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GOODOLDBOAT

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After waiting in vain

a long time for the

perfect boatyard-

activity cover pic

we finally tapped

Fritz Seegers (one

of our three regular

illustrators) to draw

us one. Fritz's work

to land in our inbox,

On the cover ...



appears in nearly every issue, usually as technical illustrations.



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Good Old YouTube

Have you noticed our "Want to see more?" video icons in recent issues? They indicate that you can find a video supplement to the article on our *Good*

Old Boat Magazine YouTube channel, such as the one shown here for Drew Frye's steering-by-drogue

article in this issue. If you're reading *Good Old Boat* on a device, just click the icon in the article to view the video. And however you're consuming *Good Old Boat*, check out our YouTube channel next time you're on a device — there are lots of videos there to keep you informed and entertained, and we're adding more all the time. It's almost better than watching silly kitten videos, or videos of people unboxing stuff (what's that about anyway?). If you're reading the digital magazine, click the image above to see Drew's video. Otherwise, search *Good Old Boat* Magazine on YouTube.



A Free Cal 40?

They say there's nothing more expensive than a free boat, and that's probably always true. But there's probably nothing more satisfying than watching someone bring a boat destined for the landfill back to like-new condition. That's what Fred

Cook, president of Schaefer Marine, does for a 1967 Cal 40 in this series posted on Schaefer's Great Old Boats YouTube channel. Watch the first episode, it's hard to stop. If you're reading the digital magazine, click the image above, Otherwise, search Great Old Boats on YouTube.



Sailing Soulianis

Good Old Boat contributor Chas Hague turned us on to Sailing Soulianis, and now we want to share. This young couple is squeezing all they can out of life and today that life centers around their good old Tartan 37. Take a look at their intro video, watch them find a boat, then

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cast off with them. They started in Lake Michigan and are moving down the Tenn-Tom Waterway as we go to press. Hurry and catch up! If you're reading the digital magazine, click the image above, otherwise search Sailing Soulianis on YouTube.

HEADSAIL FURLERS · MAINSAIL FURLERS

This has a the rs?

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CDI has been involved in the sailing industry for over four decades. We stand firmly behind our products, and with unprecedented reliability our furling system will save you time and money. Backed by our comprehensive warranty, you will have peace of mind and more days on the water. Visit **Sailcdi.com** and sail away with ease. photo by @mikeydetemple



Unconditional Love



Whether for babies or boats, it's the human condition BY MICHAEL ROBERTSON

hen my first daughter was a newborn, I'd have jumped in front of a car to save her life, not because she was my daughter, but because it was the right thing to do. I hope I'd do the same thing for any infant.

It wasn't the same for my wife, Windy. She'd have jumped in front of the car because she was bonded to that particular infant and loved her with an intensity I couldn't express or understand at the time. I felt unsettled by the disparity in our emotional attachment. Was there something wrong with me?

Windy put me at ease, explaining that, in addition to the 24/7 knowledge that this little person was growing inside her, it was the months of hardship that created her attachment. (The last two trimesters of her pregnancy were hell, and I saw firsthand that giving birth was no picnic.) I may have held Windy's hair back on a couple of occasions while she threw up, but I otherwise enjoyed a carefree 40 weeks. Then there was a baby.

I found it odd that the nights that followed didn't breed resentment. For sleepless hours I paced the room with my daughter in my arms, aching for her to let me put her down so I could return to bed and be somewhat coherent at work the next day. In the months that followed, I changed revolting diapers and read the same little story books until I felt like I was in an insane asylum. This little being was really intruding on my lifestyle. And all the while I grew more and more attached. And that's still happening, 15 years later.

And it's the same with boats.

When we took ownership of our 1978 Fuji 40, I'd have risked life and limb leaping onto a wobbly dock to save her gelcoat from the slightest scratch. But I know that I'd do that for almost any boat, because it's the right thing to do.

On the day the former owner came aboard to hand off the keys and fill us in on some of our boat's quirks, he spoke slowly and his eyes were a little damp. Every detail he pointed out to us had a story behind it; memories still hung heavy in the cabin for him. I could see that he loved this old boat, certainly more than I did ... at the time.

Then I spent the first of many sleepless nights on anchor watch, eager for just a little shut-eye, but anxious over this boat's well-being. I cleaned revolting sludge from her bilges and read and sorted through all the manuals and paperwork left aboard until I was cross-eyed.

In the months and years that followed, I sliced open my finger working on the bilge pump. I suffered a mild sprain in my ankle jumping onto a wobbly dock during a too-fast approach. I dripped sweat as I patched a sail down below on passage, and burned the skin on my hands trying to hang on to a snubber that broke free. I split my head open on the propeller while cleaning the bottom. I choked on diesel I'd sucked out of a clogged fuel line, and twisted my neck trying to reach a bolt I'd dropped someplace inaccessible. I bloodied countless knuckles over the years, and in the middle of it all, attended a wedding with my hands covered in two-part polyurethane paint that no amount of acetone would remove.

I love our 40-year-old boat, surely by now more than the guy we bought her from did. And sailing aboard her with Windy and my daughters on a warm, windy day? I love that feeling with an intensity that's hard to express. Δ

Unscrewing Without Tears,

distanti la



No excuse needed

Drew Frye's variations of the age-old excuses for having a dock queen, enhanced by Tom Payne's cartoons, resulted in a very funny article ("And Because It's Friday," March 2019). I don't mind admitting that I identify with them all, including the three-score-yearsand-ten excuses. But I likewise

identify with Frye's penultimate paragraph, "I'll go when I want, where I want."

Having done more than most by way of ocean passages, I don't feel the need to explain *Britannia*'s continued attachment to this marina. My answer to the impertinent inquirer is always the same: "Why the hell would I want to take my boat out there when I can enjoy it so much easier in here?" Sailors around my age who've been anywhere agree. –**Roger Hughes**, Celebration, Florida



Unscrewing without tears

I read with interest the short article on screw history ("The Trouble with Screws," March 2019). It contained a lot of historical information, but none on techniques or strategies for removing old screws that have been exposed to a marine environment. Having removed the toerails from my Bristol 29 last summer, I can offer some insight into the removal of slotted fasteners 50 years after they were screwed into place.

First and foremost, screwdrivers wear out and they are usually the reason for the "camming out" problem. The blade of a screwdriver must fit the screw's slot securely and be almost the width of the screw head. A too-small screwdriver blade contacts the screw only at the edges of the slot and results in reduced leverage. Routinely dress the driver's head (blade) with a flat file, and hold the head square and flat during use. I use screwdrivers with case-hardened blades when I'm driving or removing screws, but even these can fail if the operator is tired or sore and the blade tips slightly out of alignment.

Lately, I've employed an impulse driver with hardened bits and apply moderately heavy pressure with light amounts of driver power and a back-and-forth twist to get things going. Even then it is not always completely successful. Regardless, a firm, square seat for the driver is essential. Even hardened bits become worn after a dozen or so removals.

For installation, I use a brace to hold the bit rather than a handheld driver. This gives me much more leverage and control, and keeps the blade seated as well as providing better feedback as to how tight the screw is.

Shipwright Louis Sauzedde offers an excellent video on removing slotted screws from the hull of the old Herreshoff 12½, *Rhode Island Red.* Go to youtube.com/watch?v=tb-VXCGVq2Y or search for "quick and easy method to remove screws" on his Tips from a Shipwright YouTube channel. –**Chris Layne,** 1968 Bristol 29.9, Heathsville, Virginia

Dock Queens Justified, and Acronym Spelled Out

Please spell it out ...

Acronyms are fine, but you have to at least once say what they mean. What does PHRF stand for? ("Testing the Waters in PHRF Part 2," March 2019)

-John Carpenter, Kansas City, Missouri

Our apologies to John and anyone else who joined us for Part 2 of that article and missed Part 1 in the January issue, where we not only spelled out what PHRF stands for but explained it. In this issue, we use PHRF in the third part of that article, but only in the title, which doesn't give us the context to spell it out. So, to make amends, and as it's interesting anyway, here is the full definition of PHRF, which was included with the first part of this article, in our January issue.

-Editors

Bug spray and portlight screens

Your article on portlight screens caught my eye ("Screen Testing," March 2019). We are the manufacturers of PortVisors and we occasionally get comments from owners who mess them up. How? From overspray when they spray insect repellent on their screens. Because DEET is a solvent, it mars polycarbonate surfaces like our PortVisors. It can also damage eyeglasses and camera bodies and lenses. So if you're trying to keep out no-see-ums, remove the screen and spray it away from vulnerable items — or use Avon's Skin So Soft.

-Paula Biles, Seaworthy Goods

continued on page 54

PHRF Unwrapped

PHRF, which stands for Performance Handicap Racing Fleet, is a handicap system used to level the playing field when boats of different designs are racing (as distinct from one-design racing, in which boats of the same design race as a fleet).

Each boat is assigned a handicap based on its estimated speed relative to a theoretical yacht that has a handicap of zero. A boat's handicap is the number of seconds per mile that the boat should trail the zero-handicap yacht. For example, if your boat has a handicap of 190 and another boat in your class has one of 170, that boat will owe your boat 20 seconds for each mile of a racecourse. Over a 6-mile course, it would need to cross the finish line more than 120 seconds ahead of you to beat you.

A boat's handicap is based on particular attributes, including its waterline length, displacement, sail area, size of its largest foresail, type of keel, and the type of propeller and number of its blades.

Local and regional associations set PHRF ratings for boats in the local racing fleets, taking into account the predominant sailing conditions in the area, such as light air or heavy air. As a particular boat establishes a race record over a period of time, that performance might be taken into consideration and result in a handicap adjustment.

While handicaps are assigned locally, US Sailing maintains a fleet handicap book that includes information on more than 60 PHRF fleets throughout North America, and handicaps for more than 5,000 (mostly

good old) classes.

For more information on PHRF and racing in general, visit ussailing.org/competition/ offshore/phrf.

Jon Bernz and his wife, Jane, were celebrating their 30th wedding anniversary on the water in Annapolis when they spotted this lovely and unknown Sabre 362 (and member of the Chesapeake Bay Sabre Association) rounding buoy #1, which marks the north side of the entrance to Annapolis Harbor. Back home, the couple sails *Hideaway*, their 1985 C&C 35 Mk III, on the Hudson River and Long Island Sound.



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A distinctive big, fast sloop from the giant of West Coast boatbuilders

BY BRANDON FORD



raig Shaw's search for a racing sailboat ended when he found a Columbia 43. That was 35 years ago. Though Craig is now more cruiser than racer, *Adios* still serves him well.

Craig and his father were looking for a boat they could race offshore and on the Columbia River near their home in Portland, Oregon. As soon as they bought *Adios* they started racing her hard. She was a regular in many classic Northwest races, including the Swiftsure, Bridge to Bridge, Oregon Offshore, Whidbey Island Race Week, Oregon Race Week, and the Pacific Cup, which sails from San Francisco to Hawaii. In the skillful hands of the Shaws, *Adios* proved a tough competitor, usually finishing in the top of her

class. About two dozen awards cover one bulkhead on *Adios*, including one for first overall in the 1985 Oregon Offshore Race from Astoria, Oregon, to Victoria, B.C.

After *Adios* finished fourth in class in the 1988 Pacific Cup from San Francisco to Oahu, Craig's parents spent a year cruising in Hawaii. The following June, Craig and a friend brought *Adios* back to Oregon. As they neared the coast, the boat was surfing at speeds up to 15.5 knots under only a small headsail.

In 1994, Craig's father bought a Hunter 54. Craig bought *Adios* and began converting her from a highly competitive racer to a cruising boat. He rented out his home and moved aboard. "Once I did that," he told me, "it was a lot harder to race the boat."

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Over the last decade, *Adios* has become a regular in the Baja Ha-Ha, a cruising rally, sponsored by the West Coast sailing magazine *Latitude 38*, that sets sail every October from San Diego to the Sea of Cortez. Craig, a professional yacht rigger, enjoys the break from the wet Northwest winters

Craig Shaw doesn't race *Adios* much these days, but when he does, he can use the asymmetric spinnaker on its top-down furler, at top. Designer Bill Tripp gave the Columbias a distinctive look with their flush decks and blister cabintops, which provide easy access to the interior and generous headroom aft in the accommodations.



and occasionally helps out other cruising boats with their rigs during his winters in Mexico. He also pits *Adios* against other boats in regattas in Banderas Bay and Zihuatanejo.

History

Columbia Yachts was one of the first West Coast builders of fiberglass sailboats. Founded in 1960 as Glas Laminates, it made camper tops and shower stalls, and built its first sailboat, a 24-footer, in 1961. The company changed its name to Columbia Yachts the following year when it built its second boat, the Sparkman & Stephensdesigned Columbia 29.

In 1965, Columbia hired William Tripp Jr. to design a 50-foot yacht. The resulting Columbia 50 was the largest production fiberglass sailboat then available in the United States, and marked the beginning of a productive relationship between Tripp and Columbia during which he designed more than 20 boats for Columbia and its sister company, Coronado Yachts. It ended when Tripp died in an auto accident in 1971 at age 51. (For more on the designer, see "The Legacy of Bill Tripp," November 2011; for more on the builder, see "The History of Columbia Yachts," May 2002.)

Design

The Columbia 50 and Columbia 43 have some striking similarities. They have the same beam, 12 feet 4 inches, and the waterline of the 43 is only 15 inches shorter than that on the 50. The two boats are similar enough that hull #1 of the Columbia 43 had the same deck, house, and cockpit as a Columbia 50 and it looked good! (The story is that it



was a special request from a personal friend of Dick Valdes, Columbia's president at the time.) At 18,900 pounds, 13,000 pounds lighter than the Columbia 50, the Columbia 43 was considered light-displacement in 1969. That and its hull shape enabled it to surf and compete effectively against the Cal 40, which dominated downwind offshore races of the day. This paid off in 1971 when Encore, a Columbia 43, placed first in class and 11th in fleet in the Transpac from San Pedro, California, to Honolulu, the West Coast's premier yacht race. Racing wins were important to Columbia, which had about 40 percent of the auxiliary-sailboat market at the time. Even non-racers wanted a fast boat. One of Columbia's advertising tactics was to tout its "race-proven" hulls.

Columbia built a third of the 153 Columbia 43s in Portsmouth, Virginia, and the rest in Costa Mesa, California. Most Columbia 43s are the Mk I version with the cast-iron deep fin keel and a design draft of 6 feet 11 inches. The Mk II version is a keel-centerboarder with a board-up draft of 4 feet 11 inches and a maximum draft of 10 feet 3 inches. The

When he repurposed *Adios* for cruising, Craig installed an anchor windlass and a roller to handle a larger anchor and 300 feet of chain, and fitted a short sprit from which he flies the asymmetric spinnaker.

The Perkins diesel was an option. It's behind the companionway ladder, so access is easy. The transmission is a V-drive, which makes access to the stern gland tight.

Mk II also carries about 1,000 pounds more ballast.

Columbia made the 43 from 1969 to 1974, and in the last two years produced a Mk III version. This had a redesigned lead-ballasted keel to reduce the wetted surface area, a skeg-hung rudder, a mast taller by 6 feet, and a 1-footshorter boom. The top of the bow was extended 6 inches, and this, with the rig changes, created a higher-aspect-ratio sail plan with the large foretriangle favored by the International Offshore Rule (IOR), the rating rule that replaced the Cruising Club of America (CCA) rule in the early 1970s.

Construction

A 1971 article in *Boating* magazine disclosed the layup schedule for the hull: 10- to 20-mil gelcoat, two layers of 3-ounce mat, one 24-ounce woven roving, one 3-ounce mat, one 20-ounce roving, one 1.5-ounce mat, $\frac{3}{-100}$ halsa core, a 2-ounce mat, and a 24-ounce roving. All the 43s had balsa-cored decks and balsa coring in the hull from near the keel to a little above the waterline. *Adios* has the expensive option taken by some original buyers of a fully cored hull, which improves its structural stiffness and provides some insulation.

Most of the interior features — the galley cabinets, dinette, and furniture — are part of a molded fiberglass pan dropped in before the deck was put on. Unfortunately, the pan was not well bonded to the hull. This is usually done with a putty applied wherever the pan contacts the hull, but it seems not to have been done well with many Columbias, and some owners have reported that the pan seems to "float" inside the hull. The woodwork, which was fitted after the pan was installed,



The common area of the interior has an open layout, from the galley and dinette under the blister deckhouse to the main bulkhead just forward of the keel-stepped mast, at left. The U-shaped galley, on the port side and adjacent to the companionway, at right, is well laid out for cooking at sea and conveniently close to the dinette.

looks good in most boats, but would not be judged high-quality. Some owners glassed over the inside of the hull-todeck joint to stop leaks.

Accommodations

The 43's versatile accommodations plan puts an efficient galley to port. It has double sinks near the boat's centerline and two top-loading iceboxes. Craig stores dry and canned food in the larger icebox. The other icebox, outboard of the sinks, is refrigerated, and big enough that Craig's mother could keep a turkey frozen so she could make a celebratory dinner at the halfway point during the Pacific Cup race. The galley is convenient to the cockpit, as is a U-shaped dinette to starboard that

can accommodate six adults or more. Headroom in the galley and dinette is 6 feet 7 inches.

One step down, forward of the small gun-turret house and under the flush deck, the saloon has 6 feet 2 inches of headroom. The facing settees convert into four excellent sea berths. Forward of the saloon is a spacious head to starboard, and to port, a stand-up chart table with plenty of room for charts and electronics. The forward owner's cabin has 6 feet 4 inches of headroom, a large V-berth, and two hanging lockers, one to port and one to starboard. The overall arrangement feels roomy and open.

The standard boat carried 48 gallons of fuel and 50 gallons of water in tanks under the facing settees in the saloon. Many owners ordered boats with an optional 70-gallon water tank under the V-berth.

The seatbacks of the saloon settees hinge up to form upper berths, creating four sea berths in the center of the boat. The stove is a welcome addition in Oregon's cooler months.



Deck

The large flush deck is a boon both when sailing and at anchor. It eliminates that dangerous step up onto a coachroof and makes working at the mast feel safer. A dinghy can be stored in the 9 feet of space between the mast and the mainsheet traveler, so the foredeck can be kept clear while under way. For those who like a larger dinghy and don't mind working around it, the



As was fairly standard practice at the time the Columbia 43 was built, the head compartment, which is guite spacious, includes a shower as well as the usual features of toilet, sink, and storage.



foredeck will easily accommodate a 12-footer.

One of the boat's most outstanding features is its 10-foot-long cockpit. It's comfortable, dry, and secure, and big enough to make grinding the winches easy, but not too big for snuggling into for a night watch. At anchor, the cockpit can accommodate at least eight people.

Rig

The Columbia 43 was rigged as a masthead sloop, but the boats came with hounds three-quarters of the way up the keel-stepped mast and a deck fitting to allow for setting a staysail with a wire luff. Racing skippers used this feature to set a deck-sweeping reaching staysail under a spinnaker. It's also handy for setting a storm staysail. Bridge clearance for the Mk I and Mk II is 58 feet, and 64 feet for the Mk III.

As might be expected of a professional rigger, Craig made many modifications to Adios' rig. One of the most noticeable is the roller furler fitted forward of the headstay, for which he added a cantilevered extension at the masthead and a 2-foot bowsprit at the bow. While cruising, Craig sets a selftacking 90 percent jib from the inside furler and a 130 percent genoa from the outside one. For racing, he replaces the jib with the 130 and puts the asymmetric spinnaker on a top-down furler on the outside. The track for the self-tacking jib is simply a wire running between two pad-eyes on the deck in front of the mast. The sheet attaches to a large block, which he built out of an old masthead sheave, that runs along the wire.

Craig replaced two halyard winches with much-maligned wire-reel winches. He prefers wire over rope-to-wire halyards because of the cheaper cost and longer life of the wire, and he doesn't have two big coils of line blocking his forward view. "A wire-reel winch is safe as long as you never release the brake with a winch handle in it," he says. He also likes the old-style wire-reel winch that has a step cast into the horizontal top, a handy feature when furling the main, the foot of which is about 7 feet off the deck.

The single-spreader rig is robust, but Craig reinforced the deck attachments for the four lower shrouds because

Columbia 43

In the forward cabin, shelves molded into the fiberglass liner pan provide storage for small items behind "taffrail" fiddles.

he sails the boat hard, sometimes in extreme conditions. He also replaced the mid-boom mainsail-sheet track with a heavy-duty Harken track.

Sailing

Adios sails well on any point of sail, and Craig particularly likes her performance in heavy weather. "These boats will break out and surf when conditions get extreme," he says. "It's safer and more comfortable than heavier traditional







The Columbia 43's flush deck is visually pleasing, at left, and Craig says it makes working at the mast safer. It will accommodate a dinghy forward of the mast or aft of it, an important safety feature offshore. The cockpit is voluminous and deep, at right, with high seatbacks and teak-covered coamings. The side seats are cut short to allow freedom of movement around the helm.

boats that dig a hole" as the wind increases. About the only condition she doesn't do well in is light air and sloppy seas, he says.

On the Columbia 43, as on many boats built in the 1960s and early 1970s,

the waterline length increases as the boat heels. So, even when motoring, Craig tries to induce moderate heel by setting the mainsail. He also tries to pack as many people as possible on the lee rail during light-air races, when heeling the boat with rail meat helps the sails set better.

What to watch out for

Columbia 43s have end-grain balsacored decks, so check for soft spots.

Comments from Owners of the Columbia 43

The boat is quite stiff, very responsive, and fast; on a beam reach I can do over 9.5 knots. Directional stability off the wind is good and it handles heavy seas really well. The hull is very strong. The deck, however, is not. Mine suffers from extensive soft spots due to chronic leaking around stanchions and fittings. The main problem I had, however, was the hull-to-deck joint. Mine leaked dreadfully, and I had to rebuild it. My cast-iron keel is great: There are no cracks where it meets the hull. The only issue is minor rust stains, but sandblasting and refinishing have reduced those. There is plenty of room down below, with adequate tankage for ocean passages. The cockpit is too large for my tastes. I rarely have more than three people on board, and I would rather have had guarter berths or an aft cabin than the super-long cockpit. For ocean passages, I would probably put the liferaft canister in the cockpit just to reduce its volume in case I get pooped.

-Leigh Webber, Blaine, Minnesota

The good: She's good-looking, solid, and roomy.

The bad: She's hard to board from the water.

The ugly: She's leaky, but that happens with age.

–**William Voegeler**, San Francisco, California

I did a 1,000-mile crossing from Fort Lauderdale to Bermuda. Besides a broken jib halyard I don't remember any failures, but I came away with the distinct impression that the boat was exceedingly flexible. Every joint in the boat made noise while the boat worked in the seaway. I attributed this to the style of construction, which relied on a large molded pan and bulkheads, both of which were probably marginally connected to the hull and deck. I have always been critical of the Columbia and Coronado yachts of that era because the hull-to-deck joint was an H-shaped aluminum channel and the connection was made with pop rivets - the hull and bottom

pan in the bottom slot and the deck and headliner in the upper slot. To me, this is not a proper joint, and after so many years since these boats were constructed I would urge taking a very close look at those pop rivets (I can't say if they were aluminum or stainless steel, but either one in that application is still questionable in my view).

–**Jay Miner**, naval architect, Seattle, Washington

I like that the main cabin isn't carved up into separate sections. Overall, I think the cockpit is a little larger than a more modern boat would have. My traveler is at shin level near the steering column. I like the idea of switching to over-thecabin to enable a bimini-compatible tacking/jibing system (for a northern climate) but worry whether I can find a structurally strong way of doing that. We've had ours for eight years and love it, but might downsize someday.

-**Christian Nally,** Galiano Island, British Columbia Columbia used plywood as the core at the mast partners, shrouds, mooring cleats, and in other high-stress areas. Although the 43s had balsa core in part or all of the hull, problems do not usually arise because, unlike in the deck, there are few penetrations where moisture can intrude.

Although the standard engine was gas, most original owners spent the extra \$2,050 (in 1971) for the Perkins 4-107 diesel option. These are famously reliable engines, so most boats still have them, although they usually have been rebuilt at least once.

Two times, *Adios* bent her rudder stock offshore: once when she broached while flying a spinnaker during an offshore race, and again when she hit a submerged log. "These are big boats with big rudders and the 3-inch rudder stock seems undersized to me," Craig says, so he increased the size of the rudder stock himself with a 4-inch stainless steel tube and Harken rudder bearings.

Conclusion

Although considered a light-displacement racing machine in 1969, the Columbia 43 feels downright conservative nearly 50 years on. Its flush deck and relatively high freeboard are pure Tripp — shocking when compared to other designs of the day, but now unremarkable. It's a boat that engenders a lot of love from owners, some of whom keep their boats too long and let the maintenance slip. But these are tough boats, and most can be brought back to Bristol condition with sweat and treasure. The good news is the effort is worth it: The Columbia 43 is a classic boat from a legendary designer that sails extremely well and has a comfortable interior.

Asking prices for the Columbia 43s vary widely depending on condition and location, but are usually between \$25,000 and \$60,000.

Brandon Ford, a former reporter, editor, and public information officer, and his wife, Virginia, recently returned from a two-year cruise to California, Mexico, and seven of the eight main Hawaiian Islands. Before their cruise they spent three years refitting their 1971 Columbia 43, Oceanus. Lifelong sailors, they continue to live aboard Oceanus and cruise the Salish Sea from their home base in Olympia, Washington.





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The Columbia 43 . .

... and fellow CCA-to-IOR transition boats



the New Age of Sail and the building			
of so many good old boats. It was			
also a period of transition in yacht			
design, when the North American-			
based Cruising Club of America			
(CCA) handicap rule gave way to the			
International Offshore Rule (IOR)			
that would become the norm in 1970.			
The "I" in IOR meant there was now			
a truly international rule for offshore			
racing, replacing the RORC rule in			
Britain and Europe and the CCA rule			
in North America. The Columbia 43,			
and the two comparison boats I have			
chosen, the Pearson 43 and Whitby 45,			
represent the last phases of the			
CCA rule and the early phase of larger			
fiberglass production sailboats.			
The Whitby 45 is of interest for			

BY ROB MAZZA

he late 1960s was a period of transition in the history of yachting, when fiberglass

construction, combined with a secure and growing middle class with more leisure time, ushered in

a number of reasons, not the least of which is that it's an example of a Cuthbertson & Cassian design prior to the creation of C&C Yachts. A development of the Bruckmannbuilt Redline 41, the Whitby 45 was commissioned by Kurt Hansen, the owner of Whitby Boat Works, a company now better known for building the Alberg 30, Alberg 37, and the Ted Brewer-designed Whitby 42. At the time, the Whitby 45 was the largest boat the company built, and Hansen raced hull #1, Dushka, extensively, even in the SORC (Southern Ocean Racing Conference). Whitby's largest boat, the Ted Brewer-designed center-cockpit Whitby 55, was introduced in 1982.

This was also the period when the rudder was being separated from the keel, which itself became a distinct

Columbia 43	Pearson 43	Whitby 45
43' 3"	42' 9"	45' 1"
32' 0"	31' 3"	33' 0"
12' 4"	11' 9"	12' 0"
6' 11"	6' 3"	6' 10"
18,900 lb	21,796 lb	23,800 lb
9,500 lb	9,152 lb	11,500 lb
1.35	1.37	1.36
.39	.38	.36
257	319	296
.50	.42	.48
806 sq. ft.	797 sq. ft.	913 sq. ft.
18.1	16.3	17.6
1.9	1.7	1.7
29.1	36.0	37.0
1969	1969	1968
Bill Tripp Jr.	Bill Shaw	Cuthbertson & Cassian
Columbia Yachts	Pearson Yachts	Whitby Boat Works
	Columbia 43 43' 3" 32' 0" 12' 4" 6' 11" 18,900 lb 9,500 lb 9,500 lb 1.35 .39 257 .50 806 sq. ft. 18.1 1.9 29.1 1969 Bill Tripp Jr. Columbia Yachts	Columbia 43Pearson 4343' 3"42' 9"32' 0"31' 3"12' 4"11' 9"6' 11"6' 3"6' 11"6' 3"18,900 lb21,796 lb9,500 lb9,152 lb1.351.37.39.38257319.50.42806 sq. ft.797 sq. ft.18.116.31.91.729.136.019691969Bill Tripp Jr.Bill ShawColumbia YachtsPearson Yachts

foil-shaped appendage. I have often cited the Cal 40 and *Red Jacket* as the harbingers of this design trend in North America, but it was Dick Carter's victory in *Rabbit* in the 1965 Fastnet Race that led the charge in Europe. So it's interesting to see the early sweptback fin keel on the Tripp-designed Columbia and, on the Whitby, the distinctly Cuthbertson & Cassian sweptback keel that characterized all C&Cs from the early '70s. Both these boats also had free-standing cantilevered spade rudders, while on the Pearson, Bill Shaw took the more conservative but popular route of a substantial skeg forward of the rudder. This configuration was probably influenced by the rudder and keel configuration on the winning 1967 America's Cup 12 Metre, *Intrepid*, where the skeg was an extension of the upper end of the fin keel.

The other common elements of these last CCA designs are the long overhangs, representing 36 to 39 percent of the boats' overall lengths, the curving sweep of the profiles and sheerlines, and the relatively low freeboards of the Pearson and the Whitby.

The Columbia's higher freeboard, which allowed greater interior volume and a predominantly flush deck, was also ahead of its time. This departure from the norms of the day was not considered attractive at the time, but it, too, was pointing the way to boats of the future. When I designed for Hunter in the early '90s, Warren Luhrs would automatically raise the freeboard on any new design by at least 2 inches, solely to increase the interior volume and allow us to push more of the accommodation plan outboard.

The displacements of these boats are moderate by modern standards, but light for the period, especially that of the Columbia, which has a competitive displacement/length (D/L) ratio of 257, compared to those of the Whitby at 296 and the Pearson at a more conservative 319. The ballast/displacement (B/D) ratios are high: 50 percent for the Columbia, 48 percent for the Whitby, and 42 percent for the Pearson. All three boats also have relatively high sail area/displacement (SA/D) ratios, with the Columbia's highest at 18.1, closely followed by the Whitby's at 17.6 and the Pearson's at 16.3.

These three boats also illustrate the transition in sail plans between the CCA and IOR rules. The IOR essentially adopted the hull-measurement procedures of the RORC rule and the sail-area measurements of the CCA rule, so it's interesting to see the higheraspect-ratio "ribbon" mainsail, which was to become the norm under IOR, make an early appearance on the Columbia. The Pearson and the Whitby have boom lengths more in keeping with other CCA boats of the period and earlier. Consequently, a markedly higher percentage of the Columbia's sail area is devoted to jibs and spinnakers, giving us another glimpse into the IOR future.

The narrower beams and higher displacements of the Whitby and the Pearson give them both the very safe capsize number of 1.7, and even the Columbia's, at 1.9, is under the threshold of 2.0.

With its lower D/L ratio and higher SA/D and B/D ratios, the Columbia

certainly has the performance edge on the other two boats on paper, but when it comes to sheer beauty, for my eyes the sweeping lines and profile of the Whitby 45 are hard to beat. After all these years, it is still a pretty boat. However, the Columbia was more representative of what the immediate future held for yacht design. Δ

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



Benefits of a Boat





he voice of Elvis Presley is running through my brain once more as I write. It's the same refrain that played often during the month we spent sailing in the Land Between the Lakes (LBL) of Kentucky and Tennessee: "Kentucky rain keeps pouring down."

One of the virtues of a trailerable sailboat is that we can take it almost anywhere quickly and without great expense. Obviously it involves some cost, such as acquiring a vehicle capable of towing it, but moving a full-keel boat like our *Mystic* around the country so as to enjoy a change of scenery would be much more problematic. Therefore, we've become two-boat owners ... for better and worse.

Towing *Sunflower*, our C&C Mega 30, we arrived in Grand Rivers, Kentucky, at the top of the LBL, after dark and in a Kentucky deluge that would have ended Elvis' "searching for you." We wanted nothing more than to decouple our

on Wheels

Kentucky Lake, Lake Barkley, and the Land Between the Lakes are big draws for boaters of all stripes. In mid-April, just as Karen and Jerry were getting their trailerable *Sunflower*, at left, packed and ready to get under way to the region, a springtime one-day record 22 inches of snow fell in their Minneapolis suburb, below on facing page. Ospreys and their offspring were in full cry by the time they arrived,

top right, and Karen was captivated by the white pelicans that gathered to feed on the fish in the spillway of the dam. They were joined by large numbers of great blue herons as well as vultures cruising the water's edge for dead fish.





truck and be finally free of the 30-foot encumbrance that had cramped our style for the two-day drive. We went to work in the downpour, sidestepping instantly forming puddles and drenching all our tools the moment we opened the truck's tailgate. Once free, we were off to town for dinner and hot showers.

Traveling from our Lake Superior home to Kentucky for the month of May allowed us to explore a new cruising ground while extending our spring and summer sailing by two to three weeks more than Lake Superior's notably short sailing season permits. We'd left Minnesota following a freak mid-April storm that delivered record-setting snowfall of 22 inches, so a little "cold Kentucky rain" seemed bearable.



A bounty for boaters The Land Between the Lakes National Recreation Area was created in 1963 as part of the work by the Tennessee Valley Authority to dam the Cumberland and Tennessee rivers and, as a side effect, to preserve the area between them as a wilderness. The resulting lakes are Lake Barkley (on the Cumberland) and

Kentucky Lake (on the Tennessee). The rivers were dammed to ensure continued commercial traffic, prevent disastrous floods, bring electrification to many rural communities, and conserve water for the dry seasons. Whatever the thinking at the time, today's recreational boaters have benefited immensely from the initial massive effort to control the rivers and from the Army Corps of Engineers' ongoing work to maintain the waterways.

Recreational boating in the Land Between the Lakes looks nothing like what we're used to on Lake Superior. As well as sailboats (especially on Kentucky Lake, which is deeper than Lake Barkley), we shared the waterways with bass boats, houseboats, pontoon boats, cigarette boats, trawlers, fishing skiffs, personal water craft, and runabouts galore. A few kayaks and canoes found room too.

We saw lots of dry-stack storage and what seemed like millions of covered boat slips. Both are practically unknown on Lake Superior, where sailboats abound. All of the small boats and some not-so-small craft (the houseboats are monsters) respect the Big-Boat Rule: The large barges under tow have the right of way in all situations. They are amazing to watch. We don't see much commercial traffic on Lake Superior and we certainly don't get as up close and personal with the big lake freighters as we did with the multi-barge monsters. We enjoyed every opportunity we had to observe them and to learn more about them at a couple of local maritime museums.







Spike, the great blue heron, frequented the finger pier next to *Sunflower* at Green Turtle Bay Marina untroubled by the comings and goings of the sailors, far left. A prothonotary warbler charmed the *Sunflower* crew by singing its own praises from a variety of perches among the boats on the sailboat pier, above and at left.

New neighborhood, colorful neighbors

We rented a slip for the month at Green Turtle Bay Marina near the little town of Grand Rivers. The facility was well named, since everywhere in the nearshore waters there were hundreds of turtles of several species.

Life at the western edges of Kentucky and Tennessee offered us new birds and wildlife to appreciate. Osprey were everywhere, and in May their nestlings were in full cry. The white pelicans floating downstream of the dams were a beautiful sight, as were the cliff swallows with their acrobatic flight and architecturally distinctive nests. There were plenty of purple martins and other swallows to keep the insect

population down. Great blue herons stalked the shoreline for fish, and Jerry named the one that spent time on the end of our finger pier Spike, for obvious reasons.

A mighty little speck of yellow fluff about the size of a wren arrived one day and proceeded to bellow out his signature song "sweet, sweet, sweet, sweet" from the mastheads, shrouds, and backstays of all the boats on our pier. Jerry named him the Kentucky backstay warbler — much easier to spell and pronounce than prothonotary warbler. ** The winds in May were light, and just right for our lightweight Sunflower, so we were able to get comfortable with her.

The term "Minnesota nice" is in wide use, but our fellow Minnesotans have nothing on the warmth of the people we met at Green Turtle Bay Marina (both the staff and our fellow boaters) and elsewhere in Kentucky and Tennessee during our stay. People want to help. They recognize a Yankee accent and want to know where we're from. They have words of advice and make friends easily. We were touched by small kindnesses time and time again.

We shared our sailboat pier with three kinds of sailors: locals, liveaboards, and transients. The locals arrived from their homes as far away as Ohio, Indiana, and Illinois, but primarily from Nashville, Tennessee, and nearby towns in Kentucky.

> These folks live and sail here year after year. Each May weekend, more arrived and began preparing their boats for another summer sailing season in their favorite cruising ground. Their boats winter over in the water — very few are hauled out — a concept foreign indeed to northerners like us.

A few hardy souls live on board year-round at this and other nearby marinas. Accustomed to mild winter weather, they had tales to tell of the previous winter from hell. This sort of suffering clearly builds character and creates strong bonds among the hardy few. Or so it seemed.

The final group of boaters is the transients. The first of the southbound transients begin showing up at Green Turtle Bay Marina in May. The Tennessee River is part of the Tennessee-Tombigbee Waterway, one stage of the Great Loop route for those circumnavigating the eastern half of the US. Rivers between Chicago, Illinois, and Mobile, Alabama, give Great Lakes boaters an inland route by water to the Gulf of Mexico. The Tenn-Tom, which opened in late 1984, is a major part of that path to the sea.

River idiosyncracies

We enjoyed our time sailing on Kentucky Lake and even did some exploring (while staying within the buoyed channel) on shallow Lake Barkley. The winds in May were light, and just right for our lightweight *Sunflower*, so we were able to get comfortable with her. She is nothing at all like *Mystic* and has required some getting used to since we launched her.

River sailing introduced a few subtleties for a pair of Great Lakes sailors. The water was fresh, but the lake level can rise and fall, especially seasonally, as dams are used to control flow and water levels. Rather than observing tide tables as saltwater sailors do, riverboaters pay attention to water-level gauges at the dams, bridges, and other locations on the rivers. This "pool level" is based on elevation, the height in feet above sea level.

The Powerboats of Kentucky Lake

<u>–Jerry Powlas</u>

The last powerboat I owned I sold in 1964. It was 12 feet long and had a wonderful 5-horsepower Elto engine. Later, I restored a freight canoe and converted it to a lateen-rigged schooner. The 7.5-horsepower Mercury outboard that came with it was an engine without charm.

In the 55 years since then, the only powerboating I've done was in a pontoon boat I used for doing minor tasks at my local yacht club. When I needed to use the pontoon, I attached the 2-horsepower outboard from my Flying Scot. It seemed like enough power.

Things have changed since 1964. On Kentucky Lake, much of the fishing is done from bass boats. These carry single engines of 150 to maybe 250 horsepower. The slow ones might reach speeds of 40 knots and the faster ones might reach 65 knots or more. We never saw large waves on the lake except once in a thunderstorm. These specialized rockets have hulls that get up on plane and make the most of the flat water.

The bass boats are numerous, but the real lake boat is the pontoon . . . which has come a long way, baby. Some have two hulls, some have three. Some mount a single engine, some mount twin engines. Some of the tri-hulls mount twin 350-horsepower outboards.

I don't know how fast these boats can go, but they aren't slow. Their crews fish from them and party on them.

New to us were the towboats. Single- and twin-engine boats pushed tows that might be as long as an oceangoing ship. Their combined 5,000 horsepower did not seem excessive when



I looked at what they were pushing. "Tow" seems a strange choice of words to us, since all the towboats were pushing rafts of barges, usually three barges wide and often as many as five barges long. I was concerned about sharing the water with these craft, but the professionalism of the pilots and crews made it look like easy work, and many times we marveled at the skilled maneuvers they put their vessels through.

Powerboats outnumber sailboats on Kentucky Lake by a wide margin. This is the opposite of our experience in our home waters of Lake Superior, but most boats of all types were handled well and we were comfortable being on the water with them.



A towboat with a load of gravel or grain three barges wide and five barges long earns the respect of every boater on the Tennessee and Cumberland rivers, above. A towboat under way in the Barkley Canal between Lake Barkley and Kentucky Lake is a sight to see, even when it's operating independently with no barges to push, at left. "Say what?" you ask. Think about it. As a river flows downhill to the sea, its elevation changes. The levels of lakes created by dams along the Tennessee River vary from 741 to 359 feet above sea level, which is why the locks associated with each dam are so important to river commerce. A few miles beyond the final dam (the one that created Kentucky Lake), the Tennessee River joins the Ohio, which then flows into the Mississippi and onward toward the Gulf of Mexico. Both the Tennessee and Cumberland rivers meander in a general westerly direction from their sources but then flow north toward the Ohio, a geological quirk that can trouble those who use the terminology "upriver" and "downriver" when navigating these waterways.

Shoreside excursions

That cold Kentucky rain soon gave way to a hot Kentucky sun, and we escaped some of the hottest weather by traveling in our air-conditioned truck to tourist attractions in the area. The Land Between the Lakes was the top draw, but we were also fascinated by the two nearby dams and locks and visited them on multiple occasions. We spent a great day in two museums in nearby Paducah: the River Discovery Center, about towboats and barges on the rivers, and the National Quilt Museum, where quilting is elevated to an art form.

We made a couple of trips farther afield with overnight stays so we could visit friends in Nashville, see Mammoth Cave, and tour a bourbon distillery, one of many in the area. Maker's Mark, a very impressive facility well worth the visit, is the one we chose. I'm not a fan of bourbon, but the buildings and grounds are picture-postcard beautiful. It's not necessary to drink the stuff, but the tour ends with a tasting experience that is clearly very enjoyable to those who do.

At Grand Rivers' famous Badgett Playhouse, we attended an excellent show honoring Elvis Presley, which planted



The grounds of the Maker's Mark distillery are a perfect postcard from any vantage point, and Jerry considered its signature product worthy of study.

that song loop that still plays in my brain. We also visited a couple of Civil War memorial parks. Fort Donelson, in particular, stretches over several park locations. Battles in this area were pivotal to the outcome of the Civil War.

But the nearby LBL was a constant draw. The Homeplace, an 1850s working farm there, was of great interest to us both. Staff members dress as people did in the day, and work the farm using the means available at the time, with oxen for pulling and horses for transportation. I could have returned there several times, as I'm sure something different goes on every day. While we were there, a couple of women were quilting and spinning, and men were planting and taking care of the farm stock. We just missed seeing the blacksmith work his magic.

The LBL is also host to a planetarium and observatory, an elk and bison prairie, and a nature station where animals that cannot return to the wild are kept for their safety and for our appreciation. At the time, these included bald eagles, several



Mav/June 2019



Good Old Boat

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A canon guards the Cumberland River at one of the Fort **Donelson Civil War historical locations, below. This** area in Tennessee was the focal point of several pivotal battles between the North and South. A favorite site in the Land Between the Lakes National Recreation Area is the Homeplace, at right, an 1850s working farm where staff members dress the part and work a small farm using only the tools of the period.



varieties of owl, vultures, turkeys, a bobcat, a coyote, deer, a red wolf, and more.

We'll no doubt return to the Land Between the Lakes and other parts of the Tennessee River area to expand on what we've already seen and done . . . and to get a jump start on our limited northern sailing season. \varDelta

Karen Larson and her husband, Jerry Powlas, the founders of Good Old Boat, have been sailing their C&C 30, Mystic, on Lake Superior for more than 20 years. Since retiring in 2017, they have been learning the very different sailing characteristics of their trailerable C&C Mega 30, Sunflower.





Resources

Fred Myers' The Tennessee River Cruise Guide offers a historical perspective on the area, advice about anchorages, and useful information about river sailing.



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Testing the Waters in PHRF Part 3

A few — of many — rules to race by

Robb Lovell introduced readers to the fun of racing ("Testing the Waters in PHRF Part 1," January 2019) and shared tips on how to sail fast ("Testing the Waters in PHRF Part 2," March 2019). In this issue, he provides a primer on the basic rules a sailor needs to know to compete safely and with confidence on the racecourse.

ny competitive activity needs a common set of rules to make it fair and fun. For sailors, whether racing in dinghies, good old boats, or ocean greyhounds, those rules are laid out in The Racing Rules of Sailing for 2017-2020. In book form, the rules fill nearly 200 pages. If that sounds daunting, veteran sailor and rules analyst Dave Perry's book, Understanding the Racing Rules of Sailing Through 2020, runs to more than 300 pages. The rules are promulgated by World Sailing, the international authority for the sport, and govern sailboat racing worldwide.

No sailor new to racing need be daunted, however. The rules are based on the Navigation Rules, with which every sailor should be familiar. Specifically, they build on the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) Rule 12 (Sailing Vessels) and Rule 13 (Overtaking) to clarify competitors' responsibilities in the many boat-onboat situations that arise when racing.

Most sailboat racing is conducted without referees or umpires, and racers are expected to police themselves and race within the rules, which build upon three guiding principles:

Competitors shall assist other vessels or persons in danger.

Competitors shall carry the appropriate safety gear.

Competitors shall follow and race by the rules and are expected to show good sportsmanship.

To feel confident on the racecourse, a novice racing sailor needs to understand a few basic racing rules. Understanding the finer points will come with experience and through discussions with fellow sailors.

Rule building blocks

When a fleet of boats is tacking and jibing around a racecourse, the scene on the water can appear chaotic, and sometimes intimidating to a newcomer to racing. Close encounters between boats are common, and the principal goal of the third guiding principle of the Racing Rules is to ensure that those encounters are not too close. The rules that assure this, by establishing which vessel in an encounter can maintain its course (stand on) and which must keep clear of the other (give way), are the most important ones to know. Note that 72 COLREGS do not use the term "right of way," because no vessel has the right to sail into another.

BY ROBB LOVELL

• Boats on opposite tacks

A boat on port tack shall keep clear of a boat on starboard tack (see diagram "Port tack/starboard tack," page 24).

This is the most fundamental rule in sailboat racing and is based on 72 COLREGS Rule 12.

A boat is on starboard tack when the wind is coming over its starboard side and its boom is to port.

A boat is on port tack when the wind is coming over its port side and its boom is to starboard.

The position of the boom is important. If a boat is sailing



Overlap

Boat B has an overlap on Boat A. Boat A, as the windward boat, must give way to Boat B.



Boat A

Boat A is within three boat lengths of the mark. Boat B has an overlap on Boat A, so Boat A must give Boat B room at the mark. Boat A must also give Boat C room at the mark because boat C has an overlap on Boat B.



downwind by the lee, the wind might be coming over its starboard quarter, but if the boom is to starboard, the boat is deemed to be on port tack.

When sailing on port tack, whether sailing upwind or off the wind, keep an active watch for boats on starboard tack — and make sure a crewmember is watching the helmsman's blind spot behind the headsail. At some point, you will be crossing tracks with starboard-tack boats, and it's your obligation to keep clear of them. If you can safely cross ahead of a starboard-tack boat, do so, but if in any doubt, bear away and dip behind its stern.

When sailing on starboard tack, don't be complacent and assume that port-tack boats are as diligent as you are. Watch for port-tack boats that might enter your space, and inform them of your presence by hailing "Starboard!"

• Boats on the same tack

Where two boats on the same tack are overlapped, the windward boat must keep clear of the leeward boat. An overlap is established when the bow of the boat behind is forward of a line extending from the aftmost point of the boat in front perpendicular to its centerline (see diagram "Overlap" on facing page).

The windward boat is the boat that is closer to where the wind is coming from. So if your boom is pointed toward the side the boat overlapping you is on, you are the windward vessel and must keep clear of the leeward boat. If the leeward boat can out-point your boat upwind, it has the right to take you up to weather.

• On the same tack, not overlapped

When one boat is overtaking another, the overtaking boat must keep clear of the boat being overtaken (72 COLREGS Rule 13). Once the overtaking boat has established an overlap, the windward/leeward and overlap rules come into effect.

• On the same tack, meeting

When boats on the same tack are in a meeting or crossing situation, the windward boat must keep clear of the boat to leeward (see diagram "Port tack/starboard tack," page 24).

• Changing tacks

When tacking, a boat must keep clear of all other vessels.

You must not tack into another vessel or into its path. A tack begins when a boat's bow passes through the wind and is complete when the boat is on its proper course on the new tack.

• The mark zone

Mark roundings can bring a lot of boats into close quarters, and the racing rules are designed to bring order to the potential chaos. As soon as a boat is within three boat lengths of the mark, it is in the mark zone.

A boat in the mark zone must give "room at the mark" to any boat on its mark side that has established an overlap. (This rule also applies to obstructions on the course.)

This rule can create a chain effect, because the boat with the overlap must give mark room to any boat that has an overlap on it.

When approaching a mark, keep a sharp eye out for boats on courses that could bring them between you and the mark. If you are the following boat with an established overlap, hail the overlapped boat with "Room at the mark!"

Wind Starboard tack Port tack Port-tack boat gives way Port tack Starboard tack Wind Port-tack boat gives way Wind **Starboard tack** Windward boat gives way Starboard tack

• Changing course

If your boat is the stand-on vessel and you wish to change course, you must give any give-way vessel in close proximity the opportunity to avoid a collision. Before changing course, hail the other boats to inform them of your intentions and give them time to take action. Simply put, a stand-on vessel cannot make a course change that causes a collision.

• Avoid contact

Collisions are to be avoided. If a give-way vessel does not appear to be taking action to keep clear of a stand-on vessel, the stand-on vessel must take action (72 COLREGS Rule 2). Just because you are on starboard tack, you do not have the right to ram a port-tack boat that's in your path. Collisions can cause injuries, damage to boats, and bad blood between sailors, none of which contribute to making racing fun.

Protests, penalties, and redress

In sailboat racing at the club level, where most of us with good old boats race, there are no referees. We racers are expected to govern ourselves and one another. Central to this concept is the protest. If another boat on the course fouls yours, you can protest. You can also protest a boat that breaks a rule by, for example, neglecting to round a mark. There are several requirements for a protest to be valid:

You must be directly involved in or have directly witnessed the offense against which you are protesting.

You must hail the boat being protested and inform the crew that you are protesting. This must usually be done immediately after the incident that prompted the protest, but if the boat is out of hailing range you must inform it of your protest as soon as possible. The hail can simply be "Protest!" Although not required, you may also inform the crew of the rule they breached.

Port tack/starboard tack

Robb Lovell grew up sailing on Lake Huron aboard his family's Endeavor 40, where he caught the sailing bug. That was about 20 boats ago. Rob enjoys buying and restoring boats, and is an avid racer and cruiser based out of LaSalle Mariner's Yacht Club (LMYC) in Ontario. He currently races on a Cal 9.2 named Jade but owns three other sailboats and a tugboat... yes, he has a problem!

You must, at the earliest opportunity after the incident, display a 6- by 6-inch red protest flag and fly it (usually off the backstay) for the remainder of the race. The protest-flag requirement is waived for boats under 6 meters in length, but failing to fly a protest flag on a larger vessel can lead to the protest being thrown out, as the flag is considered an important part of informing the offending vessel of your intent to protest.

You must inform the race committee as soon as possible of your protest.

For most rule offenses, the penalty incurred by the offending vessel is to complete two 360-degree turns once it's clear of other boats. (Usually, the offending boat will make its penalty turns as soon as the crew acknowledges the hail from the protesting boat.) But if an offending boat isn't aware it's being protested, or disagrees with the protest, it won't make the penalty turns and the matter will be taken up by a protest committee post race. Statements will be taken from both skippers, a protest hearing will be convened, witnesses will be heard, facts gathered, and a ruling issued. If the protest is deemed valid, the protest committee will assess a penalty appropriate to the infraction.

If a protest on the course involves a serious incident, such as a collision that results in damage to a vessel or injury to a sailor, or if the offense gave the offending vessel a substantial advantage in the race, the protesting boat may request redress or a penalty more severe than penalty turns.

Racing your boat in close proximity to others is thrilling, but skippers need clear rules to follow so the boats don't get too close, and they need to know and understand those rules. It's a cool — athough often frustrating — aspect of the sport of sailboat racing at the club level that the racers are selfgoverned. Because there are few, if any, officials or referees on the course, that the sailors know and respect the rules is important for them and for the sport. It is truly the integrity of the skippers that makes the sport honest and fun. *A*

Resources

The Racing Rules of Sailing with the US Sailing prescriptions is available as a book and, to members of US Sailing, as a free download and an app: ussailing.org/competition/rules-officiating/racing-rules

The navigation rules for international waters are laid out in the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS). In the US, the Inland Navigation Rules are published in 33 CFR 83. Both sets of rules are printed on facing pages in *The Navigation Rules and Regulations Handbook*, published by the US Coast Guard and available online and through marine retailers. navcen.uscq.gov

Canadian sailors can find links to the Racing Rules of Sailing and the Sail Canada prescriptions at: sailing.ca/rules-prescriptions-s15703

The Canadian Collision Regulations can be found at: laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416

Tips for Sailors New to the Racing Rules

Racing at the club level is supposed to be fun, so keep it that way by taking the time to study and know the basic rules.

Obtain a copy of the *The Racing Rules of Sailing* (see "Resources," above). Although lengthy, the rules are well-written and reader-friendly.

Use the off-season to expand your knowledge by reading books about the racing rules.

Before a race, read the Notice of Race and the Sailing Instructions published by the club or organizing body, as they will provide you with valuable information specific to the race or series you will be competing in.

During a race, don't get closer to other boats than your skills and comfort level allow. If in doubt, back off. Remember that your competitors are fellow sailors, club members, and friends. Action on the racecourse can get heated, but do your best to keep it civil, and mend fences as soon as possible when there is an issue or protest. After a race, think about encounters you had during the race and try to apply the rules. If you have questions about the rules, don't be afraid to ask a knowledgeable sailor for help. At my club, after almost every race, somebody commandeers a chalkboard on which to illustrate an encounter someone had on the course. The ensuing discussion informs us of the rules that apply to the encounter and helps us all understand them better.

These sessions have taught me that two sailors can look at an encounter from very different perspectives, apply different rules based on those perspectives, and come to widely different conclusions. But it is through these discussions that we all come to a better understanding of the rules and become better able to govern ourselves as sailboat racers.

Protests do arise at our club, but they are rare, and most issues are worked out with penalty turns or treated as learning opportunities.

Better Bolting and Backing



Boat owner #1 drilled the required holes and fastened the piece in place using common fender washers to back up the bolts. Within a few weeks, the trouble started. Under the working load, the washers bent, crushing the core beneath them, and the fastener became loose. The owner retightened the fastener, which kind of worked, but then it leaked. He added some sealant and figured he'd finally got it. But water slowly seeped into the core. He lives in a northern climate, and in the winter that moisture froze and expanded, jacking the outer skin away from the core. Or he lives in a southern climate, and mold spores multiplied in the wet core, slowly turning the balsa or plywood into mulch.

Boat owner #2 did a slightly better job, and knowing that the standard fender washer has no place on a boat, used a substantial backing plate under the hardware. But despite her good intentions, the bedding-compound seal beneath the fastener will eventually fail, perhaps as a result of retorquing the bolt, and water will enter the core.

Boat owner #3. having read all the books, did it almost right. He pre-drilled the hole, removed some core with a bent nail, and refilled the hole with epoxy to seal the core. However, he was unable to remove all of the core debris or properly clean the interior skin surfaces, and the epoxy bond wasn't so good. Perhaps there was also some rotten core, the legacy of failed bedding under the gear he was replacing. He couldn't face the idea of tearing up the deck to replace the core, or laminating fiberglass overhead while lying on his back, so he just drilled and filled in the traditional way. We can't blame him; that's a lot of work for what is probably just a couple of square inches of bad core. He installed a new winch, perhaps, which will put the bolts under high tension. Because the epoxy plugs are small and brittle, two later cracked and several others pulled loose from the skin and leaked. Within a few years, the winch was wobbling, attached to two thin and cracked skins joined by mush. What he did was great for moderateduty fastening in a pristine deck, but not for a heavy-duty application on a deck that's been around the block.

Allow me to be the fourth boat owner. My new-to-me boat has also been around the block. The factory didn't believe in sealing cores, and the previous owner didn't believe in rebedding hardware. Although the core

To make a plug that won't crack, first fill the hole with neat slow-cure epoxy, at top left. Stuff glass cloth into the epoxy. After about five minutes, after the air bubbles have emerged, top off the epoxy, center left. A typical epoxy plug does not always make a good seal, at left. This one is poor on the left side and at the top.



How to (and not to) install hardware to cored laminates

BY DREW FRYE

damage I found was limited to small areas around fasteners, I had to face the problem in several places. I needed a simple, strong, and repeatable solution that wouldn't have me lying on my back for days laying glass overhead, or trying to match gelcoat. I found a simple and obvious way to avoid both.

Preventing plug cracking

When the core is good, and you're simply drilling and filling oversize holes prior to mounting hardware, you can add fillers to the epoxy you use to plug the holes, but mixing in any of those magic fillers has the unfortunate side effect of entraining air into the mix, creating micro-bubbles. For fillets and most bonding, the bubbles are not a big problem: They either migrate to the surface and pop, or cure harmlessly in place. However, in a plug, they often migrate to the underside of the top skin of the laminate, creating a pathway for leaks. They also reduce the strength of the bond.

A simpler, proven way is to fill the holes with neat slow-cure epoxy (fast-cure will get hot and bubble) and then stuff a 1-inch-wide strip of 6-ounce fiberglass cloth into the hole (15 inches long for a ½-inch hole, and proportionally more for larger openings). The fiberglass reinforces the epoxy, eliminating cracking. When the hole is filled with epoxy first, the glass is wetted as it goes in, minimizing air entrapment. Of course, a few bubbles will emerge, and the epoxy must be topped off 5 minutes

Bad core is best removed by cutting up from the bottom skin with a hole saw, at top right. Cleaning out the core and debris is then relatively easy, center right. A substantial backing plate bonded to the underside will support the load from the fastener and prevent the core from crushing, at right. later. Although it seems impossible that so much glass will fit, just keep poking it with a small probe. A lot will go in.

Replacing bad core

Assuming the area of bad core is limited, use a hole saw (an oscillating multi-tool also works) to cut an oversize hole from the *underside*, just up to the bottom of the top skin. With luck, the bad core will come out along with the plug. Mark the proper depth on the hole saw or multi-tool blade with tape so you don't accidentally go too far. Pop the old core out with a chisel and clean up the core bits with a scraper, chisel, and brush to ensure a good bond. If the bad core extends beyond the diameter of the hole you cut, try to reach a little farther between the layers with a makeshift tool.

Next, bond an oversize, over-thickness fiberglass backing plate to the underside of the deck. There is no need to replace the skin you cut out, because testing has proven that, with ample reinforcement like that, the skin near the hole is never under much load. The plate should be at least ¾₁₆ inch thicker than the skin it's being bonded to. (A good rule of thumb is that the backing plate thickness be equal to the sum of the fastener diameter and the skin thickness.)







Fie on Flimsy Fender Washers

–DF



The keel bolts on a Pocket Rocket 22 were backed up with standard fender washers, at left. A large backing plate would be a better solution in such a critical application. A fender washer backing up a railing on a brand-new Malbec 18 has distorted, and the deck isn't even cored in that area, center. These fender washers — some already distorted — are under a winch on a brand-new J/120, at right.

Fender washers are a pet peeve of mine. I've repaired more leaks and core damage caused by bent fender washers than all other causes combined.

Designed a century ago for bolting fenders on cars, fender washers were only a little thicker than the thin sheet-metal parts they attached. In this way, they would flex and move with the fender, avoiding localized denting of the fender. A ⁵/₁₆-inch fender washer is only 0.042 inches thick, barely thicker than a tin can, and will bend under minimal loads — you can easily bend one with pliers. When used with bolts subjected to high sailboat loads, the washers distort into a damaging conical shape, crushing core and splitting solid wood.

There is a washer for this job, the extra-thick fender washer. At three times the thickness ($\frac{1}{2}$ inch for a $\frac{5}{6}$ - x 1 $\frac{1}{2}$ -inch washer), it is nine times stronger and 27 times stiffer. Extra-thick fender washers are engineered to be strong enough to hold the full breaking strength of a bolt without bending, no matter how soft the substrate. Doubled standard fender washers, or even a short stack, don't even come close.

Extra-thick fender washers are miniature backing plates, suitable for many high-load applications, although backing plates are better for large winches, standing rigging, and other extreme loads.

Why do marine stores even sell these sub-standard washers? Probably because they are cheaper, and certainly because customers keep buying them. Many boatbuilders don't appear to know any better, though a few of the smarter ones do use extra-thick washers. Extrathick washers do cost three times as much as standard washers, but 49 to 60 cents more per washer is cheap insurance against hull repairs down the road.

Do yourself a favor and replace every standard fender washer on your boat with a backing plate or an extra-thick fender washer every chance you get.



Under the 100 percent working load of the bolt, the standard fender washer, at left, has distorted but the extra-thick washer, center, has not. The laminate is 32-ounce glass skins over balsa. Both bolt holes are filled and sealed with epoxy plugs. Beneteau used extra-thick fender washers to back up these bolts on a Figaro Beneteau 3, at right.

The backing plate should extend at least 5 fastener diameters beyond each fastener. Radius the corners at least 5 fastener diameters, and taper the edges. After prepping all contact surfaces, butter the plate with thickened epoxy and clamp it in place using bolts through the existing deck holes. These fasteners are temporary and will be removed as soon as the epoxy kicks. The bond to the skins and sealing security are greatly improved because the skins and cavity can be well cleaned - it's impossible to be certain of this when using the bent-nail trick through a small hole; it's tough enough just getting most of the sawdust out.

With the new backing plate in place, tape over the clamping holes in the plate and fill the cavity with slow-cure epoxy and fiberglass cloth from above. So long as the hole is not more than $1\frac{1}{2}$ inches in diameter, pushing the glass

and epoxy into the corners should not be too difficult, though it may be necessary to drill the topside hole a little larger than the fastener, up to about 1/2 inch. After the epoxy has cured, drill the mounting holes to the required size.

If the hole is very large, or is on a vertical surface that makes it impossible to fill the hole with liquid epoxy and glass cloth, pre-fill the void with epoxy putty before bonding the backing coast in his Corsair F24 trimaran, plate. Overfill it a little so that the excess squeezes out. The replacement core can be reinforced with a few circles of fiberglass cloth or mat, but it does not need to be carefully laminated. Blocks of core material can be included in larger voids, if desired, but keep them well away from fastener holes.

This procedure is faster, less intrusive, and less skill-intensive than replacing core and attempting to replace and blend skins. The result is

a large area of solid reinforced core, a perfect seal, and a robust backing plate, perfect for cleats, jackline anchors, and large or highly loaded fasteners. \varDelta

Drew Frye draws on his training as a chemical engineer and pastimes of climbing and sailing when solving boating problems. He cruises Chesapeake Bay and the mid-Atlantic Fast and Furry-ous, using its shoal draft to venture into shallow and less-explored waters. His book, Rigging Modern Anchors, was recently published by Seaworthy Publications.

Materials

boltdepot.com/Fender washers Stainless steel 18-8 - Extra thick.aspx



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An old design puts cheap wheels under a long-loved tender

BY CLIFF MOORE



A \$50 Dinghy Dolly

hen I moved from New Jersey in the spring of 2018, I sold, gave away, or abandoned a lot of my stuff, including the handcart I used to move my dinghy around. Among its many graces, the cart was cheap to build and maintain, light (I could carry it on the roof of my car), and perfectly balanced with the dinghy





on it. Even with the dinghy fully loaded with the outboard and enough gear for a weekend on the water, the cart balanced perfectly at the handle with just a few pounds of load. But after it had given me 30 years of reliable service, I decided the cart didn't owe me anything and that I would leave it behind for the next guy. I would build a new one when I got to North Carolina.

I built the new cart from half a sheet of $\frac{3}{4}$ -inch CDX plywood, a 10-inch length of broom handle, an 8-foot length of 1 x 4 fir, a 6-foot length of $\frac{5}{4}$ -inch all-thread (for the axle), two stainless steel U-bolts, two 10-inch-diameter inflatable wheels (bigger would be even better), stainless steel deck screws, and exterior-grade Gorilla Glue.

Because I knew the dimensions from before, it wasn't hard to spec out the



new cart. I knew the point of balance on the dink had to rest directly, or nearly so, over the axle, the wheels had to clear the dink in case it wasn't centered on the cart, and the handle for hauling the cart had to be at waist height.

For the base of the cart, I cut a 36- x 18-inch piece of plywood in the shape of a triangle truncated at the corners. The top piece, on which the dinghy would rest, is a 36- x 6-inch piece of plywood (photo 1).

The top and bottom are separated by plywood end pieces consisting of $3\frac{1}{2} \times 6$ -inch double thicknesses of plywood glued and screwed together and, in the middle, by the cart's 1 x 4 spine sandwiched between $3\frac{1}{2} \times x$ 6-inch pieces of plywood (photo 2). The additional plywood helps stiffen the cart against lateral loads.



Dinghy dolly in perspective



The 1 x 4 spine has a 30-degree (more or less) dogleg at the 6-foot mark, sistered with plywood at the butt joint (photo 3). Where the dowel handle is fixed through it, I reinforced the spine with two pieces of plywood (photo 4).

Once the cart was all glued and screwed together, I went over it with a sander and knocked down the edges — I hate splinters. I then fixed the U-bolts, which would hold the axle, to the bottom pieces. They are near the back and outboard, almost at the edges, but I left enough room so I could easily tighten the screws (photo 5).

I ran a nut on the length of all-thread far enough for the first wheel, leaving just enough room for another nut outboard of the wheel (photo 6). When one wheel was in place, I installed the axle with the U-bolts, ran another nut all the way back to the outside of the bottom piece, and fitted the other wheel and nut (photo 7). That done, I cut off



the excess all-thread and applied a drop of thread lock at each of the four nuts. Experience has taught me that the all-thread should be cut off short enough that none of it sticks out at ankle height.

I left the cart unpainted in any way, as I had my previous one.

On the old cart, I had an eye at the butt joint to attach to the bow eye on the dink. That added some stability when hauling it around corners and up the boat ramp, so I'll add a small cleat at some point in the future. Also, in the past, I made wheels by cutting out plywood discs and gluing enough of them together. That works, but they tended to bog down in mud or wet sand. I've come to prefer inflatable wheels, which only require a touch-up with a bicycle pump a few times each season. They last only three or four years, but at \$4 each from Harbor Freight, I can live with that.



All the dimensions are arbitrary and meant for my dinghy, which is 11 feet 6 inches long (see "Dinghy Ramblings," May 2016). The spine might well need to be shorter or longer depending on the length of the dinghy to be carried. I made my previous cart with a 2 x 4 spine, but decided I could get away with a 1 x 4 if I could find one without too many knots.

The cart cost less than \$50 to build and drew rave reviews at my new boatyard here in New Bern, North Carolina. I expect it to provide many years of service. Δ

Cliff Moore is a Good Old Boat contributing editor. His first boat was a Kool Cigarettes foam dinghy with no rudder or sail. Many years and many boats later, he's sailing Pelorus, a 26-foot AMF Paceship 26 he acquired and rebuilt after Hurricane Bob trashed it in 1991.



Refit Boat

BY ROBERT BERINGER ILLUSTRATIONS BY FRITZ SEEGERS

Ukiyo

A couple of days' work extends into an odyssey

W ay in the back of the long-term storage lot where old boats go to die, I looked at my Catalina 34, *Ukiyo*, and thought of an inspirational poster that hung in the office of a co-worker back in Minneapolis. It summed up in pithy terms my feelings regarding sailboats: "A ship is safe in harbor, but that's not what ships are built for." Surely, I believed, there were more miles left in *Ukiyo*. Somehow, I had to get her back in the water doing what boats are built to do.

I confess that during an extended Bahamas cruise in 2014 I rode her hard. She suffered rips, tears, gouges, scrapes, leaks, bangs, and breaks. The gear gave up the ghost with disturbing regularity, requiring constant vigilance and improvisation to keep us moving forward. On the Gulf Stream crossing, the wire for the running lights chafed through and the short circuit left rust-colored streaks around every stanchion. On the way to Governors Harbour, a wave dislodged the spare anchor and I gasped when I saw it banging against the hull. Near Rock Sound, the water-pump seal failed and I had to empty the bucket I placed beneath it every five minutes. But no matter how exasperated I became, I trained myself never to say "Oh, what else can go wrong?" for that would surely invite something else to break.

in a Boatyard

-lostage

The day we hauled out, I could almost hear *Ukiyo* exhale as the travel lift raised her from the brown salty water and gently placed her on jack stands.

The repair, replace, and refurbish list was long and pricey, and tackling it was a disheartening prospect, like eating an elephant. But, as that age-old aphorism suggests, taking one bite at a time, I was determined to do whatever it took to return *Ukiyo* to the water for one more voyage. I had to sail her or sell her.

I planned to do most of the repairs myself, then sail up the East Coast to wander the Chesapeake with my family for the summer of 2016. After that, I'd put her on the market and take up golf. And so, beginning in the fall of 2014, with every hour I could steal, I made the 31-mile drive to the boatyard in North Florida and addressed each task on the list.

Fall and winter 2014

Removed rust-colored streaks on fiberglass, replaced the rusted stanchion damaged in a collision with another boat,

sanded and varnished (eight coats) the cabin sole panels and companionway steps, replaced the rotted front and top engine covers, removed V-berth paneling to gain access to the windlass, replaced the footswitch, disassembled and rebedded portlights, chainplates, and most of the deck hardware.

Spring, summer, and fall 2015

Reconnected the lifelines, did more sanding and varnishing in the saloon, changed the engine oil, removed the top engine cover to repair it, changed the windlass oil, painted, tested, and reinstalled the windlass, varnished and reassembled the V-berth, installed new LED lights, revarnished the nav table, scraped small barnacles and loose paint off the bottom.

Spring 2016

Sprayed and baked 10 coats of high-temperature paint onto the stovetop grilles, refilled the propane tanks, disassembled the leaky head sink, rebuilt the house battery bank platform and installed four new 6-volt golf-cart batteries, took the anchors and chain off the boat for sanding and painting with cold galvanizing paint, replaced the traveler tag lines and broken mainsail slides, tested the fridge, tightened the keel bolts, replaced the bilge-pump float switch, painted the bottom with an ablative copolymer, scrubbed and waxed the hull, replaced the bimini, hired the yard guy to repair a foot-long gouge on the port side of the hull, and purchased a 165-watt solar panel.

Early June

My daughters were wrapping up the school year and the splash date was rapidly approaching. I cheerfully anticipated being back at the helm of our happy little vessel.

In this I was wildly naive.

I scheduled the boatyard's marine technician to help with some basic electrical issues. I was to discover that the sole qualification needed to be a \$45-per-hour technician at this boatyard was to be in possession of a voltmeter.

13) Varnish Floor Panels 13) Varnish Compainionway 14) Varnish Compainionway 15) Replace engine cover 16) Remove V-berth Paneling

June 5

"Bruno" the marine tech showed up at my boat (fashionably late) and complaining about the heat. After listening to my problem list, he said earnestly, "You know, Cap, troubleshooting these kinda problems can run into some serious hours." I swallowed hard and directed him to the ladder.

He was quite a big fellow and had trouble getting up to the cockpit. I showed him around the saloon and, not wanting to crowd him or make him feel rushed, left him there and returned to waxing the hull.

After lunch, as I worked the wax into the hull, a faint whiff of burning metal stung my nose. I froze; no, lots of boats here, I reasoned, that smell could be from any one of them. Let the guy do his job.

A while later Bruno emerged, sweat dripping from his pained and weary face. "Hey, bud, you got some problems there, I hooked up the cables and when I turned the system on it shorted out the starter battery. I got some other boats to work on. How 'bout I come back again tomorrow at 0800?"

I went on board and was stunned by what greeted me below. Several wires and the positive terminal on the starter battery had completely burned off, and the acrid stink of burned plastic and metal hung in the air. I marched over to the marina office. As calmly as I could, I canceled my next (and all further) appointments with Bruno the marine tech and requested the services of the lead technician, "Rex," who had worked on the boat before and done a good job.

June 9

No word yet from Rex the tech. My girls were out of school and all ready to depart. I just needed a couple of days of labor from Rex and we could point the bow north. Each night, I looked over charts of the Chesapeake, picking out the places we would anchor.

Finished waxing the hull, flushed the water tanks with bleach, checked the engine fluids, replaced the impeller, and tightened the alternator belt.

June 15

Rex showed up and began work on the electrical system, but left after a short while.

Polished the stanchions, waterproofed the bimini, and tested the VHF.

July 11

Time for a summer cruise was running out. I pressed the marina office for a completion date and received the following email: *Good morning Robert. I have spoken to Rex and he states that he is still waiting on the right circuit breaker, the wrong one was delivered. But other than that, he says you should be ready to go.* My hopes are high.

July 13

Rex brought aboard sundry tools and an electric fan, but he's not aboard working, nor anywhere in the yard. My kids start school mid-August. My blood pressure rises.

Repaired the front hatch cover and port teak trim.

July 20

No sign of Rex. He is apparently a free spirit; no one in the office knows where he is. I inform the family that the summer voyage is off but that we can all look forward to fall cool-weather cruises on the St. Johns River — and that the boat has never looked better! These words sound hollow and later come back to haunt me.

Fall 2016

Hurricanes Hermine and Matthew blow through without damaging the boat. But because I missed the window to sail, Rex pushed my boat down the priority list and was chronically busy with other boats.

I know, I know, why didn't I just find another marine tech to work on my boat? Why did I keep waiting on this blunderbuss who constantly let me down? The sad truth is, I liked the guy and believed him when he said he'd get the job done.



April 27

Rex the Ghost Tech drops by and apologizes profusely. "Hey, man, I don't own this place, I'm just an employee," he quips. "They got me working on everything around here."

We discussed my repair needs and he agreed to work on the AC power and plugs, to connect the 165-watt solar panel I'd wired onto the bimini, and to test the engine while *Ukiyo* was still on jack stands.

November 16

Without notifying me, the yard crew moves *Ukiyo* to the back lot, which has no electrical supply. I hunt down Rex and discover he plans to use a generator to continue working on the boat ... soon.

And there we are, *Ukiyo* on jack stands and me as Odysseus, imprisoned by Calypso now for two years, longing for release to the open waters.

March 2017

They say March comes in like a lion, but this one comes in with a whimper.

No one has been working on the boat but me. Not now, nor anytime in the last nine months. Repeated meetings at the office with staff and the marina owner have yielded nothing. I never dreamed that service here could be so bad, and yes, I blame myself.

Installed a 6-gallon water heater, replaced some hoses, and drained and filtered the diesel in the fuel tank.

April 1

I hear a rumor that my boat has been moved to the front of the yard and that Rex is aboard and working! My spirits soar, but it is April Fools' Day, so I temper my enthusiasm.

May 23

It's the eve of the one-year anniversary of the original work order. While power-washing the boat, I spotted Rex's white van and flagged him down. He crawled up the ladder with a hangdog look about him. His clothes were disheveled and he seemed disoriented. We again discussed what needed to be done and he again apologized profusely for not getting to it. I suggested, since he was here, that we start now. "Tomorrow, man. I'll get going on it."

Repaired a leak in the galley drain and power-washed the boat.

And with those words I did what I should have done months earlier: I got on the phone and found another repair tech. He showed up promptly, made the repairs, and had us ready to sail in two days. So off we went to the Chesapeake, my girls a year older, for a mostly enjoyable summer sail. We left *Ukiyo* sitting on jack stands in Deltaville, Virginia, waiting on a buyer, and I went shopping for golf clubs.

Robert Beringer is a Florida-based freelance marine journalist and photographer and a member of Boating Writers International. He learned to sail on the Great Lakes in a Hobie 16, holds a USCG 50-ton Master license, and has logged more than 28,000 miles under sail. His first book, Water Power!, a collection of marine short stories, is available at Barnes & Noble.

FERRITES RUN INTERFERENCE

They put a check on electronic noise from RFI and EMI

A give you ever tried to listen to someone transmitting on their VHF whose voice was almost drowned out by an annoying buzzing noise? Or maybe you can't pick up your emails via SailMail on your HF radio without turning off the refrigerator. Or worse, your autopilot makes a hard-right turn whenever you push the transmit button on your marine-band radio. These phenomena, which are all symptoms of radio-frequency interference (RFI) and/ or electromagnetic interference (EMI), can be eliminated with the use of ferrites, devices made of a ceramic material containing iron oxide that has a high resistance to RFI and EMI and little or no resistance to low-frequency signals and direct current.

You'd think that in a 12-volt DC world, RFI and EMI would be minimal. After all, a DC current passing along a conductor produces very little in the way of electrical noise. When that DC current is switched on and off, however, transients are generated which can produce considerable interference. This is exactly what switching power supplies in laptops, most electronics, and modern solar controllers do — switch the DC current on and off at a high rate of speed to produce a higher or lower voltage. The brushes in electric motors also switch the DC current and are common noise generators.

While most electrical devices do a pretty good job of reducing interference, often some of the noise leaks into the wiring connected to the device. As well as conducting the noise to other devices, the wiring acts as an antenna and radiates interference to other nearby electrical circuits. If a radio receiver is nearby, the noise may overwhelm or significantly distort the received signal. If the VHF power source is noisy or the microphone cable picks up radiated interference, the radio will broadcast a hum or buzz. And if the communication bus between two devices — like the cable between an autopilot's controller and its computer — is noisy enough to garble the signal, some very unexpected results can occur. **BY DAVID LYNN**

Fitting ferrites Ferrites come in a variety of shapes and sizes for different wire sizes, signal levels, and frequencies. For reducing EMI and RFI on our boat, *Nine of Cups*, I most often used the tube-shaped "snapon" type of ferrite.

I placed ferrites as close as feasible to the sources of the interference, such as on the power and thermostat cables of the refrigerator and the power cables for any pump or motor that might be causing interference. I also added ferrites to the power cables of electronics, such as the VHF, SSB, and/or marine-band radios, that might be affected by the electrical noise.

If possible, when adding a

ferrite to a wire, I loop the wire around and route it through the ferrite two, three, or even four times. The impedance introduced is proportional to the square of the number of times the wire is looped through the ferrite. Looping the wire through the ferrite twice makes the ferrite four times as effective as it would be with only one wrap. If I can manage four loops, the ferrite will be 16 times more effective. Placing multiple ferrites on a wire is also effective.

Ferrites often reduce problems with interference in communication cables such as a SeaTalk, NMEA, or CAN-type bus as well. Bear in mind, though, that because these cables transmit data, a ferrite can attenuate or distort the data enough to introduce new problems. A trial-and-error approach is best. \varDelta

"Snap-on" ferrites are made in a variety of sizes to fit a wide range of cable diameters, at top. Ferrites are commonly found pre-installed in wires, like this headphone cable, at left, that connect to electronics that might generate or are sensitive to RF and EM interference.









Ferrites might simply enclose the cable, at left, but if the inside diameter of the ferrite is large enough, the cable can be wrapped around the ferrite to increase its effectiveness, at right.

David Lynn and his wife, Marcie Connelly-Lynn, lived aboard Nine of Cups, their Liberty 458 cutter, for 18 years, during which time they put nearly 90,000 nautical miles under her keel and visited more than 36 countries on five continents. They have recently been exploring North America in a tricked-out Ford Transit van named Blue. They blog regularly and maintain an extensive website at justalittlefurther.com.

Resources

Ferrites are not easy to find, but are available through Amazon, eBay, and specialist outlets like Digi-Key. Search with "anti interference filter" at amazon.com.

Search with "ferrite filter" at digikey.com.

Search with "ferrite core" at ebay.com.



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A Drogue by Another Name Is a Rudder

Losing the steering is not necessarily the end of steering

BY DREW FRYE





oss of steering is possibly the most common reason boats sailing long offshore passages are abandoned. The inability to make progress toward a destination any destination — is life-threatening. A boat sailing inshore faces the more immediate risk of being driven ashore, and because encounters with flotsam or underwater obstructions are more likely near shore, so too is the likelihood of losing steering. Few near-shore sailors carry an emergency rudder because of the cost of the gear and the stowage space it would take up. There is also the physical challenge of wrestling an emergency rudder into position, a task that would be difficult enough in moderate weather even with the help of crew, and perhaps impossible for a singlehander. The alternative, in many instances, is an expensive tow to a repair facility. But there is another option: drag steering.

Reasonably effective drag-steering systems can be rigged using gear that's normally on board, and can be deployed safely by one person, even in challenging conditions. The principle of drag steering is the same as that of steering a canoe by dragging a paddle: drag the paddle on the side toward which you want to turn the boat. The closer the paddle is to the natural pivot point of the boat — the keel if the rudder is gone and a little farther aft if it is still there but immobile — the quicker the turn and the less drag required. Holding the paddle farther outboard helps as well.

An anchor hanging a few feet below a fender large enough to float it will serve for the coastal sailor. I've tested this rig, and though heavy to lug around, once deployed it worked about as well as a drogue. If more braking is needed for good control, a second anchor below a second fender 20 feet from the first anchor will provide it. After the rudder on *Egret*, a

Aboard his F-24, *Fast and Furry-ous*, Drew prepares to deploy a drag device consisting of a 6-inch-diameter fender, his normal anchor (its rode still attached for safety) to weigh it down in the water, and spinnaker sheets for a bridle, top left. The anchor adds drag as well as holding the fender in the water, at left.

Sweden Yachts 39, snapped off in the Atlantic Ocean, her crew sailed her for 1,500 miles with this kind of rig.

\$

I have tested the anchor-plus-fender drogue on multihulls and on a 27-foot monohull in 10 to 12 knots of wind. There was little difference in function; although monohulls have less beam and thus less leverage, they also pivot more easily around their keels.

Steering with a drogue

A more sophisticated emergency steering method is to tow a drogue. Several brands are available commercially. They are lightweight, easy to stow, and for steering can be rigged using spinnaker sheets or other lines usually carried on board. They are stable in strong conditions, have been proven during ocean crossings, and are approved by US Sailing for boats taking part in offshore races.

I have tested some of these steering solutions on large and small boats, multihulls and monohulls, and I have disproved the often-voiced opinion that drogues are only usable for off-the-wind sailing. With a properly rigged drogue steering system, I've been able to sail slightly to windward in good conditions, with the true wind just aft of the beam in near-gale conditions, and on any course I wanted if I used the engine. Although I wouldn't try to steer right into a slip, straightforward channels and most harbors present little difficulty.

I have tested the Delta Drogue, Galerider, Seabrake, and small Shark, and they all work about the same. For steering, an 18-inch diameter works for boats 30 to 35 feet, and a 24-inch diameter for boats 35 to 40 feet. For equal drag, the Galerider needs to be one size larger, as it's more like a net. These drogues are also used for slowing a boat in gale conditions, but a storm device would need to be larger and more heavily rigged than a drogue used purely for steering.

Rigging a drogue

For maximum maneuverability on a monohull (when motoring on a river, for example), attach the bridle control lines at the widest part of the boat and outboard of its pivot point, which is generally a short distance aft of the mast and near the center of the keel. Be aware, however, that when the bridle is attached this far forward, the lines can easily wander under the boat. This is not a problem if the rudder is gone or if the boat's speed is steady, but it presents a significant fouling risk if the rudder is still there, the seas are lumpy, and sailing progress is irregular. The best compromise location is about halfway between the mast and the transom, where there is enough beam for leverage but less risk of the bridle getting under the boat.

On multihulls, the turning blocks should be near the transoms, as the leverage there is sufficient and the bridle will stay out from under the boat.

In light to moderate winds, the drogue should be pulled in as close to the transom as practical; steering inputs are more immediate and the drogue is lifted up near the surface, reducing drag and improving speed and pointing.

Deploying a drogue

When deploying a drogue, make the bridle arms equal in length and set them at one boat length. It's better to start off on a relaxed downwind course and with the drogue a little too far back than to risk sudden turns and tangling lines under the boat while setting up the rig. Deploy the gear at full extension and head off on a broad reach. Grind the bridle in closer for better speed and steer a higher course only after



Fast and Furry-ous, an F 24 trimaran, was able to beam reach at 5 knots with no rudder when towing the anchor-and-fender drogue, at left. She sailed like that for 30 minutes with no one touching the helm. (The red material is a webbing chafe guard on the anchor rode.) The anchor-and-fender drogue is easy to recover after one end of the bridle has been released, at right.



With the rudders locked 30 percent over to simulate a single rudder jammed hard over, Drew was able to steer *Shoal Survivor*, although the range of courses was restricted, at left. Drew found it quite practical to steer from a position seated beside the windward winch, shifting the bridle side to side by trimming and easing just one leg of the bridle with the winch, center. The Galerider is the smoothest design and the easiest to recover because it holds no water. A safety harness and tether are essential, especially in a seaway with the boat out of control, as both hands are needed when working with drogues.

the boat is making steady progress. Never underestimate the risk of getting a line under the boat when it's in an awkward, rolling, drifting posture. I did this several times. So long as there are no knots at the ends of the lines you can generally just let go of one side of the bridle, recover the drogue, and start over. If things aren't going well, consider reefing the mainsail or dropping it.

In strong conditions, the wind will blow the drogue right back in your face if you try to pitch it over the stern. Lower the chain into the water first, then the drogue, and then the bridle. The Galerider's web design catches less air than the others, and even though the maker does not recommend weight, it was easier to handle in a strong breeze with 8 feet of chain attached. The small Shark, with an anchor on the tail, is the easiest to handle.

As the wind increases, ease the drogue farther back from the boat to increase drag (steering force) and to keep the drogue stable — in steep waves, they tend to surface and skip around. In one of my tests, with the 8-foot chain leader and the spinnaker sheets at full extension, the drogue was about 60 feet behind the boat and was stable in winds up to about 25 knots. If the wind reaches a sustained 25 to 35 knots, more scope will be needed. This is where inshore boats are at a disadvantage. These conditions need a 100-foot rode extension between the chain and the bridle. This could be cobbled together with docklines or spare sheets, but the knots used to connect them will cause problems at the deck edge and winches when deploying the drogue or hauling it back in. Metal shackles definitely are not suitable, as they cause point loading and require thimbles, which can shift and cut the rope. Ideally, the lines should be connected by interlocked eye-splices, as they can pass around a winch drum if the line is hand-tailed. This would mean carrying dedicated drogue rodes with eye-splices in each end.

Strength and materials

Spinnaker sheets are long enough and strong enough for emergency steering. Nylon and polyester are both fine, but nylon is not necessary for shock absorption; in a surge, the drogue will simply pull through the water faster, gradually increasing the force. With polyester, due to its lower stretch, the steering response is better and yawing and surfing are reduced.

When Steering Loss Became Personal

Loss of steering is not just hypothetical to me . . .

A 15-knot breeze had been driving my PDQ 32 catamaran down Chesapeake Bay at 8 to 9 knots all morning when I heard "Wham!... wham!" *Shoal Survivor* lurched slightly to port, telling me I had struck something substantial with that hull, but a quick glance around the boat revealed nothing. I hadn't struck bottom; I was in 50 feet of water. I eased the sails and dashed below to check for water in the bilge and crash tanks (thankfully none). The autopilot beeped an off-course alarm, and when I disengaged the pilot to make a manual correction, the wheel would not budge and the boat continued very slowly to port ... and toward the shore.

I was able to resume my proper course by adjusting sail balance and adding a little drag to the leeward side by lowering a retractable outboard motor. I selected an alternative downwind destination, and when I was close enough, lowered sail and played the twin engines against each other to negotiate the channel. After anchoring, I donned a drysuit and examined the bottom, to find only scuffed bottom paint and a rudder stock that had been bent just enough that the blade scraped the hull. I disconnected that rudder and finished the cruise using the other with no effect other than mushy steering. If I'd not had twin rudders, my options would have been repair at a yard far from home or a long-distance tow.

-DF



A drogue can be deployed using spinnaker sheets and a length of chain. On a monohull, attachment points just aft of amidships assure enough separation for adequate steering power while lessening the chance of the bridle getting under the boat.



Steering under sail

Smaller drogues allow better speed in light conditions, but they require earlier reefing, and the mainsail must be dropped when sailing off the wind in even moderate conditions. That's not much of a hardship when power is plentiful.

In light conditions, a larger drogue can be depowered by hauling it in to a very short scope and lifting it partially clear of the water. Used in this way, the Galerider is smoother to adjust than other drogues because it strains the water rather than plowing through it. Anchor-and-fender drogues do not depower when hauled in short, but the drag is a function of the number of anchors and fenders being towed. I have found that, once the sails and drogue are balanced and adjusted, course stability under sail was generally very good, although yawing would increase with the wind strength: 10 to15 degrees in light weather and 10 to 25 degrees in stronger conditions.

To maintain control if the wind picks up, reef earlier than usual. Start with the mainsail, and if the rudder is missing and no longer contributing to lateral plane, keep the mainsheet traveler lower than normal on all courses. As soon as the

anchor, fenders, chain, and spinnaker sheets.

true wind moves aft of the beam, strike the main. Expect to lose 1 to 3 knots of boat speed - more to windward in light conditions, and less on a broad reach in a breeze.

As the wind strengthens, pointing ability decreases rapidly. This is partly due to the increased drag, but mostly I just couldn't stay in the groove in winds above 15 knots. By 20 knots, I gave up on windward courses. This is much more distinct than the ordinary loss of windward ability in waves. Running the engine at low rpm dramatically improved directional stability on both reaching and windward courses.

I had no trouble flying an asymmetric spinnaker downwind in less than 15 knots wind, where it can generate more speed than the genoa. The main had to be furled to maintain balance and the spinnaker slightly over-sheeted to increase stability.

Steering under power

All of the drogues were able to provide controllable steering when under power at a range of speeds on flat water and in moderate waves. In winds and waves over 20 knots, yawing became considerable.





Bent rudder

If the rudder is bent to one side, the situation is more challenging than when it is absent. I simulated this by setting the helm 60 percent to one side. More drag is required to keep the boat straight, speed is reduced, and the ability to sail to windward is eliminated on one tack. In strong conditions, a bent rudder will require a large drogue and only off-the-wind courses will be possible, although a considerable range is still practical. Under power, all courses are possible.

Recovery

Never underestimate the risk of getting a line under the boat when recovering a drogue. While it's possible to ease the work of hauling in the drogue by backing the boat under power, the risk of fouling the prop or rudder is considerable. Use very low rpm to slow the boat, leaving some tension on the rode while the majority of the line is hauled in, and then put the gearshift in neutral while bringing the last 20 feet aboard. If the wind is dying and the waves are steep, the load is generally very light on the back slope of a wave, and 5 to 10 feet can quickly be hauled in with the passage of each wave. Lock the rode down as the tension comes back on and wait for the next lull or back slope. Don't let the line get under your feet or around a wrist; there can be a lot of surging and the loads can be dangerous even in light winds.

Conclusions

Until I struck that log and felt the helplessness of sailing in circles (see "When Steering Loss Became Personal," page 40), I believed drogues were for ocean crossings. How stupid to become utterly helpless because one bit of metal is bent 2 degrees. However, I was encouraged when I saw just how well a drogue can steer, even one made from an anchor and a fender.

I recommend practicing steering with a drogue or drag device, first in fair weather and then on a not-so-nice day. The time to iron out the wrinkles in the system is not in the minutes after the rudder bids farewell. And that applies to the coastal and the bluewater sailor alike. \triangle

Drew Frye's bio can be found on page 29.

VIDEO Vis

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Running-Pendant Bridle



I have read several articles and papers that suggest rigging a single line from one quarter and fitting a snatch block to it attached to a pendant led to the opposite quarter. The idea is to rig a bridle that is adjustable both in length and position.

I have tried this when testing with the 32-foot catamaran. In light winds, when I didn't need an extended rode, it almost worked. However, when the wind and waves picked up and the boat began yawing, it failed every time. When I pulled the drogue to the rode side, the pendant would snap forward to the transom, trapping the boat beam-on to the waves. The force on the drogue increased and the force on the pendant winch became nearly double the actual drogue tension. To regain control, I had to release the pendant, start the engines, and use the rudders, which is obviously cheating. Without a working rudder, control can only be regained by rerigging the bridle.

Resources

Para-Tech Delta Drogue: seaanchor.com/delta-drogue Galerider: landfallnavigation.com Seabrake: burkemarine.com.au/pages/seabrake Shark: para-anchor.com/pro.stormdrogue.html DF

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SHIPPING A BOAT IN A BOX

Too wide for a container's door? Turn the problem on its side.

BY ZORAN GLOZINIC





Ante, on the left, above, wanted his Tanzer 22 shipped from Quebec to Croatia. While the boat was in its winter cradle, he and Zoran built the wooden shipping frame around it, at left.

y best friend, Ante, and I have been small-boat owners all our lives. Growing up in Croatia, on the Adriatic Sea, we owned many small boats, ranging from rubber dinghies to small cruisers. When we both came to Canada almost 30 years ago, we began sailing on the Saint Lawrence River and other inland waters of Quebec and Ontario. But when Ante retired, he started to spend his summers back in the old country.

For the first few years of his retirement, Ante's 1974 Tanzer 22, *Ceilidh*, remained at our yacht club on the shores of Lake Saint-Louis, which is a widening of the Saint Lawrence River next to the city of Montreal. He planned to use the boat during the parts of the year he was in Canada, but given Quebec's short sailing season, it soon became obvious that he needed a boat in Croatia, not here.

Ante could have sold the Tanzer 22 and bought another boat in Croatia, but he loves his Tanzer and there are no Tanzers for sale in Croatia. He contacted a few shipping companies and received quotes that were several times the value of his boat. Apparently, because the 7-foot 10-inch beam of the Tanzer 22 is about 2 inches wider than the opening of a standard shipping container, the boat would have to be transported in a special open-top-cradle shipping container. At this point, desperation caused us to seriously wonder, given the small discrepancy in width, whether it would be possible to squeeze the boat in, considering the flexibility of the fiberglass hull and deck assembly. Things were looking grim.

One day, I called a business friend who arranged all the international shipping for our company. We often shipped big crates of machinery all over the world and he was always able to accommodate my requests, whatever the load size or destination. He paused for barely a minute when I told him I wanted to ship a sailboat to Europe in a 40-foot high-cube container, then calmly asked for dimensions, weight, and destination.

A couple of days later, I received a quote for almost a third of the lowest quote Ante had received! The only thing



Detached from the boat, the cast-iron keel is supported by its own welded cradle within the boat cradle, at left, and the whole assembly would be loaded into the shipping container. The boat and cradle await the arrival of the shipping container, at right.

left for me to do was to figure out how we were going to get his Tanzer in and out of a container.

It did not take long for the solution to dawn on me: turn the boat on its side. The container's door opening is over 8½ feet high, more than enough for the Tanzer's beam, and the width of the door opening far exceeds the boat's depth with the keel removed. By building a frame around *Ceilidh*, it would be easy to rotate her to load her into the container.

I did have some experience framing and rotating boats. When restoring one of my daysailers (I've had a few), I would build a frame around it just to make it easy to turn it on its side for moving it around the shop and working on it. The Tanzer, which weighs around 3,000 pounds, of which 1,250 pounds is in the cast-iron keel, is just a little bigger, I told myself. I planned to build the frame from mostly 2 x 6 lumber and ½-inch bolts.

Ante smiled broadly when he heard my plan and saw the low quote.

Putting the plan into action

The first thing we did was to discuss our plan with our yacht club manager, David, who offered the club's mobile crane to handle the boat when we were ready to turn it on its side and, later, to load it and the keel into the shipping container. This big logistical challenge solved, we rolled up our sleeves. We started by constructing a rigid steel frame to support the boat's keel after we detached it and lifted the boat off of it, and welded the frame to the cradle. It was not a thing of beauty, but it performed perfectly.

Next, while the boat was still in its winter cradle, we built and assembled the wooden frame around it. We made it to fit very tightly, and everywhere it touched the boat we padded it with pieces of thick carpet. We fastened the framework with ½-inch bolts and then added lots of bracing to make the structure rigid.

After the frame was completed, we were ready for the crane operation. We removed the keel bolts and then allowed the crane to carefully lift the hull off her keel. Then we brought the boat down on its side in the wooden cradle. After that, the crane transported the boat and the keel to the club's parking lot, where the shipping container would be delivered.

We discussed how to approach loading the container and how to minimize the effort and possible issues when unloading as well. For moving the keel in its cradle, we decided to use short sections of round steel pipe and, once it was lifted there by crane, simply roll the cradle over the container's floor.

Without the keel, the boat weighed around 2,000 pounds, and for moving it, we decided to use four of the swivel jacks normally used on boattrailer tongues, one mounted on each lower corner of the frame. The jacks had 6-inch poly wheels and were rated at 1,000 pounds each.

Ready to load

The shipping container was delivered to the club parking lot in the morning, and we had all afternoon to load the boat before the container was picked up that same evening.





The keel and cradle were loaded first and slid to the front of the container on steel-pipe rollers, at left. Then it was the boat's turn, at right. The yacht club's crane was a critical element throughout the operation.

We first loaded the keel in its cradle and secured it with chains at the front of the container.

The crane lifted the boat by means of ropes attached to the frame, and maneuvered it as far into the container as it could given that the ropes were attached to the front corners of the frame. With the front resting on the container floor, we supported the rear end of the frame on boat stands. We then proceeded to lift the boat from the rear of the frame. As we did so, we used the swivel jacks to lift the front and slowly roll the boat into the container as far as we could. Using round steel pipes under the rear section of the frame, we pushed the boat far inside until the rear-mounted jacks were over the container floor. Then, with all four corners on the swivel jacks, we maneuvered the boat into the container. When it was in position, we lowered it to the floor and secured all four corners to the container using nylon webbing. Finally, we loaded the rigging and the rest of the equipment, closed the doors, and opened the beer! Δ

Zoran Glozinic is a retired business professional who has been messing around in boats and old cars all his life. He currently lives in Laval, Quebec, where he divides his free time between a good old English bilge-keel boat and a 16-year-old Saab car.



Swivel jacks on the frame's corners allowed Zoran and his crew to maneuver the boat well into the container.

Epilogue

The boat made it to Europe without any damage, but we did run into a completely unexpected bureaucratic snag.

ISPM 15 stands for International Standards for Phytosanitary Measures No. 15, which was developed by the International Plant Protection Convention (IPPC). It's a set of rules and measures mandating the treatment of wood materials used to ship products between countries. Its main purpose is to protect ecosystems by preventing the international transport and spread of disease and insects. To comply with ISPM 15, the lumber we used to construct the cradle should have been debarked, heat-treated or fumigated with methyl bromide, and stamped or branded with a mark of compliance. Compliant wood is not available at Home Depot, but must be obtained from specialized suppliers of packaging materials. Alternatively, certified facilities can treat non-compliant lumber. We found out about ISPM 15 only when our frame was nearly complete.

At first we went through a denial phase, even after learning that Croatia was on the list of countries that enforce ISPM 15. Ultimately, we dismantled the frame and delivered every part of it to a company that could treat our material and provide the certificate we needed. It set us back a few days, but fortunately we'd assembled the frame with bolts, making disassembly and reassembly doable.

-ZG

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A long-admired boat, finally acquired, revealed its shortcomings

fter waiting years, I found the right boat at the right price in the right location. But was she the right boat? Is there ever such thing as the wrong boat? Most of my sailing friends thought I was crazy, because my right boat was a Buccaneer 270, a boxy craft that doesn't sail well and resembles a Winnebago motorhome more than a sailing vessel. I didn't care. My goal was to do the Great Loop, which would mean more time spent motoring than sailing. The Buccaneer's virtues included shallow draft (to get through canals such as the Dismal Swamp), standing headroom (in a boat small enough for me to handle by myself), and a price that fit in my budget.

So that summer, a well-loved Bayliner Buccaneer 270 near Buffalo, New York, became mine. My first goal was to get my family on the Erie Canal for a few weeks of needed vacation.

Maybe it was love at first sight that blinded me to the Buccaneer's faults. I had studied pictures and layouts of this boat, but I had never been aboard one.

Two things were immediately apparent: with my family along, we

needed to carry more food and supplies than we maybe had room for, and my Parkinson's disease had gotten worse than I realized. I'd taken long trips on sailboats before, but when I was younger, and I'd wrongly imagined it being much the same. My wife and family pointed out other potential problems and I dismissed them all because I was the expert on sailboats. After all, I had sailed the Mississippi already.

By the time I'd bought a radio, food, fenders, dishes, blankets, and safety equipment, I'd spent my entire budget. When the 30-year-old outboard motor broke upon launching, we dipped into our savings for a used replacement. I found this motor difficult to shift and impossible to start, but I didn't have to worry about it very long because it died on our second day. We drifted for a panicked moment until the kids unearthed the kayak paddles and guided us slowly to the next dock. The marina that had sold me the nowdefunct motor was kind enough to pick it up and give me my money back. But that left us on the banks of the Erie Canal without an engine.



My wife made lunch. A good meal can fix just about anything, including an attitude. Attitude is the only difference between a situation making you lose your temper and making you more tempered.

Refreshed by the lunch, I called a few more marinas and struck gold. I caught a ride into town with a new friend and purchased a brand-new 15-horsepower Yamaha outboard with electric start, on the condition that they would deliver it and hook it up to

Roomy, if not classic in appearance, the Buccaneer 270, at top, seemed just right for a Great Loop cruise, but Dan, above, found otherwise on an Erie Canal shakedown. my boat. This took all our remaining savings, but allowed us to finish off the week with the kids, enjoying stops at little towns along the way.

While I was off fetching the new outboard, the bimini collapsed. This was a custom-made affair that fully enclosed the cockpit. We tried several fixes, none of them lasting, and by the time the rain was obviously coming, the only wrench we had that fit the bimini screws was at the bottom of the canal.

We pulled up at the next dock we came to, where a pair of angels wearing cutoffs and T-shirts and drinking Miller Lite came to our rescue. The lead chap had a *Duck Dynasty* beard and Teddy Roosevelt glasses. He took charge and pointed out which of the bimini's bars we had backward and what parts needed to be bent and banged into place. Within minutes the two were gone and our bimini was up. All they would accept as payment was a handshake.

Under way again, we met a young family in canoes. They stopped to chat, enamored with our boat. They admitted that they bought the canoes for exercise, but what they dreamed about was sailing a boat like ours. We were living their dream. With the motor running and the bimini up the way it should be, it looked like we were finally starting to live ours.

Quarters were cramped with the grandchildren aboard, and when they went home I thought I would finally be able to stretch out. I quickly learned that getting out of the V-berth at three in the morning to go to the bathroom is uncomfortable no matter how many people are on the boat.

As we entered a lock the next day, I held out my cane for my wife, who was already ashore, to grab so she could guide us in. While I was fumbling with the engine, trying to shift into reverse, the boat continued motoring forward, and she lost her grasp on the cane. It wound up in the water.

It took only several more days for me to reach the hard conclusion that this was not the boat of our dreams. With my Parkinson's, it was difficult for me to turn around to shift gears on the motor and adjust the throttle. Getting up and down the stairs into the cabin was difficult, and no matter where I sat or lay down, I could never fully stretch out to relax. It was a sad day when we turned the boat back toward Buffalo to put it on the market.

Did I buy the wrong boat? I don't think so. We had an adventure, and that is priceless. I learned my limitations and what it will take to make a trip enjoyable and manageable with my condition. I learned that simple is better, and we discovered that the people along the Erie Canal are wonderfully diverse and fun to meet. I learned you can spend as much on ice cream as you do for gasoline. I learned that, as I have changed, my dreams must change as well. I have not given up on boats, nor have I given up on the idea of completing the Great Loop. Even with



Parkinson's, I am determined to get back out on the water.

So, if you see my cane floating in the Erie Canal, maybe you could hang it up on the railing at Lockport Locks for me to pick up on my next trip through. Δ

Dan Smeenge's compass points due water, wherever it may be found. *He has journeyed many a water,* including the Mississippi sojourn, and has lived on four continents and several islands. From Australia to Scotland, Cyprus to Newfoundland, from the Dardanelles to San Juan Harbor, he knows his way around. House and boat quests have been everything from tarantulas to chickens; everyone from refugees to Quechua Indians. His love of boats came early on, and it's been fairly contagious. When he's not writing he is sketching a draft for his next odyssey.



Located in Bingen, WA

Boat Stands Re-Booted

Given new feet, they'll last a few more years

y owning five boat stands for more than 20 years, I have saved the annual rental cost of \$25 per stand when my Grampian 30 is

hauled and stored every winter. That's a cumulative savings of \$2,500 so far. But last year, I noticed that although I clean, paint, and lubricate the stands annually, the bases of the legs were corroding from sitting on the ground year in and year out. I didn't want to spend my savings on new stands, so I came up with a way to extend their life.

The boat-stand legs are 1-inch steel pipe, and I installed a 1-inch-diameter galvanized hex-head bolt, 4 inches long, into the end of each one. The bolt heads became the feet on which the stands sit. It is unlikely that they will corrode away in my lifetime.











The pipe ends were originally cut at an angle so they would sit flat on the ground. I recut them at 90-degrees to the pipe itself to remove the corroded ends (photo 1).

Depending on how tightly they fit, which was affected by the extent of the corrosion and distortion where the cross braces were welded to the legs, I could hammer or screw the bolts into the pipe ends (photo 2). Some bolts, though, were a loose fit. If I'd had access to a welder, I could have secured them with a tack weld. Instead, I mixed a small batch of Bondo for each pipe and bolt, worked a bit into the pipe end and onto the bolt threads and shank, then pushed the bolt home and let it set for a few hours. After I sanded and painted them, the stands were good to go (photo 3). \varDelta

Jim Donovan has sailed the New England coast for some 45 years. These days, now he's getting on in years (77), he confines himself to Massachusetts Bay. He has owned and sailed a Venture 24, a Grampian 26, and his current Grampian 30, likely his last boat. Aboard a fellow sailor's Contest 33, Jim has ventured to Antigua via Bermuda, to the Azores via the Gulf Stream, and most recently with a different friend, to St. Thomas on a Valiant 40.

Trailer-Sailer Furler Saver

A garden-variety geotextile is a perfect protective sock

BY CORY CARPENTER



aving spent a substantial sum for a new foam-luff cruising genoa to fit the CDI furler on our Catalina 22, *Bright Eyes*, I was looking for a way to protect the sail while trailering and while she was parked in the yard between outings.

A trip to a big-box store and \$23.51 scored me 100 feet of 4-inch-diameter Drain-Sleeve, a seamless circular-knitted polyester filter "sock" intended to keep sand and sediment from clogging perforated pipe used in French drains. Drain-Sleeve is manufactured by Carriff Engineered Fabrics and is available in black or white and in 3-, 4-, and 6-inch diameters. It is packaged either in rolls or preloaded on a collapsed cardboard tube.

I was able to fit the preloaded tube over the furling drum and simply pull the fabric up to the head of the sail. I cut the lower end of the fabric a foot or two past the furling drum and tied it in an overhand knot.

The fabric stretches, and will likely fit over furled sails of diameters larger than its nominal size. Similar products are available from other manufacturers.

Now our furling drum and line, headsail, and sheets are all protected from wind blast while on the road and from the sun's ultraviolet radiation while parked. The fabric breathes, allowing rain to evaporate and, we hope, prevent mildew from growing on the sail. While the sock itself will probably degrade in the subtropical sun, I still have more than 60 feet of it left over for future seasons. \varDelta

Cory Carpenter's uncle taught him to sail when he was in high school. When his family relocated from the Pacific "Northwet," he left his beloved San Juan 24 behind. He now lives on a subtropical island between the ICW and the Atlantic. There are palm trees but also sand gnats. He writes software for a living, very occasional magazine articles for fun, and is presently refurbishing the latest member of the Free Scottish Navy, Bright Eyes, a 1982 Catalina 22.





Cory's furler sock has a large-enough diameter to fit over the CDI furling drum, top left. The fabric came preloaded on a cardboard tube, top right, which made it easy to deploy over the furling drum and along the entire length of the furled sail, above.



Handy Cargo Wheels

Add-ons made a luggage cart multi-purpose



BY JILL AND RUDY SECHEZ





Starting with a simple luggage cart, far left, Jill and Rudy added lashing lines and a canvas bag to make it more useful, at left. The plywood base, above, provides some rigidity for the bag and supports it on the cart. Off to market! below.

handcart is handy to have aboard a boat. We wanted one that could adapt to carrying a variety of items, support a considerable payload, and be easy to stow. Our solution was to repurpose a common two-wheeled metal luggage cart with a telescoping handle and a fold-down base.

For lashing items to the cart, we tied a 48-inch length of $\frac{3}{16}$ -inch-diameter line to each of the cart's uprights, and we added a removable 10- x 10- x 17-inch-high soft bag to hold loose items. A bigger bag would have fit, but this size has proven adequate for our use. By sewing an additional panel onto the outside back of the bag, we formed a sleeve sized to slide over the cart's handle and uprights. This holds the bag securely in place on the cart but makes it easily removable.

Although any hefty material can be used, we made our bag from 8-ounce cotton duck. After sewing it together, we coated it with wood preservative to improve its longevity. For carrying handles, we spliced ¼-inch rope into handsewn eyelets in the top hem on two opposite sides of the bag. Knotted rope run through metal grommets could be a workable alternative.

To keep the bottom of the bag from sagging, we made a base of ³/₈-inch plywood and drilled ¹/₈-inch holes 2 inches apart around its perimeter and ³/₈ inch from the edges. After applying a couple of coats of varnish to protect the base, we hand-sewed it to the bag's outside bottom with #9 twine, though any fairly hefty thread could work.



We've found our cart to be versatile and a welcome accessory for carrying a variety of loads between ship and shore. \varDelta

Jill and Rudy Sechez have cruised for more than 20 years, now aboard Briney Bug, a 34-foot sail-assisted wooden trawler that they designed and built. They can be contacted at rudyandjill@yahoo.com for consultations on anchoring and to arrange speaking engagements. Their book, Anchoring — A Ground Tackler's Apprentice, is available through waterwayguide.com/shipstore.



Vacuum storage for dry foods

A hand-powered pump, glass jars, and ingenuity are the recipe

BY JIM SHELL



bout 30 years ago, at the Houston Boat Show, I saw a product called Pump-N-Seal, a device that restores a vacuum to used glass food-service jars of the kind commonly used for pasta sauce, pickles, olives, and other foods. The proprietary hand-powered pump

generates a vacuum, and a piece of electrical tape holds the vacuum. The technique is simple. With food in the jar and the lid closed tight, I use a pushpin to prick a tiny hole in the middle of the lid, lightly apply a piece of electrical tape over the hole, then hold the pump firmly on the lid over the tape seal and pump the air out. When I've generated the necessary vacuum, I press the tape down with the pump to seal the hole. A vacuum created and sealed this way has been known to hold for 17 or more years.

So what?

Aboard our Pearson 365 ketch, we like to store dry provisions (such as rice, beans, sugar, flour, cornmeal, crackers, nuts, coffee, tea, and powdered milk) in reusable, resealable vacuum containers. The Pump-N-Seal, which is still available online, enables us to do so.

Several purpose-made vacuum containers are available on the market, but these containers require a dedicated electric pump to generate the vacuum, and we don't have surplus power to run such a pump. Having a small hand-operated vacuum sealer aboard is an ideal solution.

In addition to Pump-N-Seal, there are several other manual vacuum pumps for use in the food industry. Ziploc makes a vacuum pump and resealable bag system that works well. The Lasting Freshness Handheld Pump is a similar vacuum system. The Vacu Vin Wine Saver pump can be made serviceable by cementing a rubber washer to the rim of the pump to create the necessary seal to the lid to create the vacuum. Food Saver has a battery-powered vacuum pump that would probably work.

Food-service jars come in a variety of sizes and shapes. The only requirements are that the lid has a good rubber seal, the screw ring is metal, and the tape seal is plastic. For consistent jar size, the common Ball canning jars and lids are perfect, and



are our preferred jars. That said, small jars are good for preserving delicate herbs and spices while large pickle jars are good for crackers and bulk items. Be aware that some jars will have a residual smell.

This process does not take the place of canning, freezing, or refrigerating perishable foods. It simply prevents oxidation and staleness from occurring in shelf-stable foods, as well as keeping the food dry. It is also a method for long-term storage of grains, beans, certain dehydrated foods, and herbs. We have never had a jar break but we do take care to protect them with appropriate cushioning. Δ

Jim Shell and his wife, Barbara, sail their Pearson 365 ketch off the coast of Texas.

<u>Resources</u>

vacuvin.com/products/wine-saver pump-n-seal.com foodsaver.com/vacuum-sealers/handheld-vacuum-sealers lastingfreshness.com



continued from page 7

Looking back on the Golden Globe

Your editorial about the Golden Globe Race was on point ("A Retro Race in Retrospect," March 2019). You really cannot go back. You can try, but you'll always be missing the experience of it being "the very first time." Thanks for the perspective. -Jim Shell, The Woodlands, Texas

A classic for a bargain?

I saw the letter from Jim Fish in the Mail Buoy section of the March issue. He was seeking information on the yacht *Landfall*. I don't have a direct lead, but there is a 46-foot schooner named *Landfall II*, also designed by Edson Schock, for sale in Napa, California. Even though her needs are beyond my abilities and she is more boat than I could singlehand, I went to look at her and I was starstruck. What a beauty, even at 80 years! She is for sale for \$2,500. (Yes, you read that right.) The best part is that she is 90 percent restored and needs only the rigging installed, as well as some minor body and engine work. I still can't believe no one has snatched her up. It's a great opportunity for someone with a decent amount of know-how.

-Dan Fortson, Portage, Indiana

Cherie Calabrese took this photo of her friend and sailing mentor, Lois Glazer, at the helm and checking sail trim aboard *Crazy Cakes*, Lois' 1979 Intrepid 9M, 40 of which were built by Cape Dory Yachts. Lois sails regularly on Long Island Sound, out of Westbrook, Connecticut.

Thanks for the heads-up, Dan. As we prepare this issue for print, it looks like Landfall II is off the market, so somebody snatched her up. We sincerely hope it was an individual or foundation with the will and resources to finish the restoration and preserve the boat, rather than the first sailor with \$2,500 and not a clue about the real cost of that boat. –Editors

Finding ferrules

The Ferrules 101 article led me to the web, searching for the Weidmuller small ferrules kit with crimper, the one referred to in the article ("Why Ferrules Rule," March 2019). I found lots of Weidmuller products and kits, but I could not find anything like the referenced product for anything close to \$30. Did David Lynn mean that the \$30 kit contained only ferrules, and does not include the crimper in the photo? –Marilyn Kinsey, Escanaba, Michigan

David Lynn responds

Thanks for your query, Marilyn. I ordered my \$30 kit on Amazon and it does include the crimper. Search online for "Sopoby ferrule kit with crimper."

-David Lynn, Good Old Boat electronics editor

Wishful thinking ...

In her article on the Seversons' reconditioning of their good old MacGregor 26D ("Beckoned by a MacGregor 26D," January 2019), Carol Severson mentioned that she bought a new mainsail, genoa, and spinnaker for her husband's birthday. Does she have a sister?

-Jim Stevenson, Bath, Ontario



We want to hear from you!

Send letters to the editor to michael_r@goodoldboat.com. We publish more letters in our monthly digital supplement, *The Dogwatch*. In fact, all *The Dogwatch* content is unique — and free! — so don't miss it. If *The Dogwatch* isn't landing in your email inbox each month, email brenda@goodoldboat.com.



Protect a jib's head from sunburn

Most roller-furling headsails have fabric strips sewn to the leech and foot to protect the furled sail from ultraviolet radiation (UV). At the head of the sail, though, the webbing loop by which the sail is shackled to the upper swivel remains exposed and subject to UV degradation. That's where the JibCap comes in.

The JibCap is a wrap made of Sunbrella to cover and protect the webbing loop. Installation is straightforward: A small upper flap is placed through the shackle, and larger flaps from both sides wrap completely around the head and secure with Velcro. The webbing loop on our genoa is secured to a stainless steel ring that attaches to the shackle, so we placed the upper flap through the ring. The

instructions say to wrap the head of the sail above the luff tape, but if the luff tape extends too close to the head to allow this, the JibCap may be wrapped completely around the foil. That's how we installed it, and the JibCap appears to work as promised. We've raised the sail and furled it with no problems, and our webbing loop is now protected. For more information: jibcap.com.

Tom Wells, Good Old Boat contributing editor

Relocatable, portable storage



The SeaSucker Large Dry Box sticks to varnished teak, fiberglass and gelcoat, glass, stainless steel, tile, and aluminum masts. I know because I tested it on each surface for 24 hours. It is also waterproof — I submerged it in my boat's bathtub for the same length of time. The holding power comes from a $4\frac{1}{2}$ -inch-diameter flexible vacuum cup activated by hand-pumping a small piston, which draws a vacuum and holds the box in place. The manufacturer claims this box ($7\frac{1}{8} \times 4\frac{1}{8} \times 3\frac{1}{2}$ inches) will support 40 pounds. I tested it with two 8-pound bricks and it held fine. I tested only this box, but Seasucker offers many other products for boats, all employing its vacuum-mounting system.

For more information: seasucker.com. Roger Hughes, Good Old Boat contributor

Binnacle mount for portable devices

Tablets and mobile phones with nautical-chart apps installed are proven backups (even replacements) for fixed chart plotters. BinnacleMate+ is a system that allows a mobile device to be powered, protected, and mounted near the helm. The back of the mount includes a removable 10,000-mAh "Powerbank" with two USB outlets for plugging in.

I found the installation easy. The "Grip" clamps firmly to nearly any size binnacle tubing or rail. To attach the

"Base" (which houses the Powerbank) to the Grip, I had to apply even pressure until I heard a solid click — easy enough to do once I got the hang of it. I then selected a "Mount," enclosed my device, and attached it to the Base, again with a solid click.

The touchscreens performed well through the clear-vinyl cover, but sunlight reflecting off the cover affected their readability, as I expected. The mount is solid and did not vibrate while the boat was under way.

For more information: binnaclemate.com.





Jerry Thompson, Good Old Boat contributor

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

Boats for Sale



Pearson 26 Weekender 1976. Great daysailer, excellent PHRF racer, heavy-duty gear, spinnaker-rigged. Lots of accessories. Includes long-shaft OB, car trailer, steel cradle. Plymouth, MN. \$8,000.

Michael Barnes 763-557-2962 granite55446@gmail.com



Cape Dory 28 1977. Yanmar 2GM20F 16-hp diesel, RF 135 jib, reefed mainsail, new bimini, Garmin GPS Map 441s, Raymarine ST 2000 AP, solarcharged batteries, new Jabsco head. Origo 2-burner stove, Magma propane grill, standing headroom. Engine serviced recently. Many accessories. Veteran of several East Coast voyages. Owner ready to retire. Galesville, MD. Reduced to \$8,950.

Dixon Hemphill 703-250-9277 dixonh999@gmail.com



Marieholm 26 1973. Folkboat hull. Full-keel bay or bluewater cruiser (sisterships have crossed Atlantic). 18-hp Yanmar 2GM20 diesel. Custom hard dodger, chart plotter, radios, AP, Max-Prop, Doyle Stackpack main, jib, genoa, spinnaker. Head and galley w/standing headroom. New bottom paint and prop coating '18. USCG documented. Annapolis, MD. \$19,000. Terry Otis 571-332-4473 terry.otis@verizon.net



Bayfield 29

1986. Exceptional small cruiser set up for "off grid" living aboard. Fresh water only. Sails well, can be singlehanded. Well-maintained Yanmar. Due to the addition of grandkids we've bought a bigger boat. Write for extensive list of upgrades. Mackinaw City, MI. \$21,500 OBO.

> Brad choirboy4@netscape.net



L. Francis Herreshoff Golden Ball

1985. *Alondra*: classic gaff ketch w/leeboards, great for near-shore sailing. Hull: composite (epoxy over oak), laminated oak frames, oak stringers. LOA 46'6", draft (boards up/down) 2'8"/7'0", beam 11'0". Twin Yanmar 3JH4E 39-hp diesels, Max-Props. VHF, depth sounder, radar, chart plotter. AC in saloon, aft cabin. Galley: double sink, 3-burner stove, lots of storage. Pine Island, FL \$'79,000.

Barry Hague, Broker 954-951-9500 www.yachtworld.com/ boats/1985/herreshoffgoldenball-leeboard-ketch-3225708/

O'Day 27

1976. Hybrid sailboat: electric drive, 48V system, 4 AGM batteries. 8-hp gas OB as backup. Exc. cond. Hull stripped to fiberglass, repainted, 2 coats Hydrocoat '18. Deck repainted '18. Replaced all deck wood with teak-colored plastic wood. Mainsail 5 yrs old, 150 RF genoa 3 yrs. Raymarine ST600 depth. Danforth anchor. Lifelines replaced '18. Have made boat as maintenance-free as possible. Forked River, NJ. \$8,000. **Bill Slimm** 856-313-4194 billslimm@comcast.net



C&C 35 Mk I

1973. Rare classic racer/cruiser. Draws 5'3"; fast, nimble, fun to sail. All lines led to cockpit. Solid hull/no blisters. Many upgrades, incl. 30-hp diesel, folding prop, FB main w/Dutchman, RF, 4 headsails, new halyards, bimini. Compass, GPS/Chartplotter D/S/W, VHF. Shorepower, regulated battery charger, dripless stuffing box. H&C water, microwave, propane cooktop. AM/FM/CD, electric bilge pump. Spinnaker/whisker poles, swim ladder, anchor. MD. \$14,500. John Filippini 703-409-9187 johncfilippini@gmail.com



West Wight Potter 19 2004. Easy to sail, excellent for daysailing or weekend overnights. No comparable trailerable sailboat

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offers better stability. Easy handling and towing. Bluewater layup, mast-raising system, bimini, RF jib, 4-hp Yamaha OB. Draft 8"/3'7" (keel up/down). Good condition. Trailer included. Galesburg, IL. \$4,500.

Ben Johnson 239-980-2761 benjjohnson45@hotmail.com



Pearson Alberg 35 1964. Comfortable, solid, dependable cruiser w/many amenities and good bones. *Closing Time* is yawlrigged and has dinette interior layout w/standing room, full galley, bunks for 4-5. Deep hull provides stability and easy motion and a full suit of sails keeps her moving. Experienced in Great Lakes and Atlantic coastal cruising. Can be singlehanded or a good liveaboard for 2. Milwaukee, WI. \$18,000.

James Wenner 414-489-7718 jandawenner@milwpc.com



Southern Cross 35 1983-1988. Airex cored. 40-hp Yanmar new '04. 5⁄16" wire, Sta-Lok terminals, Merriman ½" turnbuckles (like new), bronze Bomar ports and Barient ST winches. Force 10 propane stove. Strong, great-sailing bluewater boat, freshwater daysailed all its life. Lovely wooden interior needs some finishing. North sails: main, staysail, Yankee, all original, in OK cond., 135 genoa (like new). Running rigging, original, in OK cond. Marlboro, NY. \$34,000.

John Milici 845-417-6044 or 845-255-8123 clairemilici@yahoo.com



Pearson Vanguard 32

1966. Freshwater boat with same owner for 41 years. Heated inside boat storage. *Starcrest* is hull #331 and features the dinette arrangement. Comes with many sails and a newer Universal diesel (only 237 hours). Many extras, including tender, dodger, Autohelm tiller pilot, very nice steel cradle. Holland, MI. \$12,000.

Henry Dejong hysinc@gmail.com 616-335-3144



Hinterhoeller 28

1966. Freshwater boat. Tiller steering. Sleeps 5. North main new '17, RF genoa. 1988 Mariner 9.9 elec-start OB in well. Autohelm 1000. Raymarine knotmeter. Electrical systems new '15. Plumbing upgrades '15. Life jackets, life ring, MOB pole, cushions, cockpit awning, Danforth anchor w/chain/nylon rode. Custom tandem-axle trailer. Clayton, NY. Price reduced \$7,500.

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



LM 27 Mk II 1983. Quality-built Danish pilothouse boat. Original owner. Fully equipped, ready to cruise. Alaska vet. New engine '09, sails well. Please email for equipment list. Health issues force sale. British Columbia. \$44,600 CDN. Lorne Shantz

250-537-2483 lornecolleenshantz@shaw.ca



Islander 32 Mk II

1978. Almost new sails and furler. Folding prop, diesel, keel-stepped mast. LED lights below. Retiring and health issues. Nice boat! Caseville, MI. \$18,500. James Leonard 989-550-2722

jamesgleon@hotmail.com



Pearson Wanderer 30. 1969. Updated sweet rendition of this 30' Pearson classic. Vgc. Clean and bright throughout. Professionally Awlgripped deck up. New bow pulpit, Delta. Doyle RF headsail 3 yrs, good main plus backup. Barient ST 2-speed winches, beautiful brightwork, C-Cushions and SeaDek in cockpit. New interior cushions, Origo burners. Rebuilt A4, Moyer upgrades, Indigo prop. Depth, GPS, VHF. Well balanced, fun to sail. Many years left! East Islip, NY. \$10,500.

> Bruce Murphy 917-750-6880 murphymail@aol.com



Steel Cutter 32 1986. Merritt Walter design. *Gypsy Rover* has a custom-built mahogany interior. Insulated cabin. Fresh water 55 gal. 140 genoa, mainsail, staysail, storm sail. LWL 28'10", LOA 40'5", Beam 10', draft 4'10", disp. 19,000 lb. 28-hp Volvo diesel, 24 gal. fuel. Recent survey. Boothbay, ME. \$69,500.

Alan Boyes 207-633-5341 alan@winterisland.com



Yankee Yachts 38

1974. Sparkman & Stephens IOR design. Hull #24 of 24. Above average condition. Complete refit '09: rigging, sails, deck hardware. Hull and topside repaint by Epifanes '18. Engine rebuild '16. Equipped for coastal and offshore. Excellent '18 survey available. Eliot, ME. \$49,750.

Howard Green 603-498-1067 Howard.h.green@ raymondjames.com



Dolphin 24

1960-2016. Shoal draft w/C/B. Completely refurbished w/top-ofline craftsmanship and equipment. 24' LOA, 3' draft, 7'6" Beam. 14-hp Beta diesel w/15 hrs, Cypress paneling. V-berth forward, quarter berth to stbd, swing stove w/oven and sink to port. Kenyon mast and boom, new AGM batts, new batt charger, new FB mainsail and jib. 8' Fatty Knees dinghy and tandemaxle trailer. Palmetto, FL.

Contact broker: Courtney Ross 727-709-1092 cross@rossyachtsales.com

More boat listings GoodOldBoat.com Sailing Classifieds



Morgan 45

1984. Classic Nelson/Marek design, not to be mistaken w/ any other Morgan. Spacious 2-stateroom, 2-head sloop w/6'7" headroom in main saloon. Updated '18-19: air conditioning, bottom paint, fuel tanks removed/ inspected/repaired, depth. Ideal for cruising & liveaboard. Slip available. Halifax Harbor Marine, Daytona Beach, FL. \$64,900. Trades considered.

Steve Barnett 786-972-9092 stevetbarnett@gmail.com



Grampian 26

1970. A fine-sailing, spacious sloop w/many owner enhancements. 9.9-hp Yamaha elec. start OB, UK sails, RF jib, Hood MPS, internal halyards, ST winches, rigid boom vang, D&S meters, VHF, bow anchor roller, teak-and-holly cabin sole, enclosed head, superb cabin cushions, sleeps 4 comfortably. Pelham Manor. NY. \$2,900.

> Malcolm Hartman 718-885-1381 maljh@verizon.net



Pearson 35 1979. Bill Shaw keel/CB design w/CCA-era overhangs and large cockpit. Well maintained, very clean. Come see her today and sail away in a classic yacht. Recent upgrades: Yanmar 3GM30F diesel, AP, CB. In water and ready to sail today. Terrific value for a highly capable 35' sloop in exc. condition! Rock Hall, MD. \$19,500.

Connie 610-247-1645 connie@saltyachts.com

Good Old classifieds

Boats for Sale: cont.

Cape Dory 330

1986. Alberg's redesign: cutter rig, taller 35' mast, roomier interior and cockpit. Annie Laurie is jewel of the fleet, loaded with upgrades: new Yanmar engine in '08, new yankee and Schaefer RF, new main in '12, new Bierig selftending jib in '16, Hood in-mast RF, new rigging '14, 4 Awlgrip jobs since '00. Solid, safe, a joy to cruise, gorgeous. Perfect boat for couple with occasional guests. Mount Desert Island, ME. \$55,000.

Contact the broker: Newman Marine 207-244-5560 yachtworld.com/boats/1986/ Cape-Dory-330-3220159



Irwin 37

1973. Center-cockpit sloop w/ custom Talbert trailer. All rigging, sails, gear included. Great project boat ready to transport. Dock and storage fees paid to date. Aqualand Marina, MD. \$8,500. **Anthony Rifino** 703-967-9140

anthonyrifino@icloud.com



Seafarer 31 1968. Bill Tripp design. Cruise ready. Trilogy is a master cabinetmaker's boat, classic inside and

out. Solent-type rig, furler and headstay, inner cutter sail, spi in sock, red canvas dodger/awning. 200W solar, 400AH batt, inverter, hot showers, microwave, fridge, AP, cabin heater, Corian counters. 15-hp OB in lazarette. Rockland, ME. \$16,000.

DT Lewis 603-669-7937 dtlewistrilogy@gmail.com

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Where wind and tide play tag beyond Seal Rocks

BY CRAIG MOODIE

The sail hangs limp. The tiller swings free. I let the mainsheet slither out of my fingers to the deck. My wife, Ellen, yawns and stretches and closes her eyes; nothing to do, now that the breeze has quit, but wait. We've made it all the way out to Seal Rocks, at low tide a scattering of broken black teeth off Scraggy Neck. I scan the water to gauge the direction and speed of our drift. Beside us, the buoy tilts as though powering through the lens-like surface, curlicues of current unfurling around it. I can tell we'll float past it fast, outward. Miles beyond, on the widening silver blue of Buzzards Bay, Cleveland Ledge Light juts from the expanse of water like a castle tower in a dreamscape, a structure surreal enough to have been painted by de Chirico.

We ghost beyond the buoy, listening, watching, waiting: The rustle and slap of the sail, the yaw of the boat, the air infused with the smell of salt and seaweed, the long view across the water to the opposite shore, the open horizon beyond the lighthouse, the wheel of sky spreading into infinity... all of it has draped a hush over us.

"Look where we're drifting," I say. "Tide's setting us." El nods, a shadow of concern crossing her face. The words sound loud for a moment, but the vastness gulps them before they can echo, showing us how minuscule our boat is, balanced between sea and sky. We rock softly on a slow heave, and I can feel it flutter inside me, a swoop in my stomach: a pulse of fear, elation, and wonder. The current carries us outward, faster — I see dimples on the water behind us and hear an occasional lapping — and now the buoy drops farther astern.

I sit up.

"Better head back," I say, working the rudder back and forth like a sweep to bring our bow around to point for home. Still we drift outward, now stern-first, the bay widening, the sun lowering, our boat shrinking, the buoy receding. I know



what El is thinking: What will we do if we keep drifting out, out into the shipping lanes?

From the corner of my eye, I catch her glancing at me. I can always paddle, and I think that maybe I should fish the paddle out, just in case. But would that be an admission, the first step into panic?

We bob. I look around. The sail slats. In the distance, I see a barge, riding high, pushed by a tugboat, outbound from the canal. The paddle crosses my mind again. I check the sail, then look back out at the barge.

In those few seconds, it has taken on substance, and now I see the white mustache of its bow wave. Is that its splash and swish I hear, the grumble of its engines? I glance at El and make up my mind: Time to paddle.

But when I lean forward to reach under the foredeck for it, I feel a caress on my cheek. I turn to see behind us a patch of water stippled like gooseflesh. I look up at the masthead: Our wind indicator pivots one way, then the other, as if on the scent. Then it spins around and rivets on a point just off our stern. I push the boom out with a clatter of rigging, take up the sheet, and grip the tiller as the breeze breathes over us.

The hands of the wind take hold of our boat and push us ahead, heavily at first until we gain momentum. Soon we're slipping over the ripples, our wake burbling behind us, the barge and tugboat far astern. El settles back against the coaming and smiles to the sky. The boat embraces the breeze and, lines taut, our sail belling out, we pass the buoy, regaining ground, the rocks safely off to port. El keeps her eyes closed. Is she asleep, relieved and rocked by the cradle of the boat? I look back at the lighthouse in its lonesome strangeness, the sun settling behind it.

Thankful as I am for the homeward breeze, a wave of longing comes over me. Out there is where I secretly want to be, out there and beyond, where the pulse, the wingbeats of my sea-swept dreams await. Δ

Craig Moodie lives with his wife, Ellen, in Massachusetts. His work includes A Sailor's Valentine and Other Stories and, under the name John Macfarlane, the middle-grade novel Stormstruck!, a Kirkus Best Book.

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