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On the cover ...

Rod Witel took this photo of George Sparr's Georgie's Girl, a 1980 Mariner 36. sailing with the San Francisco skyline as a dramatic backdrop. "It's a great boat that can handle the winds on San Francisco Bay," George says.

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News from our websites



e, the *Good Old Boat* crew, are excited to announce the launch of Young & Salty, a new website managed by *Good Old Boat*'s newest contributing editors, Fiona McGlynn and Robin Urquhart. At Young & Salty, Fiona and Robin, who are in their early 30s, cover sailing topics that run the gamut, all from the perspective, and with a spotlight on, the younger members of our tribe. They are cruising aboard *MonArk*, a 1979 Dufour 35 they bought for \$9,000.

"When we bought her, she had a deck that leaked like a colander, shredded canvas, a persnickety engine, and she was just heaven to me," says Fiona. "We spent a winter saving money and that spring we hauled *MonArk* out of the water for a refit of epic proportions. Robin and I left our jobs and worked for 3 months in the boatyard, stripping back the fiberglass deck, replacing the rig, adding solar, painting the bottom, building a radar arch, rebedding every through-hull and through-deck, and scraping 30 years of oil from the bilge — it was the most fun we'd ever had." Fiona and Robin have written in *Good Old Boat* about many of the fixes and upgrades they have made to bring *MonArk* into shape for cruising.

Fiona grew up sailing her summers away in North Vancouver, British Columbia, at the Deep Cove Yacht Club, which, she says, "Afforded harassed parents an opportunity to offload their offspring for a couple of weeks of sailing camp." Robin's first encounter with a sailing craft came when he was 5 years old. "I was running around in the dark and ran face-first into the mast of an ice boat and broke my nose." Robin says. "I let more than 20 years pass before I had another go at sailing." That next go at sailing was aboard the couple's first boat, a CS 22 they cruised around Lake Ontario with no charts and little knowledge of navigation.

Fiona and Robin have already developed quite a bit of content and they have big plans for Young & Salty, from DIY, to financing a voyage, to writing about what they love about sailing and the sailing community. They'll share what they've done and offer advice from their own experience. Along the way, they'll profile other people in their 20s and 30s who have found a path to sailing and may even feature guest writers.

So whether you're young or young at heart, pop in and catch up with the next generation making good use of good old boats: youngandsalty.com.



A latecomer to rowing dips in her oar

BY KAREN LARSON

he title of Richard Bode's wildly popular little book says it all: *First You Have to Row a Little Boat.* I don't know how many copies of this book have sold since its publication in 1993, but I have personally purchased (and subsequently given away) three.

I missed the rowing step in my boating career, and for that my nautical education has been incomplete. I grew up in central Indiana, far from any large bodies of water. My family waterskied and we towed our ski boat to many lakes and reservoirs, launched it, skied for an afternoon, and then towed it home to await the next outing. There was no rowboat in the picture, and no lazy days on the water learning its ways.

As a college student, I was a camp counselor one glorious summer in Minnesota. I learned a little bit about sailboats that summer and saw the best northern lights display ever. There were no rowboats, though, nor lazy hours to idle away with one.

I met Jerry somewhat late in life. He was racing a Flying Scot three times a week in a very competitive one-design fleet on Lake Minnetonka, west of Minneapolis. We had a good time sailing, but there were no rowboats for me there either.

We married, bought our C&C 30, and put a kayak aboard as our dinghy. I have always loved the time spent on that kayak as much as I have loved our sailing experiences. But you do not row a kayak. The skill of rowing continued to elude me. During the past summer I began to make amends. A couple of sailors in our marina offered their dinghies for my rowing pleasure. Jerry bought me a pair of oars and off I went on short trips outside the marina whenever time allowed and a dinghy was available.

At first I was frustrated. My arms didn't work in unison. I would typically dig deeper with one oar than with the other and have to compensate with an extra stroke every so often. I frequently dragged an oar or skipped it in the water, causing an unplanned braking or steering maneuver.

After five or six outings in a small rowboat, I was beginning to get the hang of going straight in one direction.

I read and reread a couple of *Good Old Boat* articles by the late Don Launer about the gentle art of rowing (May 2003 and September 2015). Don was a believer in feathering the oars. I clearly wasn't ready for that lesson just yet.

I missed the kayak, in which one faces the bow and can make fine steering adjustments while paddling forward. What's more, many kayaks have rudders! Sitting facing backward in a dinghy, I cannot ignore the sight of my snaking wake mocking me. Trying to row in a straight line away from something is not as easy as I thought it would be. Maneuvering in close quarters in the marina more clearly demonstrated my inadequacy. Sometimes I used an oar like a canoe or kayak paddle. Sometimes I used an oar to fend off pilings and other boats.

Jerry suggested I try rowing facing forward. I moved the oarlocks to the other position, turned around, and tried again. There's a lot to be said for that, but you can't row as vigorously in that position. You can't, as they say, "put your back into it." I don't suppose you can get as much exercise or go as fast. It uses a different set of muscles. I learned that much.

By the end of the summer, after five or six outings in a small rowboat, I was beginning to get the hang of going straight in one direction or making other maneuvers that were planned before execution (as opposed to those that might have looked good from the shore but were not actually what I'd intended). I'm not ready to row to a mooring as some sailors do regularly. But I am getting the feel for rowing. And, although sitting so that I can row facing forward has some charm, I think if he saw me. Richard Bode would amend the title of his book to: First You Have to Row a Little Boat ... Backward. I'm working on it.

About rudders, shared viewpoints, and the kids' kids

Rob Mazza responds

I hope that C&C did not specify self-tapping screws to hold the rudder fittings in place, but until I look at the drawings, which I suspect are in the archives of the Marine Museum of the Great Lakes at Kingston, I cannot be sure. Unfortunately, with the archives now in storage until a new home is found for the museum, viewing the drawings might be a challenge.

Highly-loaded components, especially those subjected to oscillating loading, as the rudder gudgeons are, should be fastened with machine screws or bolts. Some builders embedded aluminium plates deep in the laminate into which machine screws could be tapped and fastened.

-Rob Mazza, Hamilton, Ontario

Sail choice and rudder loads

I just read Rob Mazza's article on rudder loads in the January 2017 issue. One thing I've been curious about is the effect of sail configuration on rudder load. I often see boats out on blustery days with only the headsail deployed, and I have done that myself when sailing shorthanded.

I am always leery about sailing under genoa alone because I believe doing so puts additional pressure on the rudder to offset the imbalance in the sail plan. I'm sure that it varies by boat type. I don't recall much helm pressure when sailing this way aboard the full-keel Pearson I grew up on, with its keel-hung rudder, but I definitely notice pressure on the helm when sailing under genoa alone aboard my wing-keeled Catalina 36 with its spade rudder.

What additional pressure does this configuration put on the rudder stock, and do designers take these conditions into consideration during the design process? By the way, I love the deep-dive on the subject, and I really appreciate the inclusion of the calculations to help my understanding. -Don Lincoln, Nancy Lynn, Brighton, Mich.

Rob responds

Sail configuration does influence the load on a rudder. Any imbalance in the sail forces that causes weather helm (the tendency to round up into the wind) or lee helm (the tendency to turn downwind) will require a corrective force from the rudder. That force is generated by the angle of attack creating lift on the rudder. The rudder stock is designed to accommodate much more lift than that, so in that respect, the forces applied to correct for sail balance such as you describe are not considered separately in designing the rudder stock.

A grumble about rudder gudgeons

I read Rob Mazza's "The Transom-Hung Rudder" (January 2017) with great interest as I've had some rudder problems on my 1983 Boston Whaler Harpoon, Quee Queg, which I sail on lakes here in Arizona. Just as Rob says, the greatest stress on this type of rudder is at the lower pintle and gudgeon. In my case, it wasn't the pintle that failed.

On the Harpoon, the pintles are an integral part of the rudder-head frame, which is a casting, so pintle failure is unlikely. However, the only real design flaw with the Harpoon is the use of stainless-steel self-tapping screws in high-load areas ... including to anchor the lower rudder gudgeon. With only the fiberglass hull skin to hold the screws for the lower gudgeon, the attachment failed. The bailers also failed due to the use of self-tapping screws.

I replaced the gudgeon's self-tapping screws with stainlesssteel full-threaded bolts that passed through the transom to the cockpit. They rusted and failed after two years, and I replaced them with solid brass bolts.

My research tells me that Boston Whaler engaged C&C Yachts to design the Harpoon. I noticed Rob Mazza's bio lists rudder work and research at C&C and wondered if Rob had anything to do with the design of the rudder and its attachments on the Boston Whaler Harpoon.

-Pete Begich, Prescott, Ariz.

Bob Weiss took the photo above at Lighthouse Landing on Kentucky Lake, near Grand Rivers, Kentucky, where he keeps his 1998 Rhodes 22, Beach Spring. A retired music teacher, Bob named Beach Spring after a favorite hymn, an 1844 Sacred Harp pentatonic melody. Need a Good Old Boat T-shirt or cap? Send a photo of your favorite aid to navigation to karen@goodoldboat.com. If she chooses it for the Mail Buoy, you'll get your wish.

As sailboats heel and build speed, they develop weather helm, and considerable rudder angle often has to be applied to counter this tendency. Dragging too much rudder through the water at a high angle of attack generates drag and is not generally good for boat speed. Excessive weather helm, therefore, should be reduced.

The reduction can be achieved either by moving the center of effort of the sail plan (C of E) forward or by moving the center of area of the lateral plane (CLP) farther aft. On boats with fixed keels, moving the CLP farther aft is impossible, but on boats with long narrow centerboards, it can be done to some extent by having the board halfway down. (This is what we do on our C&C Corvette.)

Moving the C of E farther forward is achieved most commonly by either "ragging" the main in a puff or taking a reef in the main. However, the ultimate way to move the C of E farther forward is to drop the main completely and sail under the jib alone. This should, in most cases, greatly reduce weather helm. In some cases it can even induce lee helm.

So, Don, if you still need a lot of rudder angle under jib alone, is it to counter lee helm or weather helm?

-Rob Mazza, Hamilton, Ontario

Inspiring views

Nicely done! The View From Here by George Chase in the January 2017 issue was inspiring and the Reflections article by Tommy Cook in the same issue is memorable. Two outstanding contributions to a most worthwhile publication. (And I'm not saying that to justify my own opinion about spending time and hard-earned cash on old boats!) Keep up the excellent work!

-Bert Vermeer, Natasha, Sidney, British Columbia

Tommy Cook's article, "Winter Solitude Aboard *Avanti*," (January 2017) captured how I feel about sailing and my boat. It's work like this that keeps all of us coming back for more. Well done.

Joe Crawford, Promises Kept, Marco Island, Fla.





Generation next

In March of 1983, we bought our second sailboat, a 1978 32-foot Endeavour. We named her *Cure the Blues* after a horse that ran the Kentucky Derby a few years earlier. Soon after, our first child, Kristin, was born. She's on the left in the picture (above). Two years later, along came Eric. As a family, we spent several summers boating on Lake St. Clair before moving *Cure the Blues* to Lake Erie. We had so much fun raising our children to enjoy the sailing life.

Time passed, the children grew, and we discovered we no longer had time to spend on the boat. Fifteen years after we bought her — and with heavy hearts — we sold *Cure the Blues*. A few years later, the man who bought her from us put her up for sale. A great friend of ours, Mario, bought her. He kept her nearby for years and, every once in a while, we were able to join him for a sail.

It was a sad day when Mario's wife, Pat, called to say that her husband had passed away. *Cure the Blues* sat in the boatyard for two years after Mario's death.

One day in March, sitting at a Florida bar on vacation, my husband, Frank, received a call from Pat. Her family had decided it was time to sell *Cure the Blues* and they wanted to sell her to us. Having had a few drinks, Frank quickly replied, "Yes!" — while I sat next to him shaking my head, *"No*!" So 33 years after we began, our kids all grown, we returned to the world of sailing the Great Lakes on *Cure the Blues*.

Kristin and her husband, Adam, have blessed us with two grandchildren, Aiden (3), and Makenna (1), pictured (above) in the same spot as their mother. I never would have dreamed that my grandkids would sail with us aboard *Cure the Blues*. –**Frank and Colleen Bury**, Brownstown Twp., Mich.

Exhaust riser article was timely

Thank you *Good Old Boat* for publishing Robin Urquhart's inspiring "DIY Exhaust Mixer" (November 2016). The article gave me the impetus to tackle replacing the exhaust mixer on my 1980 Yanmar 3QM30 that I had been concerned about ever since reading Ed Zacko's article, "Dead in the Water," in the January 2015 issue.

Last November, I noticed a weeping crack in the exhaust mixer. I attempted to source a Yanmar replacement part, only The air was as still as it gets when Dave Debney framed Keith and Carole Holm's C&C 33, *Auberge*, in this scene from Queen Island, Lake of the Woods, Ontario. Send a hi-res copy of your own favorite boat photo to karen@goodoldboat.com and we'll add it to our collection of Reader Photos on GoodOldBoat.com. We might even publish it here and reward you with a *Good Old Boat* T-shirt or cap.





Ed's mixer in its preassembled form and the leaking mixer it replaced, above. Tight quarters, at right, meant the mixer had to be welded to make it fit.



While the mixer is based on the ideas shared by Robin, to meet the space constraints, it was made in a way that does not permit easy disassembly (a particularly good feature of Robin's design), nor was it as inexpensive as Robin's (but still significantly cheaper than an original part). Regardless, my thanks to Robin and *Good Old Boat* for helping us create a new, functional part. It was a great learning experience.

-Ed Sutherland, Maple Bay, British Columbia

Robin's response

I read your letter with great interest. I'm gratified that my article spurred you on to

tackle the project, and am exceedingly impressed by your work-around. It may be that you have come up with a design that is more applicable to limited engine room space in the average boat. It can be made more cost-effective, too, if the particular owner has a friend who can weld. That said, I remember talking to a friend who runs a welding shop and he said that a good percentage of the cost of manufacturing an exhaust riser was the templating of the old riser. So if you can present the design for the welder to simply connect the pieces, I think it can be done quite reasonably.

Congratulations on your mixer, it looks great! If we see you out in the Salish Sea sometime, we can race our mixers. –**Robin Urquhart**, Aboard S/V *MonArk*

We publish additional letters in our bi-monthly newsletter, along with new articles and book reviews. If you don't receive the newsletter announcement email, contact Mark Busta (mark@goodoldboat.com)

or click the starburst at the bottom left of our home page at www.goodoldboat.com. We love to hear from our readers! Send letters to the editor to michael_r@goodoldboat.com.

to find that there were none in Canada. There were some warehoused in the southeastern United States, but with the US-Canada exchange rate, the cost, with shipping plus additional duties and taxes, was prohibitive. Fortunately, *Good Old Boat* and Robin Urquhart "sailed" to the rescue.

With the help of my good friend and neighbor, Bill Yearley, we set about the process as suggested by Robin. We immediately recognized that the engine compartment height on my 1980 Bill Garden-designed Truant 33 was insufficient to permit us to copy Robin's design. We had to adapt the plans to an elbow that exited the flange on the manifold at a 45-degree slope. With that plan in hand, we visited the local hose and hydraulic shop to source the necessary stainlesssteel threaded pipe fittings. We quickly realized that our design was too complicated, too expensive, and would not fit horizontally into the available space once assembled. So it was back to the drawing board.

After another false start, we concluded we had no alternative but to source unthreaded pipe and find a good welder.

With piping and plans in hand, we met with the welder and left the project in his capable hands. A couple of days later, a bit lighter in the wallet, I brought the exhaust mixer to the boat for installation and testing. Fortunately, all went well and *Red Rose* is fit and ready for the 2017 season.

Sister ships for sailing brothers

Two Aloha 34s

BY DON DAVIES

Brothers Peter and David Herring came to sailing early. They grew up near what is now Cambridge, Ontario, close to a few small lakes. Their father built them a wooden punt that resembled a Sea Snark. It had no keel, but he gave it a small mast, a gaff, and a sail and set them adrift. Today, he might be charged with child neglect for not providing life jackets, GPS, a marine radio, and signal flares, but back in those days it was up to the boys to learn how to use the wind, the sail, and the rudder to get out on the lake and back home again. The experience gave them confidence they could handle any boat, and set them up for a life filled with sailing adventures. NITE DALLYS

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Years later, Peter, the elder brother, was making his living in the commercial fishing industry on Lake Huron. His wife, Joyce, at first found it surprising that, although he spent his days working on the water, Peter found relaxation sailing their 25-foot Mirage out of the marina in Goderich on Lake Huron.

"At first Joyce was quite nervous about going out, even in calm weather," Peter says. "But she learned quickly and



Peter and Joyce Herring, above, sail their Aloha 34, *Silver Darling*, on Lake Huron, main picture. Peter's brother, David, and his wife, Jayne, top left, sail *Enchantment*, also an Aloha 34, on Lake Ontario. One day, both couples say, they will sail both boats on the same lake. *Enchantment*'s cockpit, at left, shows the care with which David and Jayne maintain her.



If the upholstery in *Silver Darling*'s saloon, top right, matches her hull color, it might have something to do with Peter's career catching the namesake fish. The fine joinerwork in the main cabin, forward cabin, and galley is a mark of Ouyang Boat Works, whose founder, Ti Ouyang, was a skilled craftsman.

came to enjoy it. After a while, I'd come home tired and say 'Let's stay home tonight' and she'd be the one to say, 'Let's go for a sail. You'll feel better.' As always, she was right."

Meanwhile, David married Jayne, also a non-sailor. They stayed in the Cambridge area, where they started a family. Although they weren't able to find a lot of time for sailing at home, while they were on vacation in St. Lucia one year, Jayne arranged a sail with a friend and noted how much David enjoyed it. The next year, Jayne and David took a sailing course aboard a catamaran in the Virgin Islands and experienced some rough weather. This was Jayne's first exposure to more challenging sailing, but she soldiered on despite the brisk winds and choppy seas. She soon found her sea legs and came to think the experience wasn't so bad after all. Before long, David and Jayne purchased an Aloha 28 and sailed it regularly out of Fifty Point Marina on Lake Ontario.

During their working years, Peter and Joyce trailered their Mirage from Goderich up to the North Channel to spend vacations discovering the beauty of the passage between Manitoulin Island and the North Shore. As they got older, the tiny boat came

to seem a bit cramped and they decided to move to something larger. After searching for some time, and having inspected a lot of boats, they found a well-equipped and immaculately maintained 1981 Aloha 34 that won their hearts the minute they stepped aboard.

"For me, the 7-foot-plus headroom was a big factor," says Peter. "We both loved the way the interior was finished. It's just a beautiful boat."

"The name *Silver Darling* was a natural," says Peter. "I'm a Herring, and while I was fishing Lake Huron, we called the herring we'd haul in silver darlings. Given her silver-gray hull, it just seemed like the right name."

Last summer, Peter and Joyce sailed *Silver Darling* to the North Channel to revisit the ports they'd discovered in their little trailerable many years before. Now they are retired, Peter and Joyce spend a lot more time aboard *Silver Darling*, still berthed in Goderich on Lake Huron.

Ouyang Boat Works

All Aloha boats have a reputation for being more than just "a beautiful boat," especially the Aloha 34, designed by Ted Brewer and Robert Wallstrom. They are sturdy, seaworthy craft that can take on blue water or bring home a trophy in club races. However, as Peter noted, they are known for their outstanding interior design and finish work, the credit for which goes to Ouyang Boat Works.

All Aloha boats were built by Ouyang Boat Works, founded by Ti Ouyang, a carpenter by trade and an entrepreneur in spirit. As a young man, Ti left China and built a successful contracting business in Calcutta, India. When the assets of Chinese people in India were frozen due to a dispute between India and China, Ti and his wife and three children fled India and landed











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Enchantment's interior reflects differing tastes as well as changes the boatbuilder made to the trim.

in Oshawa, Ontario, with \$45 in their pockets. As a skilled craftsman, Ti quickly found a job with Whitby Boat Works.

It wasn't long before Ti Ouyang decided he could do better on his own. He successfully produced a series of trailerable boats under the Matilda name, beginning in his garage (see "Wing Ding II, a Matilda 20," November 2014). As his company grew, he saw a market for bigger boats, and commissioned Brewer and Wallstrom to design a 28-foot boat, the first under the Aloha name. The 34-foot Aloha followed, as did more boats by other designers. The Aloha name came from one of his sons (both of whom were active in the family business) who'd been enchanted with a Hawaiian girl he met in college. The Aloha line was very successful and Ouyang Boat Works ultimately produced more than 600 boats. But like many recreational sailboat manufacturers, the company was hit hard by the sharp rise in the cost of materials that was a byproduct of the OPEC oil embargo. Then, crushed by the financial downturn of the mid-1980s, it was finally forced to cease operations. Today, Ti's legacy and pride live on with the many Alohas that survive and sail the world and through a dedicated Aloha Owners Group (www.alohaowners.com) that shares secrets, tips, and a passion for their storied vessels.

Shared affection

As for the Herring brothers, their boat-ownership stories became even more aligned. While David and Jayne had been happy with their Aloha 28, once they visited Peter and Joyce and sailed Lake Huron aboard *Silver Darling* they began a search for their own Aloha 34. Eventually, they found



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Enchantment, which they keep moored at Fifty Point Yacht Club on Lake Ontario, spending as much time aboard as they can. They often take her out on daysails and on club cruises to other yacht clubs around Lake Ontario.

While both boats are Aloha 34s, subtle distinctions between the two set them apart. The two boats' interiors differ slightly in the design of the cabinets and the woods used to make them. This is a result of boatbuilding practices in the 1980s, when craftsmen used whatever materials were available at the time and often made changes when they saw ways to make improvements. Peter and David have also made changes to accommodate their personal preferences.

With *Enchantment* on Lake Ontario and *Silver Darling* on Lake Huron, I had to wonder whether the two boats would ever sail together. David is adamant: "That will happen. Once we're fully retired, Jayne and I plan to either sail *Enchantment* to Goderich or have Peter and Joyce sail *Silver Darling* to Fifty Point ... or maybe we'll meet in the middle on Lake Erie."

All four Herrings look forward to that day: boating brothers in sister ships, sailing side by side. \swarrow

Don Davies, after a lengthy career as an advertising copywriter, marketing consultant, and speechwriter, turned his attention to film scripts, novels, magazine articles, and grandchildren. He lives with his wife, Jacqueline, in Toronto and sails his good old Grampian 30 on Lake Ontario. His website is www.dbdavies.com.





The galley, at top, and the chart table, above, suggest a boat that's meant to be taken to sea.



The Aloha 34 ...

... and a pair of post-IOR racer/cruisers

BY ROB MAZZA

The Aloha 34 incorporates design features that were becoming the norm in the 1980s. The separate keel and rudder, radical for the 1960s, was now well established in production boatbuilding, as was the masthead sloop rig with the large overlapping genoas and small "ribbon" mainsails so favored by the IOR. However, by the 1980s, the IOR was starting to lose its appeal, and more and more builders were aiming at the market for the PHRF-oriented "club racer," or even the "performance cruiser."

The two boats I have chosen to compare to the Aloha 34 are the Roger Hewson-designed Sabre 34-2, introduced in 1986, and the Bill Shawdesigned Pearson 34 from 1983. Both represent excellent examples of this marketing trend toward (or a return to) dual-purpose racer/cruisers at a time when the raceboat market was going more and more toward onedesigns after the J/24 took the market by storm in 1977.

Each one of these three designs avoids the IOR-type distortions common in other boats of the period, although the Pearson and Sabre do still retain the IOR-era mini-skeg leading into the all-movable rudder. By contrast, the rudder on the Brewer & Wallstrom-designed Aloha 34 has a full-length leading-edge skeg. The Aloha also has a noticeable "C&C sweep" to its keel, which by this time even C&C was moving away from and toward the more upright straight-line "Peterson" keel, as used on the Sabre and the Pearson.

Given that these three boats are capable of more casual club racing, let's look at the numbers to see how they would compare around a hypothetical race course. The first thing to





| | Aloha 34 | Sabre 34-2 | Pearson 34 |
|----------------------|----------------------|--------------|----------------|
| LOA | 34' 0" | 34' 2" | 33' 9" |
| LWL | 28' 8" | 28' 3" | 28' 3" |
| Beam | 11' 2" | 11' 2" | 11' 2" |
| Draft | 5' 6" | 6' 0" | 5' 11" |
| Displacement | 13,600 lb | 11,500 lb | 11,240 lb |
| Ballast | 4,700 lb | 4,600 lb | 4,250 lb |
| LOA/LWL | 1.19 | 1.21 | 1.19 |
| Beam/LWL | 0.39 | 0.40 | 0.40 |
| Disp./LWL | 258 | 228 | 223 |
| Bal./Disp. | .35 | .40 | .38 |
| Sail Area (100%) | 531 sq. ft. | 540 sq. ft. | 549 sq. ft. |
| SA/Disp. | 14.9 | 17.0 | 17.5 |
| Capsize Number | 1.9 | 2.0 | 2.0 |
| Comfort Ratio | 28 | 24 | 23 |
| Year introduced | 1981 | 1986 | 1983 |
| Designer | Brewer & Wallstrom | Roger Hewson | Bill Shaw |
| Builder | Ouyang Boat Works | Sabre Yachts | Pearson Yachts |

notice is how remarkably similar the Sabre and the Pearson are. They have exactly the same LWL and beam, are within 260 pounds of each other in displacement, and are within 1 inch of each other in draft. That difference in displacement can be attributed in large part to the Sabre's 350 pounds more ballast, which gives the Sabre a 40 percent ballast ratio compared to the Pearson's 38 percent. While the sail areas are within 10 square feet of each other, the slightly larger sail plan gives the lighter-weight Pearson a sail area/displacement (SA/D) ratio of a spritely 17.5, compared to the Sabre's still respectable 17.0.

The Aloha 34 weighs in at 13,600 pounds, more than 2,000 pounds heavier than the 11,500-pound Sabre, on an LWL that is only 5 inches longer. This results in a displacement/length (D/L) ratio of 258 for the Aloha compared to a more performance-oriented 228 for the Sabre and 223 for the even lighter Pearson. However, the ballast weight of the Aloha, at 4,700 pounds, is only 100 pounds heavier than that of the Sabre, resulting in an anemic ballast ratio of 35 percent. With less sail area than either the Sabre or the Pearson on a heavier displacement, the Aloha's SA/D also drops, to a conservative 14.9.

So, if you had to pick a winner in the light air of the Great Lakes and Long Island Sound, the advantage would have to go toward the Pearson for its lighter weight and more sail area. However, as the breeze increased, the Sabre, with its higher ballast ratio and slightly smaller sail area, would be the stiffer boat upwind, but the Pearson would still have the edge off the wind.

As the wind strengthened further, the longer waterline of the Aloha would result in greater hull speed running and reaching. However, when sailing upwind, her heavier displacement may not make up for her low ballast ratio and higher center of gravity, especially on a boat of exactly the same beam as the others.

The higher displacement of the Aloha on about the same length and beam as the other boats does result in its having a more favorable Comfort Ratio and a marginally better Capsize Number. At 2, the Capsize Numbers for the Sabre and the Pearson are close to the edge, as is not uncommon for boats designed primarily for inshore use.

These three good boats from the 1980s provide respectable performance with comfortable accommodations. What more could you ask for? Perhaps shallower draft? Δ

Rob Mazza is a Good Old Boat contributing editor who, in his long career with C&C and in other design offices, designed many boats that are now good and old.





Sprits and spars

A new bowsprit



was up the foremast of my 1977 Down East 45 schooner, *Britannia*, raised there by the electric windlass bolted to the bowsprit, when the windlass operator called up to me, "The windlass moves when the rope load hits the drum."

It moves?

When I came down the mast, I could see the windlass was noticeably out of square on the bowsprit. Clearly something was amiss. From inside the chain locker, I checked the nuts on the four long rods that secured the windlass through the foredeck and they were all nicely tight.

On deck again, I examined the bowsprit. It didn't take five minutes probing with a screwdriver to realize there was some serious rot in the wood beneath the windlass. When I removed the windlass, more soft wood came out as I extracted the four rods. Further scouring with a chisel revealed that the rot in the bowsprit, which is nearly 10 feet long, was extensive.

At first I hoped it would be possible to repair the bowsprit *in situ* by scarfing in some new boards to replace the damaged ones. But that hope was dashed as I scoured more and more soft wood from the interior of the spar. I gave up after 3 feet! The boat needed a whole new bowsprit.

Britannia's bowsprit was laminated from nine pieces of lumber glued together. It measured 9 feet 6 inches long and tapered from 8 inches square at the heel to 5 five inches square at the cranse iron on the forward end.

The previous owner's log showed a new bowsprit was installed in February 2005, which didn't persuade me much toward a third bowsprit in

The cost of wood made aluminum the way to go

11

BY ROGER HUGHES

wood. But if I was to make a new one out of anything else, it had to be at least as strong as the one it would replace.

When considering bowsprit strength, the main factor to take into account is the tension in the headstay and the loads imparted by the headsail. These upward forces are resisted by the the bobstay, which in *Britannia*'s case is braced by a dolphin striker. When the bowsprit is properly rigged, the result of all these forces is a compression force on the bowsprit.

These interactions would be fairly easy to calculate in a simple static force diagram, and I found such a diagram in

Britannia's bowsprit is integral to her character, top left. Her new aluminum one doesn't look much different, top right, but Roger knows it is sound and strong and the forestays are securely anchored. the copy of Skene's Elements of Yacht Design a friend loaned me. However, a boat at sea hardly generates static forces, and a major unknown factor are the forces created when the bow plunges into a head sea, thrusting the complete pulpit into solid water. This imposes goodness knows what loads on the structure and nobody, including a sailboat architect, could tell me what those extra loads might be. Skene's did include the sentence, "Since impact loads like head seas cannot be determined accurately, most designers apply a factor of three to five in their estimates." I did not find that helpful.





Material questions

I talked to three local builders of wooden boats, all of whom said they could easily make a replacement bowsprit in Douglas-fir. So I made a drawing of the bowsprit and sent it to them. Upon seeing the drawing, one declined to quote and the others delivered shocking price quotes of \$2,875 and \$3,278! Apparently, the wood had to be shipped from the Pacific Northwest, about as far as it could be from where Britannia was moored in Florida. Also, even though I specifically asked for a time of completion, so I could plan the operation, neither builder gave me one. It was obvious to me that none of these people really wanted the job.

My next option was to see if I could buy the wood somewhere and build the the bowsprit, Roger stopped digging, above. Repairing it was obviously going to be impractical, so he had to think about making a new one.

Once he had an

idea of the true

extent of the rot in



Partially fabricated, the new bowsprit looks like an I-beam, above left. The bracket welded toward the midpoint is for the staysail stay. The 4-inch-diameter tube welded into the tip of the bowsprit, above, will hold the bronze cranse iron that anchors the headstay and bobstay. Before fitting the cranse iron, Roger coated the aluminum with anti-corrosion grease to prevent the two metals from reacting. bowsprit myself. I located a lumber supplier in Minnesota who quoted \$830 for four 2-inch-thick finished boards of straight-grained Douglas-fir, each 10 feet long and 8 inches wide.

Building the bowsprit myself would be the cheapest way, but I was daunted by the task. First, I would have to glue and clamp the planks together, shape the massive balk of timber (weighing more than 200 pounds and about as big as a railroad tie) into a taper, then finish with a perfectly round 4-inch-diameter section on the end to carry the cranse iron. Because I had no covered facility, I would have to do all of this work with hand tools outside, on the dock, and subject to the weather. Over the years, I have undertaken some major projects on Britannia, including changing the rig from a ketch to a schooner, but this was just too much for me to take on at that time.

I decided to explore the possibility of having the spar fabricated in aluminum. At least it couldn't rot and would likely be lighter. Luckily for me, my son-in-law, Jim, an engineer, offered advice on an aluminum design.

After researching different types of aluminum, I decided to specify 6061 aluminum alloy plate, ¹/₄ inch thick. This is a structural alloy and much stronger than regular aluminum. Drilling it is like drilling stainless steel.

The new bowsprit needed to be the same shape and size as the existing spar so everything would bolt back in the same place. I therefore designed a box section with a vertical central spine the length of the interior. In short, this was an I-beam, a shape well-regarded for its resistance to both bending and compression.

I was interested in comparing the weight of an aluminum structure against a wooden one. I guessed the existing spar was made of something like Douglas-fir, which weighs roughly 35 pounds per cubic foot. I calculated the whole bowsprit was 3.24 cubic feet, which made its weight about 113 pounds.

The weight of ¼-inch 6061 aluminum plate is 3.56 pounds per square foot. I worked out the square footage of each piece in the assembly and it all added up to 27.10 square feet. This, including a round tube at the tip to carry the cranse iron, gave a weight of about 100 pounds.

Aluminum it is

Two aluminum fabrication companies gave me estimates. One was \$1,525, including powder coating both the bowsprit and cranse iron. The other was \$2,200, delivered in raw form. It won't be difficult for boat owners to guess which quote was from the "marine" fabricator and which was from a regular welding company near Orlando.

I decided to have the bowsprit made in aluminum, and gave the job to Twin City Welding & Erection of St. Cloud, Florida, near Orlando. They have done work for me before and I knew the excellent quality of their welding. Another advantage was that they could start the job almost immediately.

Twin City sheared all the pieces out of a 10 foot x 4 foot sheet. After bending the bottom piece slightly to form the underneath taper toward the bowsprit's tip, they welded the top and bottom sections to the center spine. I also had a new staysail bracket welded through a slot in the top plate. The original bracket was bolted through the deck,







he left the grating and pulpit in position, supported by halyards, at left. Roger designed the bowsprit to have a removable heel plate, lower left, so he could bolt the bowsprit to the samson posts from the inside. The drain holes in the bottom are in case water should enter the bowsprit.

When Roger removed the old bowsprit,

so this detail eliminated two potential leaks. A 4-inch-diameter tube welded to the tip would carry the cranse iron.

Welding the two sides to the top and bottom completed the box. The result was a very stiff spar that looked magnificent in its dark blue livery that matches the rest of *Britannia*'s spars and the topside stripe.

I designed the heel plate to be screwed onto the end of the bowsprit so I could bolt the bowsprit to the two samson posts from inside. I also drilled two holes in the bottom, to drain any water that might find its way inside.

The bowsprit arrived exactly two weeks from the date I placed the order. It weighed 96 pounds — I was only 4 pounds off in my calculation!

Remove and install

Before removing the damaged bowsprit, I used halyards on the foremast to support the weight of the pulpit and grating so I didn't have to unbolt those cumbersome items from each other. I then unbolted all the fasteners that held the grating to the bowsprit and deck. Then, with the aid of a few willing helpers, I levered the damaged bowsprit clear from the bow. *Britannia* and her clipper bow looked very forlorn without her majestic bowsprit.

Allowing for wood that had rotted away, the bowsprit weighed 116 pounds. I was 3 pounds off with that calculation. I filled all the holes in the deck, then primed and repainted the area.

When everything was ready, I lowered the new bowsprit in place and carefully lined it up with the gratings and samson posts. I installed the Maxwell windlass with its bolts that pass all the way through the bowsprit and help secure it to the deck. I then drilled pilot holes though the samson To test the rigidity of the new bowsprit, Roger hooked the anchor under the dock and hauled the bow down with the windlass, at right. Neither bowsprit or windlass showed any sign of moving. Roger shows just how large the bowsprit is, below right. It is powder coated dark blue to match the rest of *Britannia*'s spars.

posts and bolted the bowsprit to the posts from inside the tube.

Before attaching the two gratings, I decided to sand and finish them three coats of varnish restored them to like-new. I then drilled pilot holes through the bowsprit and bolted the gratings in place, using the original stainless-steel threaded rods. I plugged the holes in the gratings and samson posts with 14 1-inch and six 1¼-inch teak plugs, which I had to cut by hand because I didn't have plug cutters for those sizes.

Everywhere the bowsprit and deck were in contact, I caulked the joints liberally with 3M 5200.

I pushed the cranse iron, which I'd had powder-coated white, onto its tube, then connected and tensioned the jib stay, forestay, bobstay, and whisker stays. To complete the job, I replaced both anchor rollers.

The reassembly operation took three days, during which time I removed and replaced the bowsprit for adjustments seven times. I did all this heaving and maneuvering with the boat in the water and the bow sticking over the dock. This was cheaper than hauling her and, because we didn't need scaffolding or ladders as we would have on the hard, was easier. We could also continue to live on board.

Stress test

Finally, I wondered how we might test the strength and rigidity of the new structure. Of course, the ultimate test would happen at sea in heavy weather, but I decided to conduct a simple static test by bowsing down the bowsprit to see what happened.

I disconnected the jib and staysail stays and, with only the bobstay and whisker stays attached, I hooked the





anchor under the dock, directly below the bowsprit. Then I tensioned the chain with the windlass, which I was pleased to see never budged. The force applied pulled the bow downward and the bobstay bracket disappeared under water. Another touch on the button and the winch pulled the bow down more, and drew the chain bar tight. Amazingly, the bobstay also remained taut — it would have gone slack had the the bowsprit deflected under the load. At this point we heard ominous creaking from the dock timbers, so I quickly slacked it off.

Hauling a heavy displacement boat down like this imposed some impressive loads on the bowsprit, but I saw absolutely no evidence of its shifting, or of the powder coat cracking anywhere along its length.

On seeing the finished result, Jim wrote, "Based on the back-of-theenvelope calculations I did, and the way it's been built, I think your new bowsprit is anywhere from five to ten times stiffer than a wooden job, and can probably withstand a load at least five times greater before yield or fracture."

This was good to hear from an experienced engineer, I hope the sea doesn't have other ideas. \triangle

Roger Hughes has been sailing for nearly half a century as a professional captain, charterer, restorer, and happy imbiber on a lot of boats. His present project, the restoration of Britannia, a once run-down Down East 45, is nearing completion after five years (he thought it would take two at the most). Roger and his wife, Kati, look forward to cruising later in 2017 and using all the innovations he has incorporated in the boat, many of which have been featured in Good Old Boat. Roger's website is www.schooner-britannia.com.

Suppliers

Aluminum and fabrication Twin City Welding & Erection 1855 Tileston Road St. Cloud, FL 34771 407-892-5022 David Lucey, owner Total cost \$1,550 including nuts and bolts

Powder coating

AmeraTrail 4840 East Irlo Bronson Highway St. Cloud, FL 34771 407-892-1100

Bowsprits past From essential spar to useful accessory and present

BY ROB MAZZA

nce upon a time, all sailboats that carried headsails had bowsprits. In the days when masts were cut from trees, there was a definite limit to how long a spar could be, so larger sailplans had to be achieved with a greater number of shorter spars. If the sailplan couldn't go any higher, a bowsprit and long booms were needed to extend it fore and aft.

In England, a fixed forestay at the stemhead carried the foresail, and a jib and jib topsail were set "flying" from the bowsprit, supported by their own luffs rather than being hanked onto stays. In the 19th century, this sail configuration set on a single mast came to define the cutter rig. In many cases, bowsprits, and even the topmasts, were retractable.



On fishing schooners of that era, bowsprits were known as "widow makers" because so many men were swept off them when shortening sail in rough weather. That was the primary reason renowned Boston fishingschooner designer Thomas McManus eliminated the bowsprit on a schooner he designed in 1902. He called the vessel a knockabout schooner, and the term "knockabout" was soon applied to any rig without a bowsprit.

In the top racing classes, the adoption of the Universal Rule in 1906 spelled the end of the bowsprit. The Nat Herreshoff-designed P-Boat Seneca's

In North America in the same time period, bowsprits were just as long but were fixed, and traditionally carried only one large jib. This arrangement came to define the sloop rig. It wasn't until the 1890s that G.L. Watson and other designers started experimenting with racing yachts without bowsprits, but these tended to be the exception. The Watsondesigned Royal Yacht Britannia of 1893 was considered by many to be the "yachting ideal" of the day, and indeed for the next 40 years, and she certainly carried a bowsprit of considerable length.

victory over the Payne-designed Adele in the 1907 Canada's Cup redefined what a modern raceboat would look like, and it didn't have a nose pole. After the introduction of the Marconi rig in the 1920s, coupled with the development of better waterproof wood glues and steel and aluminium construction that allowed masts to be made to any desired height, rigs definitely went up rather than out. The bowsprit was no longer needed on higher-performance sailing yachts and, on a number of racing yachts, the forestay attachment point even moved well aft of the bow.



A cruising advantage

Although the bowsprit was no longer used on around-thebuoys racing yachts, it didn't disappear from the scene entirely. Its use continued on schooners and ketches especially, rigs on which the foremast is located well forward and a bowsprit allows more options for setting headsails. A bowsprit also gives a boat a salty look and designers, L. Francis Herreshoff among them, combined the bowsprit with a clipper bow to produce boats of exceptional beauty. This same aesthetic was used in the steam yachts of the 1890s as a predominantly decorative feature to extend the sheerline and add a touch of classic elegance.

In the age of fiberglass, many designers and builders used the combination of bowsprit and clipper bow as a marketing feature, as Ted Gozzard did with great success at Bayfield Yachts and Gozzard Yachts. (See November 2016 for reviews of the Bayfield 29 and the Gozzard 31).

Roger Hughes' *Britannia*, built by Down East Yachts, is another example of the type. When Roger decided he had to replace *Britannia*'s bowsprit, he was concerned about making it strong enough (see "A New Bowsprit," page 14).

Bowsprit loading

The upward load of the headstay at the end of the bowsprit can either be absorbed entirely by the bowsprit itself acting as a cantilevered beam or it can be supported by a bobstay Bowsprits fell out of favor on racing yachts after Nat Herreshoff's *Seneca* (without bowsprit) beat the Payne-designed *Adele* (with bowsprit) in the 1907 Canada's Cup, at left. *Native*, a Nereia ketch, on facing page, is a classic example of how L. Francis Herreshoff used the clipper bow and bowsprit to fine effect visually as well as to extend the sail plan forward.

extending from the end of the bowsprit to a fixed point on the stem in the vicinity of the waterline.

The free-standing configuration is typically found in the retractable bowsprits of performance-oriented raceboats, such as J/Boats and Vipers. Since these tapered carbon-fiber poles are used to support the tack of an asymmetrical spinnaker, which has a loose luff to begin with, some bend in the pole is acceptable.

On a bowsprit that carries headsails where a slack luff is not acceptable, as on Roger's *Britannia*, the end of the bowsprit is restrained by a bobstay. The result is a large tensile load on the bobstay and an almost equally large compression load on the bowsprit. In this respect, the load is identical to that on a mast, with the bobstay being analogous to a shroud, and is resolved in the same way. Just as a spreader is used to maintain and create a wider shroud angle, a dolphin striker is often introduced in the bobstay to increase the angle between the bobstay and the bowsprit and thereby reduce the tension needed to counter the tension in the headstay. The diagram on page 20 illustrating bowsprit loads is similar to the one Roger found in *Skene's Elements of Yacht Design*.

Due to sag in the headstay, the jib also imposes a sideways load on the bowsprit. This load is smaller than the upward load and is often supported on longer bowsprits by shrouds, also called whisker stays, which may also be led around spreaders. On the more common shorter modern bowsprits, transverse rigging is often eliminated and the bowsprit itself is designed to absorb transverse loads. This is achieved with the hairpin configuration (see photos on page 21) or by making the sprit a broad plank.

The earliest example of the hairpin bowsprit I have seen is on a model of the 53-foot 1958 George Cuthbertson-designed *Inishfree*. He used it again on his 40-foot SORC winner *Red Jacket* in 1966 and on the 1969 Canada's Cup winner *Manitou*. To the best of my recollection, in my 15 years designing for C&C Yachts, as well as my more than eight years designing for Mark Ellis Design, this was the only style of bowsprit we ever used.

While a bowsprit is used on some good old boats to carry the rig farther forward, its primary purpose is often for storing anchors where they are easy to deploy and retrieve. Even the Mark Ellis-designed Nonsuch, which has no headsail at all, is sometimes fitted with a stainless-steel hairpin bowsprit for the sole purpose of deploying the anchors. In these configurations, the bobstay is actually a stainless-steel tube and is designed to act in compression, not tension.



A bowsprit is normally fitted with a bobstay to counteract the upward load imparted by the headstay. Once a wire size has been chosen for the headstay, its breaking strength (B.S.) determines the maximum loads on the bobstay and bowsprit. These are calculated using the parallelogram of forces (upper diagram). The loads in the headstay and bobstay put the bowsprit under compression. The greater the angle between the bobstay and the bowsprit, the smaller the load on the bobstay and the resultant compression on the bowsprit. The use of a dolphin striker to increase this angle results in a dramatic reduction in the loads on both bobstay and bowsprit (lower diagram).









A modern hairpin bowsprit incorporates a tack fitting and anchor rollers and an extended pulpit that goes outside the headstay, far left. The purpose of the hairpin bowsprit on a Nonsuch is to provide stowage for the anchors, near left. Because the anchor rode pulls downward, the bobstay in this case is a compression member.

The challenge for crew on boats with bowsprits since the beginning has been getting out to the end of the sprit to set and take down the sails. In the days of commercial sail, sailors relied on foot ropes, as on the yards aloft, or used the whisker stays and the bobstay. Modern cruising sailboats more often have wide platforms, that allow walking on top of the bowsprit, and a bow pulpit that extends to the end of the bowsprit, as is the case on Roger's *Britannia*.

Roger raised the point about the load a bowsprit must absorb when the boat's bow plunges into a head sea. In such conditions, the boards sometimes added to increase the working width of a traditional pole bowsprit might get washed off the structure, but the bowsprit itself, if properly designed and built, should not be compromised. The loads imposed by the rig and sails are arguably far more severe than those that result from sudden immersion.

Bowsprits have been around for 200 years of yachting (much longer on commercial sailing vessels), and will persist for many years to come, especially on boats of more traditional design. Modern bowsprits, if less traditional in appearance, combine two purposes. By extending the sail plan forward, they allow more headsail combinations, and their construction provides a secure location for anchor handling and storage when cruising.

Rob Mazza's bio is on page 13.



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5 years ago/Mar. 2012

- Sailboats: C&C 35, Pearson 26, Morgan 42, Sabres, and Scorpions
- Refit: O'Day 23
- Don Launer: Hoses 101
- Robert Perry on IOR idiosyncrasies
- All about UV
- DIY projects:
- Build a Chameleon 2-part tender
- Scarfing made easy
- Make a jiffy halyard splice
- Make a temporary diesel tank

10 YEARS AGO/MAR. 2007

- Sailboats: J/30, O'Day 272, Islander 30
- Refit: Kittiwake 23
- Sail with just one sail: when and how
- Deal with currents
- Boats that dry out between tides
- Don Launer: Reefing and Furling Jibs 101
 DIY projects
- Thread grabber: like a second pair of hands
- Make emergency portlight covers
- Make your own mooring
- Make a collapsible boathook that works

15 YEARS AGO/MAR. 2002

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- Dan Spurr on furling systems
- Ted Brewer on heavy vs. light displacement
- Don Casey does a deck makeover
- Don Launer on maintaining your blocks
- Do the South Pacific on a shoestring
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Refurbishing an aging furler

A little stiffness could have become a big problem

BY ED ZACKO

serious damage or injury. We were lucky to get this warning. I learned my lesson on the River Seine: If I even suspect a problem, I fix it right then and avoid disaster. (See "Dead in the Water," January 2015.)

Dire warnings

When we purchased our ProFurl, we were warned that repairing it ourselves would be impossible, but we insisted on buying a complete rebuild kit so we might have a fighting chance "out there." Operating on my brother-in-law's theory that anything someone has put together can be taken apart, Ellen and I tucked the parts away and decided to cross that bridge when we came to it.

Throughout our travels, other cruisers repeated the warning:

- "You can't fix it yourself."
- "You need special tools."

"It's too old. Parts are no longer available. You have to buy a new one."

"I sent it to two dealers and neither would touch it, so I threw it away."

This is a shame, because the repeated warnings are unwarranted. Old ProFurl units are surprisingly easy to repair right on board and everything you need can be purchased from any auto parts store.

I wanted to prove my assertion that this ProFurl unit can be simply and easily rebuilt with widely available parts. I disassembled my unit and, instead of installing my own parts kit, took the original parts to my local NAPA store. In less time than it took me to eat a bag of their free popcorn, the staff put together a duplicate replacement kit (minus the two reuseable spacer rings) for less than \$60. Better still, they assured me that the bearings and seals are standard parts, available all over the world.

For perspective, after completing this project, I did find a source selling an authentic rebuild kit for \$99 — two of these are needed — along with a quote to perform the rebuild for \$500.

Service parts

Looking at the furler from the outside, it is difficult to comprehend how these units are put together. Once taken apart, though, the ProFurl roller furling system has surprisingly few parts: four rubber seals, four bearings, six snap rings (four external, two internal), and two spacer rings (photo 1). That's it!



e had been tied to a dock for several weeks enjoying the city of Seville, Spain. It was a day just like any other day: I climbed aboard, swung my leg over the bow rail, and, in what has become almost a ballet for me, grabbed the furled headsail to swing myself around onto the foredeck. I don't really know why I do this, it's just something that has developed over the last 30 years. But this time I froze! The furled sail did not swing with me as usual. A slight twist of my arm resulted in a soft "snap." All was well, just a fluke. I repeated my ritual the next day and, to my surprise, Entr'acte again refused to dance with me! For the rest of the day, the furled sail turned freely, but in the mornings I felt a definite click when I rotated the furled sail.

We installed the ProFurl NC-32 furler on *Entr'acte*, our Nor'Sea 27, a whopping 17 years and thousands of miles ago. It has seen us through the most severe conditions and had never once given the slightest hint of a problem, until that morning in Seville. For a few moments I deluded myself into thinking the problem was simply the result of airborne sand or debris that had come to rest in the perfect spot to cause this slight jam. Then I heard the voice of rationality: "The reason does not matter! Slight as it is, it *still* jams!"

A jammed furling gear on a dark night ain't pleasant! It can lead to All four seals are the same, as are all four bearings. The parts are divided equally between the upper and lower units. Looking at my parts kit in the bag, it was immediately obvious how things were put together.

The most important thing to understand is that when working on anything that has a seal, you must accept the fact that you cannot remove any seal without destroying it! The secret is to remove the seal without damaging the rest of the unit. The rest of the job is just a matter of paying attention to the sequence of steps and being careful. The challenge I faced was to determine the proper disassembly sequence and not work my way into a corner and ruin the project.

The tools

In the interests of *Good Old Boat* readers, I limited myself to using only tools that any boater would carry on board or have at home. At the top of the list is a digital camera. Otherwise, only a couple of inexpensive specialized tools are needed: a set of loop hooks and picks for pulling seals (photo 2)













and reversible snap-ring pliers. They are available from any auto parts store.

Snap rings (also called circlips) come in two forms that look similar but differ in the way they are installed and removed: external (squeeze the pliers to expand) and internal rings (squeeze the pliers to compress). Both types are standard items and available almost everywhere. With reversible pliers you can remove or install them both. Buy a good pair. For a furler larger than our NC-32, you might need a bit more power (photo 3).

The ProFurl components

The ProFurl system has two swivel units. Their internal workings and their disassembly/assembly sequences are identical. The only difference is that, to disassemble them, you work from the *top* of the upper unit and from the *bottom* of the lower unit.

Before you do anything, carefully mark each unit to show which end is up. On the upper unit, the sail attachment lobe is on the *bottom* of the center spindle (photo 4). Conversely, the sail attachment lobe on the lower unit is on the *top* of the center spindle (photo 5). It is very important that you keep this straight in your mind.

Take photos of each unit from the top and from the bottom. These photos will be of help when you replace the seals. Use calipers to measure the distance from the top and bottom of each unit to the top of each seal (photo 6). Write these measurements down. If you set the new seals too shallow, they will pop out. Setting them too deep will compromise the seal.

Disassembly

For simplicity, disassemble one unit at a time, starting with the upper unit and working from the *top*.

• Remove the sun cover — it lifts right out (photo 7).

• Remove the top seal. Don't try to save the seal. It's dead, that's why you are doing this job.

Slide the loop-hook tool between the spindle and the inner lip. Twist the

hook outward so the hook engages the groove on the underside of the seal. Use a piece of wood as a fulcrum and lever the seal until the old and dry rubber-to-metal bond gives way. You might have to try this at several positions around the seal before it finally lets go. Be careful. Do not scratch the center spindle. Scratches

















will degrade the watertight integrity of the new seal (photos 8, 9, 10, and 11).

• Use a Q-tip and brake cleaner to clean out the cavity as thoroughly as possible. You want a clean, unobstructed view of the interior snap ring (photo 12).

• Set the pliers to "squeeze to compress." Press the points firmly into the holes of the ring and squeeze smoothly until the ring comes free of the internal groove. It should almost, but not quite, touch the center spindle. Carefully withdraw the ring. If the plier points tend to slip out of the holes, there is still too much grease or you need thicker points. Keep the

> ring perpendicular to the spindle as you withdraw it.

> If the ring slips and becomes lodged at an angle, you could have a fight on your hands. This is especially true on the lower unit, due to the longer spindle and the confined space. This is the only scary part of the job (photo 13).

• Clean the cavity again until

you can see clearly and study the snap ring and spacer (photo 14).

The snap ring fits perfectly inside and rotates freely within and independently of the spacer. This is important. If the snap ring does not fit perfectly inside and rotate freely on re-assembly, the unit will bind.

• If the area is free of dirt and grease, a simple tap on a table will cause the spacer to drop out. Otherwise, use the 90-degree hook tool to extract it (photo 15).









• Turn the unit upside down and use a small block of wood to gently tap the spindle downward ¹/₁₆ inch and *stop* (photo 16). Turn the unit right side up.

• Set the pliers to the "squeeze to expand" position and remove the internal snap ring, once again holding it perpendicular to the spindle.

• Turn the unit bottom side up and break the bottom seal free of the housing, as you did the top seal, but do not try to remove the seal completely.

• Set the unit right side up on a vise with the center spindle free to rotate. Gently tap the spindle completely through the housing. The spindle, second snap ring, and bottom seal will come out as a unit, leaving the bearings behind (photo 17).

• Tap out the bearings. For my upper unit, I used a short length of PVC pipe that was the exact diameter of the bearings. A few gentle taps and it was done. For the lower unit, I used the triedand-true bearing removal technique: a flat cold chisel and gentle taps around the circumference of the bearing. One light tap at the 12-, 3-, 6-, and 9-o'clock positions and repeat until the bearings drop free. Do not bang. One gentle tap at each point is all it should take. If the bearing becomes lodged at an angle, do not pound but simply turn the unit over and tap the offending side until the bearing is again straight, then continue. If the bearings are rusted in place, you may have to soak the unit for a few hours in WD-40 or PB Blaster (photos 18 and 19.)

• The final step is to remove two tiny balls from each unit. They seal small holes that allow for the venting of air and excess grease on reassembly. These balls must be removed prior to reassembling the units.

Press the balls out from the inside using a simply-made extraction tool. Find a nail or old drill bit that fits exactly into the vent hole from the inside. Cut it to a length of ¾ inch and press or glue this pin into a short length of ½-inch-wide wood or metal. A tight fit without wobble is best (photo 20).

Fit the pin into the vent hole (photo 21) and hold each end of the tool in place with a small C-clamp (photo 22). Use the clamp nearest the vent hole to slowly press out the ball. Watch the ball. There is no eruptive force here but a bit of masking tape over the ball will keep it under control. Resist the temptation to just squeeze the rod with pliers. You do not want to lose these balls! Store them in a cup for safety (photo 23).

Before re-assembly

Clean the unit thoroughly, inside and out, with brake cleaner. Remove every trace of grease, oil, and sludge from









every surface and also from your hands, gloves, pliers, and snap rings, especially the pins of the pliers and the holes in the snap rings. Cleanliness is vital!

Inspect the center spindle where it comes into contact with the inner lips of the seal for scrapes, nicks, gouges, and burrs — anything that could compromise the integrity of the seal. If you find anything serious, you can fill it with epoxy and smooth it with 800-grit wet/dry. Do not do this unless you must!

Should you need new spacers, know that, other than their precision





measurements, there is nothing special about them. Any machine shop can duplicate them if necessary. Despite the muck I found in my lower unit, both the spacers and all the snap rings appeared like new and were reuseable.

Reassembly

The assembly process is exactly the reverse. (Don't you just love that term?) It really is that simple. However, there are some caveats, so take it slowly and carefully.

First, make certain that you know which end is up! Inspect the interior of each unit and note the following:

Upper unit

Identify the ridge at the bottom of the unit that serves as the stop for the bearings and also for the bottom seal.

Locate the groove into which the expansion ring must sit. It is critical that the ring sits in this groove all the way around. Note the ridge at the top of the unit that shows the proper depth for the top seal — the top of the seal must line up with this ridge, otherwise it will eventually pop out due to the slightly larger diameter above the ridge (photo 24).

Lower unit

Note the ridge at the top of the unit that serves as the stop for the bearings and the top seal.



Look for the groove into which the expansion ring must sit. It is critical that the ring sits in this groove all the way around.

Find the small lines at the top and bottom of the unit. These lines indicate exactly where the tops of the seals should be after assembly. The tops of the seals must press to these lines or they will come adrift (photo 25.)

Center spindle

Note that, on both units, there are two grooves around the center spindle. The snap rings *must* sit perfectly inside these grooves all the way around. If they do not, the unit will bind (photo 26).

Reassembling the upper unit

• Unless your new bearings are pre-packed and permanently sealed, pack the new bearings with grease and gently tap them into the casing one at a time until both bearings come to rest on the lip (photos 27 and 28).









• Put on a new pair of gloves and thoroughly degrease your pliers and snap rings. I cannot overstress how important this is. You do not want the rings to slip off the pliers and become lodged inside the unit.

• Apply a very light film of grease to the spindle. Slide the bottom seal (photos 29 and 30) onto the spindle and install the lower snap ring (photo 31).

• Turn the upper unit bottom-up. Slide and twist the spindle into the casing. Press in the bottom seal until it is even with the edge of the casing and *stop*! Make certain the seal is even all the way around. If thumb pressure is not enough, tap the seal into place with a flat wooden dowel, working around the circumference.

• Gently tap the spindle until the sail-attachment lobe almost touches the edge of the casing and *stop*! This will



better expose the groove for the next snap ring (photo 32).

• The bearings will now have moved away from their inner lip stop. Turn the unit over and use the cold chisel to gently tap them back against the stop. Install the upper snap ring into the spindle groove. With the chisel, tap the ring at 1-, 6-, and 11-o'clock to make certain it is in the groove. A gentle "snap" at each point tells the tale.

• Gently tap the bottom of the spindle until the snap ring just makes contact with the bearings. Rotate the spindle. It should feel stiff but smooth.

• Install the spacer ring. It drops right in. Rotate the spindle and make certain that the snap ring sits perfectly inside the spacer. If it does not look exactly like photo 14 (on page 25), the snap ring is not completely in the groove! If you hear or

feel any grinding, back up a few steps and try again.

• Install the expansion snap ring, using the pliers in "squeeze to compress" mode to place it in position. Make certain the ring snaps completely into the groove in the casing. Add a layer of grease around the circumference (photo 33).









• Rotate the spindle in both directions. All should be smooth and quiet. Up to this point you can completely disassemble the entire unit with no loss except for your time.

The last step

Be absolutely certain you are ready before you install the last seal. There is no backing up! Once this seal is installed, you cannot remove it without destroying it!

• If all is well, cover the circumference of the snap ring with grease, press the seal into the casing and, using your thumbs and the wooden dowel, gently tap around the circumference until the top of the seal is even with the edge of the casing. Rotate the spindle a few times in both directions and stop! Enjoy a cup of coffee while the grease flows and equalizes.

• Tap all the seals to their proper depth, at one end even with the ridge and at the other when it comes into contact with the inner lip. Refer to the photos and measurements you took before you disassembled anything. Rotate the unit a few times and allow the grease to equalize and flow through the vent holes (photos 34 and 35).

• Using a nail set, gently tap the vent balls into their holes so they are flush with the casing. There is no danger of tapping them through to the inside.

• Lay the sun shield on top of the top seal of the upper unit and install the halyard lifting ring. If for some reason you do not have a sun shield, make one out of any dark plastic you can find. Without a shield, this seal would be exposed to a lot of harmful sunlight.

• Install the drum, basket, and link plates on the lower unit.



Going slowly and carefully, it should take about two hours to rebuild each unit. After that, you can sit back and bask in the glow of a precision job well done and congratulate yourself on having saved somewhere between \$500 and \$2,500. And you might also have avoided a lot of grief and drama on a windy night! \varDelta

Ed Zacko is a Good Old Boat contributing editor. He and Ellen met while playing in the orchestra of a Broadway musical. They built their Nor'Sea 27, Entr'acte, from a bare hull and since 1980 have made four trans-Atlantic crossings and one trans-Pacific. They spent the last five seasons based in Seville, Spain, sailing in and around the Mediterranean and playing in the jazz clubs of Spain, France, and Morocco. Last September, they shipped themselves and Entr'acte to the U.S. Now in Phoenix, Arizona, they maintain a busy concert schedule throughout the Southwest U.S. Follow them on www.enezacko.com.

Furler TLC

I was pleasantly surprised at the longevity of our ProFurl unit. Seventeen years of ocean passages is a long time for any device with more than one moving part. How did we get so lucky?

First, we made certain to install the sun cover over the top bearing of the upper unit. The upper seal of this unit is exposed to the sun, and sun is the enemy of all rubber.

The lower unit also lives in a brutal environment. The bearings are constantly subjected to salt water under pressure from wave action, from above and below. Then there is rainwater. Our practice has always been to remove both units and stow them below whenever *Entr'acte* is laid up. This dramatically reduces their exposure to the sun, which degrades the seals, and rain, which can seep past the seals over time.

It takes only a few minutes to remove and stow the ProFurl, and it seems to have paid dividends.

NIGHT PASSAGES

Tactics that help the dark hours pass lightly

BY FIONA MCGLYNN



s an early-to-bed person, I find a night passage offers special and sublime opportunities for stargazing, precious alone time, and quiet contemplation. However, I've also found myself wet, cold, and not-so-quietly contemplating the lights of a ship bearing down on us. Does that tanker see us? Fortunately, after 3,000 nautical miles of trial and error while sailing from Canada to Mexico, my partner, Robin, and I have learned a few tricks that make night passages more comfortable and serene.

Feed the crew

Good hot food makes all the difference in keeping energy (and spirits) up on a night passage, especially when very little cooking is involved.

Minimize galley time – It takes three days for most sailors to get their sea legs, so we like to have no- to low-effort meals and snacks planned for those first days at sea. Less time spent in the galley also means we have more time for the boat, rest, and sleeping. To minimize galley time, we prepare all our food for the first 24 hours at sea ahead of time. One of our go-to evening meals is soup, made in advance and kept warm in a thermos on deck. After the first 24 hours, quick-to-make meals (canned soup, beans on toast, curry in a bag) are a good bet.

Splurge on fun treats – We provision and prepare some of our favorite nibbles and munch happily through night watches. Milk chocolate is good for a jolt of energy, but doesn't keep us up past our watches.

Stay hydrated

Water is very important for keeping the mind alert on night watch. In fact, dehydration is often mistaken for fatigue.

Keep a water bottle on deck – One of our friends has a rule that anyone who yawns on the boat must take a drink of water. Every member of the crew should keep a water bottle on deck when on watch. As well as making water accessible, this is a good way to monitor intake.

Provide salty snacks – We keep salty snacks (such as trail mix, chocolate, or crackers) readily available for the night watch. Nibbling on salty snacks helps to replace electrolytes and spurs thirst.

Serve warm drinks – One of our favorite hot drinks is Chai tea, kept in a thermos in the cockpit. We make it by adding an inch of fresh ginger to three cups of water, bringing it to a boil, and then adding cardamom, honey, and black pepper to taste. The spices and honey give us a boost without the diuretic and stimulating effects of caffeine. Cider (the soft kind!), tea, and hot chocolate are great too.

Sleep, glorious sleep

Sleep can feel scarce when sailing overnight, but we take steps to manage it.

Sleep before leaving – First, we make sure we're well rested before we leave. We never start a passage with a sleep deficit.

A workable watch schedule -

Sailors use many different watch schedules and tailor them to the

number of crew on board. To find out what works best for us, we started with shorter watches (of perhaps 1 to 2 hours) and increased the length over time. We usually sail with just the two of us (plus autopilot) and find 3-hour watches work well, but on many occasions we've gone to shorter watches because one of us was not able to stay alert for the full 3 hours. If you're hand steering, definitely err on the side of shorter watches. And when you feel like you can't keep your eyes open, it is always better to wake your partner than risk snoozing at the wheel.

Avoid alcohol and stimulants – One of the principal ways we improve the quantity and quality of our sleep on board is to avoid alcohol, caffeine, and other stimulating drugs. The







half-life of caffeine is 4 to 6 hours in humans, so the chances are, someone who drinks a cup of tea at the beginning of a 3-hour watch will still be feeling the effects at the end of it. When this happens, it's then tempting to use alcohol or sleeping pills to get to sleep. Alcohol has been proven to reduce the quality of sleep. The result is waking up feeling more tired and feeling the need for more coffee, and thus the vicious loop repeats.

Try light sleep aids – One sleep aid to consider using is the seasickness medication Gravol. Someone already taking Gravol for seasickness might consider timing the dose at one-half hour before the end of a night watch. This gives the Gravol time to kick in, aiding sleep at just the right time. By the time the off-watch is over, the Gravol has been partially processed and, you hope, the effect is less drowsiness and no seasickness. For those not taking Gravol, a cup of chamomile or valerian tea half an hour before the end of their watch will help sleep come more quickly.

Get comfy – We made sure we had a safe and comfortable sea berth by setting up a snug leecloth on a berth close to the boat's center of gravity, where the the off-watch sleeper would feel the least motion (see "Recycled Into a Leecloth," January 2017). Earplugs and an eye mask help reduce stimuli to further aid sleep.

Staying awake

Staying awake on night watch can be difficult, but we engage in a number of activities to help us keep our eyes open.

Stay occupied – If we don't keep ourselves lightly occupied on night watch, we find it difficult to stay awake, so we create watch routines that keep us focused and alert. Filling out our ship's log is one such task. I've learned that one of the most effective things I can do to avoid dropping off is to keep my brain engaged in some light listening (podcasts, music, audiobooks) through a single earbud. This keeps me awake while I scan the horizon and listen for any changes in the boat or environment. If you're in need of something to listen to, check out the salty audiobooks at Audioseastories.com, *Good Old Boat*'s online store.

Keep moving – When I get overly drowsy, I stand up and dance in the cockpit. Though I might look ridiculous, it gets the blood moving and keeps me sharp a bit longer. If dancing is not your thing, stretching or jogging in place also works.

Wider horizons | Night passages



Set alarms – When I find I'm feeling a bit droopy-eyed, I set a wristwatch alarm to go off every 10 minutes, just to catch me in case I do accidentally doze off. Of course, if I do fall asleep, I realize as soon as I wake that my best option is to wake someone else to take the watch.

What to wear

It's hard for me to appreciate the beautiful starlit sky when I have wet feet. I prefer to stay warm and dry.

Rubber boots and foulies -

My favorite piece of gear is a 1980s yellow Mustang survival suit I picked up in a thrift store. While higher-tech options are available, I love my survival suit because it's

like wearing a giant sleeping bag on deck. I have foulies (foul weather gear), too, which are great for more active sailing,

Clip in – A tether and harness are musts for enjoyment and comfort while sailing at night. We much prefer the view of the ocean from the boat than the boat from the ocean. Plus, the off-watch rests easier knowing the on-watch is tethered safely to the boat.

Warding off the green

Perhaps the number-one thing we do to ensure our comfort while afloat is avoid getting seasick. Many remedies are available, including Gravol, Dramamine, Transderm-V patch, ginger, and acupressure wrist bands. We try any drug or remedy on dry land before taking it while sailing, just in case we experience a negative side effect. One seasickness medication on the market made my vision blurry. Once you've found something that works for you, start taking it at least 12 hours before setting sail so it has time to properly kick in. We are often helped by spending a couple of nights in a slightly rolly anchorage before heading out.

Bits and bytes

Two pieces of technology are a boon for any sailor venturing out under the cover of darkness.

Autopilot – An autopilot helps minimize crew fatigue. Handsteering becomes far more challenging and tiring at night, when limited visibility can affect orientation. An autopilot

but when I'm hunkered down in the cockpit all night, my chief concern is staying warm. The other great thing about the survival suit is that I stay warm even if it gets wet. I once took a wave down the back of my survival suit and, though wet, I was warm again in less than a minute.

Buy some bum padding -

Deck cushions can get in the way while sailing, so we usually stow them. I sometimes wear a pair of padded cycling shorts under my foulies to provide some insulation from the hard, cold cockpit seats.

No cotton garments! – Or at least don't wear them on chilly nights. When the least bit damp, cotton can get cold and clammy. We choose wool, polyester, and other technical fabrics for layering as they don't hold moisture against the skin.



allows for longer and more restful watches.

AIS – If you have it, AIS is a terrific additional source of information at night. It's a great comfort to know the course and speed of the twinkly bright lights bearing down on us in the darkness. We can easily hail the vessel in question, by its name, if that's listed on the AIS target, or by private hailing its MMSI number using the DSC-enabled VHF. Once in contact, we ask whether they can see our boat and whether they plan to alter course in the near future. We like to set our AIS alarm so we don't miss any vessels that will approach within 2 nautical miles.

Passage planning

The decisions we make before leaving the dock undoubtedly have the greatest impact on the comfort of our night sail. Fiona and Robin saving their night vision

Choosing a weather window – Poor weather and sea conditions become considerably less fun in the dark, so we plan around adverse weather. We avoid night passages when the swell period (in seconds) and height (in feet) are close in number. For example, a 7-foot swell with a 12-second period will be a lot more comfortable than a 7-foot swell with a 7-second period.

Sail in your comfort zone -

If you're comfortable sailing in up to 20 knots of wind, limit overnight passages to wind conditions of 15 knots

or less. Conditions can feel a lot bigger at night and so we do not push ourselves past our comfort limits, and we sleep better as a result.

Use the full moon – We're much more comfortable on night passages when the moon is full or nearly full. All that light makes it easier to spot obstacles and we're psychologically more at ease when we are able to see our surroundings.

Leave and arrive in daylight – The approaches to many ocean ports are littered with crab traps, long-lines, dead-heads, kelp, and other debris. We prefer to heave-to for a couple of hours rather than risk fouling our propeller attempting an entrance in the dead of night.

Passages of manageable length – If you're new to sailing at night, it's a good idea to slowly build up to longer and longer sails. As you start planning multi-night voyages, think about the best way to break the passages down. Many solo sailors we know choose to never sail more than one night at a time so they can pull in and have rest days after each night passage. Personally, we like trips that are three days or longer, because we find it takes that long to adjust our sleeping patterns. Experiment with different passage lengths until you find a style that leaves you feeling rested.

Sailing strategies

Whether we feel safe and comfortable at night has a lot to do with how we set our sails. Proper planning makes the difference between restful slumber and a sleepless night for the whole crew.

Prepare before dark – We complete the necessary tasks — like setting the sails and organizing the cockpit — in daylight so the crew on night watch has fewer things to focus on.

Brighten up – To avoid things that go bump in the night, invest in some good lighting. We were sailing down the Mexican coast and noticed a large trawler tailing us. We tried





to radio the trawler only to realize that it was our buddy-boater, Jim, who had cunningly invested in high-wattage lights that made his 35-foot sloop appear to be a much larger vessel. We've found red lights and headlamps help us to get around the boat without impairing our night vision.

Set sails for comfort – We don't sleep well with a slamming mainsail on a rolling boat. We play with different sail plans and courses to make our boat as comfortable and quiet as possible. We use a boom preventer, for example, to reduce the motion and noise of the mainsail. When sailing dead downwind makes things very rolly, we'll head up a bit for a smoother ride. Our VMG (velocity made good) might suffer, but that's preferable to having a tired crew. When we're dealing with light and variable wind at night, we find it well worth the extra fuel cost to run the engine, so the person below can get some sleep.

Slow down at night – We usually take in a reef before dark. We might lose some speed, but our boat is a lot more manageable if the wind picks up later — and we don't have to put in that reef at night.

Schedule maneuvers – When possible, we plan our maneuvers, such as tacking and gybing, so we can do them before it gets dark. We schedule them for watch changes to minimize the number of times we need to wake someone mid-sleep for help on deck.

By adopting these strategies, we've begun to really enjoy sailing at night. In fact, we're finding now that we even prefer it, because it means we don't lose a day of shore time upon arrival in a new port. With the right preparation, you can make nights at sea not only pleasant, but also special and beautiful times. So make things comfortable for yourself, try some tips to see what works best for you, and then sit back and enjoy the stars.

Fiona McGlynn, a Good Old Boat contributing editor is cruising with her partner, Robin Urquhart, on their 35-foot Dufour 35, MonArk. Follow their adventures as they head west from Mexico at www.happymonarch.com, and check out Fiona and Robin's blog, youngandsalty.com, where they view sailing topics through the lens of thirty-somethings.

Keel on wheels





Two dollies make keel hauling a one-man job

When I pulled *Carolyn's Eyes*, our 1984 Catalina 22, out of Chesapeake Bay in the fall of 2015, I saw at once that her retractable keel needed some rehabilitation. I had planned only to inspect the keel trunk and replace the four bolts attaching the keel to the boat. However, a large area of rust indicated a change of plans was in order. Having heard tales of keels, "just falling off" when they were lowered, I decided to remove the keel, have it sandblasted, and then refurbish

it in the comfort of my garage. The first order of business was to build a cradle that would allow me to safely remove, transport, and then reinstall the 500-pound keel.

I wanted to build a cradle that would receive and hold the keel in an upright position as it was lowered from the boat. The cradle also had to be movable and robust enough to withstand transport from the boatyard, to the sandblasting facility, to my garage, and back to the boatyard. After considering the keel's

dimensions, I decided two 1,000-pound-capacity hardwood dollies fastened together with 2 x 4 lumber would meet my support and mobility requirements. To hold the keel upright, I made a slotted base

BY ROCCO DRYFKA



Rocco built his cradle on dollies so he could drop the keel right into it, top left, and move it around. After refurbishing the keel, he set it back into its cradle, top right, for transport back to the boat, above left. Using a scissor jack fitted on the cradle, he raised the keel back into position, above right, and used threaded rods to align the keel with its bolt holes before reinstalling the original bolts, inset.



with lengths of 4 x 4 lumber. Additional 2 x 4s served to guide the keel in its upright position during removal and reinstallation.

Cradle on the move

Carolyn's Eyes was supported by jack stands on the boatyard's gravel surface. Because there was little hope of the dollies rolling over gravel, I laid a trail of plywood sheets from the boat to the U-Haul trailer I'd rented to transport the keel.

After rolling the cradle into position, I lowered the aft end of the keel into it, using the keel's cable winch. With the keel supported by a hydraulic car jack, I removed the four bolts that attached the keel to the pivot assembly, then slowly lowered the forward end into the cradle, guided by the uprights. Thanks to the cradle's eight caster wheels, I was able to maneuver the 500-pound load between the jack stands and out from beneath the boat with little difficulty. The plywood creaked and crackled as I rolled the cradle to the trailer, but otherwise held up. Finally, I used a come-along to coax the keel up a ramp and into the bed of the U-haul trailer. Surprisingly, this was one of the more time-consuming and frustrating tasks of the whole operation. Because of the come-along's short reach, I had to frequently stop the process, chock the cradle's wheels, and then readjust the come-along. Every pause was a potential runaway-keel situation.

Once I was home with the keel safely in tow, overconfidence got the better of me. No doubt influenced by the frustrating process of winching the cradle up onto the trailer, I decided to forgo the safer option of winching the cradle down the ramp. "How heavy can 500 pounds be?" I thought to myself, and pushed the cradle past the point of no return on the ramp.

My next thought was "Force equals mass times acceleration," as the cradle

dragged me down the ramp and toward the recently-replaced garage door. But like a dragging anchor that finally digs in, the cradle and I stopped, just short of the garage door. After looking around to make sure there were no witnesses, I nonchalantly rolled the keel into the garage as if what had just transpired was all part of the plan.

Having just witnessed the power of gravity, over the next few days I contemplated how I would reinstall that 500-pound beast. It was going to be a challenge to safely lift and maneuver the keel into the exact position necessary for me to pass four $\frac{5}{6}$ -inch bolts through holes in the

Refurbishing the keel

Refurbishing the keel consisted of sandblasting, priming, fairing, and barrier coating. Rocco used a shop



Sandblasted

Her keel and bottom repainted, *Carolyn's Eyes* is ready to sail.

keel hangers and thread them into holes in the bottom of the boat. What I needed was a lifting capability that would move along with the cradle as I fine-tuned its position to align the holes. With that

in mind, I added a scissor jack to the cradle exactly where the keel's center of gravity would be. My plan was to roll the cradle into an approximate position, raise the keel using the scissor jack, and then fine-tune the position to line up the bolt holes.

Installing the keel

In the spring of 2016, the day arrived to reinstall the now-refurbished keel. Rather than use a come-along to load and unload the keel onto the trailer, I upgraded to a portable trailer winch



Barrier coated

crane to load and unload the keel into its cradle and to reposition it for refurbishing work. He later sold most of the tools, including the keel cradle, on Craigslist, offsetting his project expenses. with a 900-pound capacity and a 20-foot strap. Loading and unloading the keel then became a simple task. Once the keel was under the boat, I installed long threaded rods into the attachment points to use as guides when maneuvering the keel into position. These rods were actually 6-inch bolts with the heads cut off and a notch ground in using a Dremel tool so I could install and remove them with a slot-head screwdriver.

When the cradle appeared to be properly aligned, I began cranking up the keel with the scissor jack, making position adjustments as necessary. When the keel rose high enough that the threaded rods penetrated the holes in the keel hangers, I put nuts on the rods and tightened them with a wrench, drawing the keel up into position

Tools and materials

Mobile keel cradle

- 30- x 19-inch 1,000-poundcapacity hardwood dolly: 2
- 2 x 4 x 70-inch lumber: 2
- 2 x 4 x 24-inch lumber: 2 (forward uprights)
- 2 x 4 x 20-inch lumber: 4 (aft uprights)
- 4 x 4 x 19-inch lumber: 3
- 4 x 4 x 8-inch lumber: 6

Maneuvering aids

- Come-along
- Portable trailer winch
- 1-ton-capacity foldable shop crane
- 61/2-foot 2,000-pound-capacity lifting sling
- 4- x 7-foot utility trailer with ramp
- Scissor jack

while adjusting the jack to ensure it supported the majority of the weight.

Meanwhile, I applied blue Loctite to the threads of the proper keelattachment bolts. Then, one at a time, I removed the rods and replaced them with the bolts, which I torqued to the appropriate tension. I raised and lowered the keel a couple of times to ensure all was well. A few days later, a fresh coat of bottom paint signaled the installation was complete and *Carolyn's Eyes* was ready for the sailing season. \mathcal{A}

Rocco Dryfka and his first mate, Carolyn, have been refurbishing and updating their good old 1984 Catalina 22, Carolyn's Eyes, over the four years they have owned her. They currently enjoy sailing her out of Herring Bay on the Chesapeake.





Review boat

BY FERD JOHNS

O'Day 25

A keel-centerboard

family cruiser

PHOTOGRAPHY BY BETH BRIDGERS JOHNS

an Benjamin has been coastal cruising since 1976, in boats ranging from a 17-foot Com-Pac Sun Cat to a 35-foot Hallberg-Rassy and in conditions from slick calm to a stress test for his safety harness. He has sailed the Pacific Northwest, Chesapeake Bay, Florida Bay, and the Florida Keys. A professor of economics at Clemson for many years, Dan loves numbers, and his sailing friends nicknamed him "Dan the Navigator."

"I used to know a lot about navigation," Dan says. "Now I just look at my GPS!" Plans for future adventures include tracing the route of John Smith's historic explorations of the Chesapeake and its tributaries.

For their retirement, Dan and his wife, Robbie, selected a spot on the Northern Neck of Virginia at the head of a tree-draped creek off the Potomac River, close to where it empties into Chesapeake Bay. Their dock has a bit more than 3 feet of water at low tide. Dan wanted a boat he could moor there, that sailed well, was stable in heavy weather, and had reasonable cruising accommodations for two . . . plus a couple of grandchildren on rare occasions. In 2006, he purchased a 1983 keel-centerboard model of the hugely popular O'Day 25. He named her *Sophie* after the fictional Jack Aubrey's first command and has spent the last decade gently tweaking her to fit his preferences. He recently added an asymmetrical cruising spinnaker to the mainsail and furling 135 percent genoa that came with the boat.

Design and construction

The O'Day 25 is a keel-centerboard masthead sloop first built in 1975 in Fall River, Massachusetts, by the O'Day

Considering that 40-plus years have elapsed since the design left the drawing board, the O'Day 25 has aged quite well.

Corporation. It is one of a popular series of trailerable cruisers designed for O'Day by C. Raymond Hunt Associates, a firm with a reputation for innovation in both sail and power boats. (Ray Hunt, who died in 1978, developed the deep-V powerboat hull and the early Boston Whalers.) Led by head designer and president John Deknatel, the firm designed the O'Day 20, 22, 23 (several versions), 25, and 26 between 1972 and 1987. All were shoal-keel or keel-centerboard sloops that followed a conservative model with a relatively straight sheer, raked bow, reverse transom, flattish bottom, and hard bilges.

O'Day was the largest builder of sailboats in the U.S. when, in 1966, its founder, George O'Day, an America's Cup sailor and Olympic 5.5 Meter gold medalist, sold it to Bangor Punta (later Lear Seigler). O'Day had built well over 25,000 sailboats by the time the O'Day 25 was conceived, and built 2,898 of this model from 1975 to 1984, when it was replaced by the strikingly similar O'Day 26. The O'Day 25 was also available in a lessversatile deep-keel model.









The O'Day 25's 6-foot-long cockpit feels secure with seats of a comfortable width and height that give fair back support and are well spaced for bracing against heel, top left. A vented locker on the port side contains a 6-gallon portable gas tank and some oil. To starboard, a large seat hatch opens to the bilge. The battery boxes and water tank are under the cockpit but the cavernous space is otherwise open. A shallow seat locker aft of this hatch is handy for smaller items. A wide bridge deck closes the forward end of the footwell.

The folding boarding ladder on the starboard side of the transom is an essential safety item, middle left. Dan devised a stern anchoring system, with Delta anchor, rode, and chain pipe, to simplify anchoring singlehandedly from the cockpit.

Single lifelines run the length of the wide sidedecks, bottom left, and the uncluttered foredeck has an anchor locker and large mooring cleats. Dan keeps a Fortress anchor and rode forward as his "Plan B," but has not yet been able to devise an anchor roller installation that will fit around the stainless-steel pulpit, the running lights, and the stemhead fitting. The tall bimini (not a factory option) is a welcome addition in rainy or sweltering weather on the bay, at top.

The O'Day 25's designers cleverly disguised the hull's rather high freeboard by extending the deck mold several inches below the sheerline, so the visually dominant line is the rubrail fitted over the hull-to-deck joint. Aesthetics aside, the high freeboard pays off in interior volume and reserve stability, although it adds windage. A low-profile cabin trunk helps balance the overall design. Considering that 40-plus years have elapsed since the design left the drawing board, the O'Day 25 has aged quite well when compared to other trailerable boats of the era.

O'Day used construction techniques and material specifications typical of the period and appears to have maintained good quality control throughout the production run. The hull and structural fiberglass liner pan are a solid hand-laid laminate of mat and roving, and the deck is cored with end-grain balsa. The shoebox hullto-deck joint is secured with screws and 3M 5200, and the rubrail is screwed through the shoebox lap into plywood encapsulated in the hull lamination. Structural plywood bulkheads and the liner pan are tabbed to the hull (but not to the deck), while the solid-teak trim and teak-veneer plywood furniture are fastened with screws.

The lead ballast is fully contained and sealed within the keel molding, and the centerboard pivots completely up into the keel without intruding into the cabin. Fittings and construction quality are as good as or better than most trailerable boats of that era, and owners confirm that these boats, when reasonably maintained, have held up well.

Deck areas under factory-installed fittings on O'Day boats of this era are typically solid fiberglass or cored with plywood rather than balsa, but spongy cored decks can still be an issue on any older boat. On *Sophie*, a large area of deck skin and balsa core had to be removed and rebuilt where a previous owner had installed a standing block on the cabin trunk near the mast step without properly sealing the balsa core. Dan has re-caulked his deck fittings to prevent any further issues.

Rig

The single-spreader masthead rig is supported by a forestay, backstay, and upper and lower shrouds. The shrouds terminate at single chainplates on each side that penetrate the deck and are through-bolted to the plywood main bulkhead, which also supports the deck-stepped mast. Leaks are likely around the chainplates because the absence of tabbing between the deck and the bulkhead can allow movement in this highly stressed area. Sophie's bulkhead had apparently suffered from rot before Dan purchased her, as it has been locally reinforced with solid teak pads where the chainplates are attached.

The mainsail has typical sail-shaping controls in a traveler and vang, as well as a topping lift and jiffy reefing. The genoa furls on an aftermarket CDI FF4 Flexible Furler.

An optional mast-raising system, with a pivot ring spliced into each lower shroud to accept stabilizing bridles, allows an owner to use the boom as a gin pole. I have observed the process of rigging and launching an O'Day 25 with this setup. It took a couple of hours, an excellent ramp, and a lot of effort. Because of this and the 60-pound mast, a 2-foot 3-inch fixed-keel draft, and a towing weight of approximately 3 tons including the trailer, even the keelcenterboard model is really more "transportable" than casually trailerable. Dan does not trailer Sophie but simply takes advantage of her shallow draft to navigate to his dock.

Accommodations

The first step down into the cabin is mounted on the galley countertop, which is directly under the wide companionway, an arrangement that allows Dan to stand under the open hatch while cooking in fair weather (or, with his custom boom tent deployed, in any weather). Otherwise, the headroom is 5 feet 6 inches, enough to enable a From top right ... The galley is fitted with a stainless-steel bar sink, a hand pump supplied by a 10-gallon rigid plastic tank, a deep insulated locker, a small counter area suitable for a stove (Dan uses a portable one-burner Origo), and a small stowage area to starboard. The electrical panels are located above the galley counter under the bridge deck. A lift-out in the cabin sole allows access to the shallow bilge, and the electric bilge pump is in a locker under the bottom companionway step.

The head compartment is the full width of the hull. Large fixed ports, a cream fiberglass headliner, a simulated-burlap hull liner, and teak trim and bulkheads give the cabin an airy, but warm, feel. To bring the interior up to date, Dan replaced the plaid-pattern upholstery — typical of the era when the boat was built — with new foam and new fabric.

Although less than rock solid when folded down, the bulkhead-mounted drop-leaf table comes in handy for food preparation and dining, as well as when Dan lays out a chart so he can navigate the old-fashioned way.

The short, tight, and claustrophobic V-berth might suit kids or a short astronaut.

couple of "well-seasoned" 6-footers to move comfortably from the main cabin to the head, and to get dressed without undue contortions.

The galley counter extends over the after end of the starboard settee berth, and a deep shelf/backrest significantly reduces the usable width of this berth, especially at its narrow forward end. Dan removed the shelf, and his adultsized cruising companions can now sleep comfortably. Throwable flotation cushions substitute for the original backrest and do double duty in the cockpit. The port settee berth expands to make a snug double, but the port "coffin" quarter berth seems best suited for stowage, especially if the port settee berth is occupied. Stowage areas under every berth are fitted with removable fiberglass pans to keep stores dry.

The athwartships head is comfortably set up with Dan's high-capacity Thetford electric-flush portable toilet opposite a tiny vanity with a miniscule sink. A folding door gives privacy from the main cabin, and









the molded-fiberglass forward hatch provides good ventilation. Dan added a solar fan to the hatch and louvers in the companionway dropboards to keep the boat fresh year round.

Under way

Dan's outboard, a 93-pound electricstart Yamaha tilt-and-trim 9.9 fourstroke, hangs on a new stainless-steel Catalina Direct lifting mount. The previous outboard was very difficult to tilt manually, due to the awkward angle and interference with the stern pulpit, but the new extra-long-shaft highthrust Yamaha easily pushes the boat at hull speed under all but the worst



With a brisk breeze over her transom, *Sophie* pokes her nose past Lewisetta, Virginia, and into the Potomac River.

conditions, yet can be readily tilted to eliminate drag while sailing. The boat maneuvers best under power with the board down but still handles predictably in either forward or reverse with the board up.

The rudder draws more than the keel and is too heavy to remove while under way, so allowance must be made when powering in shoal water. Dan has not yet found a permanent solution to persistent problems with rudder delamination.

Comments from owners of the O'Day 25

I owned a 1976 O'Day 25 for 10 years and sailed her on Lake Arthur at Moraine State Park in western Pennsylvania. I improved her with roller furling, new batteries, LED lighting, running rigging, and a Johnson 9.9 outboard. She sailed fast and pointed well. She had a genoa and could handle all sails out in 15 knots of wind. Her partial keel and centerboard were a good combination for gunkholing.

I had no real complaints with her other than her rather Spartan cabin — typical of a production boat of that era. The galley was tiny: a sink, freshwater pump, a poorly insulated icebox, and no stove. Overall, the build quality served us well, although we know of others who had big problems with the transom. All in all a fine boat for the price point and we sold her for what we paid. We broke even after 10 years of fine sailing and camping with her.

-Doug Wilkin, St. Petersburg, Florida

I owned an O'Day 25 for 4 years and found it to be a very stable, seaworthy sailboat. For the money, this is probably one of the best and easiest-to-sail starter boats for a small family. I had only a couple of problems or dislikes: the chainplates leaked, requiring annual rebedding (and eventual replacement of the bulkheads), and the traveler is located where it's hard on bare feet and often in the way when going into the cabin. Overall it is a good and forgiving boat for a beginner or experienced sailor.

-Jim Widen, Green Bay, Wisconsin

I bought the O'Day 25 as a stepping stone. I was planning on owning it 3 years at the most. It's now going on 13. Initially, I was hesitant about the mainsheet's position across the cockpit. Now I prefer it nowhere else. There is almost stand-up headroom for my 6-foot 2-inch frame. Female guests love the private head. She doesn't point or tack well with the centerboard up and needs at least 10 knots of wind to get moving, but she's very comfortable in the larger waves of Lake Michigan. I really appreciate all the storage space. We love the slide-out double port berth.

My sailing is about 50 percent solo. I can easily manage all the needed tasks. Stepping the mast takes some planning but I can do it solo, even with boat in the water. I would definitely buy one again! -**Timm Rivette**, Milwaukee, Wisconsin

I owned a 1979 O'Day 25 from 1981 to 1989. With our fixed keel (5-foot draft) she only came out of the water during the winter months. What sold us on the boat was the huge open interior - no obstructing table in the cabin and no mast post. The V-berth was on the short side for a 6-footer but did have a solid door to close for a bit of privacy. The head was athwartships with plenty of elbow room. The teak work inside, as well as the general finish work, was very acceptable for this kind of boat. The fiberglass headliner and cabin sole were easy to clean, although a bit cold to the eye. I had no gelcoat issues.

At 9 years, I repaired about a dozen blisters on the hull, spaced evenly along both sides of the keel — an easy fix. The hull-to-deck joint never leaked and, out of habit, I always resealed the chainplates every spring, so they never leaked either.

-Bert Vermeer, Vancouver, British Columbia

Oday

I have enjoyed several cruises on Sophie, so I have quite a few in-depth personal observations, most of them seconded by owners we surveyed. The O'Day 25 has the feel and motion of a bigger boat and sailing it is a pleasure, so long as you don't expect it to be a racehorse. It tracks well, is stable, predictable, relatively dry, and rounds up safely to weather when overpowered. In about 15 knots of wind, a single reef in Dan's older mainsail, easing the traveler, and taking a few rolls in the genoa kept Sophie's speed up and heel angle down. Owners we surveyed were pleased with the O'Day's performance and seaworthiness.

A keel-centerboard design is an excellent compromise in a shallowdraft boat, so I anticipated decent performance on a reach. Where this boat surprised me was on a long leg to weather, which it held with relatively little leeway and a well-balanced helm. With enough breeze, this boat is a good little coastal cruiser, but while most owners agree that light air is not its strong suit, nor does it point very high, on *Sophie* we have on several occasions enjoyed ghosting into an anchorage or short tacking along a narrow channel.

O'Day cruisers have been criticized for being slow. The 25, with an average PHRF of 234, is certainly not in the same league as the J/24 (174) or the Olson 25 (159), but it has the same PHRF as an Ericson 25 Mk I or a Helms 24 and is rated faster than a Seaward 25 (270). The solid but unsophisticated construction adds weight, and the sail area is moderate, each of which can be an advantage in a cruising boat. The 1,800 pounds of ballast in her shoal keel keeps her on her feet, while the deep centerboard and rudder foils keep her in the groove.

Conclusion

Current asking prices for an O'Day 25 range from \$3,000 to \$15,000, depending upon seller optimism, condition, location, and whether a trailer is included. Most fall between \$5,000 and \$8,000.

O'Day 25



| Dearn. | 0 1001 0 11101103 |
|------------------------|-------------------|
| Draft | |
| Swing keel up: | 2 feet 3 inches |
| Swing keel down: | 6 feet 0 inches |
| Displacement: | 4,007 pounds |
| Ballast: | 1,825 pounds |
| Ballast/disp. ratio: | .46 |
| Sail area (100%): | 269 square feet |
| Sail area/disp. ratio: | 17.1 |
| Disp./LWL ratio: | 193 |
| Bridge clearance: | 33 feet 6 inches |



Resources

Parts for the O'Days and moral support are available from several online sources:

iheartodays.com oday.sailboatowners.com drmarine.com The youngest boat would now be 32 years old, the oldest 41. Subtle changes were made over the years, mostly cosmetic, but the basic design and rig remained the same throughout the entire production run.

A prospective buyer should sound the entire deck thoroughly to check for delamination or spongy core, especially around fittings and chainplate penetrations. The area of the main bulkhead where the chainplates are attached should also be carefully checked, as well as the mast step area and bulkhead tabbing. Centerboards, pendants, and pins wear and break, rudders split, rigging frays, once-neat wiring becomes a tangle as new electronics are added. These problems are common in all boats of this era, and all can be remedied with some effort and expense.

With just a few easy modifications, upgrades, and updates, the O'Day 25 can become an economical, comfortable, capable, shoal-draft compact coastal cruiser for two adults. Although not easy to tow, rig, and launch, it is at least transportable to distant cruising grounds with a suitably stout tow vehicle.

Although the builder has been out of business since 1989, D&R Marine still carries some O'Day parts. Suitable replacements for most fittings and systems are readily available and a large community of loyal owners is always happy to help. In short, there is not much about these uncomplicated, sturdy, handy little sailboats that can't be found or fixed. \measuredangle

Ferd and Beth Johns currently live on Whidbey Island, Washington, and regularly cruise the Pacific Northwest, Chesapeake Bay, and the Florida Keys. Ferd is an architect and professor emeritus of architecture, while Beth is an architect and photographic artist. Ferd cannot count the number of old fiberglass cruising boats he has owned (Beth can!), but the fleet is currently down to three ... two trailerable sailboats and one mini trawler.

Readers' favorite boat pictures

Patricia Begich snapped her husband, Pete, zipping across Arizona's Willow Lake under a reefed main in *Quee Queg*, their Boston Whaler Harpoon 5.2.

2415

Following a summer solstice raft-up picnic on Petenwell Lake in central Wisconsin, Curtis Frost of the Com-Pac 25, *Plane Crazy*, photographed Doug and Mary Dannen sailing into the sunset aboard *Main Squeeze*, their Precision 28.

March/April 2017



1960s high school sweethearts Richard and Theresa Spano walk hand-in-hand toward *Eponine*, their 1984 Catalina 30 Mk II, above. "For us, the walk down C-dock is like a walk back in time, to our own safe place, where it's just us two, the sea, and our little boat, and the cares of this crazy world blow away in the breeze. I'm sure most of your readers get that..."



... after 20 years we succumbed to the lure of headroom, lead ballast, and the ability to go to windward!" wrote Paul Follansbee of the 54-year-old Crocker 30, *September*, here anchored in Perry Creek, Vinalhaven, Maine. Photographer Richard Behan captured John Butte at the helm of his 1979 Bayfield 29, *Kabloona*, in the Salish Sea. Does the light get any prettier?

"Sort of a big sister and little sister thing!" So wrote Gary Herzig about this photo of his Cape Dory 22D, *Light Fandango*, moored next to a Cape Dory Typhoon on Otsego Lake, Cooperstown, New York.



It's *Pursuer* and *Second Wind*, neck and neck, at left. *Pursuer* is the Pearson 26, skippered by owner Kevin Reitter. *Second Wind* is the 1991 Tartan 28 Piper, helmed by owner Jon Fox. Fellow racer Patrick Siconolfi caught the action on the south shore of Lake Ontario from aboard another Pearson 26.



Crossing the Gulf Stream aboard *Peregrina*, a 1986 Alberg 37 yawl, in some nasty weather, Paul Skene said to the boat's owner, "If you ever want to sell this boat, please let me know." About 10 years later, Paul got the phone call and today he is part owner of this lovely vessel, here anchored at Pinhey's Point, on the Ontario side of the Ottawa River, at left.



William White shot this peaceful scene from aboard his 1974 Discovery 32-2, *Rangatira*. He was anchored in the ironically named Windy Bay, at the south end of Lasqueti Island, one of many Gulf Islands that lie between Canada's west coast and Vancouver Island.

Aboard the good ship

Explore the world through sailors' YouTube channels

More and more sailors are capturing their exploits and adventures on video and sharing those videos online. Still photos are great, but even from your armchair you feel much more involved in the action when you laugh along with a crew relaxing in a remote anchorage or duck reflexively to avoid the green water that's washing over a cockpit and blasting onto the camera lens. Among the many video biographies to choose from, you can join sailors soloing around the British Isles, exploring the high latitudes, selling everything and moving aboard, or building a bluewater sailboat. What's more, you can enjoy these videos whenever you want and at no charge (although many sailors who post their videos accept donations through Patreon or Paypal to help defer production costs).

YouTube is the place you'll find most sailing videos. Sailors who post videos repeatedly often use professional elements like captions and soundtracks and quality narration and usually set up a personal YouTube channel, creating a home page where all that user's posted videos can be easily accessed. As a viewer, you can subscribe to channels you like. As a subscriber, you can choose to receive notifications (via your account or via email) when a new video is published on that channel.

Subscribing to any number of channels is free, but you must have a YouTube account to do so (and you don't have to



subscribe to watch videos on a channel). If you don't have a YouTube account, getting one is also free — and easy. Simply create an account from the YouTube website using any email address.

Note that, because YouTube is under the Google umbrella, anyone who has Google account of any kind can automatically gain access to a YouTube account by signing in with the

More channel suggestions from the editors

Chase the Story Sailing

Starting at the boat factory in France, an American-British couple sail their way around the world on a 44-foot catamaran.

(50 videos, 33,400 subscribers)

Distant Shores TV

A couple of award-winning travel documentary filmmakers and sailing authors share their exploration of the world's top nautical destinations as well as shoreside attractions. (111 videos, 17,700 subscribers)

DrakeParagon

A couple aboard a Westsail 42 film their life cruising from North Carolina to Canada, Greenland, Iceland, the Faroe Islands, Scotland, and Ireland. *(311 videos, 24,800 subscribers)*

Gone with the Wynns

A young couple and their cats began their traveling lives aboard an RV, now they're on a Leopard catamaran. (299 videos, 112,400 subscribers)

Kraken Kissed Sailing Adventures

An agoraphobic, socially phobic stay-at-home mom signed on to her husband's long-held dream to sail around the world with the family. They lost everything in a shipwreck and now sail as a family crew aboard her father-in-law's boat. (113 videos, 900 subscribers)

Monday Never Sailing

A young couple from San Francisco document their life cruising in the Caribbean. (36 videos, 25,800 subscribers)

Nautical Channel

This channel is not about particular people, but covers all on-water activities, from surfing to sailing to kiteboarding to yachting. (859 videos, 1,800 subscribers)

Oh Sail Yes

This family documented everything from buying a Norman Cross trimaran, preparing for their first ocean passage, and exploring the Caribbean.

(32 videos, 1,300 subscribers)

Sailing Baby Blue

For years they saved and schemed and they finally sold their Colorado house and cast off aboard an Allied Luders 33-foot sloop. (24 videos, 14,000 subscribers)

Vicarious



same email address and password. A Gmail email address is an example of a Google account.

I've subscribed to one channel for eight years and enjoyed every episode. I currently subscribe to 13 sailing channels. Of the many to choose from, I describe here seven of the channels I enjoy. To find any one of them, simply search YouTube by the name of the channel.

Salt & Tar

Somewhere along the Columbia River in Washington state, Garrett and Ruth are building, by hand, the boat of their dreams: a 35-foot George Buehler-designed, gaff-rigged ketch. This will take several years to complete. Garret and Ruth are having a great time working together building their waterborne home plank by plank.

Garrett is a true craftsman who feels great joy when boards, frames, and planks come together perfectly. They are both extremely resourceful at finding building materials in unlikely places. No delivery trucks bring in commercial lumber for this project. Their videos are very entertaining and informative. Garret and Ruth also blog about their boatbuilding project at https://saltandtar.wordpress.com. (17 videos, 2,000 subscribers)



Sailing La Vagabonde

Australians set out on a 43-foot yacht with no clue how to sail. They've since cruised the Mediterranean Sea, Atlantic Ocean, Caribbean Sea, Panama Canal, and Pacific Ocean. (88 videos, 254,500 subscribers)

Sunkissed Soeters

They started cruising aboard their Corbin 39 as a couple, they've since had two babies along the way and are now a cruising family. (21 videos, 550 subscribers)

Sailing SV Delos

An inspiring trio of younger sailors and their invited guests have been exploring the world for 7 sailing- and adventure-filled years. (158 videos, 152,600 subscribers)

Sailing SV Lazy Gecko

A family and their dogs sold everything and cast off. Follow along to find out where they end up. (44 videos, 18,300 subscribers)

Sailing Trio Travels

A family of three is sailing and traveling aboard a 42-foot Fountaine Pajot catamaran. (98 videos, 13,700 subscribers)

Sailing Uma

A couple aboard a 1972 Pearson 36 (with electric auxiliary) share the adventure as well as the day-to-day life and lessons learned. (62 videos, 25,400 subscribers)

Sailing Britican

A British-American couple and their

4-year-old daughter sail around the world on a 56-foot Oyster. (71 videos, 3,400 subscribers)

Shaun & Julia Sailing

A budget-minded young couple in a small boat seek to create a sustainable life cruising around the world. (109 videos, 24,500 subscribers)

Sailing Miss Lone Star

Parents, two kids, and a large German Shepherd service dog are cruising aboard a 1994 Beneteau 405 sloop. *(69 videos, 26,000 subscribers)*

SY Zero

Sailing the world aboard a 1974 Hudson Force 50 after a significant refit in Mexico. (43 videos, 7,600 subscribers)



Sail Life

Mads Dahlke's YouTube channel is produced in Denmark. He is documenting his adventure in downsizing from a house to a boat. Before he sells his house, he completes many do-it-yourself projects aboard *Obelix*, a 1973 Albin Ballard. DIY projects make up the majority of his content.

Mads does a fantastic job of describing the projects and showing us how he completes them step-by-step. He reviews the products and equipment he uses to complete his projects, which include insulating his boat, adding a diesel heater, installing refrigeration, building shelving, and improving storage for an anchor and rode. He is a master craftsman who insists on perfection.

Just as he completes the refit of *Obelix*, another boat catches his fancy: *Athena*, a Warrior 38, which offers standing headroom and other amenities not found on his Albin Ballard. Of course, *Athena* is also in need of a refit and Mads is more than up to the task. He's a self-taught videographer and he almost always responds to comments from his loyal following. Time is well spent with Mads. (205 videos, 20,900 subscribers)



WhiteSpotPirates

A German adventuress, Nike Steiger, decides she has had enough of the rat race. She needs freedom and adventure. She flies to Panama and purchases *Karl*, a Reinke Super 10 aluminum sailboat that was built in Germany. Unfortunately for Nike, *Karl* has been sitting idle for some time and is not what you would call a turnkey sailboat. The interior is moldy and many years' of sea life are attached to the hull. Nike spends quite a bit of time and money bringing *Karl* back to life and documents it all through video. She became despondent only once: when she discovered little corrosion holes in *Karl*'s hull. Fortunately she found a master welder who knew how to heal *Karl*. Nike meets many interesting people along the way who help her to realize her dream. (130 videos, 40,800 subscribers)



Wicked Salty

Wes, Kate, and their trusty K9 companion, Lola, embark on an epic sailing adventure. They begin by working hard and saving enough money to purchase a sailboat and have a reasonable cruising kitty to sustain them on their adventure. Wes, after a long search, locates an Ericson 30 in Rhode Island that is just within their budget. He purchases *Parity* and brings her home to Massachusetts for fitting out. Then Wes, Kate, and Lola set off to the Bahamas via the Intracoastal Waterway. Along the way they have many adventures and meet lots of interesting people.

The audio and video is not always perfect, but the content is always interesting and entertaining. Young people having a grand adventure on the cheap, wicked good. It makes this boomer somewhat jealous.

(100 videos, 35,800 subscribers)

Sailing Nervous

Vin and Amy are novice sailors who have arrived at a crossroads in life. Their nest is empty, so they have decided to leave terra firma and move aboard a sailboat. One of their first tasks is to find a suitable boat and learn to sail her. They



spend time researching and looking for the perfect boat that fits both their ambitions and their budget. They bring viewers along as they visit a number of boats and talk with experts. They eventually decide on a Moody 34.

Of course, a number of projects must be completed before they move in. Vin and Amy do a great job sharing their progress, successes, and the occasional failure in the quest to become liveaboard sailors. They also involve their viewers with contests and feedback. The Critical Pirate appears occasionally to stave off negativity with great effect, in my opinion. Sailing Nervous is fun, entertaining, and informative. (97 videos, 12,300 subscribers)

www.YachtTeleportCom

Australians Chris Bray and Jess Taunton capture what they describe as, "an adventure of a lifetime." I must agree. Their adventure began with the purchase of a North Atlantic 29, *Teleport*, that had been out of the water for a number of years in Canada. She's one of only a handful of North Atlantic 29s ever produced and is junk rigged. Due to neglect, a total refit was necessary. Post-refit, Chris and Jess, who is a novice sailor, take on some of the most remote, beautiful, and dangerous waters in the world. Join them as they complete the Northwest Passage. Their extremely positive outlooks help them overcome the adversities they face.

I cannot think of more positive people. They are both accomplished photographers and videographers and have a passion to record and share the wonders they experience. As I wrote this, *Teleport* was for sale, so their sailing videos may be over. But the 37 videos they posted are still there to enjoy. (37 videos, 8,500 subscribers)



quite good at gunkholing because running aground bothers him very little, if at all. Dylan is a master storyteller and professional videographer. He includes history, local lore, and interesting chats with locals. He has an eye for beauty in natural things and shares discoveries that may last for only an hour due to wind and tide. In addition to his YouTube channel, Dylan maintains a website, keepturningleft.co.uk. I have spent many a winter hour sailing along with Dylan. (587 videos, 14,200 subscribers)

Jerry Thompson is an information systems professional who works and lives in eastern North Carolina. He learned to sail more than 25 years ago at the Armed Forces Recreation Center, Lake Chiemsee, Germany. North Carolina's milder winters keep Jerry on the water year round.



KeepTurningLeft

Dylan Winter takes us along on his marvelous, grand adventure. His plan is simple: depart the Solent in a small sailboat and keep turning left until he circumnavigates the British Isles. After completing his eighth season, he had made it about halfway around. It's taking so long to get around because he takes the time to explore the many unique and beautiful rivers that punctuate the coastline. Many times, Dylan tries to sail upriver as far as his draft will allow. He is

TheSailingChannel.tv

A bit different from most of the YouTube channels collected in this article, TheSailingChannel is an



aggregation of sailing video content, some of it produced by TheSailingChannel, some of it produced by sailing notables, such as Lin and Larry Pardey, Jack Klang, Gary Jobson, and John Rousmaniere, and the rest of it produced by individual sailing amateurs. Another distinction is that not all TheSailingChannel content is free. Some of the videos can be rented and streamed or purchased as digital downloads or DVDs.

Also, TheSailingChannel is cross-platform. In addition to YouTube, content is available on Vimeo and at its website, thesailingchannel.tv.

Of note is that TheSailingChannel produced and recently released the one-hour documentary, *Red Dot on the Ocean: The Matt Rutherford Story*, about Matt's solo non-stop circumnavigation of the Americas aboard a 36-year-old Albin Vega 27 (see "A Sailor, a Boat, and a Quest," September 2012). Herb McCormick of *Cruising World* calls the documentary, "a remarkable film, one of the best sailing documentaries ever produced."

Saying farewell to a first small boat

n the two-page color advertisement, the million-dollar yacht was sailing briskly across blue water against a background of the white sand beach and palm trees of a generic tropical island. An attractive woman wearing sensible but sensuous summer wear gazed admiringly on a handsome middle-aged man at the helm. The image was extremely inviting and entirely out of reach. Then I saw, in the list of the boat's features, the words, "self-tacking jib."

"That," I thought, "is the secret to it all." If I had a self-tacking jib, it wouldn't matter



that my "tropical island" is the shoreline of White Rock Lake in Dallas, or that my 14-foot boat really doesn't have room for a lounging admirer. Or, for that matter, that my sailing time is often curtailed by my role as commodore of the local boat club. (It is a grand title that means little in a club comprised of singlehanding sailors, none of whom, each being his own captain, is inclined to ask permission or to apologize.)

I'm ahead of myself. I'm writing to pay homage to a departing monarch, my first good old boat, a 14-footer named Anoesis. She was, more correctly, a MonArk, one of the many experiments in small fiberglass boats of the early 1980s. The design intent was a three-fer: a boat that could be motored (a small outboard can be mounted on the transom), rowed (built-in oarlocks and rowing seat), or sailed.

An experienced small-boat sailor recommended her to me as a boat that would be stable and easy to sail, and that she is. She has two drop-down bilgeboards under the seats and thus out of the cockpit. Together with the nearly identical rudder, they weigh 80 pounds. Supporting the cockpit from bow to stern is a heavy metal bar that, when sailing, is below the waterline and thus can be considered ballast.

To describe how she sails, let me just say that the few times I tried to race her in mixed classes of amateurs, I withdrew to avoid delaying the start of the next race. On the positive side, I could sail her singlehanded in 20 knots with no reef in the main and without serious danger of going over. Which is good. If she'd ever capsized, the eight unattached wooden pieces making up the seats and storage covers would have floated away while the miscellany stowed beneath them (including the anchor and battery for the trolling motor) would have gone straight into the muck.

Un-maidenly voyage

I bought her supposedly ready to sail, and I suppose she was as ready to sail as I was to sail her. So it was fortunate that the wind was light when I first eased Anoesis off the trailer into White Rock Lake. Although rigged for a jib, she didn't

When Robert acquired Anoesis she lacked many accessories, including a jib, at left above, but over time he added and tinkered and spent many happy hours sailing her on White Rock Lake, at top.

BY ROBERT HUNT

have one, so there wasn't much to tend to once I stepped the mast and raised the main.

There was a problem, of course. The ramp is at the north end of the lake and the wind was straight out of the south. With my extensive theoretical knowledge, gained from reading *The Complete Sailor* by David Seidman several times, I knew this would require tacking. This, in turn, I knew required headway. So as *Anoesis* tried to sail back up the ramp, I heaved her around the pier until I had 20 yards or so of water to the east. I pushed off hard, pulled in the sail, pushed the tiller to steer her more into the wind, and slid lightly into open water. It was *great*. For a moment. Then, even as I frantically tried to point her southeast, I slowly slid across the water into the reeds on the north bank.

Oh yes, now I remembered page 72. Without a keel, or in this case lowered bilgeboards, the boat slides to leeward and toward the dreaded lee shore. Actually, the reeds weren't so bad. It was mid-autumn and the cottonmouth vipers that usually coil around them had long since retired for the winter. And, positively speaking, if I could turn the boat around, I had room to the west to build up speed. So, leaving the main to luff, I used the reeds and a paddle to slowly pull her around to face west to start again.

I lowered the bilgeboards, shoved off hard against the muddy bottom with the paddle, and managed enough forward motion to steer clear of the pier to my west by half a dozen inches and tack back east before I hit the docks of the boat club. I ignored a group of three spectators. Their shouted advice didn't seem entirely sincere. Three more tacks and I was in open water and could begin learning about how the boat sailed and how to sail a boat.

Two hours later, I knew there was work to do. I needed a cup holder — the coffee I had brought for my inaugural sail became a coffee stain as the wind picked up. I needed a new mainsheet — the line that came with the boat was so thick it barely ran through the blocks. (It would become my painter.) I needed a jib because, well, it just didn't seem like a sailboat

without one and, without a jib, you can't heave-to and drink the coffee that should be safely in the cup holder.

The next day, I drove to the nearest boating store, where I got a quick lesson in the cost of upkeep. A new mainsheet cost nearly \$80, or one-tenth of what I paid for the boat. Cup holders didn't look like they'd fit and were priced as if made of gold. And when I inquired about a jib, I was referred to a company ready to create one with a 10-foot luff and 5-foot foot for a mere \$350.

A reality budget

It was time to start finding out how it's done in the real world. I started talking to every sailor I knew, looking at stuff online, and walking the docks to see how other boats were organized. I ultimately discovered five years' of *Good Old Boat* magazines stashed in the boat club storeroom. I learned that you can buy used sails and that working on a boat isn't something to fear. My first jib cost \$35 and still works fine.

During my second time out I realized that the arrangement of the mainsheet blocks was a badly done kludge and that tying off the jibsheets on horn cleats was ridiculous.

Armed with a drill, a rivet gun, stainless-steel screws, and a growing supply of scavenged blocks, pad-eyes, and cleats, I began relentlessly rearranging the running rigging, leaving in my wake some cracked gelcoat (who knew it was so brittle?) as well as small holes along the coamings filled with either silicone caulking or extra pad-eyes. I cut my cup and bottle holders in the wooden seats with a hole saw. It all worked and it all helped.

I was addicted. If I saw it on another boat I had to have it — assuming I could get the parts for little or nothing. And that was surprisingly easy because derelict boats seemed to be abandoned on a regular basis at White Rock. Soon I had a vang, a downhaul, and a Cunningham.

An old friend abandoned his racing scow and left me a cardboard box of newer blocks, pad-eyes, fairleads, cleats, and other general sailboat stuff. In a couple of years



After reading about a self-tacking jib in an advertisement for an expensive yacht, Robert decided *Anoesis* had to have one. After several false starts, he figured out an arrangement that worked when sailing to windward, at left, and off the wind, at right.

I changed the mainsheet rigging three times. I finally settled for an arrangement I saw on a Nomad, off the stern and running up to mid-cockpit, but I retained the option of using the center-boom sheeting that's more efficient for singlehanding.

A topping lift followed and, while the mast was down, a windvane. A small plastic trashcan fit perfectly under the mast to catch excess line from the halyards. And after a small outlay for pressure-treated furring strips, I had a wooden deck underfoot as well as under seat.

The decking was necessary because — unless I tilted the boat back more than 30 degrees to drain it — several gallons of water always accumulated in the stern bilge, water that inevitably came into the cockpit. Wet feet were inconsistent with my sailing fantasies.

Now that I had a boat with multiple attachment points and cleats on the coamings, stern, bow, mast, and boom, I could experiment and learn a lot about what affects sail shape (and how to correct it). I began to see how all that rigging works together: why it makes a difference if the jibsheets run inside or outside the shrouds, how the boom bends with different mainsheet arrangements, and how the vang and mainsheet interact. Who knew you should always loosen or remove the topping lift if you actually want to sail the boat in something other than circles? (And I sailed in a lot of circles.)

Fixing and fiddling

I learned how to repair fiberglass after I found a fine 5-footlong crack along the center of the hull, the result of years of the boat being trailered badly. In a normal 14-foot boat this would have been easy to repair, but I knew from experience that the boat was so heavy that two strong men could barely turn her on her side, much less safely turn her over.

To reach the crack, I lay on my back on 12-foot 2 x 6s as the boat hung above me in its cradle at the club. Of course, this should have taken a few days, if I had gone so far as sanding and adding a new layer of gelcoat. And it would have cost a lot of money, what with the price of marine epoxy and so forth. I forewent these niceties and, after a thorough cleaning, layered on five strips of fiberglass with hardware-store epoxy. They were as smooth as I could make them with a brush, and the epoxy needed only 10 minutes to harden after I mixed it.

It worked. As did other hull repairs of a similar nature, although I did sand and finish the repair to a major hole at the bow after a novice I was teaching came into the dock pretty hard. I learned that, with a small belt sander, you can sand and shape 10 layers of fiberglass and epoxy.

Then I noticed a boat with running lights. How could I *not* install an electrical system? A 12-volt marine battery fit in the front compartment nicely, sharing it with the Danforth. I ran heavy-gauge wires from the battery under the seats to a series of devices mounted in the stern. (This required removing a tunnel of the foam with which the hull was filled.) Ultimately, I had an input for an extension cord to the battery charger, a 12-volt outlet, an outlet for a trolling motor, and a mount for a stern light. This allowed me a self-warming coffee mug and the dream of a voyage so long I would need to recharge my cellphone.

About that time, one of the lines on the starboard bilgeboard broke. The designers apparently never imagined replacing these lines, and I couldn't get the boat out of my lowered cradle with the boards permanently down. Major surgery was required. With a cutoff saw in hand, and wearing a respirator, I cut through the cockpit, then the wall of the bilgeboard trunk, to reach the points where the lines were secured.

I thus learned about the anatomy of my boat and why it weighs so much. And that if I made 2-inch holes, I could fill them with caulking and door pulls from sliding closet doors more easily than by covering them with fiberglass. I learned that the peculiar guides through which the bilgeboard lines ran could be found at a sailing store in Vienna, Austria, (a city I once lived in and still visit regularly). And finally, that finished wooden covers over the holes in the cockpit look better than bad fiberglass and still allow access should lines ever need to be changed again.

Casual cosmetics

At this point in a *Good Old Boat* article there should be a paragraph about lovingly wet-sanding the oxidation off the gelcoat and polishing the hull, replacing or restoring wood,



and so on. I didn't do any of that. The wood on the boat, not original, was pine. It survived Texas sun only if I hit it with a belt sander twice a year then soaked it in marine varnish. And even then it looked, well, functional.

I did dream of getting the hull polished, or at least removing the stains from smashed spiders. (I call our boat club "Mirkwood on the



The MonArk was a good teacher, but Robert eventually said farewell to *Anoesis* and hello to a boat that could venture beyond White Rock Lake.

Lake.") That dream came to an end one quiet, moonlit night.

After I'd taken a colleague and her fiancé out for a quiet evening sail, *Anoesis* sat for three hours in the increasingly placid water while we joined several others celebrating the engagement, drinking wine, and enjoying the peace of the lake. It was after midnight when I put her away in the darkness. The next morning, I went to make sure everything was shipshape and saw long gooey strands of fertilized carp eggs hanging from stem to stern. Apparently it really had been a night for love.

I tried hosing them off, but they were tenacious. A broom finally removed them, but they left long stains that, even two years later I have not been able to remove short of sanding. And why bother? They are a story when visible, and they are invisible — below the waterline — when I sail.

A self-tacking jib

My last romantic fling with *Anoesis* involved a self-tacking jib. I could find little information on exactly how a selftacking jib works, and I was unable to glean much from the pictures I could find. The physics demanded something that could draw the foot of the sail aft while allowing it to swing a full 180 degrees from port to starboard without my making any sheet adjustments. In an aha moment, I saw the reason for booms on jibs, typically on cutter rigs.

I didn't want to invest time or money in shaping a boom from wood, and I really didn't need anything fancy because it was only 4½ feet from bow to mast. In the end, I used a small adjustable paint roller handle that could act as its own outhaul. Of course, the foot of my good jib was too long, but I'd acquired a rather limp spare that I had no shame in cutting down. An old friend with a robust sewing machine stitched the leech and I added a new grommet from the hardware store. We learned a lot about how incredibly tough even old sailcloth really is and why the cheap hand-stitching kit I'd picked up was worthless.

I ran a single line from the end of the boomlet to a block on the mast, then to the port side, through another block, and along the coaming through two pad-eyes to a cleat. I set sail. It didn't work. Letting out the single sheet resulted in the boom rising up more than out, and pulling it in simply pulled the boom back to the mast. I should have foreseen this.

I installed a traveler (really just a taut line attached port and starboard) ahead of the mast. This held the boomlet and down the coamings. I hoped I could ease the boomlet out beyond the traveler while the attached blocks kept it down. It still didn't work.

down as it swung from

port to starboard but it wouldn't swing out

beyond the traveler

I tried two blocks

attached to each other.

One ran along the trav-

eler. The jibsheet then

ran from the end of

the boomlet, through

the other block, and

through the block on

the mast before going

to the port-side block

when running.

Ultimately, I realized that the jibsheet needed to run forward to a block, then back around the coamings. At last a single setting gave me a well-shaped jib on either tack.

Put another way, I had arduously experimented my way into a jib that was really a mini-main, which, if I had given it some thought, is really all a self-tacking jib turns out to be. It was a realization that suggested further improvements, but I was ready to sail.

And so I did, although the lounging admirer never showed up. I sailed *Anoesis* up and down White Rock Lake hundreds of times, often alone, and usually more than once a week, in all kinds of weather ... except rain. I've had some near capsizes, the closest being when a bilgeboard caught on a hidden log in a strong north wind, pulling its line so hard that it broke its guide and sliced through the fiberglass before I could blow the main and get the thing disentangled. And I've been stranded at dusk when the wind inevitably dies and have been thankful for the trolling motor.

A new romance

Then, a few months ago, I saw a 17-foot Harpoon 5.2 for sale at the club. I knew it was in great shape. When I found out the price I sensed that it was time for *Anoesis* and me to part. I was ready for a larger boat, one that could take on sailing in the bays along the Gulf Coast. *Anoesis* needed a new beginner for her very forgiving ways. I pulled her out of the water, cleaned her up, and removed all my experiments, except those useful for real sailing. The self-tacking jib went as well, because beginners need to learn to handle jibsheets. Now she sits under tarps, waiting for a young man with a trailer hitch to take her away. Should I tell him she doesn't drain well? No ... he'll learn. \measuredangle

Robert Hunt learned to love the water while fishing as a boy in the 1960s, usually in one of his father's homemade skiffs. But it wasn't until 2012, after 20 years overseas as a teacher with the United Methodist Church in Asia and Austria, that he bought Anoesis, a 14-foot MonArk. In his work at Southern Methodist University, Robert teaches about cultural complexity. On the dock, he teaches people the joy of wind, water, and a boat with only a sail for power.





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Pearson 35

Surface savers

Protection for fiberglass countertops

BY DREW FRYE

olded fiberglass galley countertops are fairly common on older boats. When taken care of, they look good and are easy to keep clean. They are not, however, easy to repair. A permanent stain, deep gouge, or burn can be repaired only with major surgery. Aboard our 34-foot catamaran, Shoal Survivor, I came up with a means of protecting our molded countertops that keeps my blood pressure low when a hot pan is set down on one or a or sharp knife is dropped. My countertop protectors even make the galley seem a little bigger because we can use the counters a little more freely, and the worst "oops" simply requires that I make a new protector.

I fabricate the protectors from .09-inch fiberglass shower-enclosure paneling obtained from a big box home-improvement store. I can make a number of them in the time I might otherwise waste watching a movie.

I start by making patterns from cardboard or freezer paper of the areas I want to protect. I make an allowance for the radius where the counter transitions to the backsplash and, where there is no fiddle, I stay away from the countertop edge to reduce the likelihood of a protector becoming snagged on clothing. For shaping an inside or outside corner, I find a jar or lid that matches the radius and draw around that on the template. And I always mark on the template which side is the top.

Using the template, I trace around the shape onto the fiberglass panel, allowing about ½ inch for chipping. The

pebble side of the panel is best as the top as the raw side has a greater tendency to stain. I use a drill or hole saw to cut inside corners because they do a neater job than a saber saw, which tends to shatter and chip the fiberglass.

To make straight cuts, I score the sheet with a plastic cutter, then bend the material firmly back and forth until it parts. Pliers can help in tight spaces and with narrow strips. Simply snapping the sheet in one direction, as you would when cutting glass or plastic, will cause chipping on the reverse side.

After rough cutting the entire shape, I make the outside radius cuts, remove the trim allowance with a





To make his fiberglass countertop protectors, Drew uses a hole saw, a plastic cutter, and pliers.

first set on *Shoal Survivor* was clear acrylic, but they started to look messy when dirt got under them, and they didn't stand up well to the heat of a hot pan. Polyethylene cutting board material can also be used but it, too, is less tolerant of high temperatures than fiberglass. \varDelta

Drew Frye cruises Chesapeake Bay and the mid-Atlantic coast aboard his 34-foot catamaran Shoal Survivor, searching for out-of-the-way corners known only by locals. 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.



disk sander and 150-grit sandpaper, and finish by lightly sanding all the edges by hand or with a finish sander. I apply pads of the loop side of Velcro or a felt-like material to the raw fiberglass undersides of the

protectors. This keeps them from sliding around and from abrading the countertop.

Like any fiberglass product, the protectors can burn, so we keep them off the stovetop. Although we have tested them with a hot frying skillet fresh off the burner, we try to limit heat exposure to pots of boiling liquid. The air gap created by the felt or non-skid ensures the underlying counter will never get more than slightly warm. And we don't cut on them because they contain glass fibers that will dull knives in short order.

I have tried other materials for countertop protectors. We used wood on our last boat, but it was too thick and hard to clean. Our

Cutting out old caulking

Secondhand silverware made ideal tools

BY JOHN CHURCHILL

urdle's toerail was leaking and I had no choice but to remove and rebed it — all 70 feet. While most of the Dolfinite compound used for bedding the rail in 1979 had hardened after 37 years, the portion in the groove at the hull-to-deck joint was still soft and adhering. However, proper preparation required I remove all of the existing bedding, not just the bad stuff.

After limited success trying a variety of scrapers, screwdrivers, razor knives, and so forth, I had a light-bulb moment. I went to my local thrift store and bought an assortment of ordinary table knives for 10 cents each. Made from polished stainless steel, the knives are durable, stiff enough for scraping and digging, and the goo can be wiped off them easily.

The tips of the blades were not quite the ideal shape but, after a few passes on the bench grinder, I had them contoured perfectly for the job. The knives are so cheap and plentiful I even ground a couple of different shapes to try. I bent one of them into a hook shape, reproducing a scrieve knife I had seen in S.S. Rabl's classic, *Boatbuilding in Your Own Backyard*. (I had to use heat to bend the knife without it breaking.) This tool was helpful in certain parts.

One trick I discovered too late was to select a knife with a large, rounded handle as it will produce fewer blisters. I picked up a few extra knives to modify for future projects. \varDelta

John Churchill built a raft at age 6, sailed Snipes as a teenager, and worked his way toward bigger boats as an adult. He has sailed a Cape Dory 26 singlehanded to Bermuda and back, and a Bristol Channel Cutter trans-Atlantic with his father. Now living in Florida, John races and daysails Nurdle, a Bristol 35.5, while rehabbing her for extended post-retirement cruising.



A little time on the bench grinder and John had scrapers at thrift store prices, above and left, for removing old caulking that was under 70 feet of toerail, below.





www.goodoldboat.com

Keep a lid on splatter

Stirring paint without the Pollock effect

ur Creekmore 34, *Eurisko*, always looks sharp with her new black bottom paint, but we don't wear it nearly as well. Bottom paint is tenacious and toxic and we prefer not to get it splattered on ourselves and everything we own. But it's also thick, and contains suspended solids that must be mixed well into the paint before it's used. For those of us working in a boatyard without access to a paint-can shaker, mixing paint can be messy, but we have overcome the problem.

We need more than a gallon of paint to coat *Eurisko*'s bottom, so we always buy two cans. This allows us to use one lid for our mess-free mixing technique. The other lid remains intact, and we use it to seal the can containing the leftover paint we will later use on the places we can't reach while the boat is sitting on the jack stands and the keel blocks.

After removing the lid from the first can, we punch a hole in the center large enough to accept the shaft of a paint stirrer designed for use with drills (photo 1). We carry few bottom-painting tools on board, but we have held on to a drill-driven paint mixer for many years. It has proven its worth repeatedly.

With the stirrer in place, we put the lid back on the paint can and secure it well (photo 2). Next, we attach a drill to the stirrer (photo 3). We've found it essential to use a powerful drill; in paint that has been in storage any length of time, the solids at the bottom of the can become very thick, and a low-power drill can be destroyed trying to mix it.

We start on low speed and mix the paint slowly, beginning near the top and working our way to the bottom of the can. Several times during this process we remove the lid and stirrer and scrape the bottom edges of the can with a stir stick (photo 4). The shape of the stirrer does not allow it to reach into the corners.

We repeat the drill/scrape/drill process until solids are no longer visible. At this point, we run the drill at a higher speed for a few minutes. This moves the paint much more quickly and can fling paint out the hole in the lid. We keep a rag nearby in case we need to cover the hole.

After applying the first gallon of paint, we remove the lid from the second gallon and set it aside. We then mix the second can using the mixer and the punctured lid. When we're done painting, we seal the can with the intact lid to await launch day, when we will use the remaining paint. Now we can enjoy how good *Eurisko* looks with her new black coat without having to wear one ourselves.

Connie McBride, her husband, Dave, and their three boys set off in 2002 to begin their lives of adventure on board their 34-foot Creekmore, Eurisko. After nearly a decade in the Caribbean, including a year in Panama, they returned to the U.S. for a while. Now empty-nesters, Connie and Dave are in the middle of a slow meander back to the Caribbean. Follow their adventures, tips, and DIY projects on Connie's website: www.simplysailingonline.com.

BY CONNIE MCBRIDE









The one-can solution

by Jerry Powlas

A slight variation of this technique is to use a sheet of thin plywood, ($\frac{3}{16}$ - or $\frac{1}{4}$ -inch) and drill a hole in it that is a close slip fit for your paint mixer. While stirring the paint, just apply downward force on the plywood so the paint does not fly out. It helps to hold a piece of paper towel around the shaft where it enters the plywood. This allows you to raise and lower the mixer and move it around the inside of the can without having paint leak out around the hole. If you're wearing rubber gloves (recommended) don't let them touch the spinning shaft (not recommended).

At the end of the mixing, pull the mixer up into the airspace above the paint (if there is one). Run the drill a few seconds to sling the paint off the mixer. Then lift the mixer and plywood from the can, put them into a paper shopping bag, and spin the mixer some more to further clean it. Finally, wipe the mixer with more toweling and clean it with solvent (or with water if you're using a water-based paint).

This variation allows you to reuse the paint can lid.

Boats for Sale



Chris-Craft Apache 37 1967 Sparkman & Stephensdesigned sloop. Yanmar 3YM 30 diesel w/125 hrs. RF headsail and FB main. Aft-led halyards. Awlgrip hull and deck. Quick little boat. Norfolk, VA. \$28,000.

George Wigfall 757-486-0022 gwigfall2@cox.net



Pearson Vanguard 32.5 1964. Championship boat. Exc racer/cruiser. Very good cond. 3' bowsprit. Racing main and genoa, cruising main and genoa. Many extras. 3GM30F Yanmar engine w/500 hrs, feathering prop. Hempstead Harbor, Long Island, NY. \$25,000.

Robert Tatem 516-984-5654



Menger Cat 19 1995. Nice catboat, lightly used by a string of senior mariners. Includes Yanmar, depth, 2 mainsails, cockpit cushions, stove, Porta Potti, etc. Lots of stuff included. In the water and ready to go. Original EZ Loader trailer in decent shape (not registered) is free if desired. New River, Jacksonville, NC. \$12,000. Dale Weston

> 910-455-9916 majortest@earthlink.net



Bristol 32

Classic 1975. Turnkey! Very dry! Restored: hull painted, deck painted w/nonskid. Deck hardware, toerails, handrails, eyebrows all rebedded. Fabricated new rubrail, little-used new main and RF jib, bungee-retractable lazy-jacks, new SS opening ports w/ screens, custom-built fridge, nav station and storage cabinet. Press. H/C water system, nearly new 25-hp diesel, canvas like new. Owner's age forces sale. Chesapeake Bay. \$35,000.

Frank Parish 410-231-2045 ftparish@comcast.net



Cal 30

1966. Classic sloop w/tall rig. Atomic 4 engine recond. '15. New-ish AP, RF genoa, 3-blade prop, spinnaker sock, new-ish interior cushions, shorepower, pressure water, new head, 2 batteries w/smart charger, 6 berths, cockpit cushions, bimini. Full inventory available. Hawkestone Yacht Club, North of Barrie, ON. \$9,700 CDN. Barry Rimmer

519-842-2828



Alden Zephyr 36 1961 fiberglass sloop. Hull #959. Low-hours Gray Marine. Draft 4' w/CB up. Good sails. Worthy and sound boat needing TLC. Easton, MD. \$12,000.

Robert Middleton 410-829-0873 robertmiddleton44@gmail.com



Willard 30

1995. Custom-built downeasttype trawler. To step aboard is to return to an era when naval design featured rugged construction and traditional layout. Interior is light, airy, and uncluttered. Salty looking with bronze opening ports and cowl vents and stabilizer poles w/ paravanes. Heavy displacement, 2,500 lb encapsulated lead ballast. Extra fiberglass in bilge provides great stability. Mechanicals all modern. Dinghy included. Long Island, NY. \$79,000.

Andrew Galasso 631-722-3400 Andrew@lighthousemarina.com

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website: www.goodoldboat.com/resources_for_sailors/sailing_classifieds/



Pearson Vanguard 32 1964. Hull #66. Same owner 32 years. New Profurl, rigging, spreaders. Beta Marine engine w/86 hours. Cushions inside and out. Secondary forestay, 2 awnings, cap rail covers, ST winches. Tiller autohelm, Aries steering vane, solar panel. 4 sails, roller boom, reef points, lazy-jacks. New stovetop, good fridge. Avon tender, anchors, etc. Many extra parts. Dodger frame, Awlgrip paint. Fort Lauderdale, FL. \$17,000.

> Pierre Soucy 954-515-8240 Solutions5@hotmail.com



Camper Nicholson 35 1976. Classic good old boat. Reviewed *Good Old Boat* Sept/Oct 1999. Fully equipped and ready to sail away. Boat does need some "lipstick and rouge" to bring back her luster; she is priced accordingly. An extensive equipment list is available. Lake Charlevoix. \$38,500.

John & Cristina Staats 231-373-0955 jstaats@racc2000.com



Pearson Vanguard 32.5 1964 sloop. Always in fresh water. Restored '02 to '07; better than new. 20-hp diesel, 3-blade feathering prop, new cherry/mahogany interior, Sunbrella cushions. New plumbing and electrical. Awlcraft and Awlgrip. Race/cruise equipped. Profurl, standing rigging replaced. Cradle, custom winter cover. Lake St. Clair, MI. \$29,000 OBO.

Peter Polasek 313-886-3781, 313-550-1259 dppolasek@aol.com



Nonsuch 30 Ultra

1984. Excellent cruising cat-rig sailboat designed for quality, simplicity, and performance. Deck and hull completely refinished with over \$20,000 in improvements including KiwiGrip non-skid. Stored inside since repaint. Electric Lewmar halyard winch, 2 Andersen ST winches, AC w/ heat pump, Doyle FB main. Fresh water. Full inventory available. Stored inside on a cradle in Marquette, MI. \$58,500.

Ken McCormack 248-613-6606 kmccormack1@att.net



Downeaster 38

1976 ketch. Elegant and capable vessel. Above average cond. Classic styling married to modern electronics and upgraded electrical systems. 12" Garmin MFD chartplotter w/radar, depth, weather, tide/current data. Full set of sails and sail instruments, beautiful teak and mahogany interior, full galley, spacious cockpit. Full specs and pics on yachtworld.com. Reviewed *Good Old Boat* Nov. '16. Deltaville, VA. \$44.999.

> Cori Williams 804-776-9898 info@csyboat.com



Rhodes Reliant 40 1967. Obsession. 2 owners since new, well documented in recent magazines and calendars. Equipment renewed and/ or replaced in-kind as needed. New Yanmar engine '14, new chainplates '16, masts refastened '14. Varnished each season, new Raymarine AP, new Air Head marine toilet. Cruised extensively in New England waters with family. Bristol, RL \$90,000.

Chris Museler 401-835-5406 cmuseler@gmail.com



Allied Seabreeze 35

1971. Worthy passagemaker designed by MacLear & Harris. Full keel w/easily retracted CB. '06 Yanmar 3Y30MFW w/1,400 hrs. New primary drive shaft, dripless shaft seal, Cutless bearing, 12" 3-blade Max-Prop '16. Running rigging, mast and boom painted 2-part poly, rigid vang, lines led aft, Ullman FB main w/Strong Track, 130 furler '15, Transmission rebuilt '14. Raymarine nav/radar '13. Standing rigging '12. Stored indoors. Ready to sail away. Anacortes, WA. \$48,000

Phil Smith 214-862-5483 Phil 510-579-1887 Pat smith.clan@sbcglobal.net



Catalina 25, Interlake 18 1985 Catalina 25: recent cushions, older serviceable sails, '10 Tohatsu 4-stroke, bimini, EZ Loader trailer w/rollers, \$6,500. 1957 Interlake 18: solidly built fiberglass sloop w/spruce spars, good sails, and trailer, \$950. Or trade either for travel trailer, property, another boat. Both are freshwater swingkeel boats w/good trailers and tires. Southwest MI.

Michael Murphy 269-624-6583 modalservi@aol.com

More boat listings at GoodOldBoat.com Sailing Classifeds



Hunter 27 2009 Edge. Spacious cabin, 5'11" headroom, stove, Jabsco head, holding tank, macerator, 30A shorepower connection. Water heater, bimini, bilge alarm, Dutchman mainsail system. 75-hp Evinrude E-Tec 4-stroke OB, very low hours. 19 mph capable. 12-gal. tank. Stored on Road King Trailer, towing weight 4,900 lb. Stamford, CT. \$35,900.

Harry Christensen 203-329-9128 farmor2004_1@hotmail.com



Sea Sprite 33

1984. This is not your father's Sea Sprite. *Panache* has been featured in 2 episodes on PBS. Relaunched in '07 after \$200,000+ keel-up restoration with more upgrades every year since. New Awlgrip Timeless Green hull paint in '15. Brightwork refreshed every year, fresh bottom paint '16. Butterfly hatches added '14. This full-keel vessel backs like a dream with its powerful bow thruster. Manitowoc/Kenosha, WI. \$99,500 OBO

Richard Charette 847-867-8296 richchar96@gmail.com www.panachesailboat.com



5-2 8.0 1983. Well cared for. 15-hp OMC Saildrive reconditioned '16. New Raymarine i40 BiData '16. Marinamaintained freshwater boat always in Lake Michigan. Sails and rigging in good cond. Main and 3 headsails: 100, 140, 155. RF on headsail. Lewmar ST winches. AP. Lazy-jacks installed '16. Sleeps 5. A good old boat. Will sail for years. Buying a larger boat. Manitowoc Marina, Manitowoc, WI. \$9,000. Brian Chambers

641-777-8040 Bcchambers57@yahoo.com



Westerly Tiger 25

1969. Well-maintained, fin-keeled sloop, hull #90. 7-hp Volvo MD1 diesel. Awlgrip '04. FB main, Genoa, working, No 2 jib, spinnaker, whisker pole, Furlex furler, Evo ST 30 chrome sheet winches. Numerous electrical upgrades to hull, mast, control panel, and starter/generator circuits. GPS/ plotter/sounder, VHF, and AP. Forward cabin w/enclosed head. Propane stove, enlarged icebox, and modified dinette converts to double berth. Steel cradle and much more. Dollar Bay, MI. \$9,750. Jim Spence

spencetimes2@gmail.com











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An object of devotion A sailboat evokes

a certain kind of emotion

BY HANNAH VERRA

any a captain will tell you a sailboat is a conscious being. She can be a jealous thing, a sensitive gal whose dependability rides greatly on the love and attention bestowed upon her.

I found myself explaining this phenomenon to my first mate last fall on beautiful, unpredictable Lake Ontario. A light breeze was blowing us from Kingston, Ontario, toward Main Duck Island, our destination. With the help of our 9-horsepower Yanmar inboard, we were making good time and expected to be entering the narrow channel to the inner harbor in about 5 hours.

"She's a good girl," I said to David, while patting the coaming of my 24-foot sloop. "And don't forget to mention it every once in a while." We had spent our summer working on other people's boats, saving cruising chips for an adventure cruise to the Bahamas. "Don't let her see you putting in too much time on other vessels - no, no, no," I continued. "You've got to show her some love, give her a little compound cleaner and wax every once and a while, keep her pretty."

Although David caught on quickly in matters of sailing and boat repair, he seemed skeptical about this whole conscious-fiberglass-boat thing.

It had been a beautiful summer, most of which we spent sailing between Belleville and Kingston, Ontario. We were fine-tuning our little 1970 Hurley 24 and becoming more experienced sailors. This was our second trip to Main Duck Island that season and, although we couldn't yet see her pristine waters or lushly treed shores, our hearts and minds were already relaxing on her rocky beaches.

In my musings, the putt-putt-putt of the diesel engine became the sound of lapping waters and the calls of exotic birds sunning on the beaches and perched in the trees of our favorite island. A change in rhythm called me back to reality. The steady putt-putt-putt that had set me off dreaming had changed to a drawn out cry for fuel, puuuutt, pu..u.ut...

Eyes wide, I looked over to the first mate. Our thoughts of Main Duck's picturesque shoreline quickly focused on her harbor entrance: a treacherous 400-foot stretch navigable only with careful attention to a range marker. Hardly wide enough for one boat motoring, it certainly allows no room for tacking. We would need an engine, and ours had just stopped.

As if on cue, Lake Ontario started to kick up some short, choppy waves, enough to challenge our equilibrium, especially while hanging upside down in a musky engine bay bleeding fuel lines. It wasn't long before David made an offering to the sea: his lunch. The lines were bled, but Ol' Faithful would not start. We changed the fuel filter and tried again. No dice.

Feeling quite defeated, we talked through the options: beat upwind back to Kingston with our tails between our legs, sail downwind to Main Duck Island and anchor off her lee shore nestled between wrecks of ships much bigger and stronger than ours, or sail into Main Duck's School House Bay and pray to the old man and the sea that we will be able to repair the engine with the help of only the waterfowl. Another option we tossed out was to tow our 5,000-pound boat with our rowboat, furiously sculling. The thought of beaching her and spending the winter as castaways seriously crossed our minds.

Remembering the advice of much wiser sailing friends and family, we remained (kind of) calm and bled the lines no less than six times before finally ... putt-putt-putt! Ol' Faithful was faithful to us once again. Climbing out of the engine bay I retook my place at the tiller and fixed my sights on a green blur in the distance. We would motorsail cautiously into the protected harbor of the Canadian bird sanctuary.

Out of the corner of my eye I noticed David's diesel-stained hand, resting on Cicindelle's deck, start to rub ever so gently from side to side. Perhaps it was my exhaustion or the diesel fumes, but I think I even heard him whispering sweet nothings to our little girl. Δ



Hannah Verra has the adventure bug. She has cycled extensively in Europe and recently completed a 3-year bicycle trip from Toronto, Ontario, to Guatemala and back. She homesteaded in Mexico for several years, subsistence living and teaching English. Hannah grew up

in a sailing family and has owned Cicindelle, a 1970 twinkeel Hurley 24, since she was 18. A new chapter of her life has her sailing the Great Lakes and waters between Canada and the Bahamas.



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