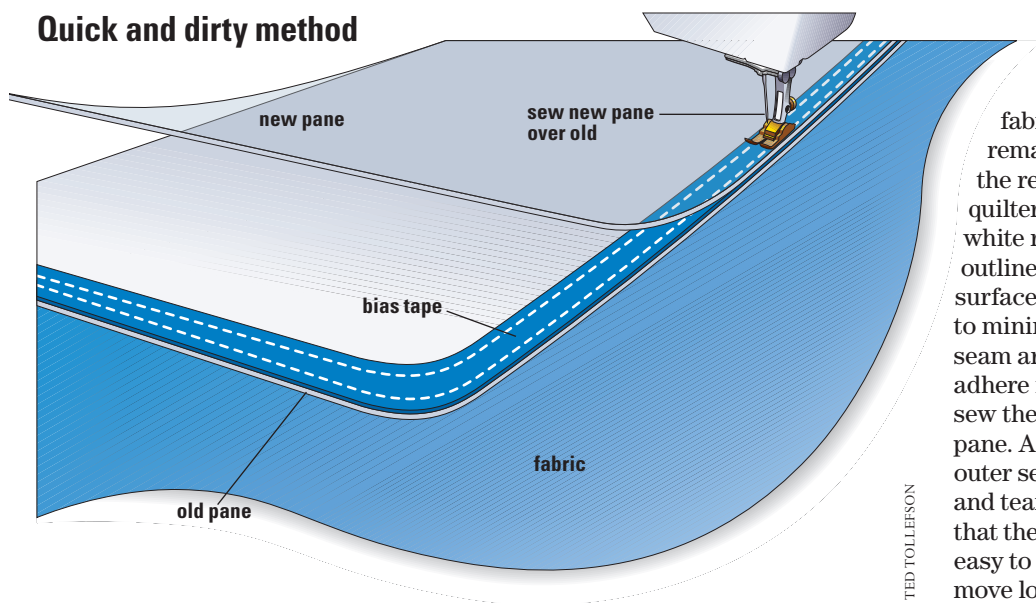


Method 2: A Dremel tool with a wire brush cuts the stitching holding the panes in place, at left. Use masking tape to lay out the shape of the opening on the replacement pane to avoid distorting the dodger when the panel is sewn in place, at right.



Cut away the corners of the old pane to make it easier to remove the old pane once the new pane has been sewn in, at left. Sew the new pane in place. Note the double-sided tape to the left of the sewing machine head, at right.

Quick and dirty method



TED TOLLEFSON

fabric at the outside edge of the remaining pane material, leaving the release paper in place. Use the quilter's pen to trace the panel. The white release paper makes an easy outline to follow. Mask the exposed surface of the new pane if you want to minimize scuffing (don't tape in the seam area). Cut out the new pane and adhere it in place. You are ready to sew the outer edge seam on the new pane. After the new panes all have the outer seam done, flip the dodger over and tear out the old pane. You'll find that the corners you cut off make it easy to start tearing the panes out. Remove loose threads before sewing the seam along the inside edge of the window. Remove the poly film from the inside of the dodger and admire your work. The dodger will look like new.

narrow wire brush will work well. I've also modified a stripper by removing the sharp point so I can insert it between the window and the fabric to cut the thread without damaging the fabric. Experiment carefully to find the technique that works best for you.

Now pull apart just the outer seam and cut away the portion of old windowpane outside the inner seam.

At the corners, cut off material to aid in later pane removal. The inner seam and remaining pane will hold the fabric in shape. Remove any loose threads as they can cause problems when you re-sew. I've found that a vacuum cleaner or duct tape can speed the tedious task of plucking the short threads from the old seam.

Next, apply basting tape to the

3 Remove and replace
This is the method I use *when the original window has a narrow overlap (1/2 inch) on the dodger fabric*. It takes more care than the other two methods to ensure

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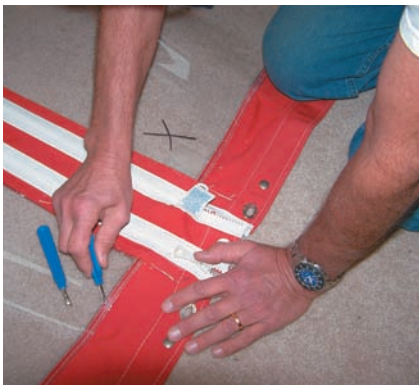


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Method 3: Use a thread-stripper to cut the threads holding the old pane in place, at left. Apply double-sided basting tape to the dodger to anchor the new pane in place for sewing, center. A vacuum cleaner with a narrow nozzle works well for removing the old threads from the dodger, at right.

that you don't lose the original shape of the window opening. The time to complete the repair is slightly less than the previous method, about six to seven hours for six panes.

Place the new material over the inside of the existing material. Use masking tape to mark the edge of the opening, leaving room for your overlap. Tape a poly film to both sides of the new material to prevent scratching. Using the masking tape as your guide, cut the new pane ½ to 1 inch larger

than the original window. Cut the old threads and strip out the old pane, taking care to remove loose threads.

Apply basting tape around the window cutout in the dodger, leaving the tape in place (it helps if you pull back about an inch of the paper at the end of each tape for later removal). Carefully align the new pane using the edge of the masking tape and window cutout edge. Pull the basting tape cover off and adhere the new window. Sew the pane in place. Complete each

pane before attempting another, since basting tape can take only a limited amount of stress.

Leave the poly film cover in place until all your work is completed. At that point you can strip it off and admire your new outlook. ⚓

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Modern systems for stowing sails and reducing area

by Don Launer

WHEN THE WIND SUDDENLY PICKS UP OR A SQUALL LINE is approaching, the ability to furl or reef sails efficiently and safely is vital.

Furling means to completely drop, roll up, or gather a sail to its spar and to prevent it from blowing in the wind by securing it with gaskets.

Reefing means reducing the area of a sail so a boat can continue sailing in heavier winds.

Hanked-on (traditional) foresails

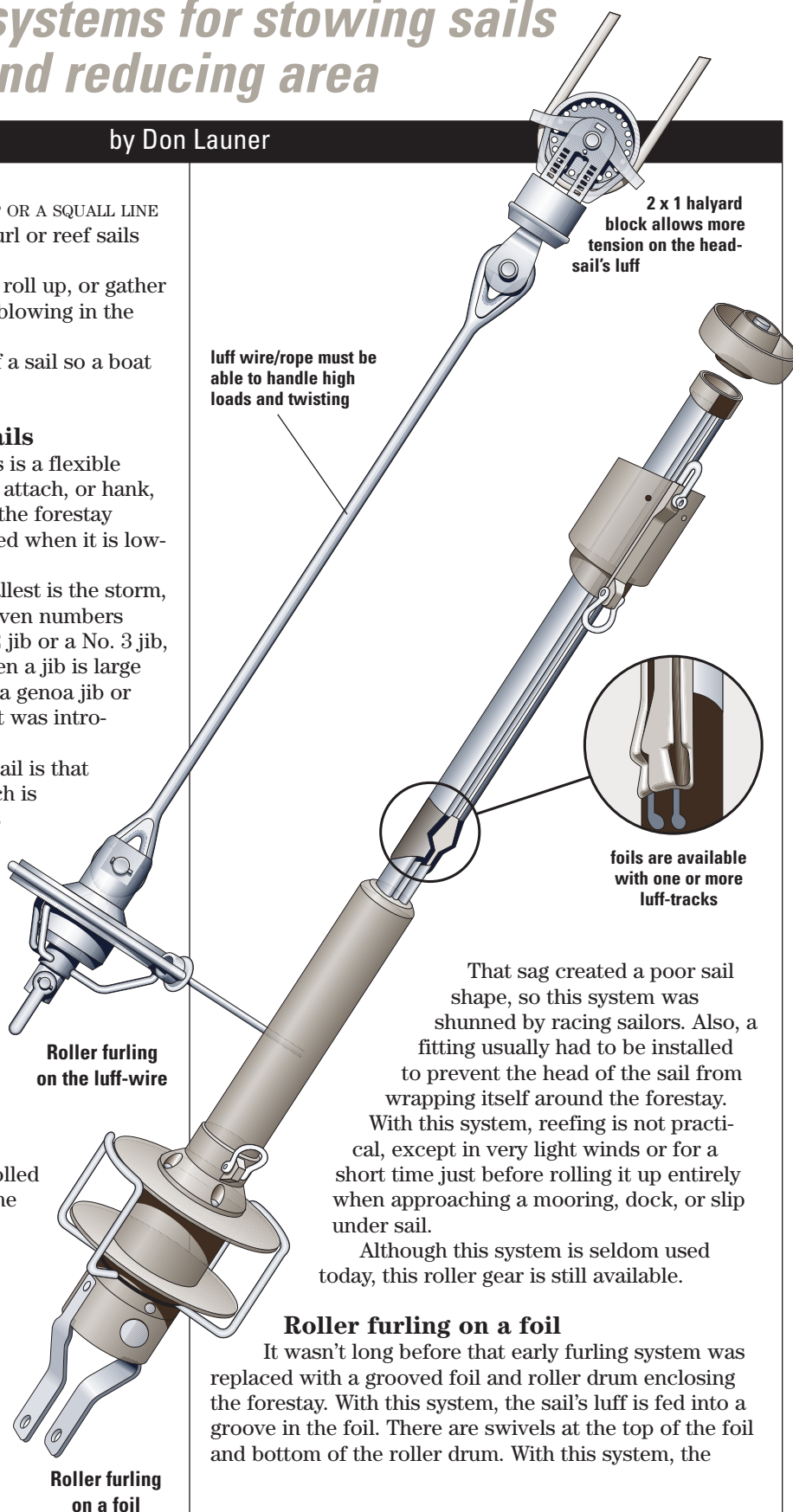
The traditional luff system for headsails is a flexible wire or rope luff with snap-fasteners to attach, or hank, it to the forestay. The jib is fastened to the forestay before being raised and remains attached when it is lowered.

Hanked-on jibs vary in size. The smallest is the storm, or spitfire, jib. Working jibs are often given numbers depending on their size, such as a No. 2 jib or a No. 3 jib, with the No. 1 jib being the largest. When a jib is large enough to overlap the mast, it is called a genoa jib or just a genoa, after Genoa, Italy, where it was introduced by a Swedish sailing team.

The advantage of a hanked-on headsail is that the luff is attached to the forestay, which is strong and relatively rigid. Because it is not rolled up and need not serve multiple purposes, this type of sail can be shaped for maximum efficiency. Some traditional jibs are set up to be reefed using reef points similar to those on mainsails using slab reefing. The downside of the hanked-on jibs is that in deteriorating conditions, when they must be reefed or a smaller jib must be substituted, working on the foredeck can be unpleasant.

Roller furling on the luff-wire

The first roller-furling headsails were rolled up on their own luff-wire, just behind the forestay. The tack (forward lower corner) was attached to a deck-mounted drum and the head was attached to the halyard through a swivel aft of the forestay. Thus, the headsail could be furled from the cockpit without the need to go onto the foredeck. But the tension required on the halyard to reduce unwanted sagging of the center of the headsail was enormous.



That sag created a poor sail shape, so this system was shunned by racing sailors. Also, a fitting usually had to be installed to prevent the head of the sail from wrapping itself around the forestay.

With this system, reefing is not practical, except in very light winds or for a short time just before rolling it up entirely when approaching a mooring, dock, or slip under sail.

Although this system is seldom used today, this roller gear is still available.

Roller furling on a foil

It wasn't long before that early furling system was replaced with a grooved foil and roller drum enclosing the forestay. With this system, the sail's luff is fed into a groove in the foil. There are swivels at the top of the foil and bottom of the roller drum. With this system, the

headsail can be rolled up around the foil and, since it is on the forestay, sag is no greater than that of a hanked-on headsail. This system can accommodate a working jib, genoa, and even a large gennaker or Code-Zero (a new development which combines the laminate materials of a jib with some features of an asymmetrical spinnaker). With the added rigidity of the forestay and foil, it now becomes practical to reef a larger headsail, resulting in fewer required headsail changes. In addition to the convenience, these foils provide a more aerodynamically efficient leading edge.

Although roller-reefing jibs can be partially rolled up (reefed), they lose efficiency when rolled up more than 15 to 20 percent. In addition, the center of effort of a partially furled jib of this type is higher off the deck than that of a storm jib — something that doesn't help the situation as the winds begin increasing. These jibs cannot replace a proper storm jib under really bad conditions.

Rotating systems

Rotating the foil to furl or reef the sail can be done in several ways. Most often it is with a single line that is wound around a drum at the base of the foil. This line leads back to the cockpit. It can also be done with a "continuous line," a loop of line that leads back to the cockpit. This "continuous line" wraps around a large diameter drum, which is lighter, stronger, and


safer than the traditional single-line drum system but a bit harder to handle. One advantage of this system is that, since there is no drum at the base of the sail to store the furling line, the headsail can be several inches closer to the deck.

In lieu of manually furling the headsail there are electric and hydraulic systems available. These have a motor at the base of the foil, replacing the drums of the manual systems. Most of these electric or hydraulic furlers have a winch-handle socket or a continuous line manual backup system in case of electrical or mechanical failure.

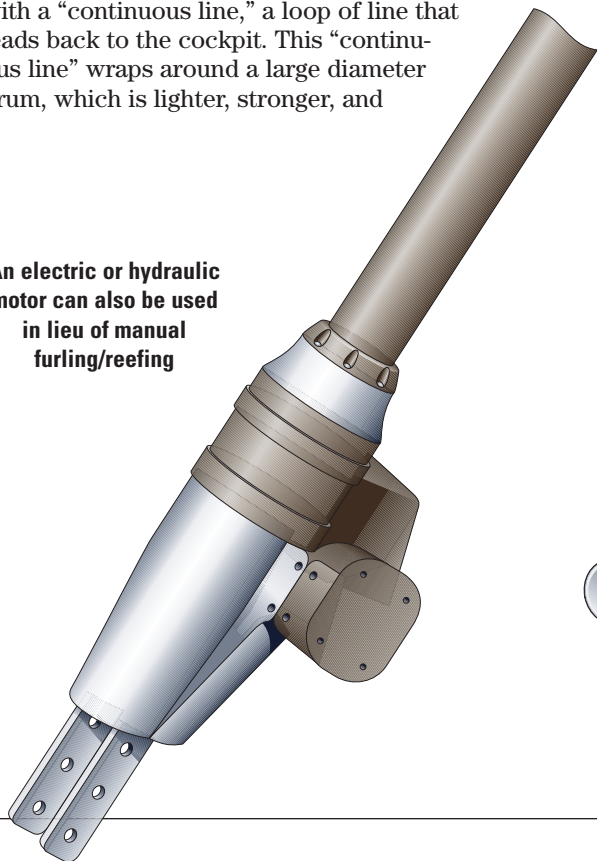
In modern furling systems the basic components are the lower swivel and drum assembly, including furling line; the foil extrusion; the upper swivel; and possibly a halyard retainer, which keeps the foresail halyard from wrapping around the forestay/foil.

Installation

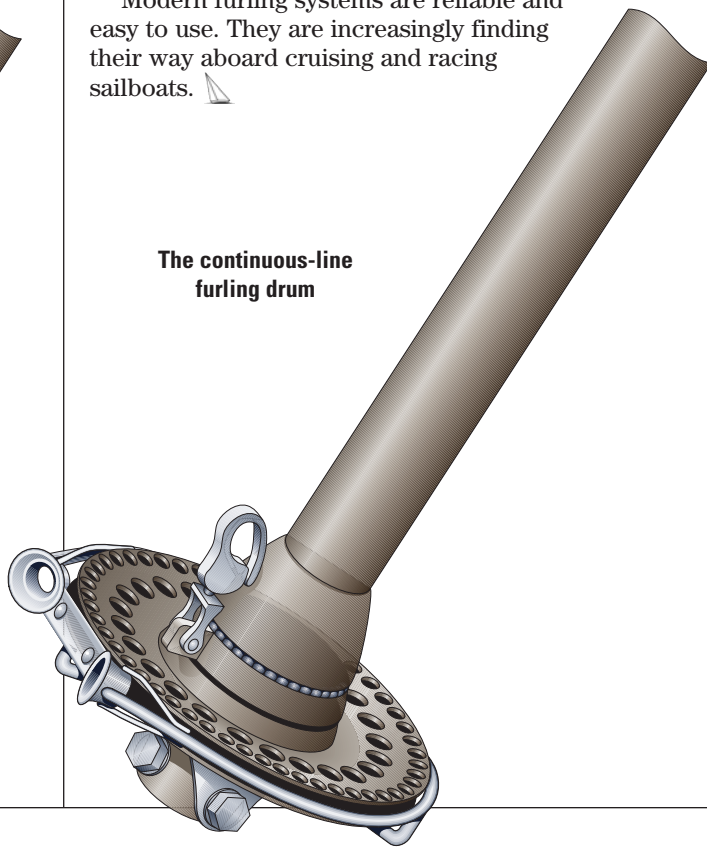
The size of the furling system will depend on the length of the forestay and its wire diameter. Some roller-furler installations require that the forestay be cut and a new bottom terminal or forestay be purchased. Other manufacturers provide roller systems that can be installed without cutting the stay.

Modern furling systems are reliable and easy to use. They are increasingly finding their way aboard cruising and racing sailboats. 

An electric or hydraulic motor can also be used in lieu of manual furling/reefing



The continuous-line furling drum



Home



from



the sea



O'Day 272

A light-displacement coastal cruiser from the 1980s

by Gregg Nestor

GEORGE O'DAY WAS THE ONLY sailor to win both an Olympic gold medal and the America's Cup. He won the 5.5-Meter class in the 1960 games held in Rome, and he crewed for Bus Mosbacher aboard *Intrepid* in the successful America's Cup defense of 1967. His love of sailing also prompted him to open a sailboat dealership and to move from there to building boats more to his own liking.

Design

The O'Day Corporation's early product line featured boats designed by a variety of naval architects, including Philip Rhodes, Uffa Fox, Robert Baker, and Andrew Kostanecki. Designed in 1972 and introduced in 1973, the original O'Day 27 was drafted by Allen Gurney. It accounted for 724 hulls and was in production through 1982. Once the company's emphasis was redirected from small boats to larger vessels, the firm of C. Raymond Hunt Associates became O'Day's sole provider of boat designs, including the O'Day 272, our review boat. Introduced in 1986, this boat was produced until the company ceased operation in 1989.

The O'Day 272 is a coastal cruiser designed to be fast and nimble, moderately light and lively, and easily sailed by a crew of two or even single-

handed. It was manufactured in two versions: the standard 272 and the 272 LE, which offers additional refinements such as an inboard engine.

The O'Day 272 displays little sheer, moderate freeboard and bow overhang, and a slightly rounded reverse transom. Possessing a streamlined appearance, the low-profile cabin slopes forward with its roofline converging with the boat's other lines at the stemhead fitting. This — along with its “visually connected” Euro-style portlights — gives the boat the appearance of forward movement whether at rest or underway.

Construction

The one-piece hull is a solid, hand-laid fiberglass laminate, while the decks, cabintop, and cockpit sole are a sandwich of two layers of fiberglass with a core of end-grained balsa wood. The hull-to-deck joint is lapped, sealed with a marine adhesive/sealant, mechanically fastened, and covered with an aluminum-and-vinyl gunwale guard. A molded fiberglass pan, which designates the various cabin features — such as sole and berth foundations — extends throughout the boat's interior. It's bonded to the hull at two levels to increase stiffness and hull strength. Its top edge terminates at seat height. A foam-backed fabric hull liner begins

where the pan leaves off and continues upward, eventually merging with a similar fabric headliner. These fabric liners provide insulation and reduce noise and condensation.

The boat's wing keel is a solid lead casting fastened onto the bilge sump with stainless-steel bolts and sealed with a polyurethane compound. The boat's draft is just 35 inches, yet it has 1,870 pounds of ballast. This wing-keel design keeps the center of gravity low, which counteracts heeling. The rudder is foam-cored fiberglass. It is transom-mounted and connected to a varnished ash tiller. The LE version of the O'Day 272 came standard with pedestal wheel steering engineered by Edson.

Dual lifelines were standard on the 272 LE; singles on the 272. Other deck hardware is of good quality and adequately sized. Backing plates can be found behind major hardware, such as stanchions, traveler, and winches. The handrails, deck organizer, and rope clutches are backed with large stainless-steel fender washers.

Deck features

The deck surface features molded non-skid for sure footing and a two-tone color scheme to ease the effects of sun glare. On the foredeck, amenities include a pair of 7-inch mooring cleats, an anchor locker, and a stainless-steel bow pulpit. The sidedecks are 12

inches wide and bordered by a molded fiberglass toerail capped with teak. Lifelines run aft from the bow pulpit and connect to a split stern pulpit.

Forward, on the sloping portion of the cabintop, is a large translucent hatch. A fixed skylight, just aft of the mast, is situated over the main cabin. On the cabintop are teak handrails of a contemporary design mounted on custom-molded bases. There are three Euro-style smoked acrylic portlights on each side. The forward portlight on each side opens; the others are fixed.

The cockpit is spacious, with seats measuring 6½ feet long. The seat bottoms are properly sloped, as are the 11-inch high coamings. This configuration affords reasonable back support and good bracing. There's a generous bridge deck and a single, undersized 1½-inch scupper. Beneath the starboard cockpit seat is a deep locker that houses the batteries and the manual bilge pump. In order to operate the bilge pump, the locker must be in the open position. This is not a good arrangement. Just aft of the large locker is a small, vented locker for stowage of a remote gas tank.

Our review boat is equipped with

the optional inboard diesel engine. Its control panel is situated low on the inside of the transom and is subject to potential water damage. Just above the panel is a small cubbyhole built into the taffrail, which is billed as "stowage for small items" in the O'Day literature. The side facing into the cockpit is covered with a smoked acrylic panel and the top is open. Since no one seems to know what "small items" are best kept there, Terry Hynds, the owner of our review boat, uses it as a beverage holder. A swimming/boarding platform with a stainless-steel swimming ladder is molded into the port side of the transom. If the boat is not equipped with the optional inboard diesel, a multi-position outboard motor bracket is mounted on the starboard side.

Belowdecks

Going below, especially when carrying bulky sailbags and gear, is easy because of the wide companionway opening. It is 34 inches at its widest and narrows to 24 inches. There is no sea hood. With an opening of this size, it's prudent to keep the sliding



Terry Hynds' 1987 O'Day 272, *Margarita Hunter*, facing page. The 272 was in production from 1986 to 1989. Given its light displacement and the standard 130 percent genoa, this coastal cruiser is a spirited performer. The angled backrests, at right, make for comfortable cockpit seating. The base model is steered with a tiller, while the 272 LE is fitted with an Edson pedestal wheel.

hatch and hatchboards in place when sailing, especially in foul weather. A three-step companionway ladder leads below to accommodations that are very straightforward.

While the V-berth initially appears to be on the smallish side, verging on claustrophobic, it measures a surpris-

Who was George O'Day?

George O'Day was raised in Brookline, Massachusetts. From an early age he excelled at sailboat racing, winning an Olympic gold medal and the America's Cup. It was natural for George to get into the boatbuilding business (see article by Dan Spurr, May 2002).

According to his son Mark, George's whole premise was to bring fun daysailing to families. George O'Day Associates was formed in 1951 and became a distributor for several brands of boats. His first offerings included boats built by Fairey Marine in England. These were hot-molded mahogany boats coated with polyester resin by Cellon called Faireyglass. He also marketed Palmer Scott's Marscot line of fiberglass boats.

In 1958, George bought Marscot Plastics from Palmer Scott and changed the company's name to the O'Day Corporation. His first significantly successful boat was the Rhodes 19, followed by the 14-foot Javelin, the 12-foot 6-inch Widgeon, and the 15-foot Osprey. The latter three designs accounted for about 1,500 units. However, the most successful O'Day was the Day Sailer. This 16-foot 9-inch sloop was designed by Uffa Fox, who also shared George's love of small boats. More than 14,000 Day Sailers were built before it was reconfigured as the Day Sailer II. In the early 1960s, the company was quite profitable. With more than 70,000 boats sold, the O'Day Corporation

was the largest sailboat builder in the United States.

When George sold the company to Bangor Punta in 1966, the largest boat in the fleet was 22 feet. This was to change. The O'Day Corporation began building much larger boats — such as the O'Day 22, 23, and 25 pocket cruisers, the 27 and 30 keelboats, and the center-cockpit O'Day 32. Small boats gradually disappeared in favor of these larger family cruisers.

In 1983, Lear Siegler bought Bangor Punta and began a systematic upgrade of its aging product line. Rather than simply making a few cosmetic changes and calling the new model the Mk II version, many of the more successful boats were completely redesigned and given the suffix 2. These included the O'Day 222, 272, 302, and 322. These boats were more contemporary in style, roomier, and purportedly performed better than their predecessors.

The company was again sold in 1987, this time to L. T. Funston & Co. However, a recessionary economy and high fixed costs sealed the company's fate. The O'Day Corporation went out of business in 1989. When it closed its doors for good, its product line ranged from the Day Sailer to the O'Day 40, a joint venture with the French manufacturer Jeanneau. George O'Day died of cancer in July 1987.



The head, top, spans the area just aft of the V-berth, with a molded sink and vanity to one side and either a portable or a fixed toilet on the other. The V-berth, second from top, is surprisingly long at 6 feet 10 inches. Nylon zippered pouches hang nearby for storage. In the main cabin, center, the starboard settee — shortened by the galley — measures just 5 feet 6 inches, compared to the port settee at 6 feet 8 inches. The compact galley, bottom, has the essentials for basic food preparation, including sink, icebox, and cooktop.

ing 6 feet 10 inches long and 5 feet 6 inches wide. There's a removable insert, which provides some standing space (compliments of the forward hatch), and a wooden accordion-fold door for privacy. Beneath is bin-type stowage and the optional holding tank. Our review boat is fitted with optional V-berth storage pouches. These removable and transportable zippered pouches are made of nylon and are mounted on the hull above the berth on both sides.

Aft of the forward cabin is the athwartship head compartment. To port is the molded fiberglass vanity and sink with manual cold water, a locker, and a cabinet with mirror. Its one-piece construction is easy to clean. On the starboard side is a portable toilet or, in the case of our review boat, the optional marine head. Behind the head is a hanging locker. There is no shower. The boat's two opening portlights provide light and ventilation.

The main cabin is separated from the head area by means of a bi-fold wooden door. Mounted to the starboard bulkhead is a folding, drop-leaf table. The saloon, which is open, airy, and simple, consists of a pair of opposing settee berths, each 2 feet wide. The starboard one measures 5 feet 6 inches long, while the port settee measures 6 feet 8 inches. There are shelves behind both settee backs and stowage beneath the starboard settee. Under the port settee is the 25-gallon potable water tank. There are no overhead handholds.

Two-burner cooktop

Further aft on the starboard side is the L-shaped galley, equipped with a two-burner Origo alcohol cooktop, a deep stainless-steel sink, a top-loading 3.5-cubic-foot icebox, and lockers for provisions, utensils, and cookware. On the 272 base model water from the icebox drains to the bilge. On the LE version of the 272 there's an icebox pump that discharges to the galley sink. The LE version also came

standard with pressurized hot and cold water. There are four fixed portlights in the cabin trunk and a fifth in the footwell panel of the bridge deck. The companionway provides additional illumination and fresh air.

Across from the galley, on the port side, is a cabinet with a fiddled countertop and bin stowage beneath. This provides the galley with additional counter space and separates the saloon from the port quarter berth.

At more than 7 feet long and 4 feet wide, the quarter berth is generous. There's stowage beneath it along with a full-length fiddled shelf above. On the LE version, but not on the standard model, a screened opening portlight opens to the cockpit footwell.

The bulkheads and cabinetry are teak-veneered marine plywood, while the companionway ladder and the bi-fold door are solid teak. The table and countertops are surfaced with an off-white plastic laminate. On the standard model the cabin sole is fiberglass with small teak-and-holly access hatches. The LE version has a varnished teak-and-holly sole. Headroom ranges from 6 feet 1 inch beneath the companionway hatch to 5 feet 10 inches at the forward bulkhead.

The rig

The O'Day 272 is a masthead sloop with a bridge clearance of 34 feet 10 inches above the waterline. The mast is stepped on deck in a tabernacle. Both the mast and boom are anodized aluminum and incorporate internal sail tracks as part of the extrusions. The mast has a single pair of airfoil spreaders and is supported by a pair of cap shrouds, single lower shrouds, a headstay, and a single backstay. The shrouds terminate at inboard chainplates that are fastened to the forward bulkhead. Sail area is 298 square feet, which gives the 272 a sail area/displacement ratio of 16.6, typical of a coastal cruiser.

The mainsail came standard with one reef point and a single-line reefing system. The reefing line is led aft to



the cockpit and terminates at a line stopper on the port side. Both halyards are double-braided polyester and run inside the mast. They lead aft to the cockpit through rope clutches on the starboard side. Also situated on the starboard side is a cabintop-mounted Barlow #15 halyard/mainsheet winch. Additional running rigging, all of which has the option of being led aft, consists of a topping lift, internal out-haul, and a 4:1 vang. Barlow winches haven't been made for a long time, and replacement parts may be difficult to find. The best bet, if you need parts, is to scavenge parts from old winches for sale in marine consignment shops.

The tracks and cars for the genoa are on the sidedecks and lead to a pair of Barlow #16 winches located on the port and starboard cockpit coamings. In lieu of the standard #16s, our review boat was fitted with the optional Barlow #19 single-speed self-tailing winches. The mainsail is sheeted mid-boom and fastened to a cabintop traveler.

Under way

This boat is quite user-friendly. With all lines led aft to the cockpit, raising, trimming, and reefing the sails is easily managed by a single sailor or a small crew. The O'Day 272 is a coastal cruiser, rather than a bluewater boat. It is perfectly at home in fairly sheltered waters. Its light-air performance is very good and, as the wind increases, the boat begins to sparkle.

However, weather helm becomes a concern at around 15 knots. Take a tuck in the main and maybe a couple of wraps on the genoa so the boat will sail on its feet. The O'Day 272 is responsive to its helm and displays respectable performance on all points of sail although it is perhaps not as close-winded as one might like. The shallow wing keel is probably the culprit here.

Being mainly a family boat, the O'Day 272 is not raced much. No fleet is larger than two, so the established PHRF ratings may not be that accurate for this boat. Most of the O'Day 272s rate around 228 seconds per mile. (Remember that this means 228 seconds per mile longer to complete a mile based on a specific reference point. For more on the PHRF rating system, see the July 2006 issue.) This 228 is slower than the older O'Day 27 at 204. For comparison, a Catalina 27 inboard also rates 204 and a newer Catalina 270 comes in at 201.

The typical O'Day 272 was not equipped with an inboard auxiliary engine, but rather fitted with an adjustable outboard motor bracket. The optional diesel engine was standard equipment on the LE version. Depending upon the year of production, one of two diesel engines was available: a 9-hp Yanmar or a 10-hp Westerbeke. Our review boat was fitted with the 2-cylinder, freshwater-cooled Westerbeke W102 turning a 1-inch shaft and 2-bladed propeller. Fuel is delivered from a 12-gallon aluminum tank that's situated behind the engine on the boat's centerline. Access to the engine for routine maintenance is good; simply remove the companionway ladder and the front panel of the engine enclosure. For greater access, the port and aft sides of the engine enclosure must be unscrewed. Access to the shaft and stuffing box is beneath the quarter berth.

Things to check out

As with any older boat, check the decks for delamination caused by a balsa core saturated with water. Pay keen attention around fittings. Delam-



O'Day 272

Designer: C. Raymond Hunt Associates
LOA: 26 feet 11 inches
LWL: 22 feet 11 inches
Beam: 9 feet 0 inches
Draft: 2 feet 11 inches
Ballast: 1,870 pounds
Displacement: 4,870 pounds
Displ./LWL ratio: 181
Sail area: 298 square feet
SA/Displ. ratio: 16.6



A diesel auxiliary engine was optional in the 272 and standard on the 272 LE. Our test boat has a 10-hp Westerbeke, easily accessed through the galley cabinetry.


inated areas sound dull and hollow when struck with a plastic hammer or the handle of a screwdriver.

Mast compression is another potential problem. Look for signs of cracking, bending, or movement of the supporting forward bulkhead. Also look for signs of water damage in the bulkheads where the chainplates are through-bolted.

While below, examine the hull and overhead fabric liner for telltale water stains. If present, stains can be traced to the source of the leaks.

Extensive cracking and crazing of the gelcoat on the cabintop has been a common complaint. The suspected cause is a thicker-than-necessary gelcoat layer, applied during manufacture. While this is primarily a cosmetic problem, if the cracking is deep, water can penetrate the laminate and result in delamination.

Conclusion

The O'Day 272 is an inexpensive, nicely equipped and appointed pocket cruiser designed for use in relatively protected waters. The boat is set up to be easily handled by a crew of one or two. Its wing keel enhances the boat's stability and opens up thin-water sailing grounds. Enough stowage, elbowroom, and amenities make a weeklong summer cruise for a family of three or four possible. Prices range from \$10,000 to \$15,000 for a 272 and from \$13,000 to \$18,000 for a 272 LE, depending upon year, condition, and level of equipment. 

Resources

O'Day websites

<<http://home.att.net/~oday/>>
 <<http://www.odayowners.com>>

Navigation lights



What you need under power, sail, and at anchor

by Bill Kinney

WHEN IT COMES TO LIGHTS FOR sailing at night, small and medium-sized sailboats have options since several light combinations are allowed when under sail. In addition, the moment we start our engines we must also be able to show the lights of a motorboat. The regulations are exacting and complicated. As a result, there are many choices to be made when it's time to replace your boat's deck lights. Most humble sailors wish simply to be seen at night from as far away as possible without emptying their wallets or batteries.

Since the time that sailors abandoned oil lamps in favor of electric lights, there have not really been any significant technological changes... until the last year or two. Let's discuss the rules and the available technologies for boats of less than *20 meters (65 feet 7 inches)* in overall length. I'll paraphrase the rules to put them into clear context, but you should have a copy of the *Navigation Rules* on board to read at your leisure. You must carry a copy aboard if your boat is more than *12 meters (39 feet 4 inches)* in length.

The rules are the same for all sailboats between 7 meters and 20 meters, except that for boats less than 12 meters the white lights have a 2-mile instead of a 3-mile visibility requirement. Sailboats of less than *7 meters*

(*23 feet*) are not required to have fixed lights. However, without them, sailors must instead carry a white light they can show "in sufficient time to prevent collision." A power-driven vessel of less than 7 meters, whose speed does not exceed 7 knots, may, in lieu of sidelights, a stern light, and a masthead light, exhibit an all-round white light.

For all the colored lights we discuss, the visibility required for boats of less than 12 meters is 1 mile. For boats of less than 20 meters, the minimum visibility for colored lamps is 2 miles. For incandescent bulbs to have a 2-mile visibility they typically have to have a 25-watt rating for colored lamps and 10 watts for white lights.

Anchor lights

Almost every sailboat needs to be lit for three scenarios: sailing, motor-ing, and at anchor. Lighting a boat at anchor is the simplest. The minimum requirement is that you "exhibit an all-round white light where it can best be seen." Many sailboats use a light at the top of the mast for this purpose.

Motoring

Whether we want to admit it or not, any sailboat with a motor running turns into a powerboat. The logic is that if the motor is running you have the ability to maneuver like a pow-

A typical nighttime dilemma: red light near the water with a white light above and a red light above that. What kind of boat is it? What is it doing? (For the rest of the story, see photo on Page 53).

ered vessel. Motorboat lights are fairly straightforward, although the terminology can get a bit confusing.

Boats in our size range need at least three or four lights when motor-ing: a white stern light, two sidelights, and a masthead light. Here is where the terminology in the rules gets a bit complicated. What the rules call "sidelights" are the red and green lights most smallboat sailors call "bow lights." The red and green sidelights can be, and frequently are, combined into a single lamp at the bow.

The "masthead" light is actually not usually at the head of the mast but rather about halfway up. It also is not an all-round light since it shows white light over the same arc as the red and green sidelights.

Under sail

If we are sailing, we have options. This is handy but complicated. The most common arrangement is to show the red and green sidelights and stern light, just as a motorboat does, and to turn off the forward-facing white masthead light.

“The rules are about as simple as they can be and still convey all of the information needed to navigate around other boats at night.”

Boats less than 20 meters in length are allowed to combine the three

lights “in one lantern carried at or near the top of the mast where it can best be seen.” This is most commonly known as the “masthead tricolor,” or simply as the “tricolor.”

One last rule allows a pair of all-round lights, red over green, at the top of the mast in addition to the normal deck-level lights. This is rarely seen, but may become more common (see sidebar on Page 53).

Light logic

Why so complicated? It certainly seems needlessly so when approached from the standpoint of buying equipment and wiring your boat. In reality, however, the rules are about as simple as they can be and still convey all of the information needed to navigate around other boats at night while avoiding unnecessary complications.

For example, while sailing at night you see a single white light ahead. You have no idea if you are looking at a vessel under oars, a powerboat, a sailing vessel, or even if it is anchored or under way. However, you have all the information you need to follow the rules of the road. Avoid it. The light might belong to an anchored boat or it might be the stern light of a vessel you are overtaking. No matter who is sailing and who is motoring, you must maneuver so as to avoid this boat.

In another instance, you are sailing when you see a red light ahead and to your right with a white light above it. You are looking at the forward, port side of a motorboat. When the skipper of that boat looks at you, he sees just your green light. You know he is a motorboat. He knows you are a sailboat. It should be clear to both that the motorboat should give way.

Are the situations always so clear? What if you see only two red lights: one above the other? You should be looking at a vessel that is “not under command,” one that is unable to maneuver and will have the right of way over almost all other vessels. Unfortunately, you might also be looking at the port bow of a sailboat skippered by someone who thinks “more is better” and has turned on his sidelights and his tricolor light. This just demonstrates the importance of knowing the rules and following them to avoid causing dangerous confusion.

Lights under power

If your sailboat has an auxiliary engine, you must have sidelights, a stern light, and a white “masthead” light. You will also need a white all-round light as an anchor light. Is it worth the additional expense for a tricolor? The answer is the classic answer to so many questions: “It depends.”

On the high seas, a combined tricolor light at the top of the mast will give

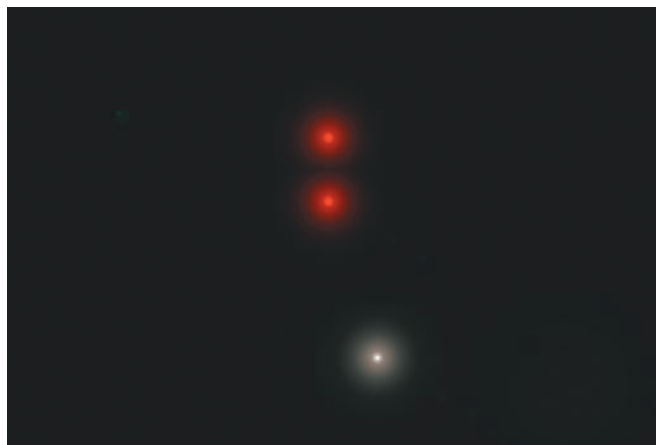
better visibility than sidelights that are close to deck level. With a tricolor, you get the lights up high, away from the waves and any potential blanketing by your sails or other rigging.

The situation is not so clear in coastal cruising. From the high bridge of a large ship, a light at the top of a sailboat’s mast might be lost in the background of city lights. To someone who is looking down from above, the deck level lights may stand out against the dark water more clearly.

I prefer to have both deck-level lights and a tricolor. This gives my boat a built-in backup system so I won’t have to be out there changing a light bulb in the middle of the night to avoid getting run down.

One of the ongoing arguments that flares up (so to speak) whenever cruising sailors discuss lights, is the subject of strobes. Strobe lights are allowed on boats only as distress signals, and then, only under the Inland Rules. However, many sailors feel that these lights are more visible and, therefore, more likely to attract attention. The rationale for not allowing them is to prevent even the remote possibility that a ship’s navigation light be mistaken for an aid to navigation.

Two types of lights dominate the market these days, incandescent bulbs and light-emitting diodes (LEDs).



Boats juxtaposed against city lights illustrate the confusion that can occur at night, at left. How close are they? Which way are they going? How big are they? A good example of the logic of the light rules, at right. If a boat is aground, the correct lights to show are a combination of an anchor light (all-round white) with the lights indicating the vessel is “not under command,” two red lights in a vertical line.



This is about the most complicated light pattern you are likely to see, at left. The two green lights in a vertical line mean a vessel that is a dredging or otherwise working underwater (although this boat will show two red lights on the side on which she is working). The two green lights indicate the safe passage side for other vessels. The two white lights highest above the water are the normal masthead running lights; the green light closest to the water is the normal starboard side running light. Finally, any vessel restricted in her ability to maneuver uses the “red-over-white-over-red” vertical pattern. At right, the simplest light, plain white, should mean “steer clear” because it could be the stern light of a power-driven vessel or the stern light of a sailing vessel. It could be the all-round light of a small power-driven vessel, a sailing vessel, a boat under oars, any of which could be heading in any direction. Until you know for sure, you must be extremely cautious.

Incandescent bulbs are more common, simpler, and easier to troubleshoot. LEDs are more expensive but use less power and, if properly designed, last almost forever. This seems like the same trade-off we face when selecting other equipment for our boats: more money gives better performance. Technology changes quickly, and the relative costs have changed dramatically in the last year or two.

As an example, consider the cost calculations and decisions we made recently when upgrading the lighting and internal mast wiring on our boat.

Our plan

For all the reasons listed above, we decided to go with both deck-level side-lights and, at the top of the mast, a tricolor light for sailing and an all-round white light as an anchor light. For the top of the mast, LED lights attracted me. They had allure because of their low power requirement and because their long life would reduce the need to get to the top of the mast to change light bulbs. The cost of the fixtures I had seen seemed to price them beyond what I was willing to spend. However, my calculations changed as I started to investigate. Because the wiring, switches, and fixtures in our mast were all 30 years old, it was time for the whole system to be replaced. As I started to investigate the parts needed for a replacement system, I discovered that LEDs had other advantages I had not considered.

Starting with the fixture itself, a combined anchor and tricolor using incandescent bulbs suitable for a boat

of up to 20 meters, costs about \$180. A similar LED fixture from Orca Green Marine costs \$239 (\$269 if you add the photo sensor to automatically turn the anchor light on at dusk and off at dawn). There are many more companies in this field than there were just two years ago. Competition is intense and prices are likely to come down further, but for now it looks like you save money if you install the incandescent light, right? Not so fast.

The incandescent bulb draws 25 watts (2 amps) while the LED fixture draws only 6 watts (0.5 amps), so you can use smaller-gauge, cheaper wire. Additionally, you can use two-conductor wire for the LED but you will need three conductors for the incandescent fixture.

In our case, from the distribution panel, up the mast, and back again, totaled 130 feet for the total length of the circuit. Limiting the voltage drop to below 3 percent for this extensive run at 2 amps needs 10-AWG wire. At an LED's draw of 0.5 amps, you can use 16- or 18-AWG wire. Sixty-five feet of 3-conductor 10-AWG marine cable will cost about \$170. The same wire in 2-conductor 16-AWG costs only \$70. Aha! It's going to be cheaper to install the LED light. But wait, we're not done yet.

Anchor-light draw

While lying at anchor in some beautiful tropical lagoon, you probably will generate much of your power with solar panels or a wind generator. If your 25-watt incandescent anchor light is on for 10 hours a night, you will need

to generate 20 amp-hours of electrical energy per day to keep your batteries charged. Replace your anchor light with an LED light that draws 6 watts, and you will need to supply only 5 amp-hours a day.

How do you get away with only two conductors with the LED combined tricolor and anchor light? Just like regular diodes, LEDs allow current to flow only one way. When current flow is in one direction, the tricolor lights, and when flow is in the other direction, the anchor light is on. An inexpensive double-pole, double-throw switch is needed to implement this arrangement. These switches are available from the manufacturer of the fixtures, if you cannot find a local source.

Our installation


We installed an LED fixture that combined a tricolor and a photocell-controlled anchor light. We did not install a strobe because we felt the times when it would be used did not justify the extra complexity and expense.

We had working wiring and fixtures for our deck-level lights so we decided to keep them for the time being. LED fixtures are becoming more affordable for this application as well, but they still have a way to go. Prices are coming down so fast that the situation may be different by the time you read this. Right now the cost advantage is still with conventional fixtures for this application, mostly because of the shorter lengths of wire needed. Other advantages of LEDs are also not as critical here. Bulb life is not the big deal it is when the bulb that must

be changed is at the top of the mast. Also, power draw is not as significant because much of the time when we are using these lights we have the engine running and we have power to spare.

We chose what we believe to be the most efficient, economical, and reliable combination of lights for our boat. Our documented length is 39.4 feet overall, therefore we are technically allowed to use lights with a visibility range of 2 miles. But we did not even consider this as an alternative. Being seen is what navigation and anchor lights are all about. The small cost and power saving associated with smaller lights is not worth the risk, no matter what size boat you have.

Once you have installed the right lights on your boat, use them cor-

rectly by lighting the correct lamps under the conditions calling for them. It seems like a small thing, but understanding the lights around you at night pays big benefits in staying safe in busy waters. 

Resources

Orca Green Marine, Inc.

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

Innovative Lighting, Inc.

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

Lopolight

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

Perko

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

Double visibility

If lights on the deck are the best for inshore use in lighted harbors and the tricolor is the best solution for offshore use, is there a happy medium? We know we can't turn on both without presenting inappropriate or ambiguous lights to other boats. The rules actually do present us with a solution. Specifically, Rule 25(c) says: "A sailing vessel underway may, in addition to [sidelights and a stern light], exhibit at or near the top of the mast, where they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the [tricolor light]."

This is the ideal arrangement for making yourself visible at night: lights up high where they can be seen over waves and lights down low visible against the dark water from a high bridge deck. This has rarely been seen because it requires four or five bulbs to implement, resulting in a prohibitive power draw for anything but the most gold-plated cruising boats.

With the advent of LED lights, the situation changed. This light scheme can be used with a total power draw of about 2 amps, obviously more than a single LED tricolor, but well within the range that a modern cruising boat could supply. At the time I was equipping my boat, an affordable implementation of this arrangement was not yet on the market. Keep your eyes open, however; somebody will start marketing this as the "ultimate" solution to lighting the sailing vessel at night.



Answer to the dilemma on Page 50: what you *might* be looking at is the forward port side of a vessel actively fishing. What you *are* actually looking at is the port side of a sailboat under power whose skipper has turned on his masthead tricolor in addition to the required lights.



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A young woman finds her man — and her boat

by Katie Pritchard

Two Loves United

I WAS 24 YEARS OLD and in love with the bosun of the *Victory Chimes*, a three-masted schooner sailing out of Rockland, Maine. I had moved myself and my sister to a cottage, which lacked indoor plumbing, on the coast of Maine. This was necessary in order to be near my sailor the one night a week that he was in port. The summer had been idyllic, but August had arrived and I was due at my new teaching position in North Carolina in less than a month. His time on the *Chimes* wouldn't end until October. The angst at a two-month separation was overwhelming, but we were trying to devise a solution. Perhaps he could switch to a tall ship headed south. Maybe he could get in on a delivery. We seemed unable to conjure any possible scenario in which he did not arrive by water.

Suddenly, it hit him: "I'll just buy my own boat and sail her to you. Then when you finish teaching, we'll sail to South America together!" I smiled with the confidence that my instincts about this man's brilliance were dead on. It was the perfect plan, oozing with romance, independence, and ad-



venture. And so, having developed the perfect plan, we started the quest for the perfect boat.

We had both worked only on wooden boats, mostly old wooden boats, and were of the mind that you should stick with what you know. Being in Maine, we turned to the wellspring of desired goods. There, the unassuming publication, about 8 inches tall, that graces the countertop of every gas station is, of course, *Uncle Henry's*. It is where you turn to search for

used cars, rare coins, guinea hens, and old wooden boats. We spent our days apart independently circling ads. We would then compare them when we were reunited. His choices had phrases like "project boat" and "hull nearly complete." This, as I was hoping for a short separation, concerned me. I wanted at least two masts and was drawn to ads with "ready to circumnavigate" in bold type. Seeing as the financial investment would be his alone, this concerned him.

Last weekend

Then it appeared. The modest ad read, "Canadian yawl. Cedar-on-oak. 35 feet. Cohasset, Maine." So it was that on our last summer weekend together we went to meet *Seguin*.

We drove through the night to Boston's south shore, checked into the only hotel on Nantasket Beach, and crashed. The next morning we tracked down the yard where she was laid up. A small unpaved parking lot of boats, tucked behind a coffee shop and florist, matched the address. The boatyard owner pointed and we followed.

There she was.

Swaddled tightly in layers of faded blue tarps held together by bungee cords was the 62-year-old Nova Scotian-built yawl we were here to meet. I was overcome. I gripped Justin's hand and whispered, "She has a bowsprit and a boomkin! I want her!" I imagine new parents must feel similarly. The joy and love you feel at that initial meeting blinds you to any flaws. And believe me, there were flaws. Her mizzen lay in the weeds with some discarded boat stands. Her main mast was lashed to the cabintop and a series of supports cluttering the deck.

*"Simply put,
she had more charm than
I was prepared for."*

You had to shimmy past it to enter the cabin. Her decks were an attempt at the traditional "buff" color, though much closer to a disturbing tangerine shade. The paint and varnish were peeling, a stanchion was missing, and she'd been out of the water for two years.

I squeezed under the tarps and, on hands and knees, crawled across the deck to the main hatch. The tarps kept out nearly all natural light. Thus, our introduction to the interior came via the sporadic beam of an old flashlight dug out of the back of the car. She had traditional round portholes, a copper sink with a bronze hand pump, and

a tremendous amount of custom oak carpentry. Simply put, she had more charm than I was prepared for.


Cultivating the dream

I weaseled back on deck and sat beside the tiller. Justin was pulling up floorboards looking for rot and suspicious repair work. I wasn't ready for reality. Since learning to sail during my first year of college I had been cultivating the dream of sailing off into the sunset with the man I loved. Now I was possibly on the boat with, possibly, the man. It was simultaneously intoxicating and intimidating to feel my longtime fantasy morphing into something tangible. I gripped the tiller and imagined, as I had so many times before, taking off on that much-anticipated cruising adventure. This time the boat was in focus. I could read the nameboard and see the sailplan. The hull was white with a dark green stripe. As I said, she had a bowsprit and a boomkin. Yet, there were still a few blurry corners in this dream. It was time for more complex focusing. It was time to clarify the person sitting beside me.

I looked down into the cabin at

Justin, who was sticking his knife into floor timbers. He must have felt my gaze because he turned to look up at me. His inspection actions were methodical, even cautious, but in his eyes I saw that she had charmed him too.

I called him to the companionway. Balancing my camera on a sawhorse in the cockpit, I set the timer. Justin held out his arm, and I slid in beside him. The flash lit up the deck and our faces. He pulled me to him and gave me a kiss.

And I knew. I knew that I had just been photographed with the man I would marry aboard the first boat we would own. 



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Boatyard fishbowl

Renovation proceeds despite critics and admirers

by Susan Peterson Gateley

ICE STILL COVERED THE SILENT WHITE bay and snow lay knee-deep in the boatyard when we began renovating our “new” old yacht. In March, only the quiet hum of the dock bubblers sounded, though the strengthening sun had already begun to melt the snow atop the canvas cover. With a mixture of hope and dread, we eyed the 38-foot, 12-ton hulk before us. Would we really be able to revive her? This boat was huge.

She had entered our lives after a fateful foray onto eBay the previous fall. The 50-year-old woodie had arrived at the marina a few days before Thanksgiving aboard a transport rig and was promptly unloaded and covered up for the winter. Now it was time to begin the real work.

That March weekend, my husband and I removed the rudder, coming back the next day to find only our two sets of tracks in the unmarked spring snow. Over the next

four months the ice melted, vast flocks of geese flew over, heading north, and the boatyard barn swallows returned in time for the lake’s annual spring midge hatch. The other land-bound yachts were launched one by one while we toiled on in the lengthening daylight, returning every weekend to perform another set of tasks associated with *Sara B*’s revival.

I cannot call what we did to our old schooner a *restoration* — rather, it was a phased *renovation* process. We had both seen full professional restorations of similar, somewhat larger, boats — one 49-footer at a cost of more than \$200,000 and another 60-footer on the far side of a million plus. No, we were just fixing her up in the time-honored budget-limited tradition of amateur yachties who were also amateur woodworkers.

Neither of us had attempted a previous project of such magnitude. My husband had restored a 26-foot fiberglass boat purchased for \$500

about 10 years ago. And I had kept a 1938 homebuilt 23-footer operational for 17 years. But this was well beyond what either of us had experienced in the way of boat fixing. And neither of us had ever worked so long and hard on a boat in public.

Bleed unseen

I had replaced plank butts, bottom fasteners, a chine log, deck canvas, a transom knee, and various other wooden boat parts in the relative seclusion of my yard at home in the city. Chris had patched holes and renewed keel bolts and interior rotted bulkheads in his rural driveway. In such a setting, one can stand and stare at the boat or sit in her cockpit and dream in complete privacy. When frustrated by a tough task, the rebuilder can go pull weeds or mow the lawn for a while as well as curse, weep, and occasionally bleed unseen.

But as March advanced into April, the boatyard came to life. The hum of sanders and waxers, the cheerful banter of weekend sailors, and the racket of hungry baby starlings tucked away in our neighbor's aluminum mast butt accompanied warmer longer days. We toiled on, cutting, sawing, pounding, scraping, grinding, and sanding under the watchful eyes of the marina staff and customers.

Several people stopped by to share memories of their younger days when they, too, had owned wooden boats. One old salt eyeing a pile of fresh planer shavings said, "I like to see fresh sawdust in a boatyard." One day we came down to uncover *Sara B* and found that someone had arranged some of the splinters and bits left on the ground beside her, after we'd removed a rotten board, in a curious pattern vaguely resembling the skeletal keel and ribs of a boat. Clearly this was a message of some sort. Give up? Persevere? Or just idle whimsy? Several times our next-door neighbor spoke of visitors coming to inspect her after we had left.


Because we were located next to the dumpster, sooner or later nearly every boatowner in the yard paused to watch and then said, "You've got quite a project there." None suggested that our boat belonged in the dumpster... at least not to our faces. Twice we were presented with books. One gray-haired

gent laid a copy of *Simplified Boat Building* on the afterdeck while I was hard at work stripping out old caulk. "I've had this in my library for 30 years, but you need this more than I ever will," he said. Another marina customer loaned us a copy of Wayne O'Leary's *Tancook Schooners* to educate us as to *Sara B*'s Nova Scotian heritage. And nearly everyone who spoke to us during their dumpster runs parted with the words, "Good Luck."

Pulling for us

Clearly, at least a sizeable percentage of the marina population was pulling for our old boat. They wanted to see her afloat again. As we labored, we got ample amounts of advice and more than one effort was made to lift our spirits. Don't give up — she'll be beautiful when she's in the water... or words to that effect. A couple of friends even stopped in and worked at tedious tasks for several hours to help out.

I must admit there were times, as I examined my savings account's dwindling balance, when I wondered, "Why are we doing this? Why spend hundreds of hours and thousands of dollars on acquiring and then renovating *Sara B*?"

I'm not sure I have a short answer but, whatever our motivation, I think some of the anglers, sailors, houseboat skippers, and powerboaters of the marina sensed something of her presence as I did then and still do now. We all wanted this wooden survivor from a rocky northern coast to live on for a few more years, to age gracefully upon the inland waters of a Great Lake. 

The *Sara B*, a 38-foot schooner built in Nova Scotia 50 years earlier, gathered more than her share of attention, located as she was next to the marina dumpster, facing page top photo. Long after the yard's fiberglass boats had been launched, Susan and Chris continued to toil prominently and publicly, other facing page images, administering to the many needs of their new wooden acquisition. By mid-summer she was launched, this page top photo. Susan goes aloft on a rigging mission, at right, while Chris mans the safety line.



This one's a keeper

**Conquesta's
had only one
owner since 1973**

by Karen Larson



WHETHER IT'S SALTY OR PURE, WATER HAS AN UNDENIABLE attraction. It enchants and draws children and adults alike to its shores. And then it beckons them farther ... farther ... to the shore beyond ... to the distant horizon. Sailing dreams are made of this. Sailors are born when the water's magical lure draws them in and captures a portion of their minds. For many, the enchantment lasts forever.

We were not surprised, therefore, when Derrill Adatte told us that because he had grown up a few blocks from Lake Superior's shores as a kid, he was always working one scheme or another to get afloat. Anything that *did float* or *might float* was considered. It didn't matter as long as it could be paddled, rowed, or sailed. There was a concrete manufacturing plant nearby. Derrill says he made one of his earliest vessels out of one of the company's discarded mudboxes.

"It sank immediately," he remembers with a laugh.

His interest in boats and the water did not sink with it. Upon returning from the Army in 1946, he bought a cabin on a lake and put his heart and soul into the many projects that improve a cabin and make it a home away from home, according to his wife, Mary. That — plus a career and a young son — kept him busy for a time. The career involved the purchase of a Duluth, Minnesota, plumbing and heating company, A. G. O'Brien, which is now run by Derrill's son, Derrill John, and his wife, Liz. "These days we do sprin-

gling, in addition to plumbing and heating," Derrill John tells us ... fire sprinkler systems, that is.

Living-room boat

Finally, in 1967, Derrill built a San Francisco Pelican in his living room. (For more on the Pelican, see the May 2006 article in *Good Old Boat*.) As a woman who will give up her rights to the living room for an entire winter, Mary deserves extra credit. Upon meeting her, Jerry and I liked her immediately. Mary is the sort of person who knows no strangers, embracing all as friends. Over the years she has cheerfully gone on any number of family sailing missions.

The family Pelican has a story all its own. It went on many a sail on Lake Superior before it was retired to a smaller lake where the cottage is located. Eventually it was given to a friend and from there to another friend. Derrill never really lost track of it and was inspired last year, after reading about the Pelican in *Good Old Boat*, to retrieve it, restore it, and launch it once more at the cabin where it belongs. He was 85 at the time and the Pelican was 39.

There was also a Montgomery 12 and then later a Montgomery 17, both of which spent much of their time at the cabin, although the 17 spent one winter vacation in Florida. A company was hired to take the boat south. The Adatte family would follow a few days later. You can imagine their surprise when, as they were driving south, they were

“...as her first owner, Derrill has had no reason to curse a string of previous owners for modifications and ‘improvements’ made over the years.”

passed on the highway by their own boat!

There was a near miss with a Cal 20, offered for sale by a Duluth broker. Derrill had already made an offer and signed the paperwork when Mary suggested that a larger boat would have more accommodation space below. The broker was able to change the deal to an order for a new 1968 Cal 25. They sailed the Cal for several years before selling it and “sitting on the beach,” as Derrill puts it, for about a year while waiting for his brand-new Islander 30 to be delivered. “I ordered it in January,” he says. “It arrived in August.”

Robert Finch design

The Mark II version of the Islander 30 was built to the IOR rule at the Costa Mesa, California, Islander plant. (Islander later moved to Irvine, California.) It was designed by naval architect Robert Finch, who drew a number of Islander boats but seems to have slipped into relative obscurity since then. The sales brochure for this boat says, “In this boat, Robert Finch proved that a 30-footer designed to race under the new IOR rule could have a spacious interior that appealed to those who like more than their share of comfort when the anchor is dropped and the sails are furled.”

As it turns out, Robert Finch was drawing this boat just for Derrill Adatte. While Derrill had not hung on to any boat for long until this time, he bonded with his Islander 30 and has remained as her first and only owner all these years. Wednesday night is race night in the waters near the twin cities of Duluth/Superior. And Wednesday nights became a traditional time for both Derrills and their friends to meet at the boat. Even if the weather caused the race to be cancelled, the gang had a lovely cabin below in which to pass some time together.

Now both Derrill and Mary ask why anyone is interested in the newer racing sleds. As they point out, they cost a lot of money. You can’t cruise in them. You can’t spend time with the race crew down below before or after a race. “They may be fast, but they’re just expensive daysailers,”

Derrill concludes. These new sleds are certainly not the boats of his dreams.

Raceboat name

The boat of his dreams was to be named *Conquesta*. These days he can’t remember exactly why he selected

the name. He figures it had to do with her intended use as a raceboat. It is a name incorporating a certain amount of racing bravado. But, in addition to racing, most summers he and the family cruised to the Apostle Islands, about a 12-hour sail away from Duluth. And while Derrill participated in four Trans-Superior International Yacht Races on other people’s boats, he did not enter *Conquesta* in one of these races between Sault Ste Marie, at the eastern end of Lake Superior, and Duluth, at the far southwestern corner, the longest freshwater sailing race in the world.

Boats were simpler in the 1970s, the Adattes remember, and as her first owner, Derrill has had no reason to curse a string of previous owners for modifications and “improvements” made over the years. In fact, since he has done very little to change her since her purchase, *Conquesta* might be thought of as a time capsule of sorts.

“In 1973 there were no interior electrical options,” Derrill says. “There was no shorepower.”

These days the boat does have shorepower and a few more additions required by those who sail on a cold lake: an electric heater for use at the dock and a Tiny Tot wood-burning stove for use when cruising. Derrill added a wheel, but the tiller it replaced remains in sight in the V-berth for use at a moment’s notice as an emergency tiller. He had a load of cedar, intended for use as a dock for the cabin, which he instead installed in *Conquesta*’s overhead 20 years ago. And her blue hull has been repainted once.

Needless purchases

He bought her an autopilot but never installed it. “Who needs it?” he asks. Ditto for a cockpit barbecue. It’s still in its original packaging sitting on a shelf in the basement next to the autopilot he says.



Derrill Adatte built the first sailboat (in his adult life, that is) in his living room in 1967 with the help of his young son, Derrill John, far left, who later spent many happy hours sailing this San Francisco Pelican with friends, at left. Boat ownership progressed to the Islander 30, *Conquesta*, pictured at the Duluth, Minnesota, harbor entrance, facing page.

Feature boat



The original engine is still in the boat too, of course. And it's a bit of a rarity these days. It's a Palmer Marine 4-cylinder flathead, a 16-hp gasoline-powered engine similar to the Atomic 4. Before our visit for a photo session, the crew had a moment of anxiety when the engine failed them, causing them to consider canceling our visit. Water had gotten in the fuel through a leaking deck-fill port. This was immediately repaired and our date was kept. "It occurred to us then," Derrill John says, "that there aren't very many hours on that engine, in spite of its age."

Perhaps the big investments were made in sails. The family teases Derrill about the many sails *Conquesta* owns. She clearly has one for every occasion, in spite of the fact that he did succumb to the temptation of roller furling some time ago. The smaller jibs were only used under duress, apparently. As Mary recalls with a twinkle in her eye, "We always flew the 170, didn't we, dear?"

For those with roller furling, a quick note from your editors who are nearly the last sailors on earth with hanked-on sails: the deck-sweeping large-overlapping 170 (much larger than the mainsail) is meant to be a light-air sail. These sails are roundly dismissed by the sailing press these days as something no sailor should or would actually employ. They're much too large, we're told. Jerry and I dearly love

Continued on Page 82

***Conquesta* offers the best of both worlds: a racing boat with the accommodation of a cruiser, top left. The Tiny Tot stove, top right, has served valiantly for years. The Islander 30 has the galley to port, second row, left photo, and a starboard side dinette, second row, right. The advantage of this dinette setup is the step up, so those seated in the cabin can see out the ports. The original electrical panel, next photo, and the original engine, bottom photo, a Palmer 4-cylinder flathead.**

Islander 30

Comparing 30-footers: Ted's "Brewernalysis"

INITIALLY, I WAS THOROUGHLY CONFUSED ABOUT THE ISLANDER 30 Mk II and the Islander Bahama 30, but I finally determined that the Mk II is a slightly earlier version of the Bahama. The boats are virtually identical above the waterline but the Bahama appears to have slight modifications to the fin and rudder, although that may just be an error in the very small-scale drawings of the boats that I was able to find. The Bahama does have a very different layout and 20 square feet more sail area than the Mk II, along with 250 pounds less displacement and 180 pounds less ballast. This could give her a small edge in performance, although I expect it would be noticeable only in ghosting weather.

Both of these 30-footers are close in their characteristics to the other three yachts in this comparison. I would not want to be the man who had to handicap them for a race. A glance at the chart will show that all these boats are within inches of each other in waterline length and beam and very close in displacement and the other major factors.


It's amazing that all of the four designers decided that a 30-foot sloop should have about a 25-foot waterline, 10-foot beam, 5-foot draft, and 8,000-pound displacement. The single anomaly is the Newport 30 with its much lower ballast ratio, which may have been done in order to obtain a lower racing rating. Whether her extra 6 inches of beam would add enough form stability to make up for the 33 percent ballast is doubtful and this could be to her disadvantage in heavier breezes.

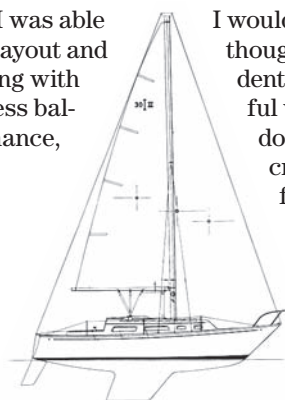
The Tartan 3000, with her high ballast ratio and slightly deeper draft, could have an edge in average conditions but any of the five (if we include the Bahama 30) could be a contender in club racing. In any case, I am not going to go out on a limb and predict which

yacht would perform best in light, medium, and heavy air as they are all as alike as peas in a pod. It could well come down to the hull and fin design as to which boat is the best performer and that information is not readily available.

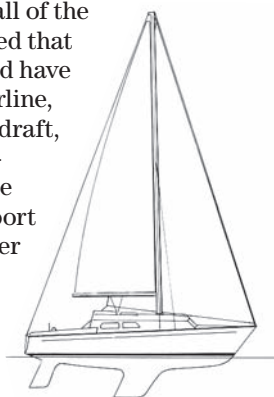
Not Cape Horners

I would say that these yachts are not offshore voyagers though, definitely not Cape Horners. Still, I'm confident that many of them have made long and successful voyages, as have many less able vessels, but I doubt that is what the designers intended for their creations. In my opinion, the capsize screening factors are on the high side and the comfort ratios are on the low side for extended bluewater passages. It would take a strong, hearty, and experienced crew to take them through a really severe storm at sea and come up smiling. The true strength of these five 30-footers is daysailing, coastal cruising with family and friends, and club racing just for the joy of it.

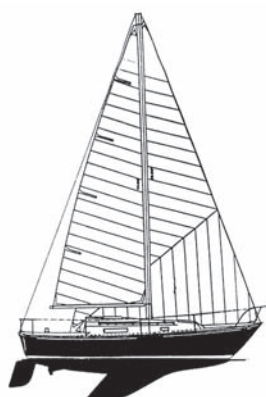
However, these are all good old boats, with an accent on "old" and, for that reason, many of them are very competitively priced today, even bargain-priced in some cases. All were built to good standards originally. Indeed, Tartan has a long and excellent record for quality. Thus the buyer can be reasonably assured that these boats will be worth restoring if the purchase price is right or, if in pristine condition, be worth a serious look even if the price is slightly on the high side. If you can find one of these boats in good or restorable condition at a fair price, you will have the makings of a fine coastal cruiser and club racer. Be very sure to have a competent marine surveyor thoroughly check the boat over. Then try to hide that big smile as you sail her away. 



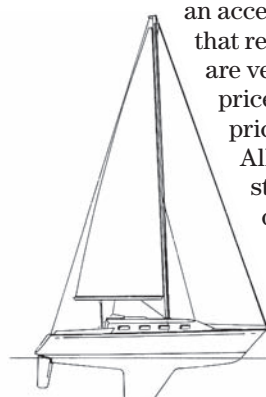
Islander 30 Mk II



Newport 30 Mk II



C&C 30



Tartan 3000

	Islander 30 Mk II	Newport 30 Mk II	C&C 30	Tartan 3000
LOA	29' 11"	30' 0"	30' 0"	29' 11½"
LWL	24' 7"	25' 0"	24' 9"	25' 3"
Beam	10' 0"	10' 6"	10' 0"	10' 2"
Draft	5' 0"	4' 9"	5' 0"	5' 2"
Displacement	8,600 lb	8,000 lb	8,000 lb	7,950 lb
Ballast	3,500 lb	2,600 lb	3,450 lb	3,830 lb
LOA/LWL ratio	1.22	1.20	1.21	1.19
Beam/LWL ratio	0.410	0.420	0.400	0.401
Displ./LWL ratio	259	229	236	221
Bal./Displ. ratio	.410	.330	.430	.48
Sail area	429 sq ft	419 sq ft	459 sq ft	441 sq ft
SA/Displ. ratio	16.41	16.8	18.4	17.7
Capsize number	1.95	2.1	2.0	2.0
Comfort ratio	23.5	20.2	21.7	21.1
Designer	Bob Finch	Gary Mull	C&C	S&S

Boats



Pearson 26

1971. Strongly built fiberglass sloop. Dark blue hull, beige decks, blue sailcovers, cushions. Like-new mainsail and head. RF headsail (150 genoa) and spinnaker. S/S sink, 2-burner propane stove. Includes 8' dinghy w/oars. Electronics: VHF. Accessories: 9.9-hp Evinrude, 20-lb CQR, 15-lb Danforth. In Winterport, Maine, \$5,900.

Scott Beede
sbeede@sad22.us
207-537-5800



Bayfield 29

1983. Rigged as a sloop w/Pro-furl RF headsail, staysail in deck storage bag. Wonderfully cared for, freshwater boat all her life. New '05: Navman D/S, repeater, smart battery charger, deck and anchor lights, including wiring. Radar, AP, VHF, GPS, dodger, Bimini, Origo alcohol stove, pressurized water, CD player and radio. Completely equipped, ready to sail! In Bayfield, Wis. \$30,000.

Jim Beran
jim@rohnind.com
612-850-0068 (cell) or
763-572-8797 (evenings)



Dereecktor custom yawl 48

1966. Classic aluminum vessel w/beautiful lines. Meticulously maintained and upgraded. Same owner for 33 years spared no expense. Sailed in fresh water and stored in heated storage in winter at Palmer Johnson/Great Lakes Yacht Services. Aurora's

condition defies her age! In Sturgeon Bay, Wis. Recently reduced price \$125,000.

Tony Peot
tony@glyservices.com
920-746-6236



Young 6-Meter

1992. Hull #128. Water-ballasted, CB, trailerable cruiser. Perfect cond. Trailer, custom cover, Honda OB, Tillerpilot, spinnaker. Potty, stove, sink, stereo. Sleeps 4. Large FB main, RF jib, D/S, compass, VHF. In Arizona \$6,500.

Scott McClintock
rohondo@aol.com
480-231-0959



St. Lawrence Skiff

18' skiff from plans at Thousand Island Museum, built '90. Copper and bronze fittings. Approx 200 lbs. Complete as pictured. \$7,500.

Larry Gillen
larry_gillen@sbcglobal.net
816-454-1386



1984 Caliber 28

Marina-cheater. A fixer-upper w/great possibilities: 11' beam on 28' LOA. Spacious inside. U-shaped galley, stand-up head, 4 bunks and a workshop! But not yet. Sunk in Hurricane Bob in '93, escaped w/hull scratches, soggy interior, seized diesel. I junked the engine and some interior, "salvors" took the rest. Located in Mass. \$1,000 OBO. Call with questions and/or \$15 for photo package and blue-prints. Sistership shown.

Frederick Corey
781-235-9131

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Down East 32

1977. Cutter-rigged, full-keel, comfortable and roomy, heavily constructed, capable of coastal/offshore cruising. Ideal for those seeking simplicity and safety. Standing rigging and deadlights '02, running rigging, sails, covers, electrical, plumbing, bowsprit, ground tackle, PV panel, 400-amp batteries, controllers '04-05. Westerbeke 37-hp w/less than 1,400 hrs '92. Composting head. FB main w/Dutchman. Tiller. Exc sailing qualities. Specs/photos avail. <<http://www.downeastyachts.org/history/downeast32/index.html>> Lake Champlain (VT/NY area). \$42,000.

Duane Nealon
homewright@taconic.net
518-658-9629



Lord Nelson 41

1982 cutter-rigged, full-keel cruiser. 75-hp Yanmar diesel (new '03 only 48 hours). Bottom layup '00. Gennaker (with sock) '02. Raytheon 4-kw radar/GPS/chartplotter '01. Other upgrades too numerous to list. Marvelous galley and saloon layout, beautiful teak interior, great storage. Sleeps 7 and cruise-ready. In Bay City, Mich. Price reduced to \$144,900.

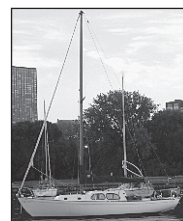
Alan and Joy Doss
Fairwind2@earthlink.net
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Norman Northgard
516-671-7286



Islander 32

1964 sloop. LOA 32'9", beam 10'6". Full-keel freshwater boat w/large cockpit. Deck-stepped mast. Mahogany interior (email for pictures). Sleeps 6, V-berth, face-to-face dinette converts to double berth, 2 quarter berths. 15-gal holding tank, 10-gal water. Large lazarette, stern boarding ladder, Profurl RF added '00. Atomic 4 runs great. In Chicago, Ill. \$12,500.

Richard Gaul
Gardenquilt@mac.com
773-248-1551

Catalina 30

1983. Tall rig, furling genoa, FB main. Lazy-jacks, wheel, new head system, new water heater, GPS, all equipment manuals. 33-hp Atomic 4. Branford, Conn. \$21,500.

Pat Rosato
203-788-1677



Storebro Royal 33

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150 genoa, H/C pressure water, FB main, dodger, electronics. Too many features to mention. In Ashland, Wis. Reduced price \$48,900.

Allan Carlson
jodellcarlson@hotmail.com
906-663-4937



Ericson 32

1974. Prettiest boat in the marina. Fine, freshwater example of a top-quality Bruce King classic. 5-time Mac participant. Has great running Atomic 4, roller-reefing, and FB main. Fresh Awlgrip '06: dark blue. New upholstery throughout. Lots of custom features, including mahogany-rimmed 36" wheel, teak butterfly hatches and cockpit sole. Pushpit seats featured in *Good Old Boat* November '99. Owners moving up. Yankton, SD. \$22,500.

Bill Dimmitt
wdimmitt@pionet.net
712-277-4736



Allied Mistress 39

1975 ketch rig. Central air, worm gear steering. Great cond. Dinghy, 130 jib, sails re-done. Bluewater cruiser. In Palmetto, Fla. \$45,000.

Mike MacKenzie
941-721-9694 or
941-807-2114 (cell)



Reuel Parker custom ketch

2002. 50' flush-deck, light-displacement cold-molded composite w/retracting wing keel (3/5/6"). Low-maintenance, safe, comfortable, ideal family cruiser. Hardtop over center cockpit, queen-berth aft cabin, huge tankage. Repowered (Yanmar 54), re-rigged (all new sails and rigging) '05. \$145,000. <http://www.parker-marine.com>.

Reuel Parker
parkermarine@bellsouth.net
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Helms 25

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Searunner Trimaran 34

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John Holland
416-346-8165 Leave message



Bristol 24

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Gerald Ashby
gerald_ashby@yahoo.com
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Alberg 35

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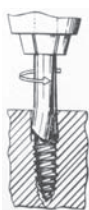
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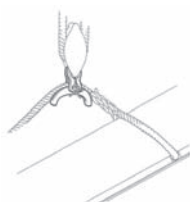
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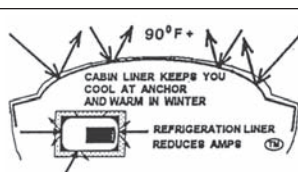
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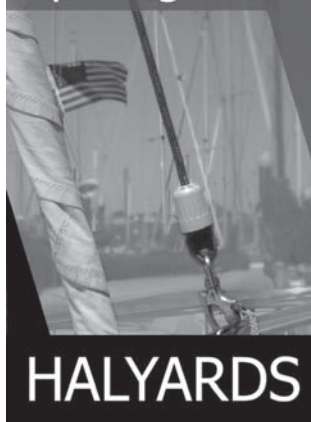


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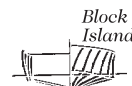
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First the garage, then the world

Any good story about the sailing Johnstone family and the company they built into one of the world's most popular and successful boatbuilding concerns must begin in a three-car garage in Stonington, Connecticut, in 1975. For it was there that Rod Johnstone, an ad salesman for *Soundings* magazine and an avid sailor armed with a correspondence-course degree from the Westlawn School of Yacht Design, decided to build himself a sailboat.

Rod wanted a boat he couldn't find on the market, a 24-footer he could race with his kids with simple accommodations below for the occasional overnighter. The boat that eventually rolled down the driveway and out into Long Island Sound was called *Ragtime*, and it did everything its fledgling designer hoped it would do. Soon enough, as it turned out, there were plenty of other sailors who wanted one too.

Rod's brother, Bob, was also a talented sailor. More important to the telling of this tale, he was a marketing maven for AMF/Alcort, at that time the builder of the Sunfish board boat that introduced countless people to the joys of sailing.

In 1977, having struck a deal with boatbuilder Everett Pearson of Rhode Island's Tillotson-Pearson Industries to manufacture a production version of *Ragtime*, the siblings decided to shuck their respective careers and go into business on their own. It turned out to be a smart idea.

From the outset, the brothers were a perfect fit as partners. Rod had the ability to draft simple, straightforward lines that translated into fast sailboats that were a blast to sail. Bob had the knack of creating brand awareness by producing smart, hip advertising campaigns that underscored that fun and struck a chord with prospective buyers. And with their brand-new J/24, they caught lightning in a bottle. It instantly attracted some of the country's best young racing sailors and was, for all practical purposes, an overnight success.

J/Boats has sold more than 5,300 J/24s and some 5,000 other boats, in sizes from 22 feet to 65 feet with prices ranging from \$10,000 to \$2 million. In recent years, the elder Johnstones have turned the day-to-day operations over to their sons, and they've never missed a beat.

to-deck joint is bonded and bolted, then bolted a second time to fasten the teak toerail to the boat. How well the boats have held up over the years is a testament to the skill of the craftsmen at Tillotson-Pearson Industries in Warren, Rhode Island. Compared to my older C&C, my J/30 had practically no superficial cracking or crazing in the gelcoat.

The keel is lead and is bolted through a solid fiberglass sump. At the top of the lead and bottom of the sump there's an indent, around which a few layers of glass are applied to hide the joint.

There are, however, a few trouble areas that should be closely examined before buying a J/30. Many boats in the second or third year of the run suffered from gelcoat blisters. The balsa-cored decks, particularly around the often-times highly stressed stanchions, have become soft and spongy on many boats and will require attention.


Likewise, water leaking into the boat via the chainplates may have caused dampness or weakness in the structural bulkhead. And finally, there've been reports of spreader failures on the Kenyon aluminum spars when the rivets that attach the brackets to the spars begin to work or loosen after years of use. When considering a J/30, be sure to point out these potential problem areas to the previous owner or, better yet, to a marine surveyor. Be sure you're satisfied with their answers before moving forward with an offer.

Summing up

The J/30 was a strong boat from the outset; not one but two early Js survived the horrible 1979 Fastnet storm that took the lives of many sailors. I wouldn't recommend the J/30 for any kind of extensive offshore work without a serious refit and a vastly experienced crew, but it's nice to know the original platform has been tested hard and came through

relatively unscathed.

Another of the nice things about the J/30 is that several always seem to be on the market at any time and all at decent prices. A scan of Yachtworld.com in late December 2006 showed 16 J/30s available at prices ranging from \$14,900 to \$34,000, with an average asking price of \$22,000. To my way of thinking, that's a lot of boat for the buck. And there were models virtually everywhere from New England and the Chesapeake to Texas, the Pacific Northwest, and Hawaii.

The J/30 is probably not for everyone. Unless you find beauty in utility, she's not the prettiest of the similarly sized peers of her era. Nonetheless, when you're at the helm driving her to weather and your immediate view is of the boats you're leaving by the wayside, she looks pretty darned good. Don't be misled by the racing pedigree of J/Boats. There are lots of old racers out there ready to retire to the ranks of very useful cruisers. And the J/30 is at the top of that list. 

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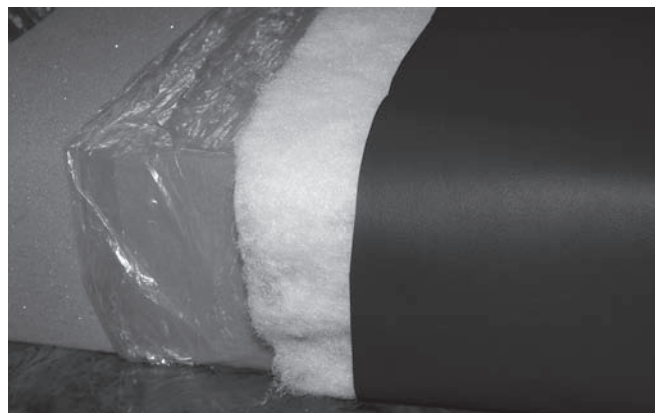
MY WIFE AND I LIVE ABOARD OUR 40-FOOT KETCH IN SAN Francisco Bay. The weather is relatively cool, and often foggy, for much of the year. These are ideal conditions for condensation and dampness. At laundry time, stripping the bed would often reveal a soaking-wet mattress sitting in a puddle of water. It was wet so often that the fiberglass under the mattress was blistering. Hauling the mattress on deck to dry out became part of our laundry day ritual. Fortunately, those days are over. We are happy to report that this problem, which affects almost every liveaboard vessel at one time or another, can be solved simply, cheaply, and permanently.

Where does all that water come from? I sweat. You sweat. Everybody does. Even though we may *feel* cool and dry, our skin is still evaporating water all the time. Usually the sweat doesn't collect and drip off our skin; it evaporates into water vapor before we notice it's there. This is the way things are and should not be considered a problem.

Problems start when that water vapor encounters a cool surface and returns to a liquid state. This is often in a place where we do not want it, such as inside our foul weather gear or under our bunk. While we sleep, the water vapor that has evaporated from our skin dissipates upward through our sheets and blankets, but it also moves down into the porous foam of the mattress. When that water vapor reaches the cool surface under the mattress, it returns to a liquid state in a location where evaporation is difficult or impossible. There it collects and soaks the mattress, grows mold and mildew, damages wood, and generally makes a smelly mess of things.

New solutions

Every other year there is a new vendor at the boat shows loudly proclaiming that his or her product has solved this problem. Traditional solutions approach this problem from under the mattress, since that is where the water



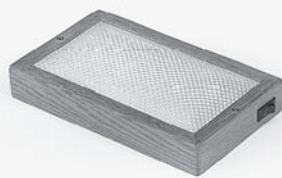
A condensation-proof cushion: The foam base is wrapped in plastic, then wrapped in polyester batting. A cover is added as the final layer.

is found. You can buy pads to place under the mattress to soak up the water, but they must be regularly removed and aired in order to eliminate the water they collect. Rigid porous mats can hold the mattress up off the surface and perhaps allow the water that accumulates every night to evaporate during the day. These products help, but none is a perfect cure. Fortunately, there is a better way.

As with most problems, it is better to target the cause than the symptom. As we have learned, the excess moisture doesn't start out under the mattress. The dampness begins to accumulate where you sleep, on top of the mattress. There is no way to stop our bodies from sweating, but we can stop the water vapor from moving down through the mattress to the cold surface below. We accomplished this by putting a moisture barrier between the sheets and the mattress. Basically, the principle is similar to using a vapor barrier in home construction to prevent water from soaking building insulation.

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BottomSiders

There are several approaches, but let's start with the case of a dedicated sleeping berth on a larger cruising or live-aboard boat. A berth like this is typically treated as a traditional bed and is covered with sheets that stay in place during the day.

Go to the local linen store and buy a mattress pad that includes a waterproof vinyl layer. Get one large enough to cover the mattress. Don't get a "breathable" cover. That won't work in this case. If you don't have a standard-sized mattress, it might take some sewing to make it fit well.

Same temperature

You may be thinking, "A vinyl cover? I'll be sleeping in a puddle of water." Not true. Since the vinyl layer is on top of the mattress, it is at the same temperature as your body and the water vapor will not condense on it. The water vapor that previously went down into the mattress will evaporate and rise through the blankets. (You don't use plastic blankets, do you?) Because the vinyl layer is under a thin quilted pad, you don't even know it is there. If you are skeptical, try it out before you spend the time modifying the pad to a custom fit. Purchasing the cover is a very small investment. If fabricating a custom cover will exceed your sewing skills, you can simply use a spray adhesive to permanently attach the vinyl to the top of the mattress.

If your berth is needed as a settee during the day or covered with a heavy fabric, there is another possible approach. Go to the linen store and get a vinyl mattress cover without the quilted pad. With the heavy upholstery fabric normally used on boat cushions, a pad is not necessary to keep the vinyl from feeling "crinkly." Trim the vinyl slightly larger than the top of the cushion and slip it inside the cover on top of the foam. A couple of stitches or spray adhesive can be used to hold it in place if you have trouble with it sliding or bunching. Your condensation problems will be solved. If you are making new berth cushions, you might want to put the vinyl layer on top of the foam but under the batting.

Let it evaporate

It's best not to cover the bottom. Just cover the top and, optionally, the sides. If any moisture were to find its way into the cushion, it should be able to evaporate.

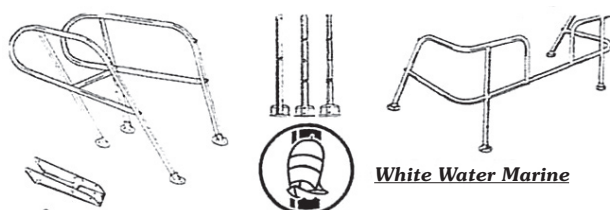
There are other benefits to having an impervious layer on top of foam cushions and mattresses, obvious to anyone who has ever had rain or (horrors!) salt water soak their mattress through an open hatch. The vinyl will keep most of the water off the mattress. It is *much* easier to deal with wet sheets than a soaking wet mattress.

If you still have water problems after taking these steps, look for other sources. Is condensation running down the hull and collecting under your berth? Adding insulation and a vapor barrier should help here. Are you sure that condensation is the source of the water? Could you have a leak?

People we tell about our great discovery often think this solution will be cold and clammy or wet and uncomfortable. However, if you have condensation problems under your berth, give it a try. Life aboard will be much more comfortable.

Don't you just love boat projects that are capable of solving difficult problems with a minimum of cost and effort? 

A mattress for a full-time liveaboard boat has to be comfortable and dry. Bill's solution is to use a commercial custom-fit latex mattress under 2 inches of memory foam. Everything is covered with an inexpensive waterproof, quilted mattress pad. Sheets and bedding go above this.

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Boathook bliss



At last, a collapsible boathook that works

by Walt Hodge

I HAVE NEVER SEEN A COLLAPSIBLE BOATHOOK I LIKED. EVEN IF you can get the twist lock to release, it never seems to retighten securely. The hook spins so you cannot reliably grab or push anything.

I found the answer to this vexing problem in a paint store. I found a 6-foot long roller extension handle that will extend to 11 feet. The inner shaft is hexagonal and can't spin inside the handle. The adjustment release is a thumb trigger that engages a pin into a hole in the hex shaft. Adjustment locking holes are 6 inches apart and the end of the shaft is threaded for a paint roller handle. I bought a plastic boathook head and epoxied it into the handle threads. As an added bonus, the boathook handle is fiberglass.

I've been using this boathook for 10 years. 

Walt's handy extending boathook is an extension handle meant for rolling paint and available in many painting supply stores. It has a thumb-trigger locking mechanism, which he prefers to twist-lock boathooks.

Resources

Sherlock extension handle

Wooster Brush Company

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

Catalog numbers: 2 feet to 4 feet, #RO54; 4 feet to 8 feet, #RO55; 6 feet to 12 feet, #RO56; 8 feet to 16 feet, #RO57.

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HAVE YOU EVER USED A deck shoe as a hammer... or a knife from the galley as a screwdriver? We've all used whatever was handy at one time or another; isn't necessity the mother of invention? However, the fact remains that using the correct tool for the task more often than not makes the job a lot easier to complete and the outcome more predictable.

Nothing is more important to the successful completion of a job than obtaining accurate measurements. When it comes to obtaining the correct measurements, I religiously try to adhere to the corollary... measure twice, cut once. If you were to look inside my tool bag you'd find a clutter of measuring devices. With the exception of the tape measure, most of them are for single or limited-use situations.

With space aboard at a premium, coupled with my desire to keep it simple and find multiple uses for items, I stumbled across a nifty six-in-one measuring tool. It's called the Professional Rigger's Gauge, and it's available from Zarcor, Inc., of Addison, Texas.

This gem of a tool will provide you with the accurate size of your standing rigging, including lifelines from $\frac{3}{32}$ inch to $\frac{1}{2}$ inch, and running rigging from $\frac{3}{16}$ inch to $\frac{7}{8}$ inch. The handy rail, stanchion, tube, and hose gauges measure outside diameters from $\frac{3}{4}$ inch to $1\frac{1}{4}$ inch and inside diameters from $\frac{1}{2}$ inch to 1 inch. There's even a gauge to size electrical wire from #4 to something smaller than 16-gauge. Completing the package is a handy 3-inch rule and an eye through which a lanyard can be fastened. The gauge measures $3\frac{1}{2}$ inches by $5\frac{1}{2}$ inches and is wafer-thin. It fits easily in your shirt pocket.

If you have a tape measure and this Professional Rigger's Gauge, you'll find that there are very few, if any, accurate shipboard measurements you can't obtain. No more brand-new halyards that somehow shrank or traveler control lines that must have swollen. 

Resources

Zarcor, Inc.

John Halter, inventor and company founder
800-877-4797; halter@zarcor.com
<<http://www.zarcor.com>>

Professional Rigger's Gauge

This handy gadget just measures and measures

by Gregg Nestor

The Professional Rigger's Gauge measures it all: wire gauge, inside and outside diameter on almost anything aboard, including standing and running rigging, wires, rails, stanchions, tubes, hoses, rope...you name it.



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Slippery tongue

Homemade bearings make launching easier

by Dave Aultfather

SOMETIMES ONE IMPROVEMENT CREATES AN OPPORTUNITY FOR another. To make it easier to launch my Com-Pac 16 when the tide is low, I installed a tongue extension on the trailer. To ensure that the tongue extension would be strong, I made it from a 2½-inch square galvanized steel tube with a ¼-inch wall thickness. The 10-foot section weighs more than 70 pounds.

The tongue extension functioned exactly as I had hoped... except for one thing. It was sometimes quite difficult to slide it out for launching and retrieval, and it was almost as hard to slide it back in for travel.

I determined that, because both square tubes were straight and there was ample clearance between them, surface friction between the somewhat rough and irregu-



lar outer surface of the galvanized tongue extension and the inside surface of the outer tube was the problem.

My solution to the friction problem came from a section of the *Fiberglass Boat Repair and Maintenance* booklet from Gougeon Brothers, Inc., the makers of West System epoxy. It describes the use of resin thickened with graphite and colloidal silica to create a new bearing surface to repair worn rudder bearings.

With that in mind, I first removed the tongue extension from the outer tube and cleaned it with acetone to prepare the surface. Then I mixed up a batch of epoxy resin that was slightly thickened to a "catsup consistency" with a mixture made of equal parts colloidal silica and graphite powder. The graphite powder was there to reduce the friction, and the colloidal silica was there to improve durability and resistance to abrasion. Then I painted the galvanized tongue extension with the thickened resin. When finished, the resin-coated tongue extension had a smooth and shiny black surface.

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Resin bearing

While the resin on the tongue extension was setting up, I turned my attention to the outer tube. My plan was to make a resin bearing surface on the bottom face — on the inside of the outer tube near the front end — to allow the tongue extension to glide smoothly in and out.

To accomplish this I put some tape across the bottom of the open end of the outer tube so that it made a little "dam" to prevent the mixture from running out. I mixed a smaller batch of resin and added the same mixture of colloidal silica and graphite powder. This slightly thickened resin mixture was then poured into the outer tube using a paper tube as a funnel and allowed to "self level" behind the tape "dam." The bottom inside face at the front of the outer tube now had the same smooth shiny surface as the tongue extension.

When I inserted the tongue extension into the outer tube, there was a definite reduction in the amount of effort required to move it in and out.

However, I noticed that when I pulled it out beyond halfway, the weight of the tongue extension caused it to shift, like a teeter-totter, so that the inside end of the tongue extension was pressed upward and there was contact between the top surface of the tongue extension and the inside of the outer tube. When that happened, there was more friction, and the effort required to slide the extension out increased considerably. To reduce this unwanted friction, I decided to



make a bearing surface of resin and graphite for the point of contact between the top of the tongue extension and the inside of the outer tube.


Mold for bearing

I found a plastic package, 2½ inches by 3 inches, to use as a mold for the bearing. I waxed the inside of the plastic tub and placed a piece of fiberglass cloth in the bottom. Next, I mixed another small batch of the same resin, colloidal silica, and graphite and poured the mixture into my mold to a depth of just over ¼ inch.

After the resin had set, I removed the new bearing from the mold, cleaned off the wax that was used for mold release, and bonded it to the top side of the tongue extension.

When the resin bonding the new bearing to the top of the tongue extension had set up, I reinserted the tongue extension into the outer tube. The difference was amazing. It can now be moved in and out very easily. It was almost as if it were on ball bearings.

Only time will tell how long the bearing surfaces will last. However, because it works so well and because it was so easy to do, I will not hesitate to redo the job when it becomes necessary in the future.

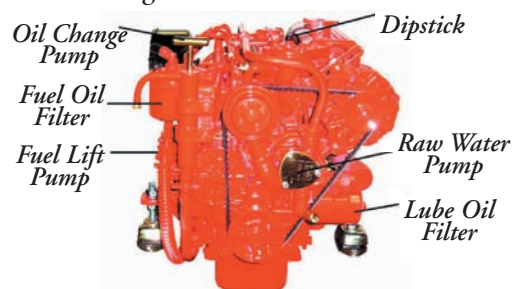
The total cost of this project was approximately \$10 and it is well within the capability of anyone who can stir a cup of resin. 

Dave discovered that mixing graphite powder (for friction reduction) and colloidal silica (for durability) in epoxy creates something almost as slippery as ball bearings, not bad when the thing you're trying to slip in and out is a 70-pound trailer tongue extension. The other trick was the built-up section in the trailer tongue, at left above, and the molded addition bonded to the tongue extension, on facing page.

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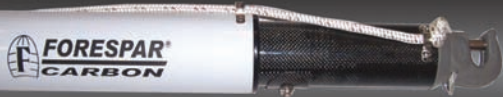
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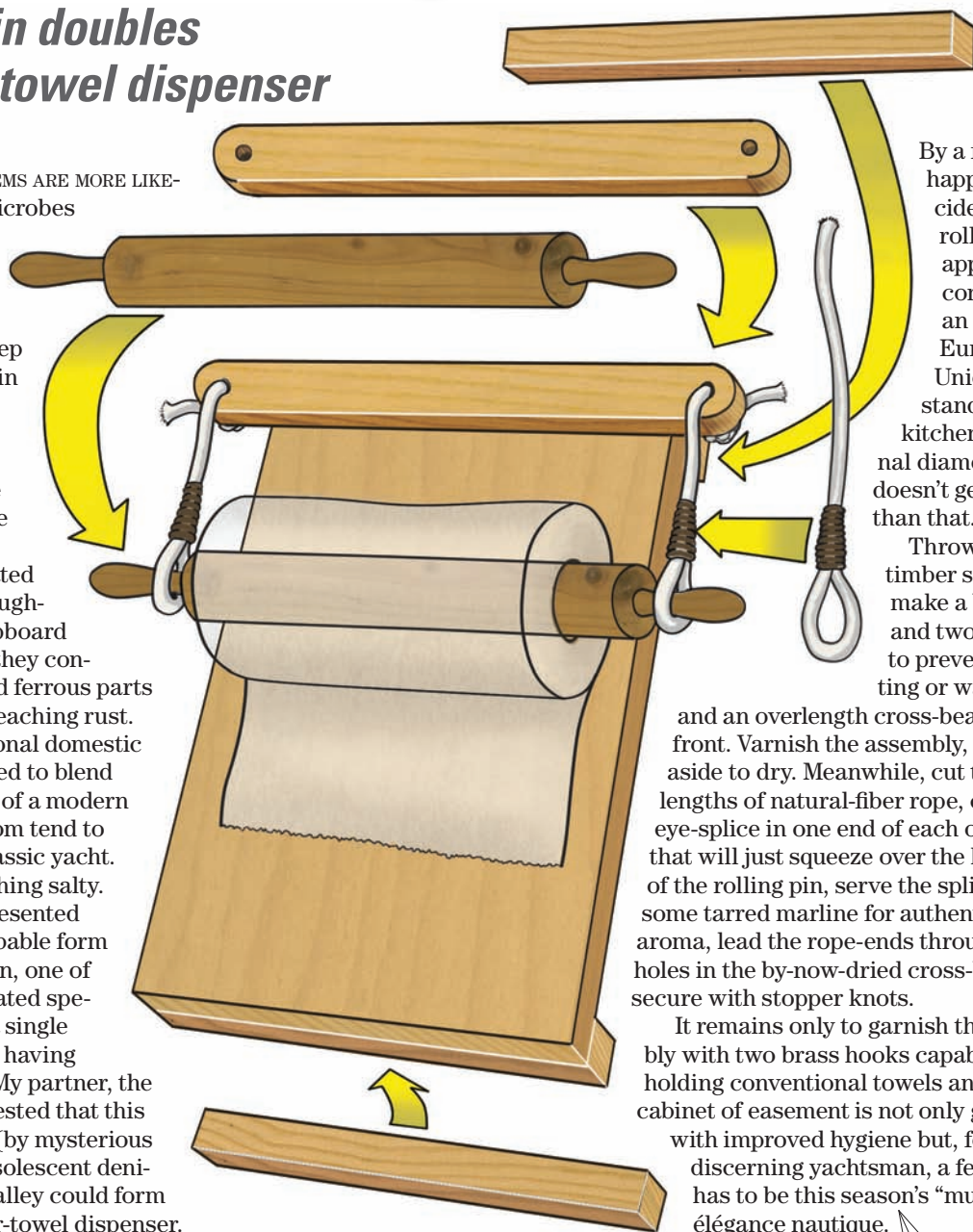
by Geoffrey Toye

Rolling pin doubles as paper-towel dispenser

FEW ONBOARD ITEMS ARE MORE LIKE-ly to spread microbes around than that good old bug farm, the towel. Thus it came to be that we now keep a paper-towel roll in the head.


Paper towels need a dispenser, but the ones in the hardware store are either all-plastic, with poor anticipated longevity in the rough-and-tumble of shipboard life or, worse yet, they contain chrome-plated ferrous parts that will soon be leaching rust. Anyway, conventional domestic dispensers designed to blend with the aesthetic of a modern kitchen or bathroom tend to look tacky on a classic yacht. It had to be something salty.

Our solution presented itself in the improbable form of an old rolling pin, one of those unsophisticated species turned from a single piece of wood and having no moving parts. My partner, the lovely Joyce, suggested that this time-scarred and (by mysterious synchronicity) obsolescent denizen of our home galley could form the core of a paper-towel dispenser.



By a further happy coincidence, the rolling pin appears to conform to an obscure European Union standard for kitchen-roll internal diameter. It just doesn't get better than that.

Throw in some timber scraps to make a back-plate and two cross-ribs to prevent splitting or warping, and an overlength cross-beam on the front. Varnish the assembly, then set it aside to dry. Meanwhile, cut two short lengths of natural-fiber rope, clap an eye-splice in one end of each of a size that will just squeeze over the handles of the rolling pin, serve the splices with some tarred marline for authenticity and aroma, lead the rope-ends through drilled holes in the by-now-dried cross-beam, and secure with stopper knots.

It remains only to garnish the assembly with two brass hooks capable of holding conventional towels and your cabinet of easement is not only graced with improved hygiene but, for the discerning yachtsman, a feature that has to be this season's "must-have" in *élégance nautique*. 



Child overboard!

Managing a terrifying



LATE AUGUST, IT WAS. WE WERE TIED UP ON A DOCK A MILE UP the Carabelle River at the Moorings Marina in northern Florida. The water there wanders toward the Gulf of Mexico, out through a half-million acres of slash pines and sandy soil . . . water as brown as undiluted tea from the pine-needle tannins. Our 35-foot C&C Landfall, *Capricorn*, was tied loosely enough to rise and fall on the tide.

We returned after dark from Julia Mae's, a seafood grill a mile's walk over the bridge and up the highway, and we stepped carefully down onto the planks of the dock. The seawall above blocked the light from the parking lot and cast the dock into deep shadow.

We had been cruising Florida waters for about two months, my wife, Danna, and our two sons — Andrew, at just four, and Michael at 10 months — taking our time, headed south to the Keys but making sure we were ready, with a two-day offshore sail ahead of us, our first . . .

I had stepped across the foot-and-a-half between dock and deck, stepped down and across the cockpit, unlocked the companionway door, and descended the steps to turn on the cabin lights, when I heard my wife scream: "He fell in!"

"Who?"

"Andrew!"

And I was in the water, in the darkness, sinking, waving my arms, extended fingers, out into the void, breathless to touch my lost and sinking son.

Then I had him, grabbed, clutched him beneath my arm and kicked and stroked toward the surface, blissfully feeling his squirming torso pinned against my chest as I pushed him upward and through the surface, into the living air of the night.

Wet clothes tugging us down, I cast about for a handhold under the dock or on the hull of our boat, but there was none. Finally, wrapping calves and thighs and one free hand (the other holding and never letting go of Andrew) around an oyster-encrusted piling, I pushed him up and out of the



The DeLotto family — Jeffrey, Andrew, Michael, and Danna — aboard *Capricorn*, their C&C Landfall, at left. On facing page, the two boys take over the helm.

moment

by Jeffrey DeLotto

water far enough for my wife's grasping hand to pull him onto the dock. With the aid of a stern line, I then levered myself onto rough planks still warm in the night air. There was my wife holding Michael, and our wet son, Andrew, too scared and relieved to sob or cry.

"Well," I said. "That was scary." I caught myself before we tumbled into an abyss of fear and release, expostulation and catharsis, that might exacerbate, if not create, any phobia or growing fear my son would have regarding the sea.

"Hey, I found you," I said casually. "Let's go clean all this stuff off." And we headed to the shower house across a field of trailered boats.

I held Andrew's hand, warning my wife with a glance that now was not the time to comfort. He turned to me and said excitedly, "I came up!"

"Yes, you did."

"But, Dad, I fell in, but I came back up."

He meant that he was swimming back toward the surface by himself when I found him. Maybe he was, though I don't remember it that way. But that was fine. He was here. He wasn't hurt. And he felt no terror of the black water he had fallen through. That's what I wanted.


Danna kept Michael while Andrew and I went into the men's side of the showers, the bright bathhouse lights exposing our wet and muddy clothes and the threads and washes of fresh blood running down my legs and left arm from the oyster shells. Andrew, of course, was fascinated by the bit of blood not his own. I felt nothing but relief and joy, interspersed with that hollow, sinking pang in my heart that I could have lost him.

After that night, we always hung our rope ladder over the side.

"Remember when I fell in, Dad?"

"Yes," I think. "I will always remember."

"But I came back up."

"Yes, you did." 

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**This one's a keeper,
Continued from Page 60**

Conquesta is still going strong today...still in the same family and still loved, maintained, and raced regularly.

our 170 and wouldn't trade it for the world...but then we don't consider everything written in sailing magazines (including our own) to be the final word.

Good reacher

Over the years, *Conquesta* has been competitive.

Although she is not usually first around the buoys, she gives those who get there first cause to look over their shoulders often. "She is a good reacher," Derrill John says fondly. "We did well in the Wednesday-night family racing, and we loved it. We weren't first, but we were consistently close." Although they're not racing as much these days, the gang still shows up at the boat on Wednesdays. It has become routine.

They remember a summer series for which they removed the settee cushions and other unessential boat parts in order to save weight. One crewmember's wife wanted to come

along on the race, but they refused on this occasion. They laugh as they recall the incident. After removing everything else, they simply couldn't justify taking on the extra weight.

One member of the crew has been there practically as long as Derrill John can remember. Jim Yorston became a friend of the senior Derrill long ago as a supplier to the family plumbing and heating business. He is still a supplier, and he is still a member of the *Conquesta* crew. Exaggerating only a little, Derrill John says, "I was still pushing Tonkas around the driveway when Jim came around. And he stuck."

Like so many others who are part of the extended family of crewmembers, he's also available in the spring for the pre-launch work and in the fall when the season's over. On the day of our photo shoot, Jim arrived to help trim sails. While waiting for the weather to clear following a morning rain shower, the rest of us spent time in the cabin, but Jim was never still. He wiped the deck and seats dry, treating *Conquesta* as if she were his own. Until recently he owned a 1976 Islander 30; perhaps this sort of work is therapeutic for one who is currently boatless.

That same loyalty exists in the hearts of both Derrills as well. It is rare that a boat from the 1970s has remained in one family, I point out. Rare indeed. I ask Derrill why he never traded her for another.

"Maybe I'm too easily pleased," he says after pondering for a moment. But I don't think that's it.

Derrill John has two children. Perhaps the tradition will continue. 

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What a thrill!

There we were in the throes of getting ready for Christmas when our January 2007 *Good Old Boat* subscription arrived on our kitchen table among the cards. While glancing at the magazine upside down, our son Andrew shouted out, "It's *Funny Girl!*"

"Yes, sure," says I, and took another look. What a thrill! Our beloved Westsail 32 is on the cover of *Good Old*

Boat, anchored after a storm in Forward Harbor, British Columbia, on our way up to our favorite Broughton Archipelago. Thank you for the thrill. Great magazine.

Roger and Jane Jennings
Campbell River, British Columbia



When the sun flashed green

Thanks to Jim Daniels for confirming my experience. I saw the green flash almost 20 years ago at sunrise on the crest of Mt. Fuji. As the sun rose, there was the thinnest hint of a layer of clouds at eye level and then the flash. Just an instant but enough to establish an unforgettable experience.

Ahh, I remember the weekend. Not being in the best of shape, I opted to rent a sleeping space in a hotel hanging on the side of the volcano about 100 meters below the crest. I arrived in the rain at about 10 p.m. and bedded down after a cup of tea. At 3 a.m. a squad of U.S. Marines trotted by, chanting their pacesetter. I was up at 4:30 for my final assault and was actually just shy of the crest when the glow in the east intensified.

When you reach the top there are food booths, souvenirs, and a post office. Next to the post office is an alternate trail down over a shale trail. If you don't want to destroy your shoes, you can buy some rope sandals to "land ski" two thirds of the way back down the slope. Great fun.

And the highlight was the green flash. I've mentioned it in the past and received questioning expressions, so I just tucked it away in my memory...that is, until Jim recalled it for me.

Bill Payne
Osaka, Japan

New source for used gear

There's a great little shop on Fort Myers Beach called The Flying Fish Trading Company. They sell used boat gear, vintage outboard motors, and other neat nautical antiques. I know because I just bought the business.

Peter Pine
Fort Myers, Fla.

The Flying Fish Trading Company of Fort Myers Beach is at 2471 Estero Blvd., <<http://www.flyingfishtrading.com>>. Call Peter at 239-463-9900 or send an email message to: flyingfishtradingcofmb@hotmail.com.

Speaking of engine failures...

I enjoyed your engine maintenance article in the January 2007 issue. Here is another kind of water-pump failure:

We were on a four-day mini-cruise over a June weekend in 2005. Sunday morning I checked the oil before starting the engine. I could see from the cloudy gray color that there was water in the oil. We decided to continue on but would use the engine "gently." We motored out of the anchorage and sailed most of the day. We had to motor up the ICW to our next anchorage. I kept the engine speed to 1,200 rpm or less. I changed the oil and filter that night. The next day we continued to be gentle with the engine and arrived back at our slip with no other engine problems.

I thought about the water source and decided it was most likely from the water pump. The engine ran too well for the head gasket to be the problem. The next day, I removed and disassembled the water pump. On the 2QM20, the pump is driven by the camshaft. The three seals were crumbling and the two bearings were rusty. The pump drive shaft was worn.

I looked up the pump parts in the parts manual and went online to Mairne Diesel Direct. A new pump cost \$572, about 10 percent of the price of a new Beta Marine engine. The pump body was in good condition, so I ordered the seals, shaft, and gaskets. I had a set of bearings from another project that were a match. The parts cost \$138; the shaft was \$96. The pump is back on the engine now, and I've changed the oil several more times with an hour's running in between.

I was unaware of pump seal failures. I reviewed all my books that discussed maintaining a diesel engine and found no warnings. We have put 925 hours on this engine since I added the hour meter, and I have no idea how many hours the two previous owners ran the engine. Had I known about this kind of failure, I would have changed the pump shaft seals when I replaced the air filter and other stuff just after we purchased our boat. It's easy to remove the pump and replace the seals and bearings. This should be considered preventive maintenance.

Greg Mansfield
Washington, N.C.

"Bankruptcy" is not correct

I enjoyed Gregg Nestor's article about the Tanzer 7.5 in the January 2007 issue. It was accurate except for the statement that "Tanzer declared bankruptcy." I'd like to make it clear that Tanzer was closed down by the Royal Bank at very short notice. There is a good description of what *really* happened at this website: <<http://www.magma.ca/~tanzer22/history.htm>> under the heading "The Demise of Tanzer Industries."

I had sold my interest in Tanzer the previous year but was present



during the events described and the account is quite accurate. Thankfully, Canadian law has changed and banks must now give 30 days' notice of the intention to foreclose.

Eric Spencer
Pointe Claire, Quebec

Why we love cruising

I'm Eliot Nelson, 17 years old. I live on a C&C Landfall 48 with my parents and younger brother. I took this photo on a passage from Beaufort to St. Augustine.

Eliot Nelson
Nashville, Tenn.



Is Penetrol like Vertglass?

I still have every *Good Old Boat* issue from day one and reread them while waiting for the next new issue to arrive. I have a question for Gregg Nestor. His article on Page 77 of the January 2007 issue about restoring deck luster talks about a product called Penetrol. A few years ago I used a product that sounds very similar, called Vertglass. We did all the prep work as per instructions and the deck of our '87 Catalina 30 looked brand-new. A dockmate did the same with great results. After a few weeks we noticed on both boats that areas in the cockpit were turning black. We figured out (after a few more weeks) that perspiration, sunscreen, and/or a combination of both had a adverse effect on this product. We called the manufacturer who had no answers. I would like to try the product recommended by Gregg, as our 20-year-old deck needs a face-lift. Has he had any ill effects due to anything like sweat and/or sunscreen getting on the deck? Thanks for any help in this matter. Have a short winter.

Pat Callaghan
Parma, Ohio

Gregg Nestor responds

Thanks for your comments regarding "Restoring Deck Luster." I'm not familiar with the product Vertglass. I have used Penetrol on the decks of several boats and have not experienced any ill effects. With that said, there is one caveat: do not apply thick coats. Use a nearly dry roller or lint-free

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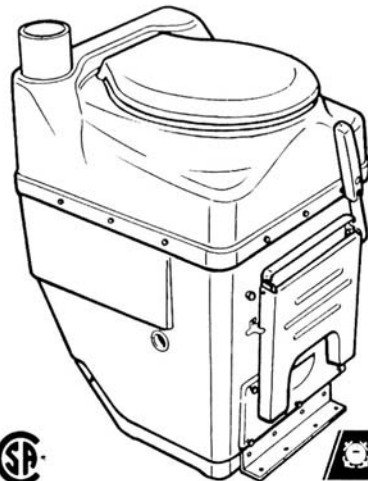
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rag. One or two very, *very* thin coats will do wonders. If the product is applied too thickly, after a year or two it will peel off in patches. If you take care when applying, the luster will last for several years.

Penetrol is available at marine stores for a premium price. Go to your local home improvement store and get it from the paint department. It's the same stuff. For more info, check out the Flood Company's website. If you read carefully, you'll see that they are advertising the same chemical under three or four names and three or four uses, at three or four different prices. Ain't marketing grand!

Gregg Nestor
Middlefield, Ohio

A word to my fellow sailors

I just received the last of my father's subscription to your super magazine. I would like to start my own subscription now. Dad passed away last year. Mom has been forwarding his *Good Old Boat* issues to me. I'd been away from home for many years. A few years ago something inside me guided me back. My father (shown in photo)



asked me to help him buy a sailboat and join the local sailing club. It was something he had always dreamed of doing but needed an extra hand, and mom is deathly afraid of water. When I returned home it was his chance to fulfill a long-awaited dream. We bought a 1973 Clipper Marine and retrofitted it together. The first year in the club was comical to say the least. As Dad would put it, "If you don't like my sailing, **stay off the dock!**" We worked as a team, with him at the helm and me pulling sheets. The Clipper was more like an RV racing against the Ferraris of the lake. We ended our first season dead last. But we learned a lot about the boat, its rigging, line handling, and the rules of the road.

After our first season, Dad's stamina began to wane. He was having trouble breathing, and short walks put him out of action. He was still able to get to the boat for some of the next season, but the cancer in his body soon put an end to that as well. My life partner, Christine, took his place at the helm. It was a blessing to have her aboard, as she soon came to love sailing and racing as much as I. We would come home after every race and relay every detail to Dad. He loved to hear us describe our sailing prowess as we performed better and better in the racing fleet. The second season we ended 13th out of 26 boats. In the off season I would repair parts on the boat, showing them to him in his bedroom which he was by then unable to leave. My efforts appeared to take some of the pain and misery away for him. But alas, he succumbed to the disease in April of our third season.

I'll always remember those days with him: we were way

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behind the pack, yet not so worried about our finish time as we chewed on our sub-sandwiches and cracked open another beer while heading for the next mark. I will always be grateful for the passion he instilled in me for sailing and for the boat he left me. Yes, please do start my new subscription and keep my father's and my own dreams of owning a big cruiser and exploring this wet, wondrous world alive.

Scott Foster
Atwater, Calif.

Freezing conditions

As the owner of a sailboat with an in-board diesel engine (Yanmar 2GM20F) that I have just winterized, I would be curious to know just what kind of conditions would actually freeze the raw-water side of such an engine. I know there are a lot of variables in such a scenario, such as the actual water temperature (if the boat were in the water) and the outside air temperature, along with whatever insulation may be around the engine compartment. I would like to know just what it really takes to freeze up, and perhaps

harm, such an engine. And if harmed, what would be the extent of the likely damage?

Warren Milberg
Annandale, Va.

We don't like to think about it

If you wanted a good usable rule of thumb it would be that if the water your boat is floating in freezes, your raw-water side will freeze, and if the boat is hauled out on land, the engine will freeze when the temperature goes below 32° F for a prolonged period. To define what that period would be would encompass too many variables, but if you put a glass of water out, it will freeze first... but not by much.

Fortunately the raw-water side is limited to the through-hull, seacock, filter if there is one, raw-water pump, and heat exchanger. All these could be damaged if they have fresh water in them. The associated piping and hoses would also be suspect.

If the boat is in salt water, the degree of salinity will be a factor. Typical sea water freezes at around 10 degrees above 0° F. Brackish wa-

ter will freeze between 10 and 32° F, depending on the amount of salt in it. Once the freeze damage starts, it is not unheard of for the boat to sink if she is in the water. The raw-water pump is typically below the waterline and very few engine installations have a vacuum breaker on that piping. So if the raw-water pump cracks, and there is a warm-up in the weather, the boat will start to flood.

Jerry Powlas
Technical editor

Correction

Your editors missed a typo on the January 2007 Product Launchings page. The Rope Tie by Hitchcraft comes in two sizes. The Mini is for 1/8- to 1/4-inch line. The Monster is for 1/4- to 7/16-inch line (not 1/16 as we reported).

Editors

Send questions and comments to *Good Old Boat*, 7340 Niagara Lane North, Maple Grove, MN 55311-2655, or by email to jerry@goodoldboat.com.

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When is it done?

Working, working, and waiting for the lulls

by Jerry Powlas

MY FRIEND GEORGE WILL OCCASIONALLY point out that when you work for yourself you only have to work about half-time. He explains that, since you work for yourself, you get to choose which 12 hours of each and every day of the seven days of each and every week you do, in fact, work. It isn't actually funny, except to George, but he has set a good example for me by doing exactly that for all but the first three years we have known each other.

In those first three years we each stood watch for about eight hours, performed about eight hours of collateral duties, and had the privilege of sleeping for seven hours straight every third day, with the rest of the sleep coming in little three-hour chunks. Working half-time by George's definition does not seem so bad compared to that, but we were young then and, I'll be the first to admit, I'm not young anymore.

The magazine business has a schedule and pace to it that will brook no laggards. Ink goes on paper on a certain day; copies are mailed and go

on newsstands on schedule. "That's good, now start the next one." Karen is the managing editor. Her capacity for work is truly astounding. I'm sure there were Calvinists in that gene pool.


I, on the other hand, come from simple hedonists. I can imagine sailing off to otherwise and elsewhere. It is tempting to think of starting a magazine or restoring a boat as projects with clearly defined beginnings and endings. This has some value for morale, but it is a fallacy. Only the simplest of boats will give their owners some rest between bouts of repair and maintenance. I used to think there would be a day when we

would have finished "founding" a magazine. Communications would evolve to a high and durable level of refinement. Processes and procedures would be established that could be followed by others and, at the end of a long list of tasks, the magazine would come off the press and go into the trucks. Others could do these things; we would not be needed at all. Ha!

Battling entropy

Both a boat and a business must reckon with change in the form of entropy, which I will define here as the tendency for the universe and all things in it to wind down to a uniform, even-temperated mush that possesses no information and from which no useful energy may be obtained... absolute and ultimate disorder. Man and other life forms battle entropy as a simple matter of their existence, and it is the story of that battle that defines all that is valiant, great, and good about life. The boat in the back of the storage lot dies fairly quickly from neglect. She must soon have an industrious crew or she will be beyond the reach of even the most foolish optimist. Entropy gives no quarter.

So it is with a business. The role of a particular media element, such as a print magazine, must be viewed against a background of constant change in the media sector. What is the role now; what will it be next year or in five years? How will computers, the Internet, and other communications devices change what the reader wants from this magazine? Survival for this publication will require constant evaluation and constant change. That is the role and major concern of "founders" until they write their names on a rock somewhere. The clay is always wet, it never gets baked. The process must be continuously revised. The battle with entropy is a dynamic thing offering no endpoint I am willing to accept.

Still, in the lulls I will go sailing and imagine elsewhere and otherwise. It's OK. 

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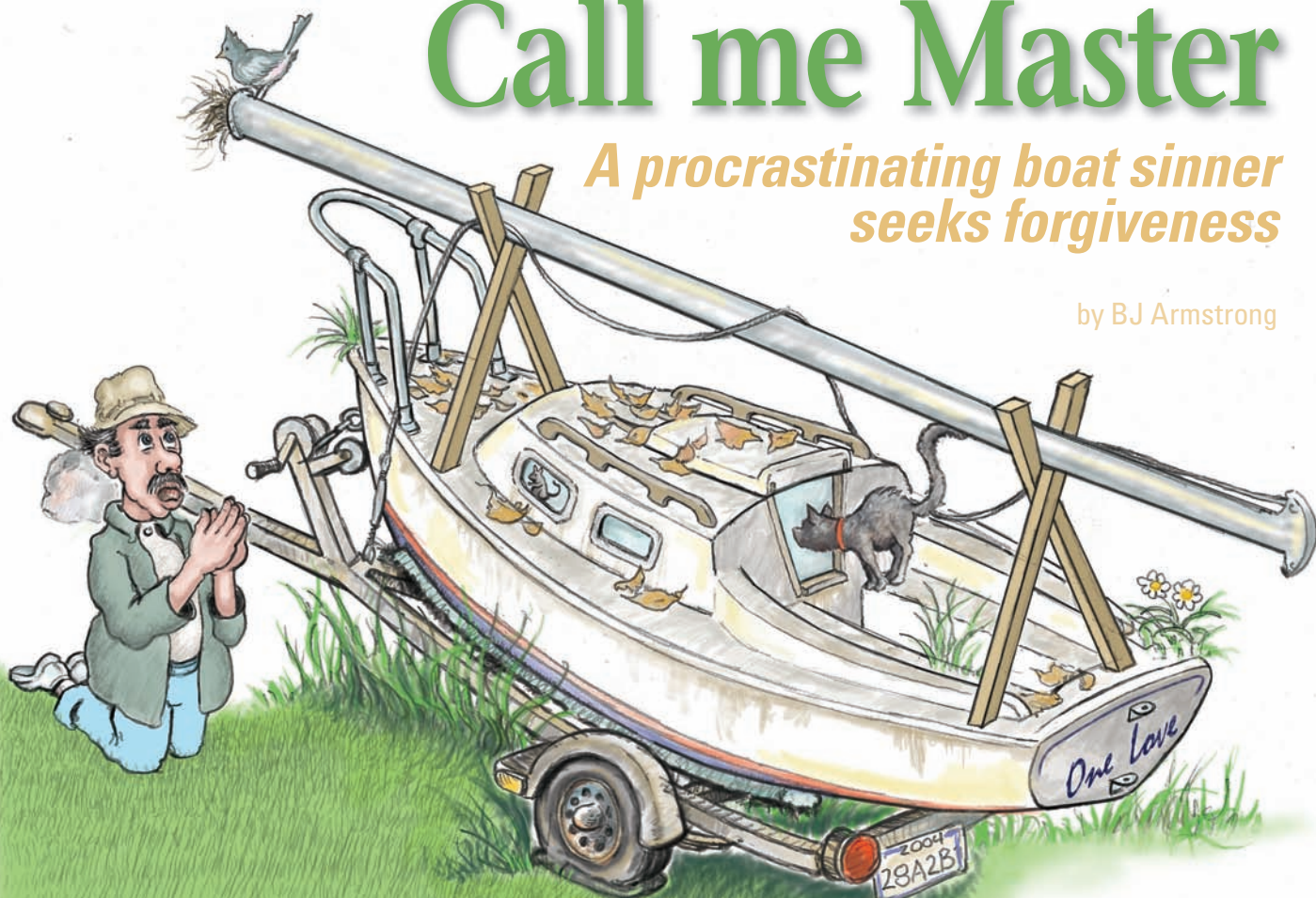
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A procrastinating boat sinner seeks forgiveness

by BJ Armstrong



FRITZ SEEGER

FORGIVE ME, MOTHER, FOR I HAVE SINNED. THREE YEARS AGO I described my 22-foot sloop, *One Love*, in the pages of this magazine (November 2004). I said, “She looked lonely sitting on her trailer, fenced into the backyard.” At the time, I was a rescuer who bought her and fixed her up, putting her back in the water where she belonged. But now, when I look out my kitchen window, I see a familiar scene.

One Love once again sits behind a 6-foot privacy fence, covered by the accumulated filth of time spent on a trailer miles from the water.


The selfish landlubber in me points out that there was a move to a new location 800 miles south, a new home, renovations, hurricanes, family obligations, work schedules. But Sterling Hayden, sailor, actor, and author, said, “Wind is to us what money is to life on shore.” I suspect that there are times in every sailor’s life when focusing on the wrong account balance can get you in trouble. I have spent too much time recently on shore, and my real account is sorely short of wind.

I’m the same person who wrote with pride in my vessel, and now I write with embarrassment. Not over her, but of myself. From years of walking the docks at marinas I know there are other sailors who understand only too well what I am talking about. It happens to even the best-intentioned boater. I am reminded of a simple phrase that I learned years ago on my induction day to the U.S. Naval Academy.

Four little words that say so much: “Sir, no excuse, sir!”

So I say three Hail Pardeys, and one Our Buffet, and unpack the cleaning supplies. I know there’s a pressure washer around here somewhere. Joseph

Conrad wrote, “Of all

the living creatures upon the land and sea, it is ships alone that cannot be taken in by barren pretenses, that will not put up with bad art from their masters.” So please forgive me, *One Love*. I have been full of barren pretense and bad art. I will have you back where you belong soon and I hope to again be worthy of the title Master. 

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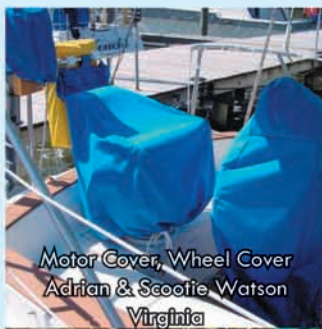
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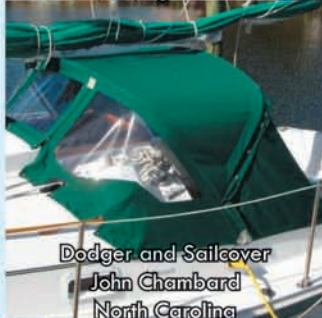
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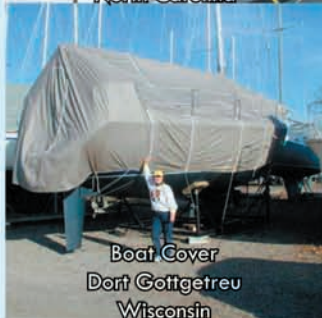
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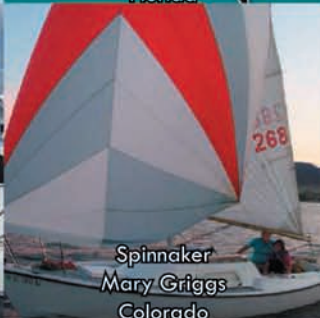
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