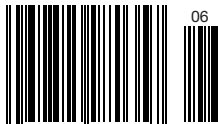


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GOOD OLD BOAT

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News from the world wide web

Boat projects on video

Andy Miller of Miller Boatworks in Wisconsin has created an amazing resource for people who own and maintain their own sailboats. At boatworkstoday.com, his website, he's posted dozens of quality videos of himself working while explaining what he does as he does it. It's lots of glassing, gelcoat, painting, sealing, grinding, and replacing. I got sucked into a series on rebuilding a foam-core rudder and I'm not even rebuilding a foam-core rudder. Check it out and enjoy. As Andy says, "Time is going to pass regardless of what you're doing, might as well spend it doing something productive! Right?" Right. **—MR**



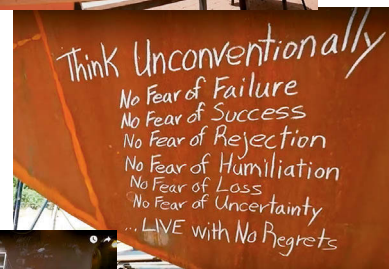
Help sailing grow

General aviation is hurting. For a lot of reasons, the number of private pilots is dwindling. Small planes sit idle on tarmacs, depreciating. Private airports are closing. Substitute "sailors," "sailboats," and "marinas" and it could be our tale of woe. Aviation advocates are urging fellow pilots to spread their love of flying among family and friends to seed a new generation of pilots, and so it is with us. Ready to do your part? In this issue, contributor John Armstrong shares excellent tips

for introducing sailing to non-sailors (see "First Sail Protocols," page 38). What's more, the US Coast Guard and the American Boat and Yacht Council (ABYC) recently announced the publication of an Instructional Approach Standard for use by educators delivering boating-skills instruction that takes place on the water. To download your free copy of this 77-page resource, visit www.usnws.org.

Want to see a junk taking shape?

Got some time on your hands? Doug Jackson has nearly finished building a 76-foot steel junk-rigged sailboat in his Oklahoma backyard, and he's filmed the entire project in dozens of interesting videos. A lot of backyard builders start with a hull and add to it, perhaps doing much of the cabin carpentry themselves and making lots of trips to the chandler to buy stuff. But Doug is doing it *all*, not only building the twin-keeled hull, but casting his own cleats and propeller. And if that doesn't interest you, watch his older videos of the submarine he built and sold. It's all on his YouTube channel, "SV Seeker," which boasts over 100K subscribers.



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Icebreaking in the desert

Shared passions form
a common bond
between strangers

I rode motorcycles for years, first a 1982 Yamaha Virago 920, later a 1977 Honda CB550. Neither was a touring bike, but that didn't stop me from making long pleasurable cross-country trips on each of them. One of the small joys I experienced on these solo trips was a camaraderie with fellow riders, complete strangers who would unfailingly give a wave or nod as we passed each other. It was an acknowledgment that zipping along on two wheels without doors and bumpers made our journeys special. We shared an *Easy Rider* sense of freedom, but also the risks involved in riding defensively among four-wheeled beasts.

That camaraderie born of shared experience is not limited to motorcycle riders; it's strong among sailors too (surely you knew that's where I was headed). But, unlike riders who acknowledge their common interest with a quick wave or nod as they pass one another with a 120-mph closure speed, we sailors don't simply wave or hail one another out on the water. It's when we discover each other off the water that our community is most apparent.

I was at a full-moon desert bonfire a couple of weeks ago in Arizona, about 20 of us, a few friends, mostly strangers, beers in hand, socializing among the saguaro cacti. It's the last place you'd expect to find fellow sailors, but when I met a few, I quickly found it difficult to converse about sailing among non-sailing-language speakers. Non-sailors were interested in talk of where we each sailed, but beyond that, too much of our conversation was exclusionary and non-sailors politely peeled off to join another.

Consider this simple exchange between sailors:

"A few years ago, we bought a code zero on a foil-less furler."

"I've been considering those; do you like it?"

"We do, but we don't fly it as often as we'd imagined. We thought it might be something we could also enlist for downwind work, but it's really cut for upwind, pointing between 40 and 85 degrees."



BY
MICHAEL ROBERTSON

"And where do you attach the drum?"

"To an eye we had welded to our bow roller."


"You don't use a sprit?"

"No, it's forward enough that the luff passes right up through the pulpit."

It's straightforward and plain as day, but there is absolutely nothing in that snippet for a non-sailor to follow. It's a foreign language to them.

Of course, it's no different than doctors talking shop or gardeners comparing notes; specialized terminology always presents walls to outsiders. But I think for sailors this common language is sort of like our wave and a nod.

We know that anyone who speaks our language also understands the magical aspects that really bind us to sailing but for which there are no words. The rush of quiet that descends when the auxiliary is shut down and your brain reorients the forward motion of the boat from a pushing force from below to a pulling force from above. The creaking of a sheet getting tauter around the winch drum as the wind increases. Our intuitive turns of the wheel or push or pull on the tiller in response to the motion of the boat beneath us.

Sailors enjoy sailing for hundreds more of these intangible reasons, most of them impossible to relate to the non-sailor. So when I meet you, perhaps while working in the boatyard, or struggling to remove a stubborn broken gooseneck fitting, and you offer a lesson you learned when you did the same project yourself, I'll know you speak my language and that we're messing about in boats for the same magical reasons. 

Niche mission, respect the and

Niche mission

I just received the March issue of *Good Old Boat* and read “Filling a Niche” (The View from Here) with great interest. Sometimes we all get so close to the forest that we cannot see the trees. *Good Old Boat* has always had a clear and concise mission statement right on the cover that says it all: “The sailing magazine for the rest of us!”

—Peter Bigelow, Darien, Conn.

Well said! Go with your gut feeling about what should go in the magazine, you’ve hit it right so far (as did Karen and Jerry!). I generally read the magazine from cover to cover (including the advertisements) and you’re right, most likely I’ll never have a need to install an air conditioner on our boat, but there’s almost always a nugget or two of nice-to-know information in every article. Like you, I really appreciate the restoration stories, saving an old boat from the boneyard. I’ve not renewed my subscriptions to many sailing magazines over the years. They are basically irrelevant to what I do. I’m not likely to purchase a brand-new \$100,000 boat, so maintaining an older boat is how I get out on the water. Keep up the great magazine!

—Bert Vermeer, Natasha, Sidney, British Columbia

Please respect the pros

Regarding the article “Power Arch” by Robin Urquhart (March 2018), I am happy they were able to build an arch for themselves and get much use out of it. However, I find a couple of the suggestions Robin included to be very insulting to professional metalworkers, who are often small-business owners working hard to make a living.

Robin wrote, “It’s worthwhile contacting a metal shop or tube-bending company to ensure that a design can be fabricated . . . Usually these questions can be answered quickly and over the phone and do not incur a consulting fee.” He then suggested readers rent the necessary equipment and do the work themselves. I read this section as, “Go find a pro, get them to give you free consulting, then go elsewhere for the equipment and do it yourself.”

My advice is to not do that. It’s freeloading.

The critical information you seek has been acquired by those professionals through lots of time, effort, and education. Sure, many professionals will provide good advice for free, either because they are good-natured or because they may be hoping to earn future business. However, if you are not going to be a customer, at least report that ABC Metal Benders of Anytown, USA, were really knowledgeable and friendly (assuming you find their advice helpful).

Sailboaters already have a bad reputation for being cheapskates, or worse. We do not need to feed that stereotype.

I was pleased to read that Robin and Fiona at least hired a welder to do their aluminum welding. And I do hope they get many, many good years of use out of their arch.

Keep up the great work on the magazine. It is one of the few I enjoy reading cover to cover (and the only sailing magazine I care to read).

—Phillip Kalmanson, *Morning Glory*, St. Augustine, Fla.

Robin responds

Thank you, Phillip, for your thoughtful response. It is important to keep in mind, especially within the cruising culture, that many of the professionals from whom we glean information are also making a living. In one case, Strait Marine of Steveston, British Columbia, gave us so much advice while we were outfitting our boat for a Pacific crossing that we could never find a way to repay them. We tried to give back with pizza lunches and cases of beer, but they refused our monetary advances. In the end we hired them to do a job that was just beyond our skill level as a feeble means of paying them back for their assistance. Sharing information with others and receiving the same is a kindness of which we should never take advantage. It behooves us to consider the effect our quest for advice and assistance has on small-business owners and to avoid one-sided transactions. Sometimes a bottle of wine, case of beer, or Google review is all we can do to say, “Thanks, I really appreciate your help.”

—Robin Urquhart, *Good Old Boat* contributing editor



The
Dogwatch
from *Good Old Boat*

The Dogwatch accidentally dumped

I just realized that *The Dogwatch* you send by email is unique content, not content from the printed magazine. Now I’m sad I deleted those *Dogwatch* emails you sent. How can I find articles and book reviews from earlier *Dogwatch* issues on the *Good Old Boat* website?

—Van Eden, *Rainshadow*, Hilo, Hawaii

Yes! Original content indeed; don’t delete The Dogwatch emails. Unfortunately, as it is, there isn’t yet a place on our website where readers can go to find past Dogwatch content. Fortunately, this will not always be the case. Our completely new website is in the planning stages and once

pros, save *The Dogwatch* link

that's live, this will not be an issue. The good news is that the content is all there. If you have the emails, the links to that content still work.

—Editors

Musical musings

I was browsing through *The Dogwatch* news on your website and I happened on to your music section. It occurred to me that some of the best songs of the sea and the Great Lakes came from our own Canadian legend Gordon Lightfoot.

When we sailed Georgian Bay in the 1980s, Gord's music

came sailing with us every weekend. I'm sure a vast number of your readers have listened to our famous storyteller, but many new and younger sailors have never been introduced to songs like "Wreck of the *Edmund Fitzgerald*," "Seven Island Suite" (about the seven islands of lower Georgian Bay), "Race Among the Ruins," "High and Dry," "Christian Island," or "Ghosts of Cape Horn."

Gord is no stranger to the Great Lakes sailing, having owned at least two boats, *Sundown*, which I believe was an Ericson 39, and the 46-foot Vick Carpenter masterpiece, *The Golden Goose*. We live only five minutes away from Gord's hometown of Orillia, Ontario, and the city is adorned with reminders of their native son and his accomplishments.

Just my lunchtime thoughts for what they are worth.

—John Bamford, Stainless Outfitters, Inc., Barrie, Ontario

Lessons from Main Duck

I was fascinated to read Shirley Jones' article about her and her partner Tim Martens' learning experience ("Snowbirding, Interrupted," January 2018). When I came to the part where they bottomed out in Main Duck Harbour (notoriously shallow in late season), I knew how the story would progress; I have seen it too many times. They would skip over to

School House Bay and drop the anchor, which would drag until it found a wide crack in the flat limestone bottom. This would provide an exceptionally secure anchorage until the wind shifted 90 degrees left or right, at which time the boat would be on its way until something stopped it! My advice: don't anchor there without deploying a second anchor at 90 degrees to the first.

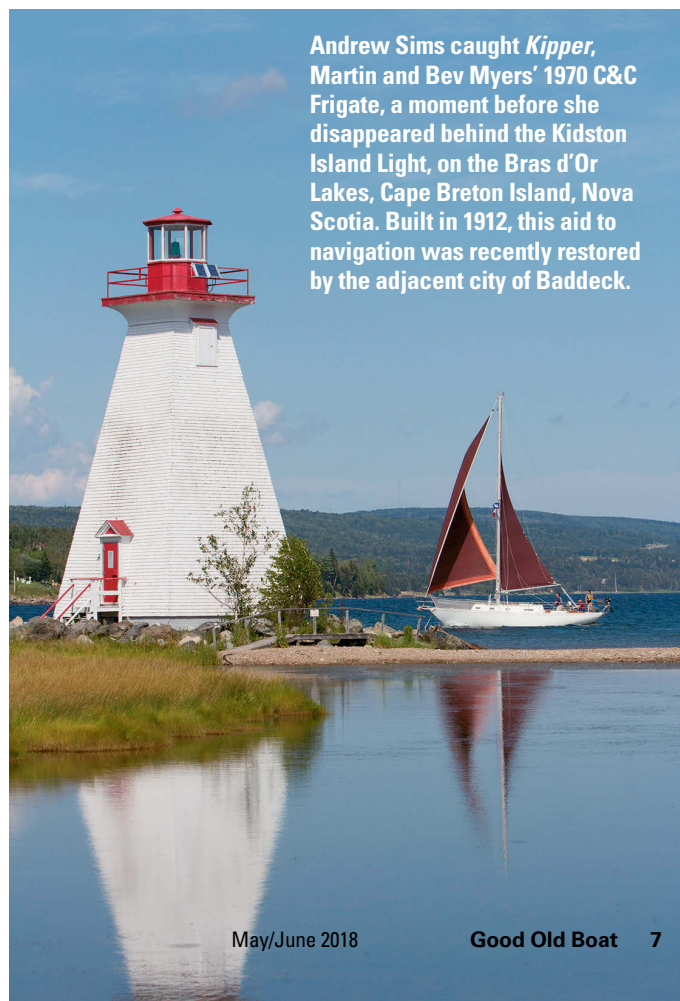
Main Duck Island has taught me a great deal about small-boat handling, including not allowing jibsheets to foul the prop in high winds and seas. I am still sailing the same boat because it's steel and I had sufficient insurance. Shirley and Tim are still sailing because they own an Alberg 30, they had insurance, and they are obviously resourceful. Finally, a shout-out to the amazing Canadian Coast Guard — my guardian angels on more occasions than I like to admit.

—Jim Stevenson, Bath, Ontario

continued on page 52



PHOTO COURTESY OF ARNIE LEE



Andrew Sims caught *Kipper*, Martin and Bev Myers' 1970 C&C Frigate, a moment before she disappeared behind the Kidston Island Light, on the Bras d'Or Lakes, Cape Breton Island, Nova Scotia. Built in 1912, this aid to navigation was recently restored by the adjacent city of Baddeck.



Tartan 27-2

An update of a longtime favorite

BY ALLEN PENTICOFF

I came upon this classic good old boat at Mazanet Marina, up the Yahara River in Madison, Wisconsin, but I was puzzled as to what it was. Andy Jackson solved the mystery when he responded to the note I left in the cockpit: she's a 1978 Tartan 27-2 named *NorthStar*.

Andy is a retired mechanical engineer (he worked with cheese-making equipment), and this shows in the modifications he's made to *NorthStar*. His wife, Barbie, is a retired IT project manager. Andy learned to sail from his father, starting with a sailing canoe about 50 years ago, and came to this cruiser from the world of racing A- and E-class scows on Lake Mendota. Barbie learned to sail on an I-20 scow. Before *NorthStar*, which they've owned for 10 years, they owned a Beachcomber 25 cat ketch.

After acquiring *NorthStar*, Andy spent three years making upgrades

to her before trailering her to the North Channel of Lake Huron, where she remained for four seasons. After those wonderful summers, *NorthStar* returned to Madison. Andy and Barbie brilliantly fashioned all sorts of mechanical things, and even made a cuddy under the starboard settee for their pet cat.

The Tartan 27-2 was a major refinement of the earlier Tartan 27, which is much more commonly found. While it's not quite the same boat, I'll report on the earlier boat for much of the design description and details, and where appropriate I'll point out the differences on the 27-2. Seen side by side, they do not look like siblings.

History

In the era of molded-plywood boats, Douglass and McLeod built the Thistle, International 14, Great Lakes 21 (now known as the International 21),

Flying Scot, and Highlander. Being Scotsmen, when they partnered with Charlie Britton in 1960 to build a new fiberglass 27-foot auxiliary cruising sailboat, they naturally gave it, too, a Scottish handle — Tartan. Designed by Sparkman & Stephens and built by Douglass & McLeod Plastics in Grand River, Ohio, the small yacht made its debut in 1961. Following a fire in January 1971 that destroyed the production facilities, Douglass & McLeod Plastics sold its interest in the Tartan 27 to Britton, who then formed Tartan Marine. Later, as the company grew through an expanding line of ever-larger boats, it opened another

A clear distinction between the Tartan 27-2 and the original T27 is the increased freeboard, top of page. Also, the step in the coachroof was eliminated, to increase headroom forward and bring the boat's profile more in line with late-1970s styling.

production facility in Hamlet, North Carolina. Tartan consolidated its operations back in Ohio during the 1980s downturn in yacht sales.

As its line of performance cruisers expanded, the company moved to Fairport Harbor, Ohio, in 1996 and has remained there. Despite several changes in ownership through the years, the Tartan line never lost its loyal customer base. In 1997, Tartan acquired the C&C brand, but 10 years later sold it to another company. Tartan Marine is still building boats using the latest in composites technology, but it all started with the pioneering Tartan 27 design 57 years ago.

Design

The Tartan 27 (T27) is typical of boats built in the early 1960s to conform to the CCA (Cruising Club of America) rule, with long overhangs and a short

waterline, moderate displacement, long keel, centerboard, shallow draft, aperture propeller, keel-hung rudder, and slack bilges. CCA boats, like the Tartan 27, Pearson Triton, and Hinckley Bermuda 40, are the definition of “classic plastic.” They have a seakindly motion, but are quick to put the rail in the water if not reefed early. They are designed to sail at 20 to 25 degrees of heel, which lengthens the waterline and increases speed, but some sailors may find this uncomfortable. Heeling can also induce weather helm. A few Tartan 27s were built with the yawl rig, which received a favorable rating under the CCA rule.

The T27's production run of 712 boats ended in 1980 (with a one-year time-out for the 1971 fire). The first of the major changes came in 1966, when the ballast was increased by 350 pounds and encapsulated. In 1973, the deck

was redesigned with a longer cockpit and a bridge deck. The T27-2 appeared

in 1977 with the sheerline raised by 4 inches, a less boxy-appearing cabin trunk all on one level, and a more traditional interior layout. The review boat, hull number 652, is this version, of which 63 were built. However, the upgrade eliminated the attractive teak coamings, prompting some owners to install a teak cap.

At first, the auxiliary was the famous Atomic 4 gasoline engine. Beginning in 1975, the Farymann 12-horsepower single-cylinder diesel was made available. Owners seem to feel the Atomic 4 is fine, but find the T27 underpowered with the Farymann.

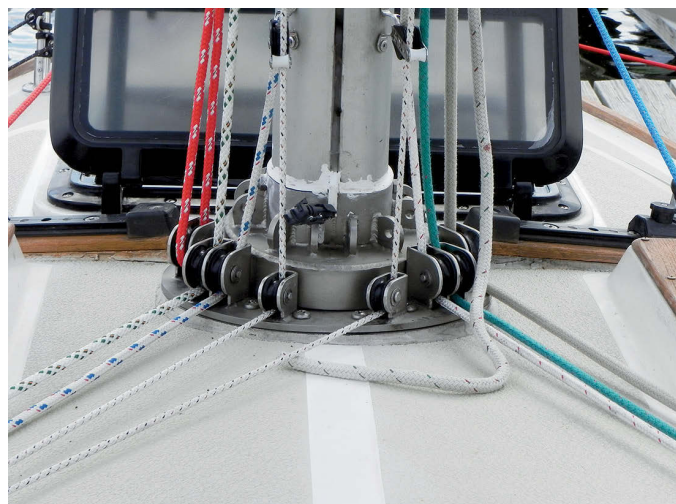
All Tartans are well-built boats. The hull of the T27 is a very solid laminate of $\frac{5}{16}$ to $\frac{3}{4}$ -inch-thick woven roving and mat. The deck is balsa-cored with plywood substituted at hard points. The hull-to-deck joint is an outward-turning flange fastened with screws that also secure a teak rubrail in place. While this joint might be difficult to repair if damaged, it does not have a reputation for leaking. However, some owners report the teak rubrail on the



Among *NorthStar*'s custom features are the teak anchor platform and the Solent rig, with two headsails on furlers, one just aft of the other, upper left. The large forward headsail is good in lighter air but has to be furled when tacking. The smaller inner headsail is well-suited to heavier-air sailing.

Dorade vents either side of the mast assure some ventilation when the hatches and portlights are closed, above, and the boxes provide handholds for crew negotiating the sidedecks in way of the inboard-mounted shrouds.

Andy has led all the sail-control lines aft to the cockpit, at left. The two short travelers just forward of the mast are for adjusting the sheet-lead angle for the inner headsail.





Tiller steering was standard on T27s, above. When confronted with the observation that crew get in the way of steering by tiller, one owner quipped: "It's only a problem if there are too many crew."

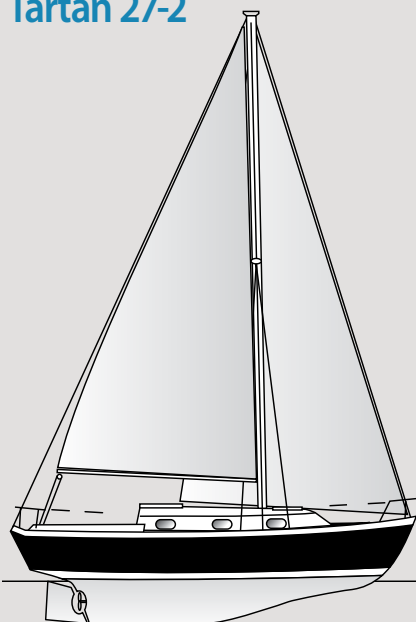
The cockpit-locker lids allow water to enter, above right. One owner said he seals them with duct tape in bad weather.

earlier 27 is prone to breakage. The T27-2 has a vinyl rubrail, which is less susceptible to damage but much less attractive. The mast is stepped on the keel, but the step is prone to deterioration. During the production run, the fuel and holding tankage varied. Andy replaced a "three-day" holding tank with a "two-week" tank. The centerboard on all but the earliest boats was a fiberglass-encapsulated steel plate, which had plenty of issues. The T27-2 cabin has a fiberglass furniture pan and is trimmed throughout with solid teak and teak-veneered panels.

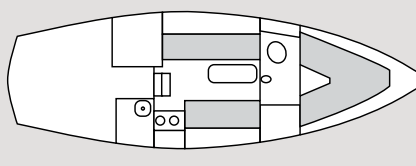
Deck

Because Andy has made many modifications, *NorthStar's* deck layout is far from original. The custom-fabricated anchor platform looks like it belongs here and could fool one into thinking all Tartan 27-2s have them. Aft of that is a windlass Andy has added and a shallow anchor locker with a washdown hose. Single lifelines run between stainless steel bow and stern pulpits and are supported by substantial stanchions bolted to the deck inboard of a teak-capped toerail. Long teak handholds on the cabintop aid crew negotiating the adequate sidedecks. Overall, the non-skid on deck is quite good, but

Tartan 27-2



Designer	Sparkman & Stephens
LOA:	27' 0"
LWL:	21' 5"
Beam:	8' 8"
Draft	
board up:	3' 2"
board down:	6' 4"
Displacement:	7,400 lb
Ballast:	2,400 lb
Ballast/disp. ratio:	.32
Sail area (100%):	376 sq. ft.
Sail area/disp. ratio:	15.8
Disp./LWL ratio:	336



Andy added a massive eight-block-plus turning plate and 10 line stoppers which, while moving line-handling to the cockpit, have put a lot of lines on the cabintop. A large opening hatch forward, complemented by six opening portlights, ensures ventilation and light are plentiful belowdecks.

Teak dropboards close off the companionway, but none of the T27s has a sea hood over the hatch slide. The cockpit is large with wide and long seats without a lazarette aft (older 27s do have a lazarette). The tiller rises from the cockpit sole about two-thirds of the way aft and takes up considerable space. Engine controls are to starboard and there is a manual bilge pump to port above a teak grating. Under the seats are two large lockers (that may leak a bit); between them, at the aft end of the cockpit, Andy built a wooden locker to hold three small propane tanks.

The centerboard pendant is just aft of the companionway. I did not inspect the cockpit drains (they are under the grating) but Andy says the T27-2 has two full-size scuppers. Some reports indicate earlier boats have two on the small side that join into one outlet. One can make a case that smaller yachts should have larger scuppers because a cockpit full of water is a more serious matter in a smaller boat.

Rig

The T27 has a single-spreader masthead sloop rig, to which an inner forestay has been added on some boats. Upper shrouds and single lower shrouds attach to chainplates mounted just inboard of the toerail. *NorthStar* has a



Andy built a custom swim platform, at left, which he and Barbie also use when boarding or disembarking from a dinghy.

genoa and a jib, each on its own roller furler, and is rigged for an inner staysail, although the Jacksons consider this for emergency use only. Andy has added long tracks for the sheet leads for both the headsails and upgraded the winches to self-tailing Lewmar models.

The mainsail is fitted with the Harken Battcar System, a downhaul, jiffy reefing, and lazy-jacks with a sail-pack cover, and sheets to the boom end with a short traveler. To maximize performance with the large mainsail and small foretriangle of the standard T27, genoas of up to 176 percent are recommended for racing.

Accommodations

Earlier T27s had a layout that some owners did not consider very comfortable. The redesigned cabin, deck, and hull of the 27-2 resolved several issues.

The cabin is attractive but tight. A well-appointed standard-size V-berth forward and a just-big-enough head to port with a hanging locker facing it are all closed off by a somewhat balky sliding door.

The saloon has a traditional layout with long settees on either side, storage behind and below them, and a nice bulkhead-mounted folding dining table. Bulkheads are teak-veneered plywood and should be inspected for water damage at their bases. The starboard settee slides out and, supported on legs, offers a larger berth space. The port settee is adequate as a berth or for lounging where the starboard settee is a bit shorter. There is no quarter berth, but there is a navigation station aft to port with an icebox beneath it.

Headroom is 5 feet 10 inches, measured by my standing just clear of the overhead. The overhead is a hard board with teak strips and no handholds; however, there are two stout

handholds on the carlings between the portlights on both sides of the saloon.

Andy has installed new portlights, as well as shorepower and a GPS on a swing-out mount. He has also fabricated boards that span between the settees, making for a very large berth with the help of some additional cushions.

Access to the engine, bilge, and the centerboard pivot and pendant is quite good.

Under way

After taking photos of *NorthStar* under sail from the beautiful powerboat of Captain Don Sanford, I left him to climb aboard our review boat for a test sail — from the rough ride of the skiff to the smooth, sublime ride in *NorthStar* in one big step!

Although it was the first of July, it was Andy and Barbie's first sail of the season. They set the mainsail with a reef and rolled out the working jib. With the mainsail eased a bit and the jib sheeted tight, the boat tracked well with a neutral helm. In puffs there was some weather helm. Due to *NorthStar's* shoal keel, they've found they must reef in winds above 10 knots. We had that

Comments from Tartan 27-2 owners

I have a 1978 model, hull #668. While it's not particularly close-winded, at least when sailed by me, it does everything else well. The build quality is excellent. I have no deck delamination or hull-deck leaks. I had a single-cylinder 12-horsepower Farymann, which while reliable was too noisy to tolerate. I've replaced this engine with a new 14-horsepower Beta Marine and added soundproofing.

In some of my last communications with him before he died two years ago, Russ Cobb, who logged a great many offshore miles in his T27-2, had this to say about the boat: "I added two 1.5-inch drains in the forward part of the cockpit, which were very useful several times when the cockpit filled with water from some serious waves. Unfortunately, I have found no good solution to the leaking cockpit lockers — they were just poorly designed. There was no bushing for the rudder stock, although I did replace the stock when I observed some pitting. Early on, I played with putting in a bridge deck, but saw that it would complicate the centerboard pendant, so I didn't. I had no idea of the

mast step failing until early one morning I heard a terrible tearing sound. The rigging was all in place but loose. The problem was in the step. It is a fiberglass bridge above the bottom of the hull. In New Zealand I had an aluminum post constructed and that solved the problem."

—John Garhart, Erie, Pennsylvania

When I repowered with a bigger engine, I thought the weight was only about 125 pounds more, but with that added weight, the hull became unbalanced, thus adding to the weather-helm problem. And then there was the prop-sizing issue; I ended up buying two props to get close to my desire of keeping the rpms low. I only needed 12 horsepower at 1,800 rpm to reach hull speed, but the prop engineers wanted to size a prop so I would use all 18 horsepower at the maximum rpm of 3,200. Bottom line, I should have installed the 12-horsepower engine, to save weight, with an adjustable-pitch prop to get the pitch I wanted.

—Andy Jackson, Madison, Wisconsin



When lowered, the bulkhead-mounted dinette table accommodates four diners, at left. The attractive and abundant use of teak-veneered surfaces creates a rich atmosphere in the cabin.

The galley extends across the aft end of the saloon, above right, so the top step of the companionway and the nav desk (with icebox beneath) are extensions of the countertop. A propane stove has replaced the original alcohol stove, and a pressurized lake-water system supplements the tank water drawn by the galley foot pump. The cutting board is the lid of a storage bin.

and then some, with 17 knots showing on the anemometer/direction indicator, which I referred to often, as I could not reliably feel where she was pointed.

With a trailing-edge rudder on a long keel and a worn tiller-head fitting (a common problem on T27s), there was a certain vagueness to the handling at

times. This was not a design problem so much as an old-age problem. I did not expect crisp handling, but she did not demand much effort either, never requiring me to use two arms on the tiller. Off the wind with the genoa rolled out, she tracked well, and could probably be set to sail on her own without much tiller input.

While Andy steered, I stretched out on a cockpit seat. Wide and long, it earned a Penticoff Napability Index (PNI) rating of 5 (on a scale of 1 to 5) for great napping potential. The seats are so wide that, when the boat is heeled, the water rushes by very near at hand, almost disconcertingly so. Barbie, on the high side, braced herself easily between the seats, but only the tallest will have a backrest to lean against

while braced due to the width of the seats. Such is often the downside of a PNI 5.

Barbie's favorite black "Canada" hat blew off her head. We immediately went into a man-overboard drill. Andy was at the helm, while I acted as spotter and fishnet operator. It took us two passes to snag the hat, with *NorthStar* performing well during the exercise. We then motorsailed up the channel to their marina.

Motoring was straightforward. Although I did not get the chance to put *NorthStar* through her paces under power, I would expect that going ahead is a breeze, but backing a difficult guessing game typical of this type of hull. I did note turbulence against the rudder from the stopped prop while

Resources

Several regional Tartan 27 sailing associations can be found online. The Chesapeake Bay Tartan Sailing Club offers the *Tartan 27 Handbook* in print and PDF versions. www.cbtsc.org

Some parts may still be available through Tartan Marine.

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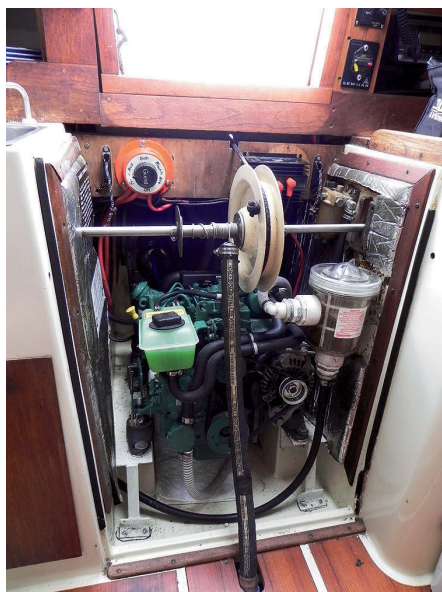
under sail. That slight vibration felt at the tiller could be eliminated with a feathering prop, or by marking the shaft so the prop blades can be aligned with the keel. There is plenty of room to install a wheel, and some T27s have been so fitted. If you were to sit to leeward of the wheel, you would be quite intimate with the water flowing by.

Things to look for

The tiller-head fitting may be the most common and annoying problem with the T27. More than likely, any deteriorating mast step has been fixed by now, as it can cause leaks and rigging problems. Through-hull fittings are another potentially serious problem. They are brass nipples glassed to the inside of the hull with gate valves screwed on to them. Give them the heave-ho. Delamination of the balsa-core deck is a frequently cited problem, particularly with leaks around the chainplates. Also check for proper backing plates under hardware. Gelcoat fading and cracking will likely call for a complete paint job.

Because there are no bearings in the rudder tube, the rudder stock feels sloppy. External bearings may solve this problem.

The centerboard pivot can wear, possibly to the point that it breaks, leaving the board dangling by its pendant and possibly being lost. The pendant, too, is prone to wear in its



Andy repowered *NorthStar* with an 18-horsepower engine, which fit tidily in the available space. The reel in front of the engine is part of the operating mechanism for the centerboard pendant.

guide tube. This calls for a pre-purchase inspection, best done on the hard.

Conclusion

The Tartan 27-2's inherent strengths, style, and modest performance make it a good candidate for a fixer-upper. Properly upgraded, it is capable of offshore passages. The Tartan 27-2 offers the best of both worlds — modernized, but with plenty of classic charm, although some owners are of the opinion that the better working deck of the early boats was sacrificed to gain more cabin space.

You won't be sailing an orphan if you join the Tartan world. There is strong regional support for racing and cruising as well as good technical resources, and the *Tartan 27 Handbook*, compiled by four members of the Chesapeake Bay Tartan Sailing Club, is renowned for its

completeness in covering all aspects of ownership and is considered a must-have for anyone buying a T27.

Prices vary considerably. T27s were expensive boats new; most are still afloat and prized by their owners. Boats with the Atomic 4 sell for less than those with diesels. What you pay probably will depend on how much work you are willing to put into the boat. Fixer-upper boats can fetch less than \$6,000, while reconditioned, modernized, and ready-to-go boats like *NorthStar* can be more than \$14,000. Newer boats don't necessarily bring a higher price. The \$14,000 listing was for a 1969 T27, while two 1979 T27-2s were listed at \$6,800 and \$9,000. ⚓

Allen Penticoff, a Good Old Boat contributing editor, is a freelance writer, sailor, and longtime aviator. He has trailer-sailed on every Great Lake and on many inland waters and has had keelboat adventures on fresh and salt water. He owns an American 14.5, a MacGregor 26D, and a 1955 Beister 42-foot steel cutter that he stores as a "someday project."

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The Tartan 27-2 . . .

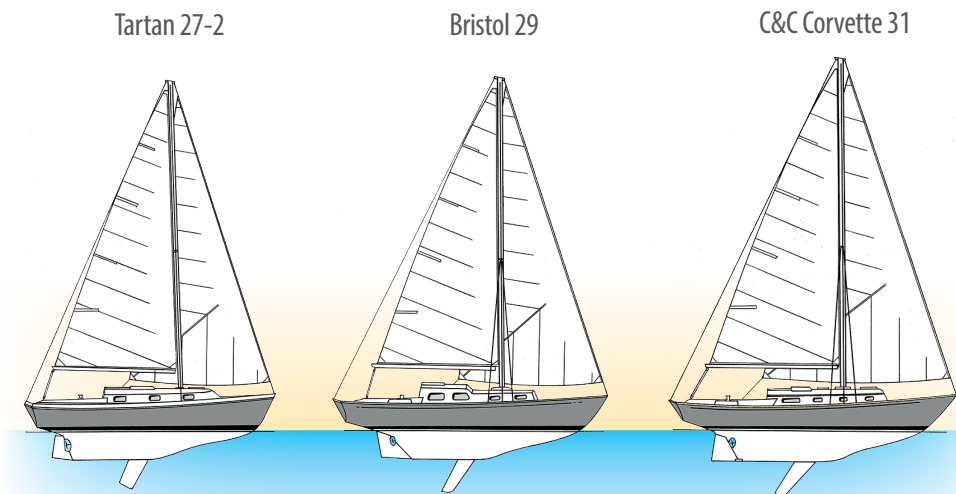
. . . and a couple of companion centerboarders

BY ROB MAZZA

I have to admit that I like centerboarders. It was no accident, after sailing International Fourteen Foot Dinghies (with centerboards) for more than 30 years, that our first “big” boat was also a centerboarder. My wife, Za, and I have now owned *Trillium*, our C&C Corvette, for more than 20 years, and are very well aware of her many idiosyncrasies. She is overpowered in heavy air and underpowered in light air, does not maneuver well, and she is hardly light on the helm. But what she does offer is classic good looks, a large cockpit, acceptable accommodations for two, and, above all, the option of shoal draft with the board raised, which compensates for a lot of her shortcomings.

The heyday of the full-keel/centerboard configuration was in the 1950s, when Cruising Club of America (CCA) rule-influenced raceboats like the Sparkman & Stephens-designed *Finisterre*, the Rhodes-designed *Carina*, and the Cuthbertson-designed *Inishfree* were chalking up impressive race wins on both salt water and fresh. It should come as no surprise, therefore, that the original 1961 S&S-designed Tartan 27 would incorporate this configuration, which also capitalized on the cruising potential offered by the shoal draft and centerboard.

When it came time to “upgrade” the Tartan 27 in 1976, the hull remained unaltered, retaining the cruising advantages of the centerboard, even when the racing advantages had long since diminished due to changes made in the CCA rule for exactly that purpose. To improve the cruising amenities of the new T27-2, headroom was increased with the addition of 4 inches to the freeboard, and a further increase incorporated in the height of the house, especially forward. The increase in freeboard was achieved entirely in the new deck tooling. This is a clever rationing of resources. Since a new deck mold was already required, why



	Tartan 27-2	Bristol 29	C&C Corvette 31
LOA	27' 0"	29' 0"	31' 2"
LWL	21' 5"	22' 8"	22' 6"
Beam	8' 8"	9' 2"	9' 1"
Draft CB up/down	3' 2'/6' 4"	3' 4'/5' 10"	3' 3'/7' 0"
Displacement	7,400 lb	8,400 lb	8,545 lb
Ballast	2,400 lb	3,450 lb	4,000 lb
LOA/LWL	1.26	1.28	1.38
Beam/LWL	.40	.40	.40
Disp./LWL	336	322	335
Bal./disp.	.32	.41	.47
Sail area (100%)	376 sq. ft.	400 sq. ft.	444 sq. ft.
SA/disp.	15.8	15.5	17.0
Capsize number	1.8	1.8	1.8
Comfort ratio	28.0	27.6	27.9
Year first built	1976	1966	1966
Designer	Sparkman & Stephens	Halsey Herreshoff	Cuthbertson & Cassian
Builder	Tartan Marine	Bristol Yachts	Belleville Marine

not incorporate the increased freeboard in one set of tooling only, rather than making an expensive alteration of the hull mold as well? As a result, the hull-to-deck joint is not actually at the intersection of hull and deck but at a line below the sheer and running roughly parallel to it. This essentially creates a style line, which helps to mask the higher freeboard.

The two boats I've chosen for comparison, the Halsey Herreshoff-designed Bristol 29 and the Cuthbertson & Cassian-designed Corvette 31, are also CCA-influenced designs introduced in the mid-'60s, both incorporating centerboards. Remember, this was at a time when the configuration of fin keel and separate rudder was about to make its mark in fiberglass production


boatbuilding with the introduction of the Lapworth-designed Cal 40 in 1963. However, for yacht-club racing, the keel/centerboard is still a viable option, especially under PHRF, as Za and I can personally attest with *Trillium*.

In this comparison, I have used the original sloop rig for the 27-2, not the modified rig employed on our review boat. Looking at the rigs, it is revealing to note how similar they are. The aspect ratios of their mainsails are all about 2.3:1, and their foretriangle aspect ratios are a little above 3:1. This is well before the era of IOR "ribbon" mainsails. The long boom may well contribute to the dramatic buildup of weather helm on the Corvette, and I suspect the other two boats, on a heavy-air reach.

If we are to measure boat size by the length of the waterline (LWL) and displacement, then the Tartan

is certainly the smallest of the three, being more than a foot shorter and a thousand pounds lighter than both the Bristol and the C&C. However, this still results in very similar displacement/length (D/L) ratios of 336, 322, and 335 respectively. The 27-2 also has the smallest sail area at 376 square feet, compared to the Bristol at 400 and the Corvette at 444. This yields similar modest sail area/displacement (SA/D) ratios of 15.8 and 15.5 for the Tartan and the Bristol, but a more performance-oriented 17.0 for the Corvette. However, not recorded in these comparisons are the ratios of sail area to wetted surface for these three full-keel boats, which would be much lower than those for similar fin-keel boats. Indeed, Za and I can attest that, even with an SA/D ratio of 17, the Corvette feels stubbornly glued to the water in light air.

Despite the wider beams usually associated with centerboards, and the lighter displacements, often due to lighter ballast, all three boats have capsizes numbers of 1.8, safely under the 2.0 threshold. The comfort ratios are also very consistent in a tight range between 27 and 28, indicating a comfortable motion.

All three boats sport attractive sheerlines and balanced overhangs, but will I betray my own prejudice if I were to say that, to my eye, the Corvette is the prettiest of the three? 

Rob Mazza is a Good Old Boat contributing editor. He set out on his career as a naval architect in the late 1960s, when he began working for Cuthbertson & Cassian. He's been familiar with good old boats from the time they were new, and had a hand in designing a good many of them.






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What breaks on passage?

BY ROBIN URQUHART



Most everything, according to surveys

We spent two years preparing our boat to cross the Pacific. We read countless blogs and peppered experienced ocean sailors with questions about what to expect and what kind of preparations to make. We joined a group called the Bluewater Cruising Association and attended the monthly fleet meetings aimed at preparing the upcoming year's contingent of would-be ocean crossers.

Despite our preparations, and despite our constantly monitoring chafe, things broke. Over the course of the crossing, we had to rebuild the autopilot twice, replace mainsail slides that ripped out, rewire the freshwater pump, and replace the boom vang.

And we got off easy. During our crossing, we escorted another boat for 1,000 miles after it lost the use of its rudder and the gooseneck attaching the boom to the mast broke.

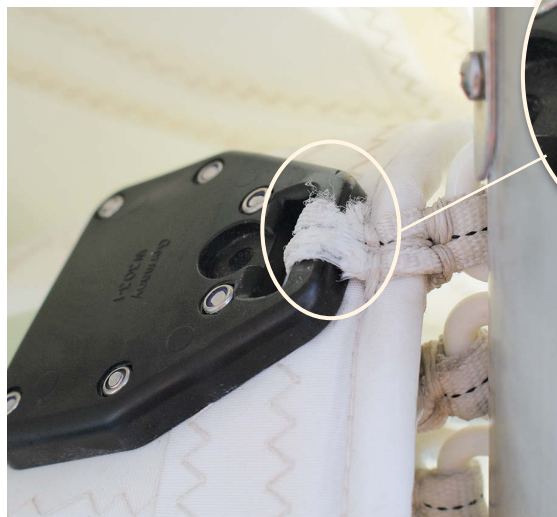
Equipment failures are equipment failures, whether they happen within

sight of a harbor or 1,500 miles offshore. Being aware of what's likely to fail, being equipped to manage when failure occurs, and even being able to prevent some failures, are important to every sailor.

The one thing we wished we had read before we left on the crossing was an account of what the most common major problems are. Everybody told us to take spares for everything, which is a nice idea in theory but nearly impossible in practice. A spare mast? Spare engine? How much spare hose? It's completely impracticable, short of towing an identical boat behind you, to have spares for everything. So it's a game of optimization. What are



For some less fortunate boats crossing the Pacific, the boatyard in Hiva Oa is the unplanned first stop, at top. Chafe is a constant concern on passage, above.



Aboard *MonArk*, several slides on the mainsail had to be reattached due to chafe.

the most common items that break, and what should we have on board to fix or replace them? The sailors who cross oceans are the ones rich in failure experience. I set out to learn as much as I could from their experiences as well as my own.

Hundreds of boats cross the Pacific every year, but few report on what they experienced in terms of major gear failure. I've put together data from 153 yachts that crossed the Pacific Ocean from 2012 to 2017 to identify the most common major problems experienced during their trips. The data from 2012 to 2016 is self-reported via a questionnaire sent out by *Latitude 38* magazine as a part of the Pacific Puddle Jump recap and is publicly available on its website. I personally collected the data for 2017 from fellow Pacific crossers I met in French Polynesian anchorages.

Defining a breakdown

What constitutes a major breakdown is subjective in most cases. Most sailors would consider losing an autopilot a major failure, but a few crews set off on their crossings without an autopilot on board. For the most part, what most consider major malfunctions include anything that adversely affects the functioning of the sails, standing rigging, running rigging, rudder and steering assembly, engine, navigation, electrical generation, water production and storage, autopilot/windvane, and communications.

Overall (83%)

Of the 153 boats that reported data from their Pacific crossings in the last six years (2012-2017), 127 (83 percent) reported major breakdowns. In almost every case, the breakdown was reparable at sea with onboard spares or other equipment. In some cases, the boats limped in to a port where repairs could be made. The lucky few, 26 boats (17 percent), reported no major breakages during their crossings.

Running rigging (34%)

Running rigging tops the list with 52 boats (34 percent) experiencing failures during the Pacific crossing. Chief among these is halyard failure, usually the result of either main or spinnaker halyards chafing through or shackles breaking. There were no reports of jib halyards chafing through, or shackles breaking, though 5 boats (4 percent) did report headsail-furler failures. Reefing lines, because they are difficult to tension when not in use, also caused a lot of chafe on other lines, or chafed through themselves. The rest of the running rigging failures were spread over boom vang (7 boats), preventers (3 boats), and travelers (3 boats).

Standing rigging (3%)

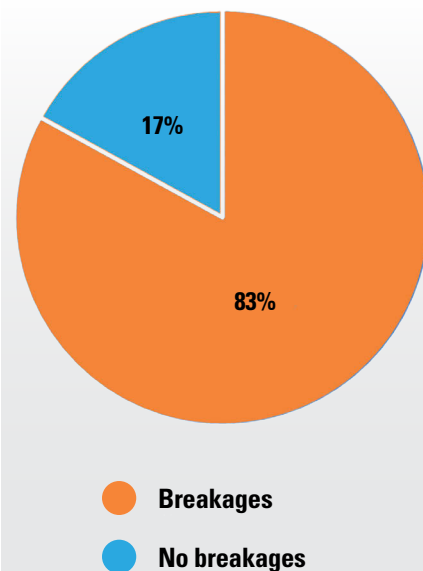
Four boats (3 percent) had problems with standing rigging. A shroud toggle broke on SV *Kokomo*, while SV *Ladoga* noticed, during a regular rigging inspection, that a lower shroud was unwinding from being slack on the lee

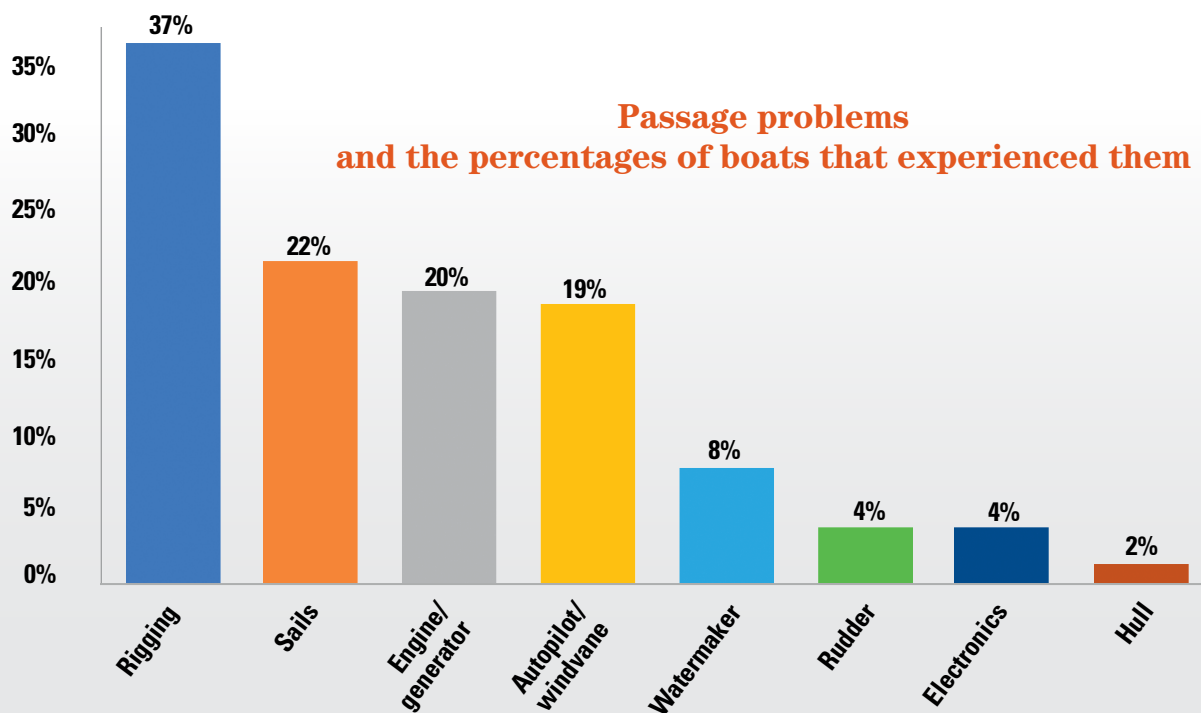
side for more than two weeks. The most serious case saw both lower diagonal shrouds, D1s, on SV *Fandango* detach from the mast after the through-bolt holding them broke. The crew of three, Ian, Brad, and Liz, were able to rig a Spectra line around the lower spreaders to keep the mast in column and prevent it from buckling. They continued sailing for another 1,500 nautical miles before they were able to make proper repairs. In all cases of major rigging failure, the rigging was older than 10 years.

Sails (22%)

More than 34 boats (22 percent), including us, had to deal with torn sails. The sail failures reported most often were blown spinnakers, followed by a torn mainsail. In one case, the poor crew aboard their 48-foot catamaran, SV *Kiapa Nui*, "ground" a tear into their mainsail by over-tightening the mainsheet with the winch. We had a sail slide break out of the mast on day two as a result of the boom slatting back and forth in light winds. Our genoa also began to tear at the tack and we were

Boats with and without breakages 2012-2017





required to stitch a patch into it under way. Both sails were only two years old and were made by Neil Pryde, a reputable manufacturer.

Sail chafe is a sailor's constant adversary whether sailing offshore or going out for the day. John, aboard SV *Jandamarra*, whom we met in the Marquesas, recommended that we take 15 minutes a day when we're under sail to walk around the deck and inspect the sails, halyards, and rigging for signs of chafe or material fatigue. Since we employed his advice, we have discovered many small defects and have been able to preempt some major problems.

Engine issues (20%)

Engine problems, especially polluted fuel, malfunctioning alternators, and overheating, affected 31 boats (20 percent). The constant motion can cause debris in the fuel tank to clog the filter and/or injectors. More commonly, water gets into the fuel tank, either through bad fuel at the dock, condensation, or back-siphoning through the fuel-tank vents.

Alternators failed at a surprisingly high rate,

with 11 boats (7 percent) reporting problems. One reason might be having to make up for the increased power demands on the batteries due to day/night sailing by running the engine at relatively low rpm to recharge them. In most cases, boats had spare alternators on board that they could swap in.

SV *Shakedown*, on the 2017 crossing, lost her diesel generator and engine. For most of their 48-day crossing, the crew used solar and their Honda 2000 suitcase generator, with only 3 gallons of gas, to keep pumps operating, lights on, and the Iridium GO! charged.

They navigated by handheld GPS and hand-steered 3,000 miles to French Polynesia. (Their epic story is posted at sailshakedown.blogspot.com.)

Autopilot and windvane (19%)

Most offshore sailors now consider autopilots essential gear, which is why it's no joke when 14 percent of boats have major autopilot failures. Twice on the crossing we had to rebuild our autopilot, for which we thankfully had spare belts. Our friend Rob on SV *Tigerbeetle*, an older Morgan IOR 2 Ton race boat, had to repair his three times and went through two hydraulic rams on his crossing this year. He still made the 3,000-nautical-mile crossing in 19 days. Only seven boats (5 percent) reported windvane failures. It is still a good idea to have spares or a rebuild kit on board for the windvane.

Watermaker (8%)

Watermakers aren't a big concern for non-cruising boats and few even have them, but on an ocean crossing they can mean the difference literally between life and death. We had a scare five days out where our



Twice on the crossing Robin had to repair *MonArk's* autopilot.



A sail-repair kit is essential gear for any ocean crossing.

It is simply not practical to carry spares for every item on the boat. However, it is a good idea to keep your boat well stocked with spares or materials that will come in handy for the more common issues. Every boat and sailor is different, and it is up to everyone to make a list of spares they might need for their boat and where they sail.

Based on our own experience and the experiences of other Pacific crossers, I've come up with the

following list of 18 spares I aim to keep on board to manage the most common issues.

- Sail-repair kit and extra sailcloth
- Mainsail slides
- Spare sails
- Replacement halyard line and a bunch of extra snapshackles and regular shackles
- A few hundred feet of nylon or polyester line in various diameters
- A few hundred feet of Spectra with a block-and-tackle tensioning system
- Spare alternator(s)
- Spare V-belts or serpentine belts
- Engine (and generator) raw-water-pump rebuild kit
- Baja filter or other fuel/water separator
- Many spare Racor fuel filters
- Autopilot rebuild kit and/or spare autopilot
- Windvane rebuild kit
- Watermaker pre-filter spares and spare membrane
- Watermaker pump rebuild kit
- Man-overboard drogue or similar for making emergency steering device
- Backup GPS
- Large-scale admiralty charts of the cruising area

watermaker started producing foul-tasting water. We didn't have enough water stored on board to last the whole trip and we got nervous. Thankfully, we were able to overcome the problem by simply replacing the pre-filter and running some pickling solution through the system. However, 12 boats (8 percent) had major failures that rendered their watermakers inoperable.

The crew on MV *Idlewild*, a custom-built Reyse 54, resorted to catching rainwater in squalls and used seawater

for everything except drinking and brushing teeth after their watermaker stopped working.

Hull (2%)

Interestingly, no issues were reported involving keels and only two with failed through-hulls. In 2017, on the catamaran SV *Le Chat Beaute*, an emergency

hatch broke free, leaving a 2 x 2-foot hole in the hull. With quick thinking,

cushions, and plywood, they stanchied the leak and were able to sail the three days back to La Cruz. (*Apparently not reported was the 2015 abandonment of the S&S 42 Nirvana Now, after the hull and deck separated at the bow. -Eds.*)

Whether making long passages or short, it makes sense to have a plan for dealing with major hull breaches.

Del Viento's Pacific experience

-MR

My wife, our two daughters, and I crossed from Mexico to the Marquesas in April/May 2015, so our 26-day crossing experience aboard our 1978 Fuji 40 is reflected in Robin's data set. We were among the lucky ones who experienced no significant breakages. In fact, the only problem we faced — despite enduring a 400-mile-wide ITCZ filled with squally weather and then some hard-on-the-wind sailing from the equator to Fatu Hiva — was the parting of a section of the protective strip of Sunbrella from our furling headsail. We simply took down the sail en route and taped and stitched a repair by hand, down below. I don't credit our success to better preparedness as much as to luck. Preparation is key, but I know firsthand that at least some of the



Michael Robertson had to repair *Del Viento's* genoa sun strip.

boats that experienced major failures prepped as carefully as we did. Sometimes, it's just your turn, and it's important that you be ready for that.

Crisis or inconvenience?

—Jeremy McGeary

It's been a long time since I crossed an ocean or made an offshore passage of any kind, so some of the "break-downs" Robin describes made me chuckle.

Autopilots were not common when I began my career, nor were they robust. They were OK for motoring in calm seas but could not cope under sail in much wind or sea. So we'd ship a couple of extra hands and steer the boat — and get an aerobic workout before the term was even invented. Today's powerful autopilots are a direct result of the singlehanded around-the-world races, where sailors need a reliable hand on the helm 24/7. And still everyone has to carry a spare . . .

Watermakers were not yet available, at least not at price or scale for the average cruising boat. We filled the tanks before departure and watched every drop of fresh water consumed. And we switched off the pressure pump, if the boat was so equipped. If we were foolish enough to run out, we'd have to look for some rain clouds to chase. Showers? Pah!

A saltwater bucket bath was good enough; a rain-shower was a luxury.

Electronic navigation systems did not exist, never mind redundant ones. We used a good old lightning-proof sextant, a hand-bearing compass, a few books, lots of charts, and the Mk I eyeball.

Communications were pretty much nonexistent once we left port (and not much better in port). In the 1970s, the standard radio equipment was AM, with a range of maybe 200 to 300 miles. I don't recall being on a boat with an SSB radio. When we got to the other side of the ocean, I would write a letter to Mum.

Macerator pumps are usually associated with holding tanks and/or electric heads . . . but using a holding tank is not necessary when at sea. Some yawls had a rudimentary thunderbox — a toilet seat fastened to the boomkin. And there's always the ever-ready bucket. Privacy is but a memory after a couple of days at sea.



Taking backup navigation systems on different platforms is a good precaution.

Rudder (4%)

Rudder failure is a major problem on any boat. We escorted SV *Rosinante* for 1,000 miles after she experienced major rudder issues. After we got in to the Marquesas, two more boats showed up with rudder failures. Of the 153 boats that reported, only six had major problems with their rudders. This issue is about as serious as it gets, and it behooves us to have at least a plan in place should we lose the rudder. The best-case scenario is to carry a spare rudder (remember to try it in a real swell), but failing that, it is necessary to have knowledge of and practice configurations for drogue-style rudders.

Electronics (4%)

A few boats (4 percent) reported communication and GPS/chart-plotter issues, which seems quite low. A likely reason for this low number is the redundancy built into the navigational systems of most offshore boats these days; the function of one failed system can usually be taken up by another and often is not considered a major problem. Our SSB/Pactor system failed two days out of Mexico and we had to return to fix it. While there, we bought an Iridium GO! to provide redundancy. A couple of boats that reported GPS/chart-plotter issues simply overcame the problem by changing to another

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GPS system. Most boats carry at least large-scale admiralty charts of the areas in which they'll be cruising, in case of total electronic failure.

Minor malfunctions (15%)

Unfortunately, 16 boats (10 percent) had plumbing issues, usually involving the macerator pump for the head. Another 8 boats (5 percent) broke their whisker poles, the most common cause being a rapid change in wind direction accompanying a squall. One boat lost its primary anchor to a large wave.

Just plain weird (1%)


Sometimes, things happen to boats that can't be predicted — the so-called "one percent." In 2017, the propeller shaft on the Deerfoot 60 SV *Just Passing Wind* decoupled from the engine. They stopped the flow of water from the now-empty stern tube, but thought they had lost the shaft and propeller

altogether. Days later, when they dropped anchor in the Marquesas, they dove under for a look and found the end of the shaft miraculously hanging from the Cutless bearing.

Preventive maintenance

Through careful observation, regular checks, and scheduled maintenance so many problems can be avoided or at least minimized. Few failures occur without a warning of some kind. An alternator-belt failure may be merely an inconvenience if a spare is carried aboard, but it is only a scheduled maintenance item if replaced before it fails.

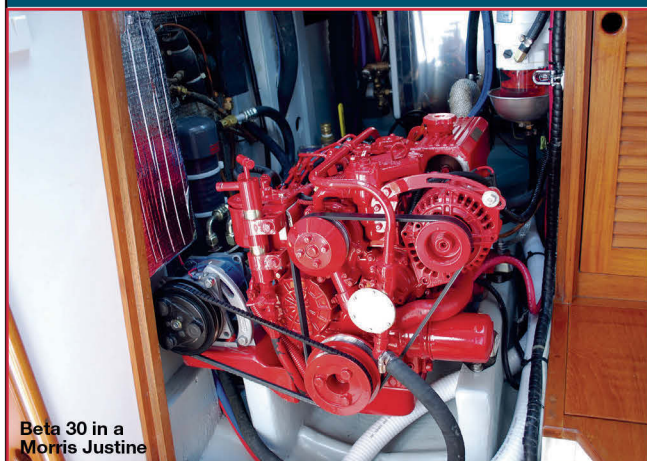
The boats that had no major breakages all talked about their rigorous preventive maintenance. But this kind of vigilance can only go so far. Eventually, something unseen or unseeable will break, and when this happens you need the right parts and tools on board to deal with it.

There are few feelings better than quickly and efficiently managing a major malfunction at sea, and there are few feelings worse than not being able to. While maintenance is the most important step that can be taken to prevent breakages, at some point something is going to break. By knowing what the most common failures are, you can take measures to defend yourself against many of the otherwise inevitable breakages. 

Robin Urquhart's master's degree in building engineering has been severely tested since he and his partner, now wife, Fiona McGlynn, headed south from Vancouver, and then west from Mexico, on MonArk, their good old 1979 Dufour 35. Check out their blog at www.youngandsalty.com, where they reach out to younger sailors who share a passion for good old boats.

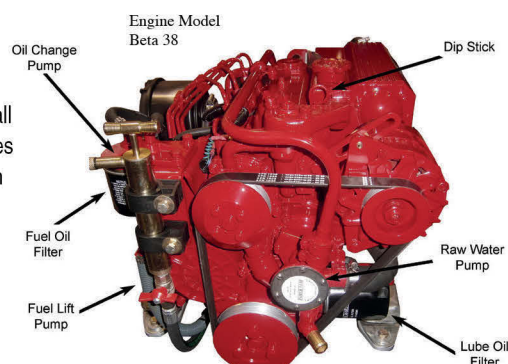
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Beta 25	Alberg 35
	Morgan Ol 33
	Alberg 37
	Pearson 35

Engine Model	Vessel
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	Valiant 37
Beta 43	Westail 32
	Hinckley B40
	Valiant 40
Beta 50	Bristol 41.1
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Beta 60	CSY 44

Some of our installations

Season extenders

Storm windows on hatches and ports help keep the cabin cozy

BY DREW FRYE

How many northern sailors miss the glory days of sailing? I'm talking about the fall when, in many parts of the continent, the winds are steady, thunderstorms a distant memory, the bugs have packed it in for the season, and the crowds are home watching football. The oppressive heat is gone, replaced by crisp mornings and pleasant days, but a chill comes with the night air and evenings are long. Making the best of the season takes a little preparation.

The first line of defense against cool nights is a heater, preferably a sealed solid- or liquid-fuel device that exhausts outside the boat and can be left on throughout the night.

But with or without a sealed heater, keeping drafts out and adding insulation pay big benefits. There is also the matter of condensation. My boat has hatches over the bunks that are perfect for stargazing and also strategically located to drip condensation on my forehead at 0300.



In this Beckson portlight, at top, the storm window replaces the screen, which fits inside the gasket outside the lens and must first be removed. Bomar 900 Series hatches, above, have an integral trim ring with twist fasteners for securing a bug screen. Those same twist fasteners can secure a storm window, at left.

Hatches and portlights

One step I've taken to reduce heat loss and eliminate drips is to fit Lexan (polycarbonate) "storm windows" to my hatches and portlights, similar in concept to those used on homes in northern states. While acrylic (Plexiglas) would work just as well, and is less susceptible to scratching and to degradation by UV radiation from the sun, I prefer Lexan for this duty because it is less prone to cracking during fabrication and when being installed in low temperatures. In my view, UV exposure is not a serious concern in winter.

Adding storm windows to hatches that are fitted with removable bug screens and twist fasteners is a snap (Bomar and Lewmar). I simply traced around the screens onto 1/8-inch Lexan (see "Shaping Lexan and Similar Plastics," page 24), cut them out, and slipped them into place. We have nine hatches with such removable screens, and can swap out all the screens for storm windows in 10 minutes.

Gasketed Beckson portlights are a bit more complicated and





time-consuming. Because the screen fits inside the gasket, the screen and gasket must be removed. After a season of rain, fallout, and algae growth, the gasket must be peeled from the screen and scrubbed clean, inside and out. The storm window, made the same way as those for the hatches, by tracing around the naked screen, then slips into the gaskets. We have 12 of these and they take about five minutes apiece to swap.

For those without ready access to a workshop, clear flexible materials can work. Wrapping a portlight screen in either hardware-store window film or cling wrap will suffice for a season. For overhead hatches, 20-gauge window vinyl cut to shape and laid on top of the existing screen will keep the warmth in and is reusable.

To protect the storm windows in the off-season, I wrap them in long strips, a little wider than the windows, cut from old bedsheets or similar fabric. I can get several windows in each long strip, flipping between windows to make a neat stack for transport and summer storage.

Additional steps

External window covers are good for UV protection in the summer and also trap some heat in the winter. We use them on fixed windows where storm windows are impractical. (See “Protective Covers for Fixed Windows,” November 2016.)

Fabric covers attached to smooth cabin liners with snaps will help the



boat feel warmer and cut down on condensation.

Exploring the boat with hands, senses, or even better, an IR thermometer, will reveal other cold leaks. We found a few we could mitigate with inexpensive and practical solutions.

The 10-foot-wide companionway slider on our catamaran creates a huge heat and cooling leak. Fortunately, it is easily insulated with long sausages made from old towels. I made these by rolling a towel lengthwise until I had a roll of a suitable diameter, cutting the towel, turning the cut edge inside, and finishing it with round stitching. We use these anytime the heat or

Covers that protect fixed windows from UV in summer, above left, can also keep some winter warmth in the cabin. Cut to the same size as the screen that came with this Bomar hatch, above, the storm window slips easily into place. If a storm window has to be a “flex fit,” a webbing tab fastened to its center will assist with installing and removing it, at left. Sausages of toweling stuffed into the gap around the companionway hatch slider eliminate drafts in the winter and keep mosquitoes out in the summer, below.




air conditioning is on, and when the mosquitoes are unusually thick.

While an insulated and weather-stripped companionway door would be the right answer, we like being able to see through the stock Lexan door. We simply drape a large beach towel over the door at night. It makes coming and going a little awkward, but it seals the drafts and provides some insulation. Tucking the corners into the slider or

placing something heavy on top secures it. At anchor, the dodger keeps it out of the wind.

A varnished cabin sole is pretty, but beneath it is the cold bilge. Covering the sole with removable carpeting, secured with twist-lock fasteners if needed, provides a layer of insulation.

So, bundle up in your fleece midlayers, windproof outers, and a warm hat, and go enjoy the other season. Or seasons. Once the boat is insulated against chilly fall days, it's

good for springtime too. It's amazing how the cost/benefit ratio improves when you sail more! 

Drew Frye cruises Chesapeake Bay and the mid-Atlantic coast, until recently aboard his 34-foot catamaran Shoal Survivor, searching for out-of-the-way corners known only by locals. Last year, he went up a hull, and

now sails his Corsair F-24 trimaran. A chemical engineer by training, and a 40-year climber and 30-year sailor by inclination, he brings a mix of experiences to solving boating problems and writing about them.



Shaping Lexan and similar plastics



Trying to cut thin Lexan with a saw is slow going and invites cracking. It is faster, neater, and safer to score the material and snap it along the score. This technique works equally well with acrylic and other sheet-plastic materials, even thin fiberglass laminates.

A few simple tools and procedures make for rapid fabrication.

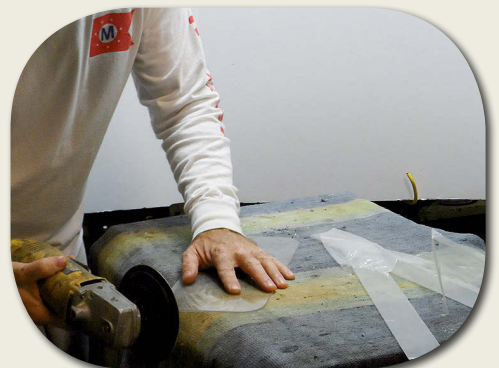
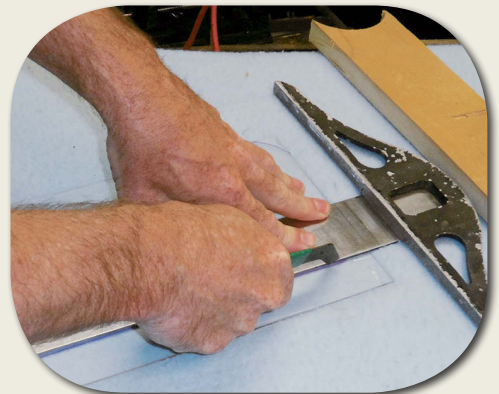
Use the screen as a pattern for the storm window. Trace around the screen with a Sharpie angled slightly inward to ensure the mark is flush. The line will be just outside the true dimension and will be trimmed off.

A scoring-type plastic cutter is needed (there are many types of plastic cutter). After every five to 10 cuts, or 100 strokes, resharpen the cutter on a grinder. Resharpen the cutting face, not the V-angled sides.

Use the plastic cutter to score the straight lines. About 10 firm strokes should do.

After scoring, snap the Lexan over a wooden board with a straight square edge. Narrow strips require a firm bump.

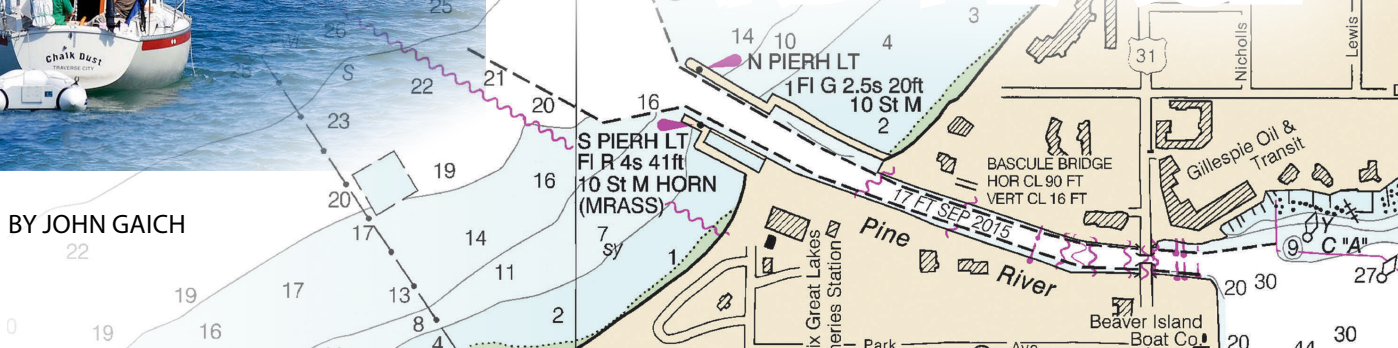
Shape the rounded corners with an angle grinder using a 150-grit disc and light pressure. Deburr the edges with fingers or 200-grit sandpaper.





BY JOHN GAICH

BETWEEN A BRIDGE AND A HARD PLACE



It was not the best place for his rudder to jam hard over

On the day I purchased my first boat, the 30-foot *Shallow Life*, my sailing experience amounted to only two days aboard someone else's boat, tacking back and forth on a tiny mud-brown reservoir in Iowa. After just a few more days of sailing experience under my belt, my buddy Fred and I planned to sail *Shallow Life* more than 100 miles across the green-blue waters of Lake Michigan from Pentwater to Milwaukee.

"You can't be captain," Fred said. "You don't know anything." He had a point. I was a little intimidated and a little more scared, but I didn't let on.

"Only three people have a say in who is captain," I said. "The bank, because it's their boat; the insurance company, because they're going to fix what we mess up; and me — and while I haven't actually called the bank or the insurance company, I'm pretty sure they don't want to come along."

Seven years and 5,000 sea miles after that day, I was aboard my current boat, *Indiscretion*, a 42-foot Comar Comet 13, staring at the giant boulders that made up the north side of a narrow channel and the steel wall on the south

side, feeling almost helpless and certain that both the bank and the insurance company were this time going to get involved.

It was a beautiful Fourth of July weekend and I'd singlehanded *Indiscretion* from Frankfort, Michigan, to Charlevoix. Holiday crowds filled the nearby dunes and boardwalk trail. Boats of all sizes and types buzzed about the entrance to the half-mile-long channel leading to the marina on Round Lake. Having been there only once before, I couldn't remember at what times the drawbridge opened, but a cluster of sailboats was circling the harbor entrance and so I figured it wouldn't be long. When the first sailboat started in, so did the rest, trunk-to-tail like so many circus elephants. I was bringing up the rear and a light runabout stayed in my way, creating a roughly 50-foot gap between me and the sailboat ahead.

That was when the bridge tender decided road traffic was backed up enough and there was not time enough to let me through as well. The bridge came down, leaving *Indiscretion* trapped in a congested channel about

150 feet wide. A 2-foot swell rolled off the lake and down the channel, trying to board my swim platform.

No room to turn

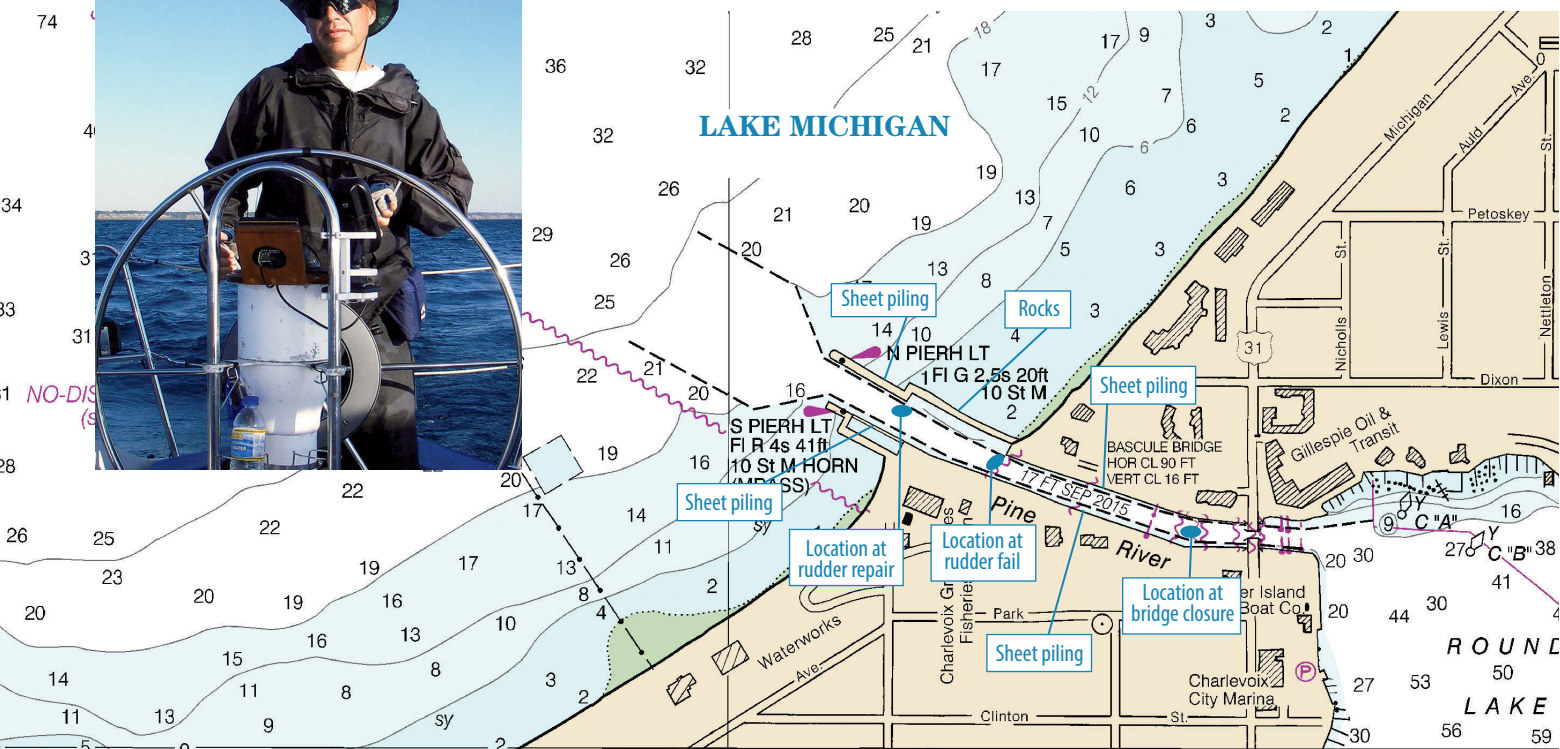
It was time to turn around, but the volume of small-boat traffic was high and the courtesy level of holiday-weekend small-boat drivers so low that it made turning the boat around a bit problematic. Instead, I put her in reverse. The boat was backing well at idle speed, but waves were breaking on the stern. I'd made considerable progress along the channel, but when I reached out to put the transmission in neutral to slow us down, a wave grabbed the rudder and spun the wheel out of my hands. The rudder swung hard to port. When I attempted to turn the wheel back, it wouldn't budge. It was jammed tight!

My 42-foot boat was now turned sideways in the channel with lots of traffic buzzing all around us, the wind and waves pushing us, and I'd lost steerage.

Boat traffic in the Pine River Channel at Charlevoix can be heavy, top of page.



As a result of this incident, John, at left, has intimate knowledge of the steering system aboard his boat. The chart, below, shows where *Indiscretion* was at key moments.



My first reaction was shock. Wide-eyed, I yelled, "Help!" to no one in particular as the powerboats continued to weave around me, music playing and smiles wide. I finally took stock of my situation and noted that neither the boulders on the north side of the channel nor the steel wall on the south provided anything safe to tie the boat to. And even if they did, the swells would surely tear the heck out of something important. My anchor wasn't ready for me to drop it in a hurry, and I wasn't convinced doing so wouldn't make things worse.

I tried to clear my mind, but all I could do was visualize *Indiscretion* rising and falling onto the boulders until they punched a hole in her and she sank in front of the strolling tourists.

I picked up the VHF mic and spoke as calmly as I could. "Mayday. Mayday. Mayday. This is the sailing vessel *Indiscretion* on channel one-six." The Coast Guard answered quickly and I answered their questions: nature of emergency, souls on board, the whole litany. They promised to send someone out to assist me.

I tugged hard on the wheel and then remembered the emergency tiller.

I pulled it out and tried it, but it also wouldn't budge. Keeping an eye on the sides of the channel, I thought to try and somehow use the engine to keep us clear. I put the transmission in forward for a few seconds to get away from the south shore. After a time, I put it in reverse to get off the north shore. When I shifted into forward, the boat turned to port. In reverse it also turned to port, just stern-first. It was wiggling its way out of the channel even though the wind and waves were trying to push it back toward the bridge. Great. If I could get out to Lake Michigan, I'd have enough room to go in circles until I found a solution. But there was a problem. Between me and Lake Michigan, the channel narrowed by about 30 feet. I was not sure my technique was going to work in there, and I was not looking forward to trying it.

In between each shift in gear, I had about a minute while the boat coasted. I used this time to run below to grab tools I needed to begin searching for the problem. In a short while, I'd removed about half of the panels and pieces necessary to access the various parts of the steering mechanism. I didn't see anything amiss.

Then the promised help showed up and my heart sank.

Mixed feelings

It was the Coast Guard Auxiliary in a 24-foot day boat. *Indiscretion* is 42 feet long, weighs 24,000 pounds, and her rudder, almost as tall as I am, was locked full to port. I didn't know if this boat could provide the power necessary. On top of that, the rescue captain's crew was two teenagers in training, one of whom tried to tie a line to a bow light. The rescue captain straightened them out.

When the Auxiliary captain tried to tow *Indiscretion* from a midships cleat, both boats pulled toward the rocks. I watched the rescue captain's eyes widen before they jettisoned the line. Then he radioed for assistance. Both of us were confident the Coast Guard's 45-foot response boat would do the trick. In the meantime, I felt I had to do something to save my boat.

I asked the Auxiliary captain to tie his boat alongside mine, and to then try doing what I had been doing, just toggling between forward and reverse to keep our boats in the middle of the channel. I hoped this would give me



The Pine River Channel is barely four times wider than *Indiscretion*, at left, is long, as can be seen in John's photo, below left, taken on the way back to Lake Michigan.



time to work on finding and fixing the problem with my rudder.

As the two boats bounced up and down in the swells against each other, other boaters weaved around the two of us without a thought or a word. On the boardwalk, small groups strolled by only feet away from me. After a bit I realized the scraping and crunching I was hearing was *Indiscretion's* hull abrading on the rescue boat. I shoved some fenders in between us and tried to encourage the teenage rescue crew. "Just stay with me here."

Uncovering the problem

While the Auxiliary boat held us steady, I returned to looking for the problem. It was only when I removed the compass that everything became clear. Looking down inside the binnacle, I could see where the chain goes around a sprocket on the wheel's axle and is connected to a cable. The connector was wedged between the inner wall of the binnacle and the sprocket. When the rudder was pushed fast to port, it hyper-extended the cable and caused the jam. I grabbed a hammer and a punch and gave the connector a tap.


"Fixed!" I yelled to my new heroes on the other boat, casually turning the wheel back and forth. I asked the rescue-boat captain to remain tied to *Indiscretion*.

"I'll tow us up to the drawbridge," I said. "It will appear to the bridge

tender that you're towing me and he'll open the bridge right away."

Once through the bridge and into the dead-calm waters of Round Lake, we separated. I took a slip in the marina and cracked a beer. Then the Coast Guard vessel arrived. They boarded for a courtesy inspection, asked that I sign some forms, and issued me a citation for not having a required ship's bell aboard. Fortunately, there was no fine or fee for the call.

Before heading into town for some supper, I grabbed a small board out of my spare-parts bin and used it to make stops that will prevent the connector from ever wedging in place again.

I emerged relatively unscathed from this adventure, but perhaps a little wiser, and with a bunch of scratches on my boat's starboard side and a ship's bell (still in the box). I guess I also have a new perspective. If every day of sailing was a perfect one, I'd be bored and quit. If every day of sailing was like this one, I'd have the presence of mind to still quit. It's the variety that fills the void in between delight and terror that's kept me at it. 

John Gaich sails Indiscretion, a Comar Comet 13, out of Sturgeon Bay, Wisconsin.

The takeaway —JG

Despite the drama, everything ended well without my boat touching anything but the rescue boat. I carried tools aboard and had the knowledge I needed to find and fix the problem, even under stressful conditions. In retrospect, anchoring would likely have made addressing the problem less stressful, and less risky. Regardless, an anchor should always be ready to be deployed, especially when maneuvering in tight quarters. Shifting into reverse in following seas was risky; I'm lucky the damage to the steering wasn't greater. Calling Mayday should be reserved for more dire emergencies. I'm now more knowledgeable about when to use Sécurité, Pan-Pan, and Mayday.

As a lesson, rather than follow the crowd, I should have checked the opening sequence by referring to my charts or *Coast Pilot 6* (or by asking on VHF) while in the relative safety of open water. If I had known the opening times, I would have chosen my time to enter the channel and wouldn't have been last in line.



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Prepping *Sapphire*, our Tartan 3700, for a cruise from Lake Ontario to the Bahamas forced us to review our stowage options. The rat's nest of tangled shorepower cables, docklines, anchor rodes, siphon hoses, water hoses, and fender boards in the cockpit locker cried out for a solution. The 65-inch space between the Dorade guards either side of the sea hood, just forward of the dodger, looked as though it could provide it, as both the room and structure were there for some sort of removable storage arrangement.

In the absence of conveniently placed Dorade guards, any fixed tubular structure on the boat is ripe for exploitation. Granny bars at the mast, stern pulpits, or dodger and bimini frames all have potential.

I decided to build a rectangular bag out of Sunbrella marine acrylic and support it with stainless steel cross tubes mounted between the Dorade guards. I used standard bimini hardware to build the framework. The frame required four 1-inch stainless steel hinged-jaw clamps, sized to fit the 1-inch Dorade tubing, and four 3/4-inch tube eye ends to fit the added 3/4-inch crosspiece tubing. I also needed two 3/4-inch stainless steel tube cutoffs from my favorite canvas maker for use as the cross tubes. The bimini hardware pieces are available online for \$12 to \$15 each. Anyone with a hacksaw and a screwdriver can build the simple framework.

We experimented with the location of the cross tubes until we determined the maximum height they could be without blocking forward sight lines, then built the bag to fit the available space established by the framework. The front bottom and back of my bag



BY
JOE
ROSENFELD

is one piece of fabric cut to fit the measurements of the length, width, and height of the space between the tubes and the Dorade guards.

Making the bag is a simple project for anyone with access to a sturdy sewing machine. I learned the basic sewing techniques from the library of free how-to videos available on Sailrite's website, and assembled the pieces and sewed the bag on my trusty Sailrite machine. If sewing isn't your thing, you can still design and build the framework to your specifications and hire a canvas maker to build the bag.

Building the bag

One hands-on sewing tip I can pass on to amateurs is to make a friend of basting tape. It's available from Sailrite and will hold the Sunbrella together while it's being sewn. I use it on almost every project. Using it is a little painstaking, but it's a lot more fun than seam ripping.

Using a hot knife, I cut out one piece of Sunbrella to the measurements I took from the boat plus 3/8 inch on all sides for seaming. I then cut out two end pieces to the shape of the end spaces plus 3/8 inch all around for the seam. A hot knife is the way to go when cutting marine acrylics, as it keeps the cut edges from fraying under normal wear and tear. I sewed the three pieces together inside out and used matching

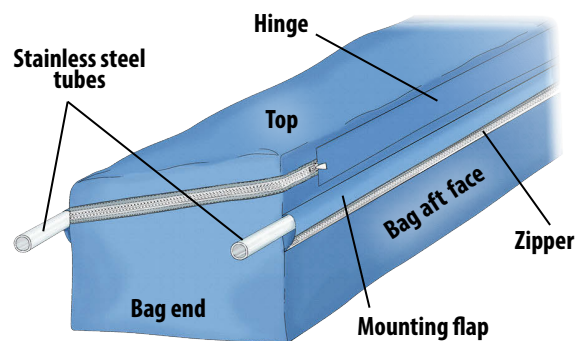
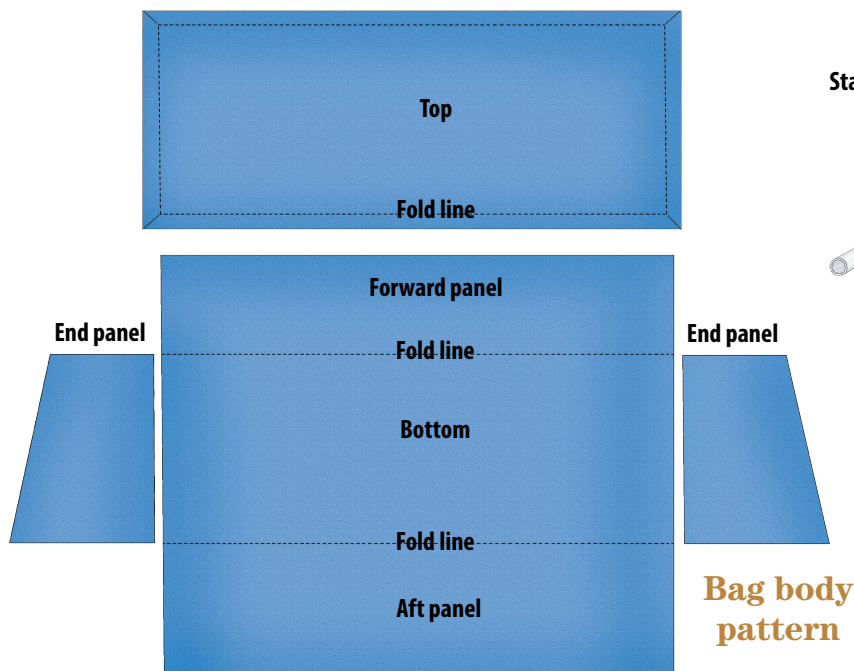


binding to finish the raw edges of the bag opening all the way around. I would later sew the zipper that closes the bag to this bound edge. I found that cutting a 1-inch radius on the bottom corners of the end panels made it easier for me to sew around the corners neatly.

Tube pockets

The stainless steel tubes that would support the bag would pass through long open-ended pockets on the long sides of the bag. I cut two pieces of fabric 5 inches wide and the length of the bag and dressed the raw edges of the fabric by folding them under and hemming and sewing binding on the designated lower edge of the flap. I then sewed the upper edges of the fabric flaps to the bag body 1 inch down from the upper edge of the bag. This "1-inch-down measurement" left room for the

Joe's storage bag doesn't impair the view through the dodger. The second forward bar was redundant, so he later removed it.



**Assembled bag
(not to scale)**

After making the bag, Joe saw where he could improve the design. For example, he put zippers on the mounting flaps (shown here and in the photos). This made fitting the bag on the tubes much easier.

zipper that attaches the bag top. I folded the flaps down over the upper stitching to hide the raw edges and sewed the bound lower edges of the flaps to the bag, leaving a bit of slack to ease the fit for the frame tube that would be slipped inside. I fit the bag body by detaching one end of the frame tubes and sliding the bag pockets over them. Once I was assured that it fit reasonably well, I moved on to the top of the bag.

I made the top by measuring the actual bag opening and adding 2 inches all the way around to make shallow overlapping sides, like a shoebox lid. I darted the corners to emphasize the square shape. When done, my top wasn't exactly the size of the bag opening, but it still worked out. I used matching binding all the way around the edge to give the top a finished look.

On to the zippers

To attach the top to the bag, I used #10 zipper stock and a fabric hinge. Zippers are easier to sew to fabric when the two zipper pieces are separated. I made a mark 8 inches in toward the center from the two aft corners, then measured the distance between those marks the long way around the bag. I cut the zipper stock to that length with a hot knife.

Next, I made marks midway along the zipper and at the center of the long forward edges of the top and bottom of the bag. I basted and sewed the zipper halves to the top and bottom of the bag, working from the center marks out

each way around the circumference of the opening. It's important to keep the binding edge away from the zipper teeth so the zipper will be easier to operate.

I fitted two zipper slides onto the zipper so they are together at the center when the bag is closed, in the same manner as zipped luggage. Getting zipper slides onto zipper teeth takes patience, but there are some good YouTube videos on canvaswork and zippers that can help.


The hinge for the top

All that was left was the hinge at the back. I measured the distance between the two ends of the zipper on the aft side of the bag and cut a piece of fabric 4 inches longer than that measurement and $2\frac{3}{4}$ inches wide. I turned this under and hemmed all four edges.

Next, I located and marked the center of the hinge piece on all four edges. With the bag zipper closed, I basted the hinge flap to the top and bottom so it overlapped the ends of the zipper strip. Once sewn, this overlap keeps the zipper slides on the zipper and creates a finished look. I carefully unzipped the zipper up to the overlap so I was able to open the bag, then sewed the hinge flap to the top and bottom pieces of the bag. To prevent the zipper slides from slipping off the ends, I hand-stitched several times across the zipper at the ends of the hinge flap. The last thing I did was to add a few drainage grommets in the bag bottom.

Learned along the way

If I were to do this again, to simplify the project, I would make the end pieces first, measure their circumference, and make the top, back, front, and bottom of the bag one piece of Sunbrella. I would sew the whole thing together inside out, cut an elongated smile shape on the top of the bag for access, turn the bag right-side out through the smile cut, and use a water-resistant zipper to close the smile and create the access.

This deck bag works well for us because the stored equipment is out of the weather and easily accessible. Best of all, I am happy to report that, six months into our cruise, the deep cockpit locker was still reasonably organized and I hadn't yet had to do a headfirst locker dive. 

Joe Rosenfeld started working on boats as a teenager when his \$100 wooden catboat sank the day after he sailed it home. The craft, christened Diphtheria, mostly floated through Joe's high school years until a shoreside keg party sent it to Valhalla. Over the next 40 years, the quality of the fixer-uppers went from "left for dead" to "just a little down on her luck" as Joe's career as a high-voltage lineman progressed. Along the way, he became an award-winning restorer of wooden boats and an avid club racer on Lake Ontario and in East Coast ocean races. Joe, his wife, Mary Beth, and their fox terrier, Flexy, are cruising on their 2003 Tartan 3700, Sapphire.

A good old investment



What is the point of all the effort and expense I put into owning a good old boat? I often find myself asking this question, usually after I crack a knuckle breaking loose some frozen fitting, or when I'm polishing faded fiberglass while watching others head out for a daysail in a shiny new boat. But when I cast off to sail the pristine cruising grounds of British Columbia aboard the boat I can still afford, our 40-year-old Islander Bahama 30, lovingly restored with endless hours of work and carefully doled-out dollars, I realize how fortunate this good old sailor is.

Our daughter, Nicole, was just starting elementary school when my wife, Carey, and I started our sailing life aboard a Balboa 20. A visual handicap precluded Nicole from walking the uneven ground of a campsite, but she could memorize the deck and interior of a 20-foot sailboat with ease! We sailed up and down the coast of British Columbia through the good and not-so-good times, gaining experience through adventure. We moved up from the Balboa 20 to an O'Day 25 and

finally to the Islander 30. Nicole grew up gunkholing with us on those boats. She eventually went her own way, as children do, and we were fortunate enough to be blessed with a granddaughter.

Natasha, born with the same visual handicap as her mother, started sailing aboard our Islander at the tender age of 5, accompanying Carey and me on trips through the Canadian Gulf Islands and up to Desolation Sound and points beyond. She has been a joy to have aboard *Natasha* (named in her honor) and the boat seems empty when she's not there. Her wit, sense of humor, and positive

Keeping up an older boat pays back in family time, not dollars

BY
BERT VERMEER

outlook on life are a pleasure to behold. She appreciates sailing the same boat and waters as her mother once did, experiencing the same adventures and sense of belonging.


This past summer, we trekked back out to Barkley Sound on the west coast of Vancouver Island. Now 15, Natasha wanted to return to the wilds of the west coast. The trip went well with low morning clouds breaking into brilliant sunshine, whitecaps dancing on blue waters as we thrashed to windward under white sails. Late in the afternoons, we would poke our bow into nearly empty anchorages where we would enjoy evenings of breathtaking quiet but for the occasional call of a loon, the still waters reflecting fiery sunsets. Thoughtful, enquiring discussions would envelop the cockpit as darkness fell.

On the last day of the trip, I found Natasha scribbling intently in her notebook and watching the sunset, lost in thought. She put the notebook away without comment, joining me for the traditional hot chocolate and chocolate-chip cookies. She made no mention of her writing, and I knew better than to ask.

Driving home the next morning, I asked about her most memorable moment of this particular trip. She thought for a moment and said, "The hot chocolate and cookies in the

cockpit with you, Grandpa." She then showed me the poem she'd been working on that final night.

And so we ask ourselves: why do we do this? Old sailors and old boats? Rediscovering our sailing life through the eyes of a 15-year-old reminded me that all the time and effort is an investment in the next generation, allowing them to see the world as we see it, allowing them to experience the wonder of discovery upon approaching a new anchorage.

Thank you, young lady, for your perspective on something we old sailors tend to take for granted. May the winds in your life always be in your favor! 

Bert Vermeer and his wife, Carey, live in a sailor's paradise. They have been sailing the coast of British Columbia for more than 30 years. Natasha is their fourth boat (following a Balboa 20, an O'Day 25, and another Islander Bahama 30). Bert tends to rebuild his boats from the keel up. Now, as a retired police officer, he also maintains and repairs boats for a number of non-resident owners.

Barkley Sound

By Natasha Kryger

The land oh so content

Steep mountain ranges carving out the land

Vast waterways as far as the eye can see

The weather so unpredictable

Always on edge, like an eagle waiting for its prey

Grand wildlife prowling the spontaneous land

Humans exploring the unknown territory

A simple life some would say, living off the land

Oh what a beautiful world it is

Glowing orange sunsets, while waves clap against the shoreline

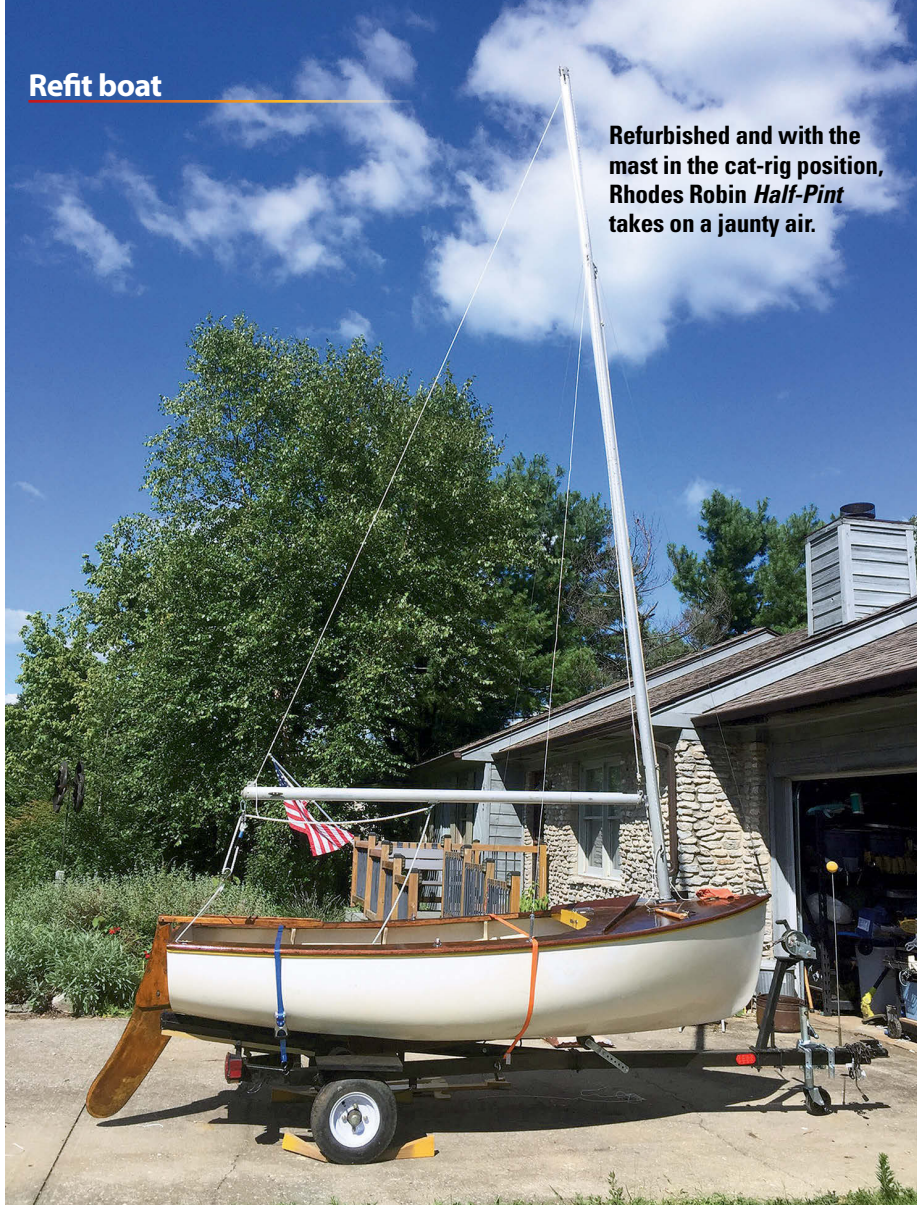
Sea life comes alive as the sun creeps higher into the sky

Boats patrol the sea looking for new places to explore

This is the life, most would say!



Refurbished and with the mast in the cat-rig position, Rhodes Robin *Half-Pint* takes on a jaunty air.



Rhodes Robin resurgent

A neglected vintage sailing dinghy finds love

BY DAVID ARNOLD

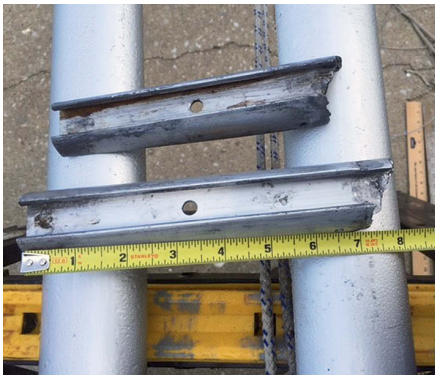
A couple of years ago, I realized that, if I wanted to sail more, maybe I should look around for a smaller boat. I started watching Craigslist and other places, and one day a 1960's-era Rhodes Robin sailing dinghy found its way into my driveway. I have since been working to refurbish her — “restore” is too ambitious a word — as a simple winter-therapy project. After all, how complicated could an 11-foot fiberglass boat be?

As it turns out, Philip Rhodes, the Robin's builder, and an unknown number of previous owners handed me a bit more than I expected. My discoveries included an interesting but catastrophically damaged mast system, a crazy gooseneck hack, a hull with a curious lack of internal symmetry, and a couple of surprising design details. I also met some nice people along the way. More on all that in due course.

At 10 feet, 10 inches, the Robin is not the smallest boat in the Philip Rhodes fleet. That spot belongs to the 7-foot, 1-inch Seafarer dinghy designed in 1961. Nor is the Robin as well-known as the 11-foot, 5-inch Penguin-class dinghy from 1939 (more than 10,000 of those little racers have been built). But among the nine Rhodes-designed sailing dinghies that I know of, the Robin may be the most interesting. It was designed in 1960 and manufactured by the P. Evanson Boat Company of Riverside, New Jersey. The company, which went out of business in the late 1970s, also offered the well-known Celebrity Sloop.

The Robin was marketed as the smallest dinghy that could be rigged as a sloop. It was fitted with a two-piece aluminum mast that could be stored within the boat and two mast steps, so it could be rigged as either a sloop or a catboat. The hull was originally offered in cold-molded mahogany, but the company later switched to fiberglass. Both versions were offered as either finished boats or as kits. To my disappointment, I have not been able to find any original literature about either the factory versions or the contents of the kits.

I believe that my boat, named *Half-Pint*, was a kit version for two reasons. First, I can't find a hull number



The Robin's two-part mast is joined by a pair of sliding wedges, one fixed in each section. Those on *Half-Pint* were both shattered, at top left, but Cape Cod Shipbuilding's Zephyr division fabricated a replacement pair, center left. The fixed plate of the Dwyer hinged mast step for the sloop rig is also visible in this picture. The locations of both mast steps, for the sloop and the cat rig, lower left, make stepping the mast a bit precarious.



or manufacturer's identification marks. Second, certain aspects of the fit, finish, and detail (all generally good) are peculiar.

My refresh and refurbish plan evolved into two main issues. The first, and maybe the oddest, involved the two-piece aluminum mast and the boom. The second was the hull, including flotation and seating. This was more conventional, but also presented some unexpected problems and outcomes.

Sparring with the spars

When I purchased *Half-Pint*, the mast showed evidence of having had a hard life. The two sections had been POP-riveted together to make the mast a single piece, and the joint left something to be desired. I couldn't figure out why anyone would have bothered to do this. A two-part mast seemed like a pretty good idea to me.

I drilled out all the POP rivets to see what was inside. What I found was the shattered remnants of two heavy-duty tapered aluminum wedges that served to join the two sections. The degree of damage suggested a serious

collision with some overhead obstacle. Fortunately, the mast halves, which must have been replacements after the accident, did not seem to be damaged, but I was at a bit of a loss as to what to do next.

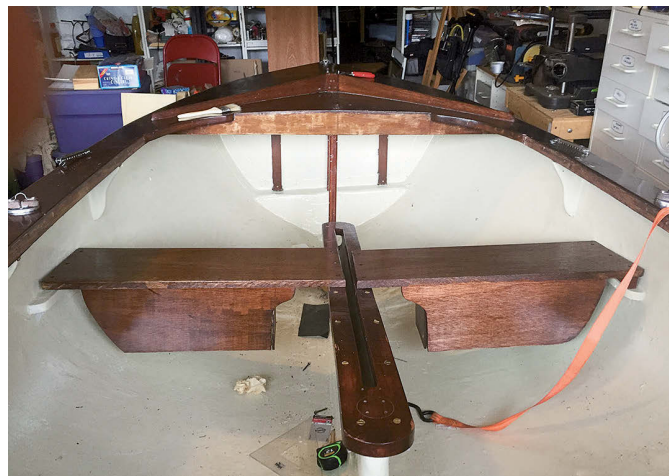
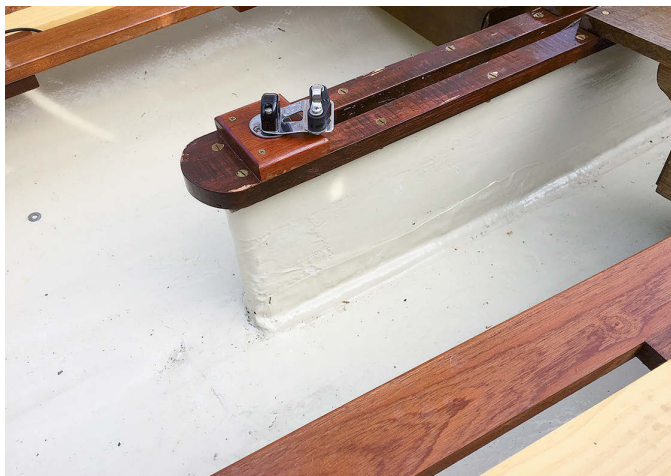
At this point, a wonderful company and its CEO come into the story. The boom, but not the mast sections, had a maker's plate from Zephyr, a division of Cape Cod Shipbuilding. I looked the company up and sent an email with pictures of the mast cross-section and the damaged wedges and asked if they had any information. I wasn't too confident; after all, the design is more than 50 years old and long out of production. In response, I received a personal email from Ms. Wendy Goodwin, the president of Cape Cod Shipbuilding. She confirmed that the mast was one of theirs and offered to help. After an email or two, she told me she had talked with the "guys in the shop," and they could custom-fabricate a new set of sliding wedges for a ridiculously low price.

Once equipped with proper wedges from Zephyr, and after a few tries and skinned knuckles, I figured out how to



David tested *Half-Pint*'s mast steps in the driveway, above left, here with the mast pinned in the cat-rig position. This is when reef points for the mainsail began to look like a good idea. The gooseneck slide, above right, looked like a modified jibsheet car.

Where the centerboard trunk met the hull was not a pretty sight, and it leaked, at right. David ground away the epoxy and other compounds and resealed the joint, below left. While not exactly *concours*, it keeps the water out. One of David's main goals was to add flotation, below right, which he did by adding a bulkhead in the bow and fitting blocks of foam under the center and aft thwarts, while leaving space on the centerline to stow a boathook and other gear.



mount the wedges in the mast halves and, lo and behold, everything worked. This led to the next issue. The assembled mast, for a boat a little over 10 feet long, was 17 feet long. That was a bit intimidating, since I had earlier started working on the fact that *Half-Pint* had almost zero built-in flotation. Apparently, back in the day, Phil Rhodes figured that, if you were going to sail one of his boats, you ought to know enough to keep the boat upright. Well, okay, but that issue was for later. Now I had to figure out how to pick up a 17-foot mast with its shrouds attached and, while standing in a 10-foot-plus boat, hold it perfectly plumb to the foredeck and drop it straight onto one of the tiny original pronged mast steps. Apparently, I should be able to do this for both the step in the sloop-rig

position and for the one toward the eyes for the cat-rig position.

I didn't much think that was going to go well. In fact, since there were no major dings in the deck and the finish on the mast steps was nearly pristine, I began to wonder if anyone had ever actually sailed this boat. So, it was back to the internet and the checkbook. My solution, and this is one of the reasons why this is a refurbish operation and not a restoration, was to install two Dwyer hinged-plate mast steps. One of the original mast steps became the fixture at the foot of the mast for connecting to the moving half of the hinge plate.

Now I was able to play around with raising the mast. This confirmed my nervousness. A good friend of mine, a sailmaker and no mean sailor himself, looked at a picture of the mast on a crutch preparatory to raising it and said there was no way that mast belonged on that boat. Since I had no original specs, it was back to Cape Cod and Zephyr. Once again Ms. Goodwin answered personally with the proper

dimensions. My mast was original to the quarter inch. I had my friend put reef points in the mainsail.

Next, I rigged a topping lift and tried fitting the boom. It refused to stay attached to the mast. On consideration, the whole gooseneck thing looked a bit of a lash-up. It was time to get out the checkbook again and go back to Zephyr with more pictures and questions. I tried to bypass Ms. Goodwin this time, figuring she had better things to do, but it didn't work. She replied directly with a diagnosis: the original builder had apparently hacked a genoa track into a gooseneck slide, a less than effective solution. She confirmed what hardware I needed to order, including a new downhaul cleat assembly, and gave me another refreshingly low price.

I still have a couple of issues with standing and running rigging, but the tale of the mast restoration is essentially complete. The problems I encountered surprised me, and without the personal help of Ms. Goodwin, Cape Cod Shipbuilding and Zephyr, and the guys in the shop, I am not sure I could

Resources

Cape Cod Shipbuilding
capecodshipbuilding.com/index.php

Dwyer Aluminum Mast Company
www.dwyermast.com

have figured out a good way to keep the two-part mast arrangement. This is the kind of leadership and service more companies in this country should strive for.

A photograph I saw of another kit-built Robin that had the same gooseneck lash-up made me wonder if it was a shortcut solution suggested in the original kit instructions.

Hull idiosyncracies

Work on the hull did not present quite as odd a set of problems as the mast and boom, but maybe more grumbling and sore muscles. There were three major issues: some really bad fiberglass and epoxy work, the near-total lack of flotation, and possible considerations of seating for an old guy with stiff knees. Of the three, the fiberglass and epoxy issue was the most aggravating.

Let it be understood that I can be a 60-grit sort of guy myself sometimes, but there are limits. The structure and fairing around the base of the centerboard trunk looked as if it had been done using a super-sized version of those squeeze things cake decorators use. To add to the fun, apparently, the theory was thicker is better, and maybe two types of putty are better than one. I don't know if this was from the original builder or some later attempt to stop leaks, but it had to be fixed. It took me hours with rasps, an annoyingly loud multi-tool, and even a Dremel rotary tool to clean and fair the trunk base, after which I applied several layers of overlapping fiberglass tape and epoxy. Tape and epoxy are not my favorite things, which may be why I have never built a stitch-and-glue hull, but it had to be done. It looks somewhat better and doesn't seem to let water in or out.

All along, the nearly complete lack of flotation

David added side benches, near right, but made them removable in case his knees didn't agree with them. An unusual feature of the rudder that David particularly likes is the rubber band, far right, that causes the blade to spring back down if it kicks up.



was a nagging concern. I wish I knew what the factory version did for flotation. *Half-Pint's* builder didn't do much. There was one small chamber glassed in the bilges at the bow. It did not reach as far back as the foredeck overhead and was only about 8 inches deep at the max. I decided the first thing to do would be to put a bulkhead all the way up to a deck beam that appeared to line up with the chamber. That's when I realized that the existing chamber was not symmetrical, nor was it level to the keel, and it didn't line up with anything. This did make putting in the bulkhead more complicated but, by lying on my stomach in the bilges with my head cranked sideways while trying to lay and fair glass tape and epoxy with my left hand, I did get it done, and now the bow has a large flotation chamber. In retrospect, I think it needs some provision for ventilation during storage. At that point, I was pretty sure that *Half-Pint* would at least float bow-up like a buoy of some sort.

Next, I glued foam slabs under the remaining accessible part of the foredeck and under the sidedecks the length of the boat. In addition, I boxed in foam blocks under the forward and aft thwarts. I tried to get large blocks in but still leave room to lay boathooks and the like along the centerline. I'm still not sure that she is self-rescuing, so I'm still thinking about that and plan to avoid sailing on really windy days for the time being.

This pretty much left, along with paint and polish and other fiddly bits, the question of the relationships among seating, agility, and my knees. I looked at lots of plans for similar-size dinghies and skiffs and decided to add

side benches that could be removed if desired. I had some long pieces of nice sapele and some clear pine, so I decided to get a bit fancy. They turned out to be the feature that actually makes *Half-Pint* a bit photogenic. I like them. I will see if either my knees or *Half-Pint's* stability agree.

The story so far

Along the way I encountered a couple of neat details. The rudder has a really clever built-in rubber band between the cheeks that keeps the blade down as the default position. Hit something that pushes the rudder up and the rubber band pulls it back down. There is none of that awkward downhaul rigging. There is also a metal fairing under the hull that holds a split rubber seal along the length of the centerboard slot. The rubber has deteriorated and needs to be replaced. And I still have a few things to do: a new forestay is probably in order; there are some boo-boos on the hull that I haven't sanded out yet (a nice new paint job would be nice). And discretion suggests I add some oarlocks.

I am, of course, indebted to Ms. Goodwin and the guys in the shop, to my sailmaking friend Bill Burns, aka Barnacle Bill, and to Mr. Shawn Payment of the Lowcountry Maritime Society, a youth sailing program, who provided information and photos about the Robin and who taught me the meaning of "Thar's a Hoolie blowin' in." Who knew?





Half-Pint almost filled David's garage workspace, above left, but appeared to shrink when he took her outside when he was ready to launch her, above right. Although he succeeded in stepping the mast, below right, minor mishaps frustrated his first attempt to sail her.

Half-Pint has only been in the water once. Sadly, it did not go well. First, I discovered that she really is a lot smaller than she looked in the garage. I also discovered that I didn't have the drain plug secured correctly. I got my balance to avoid going overboard at the dock, got the drain plug in properly, and bailed her out while answering some rather impertinent questions from a small child in a bass boat. Then, while working on a shackle, I dropped a bolt directly into the centerboard slot, where it jammed the board immovably in the up position.

So, back on the trailer and home we went, where I had to gradually work the pivot bolt loose, drop out the board, and recover the offending bolt. That was followed by remounting the board and reinserting the pivot bolt in its invisible

hole. All of that involved colorful language and definitely deserved a beer, not the first and probably not the last of the whole affair.

But I remain cheerful, and the autumn here promises to be mild. Besides, there is still the clapped-out Penguin on blocks in the backyard. ⚓

David Arnold is a former army officer and a retired academic administrator. He first learned to sail 60 or so years ago in a Red Cross class in Optimist dinghies on the Tennessee River. In the years since, he has lived in a lot of places and owned more boats than seems reasonable, but those dinghies on the river still remain special. Today, he lives in the Bluegrass region of Kentucky with his wife, Rose, Mosel the cat, and Bonnie the dog.



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First-sail protocols

How to keep newcomers to sailing calm and engaged

BY JOHN ARMSTRONG



Now you've done it. A week after talking up sailing at the office party or neighborhood barbecue, you're surprised that your casual invitation has turned into an actual sailing date. A very nice couple trusts you to take them sailing for their very first time. Good for you! The best way to keep sailing alive is to introduce newcomers to the pastime we all so enjoy. It's up to each of us. But how do you proceed?

During my 41 years of sailing, I have taken a lot of people out for their first sailing experience (and I look forward to taking out more each year). I've condensed what I've learned doing this into 25 tips for making these experiences fun, safe, and comfortable.

1 I invite people sailing only when the weather forecast is favorable. I make sure everyone understands I'll have to reschedule the trip if the weather turns foul.



2 I bring along at least one experienced crew member to help me handle the boat and look after the guests. My wife, Kerryanna, is a terrific sailor who also welcomes folks aboard

for their first taste of sailing. Over the course of the day, the two of us share the roles of skipper and crew so we can manage the boat while giving our guests the best possible experience.

Erin looks intent as she takes the helm for the first time, top of facing page. Under John's watchful eye, Jason prepares to haul on a halyard for the first time, middle of facing page, and hoists the mainsail, at right. John adjusts a sheet to show Erin and Jason how telltales work, lower right.

3 Enthusiasm is often contagious, but bottling your love of sailing, your fascination with all the variables involved with Mother Nature, and the intricacies of your vessel, and then serving that concoction to newbie guests on their first outing, may not be the most effective approach. An over-zealous host may distract people from enjoying the experience on their own terms, or prevent them from enjoying it altogether. When planning an outing, I take time to determine the nature of my guests' interest. Are they looking for a sailing experience, or just an opportunity to get out on the water? Are they eager to be learning participants, or will they be more content with a boat ride? Sometimes it's best to highlight the exhilarating power of harnessed wind on a first sail. Sometimes it's best to simply make sure they enjoy the day while we work our magic to keep them safe and comfortable.

4 If guests are interested in being active crew members and learning all they can about sailing, we ask them to leave their devices in the car or stow them in the cabin with the ringers off. I emphasize that for me, sailing is about getting away from shoreside trappings and engaging with the boat.

5 Regardless of what a novice crew is into, our three goals are always the same: do not frighten, do not bore, do not induce seasickness. We keep the boat on her feet and simplify each process as much as possible. Even in light air, we rarely pop the 'chute on the first trip, and only when folks seem relaxed and engaged.

6 The space on any boat is too small to share with folks who don't want to be there. Everyone is welcome aboard, but we encourage any interested guests not to bring a spouse or children who aren't themselves interested. There's nothing fun about forcing someone to sail.

7 It's hard to enjoy any activity for which you're not adequately dressed or prepared. Depending on where you sail, a hot day ashore can be a cold day on the water, and much of what we take for granted when packing for a sail, guests may not consider. We provide guests with a list of what they should bring. That list covers clothing, shoes, sun protection, eye protection, water, and food items. We advise them that, on our boat, we do not drink alcohol while sailing.



8 We always set expectations with regard to timelines, and we try to avoid agreeing to a fixed return-to-the-dock time. My first boat had no engine, so I made sure our guests understood the fickleness of winds: "We can't control Mother Nature, we simply work with whatever she offers, so I can't promise a precise return time!" If a guest has an unavoidable time-sensitive commitment, I'll either try for another

day or plan to not sail far from the dock or to return to the dock at least an hour before necessary, leaving room for the unexpected.

9 I've learned that guests appreciate detailed driving directions to the marina or mooring area. (I try not to chauffeur them myself, to allow me time to arrive early and prepare the boat before they arrive.)





John explains a point to Erin and Jason while Jason steers, at left. Erin gets a sense of sail power while trimming the genoa for the first time, below. Kerryanna indicates a course for Erin to steer, facing page upper, and points out a landmark for Jason, facing page lower.

10 Preparation is important. When my boat is lying to a mooring, I move it to a dock before guests arrive. Shore-to-dinghy-to-boat can be disconcerting for many neophytes. When the boat is in a slip, I often warm up the engine in advance; a balky engine can make people nervous. I always have the mainsail ready to hoist, and if the breeze is fresh, I'll reef it ahead of time.

11 When time and location permit, I'll take guests on a quick tour of the yard, show them keel and hull shapes, explain heeling moment, and point out the massive amount of ballast in keels and how the keel provides righting moment. People who've never been aboard a boat that is intended to heel may not anticipate their own reaction, and this introduction to what's below the waterline might help matters.

12 I ask whether anyone needs to use the shoreside bathroom before we cast off.

13 Kerryanna and I board first, offer a hand, and point out where feet should go, where feet can go, and where feet should never go (such as on that roly roller-furling line that runs alongside the toerail). I give a tour of the boat and point out the key features — and definitely the boom.

14 This is a good time to show guests the head and demonstrate how to use it, knowing I'll probably have to follow up later.

15 Without sounding like Captain Bligh, I explain how sailing is



quite different from driving a car or a powerboat. We sailors are sensitive to Mother Nature's nuances, yet what seems obvious to us — such as a puff of wind approaching — might not be apparent to a first-timer. I challenge them to “be there in the moment.” I explain the importance of this awareness, not only for safety reasons, but for appreciating all that sailing has to offer. Regardless of how engaged they become, I let everyone know they'll likely be moving about a bit, that no perch is safe from being in the way.

16 To ensure everyone knows how to put one on, we all don life vests before we leave the dock.

17 For motivated types interested in helping us leave the dock, I show them what to do before I start the engine. If someone is eager to help guide the boat out of her slip, I hand her

a dockline, show her how to keep the vessel parallel, and, unless guiding from the deck, one of us demonstrates how/when/where to board safely. With crew involved, we practice each dockline task carefully before getting under way.

18 Under power, we like to keep the speed at 3 knots or so. If we motor out at 5 knots on a light-air day, sailing at 3 knots might be a disappointing affair.

19 At the start, I ask guests to look around and point out vessels under way or at anchor, as well as buoys or obstructions, to help me keep clear of them. This focuses their awareness of our position in a constantly changing environment. I'll often explain how this awareness, and looking forward from that point, helps me to avoid situations when I'm driving a vehicle that has no brakes.

20 I avoid barking orders. I do explain how I might use vocal inflection to accelerate pace. If I say “ease . . . ease . . . EASE!” I’m urging a more dramatic action, to avoid excessive heel, for instance. I’m not angry. I also warn guests that I may need to interrupt conversations to communicate timely requests.

21 Under way, I take occasional pulse checks. Is everyone OK? Do they have questions? I answer every question without delivering a detail-filled lecture. I know that some people may lose their sense of security when we turn off the engine or when the boat begins to heel, so I watch for reactions at those points. “Say something if you feel queasy or anxious, OK?” It’s always better to have a short sail than to forever ruin the experience for someone.


great time to have an eager, attentive newbie steer, and I find it’s best if I or my crew can sit right beside the novice helmsman. I avoid jibing during a first sail unless we’re in light air and everyone is relaxed.

24 Provided the breeze is not overpowering, we set the jib when everyone is happy and when they’re eager to keep sailing. I remind guests that everything is in flux when under sail, the reason we continually monitor and adjust, responding to Mother Nature’s whims. (We also watch for an all-too-quiet demeanor, which may indicate someone may not be responding well to the boat’s motion.)

25 We head back to the marina sooner rather than later. Along the way, we explain what we need to

do when landing the boat, and find out which of our guests is willing to help with the lines. We ask for quiet attention when approaching the dock. If we give someone a bow or stern line to handle, we ask them to curb any instinct to pull that line too tightly, and instruct them to use the line to keep the vessel parallel to the dock, as we did when leaving.

When the sail is over, I often invite guests to help pack up the boat. I’ve found that this is a great time to learn how much or whether they enjoyed their experience. I listen for clues that they would like to return another time. Some are eager to sail again, and are looking for a mentor figure to help them gain competency. Others are glad they tried it, but one sail is enough. Both are good outcomes.

Learning to sail is a gift passed from one person to another. If that gift is passed correctly, it’s likely to be warmly received and the recipient might even come back for more. By being patient and generous, you might offer a soul or two their ticket away from the fragmentation of modern life, for a day or for a lifetime. 

John Armstrong, composer, conductor, and teacher, is director of the American Music Literacy Association. He likens sailing to a cappella singing, his other lifelong passion. He and Kerryanna sail the waters of Lake Ontario out of Great Sodus Bay aboard Bel Canto, their 1985 Pearson 34.

22 To start sailing, I hoist the mainsail only. I draw people’s attention to the position of the sail as I play the mainsheet between a stall and some luffing, then I find the groove so they can appreciate the drama of sailing physics. Guests sometimes marvel at how persnickety I am about sail trim, so I help them understand why I keep adjusting it. If they’re interested, I let them make adjustments.

23 I practice tacking under main alone, reach-to-reach, then from close reach to close reach, and eventually from beat to beat. Before each tack, I point out landmarks we target when setting a new course. This is a



Sailors show their bottoms



"My baby's bottom!" wrote Kevin Alles. This lovely tender, above, hangs off the stern of Kevin's Bayfield 32, *Sea Alles*.

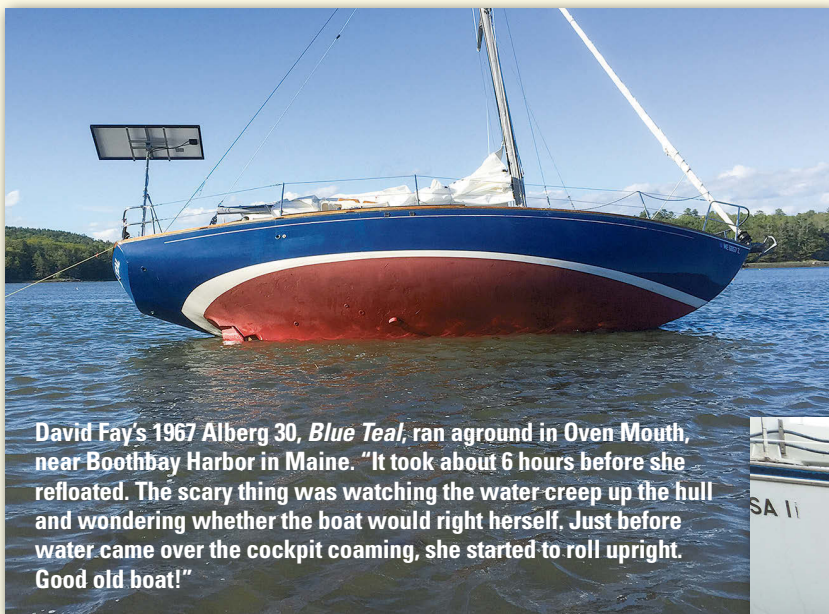


Kestrel, above, is a Tumlarén, a 20-square-meter sloop designed by Knud Reimers in the mid-1930s. "She was built in Saskatchewan in 1983 by sculptor David Riome," wrote Mark Vincent. "We found and fell in love with her in Boothbay, Maine, in 2012 and trucked her to the Pacific Northwest. When she's in the water, *Kestrel* is moored at the Semiahmoo Marina in Blaine, Washington.



"That's 9 tons hanging on two 4-inch straps!" Wrote Joel Mastel about his 1992 Catalina 36 Mk II, *Aquila*, dangling in Port Superior, Wisconsin, above.

Mark Hungerford's 38-foot Alden Mistral, *Carmina Burana*, at left, is the first of only about a dozen ever built, this one of fiberglass in an aircraft factory in Portsmouth, England, in 1964. Mark sails on Puget Sound and adds, "Everybody appreciates the view of an Alden's rear end, although maybe not when they're being left behind in a race (nothing unseemly intended)."



David Fay's 1967 Alberg 30, *Blue Teal*, ran aground in Oven Mouth, near Boothbay Harbor in Maine. "It took about 6 hours before she refloated. The scary thing was watching the water creep up the hull and wondering whether the boat would right herself. Just before water came over the cockpit coaming, she started to roll upright. Good old boat!"



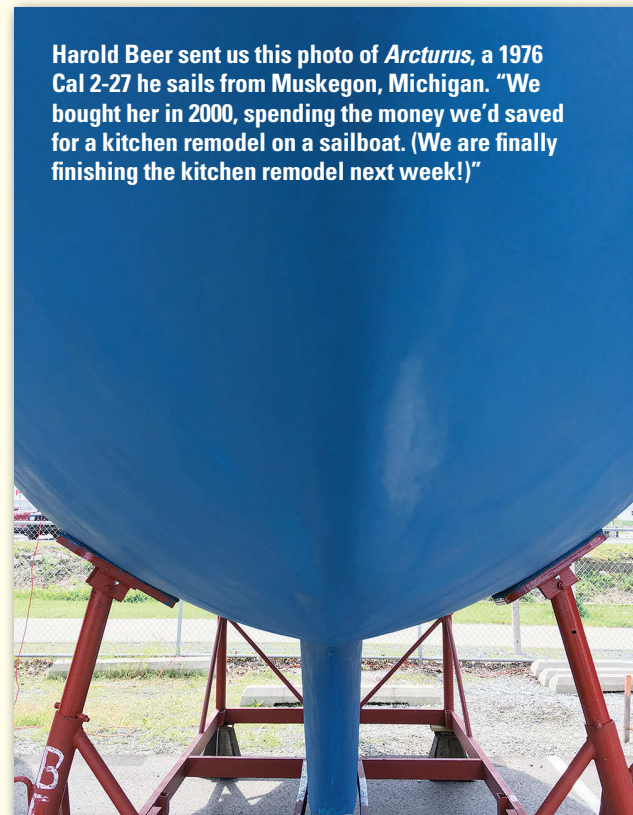
Mark Fontaine sails his 1966 HR28, *Marquesa II*, below, around the Thousand Islands of the St. Lawrence and Lake Ontario, below. He also owns a 1947 Owens Cutter named *Lady*, which he sails out of Annapolis, Maryland.



Ed Carter named his Yachtcraft (Islander) 37, *Bold Venture*, at left, for a radio drama he used to listen to as a kid in the 1950s. "I bought the kit directly from Islander Yachts in 1972 and finished her myself in my backyard in El Toro, California. These days, we sail her on Galveston Bay, Texas."



After spending years outfitting a Corbin 39 from a bare hull, here being launched by crane from their property on Bath Creek, Bath, Ontario, above, David Salter and his wife sold her in 2014 and the new owners sailed her to Australia, where she is today. David Salter now sails a 1978 Mariner 28.



Harold Beer sent us this photo of *Arcturus*, a 1976 Cal 2-27 he sails from Muskegon, Michigan. "We bought her in 2000, spending the money we'd saved for a kitchen remodel on a sailboat. (We are finally finishing the kitchen remodel next week!)"

Sewn eye-splices

Make strong connections with a needle and twine

BY DREW FRYE

Conventional splices are king for forming eyes in rope. They resist abrasion and snagging and retain nearly the full strength of the rope. But for the double-braided rope commonly used today, traditional splices aren't always the best approach. They're vulnerable to abrasion at the throat (on one side the cover bears the full load), making them requires special skills and tools, and they are a nightmare to make with stiff old line. A good alternative is the sewn splice.

I have used hand-sewn splices in high-load applications on my boats for 30 years and have never had one fail (although lines have occasionally parted where they ran through a block or jammer). Sewn splices are traditional in sailmaking and are commonly used on industrial safety lines and tethers. It is easy to make a sewn splice to an exact length in the field or on a sail, but the challenge lies in making them strong enough. Sewn splices are also vulnerable to abrasion and to degradation by ultraviolet light (UV), and the fiber from which the rope is made has a significant effect on how a splice performs. Nylon and polyester are very different animals — one stretches, the



other does not, and this dramatically affects how the stitches carry the load.

The information in this article is based on extensive lab and field testing. I have a load-test rig in my workshop. In the process of writing this article, I broke hundreds of hand-sewn sample splices in many patterns in nylon and polyester rope and webbing, using polyester and Dyneema whipping twine. I will skip the reams of data and present only summary conclusions and stitching-schedule tables.

Stitching and rope stretch

Remember playing tug-of-war? So long as the rope remains in a straight line, the team (all of the stitches) shares the load. Now imagine playing tug-of-war with a bungee cord, with the additional rule that like stitching, your feet cannot move. Now, only the first person is

doing any work. If the others pull, the line only stretches, and since they cannot move their feet, each successive person (stitch) carries less and less load. So it is with sewn splices in nylon rope; only the stitches within the first inch or two do any real work. The remainder are only there

for backup. For that reason, stitching in nylon must be concentrated in a very small area. In non-stretch materials, such as polyester or Spectra, the long sewing pattern distributes the load along all of the stitches.

Hand vs. machine sewing

It's easy to assume that machine sewing is superior to hand sewing, but the handwork of sailmakers should make it obvious that this is not universally true. Hand stitching made with heavy whipping twine is inherently more resistant to abrasion and UV than machine stitching made with thread, because the

A sewn splice works well on a Barber hauler on Drew's trimaran, main photo. Months of testing sewn splices resulted in considerable carnage, inset, and data.

twine is wax-coated and many times thicker. Only very specialized machines can sew rope. My emphasis is therefore on handwork.

Twine

The whipping twine should be $\frac{1}{10}$ to $\frac{1}{20}$ the line diameter and waxed for improved handling and reduced abrasion. In general, the whipping twine number should be 10 times the diameter of the twine in millimeters (#4 twine should be 0.4 mm). Nomenclature varies between manufacturers, but you can measure the size by winding the twine 10 times around a pencil and measuring the length covered. The whipping twine data table at the bottom of this page summarizes the strength of two brands.

Waxed polyester twine produces slightly stronger splices than Spectra because it stretches with the rope, while Spectra will cut right through the rope fibers. On the positive side, Spectra twine resists abrasion better than polyester. Although both resist UV very well in these sizes — at least 5 years at 80 percent strength — I always cover sewn splices.

A stitching palm can be used to push the sailmaker's needle when making a splice, but it's far more efficient to use a wooden cutting board placed across your lap to support the eye of the needle while pressing the rope down the needle with your fingers. Use pliers to pull the occasional stuck needle when sewing larger-diameter ropes.

Zippering

A common concern is that, if a single thread fails, the stitching will rapidly fail. This is not the case. During testing, I often tensioned samples to within 70 percent of their breaking strength and began cutting threads with a razor knife. In general, I had to cut threads until about 90 percent of the

calculated breaking strength (based on stitch count) was reached before the splice would fail. Under tension, the rope fibers are forced so tightly together that the stitching becomes trapped, preventing slippage.

Stitches used in rope

One of three stitching techniques can be used on rope, depending on the application. Doubled waxed polyester whipping twine is used in all cases.

Basting stitch – Pass the needle through the rope, then back through it about $\frac{3}{16}$ inch away from where it emerges, and continue back and forth in that manner.

Round stitch – Pass the needle through the rope near the edge, pull it around and over the edge, and reinsert it from the same side, $\frac{3}{16}$ inch farther along. The thread takes a spiral path.

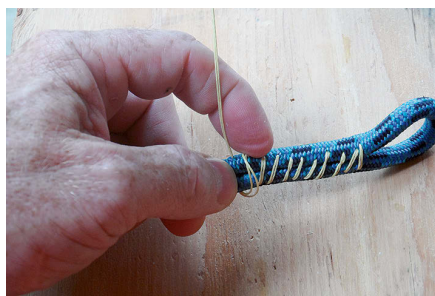
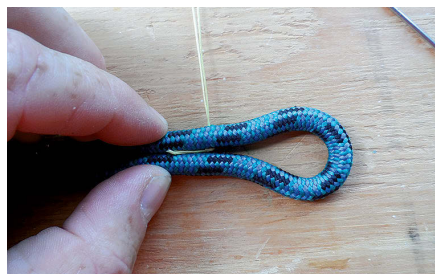
Seizing – Wrap the twine around the pair of lines 10 to 30 times and secure it by passing it back through the line several times. The turns can be secured in place with basting stitches. The turns must be very tight, because the line, especially nylon, will become thinner under load.

Splicing methods

Two splicing methods are commonly used: the round-stitch method and the sailmaker's method. (See the Stitching Schedule on page 47 for the required stitching length and stitch count.)

Round-stitch splice

This is the stronger method, easily as strong as the line with polyester rope, and nearly so with nylon. The angled stitches easily adjust and share the load. However, because the stitching lies on the sides of the splice, it is vulnerable to abrasion.



Pulling out and removing 1 inch of core before starting a round-stitch splice, at top, allows the cover to be sewn flat, making the finished splice smoother, especially after the splice has been covered with heat-shrink. A starting knot can be hidden inside, but should not be on the stitch closest to the eye, above center. A round stitch goes around the outside, above.

Pull out about 1 inch of core and trim it off. Pull the cover back over the core, melt the end of the cover, and press it flat.

Fold the eye, leaving about eight line diameters (not counting the cover-only portion) for stitching. The throat angle should not exceed 3:1.

Beginning at the throat of the eye, make round stitches on $\frac{3}{16}$ -inch centers, the needle penetrating the core, but staggering the exact location.

Whipping twine data

Waxed whipping twine	Marlow (published values)			Robline (measured values)				
	#2	#4	#8	#4	#8	#10	#15	#10 Spectra
Diameter, mm	0.35	0.7	0.9	0.4	0.8	1	1.5	1
Strength, pounds (measured)	20	38	75	11	52	93	175	98



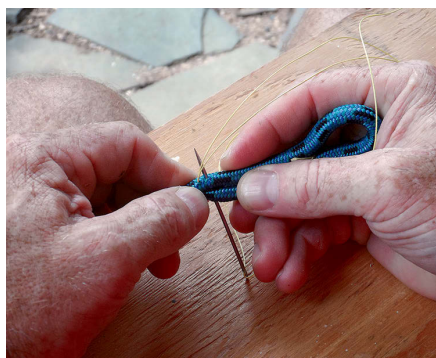
Cross the rope at the tail, carefully stitching the tail down. The tail carries no load, but careful work makes for a smoother splice.

Continue stitching up the other side toward the throat. The number of stitches specified in the table includes a factor of 2x the rope strength to allow for chafe.

Seize the throat of the eye with at least 10 tight turns. This is to prevent the spreading force from over-straining the first few stitches.

Sailmaker's sewn splice

The advantage of this splice, and the reason it is commonly used by sailmakers, is that the stitches can be pulled below the level of the rope and are thus protected from wear. However, two disadvantages make this method

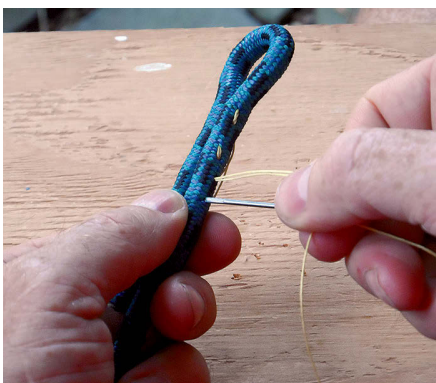


unsuitable for line larger than $\frac{3}{8}$ inch. First, after the first pass, the rope becomes so compressed that sewing the second pass is a terrible battle. Second, with larger rope diameters, it becomes impossible to squeeze enough stitching into a practical length of rope before the effects of stretch fatally weaken the splice, even in polyester. This splice is not acceptable for nylon rope — the stretch makes it very weak.

Fold the eye, leaving about 10 line diameters for stitching. The throat angle should not exceed 3:1.

Beginning at the throat of the eye, make basting stitches on $\frac{3}{16}$ -inch centers down the middle of the rope.

About $\frac{1}{4}$ inch from the tail, seize the two lines together with 10 tight turns.



A sailmaker's sewn eye-splice begins with a basting stitch through both parts, at left, which is followed by a series of similar stitches spaced apart, center. The empty spaces are filled with stitches when working back toward the eye, at right.



On the reverse side of a round-stitch eye, work back toward the throat, far left. Pushing the needle through the rope using a wooden cutting board is much easier than using a palm, above left. To finish the splice, the throat of the eye must be seized with at least 12 turns to withstand the spreading force, at left.

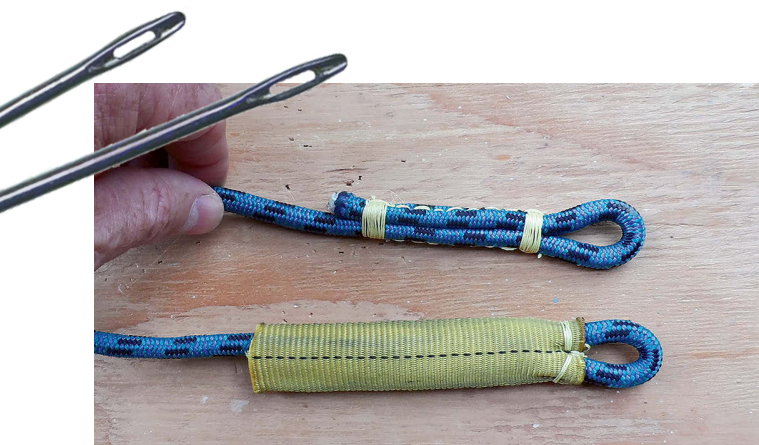
Stitch the line back toward the eye, filling in the gaps left by the basting stitches on the first pass. The total number of stitches required is given in the table.

Seize the throat of the eye with 10 tight turns to prevent the spreading force from over-straining the first few stitches.

Thimbles

I'm not a big fan of thimbles because, when the rope stretches, they can shift under load and cut the line. A simpler method, which I have used for 30 years, is to thread tubular climbing webbing over the rope before forming the eye. This provides more than adequate chafe protection for most applications, as well as a little padding, and it will never cause collateral damage.





A finished splice (here a sailmaker's splice) can be covered, at left, with tubular climbing webbing heat-sealed at both ends and stitched at the throat but only to itself. Paint will protect a splice and the twine against degradation by UV but not against chafe, at right.

Coating the eye with Yale Maxijacket has also been shown in independent testing to reduce chafe by 5 to 10 times. I use it on splices, furler lines, and mooring lines.

Metal thimbles, though, are still the best protection when connecting to a rusty shackle.

Coverings

UV and chafe are the enemies. In applications with little exposure to chafe, such as becket splices in tackles and light-air spinnaker sheets, a wrapping of rigging tape is sufficient. Heat-shrink works well, but be very careful with the heat. For tough applications, such

as genoa sheets, I like tubular climbing webbing (1-inch webbing fits splices up to $\frac{5}{16}$ -inch rope and 2-inch fits up to $\frac{5}{8}$ -inch rope). Although the webbing might not look salty, it has proven bulletproof and is easy to slide up to inspect the splice for wear. I use the same webbing for UV and chafe

Stitching schedule

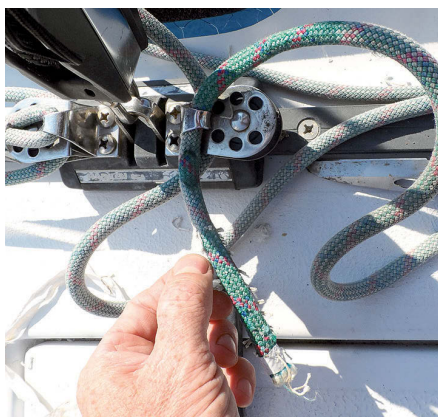
Perimeter round stitching

Polyester double braid						
100% wear safety factor Line size (inches)	Whipping twine strength	Typical number (based on Robline)	Stitching length	Approximate line strength	Required stitch count (50% each side)	Spacing
$\frac{1}{4}$	52 pounds	8	2.25 inches	2,500 pounds	24	$\frac{3}{16}$ inch
$\frac{5}{16}$	52 pounds	8	4.06 inches	4,500 pounds	43	$\frac{3}{16}$ inch
$\frac{3}{8}$	93 pounds	10	2.57 inches	5,100 pounds	27	$\frac{3}{16}$ inch
$\frac{7}{16}$	93 pounds	10	3.58 inches	7,100 pounds	38	$\frac{3}{16}$ inch
$\frac{1}{2}$	175 pounds	15	2.81 inches	9,200 pounds	30	$\frac{3}{16}$ inch
Nylon						
50% wear safety factor Line size (inches)						
$\frac{5}{16}$ (8.4mm)	52 pounds	8	1.98 inches	3,300 pounds	32	$\frac{1}{8}$ inch
$\frac{3}{8}$ (10.5mm)	93 pounds	10	1.88 inches	5,600 pounds	30	$\frac{1}{8}$ inch

Sailmaker's splice

Polyester double braid						
For polyester double braid; not recommended for nylon line						
50% wear safety factor Line size (inches)	Whipping twine strength	Typical number (based on Robline)	Stitching length	Approximate line strength	Required stitch count (applied in 2 passes)	Spacing
$\frac{1}{4}$	52 pounds	8	2.54 inches	2,500 pounds	27	$\frac{3}{16}$ inch
$\frac{5}{16}$	52 pounds	8	4.56 inches	4,500 pounds	49	$\frac{3}{16}$ inch
$\frac{3}{8}$	93 pounds	10	3.86 inches	5,100 pounds	31	$\frac{1}{4}$ inch


Note: The safety factor for the stitching (100% = 2 x rope strength; 50% = 1.5 x rope strength) is achieved by doubling the twine, so each stitch is, in fact, a double stitch.



A sewn splice can be removed by picking out the stitches, preserving line length, far left, unlike a conventional splice, which must be cut off. Where a splice is not subjected to much chafe, heat-shrink will suffice to protect it against UV, at left.

protection on lifeline lashings. You can sew up a leather cover, if you like the look. For UV protection only, I have used latex paint with success. It is used aboard many tall ships to coat seizings. Sewn connections can be just as strong as splices, though vulnerability to UV and chafe will always be somewhat greater. A combination of conservative stitch counts, heavy whipping twine, and coverings that protect against

chafe can make the resulting splice safe and durable.

I do not recommend DIY sewn connections for safety-critical applications, because the required quality-control testing isn't practical. A good knot is always better than a spliced or sewn connection in which you do not have complete confidence. 

Drew Frye's bio can be seen on page 24.



To watch Drew as he walks you through making a sewn splice, visit our YouTube channel, *Good Old Boat Magazine*. Drew's video is one of our most recent.

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Extend cell-phone range

On much of the inland lake I sail, the cellular signal is often weak. WeBoost Drive Slick, a cellular signal booster, promised to solve this problem. After setting everything up, I sailed to an area where I've had reception problems. Prior to turning on the signal booster, I had a weak 3G signal (2 bars), occasionally degrading to 1 bar. Within 15 seconds of my turning on the booster, the signal improved to 3 bars of 4G LTE, a significant improvement. I did not remove the aftermarket case on my cell phone for this test.

The system has four components: outside antenna, 12-volt power supply, booster module, and cradle. Setup involves five easy steps and I had everything up and working in just a few minutes. The long wire run on each component is helpful and adds flexibility. The device is compatible with any network or carrier.

I called the weBoost support line and was speaking with a support technician in less than a minute. I emailed a question and received a reply within 90 minutes.

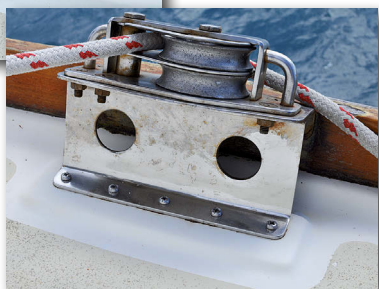
The Federal Communications Commission (FCC) requires cellular providers to report the number of boosters on their networks. Accordingly, phone companies require that customers register boosters before using them. The two providers I checked both offer easy online registration.

WeBoost Drive Slick is available online and at most big-box stores. For more information: weboost.com.

Jerry Thompson, *Good Old Boat* contributor



Eliminate gelcoat stains



I've used Davis FSR Fiberglass Stain Remover since 1994 to clean rust and other stains off every boat I've owned and it works like magic. I simply "paint" the gel onto stainless steel, gelcoat, or painted surfaces, wait several minutes, and rinse it away. For bad stains I've sometimes had to repeat the treatment.

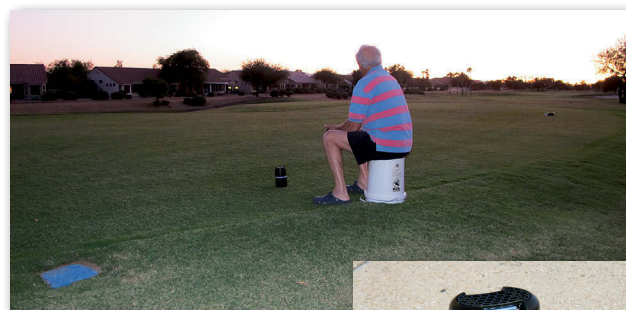
The active ingredient is oxalic acid and the instructions say to shake the product first. This is counterintuitive because FSR is a gel, but it shakes well.

One caveat: in my experience, on surfaces painted with one- or two-part polyurethane (I'm thinking primarily of non-skid decks I've painted), FSR removes the pigment and leaves behind a white-painted surface that is otherwise undamaged.

FSR is available from Hamilton, Defender, Fisheries Supply, West Marine, and other chandlers.

For more information: www.davisnet.com/product/fsr.

Michael Robertson, *Good Old Boat* editor



Banish mosquitoes

After many frustrating failed attempts to find mosquitoes, including attending a ballet on a grassy field under the stars, we later went to see, of all things, the movie *Wonder Woman* at the same outdoor venue. As the protagonist made her appearance, so did lots of blood-sucking mosquitoes. I promptly turned on the Thermacell Halo Mosquito Repeller and away they went! Nobody within about 15 feet of me was getting bitten. As *Wonder Woman* fought her battles, word quietly spread among the moviegoers and my circle of friends grew.

Anchored in a still, mosquito-infested anchorage with this repeller, I'd be enjoying sundowners in the cockpit instead of cowering below in a screened-off cabin.

The device ignites butane cartridges and the heat disperses allethrin, a synthetic copy of a natural repellent found in chrysanthemum plants, from a repellent-soaked mat. The Halo is available online and at most big-box stores. For more information: www.thermacell.com.

Ed Zacko, *Good Old Boat* contributing editor



We present these profiles as a service, as firsthand accounts from fellow boaters. Neither *Good Old Boat* magazine nor the folks who profiled the products on this page were paid for these profiles. Most products were sent to *Good Old Boat* for review consideration by the manufacturers. We profile only a small percentage of the products that marketers contact us about, choosing only those we're interested in, in the hope you're interested too. A few products we pick up on our own, because we want to share.

Drying wet lines

BY ROBIN URQUHART

The kink-free lifeline daisy chain gives wet rope a good airing

For sailors, wet rope is a fact of life. Coil and stow that wet rope after a sail, and green rope may become a fact of life.

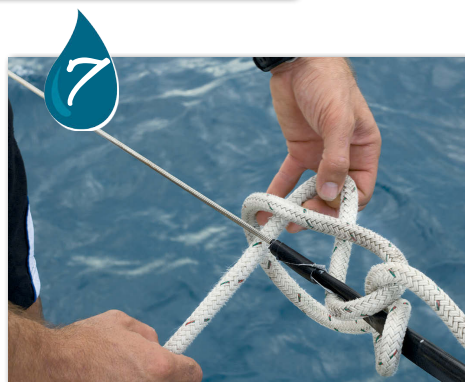
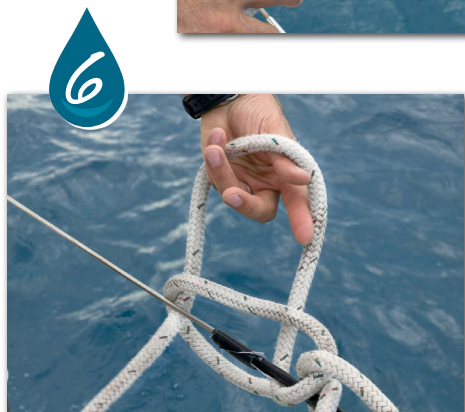
Coiled rope is a perfect environment for mildew and mold growth. The surface-area-to-volume ratio of coiled rope is low and air cannot easily penetrate the coil to allow it to dry fast enough. When we bought our boat in the Pacific Northwest, all the rope on board was green! But an off color was not our biggest concern. Stowed wet, rope can rot from the inside out.

Spreading rope out on deck is better than stowing it wet in a dark locker, but doing so isn't often practical and nor is it

very efficient. Rope laid on deck can be a problem underfoot, it isn't exposed to the breeze, and it will get wet again when dew forms at night.

The best solution we have come across is called the lifeline daisy chain. It takes the wet rope off the deck and out of the crew's way and exposes all of the rope to sun and breeze to facilitate drying. It's also fast and easy to tie, and even faster to untie. And because you're simply pulling the line through loops, this daisy chain has no mechanism for introducing twist. In fact, rock climbers, whose lives depend on the ropes they use paying out cleanly, use this method often, because it induces less twist than coiling.





Tie the lifeline daisy chain with this method and your lines will be dry in no time:

Tie one end of the rope with a loose knot around the lifeline, *photo 1*.

While holding the rope lead with your right hand, make a loop in the rope with your left hand, making sure the rope goes under the lifeline, *photo 2*.

Pass the rope from your right hand over the lifeline and through the loop in your left hand. Take the rope from your right hand with your left hand and pull it through to form a loop. Keep the rope lead in your right hand, *photo 3*.


Open the loop with your left hand, *photo 4*.

Take the loop in your left hand under the lifeline. Position your left hand so you can easily grab the rope in your right hand, *photo 5*.

Pass the rope from your right hand to your left hand, making sure it goes through the loop and under the lifeline, *photo 6*.

Pull the rope through to form a loop. You're now back at step 3. Repeat the process until all the rope is daisy-chained around the lifeline. Make sure you pass the rope alternately over and under the lifeline, *photo 7*.

To finish, tie the end of the rope to the lifeline, *photo 8*.

Spread the rope out along the length of the lifeline segment. When the rope is dry, simply undo the knot at the end (not the first knot you tied) and pull. The loops will pull through and you can coil as you go. 

Robin Urquhart's bio is on page 21.


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continued from page 7

Creeping obsolescence in electronics

Would *Good Old Boat* ever consider a series on older marine electronics? I have a suite of instruments purchased in 2008 that are already difficult to get parts for, including Nav cards. Is it possible to use older plotters by hacking in newer cards? The mind-boggling codes that keep changing — SeaTalk, baud rate. Can my older autopilot work with a new plotter? I would love to see some light shed on this baffling industry.

—Colin Hulse, Windsor, Ontario



We're with you, Colin. I too have been frustrated by electronics reaching technical obsolescence (often due to incompatibility) before the particular piece of electronic gear is worn out or broken. I asked electronics editor David Lynn for his thoughts and he echoed frustration, saying he's not aware of any simple schemes for interfacing newer electronics with the older stuff. As for parts availability and repair options, we're usually left with whatever support the manufacturer is willing to offer. Unfortunately, I see issues of this kind getting worse as the pace of technological change continues to increase. Get this: according to a recent press release from Raymarine, we'll all soon be using drones that integrate with our plotter displays.

—Editor

Chemical paint-stripper distinctions

In your November 2017 issue there is an excellent article ("A Boat's Bottom Revealed") by Steve Ruell about chemical stripping of old bottom paint. Inspired by his article, I will be following his lead in stripping my Tartan's bottom this spring (if it ever stops snowing on Cape Cod). Carefully rereading his story and studying the Dumond Chemicals website, I noted a couple of points that might bear bringing to the attention of anyone else contemplating this job.

Dumond's product description of Peel Away Marine Strip, the product Steve chose to use, specifically mentions that it will not harm an epoxy barrier coat. The description of Peel Away Marine Safety Strip, however, does not include the same statement, so an epoxy barrier coat might be at risk when using Safety Strip.

Steve says that "the toxic part of the mass is actually the old paint." While the old paint certainly won't do the environment any good, users should also be aware that Peel Away Marine Strip is, according to Dumond, "a safe and environmentally friendly lead-based paint removal tool." Sorry, Dumond, if it contains lead, it's hard to see how it can be called environmentally friendly. The product did the job, as Steve can attest, but the residue should be handled with due care.

—Chris Crighton, Squander, Tartan 34C #180, Orleans, Mass.

Thanks for the nice words about Steve's article. Oh what a difference a hyphen makes! A lead-based paint removal tool is very different from a lead-based-paint removal tool. We contacted Dumond, the maker of Peel Away, for clarification. Dumond assured us that none of its Peel Away products contains lead. We expect the website will be corrected before this issue goes to print. Dumond confirmed your other point, that Marine Strip and Marine Safety Strip are different products with different formulations, and buyers should choose carefully depending on their situation.

—Editors

Kudos to subscription dept.

Thank you for sending the renewal notice. Double thanks for not sending out meaningless early notices intended to stampede me. And thank you for keeping the quality of *Good Old Boat* high. In the gloom of wintertime, the arrival of the latest issue gives me hope. Not quite as good as canvas therapy, but it keeps me going until April.

Check's in the mail.

—Brice Hughes,

owned by the 1984 Catalina 22 *Pneuma*, Burlington, Ind.

A mizzen has its moments

In his review of the Allied Princess 36 (March 2018), Tom Wells wrote, "... the windward performance was probably slightly better than we would have found in a ketch-rigged model."



We love to hear from our readers! Send letters to the editor to michael_r@goodoldboat.com. We publish additional letters in our monthly newsletter, *The Dogwatch*, along with new articles and book reviews. If you are a subscriber to *Good Old Boat* and don't receive the newsletter announcement email, contact Brenda (brenda@goodoldboat.com).

David Clarke, who sails the C&C 37 *Pennycress* out of Thunder Bay, Ontario, sent this note about Tom Palesch's photo, at right. "Having sailed at Bayfield Race Week for some 30-plus years, I recognize the 'mystery' boat in the photo spread ('Sailors Show Their Colors,' January 2018). The boat is *Texana*, a Schock 35. I'm not sure of the year or crew in the picture, but the boat owner is Dallas Johnson, an active racer in Bayfield Race Week."



Our ketch, a 1963 Triangle 32, will never be mistaken for a windward-sailing hero, but in our experience, she points slightly better with a properly trimmed mizzen [than without it]. I've attributed this to the helm being better-balanced. The 125 percent genoa provides a good bit of pressure forward of the center of effort of the full keel, requiring a considerable rudder deflection, and therefore drag. Once the mizzen is trimmed properly, most of that rudder deflection is removed, and we gain a couple of tenths in speed. As a bonus, the helm becomes largely self-tending (the hydraulic steering effectively locks the helm when we take our hands off the wheel) and in reasonable seas, *Sionna* will sail herself to windward within a few degrees of her close-hauled heading.

We love our ketch rig. Yes, it's old-fashioned and somewhat complicated, but the flexibility of the sail plan, shorter air draft (which we used to our advantage on the ICW!), and ease of handling the relatively smaller mainsail, all speak in its favor.

So why the stigma?

I'm sitting aboard our *Sionna* here in sunny Marathon, Florida, and reading *Good Old Boat*, what could be better than that?

—Keith and Nicki Davie, Rockland, Maine

Tom responds

I appreciate your thoughtful comments. I'd like to assure you that I did not intend to put a stigma on ketch-rigged boats. My comment concerned windward performance only. When we test-sail the review boats to windward, we look for the closest angle we can expect to achieve before we lose drive. On a sloop-rigged boat, the sail area on the taller single mast is greater than that on the mainmast of a ketch. Trimmed properly, both will lose drive near the same angle. However, somewhat before the ketch rig achieves that angle, the main begins to backwind the mizzen, which then ceases to create drive. Footing off a bit restores the efficiency.

What I did not point out, but should have, is the advantage of the ketch rig on other points of sail. On a reach, broad reach, or run the ketch rig excels. As you eloquently stated, helm balance is easily gained with a properly trimmed mizzen. The shorter rig with its low center of effort keeps the boat on her feet and sailing very efficiently, and often with such a balanced helm that little or no correction is needed.

In addition, the ketch rig's mizzen sail is a very handy riding sail when you're on the hook!

—Tom Wells, *Good Old Boat* contributing editor

Seacock article kudos

Great article by Ed Zacko on seacock maintenance ("Battling with Ball Valves," January 2018)! Those little, insignificant, and too-often-neglected thingamajigs down in the bilge can sink your boat. Glad he gave such in-depth coverage. I personally have inspected several boats and too often have found seacocks in inaccessible locations, frozen in the open position. So kudos to all! Love the magazine.

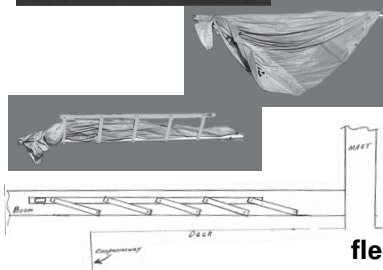
—Michael S. Ellegood, PE, Prescott, Ariz.

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Boats for Sale



Allied Seawind II 32

1980 ketch. Westerbeke 30 w/2,900 hrs. Traditional bluewater cruiser/liveaboard. All systems upgraded. Newer Mack Sails, Alado RF. Sta-Lok standing rigging, spars powder-coated, Lewmar 2-speed ST #48 winches, Sea Tiger manual windlass, 5 anchors, dodger, bimini, Monitor windvane, CPT AP, Raymarine radar/chart plotter, Icom M802 SSB/AT150 antenna tuner, 2 85W solar panels, BMS, Balmar alternator/smart regulator, 480AH house bank, 12V fridge, Cruise RO20 watermaker (new), Nature's Head. In Jan '16 *Practical Sailor*. Punta Gorda, FL. \$39,000.

Jere Shelton
901-483-0930
jsjib@aol.com



Bayfield 29

1986. Fresh water only. Extended cruising by a couple, easy single-handling, or anchor for extended time. Twin ProFurles, oversized anchor w/chain rode, New Spectra running rigging '14, Lewmar 2-speed ST winches '10, new sails and Doyle Cradle Cover '16-'17, Simrad AP, 3-burner propane stove, composting toilet, 4 deep-cycle batts, 80A alternator in '16, 2 compasses, well-maintained 2-cylinder Yanmar, storage cradle, and more. Needed a bigger boat for new grandkids. Please email me. Mackinaw City, Michigan. \$25,500.

Brad
231-330-3948
choirboy4@netscape.net



Southern Cross 28

1978. Hull #8 of 66. A cruising boat, not a harbor queen. The reputation of the Southern Cross 28 to cruise wherever it wants is well known. Heavy ground tackle, cast-iron kerosene stove/oven, cabin heater, wind gen, 20-gal holding tank, rigged for easy singlehanding, EPIRB. Original bronze hardware. A classic eye-opener and performance cutter rig. 4 sails. ICW, Elizabeth City, NC. \$15,000.

Pete Taggett
252-619-0240
tagalee2@gmail.com



Mercer 44

1962. Classic Bill Tripp-designed CCA keel/CB sloop for sale by third owner. *Good Old Boat* feature boat, July '12. Raced in SORC as *Jolie Madame*, won Lipton Cup. More recently as *Spirit*, won Turkey Shoot Regatta. Featured in *Great American Yacht Designers* as example of Tripp's work. Cruised to Maine, Tahiti, Caribbean, Bahamas. Professional total rebuild documented in magazine article "Glass Menagerie." Full details online at the Mercer owners' website. Irvington, VA. \$120,000.

Floyd Hollister
804-435-8729
fhh11@columbia.edu
www.mercer44.net



Cape Dory 28

1977. Yanmar 2GM20F 16-hp diesel, RF 135 jib, reefed mainsail, new bimini, Garmin GPS Map 441s, Raymarine ST 2000 AP, solar-charged batteries, new Jabsco head. Origo 2-burner stove, Magma propane grill, standing headroom. Engine serviced recently. Many accessories including Yanmar service manual and 34-page owner's manual. Veteran of several East Coast voyages. Owner ready to retire. Galesville, MD. \$14,500 OBO.

Dixon Hemphill
703-250-9277
dixonh1925@gmail.com



Kenner Skipjack 49

1969. Fiberglass hull, Repowered w/55-hp Westerbeke diesel-currently 460 hours. Since '15: all new sails, sailcovers, bimini, RF, Awlgrip hull paint, Interlux deck paint, SS cowl vents, chain rigging on bowsprit, Raritan electric head, dual diesel fuel filter, LED nav lights. Cutless bearing replaced. Diesel tanks pulled and cleaned. Swing keel reinforced. Owners moving to a powerboat. Email me with any questions. Annapolis, MD. \$42,000.

Matt
blueskysailor1@gmail.com
www.thesarahe.com



Pearson Vanguard 32

1964, hull #66, tiller. Rhodes design. Owner since '84. New 20-hp Beta engine, 86 hrs. ProFurl RF, secondary forestay, ST winches, new rigging and spreaders. Roller-boom main

reefing, lazy-jacks. Aries self-steering, solar panel, 4 sails. New stovetop, interior paint, varnish, and cushions. Raymarine GPS. Closed-cell cockpit cushions. Monogram head. Monel fuel, water tanks. Complete ground tackle. Awlgrip paint. Manual Muir windlass. Many extra parts. All manuals. No damage from Irma. Florida. \$19,500 OBO.

Pierre Soucy
954-861-8836
solutions5@hotmail.com



Pearson 27

1987. Featured in *Good Old Boat* Sept. '14. Exc cond. Lightly used, always in northern fresh waters, wintered indoors at least since '02. Professionally maintained diesel. Well equipped. Full canvas, like-new sails. Teak interior enhancements by master carpenter, lots of extra storage. Email for more info and photos. For sale with '03 "Sailor Trailer." Grand Island, NE. \$20,000.

David Gruendel
308-382-5208
gruendel@charter.net



Sparkman & Stephens 42

1974 sloop. Olin Stephens redesigned *Finisterre's* hull for better performance and construction in fiberglass. Wright-Allied manufactured the design as the XL-2. Hull #20 has been refitted with state-of-the-art subsystems, all-new stainless steel, and custom interior. '14 survey says value ~ \$130K; replacement ~ \$500K. Email for brochure and 2014 insurance & valuation survey. \$99,000.

Donald Parker
410-703-0374
coxn.don@gmail.com

All of these classified ads and more appear on the
GOOD OLD BOAT
website: www.audioseastories.com/adverts/



Mariner Yachts 36 cutter-ketch

1979. Hull #15 New Hampshire-built Mariner 36 designed by Peter Canning. Cutter-ketch rig adds significant sail area, improving light-air performance and making this solid bluewater boat easily adaptable to various weather conditions. *Kittiwake* has been dutifully maintained and upgraded throughout her life cruising the East Coast and Chesapeake Bay. Annapolis, MD. \$49,000.

Geoff Ferrell
202-547-7757

geoff@ferrell-madden.com



Nelson/Marek Morgan 45

1984. For 22 years this boat has given us the joy and excitement of coastal cruising (from Florida to North Carolina and the Bahama banks) and offshore voyaging (Bermuda, Azores, Portugal, Gibraltar, Lesser Antilles, etc.). Now we're semi-retired and working abroad, we want to find her a new home with someone looking for a comfortable, seaworthy boat for extensive cruising. Daytona Beach, FL. Price reduced. \$69,995.

Steve Barnett
786-972-9092

stevetbarnett@gmail.com



Hinterhoeller 28

1966. Freshwater boat. Tiller steering. Sleeps 5. North main new '17, RF genoa. 1988 Mariner 9.9 elec-start OB in well. Autohelm 1000. Raymarine knotmeter. Electrical systems new '15. Plumbing upgrades '15. Life jackets, life ring, MOB

pole, cushions, cockpit awning, Danforth anchor w/chain/nylon rode. Custom tandem-axle trailer. Clayton, NY. \$10,000 OBO.

Mark Fontaine
410-956-5841
mrflady@hotmail.com



Allied Seawind 30

1969. Legendary take-you-anywhere ketch. Just back from 12 years cruising Eastern Caribbean. Don Casey's personal boat since '73. Extensively improved. Featured in January '03 GOB. Upgraded to 6 sails, 4 anchors, 3GM30, 30 gal fuel, 2-sp, 2-cabin, 2-cabin, 2-cabin. Oper. 2-cabin, 2-cabin, 2-cabin. Charter. Hard die w/OB. Sailrite se. Gas gen. Lines. Tools. Spares. Ready for next adventure. Miami. Reduced to \$25,000.

Don Casey
boatwrite@earthlink.net



Westsail 28

1976. *Rola* is factory finished. Yanmar 27-hp diesel (360 hrs). Kanzaki gearbox. Propeller. Vetus water-injected muffler. Analog instruments: tach, fuel gauge, engine hours. 30 gal fuel. Compass, depth, AP, LCD radar, VHF, GPS, iPad with US and Canada charts. Wallas diesel stovetop and heater. Adler Barbour 12V Cold Machine fridge. Main, trysail, genoa, jib, storm staysail, balloon. 4 anchors. Port of Poulsbo, WA. \$25,000 OBO.

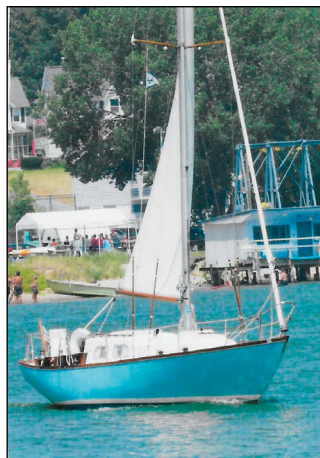
Terry Lee
425-609-8127 or 260-492-7773
lee.terrylee60@gmail.com



Pearson Coaster 30

1967. Hull #34. Yanmar 3GMF diesel, 4 sails. Extensive upgrades, solid teak-and-holly cabin sole, cedar ceilings, teak cabinets P&S. Numerous parts and supplies. Rugged for coastal cruising. Age necessitates sale. Connecticut. \$18,500.

Peter Costello
203-874-8223
pmpcr821@gmail.com



Pearson Vanguard 32

1966. Freshwater boat with same owner for 41 years. Heated inside boat storage. *Starcrest* is hull number 331 and features the dinette arrangement. Comes with many sails and a newer Universal diesel (only 237 hours). Many extras, including tender, dodger, Autohelm tiller pilot, plus a very nice steel cradle. Holland, MI. \$16,900.

William Holden
616-335-9657
HoldThr@comcast.net



Cape Cod Bullseye 16

1955. A true classic! Herreshoff 12½. Professionally re-fiberglassed and painted. Flag blue hull is as new. Nearly-new Quantum main & jib. Triad trailer with new tires. Fully found. Pocomoke, MD. \$14,500.

R.A. Dore
410-957-0361



Pearson Renegade 27

1968. Hull #12. Restored in '01. Rebuilt Atomic 4, Awlgrip bottom, solid keel, RF jib, mainsail, butterfly blooper, new main bronze winch '05. Enclosed head, sleeps 4, fresh water, no balsa. New survey '17. Steel cradle. Rubber dinghy. Sad captain loved this boat but crew has aged out. Port Superior, WI. \$5,000.

Hoover
612-747-3026
frdr@aol.com



Cape Marine Coast 34

1995. Performance pilothouse double-ender cruiser built to a high standard in British Columbia by Randle Yacht Corp. Beautiful light-mahogany interior, Perkins 4-108 (low hours), 4.5KW generator, Cruisair AC system, new 300' ¾" anchor chain. Charleston, SC. \$79,900.

Gary
678-230-1956
gkConcrete@ConcreteEvaluator.com
www.Coast34.com



Camper & Nicholson 35

1975. Masthead sloop, wheel steering, Mercedes-Benz diesel. Disp. 15,650lb. A serious ocean-cruising boat, seakindly, sensible and easy to handle. Cowichan Bay, Vancouver Island, B.C. \$36,000 CAD.

David Clegg
250-737-1042
www.campernicholson35sailboat.ca



International 800

1964. 42' yawl. *Sanderling* is a unique center-cockpit yawl built in Germany. Totally rebuilt by owner over 10 years including cabins, beautiful mahogany interior, new Beta engine. Many planks and frames replaced, hull refastened. All systems and sails upgraded, including water-maker, solar panels, wind gen, and propane cabin heater. Must sell due to health reasons. She is ready to cruise! Must see to appreciate her uniqueness. West Bath, ME. Price reduced. \$53,000.

Robert Deans

207-389-6180

sanderling2000@yahoo.com



World Cruiser 33

1997. Serious double-ended world cruiser. Double-chine steel gaff sloop. Keel-stepped aluminum mast. Really nice clean interior. Complete head, galley. Yanmar diesel and new sails. 39' LOA, 33' on deck, 10'2" beam, 4'2" draft, 18,400lb. Coal tar epoxy on hull. Will take to water with direct access to ICW. Galveston Bay, TX. \$18,900.

Bob Marsh

713-818-7701 cell

832-932-5070 evening

TXJimmie1@aol.com



Seafarer 31

1968. Bill Tripp design. *Trilogy* of Rockland, ME. Cruise ready. A master cabinetmaker's boat. A classic inside and out. Solent-type rig, furler and headstay, inner cutter sail, spinnaker in sock, red canvas dodger/awning. 200W

solar 400AH batt, inverter, hot showers, microwave, fridge, AP, cabin heater, Corian counters. 15-hp OB in lazarette. Rockland, ME. \$18,000.

DT Lewis

603-669-7937

dtlewisrtrilogy@gmail.com



Fuji 32

1978. Cutter-rigged for single-handing, shallow draft, full keel, CG documented. In fresh water while not cruising. Mexico '98, Inside Passage '00. Neil Pryde FB/ triple-reef main, foam luff, 120 RF jib, gennaker. Isuzu 27-hp diesel. New ZF transmission, windlass. 50W solar, wind gen, self-leveling radar platform. 60 gal FW, 25 gal holding. Hot water cruising or shore. Ballard Mill Marina, Ballard, WA. \$25,000.

Howard Lanie

425-299-5726 or 425-771-2740

bethowbz@gmail.com



Precision 33

2005. Tohatsu 8-hp OB. One of the best trailerable designs, providing great sailing, comfortable accommodations, and easy trailering. Rigged to sail singlehanded, comfortably sails 6 and sleeps 2 adults and 2 children. Length 23', beam 8.5', keel/CB, draft 2' CB up, 5' CB down. Disp. 2,450lb, 850lb lead ballast in keel. '13 MagicTilt galv. tandem-axle trailer includes Precision mast-raising system for one-person handling. Lake Conroe, TX. \$25,900.

Anthony Urbanelli

713-231-3612

aaurbanelli@aol.com



Cape Dory 330

1986. The "last one built" and a fitting representative of this superb sailing vessel. Very clean with many, many upgrades and additions. A "take anywhere" boat, ready to go! Email for complete inventory. Whitehall, Michigan. \$56,900.

Anthony Thaxton

616-283-0597

anthonythaxton@mac.com



Cal 30

1966. Classic tall-rig sloop. Atomic 4 recond. '15, 3-bladed prop. New-ish AP, RF genoa, spinnaker sock, new-ish interior cushions, shorepower, pressurized water, new head, 2 batts w/smart charger, 6 berths, cockpit cushions, bimini. Full inventory available. Hawkestone Yacht Club, North of Barrie, ON. \$7,800 CAD.

Barry Rimmer

519-842-2828



John Alden Mistral sloop 36

1966. Built at Havanti Shipyards, Sunderland, UK. Substantial refit '03. New RF and mainsail (tanbark) '12. 30-hp MGF Yanmar w/256 hrs. Espar heating system, radar, D/S, GPS, VHF. St. John's Newfoundland. \$20,000 CAD.

BC Sheppard

709-725-3932

bcsheppard@outlook.com



Cheoy Lee Offshore 33

1972. ProFurl, foam-luff genoa, cruising chute. California dodger with side curtains, recent canvas and clear vinyl. Raymarine 48-mile radar, chart plotter, D/S, wind speed, multi display, 4000 autopilot. Standard Horizon VHF with AIS and remote mic. Needs TLC and replacement cushions. Westerbeke 4-107 with hi-output alternator, Sentry batt charger, large batt bank, Lewmar electric windlass. Owner's age forces sale. Minnesott Beach, NC. \$9,500.

Reginald Fidoe

252-514-1479

regfidoe@yahoo.com



North American Spirit 6.5

1979. 22' swing-keel masthead sloop with surge-brake trailer. Brakes and hubs serviced in '14, new tires in '10. Merc 6-hp OB '08. Running rigging good, all standing rigging new in '15. Also Humminbird 525 fish/depth. Porta potty and good cushions inside and out. Sioux Falls, SD. Make an offer.

Steve Tudor

515-249-9811

stutor16@msn.com



Pearson 34

1985. Fresh water only, recent main, 150 genoa and A-sail, backup main and 130 genoa. Dodger, Harken RF, Yanmar 3GM. Very nice condition, lightly sailed on Lake Ontario. 5 winches, el. windlass, Edson. S/D, new VHF with DSC, BoomKicker w/vang, 4:1 traveler, 6:1 mainsheet. Propane stove w/ oven, manual and el. bilge pumps, head w/holding tank. Sodus Bay, NY. \$29,500.

John Armstrong

315-263-5070

SamBub575@aol.com



Southern Cross 35

1985. Hull #21. Proven voyager. Totally restored: new rigging, furlers, sails, engine, plumbing, paint & varnish. New toast canvas. 200W solar, D400 wind gen. 3-stage inverter/charger, batt monitor, 500Ah batteries, LED lights in & out. New plotter & radar, forward-looking sonar/depth, VHF/AIS. New cookstove, 12V fridge, Corian sinks/counters, much more. This is better than a new boat. Just needs you and some blue water. Maine. \$119,900.

Terry Mason
607-535-0536

cfipilot@verizon.net



Alberg 35

1963. Former "Cover Girl," featured in March 2015 issue of *GOB*. Beautifully restored, professionally maintained. Stratford, CT. \$18,000.

Eric Peabody
732-718-9791

eric.peabody@hotmail.com



Cape Dory 27

1983. Tiller, Westerbeke 13-hp diesel, roller reefing, 4 sails, AP, wind D&S, dodger, and much more; request equipment list. Exterior has been updated. A solidly built freshwater boat. Gives confidence when the wind pipes up. We have cruised Lakes Huron and Michigan. Includes an Avon inflatable (stows in cockpit locker) and trailer, both

lightly used. Bay City, MI. \$15,900 (negotiable).

Jon Lipowitz
989-631-0119
lipowitz@prodigy.net



Spindrift 24

1996. Masthead sloop. Charlie Morgan design made in Ontario. Harken RF, 140 genoa, lazy-jacks w/mainsail cover, new ST winches. Keel/CB, draft 2' CB up, 4' CB down. Standard layout below, private head, 4 sleeping berths. 5.5-hp Evinrude long-shaft. Clean boat, radio. Boat rigged, on its dual-axle trailer with spare. Lost Peninsula Marina, at western end of Lake Erie. \$6,500.

Rich
419-242-4569



West Wight Potter 19

2004. Easy-to-sail design, excellent for day weekend overnight. 13-hp engine, 4 sails, AP, roller reefing, 4 sails, AP, wind D&S, dodger, and much more; request equipment list. Exterior has been updated. A solidly built freshwater boat. Gives confidence when the wind pipes up. We have cruised Lakes Huron and Michigan. Includes an Avon inflatable (stows in cockpit locker) and trailer, both

Chuck Koucky
ckoucky@gmail.com

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Sailing Classifieds



Marshall 22 catboat

Cranberry is seeking her next owner. Fully equipped and ready for adventure. *Cranberry* has been a part of our family for over a decade — our children grew up aboard her. We part with her only because our next adventure awaits. Will consider any reasonable offer from someone seeking a catboat. Cape Cod, MA. \$19,900.

Brent
catboatbrent@protonmail.com
Photos:
catboatbrent.smugmug.com/
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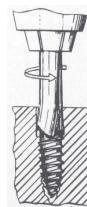
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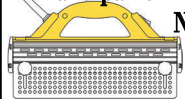
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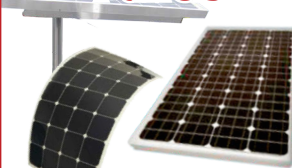
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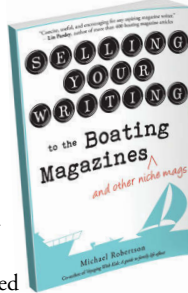
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A crisis of comprehension

Night-watch
ruminations
lead to an
unsolvable riddle

BY TOM DYMOND

I have a confession to make. It's been six months and 6,000 miles since my mate James and I set sail from Portland, England, on a round-the-world adventure aboard our 32-foot Nicholson, *Blue Eye*. That's not the confession . . . our families do know where we are.

My confession is that I do not know what *sailing* is.

I was struck by this strange and discomfiting thought as we night-sailed the hundred-odd nautical miles from Bonaire to Aruba — two of the ABC Islands just off the coast of Venezuela.

Now, hear me out, because I can feel you frowning down at this imbecilic young man who has somehow drifted all the way from the UK, across Biscay, the Strait of Gibraltar, and even the Atlantic, and he now finds himself in the Caribbean Sea without an inkling as to what he's doing. Well let's just back things up a bit.

I know how to get a boat to a point where it is sailing, and I know what it is to *not* be sailing. I know what sailing *looks* like, and I know what it *feels* like. What I do not know is at what point *I* am sailing.

When *Blue Eye* is on the desired course with the appropriate amount of sail hoisted, and we've trimmed her so as to be moving along at the optimal — albeit often slow — speed, she, the *boat*, can be said to be sailing.

But it is precisely at that point where the state of sailing is attained that I am doing nothing. I might occasionally tweak the jibsheet or slightly alter our course, but these actions take only a moment. I am not, after all, racing; I'm a liveaboard looking to do the bare minimum to sail safely from one place to another.

Indeed, we are fortunate that *Blue Eye* can take care of herself mostly, so long as we have balanced the sails and set up Victor the Vane correctly. (Victor is our Aries self-steering windvane, so named because he copes with adversity and because alliteration is fun.)

Anyway, given all this, it appears to me an impasse is reached. While I'm being active setting up the sails, the boat is not sailing. But from the moment the boat is sailing, I am no longer active. Do I, therefore, define sailing as the process of achieving the *state* of sailing? At best, this is unsatisfying; at worst, it is a fallacious circular argument.


In the case of garden croquet, played by many a Brit on a sunny summer's day amidst a haze of Pimm's, Wimbledon, and red trousers, the time spent setting up the lawn is not considered "croqueting." Rather, it is the act of swinging a weighty wooden pendulum between those red trousers, in vain efforts to knock a heavy ball through a grounded hoop, that is deemed to be "croqueting."

If you think about it, then — and apparently I have — sailing is a peculiar activity in that the physical activity of the sailor is not what it is to be sailing at all, but it is rather the act of not sailing that is thought of as sailing.

At least this is certainly the case for the lazy liveaboard such as myself. At the point that I am supposedly "sailing," I'm doing just about anything to distract myself from that very fact. On this particular occasion, I'm considering the juxtaposition posed by the extensional and intensional definitions of what it means to be sailing.

I turned to the *Oxford English Dictionary* for help (and to check that my use of the long words above was vaguely correct). It defines sailing as "The action of sailing in a ship or boat." To someone who has by this point spent a six-hour watch trying to set straight what was once so simple, this was achingly vague.

Sod it, I thought to myself, as we glided through the Caribbean waters on that moonlit night, leaving Bonaire behind us and heading to the bright lights of Aruba. What is sailing?

"It is what it is," as a mad galley chef I once knew used to say. I gazed from the sails carrying us along beneath the stars to the illuminated waves licking at the hull to Victor the Vane doing all the hard work. It was plain sailing, I mused, whatever that might be . . . 

Tom Dymond is from the southwest of England, but his nautical routes began with work aboard yachts of the rich and famous in the Mediterranean and Caribbean. He soon saw sense, and traded in a paid and comfortable position on a luxurious vessel for a berth on a creaky old Nicholson 32. He and his friend James are now on an eye-opening, adventurous, and occasionally haphazard three-year circumnavigation on Blue Eye.

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