GOOD OLD BOAT™

The sailing magazine for the rest of us!

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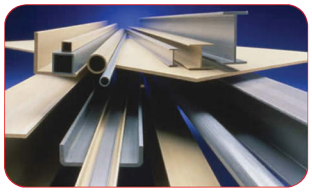

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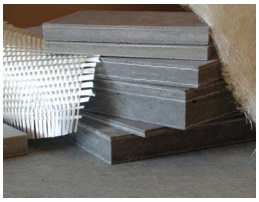

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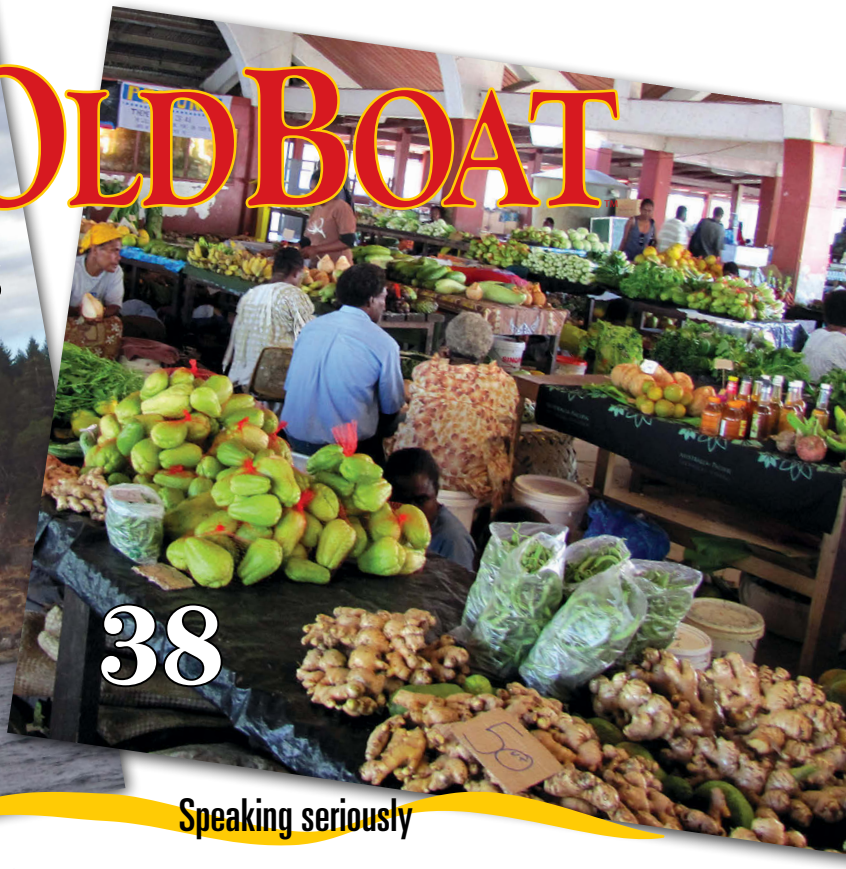
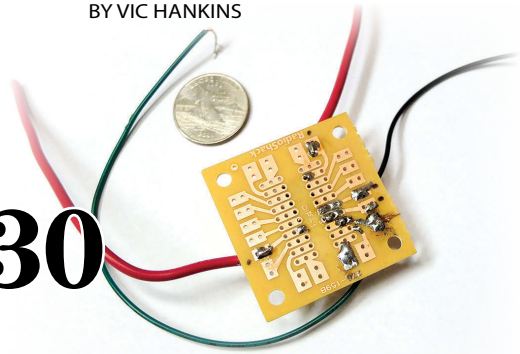


Speaking seriously

For the love of sailboats

Spotlight on …



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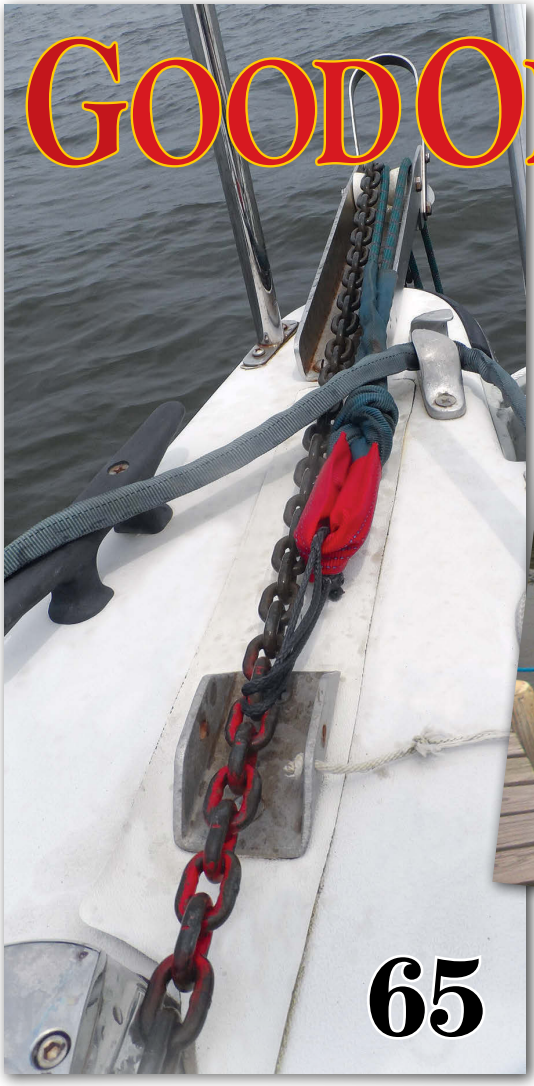

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On the cover . . .
Dave Worfel caught this image of Bob and Carroll Lutz sailing *Select* on Lake Michigan near White Lake, Michigan. *Select* is a 1971 Tartan 34 Classic they purchased as a brand-new boat, but she's certainly become a good old boat while in the ongoing care of her original owners.

GOOD OLD BOAT

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Indexes of newsletters and magazines

While we're thinking of year-ends and beginnings, here's where to find an index of all previous newsletters (including the annual magazine-article index in every December issue): www.goodoldboat.com/newsletter/newsletter_index.php. One more index of note is the one that rolls all those annual indexes into one great big overview of all 100-plus issues published so far: www.goodoldboat.com/reader_services/articles_list.php.

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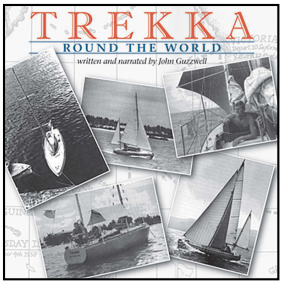

Trekka Round the World

John Guzzwell's classic book is still one of our favorites and the real thrill is that John narrates the book himself. It's unabridged so you get 9.7 hours of listening pleasure as John tells the story of the 20-foot yawl he built and sailed around the world. The audiobook is $25. A download offers instant gratification: www.audioseastories.com.

Hometown sailor or commuter sailor?

BY KAREN LARSON

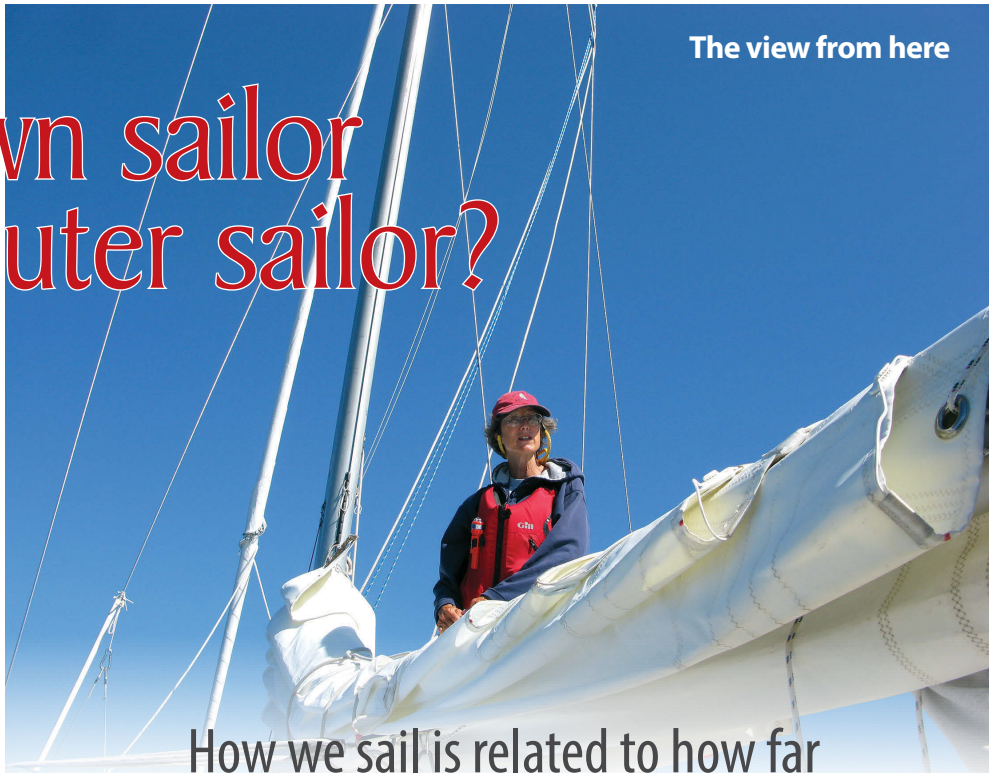

PHOTO BY TOM WELLS

How we sail is related to how far we are from the water

During the summer sailing season I experienced another one of those revelations that occur from time to time. What I finally understood is that sailors who live close to their boats tend to use them very differently from those of us who are separated from our boats by a drive of several hours. Call it the syndrome of the hometown sailor versus the commuter sailor. This past summer, *Sunflower* was a mere 45 minutes from home and the patterns of how both groups sail were revealed.

In the past, we've driven as much as two and a half, five, seven, and even 12-plus hours to get to our boat. The length of the trip determines how much time one will spend aboard once there. When we drove 650 miles to Lake Huron's Blind River for two seasons, we usually overnighted in a motel along the way. You don't do that if all you have is a weekend for your sailing hobby. Instead, you work weekends and weekdays until you can justify heading to the boat for a week or more at a time. (It helps to be self-employed.)

Once those of us who are long-distance boat commuters put in several hours to get to our boats, we've made a commitment to be there — no matter the forecast, no matter the temperature, no matter the weather. We live on board either in the marina or on the hook and sail when we can because that's what we came to do. Because we've invested that time, we're much more likely to go sailing even if conditions are not perfect.

I first noticed hometown sailors when we kept *Mystic* in Thunder Bay, Ontario, a seven-hour drive from home. This is a large town and most of the sailors there live nearby. They race a couple of evenings a week and cruise for a couple of weeks each summer. Otherwise, they do not hang around. They certainly did not eat or sleep aboard as we did. The marina was a lonely place at night: just us and the night watchman.

> "The marina was a lonely place at night: just us and the night watchman."

We were initially surprised by that. In the Apostle Islands, where we had sailed for years, people came and went at all times of the day. As their boats were their only homes in the area, they were short-term liveaboards. They spent time working on their boats in the marina and they went off cruising in the islands as much as possible. But the marinas there never felt lonely except perhaps if we managed to be there in the middle of a week when most sailors had work and family obligations at home.

A marina in Duluth/Superior was closer to home for us. The drive is only two and a half hours for many of the sailors there. But, like Thunder Bay, this is a marina in a town (two towns actually) large enough to have many local sailors who can drive there in a few minutes. These folks go home at night. The pleasure of sleeping aboard diminishes somewhat if a warmer and larger bed is available just up the hill at home. These people, I used to joke, could raise a wet finger in the air and decide whether or not to go to the boat that day. Or that afternoon. Or for a few minutes. They did not hang out on their boats like those of us who were committed to life aboard by virtue of a long drive to get there with nowhere else to go. If it rained, they went home. We went below and closed the hatches.

This summer, with *Sunflower*, our C&C Mega 30, at a large city lake nearby, we finally understood those who can drive to and from their boats in no time at all. They generally show up for an hour or two. They arrive, sail around a bit, tidy up the lines, and head home again. They have no food or bedding aboard. Their boats become daysailers. These sailors can check the weather from home and make a real-time assessment regarding the sailing conditions. This summer, we were, for the first time, like them.

I realized this one morning when we'd driven to *Sunflower* to do some maintenance, with the plan that we'd sail as soon as the work was done. By the time the work was completed, however, large dark clouds were gathering and the wind had picked up. None of that was forecast, but we hadn't made much of a commitment in terms of time spent getting there so we packed up our tools and went home. No guilt. A few days later, when the conditions met our expectations, we returned for that sail we'd postponed.

Extreme dry sailing,

Extreme dry sailing?

I've been digging through old photos and thought you'd enjoy this one. We hauled *Entr'acte*, our Nor'Sea 27, in Fiji in 2010. The boatyard at Vuda Point has a rather unusual way of dealing with long-term yacht storage for the cyclone season. The ground in the yard is hard coral and because of this it is possible to dig a pit and place the yacht into the ground. The hard coral wall will not collapse even in the heaviest rain and, no matter how strong the winds, the yacht cannot fall over. There are pits of varying sizes to accept the variety of keel shapes. For short-term work haulouts, they use the usual jack-stand supports, but for long-term cyclone season "the grave" is to be preferred. You have to make your reservation early to get one.

Placing a boat "into the grave" is fun to watch. As Moe uses the travel lift to lower the boat into the grave, Rodney crawls into the hole under the boat and arranges the keel blocks. As Moe lowers the boat on top of him, Rodney adjusts the blocks and makes hand signals so the hull is set perfectly into the pit. The weight rests entirely on the keel while the sides are supported on tires. Everything has to be set at just the right height so the tires do not place uneven stresses on the hull. If they get it set just right, Rodney can crawl out through a small gap. Otherwise, he stays where he is until sailing season!

The result is a secure haulout setting in a place that often has typhoons. No boat can tip over here. You might get some ants crawling up the side, but you will find your boat erect and safe when you return. Outside of Raiatea in French Polynesia and a small yard in Tahiti, it is one of the few haulout places in the Pacific Rim. We were happy to have spent two typhoon seasons "in the grave" at Vuda Point.

While doing maintenance before traveling home, we had washed our light-air sails and were working on a way to dry them. Ed had the brilliant idea to set them flying and take a photo. Here's the result. The boat is not making much headway, but it is a funny shot.

–Ellen Zacko, S/V *Entr'acte*, Seville, Spain

Ageless sailboat racing

Racing a sailboat is an exhilarating sport whether in the latest "go-fast sled" or in a venerable good old boat that N. G. Herreshoff designed 10 years before I was born. What matters is not the actual speed of the boat but, rather, getting the most out of the boat and matching wits with tough competitors. In this photo by Chip Riegel, my sons Bruce and Brian (who is hidden behind the jib) and I are pushing my Bullseye hard in a FIYC race early in this century at West Harbor, Fishers Island, New York. At age 91, I no longer race, but fond memories remain.

–Cal Beggs, Mystic, Conn.

ageless racing, and ship's log

Comparable 22-footers?

Since 2014, I have gone from a 1979 AMF Sunbird 16 to a 1973 Helsen 22. I paid the outrageous sum, including the trailer, of $800. I then looked at the latest issue of *Sailing* where I saw a 22-foot boat for a mere $79,000.

Keep up the good work and keep thinking about us poor working-class sailors.

–Norman Stringfield, Del Rio, Tenn.

Über-high-tech my wooden bottom

And here all these years I thought *Good Old Boat* magazine was about good old boats. I didn't realize that it was about good old plastic boats. Maybe I should no longer fly my Good Old Boat burgee on my 1956 Amphibi-Con 25 or maybe send it back for credit? Trust me, no one will ever think *Good Old Boat* is a wooden-boat magazine. *WoodenBoat* has that covered. I consider *Good Old Boat* to be about normal people enjoying sailing on boats that normal people can afford to buy, sail, and maintain. That's why I subscribe and will continue to do so. So there!

–Jim Vibert, Ottawa, Kan.

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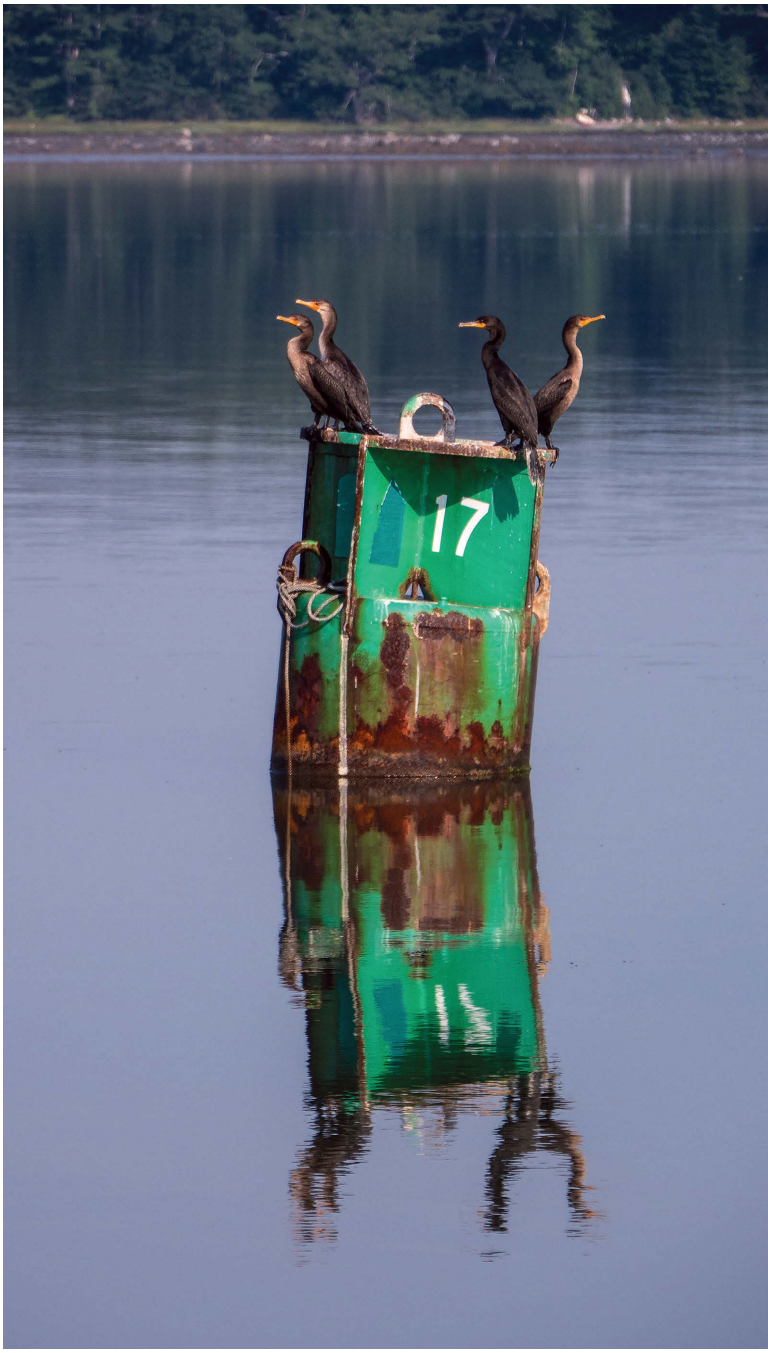


Homer Shannon got the Good Old Boat shirt for this photo of can #17 on the Medomack River near Waldoboro, Maine. He says, "The Medomack is narrow and shallow, best traveled at low tide when you can see the channel and know you will float off when you go aground, which you certainly will do. They used to build five-masted schooners there, so we knew our little Bristol could make it." Send your high-resolution navigation buoy photos to karen@goodoldboat.com.

Ontario 32

An oceangoing cruiser by C&C and Ontario Yachts

BY FERD JOHNS

Gregg and Jean Tranter may list Calgary, Alberta, as their home, but they have spent every summer aboard *grasal*, a 1981 Ontario 32, since they bought her in 1987. They have circumnavigated Vancouver Island nine times, cruised to Haida Gwaii five times, Alaska twice, and ventured south along the Pacific coast all the way to Baja. Excitement along the way included being knocked down, mast in the water, off Cape Mendocino, and being nearly run down by a Navy vessel off Point Arena, California. When Gregg retired, they left on a three-and-a-half year cruise to New Zealand, and had *grasal* shipped home on a freighter. *Grasal* and her crew have been well tested in blue water, and Gregg has been kept busy upgrading her over the years to make her more comfortable and safer for cruising.

When Gregg and Jean bought the boat she was named *Gracious*. They intended to re-christen her *Graysea*, to reflect her hull color and avoid the bad luck associated with radical name changes, but while registering her, Greg discovered another boat with that name. After a hasty phone conference with Jean, *Gracious* became *grasal*, honoring tradition and their miniature schnauzer, Sal. Only later did they discover that grasal in French means "Holy Grail."

Background and history

The Ontario 32 was designed by C&C Design Group for Dick and Maria Kneulman, owners of Ontario Yachts. Dick, a skilled boatbuilder from the Netherlands, moved to Oakville, Ontario, and established a reputation during the 1960s for well-crafted one-design fiberglass racing dinghies and Olympic-class boats. Production eventually expanded to include the sleek Cuthbertson & Cassian-designed Viking racer/cruisers and the capacious Ontario 32 and 28 performance cruisers. George Cuthbertson designed the hull of the Ontario 32, while Dick Kneulman and George Cassian collaborated closely on the design of the interior. The production run — from 1977 to 1986 — produced 158 boats.

Design and construction

The length overall of the Ontario 32 is right at 32 feet on a waterline length of 26 feet 6 inches.The draft is 4-feet 6-inches and the beam 11 feet, which is exceptionally wide for the period. The hull is solid fiberglass and the balsa-cored deck is through-bolted at the sheer on 4-inch centers. It displaces 9,800 pounds and carries 3,977 pounds of lead ballast. The total sail area of 481 square feet gives it a sail area/displacement ratio of 16.8, and the PHRF-LO (Lake Ontario) is listed as 174. (For comparison, an Ericson 32 rates around 180 seconds per mile, and a newer Catalina 320 rates 156.)

Its capsize screening ratio of 2.06 slightly exceeds the 2.00 number generally viewed as the maximum suitable for bluewater boats (although the formula is of questionable value), but the Tranters and many others have enjoyed extended offshore voyages in these boats. A number of Ontario 32s regularly cruise the Pacific Northwest,

In nearly 30 years of owning *grasal*, their Ontario 32, facing page, Gregg and Jean Tranter have sailed thousands of ocean miles. The cockpit is wide and deep and the high coamings give good back support, at left. What with the headsail furler, anchor windlass, and anchor locker, there's a lot going on at the narrow bow, below left. Cleats for docklines are port and starboard near the aft edge of the locker. To make up for the lack of a bridge deck, Gregg blocked the bottom of the companionway, bottom of page, and fitted a locker into the forward end of the cockpit footwell.

PHOTO BY AUBREY MILLARD

while others cruise the East Coast to the Bahamas and beyond. Aubrey and Judy Millard retired and lived aboard *Veleda IV* for 12 years, cruising from the Eastern Seaboard of the U.S. transatlantic to Great Britain, Scandinavia, the Mediterranean, and the Black Sea, returning by way of the Caribbean. (Articles by Aubrey appeared in *Good Old Boat*'s January 2001 and March 2006 issues.)

In a departure from the slender, radically swept-back keels and scimitar rudders of the C&C racer/cruisers of the era, the keel on the Ontario 32 has a leading edge that's angled well back, has a vertical trailing edge, is flat on the bottom, and is longer. The balanced spade rudder provides good control through the wheel steering but requires close attention to the helm.

Owners have reported hard groundings that resulted in little or no damage to the keel stub, reflecting the quality and soundness of the hull and keel construction. Most owners agree that

the offset prop is not ideal for a cruising boat as it can cavitate in heavy seas and creates handling problems, particularly in reverse.

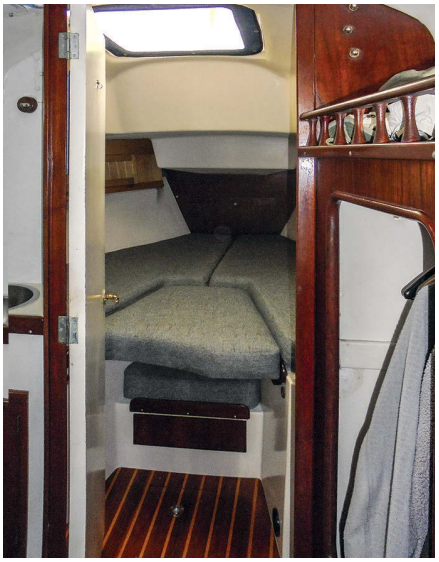
The boat is beamy and fairly high, so the stock Ontario 32 with its 15-horsepower engine was under-powered, but *grasal* has been outfitted with a Yanmar 3YM 30-horsepower fresh-water- cooled diesel that moves her along quite well. That economical and sturdy engine, combined with the CPT autopilot that Gregg recently installed, makes the boat well suited for the long bouts of powering typical of summer cruising along the British Columbia and Alaska coasts. Onboard tanks hold 70 gallons of water and 30 gallons of diesel fuel, and there is a 33-gallon holding tank for waste.

Above the waterline, C&C created a traditionally handsome cruising vessel without resorting to nostalgia or gingerbread. The boat has moderately high freeboard, a strong sheer sweeping up to the high bow, and a high but nicely proportioned cabin trunk. Many of her innovative design features, like the wide beam, foredeck anchor locker, roomy T-shaped cockpit, refined teak cabinetwork, and open-feeling saloon, have become commonplace on popular cruising yachts, so Dick Kneulman's foresight and top-quality construction keep his boats in high demand among knowledgeable Canadian sailors.

Deck and cockpit

The cockpit is wide, deep, and well-protected, with comfortably high coamings. *Grasal* was fitted with wheel steering and has an easily rigged setup for the emergency tiller. One owner





In the galley, a three-burner gimbaled stove/oven is flanked by a sink and icebox, at left. The hinged counter extension comes in handy for meal preparation. To suit their cruising needs, the Tranters replaced the starboard settee and pilot berth with a removable food-storage locker that houses an Engel refrigerator/freezer, center. The forward cabin has hull-side lockers at the head of the V-berth, at right.

mentioned that the original wheel steering quadrant had to be replaced. The coachroof is high and steeply cambered, so the only way to get a close-in view over the bow is to stand at the helm.

Typical of many boats of this era, there is no bridge deck, and the low companionway sill, while it eases entry to the cabin, presents a safety hazard for bluewater cruising. Gregg cleverly upgraded *grasal* for voyaging by fixing the lower companionway dropboard in place and bracing it with a heavily constructed self-draining stowage box that doubles as a bridge deck. Two very spacious cockpit lockers swallow bulky or wet cruising gear and are wide enough to allow side access to the engine. Gregg has fitted intermediate lifelines, installed a 55-watt solar panel and weather cloths at the cockpit, and replaced the after cleats with massively bolted stainless-steel straps for towing a storm drogue.

Wide sidedecks lead forward, protected by perforated aluminum toerails, while four Dorade vents and two Lexan hatches add light and fresh air to the cabin. Foredeck equipment includes jib roller furling and a removable forestay for the storm jib, as well as a windlass.

Accommodations

Belowdecks, the companionway steps land on a teak-and-holly sole between the generous aft-facing navigation station to port and the compact but well-equipped U-shaped galley to starboard. Partial-height bulkheads separate these conveniently located functional areas from the saloon, keeping the space visually open. The generous beam and 6-foot 4-inch headroom also contribute to this sense of spaciousness below, so when Gregg decided to install a windscreen and a spice rack above the partial bulkheads, he fabricated them from clear acrylic to retain the open feeling.

An L-shaped settee to port wraps around a fixed centerline drop-leaf dining table and, in the stock boat, a settee/pilot berth opposite to starboard provides additional seating for entertaining. Gregg and Jean did not need

Comments from owners of the Ontario 32

The Ontario 32 is well built with a solid fiberglass hull and the hull-to-deck joint is through-bolted every 4 inches. These boats have an offset prop, which is not our favorite, but we have gotten used to it. The rudder can seem a bit small when sailing down large quartering seas, but is a godsend when you fail to notice a lobster pot line in your path. We have made a few changes to the boat over the years to make it suit our needs.

There was a nice floor-mounted table in the main cabin which we have removed in favor of a fold-up bulkhead-mounted one. This opened up the space in the cabin dramatically. We also moved the forestay forward 19 inches and installed an inner removable stay on which we fly a self-tacking boomed jib built by Dave Bierig.

–**Ben Doucette**, Seabright, Nova Scotia, Canada

I owned an Ontario 32 for 25 years. It's the most reliable and safe cruising yacht ever designed and built. We traveled the coast of British Columbia as far as Glacier Bay, Alaska, and around Vancouver Island many times. Sailing off the wind she was fabulous, many times exceeding 9 knots; pointing, not so swift. Early on she had blister problems, but once fixed, never again. Fixed ports clouded with age, but were replaceable. The original Yanmar 15-horsepower engine was too small; I eventually went to 30 horsepower. The original Gori (folding) prop made backing a horror story on occasion; I cured this by replacing it with a Campbell Sailor 3-blade. I replaced the pot-metal steering quadrant with a bronze one after it was damaged. With the addition of a furling main, we were able to continue sailing into old age.

–**Ed Estlin**, Parksville, British Columbia, Canada

the additional seating or berth for their offshore adventures and wanted more stowage for long passages, so Gregg replaced the starboard settee and pilot berth with a beautifully crafted, removable food-storage locker. Complete with a portable Engel low-draw refrigerator/freezer, it remains solidly in place for their annual Northwest summer cruise. They also discovered that an insert in the deep bilge sump beneath the sole makes a usable cool cellar for vegetables.

An abundance of teak cabinetwork includes deep lockers that line both sides of the saloon. A passageway leads through the teak main bulkhead to the head and forward cabin. The head is to port, opposite a hanging locker, and includes a newly installed Lavac toilet as well as a sink and shower pan. The generous V-berth in the forward cabin is flanked on either side by readily accessible teak storage lockers.

Under way

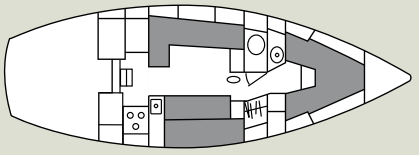
The curse of the Northwest boat reviewer prevailed, and on the day of our test sail we awoke to overcast and dead calm. We followed Gregg out of the Point Roberts, Washington, marina in a chase boat and he quickly hoisted sail. With less than 5 knots of breeze, the sails filled, but just barely. After a few photos, I transferred to *grasal* and took the helm. Even in this lightest of air, *grasal* was moving. She tacked and jibed very deliberately and was predictable and responsive to her helm, even though she barely had steerageway.

Eventually, we gave up trying to do any real sailing and Gregg fired up the diesel again. That all-too-typical windless summer weather prevented our wringing the boat out under sail this time, but her C&C heritage, as well as the coastal and offshore exploits of the Tranters and many other Ontario 32 owners, attest to the ability of the boat to cruise efficiently under sail. Owners agree she is not a demon to windward with her shoal draft, freeboard, and wide beam, but they point to her passagemaking ability off the wind, as well as her solid construction, superb design, and good looks.

The head has room for a well-regarded Lavac manually operated vacuum toilet, sink, shower pan, and storage cubbies.

Ontario 32

LOA:	32 feet 0 inches
LWL:	26 feet 6 inches
Beam:	11 feet 0 inches
Draft:	4 feet 6 inches
Displacement:	9,800 pounds
Ballast:	3,977 pounds
Ballast/disp. ratio:	.41
Sail area:	481 square feet
Sail area/disp. ratio:	16.8
Disp./LWL ratio:	235



Owner modifications

In addition to the previously mentioned upgrades and modifications, Gregg and Jean have made many small improvements to *grasal*. The VHF is supplemented by an Icom 701 ham radio for long-range voice communication when voyaging, while Winlink provides a global email connection. Peek-a-Boo porthole shutters (now called CloZures) provide light control and privacy in the cabin, mesh fabric closures snap over locker openings for ventilation, and HyperVent matting under the settee and bunk cushions prevents condensation. All in all, *grasal* is a boat they have made their own for nearly 30 years and their affection for her is contagious.

Conclusion

The Ontario 32 has achieved almost cult status among cruisers and many owners seem to hold on to them for years. As a result, few boats were listed for sale at the time of writing. Prices ranged from a low of $12,800 for a 1976 model to a high of $28,500 for a well-kept 1985 version. Support is no longer available from the builder, as the Ontario 32 has been out of production for nearly three decades, but owners tend to contact each other regularly for assistance and to arrange rendezvous and joint cruises.

Although the usual caveats about deck delamination, blisters, corrosion, and keel bolts apply, owners' comments reinforce our observation that the craftsmanship and construction of these boats is well above average and they have stood up well to the rigors of coastal and longer-range cruising. They are handsome, commodious, and capable performance cruisers that have built a loyal following.

Ferd Johns and his wife, Beth, are retired architects now living on Whidbey Island, Washington. Ferd's once formidable fleet has been reduced to two trailerable sailboats and a mini-trawler (not counting assorted kayaks and dinghies), which they use to cruise the Pacific Northwest, Chesapeake Bay, and the Florida Keys.

Soundproofing 101

Reflection and absorption create quiet on board

BY DON LAUNER

The iron wind is a fixture aboard most of today's sailboats. On a typical sailboat the inboard engine lives directly beneath the floor of the cockpit, so soundproofing the engine compartment, something that can be accomplished by the do-it-yourselfer, will dramatically reduce engine noise in the cockpit and make it a more peaceful place. Soundproofing also provides a quieter atmosphere for those using a gen-set when at anchor (as well as for other boaters sharing that anchorage). A sound barrier around the compressor of an air conditioner or refrigeration system will also reduce noise inside the cabin.

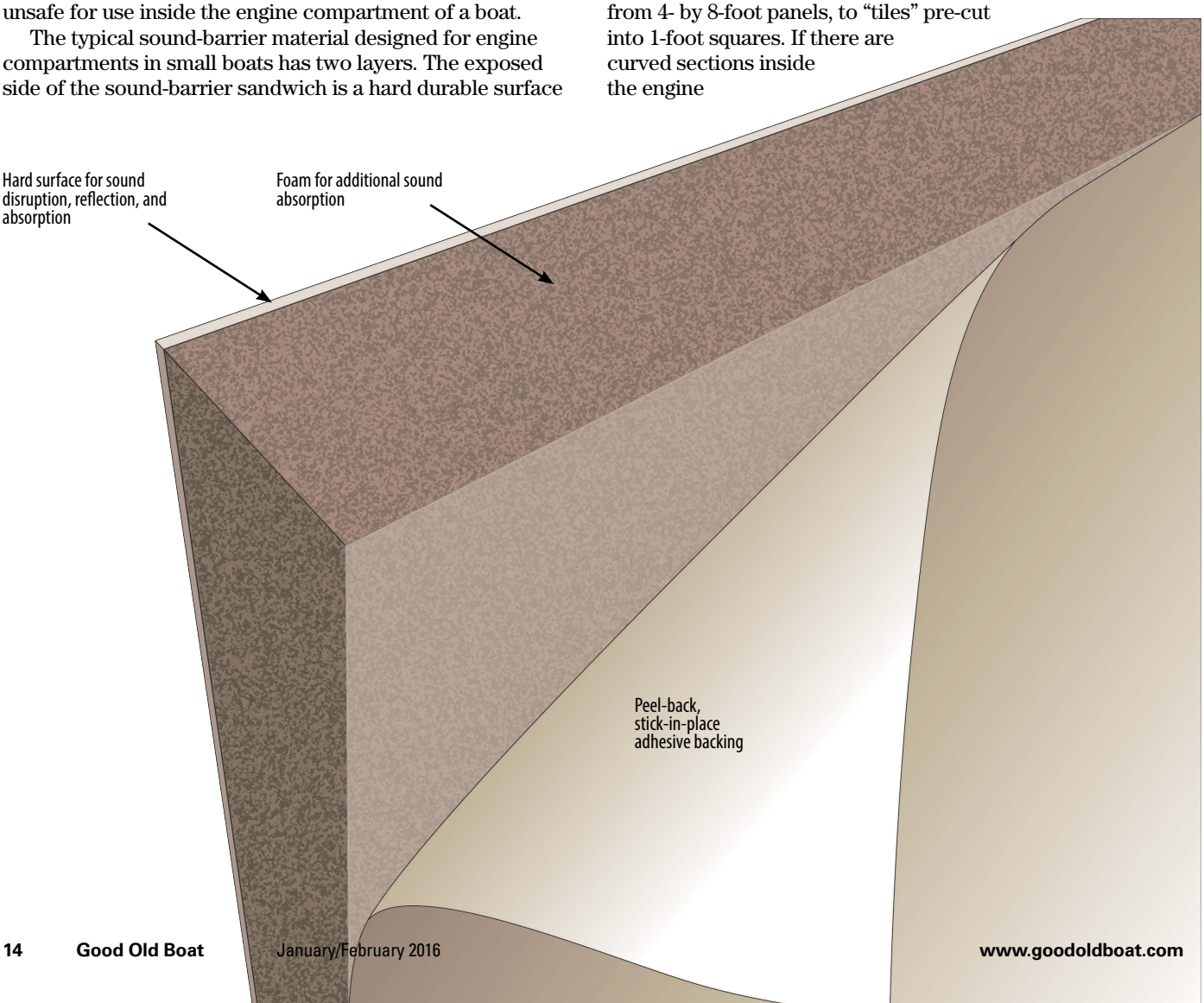
Selecting materials

Although a variety of soundproofing materials are available, many that are practical for use on shore — such as for soundproofing a recording studio — can be impractical or unsafe for use inside the engine compartment of a boat.

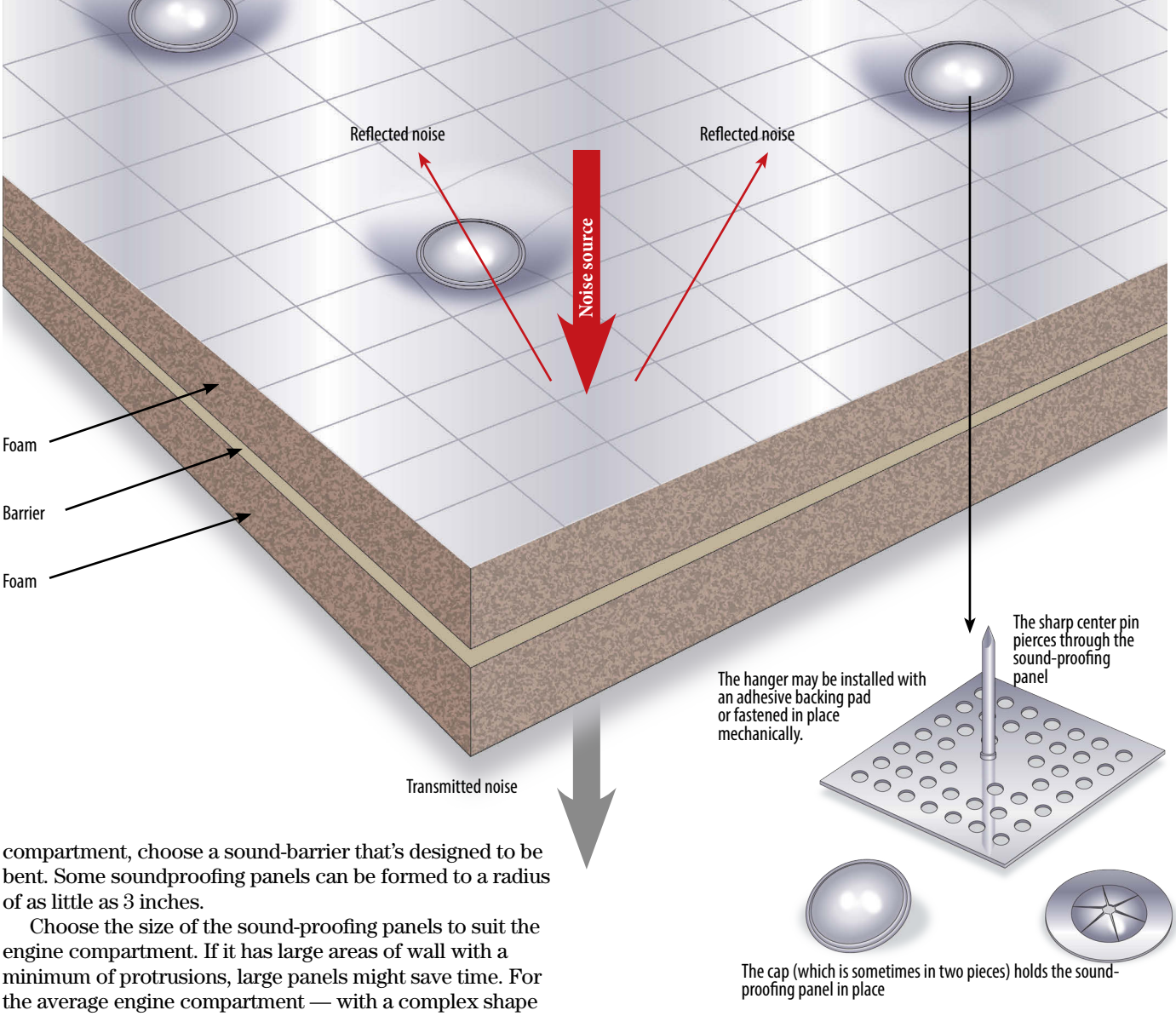
The typical sound-barrier material designed for engine compartments in small boats has two layers. The exposed side of the sound-barrier sandwich is a hard durable surface (usually a polymer) with a thickness of about ⅛ inch that disrupts engine noise, canceling some and reflecting some. Beneath this sound-reflecting surface is sound-absorbing open-cell or semi-closed-cell foam, usually 1 to 1¼ inch thick, that absorbs more noise. The combination of the hard surface and the underlying sound-absorbing foam can reduce engine noise up to 90 percent.

Sound barriers are also manufactured in multiple layers. Typically, the first layer (the visible one) is a reinforced Mylar that blocks high-frequency sounds, resists heat, and is easily cleaned. The next layer is an acoustical foam that absorbs low, middle, and high frequencies. The third layer is a dense material that blocks sound energy, and the fourth layer is a thinner acoustical foam that separates the dense layer from the mounting surface.

All of these sound-barrier materials come in many sizes, from 4- by 8-foot panels, to "tiles" pre-cut into 1-foot squares. If there are curved sections inside the engine



LAYOUT AND ILLUSTRATIONS BY TED TOLLEFSON



compartment, choose a sound-barrier that's designed to be bent. Some soundproofing panels can be formed to a radius of as little as 3 inches.

Choose the size of the sound-proofing panels to suit the engine compartment. If it has large areas of wall with a minimum of protrusions, large panels might save time. For the average engine compartment — with a complex shape and a host of cables, hoses, and other intrusions — smaller pre-cut panel tiles might be easier to install.

Prices vary depending on the manufacturer and materials used, but the do-it-yourselfer can expect prices beginning at $3.50 to $7 per square foot.

Installation

A variety of mounting systems are used for acoustical panels. Many panels come with a "peel-and-stick" backing that makes them easy to install. Other materials require the use of a special brush-on adhesive. In either case, the area on which the panel is to be mounted must be clean and free of dirt and petroleum residue. When adhesive-mounted sound panels are installed on the engine compartment's overhead, stainless-steel screws or hanger mounts may be used as well as the adhesive for added security.

Some panel-mounting systems hold the panels in place mechanically with special hangers. These mounts are fastened to the walls of the engine compartment, 12 to 18 inches apart, with screws or adhesive pads. A sharp pin in the center of the mount penetrates all the way through the soundproofing panel, which is then secured in place with a cap (similar to those used on a tie tack or earrings).

All of these polymer/foam panels can be cut with a utility knife, heavy-duty scissors, or tinsnips. If the cut results in a fit that doesn't mesh tightly against the adjacent panels, the void can be filled with an acoustical foam spray. Alternatively, a space that is very small and narrow, such as a slit between two adjacent panels, can be sealed with acoustical tape to maintain soundproofing integrity.

Warning

Most acoustical foams are polyurethane. All polyurethane foams, including modified polyurethane foams, will burn and, once ignited, flames spread rapidly along with intense heat, dense smoke, and toxic gases that can cause death. If soundproofing panels containing polyurethane foam are aboard your boat, it's important to instruct everyone on board that, should there be an engine compartment fire, they should leave the cabin immediately.

This is the last of the Sailboats 101 series by longtime Good Old Boat *contributing editor* ***Don Launer****, who died last July. We miss him terribly. Among his many accomplishments, Don held a USCG captain's license for more than 40 years, wrote five books, and built his two-masted schooner,* Delphinus*, from a bare hull. His 101 articles through November 2011 are available for downloading as a collection from the Good Old Boat download website. Look under Archive eXtractions at www.audioseatories.com.*

BY ED ZACKO

The storm trysail

A faithful and forgiving foul-weather friend

Ellen is on top of me! Our legs are entwined! We are lying against the starboard wall of our cockpit footwell. It is horizontal, parallel with the sea, and seawater is pouring over us from the lee side cockpit coaming. Without any warning, *Entr'acte* has been knocked down by a ferocious gust of wind and is on her beam ends, mast and spreaders in the water. To reach the mainsheet is now a vertical climb against gravity and the wind. Finally, one of us manages to let the sheet fly but the line jams. By this time, like a panicked tightrope walker, I am crawling forward through the water along the starboard lifelines, all the while praying for the mainsail to "please blow out" and end this thing. Does anyone actually wish for a sail to blow out? Well, it's not every day that a sailor gets to see his cabintop rising vertically from the sea.

I reach the mast, the reefed mainsail a white leaking roof above me, and release the halyard. Climbing out of the lee against the wind and around to the windward side of the still horizontal mast, I lie flat along it and manage to claw the sail down toward me. Then several things happen simultaneously. *Entr'acte* rights herself instantly, the wind seems to stop completely, and torrential rain begins . . . rain like no one has seen since Noah's flood, not even in the movies.

We drifted under a waterfall, laughing hysterically, just a half mile from the marina and our date with the travel lift. Neither one of us was hurt. We saw no damage, until we looked below. *Entr'acte* was dry and all was absolutely perfect except for an incredible mess in the galley where the sink drain had regurgitated the morning's offerings.

"I guess we should have used the trysail," I said.

Ellen looked horrified. "The last time I saw it, it was rolled up in the bag next to the handhold. Is it still on board?"

I assured her that it was quite safe and dry below . . . ready for storage.

We had broken one of our cardinal rules and paid for it. In my defense, this was our final sail for the season and I had washed and dried our trysail carefully for long-term storage. The wind was a steady 20 knots, but we were sailing in the trade winds in the lee behind Fiji's Big Island, Viti Levu,

For reaching and downwind courses or for heaving-to, Ed and Ellen sheet the trysail off centerline using one sheet for each tack, top of page. The sheets must be long enough to cross over the boom. Lazy-jacks, if fitted, would require them to be longer.

and through sheltered, flat, shallow water. I reasoned that for such a short trip a double-reefed mainsail was quite adequate. After all, it was only 13 miles!

Mystery sail

Flashback to the winter of 1973 when, Thanks to the Arab oil embargo, I was spending the longest winter of my life sitting at home awaiting the delivery of my first boat. Throughout that winter I devoured every sailing yarn I could find: Chichester, Moitessier, Knox-Johnston, Pigeon, and more. The stories were delightful and I absorbed all the lore. But one term constantly eluded me. They all spoke of "the storm trysail." Everyone mentioned it but never explained what it was.

When we built *Entr'acte*, our full-keeled Nor'Sea 27, we still had not unraveled this mystery, but decided that — even though we did not know what a trysail was — if Sir Francis and all the lads carried one, we should have one as well. How we would use it was still unknown. The trysail is still somewhat of a mystery to many sailors.

The trysail is a small storm sail hoisted during heavy weather in place of the normal mainsail. It can be flown by itself or in conjunction with a partially unfurled headsail, a dedicated storm jib, or a staysail. When it's needed, you lower the mainsail and raise the trysail to either carry on or to heave-to while you "go below and smoke your pipe." At least, that's what Captain Voss did.

When I talk about trysails, other sailors say, "I have reefs in my mainsail. A trysail is complicated and not worth the expense and space on board."

Yes, I agree, a reefed mainsail is fine, up to a point. But look at the mainsail and all we typically ask of it.

The multitasking mainsail

The mainsail is first a light-air sail that spends endless hours slatting and banging in calms while waiting for wind (*see Ed's article on the light-air Mainster, January 2010* ***–Eds***.). As the wind fills in, the main becomes a working sail as it begins to pull and drive the boat. The wind increases and we take a reef, then two, and then maybe a third. By now the wind is really howling. The waves are slamming into the boat, the lower shrouds are now working under greater load, and hard water is actually hitting that exposed bit of what has now become a storm sail.

When the wind finally increases another notch we heave-to under the deep-reefed mainsail and, while we are down below praying, a mere corner of the entire mainsail is taking the full force of that wind and sea. It seems unfair and somewhat unrealistic to ask so much of one piece of gear.

Think for a bit about reefing a mainsail. As reefs become deeper, the

***Entr'acte*'s trysail track runs parallel to, and independent of, the mainsail track, upper photo. To ensure the sail will always rise and fall smoothly, the sections were welded together, the joints polished, and the track installed as one unit. The screw heads were chosen so they will not bind on the sail slides, at left, and a stopper at the bottom of the track keeps the slides captive. The tack is attached to a dedicated cleat; the knot determines the proper height for optimum sail shape. One knot is for centerline sheeting and a second knot brings the tack lower for sheeting to the quarter. The track ends just below the spreaders, at right, and the stop at the top is essential!**

shape gradually changes and the mainsail loses efficiency, just when it's needed the most. The very upper part of a mainsail was never meant to be a storm sail. Lin and Larry Pardey's *Storm Tactics Handbook* covers this topic quite well.

Setting a trysail in heavy weather is not only about taking off sail area, it's also about getting rid of the boom. In big seas and strong winds, the mainsail boom becomes a wild beast that flails dangerously, crushing fingers and slamming into heads with stunning force. A boom well lashed down into a gallows becomes a source of security rather than a liability.

When you reef the mainsail, you do not reef the boom. The sail may get smaller, but the boom remains the same length. On a reach or a run in large seas, the boom is a very long lever that induces rolling. As the boat enters the trough between waves and rolls to leeward, the boom drags in the water and, if vanged down as it should be, poses a very real danger of snapping or causing a broach.

One day, after offering the above advice to someone, I decided that perhaps I had been a bit too dogmatic about this business of eliminating the boom and decided to test my theory. The Fiji trades were well established and blowing upward of 20 knots. Rather than fly the trysail, I elected to tie in my deep reef. It would be a good and simple experiment. Besides, it was only 30 miles to the next harbor. *Entr'acte* took the bit in her teeth and was off like a shot. As we came out from behind the barrier reef into open water, we were beam-on to the waves and the excitement began. Within five minutes, I knew I had been right all along. *Entr'acte* rolled boom down. Then she rolled upward, giving the boom a good wind-up lead to pull us down again . . . which it did. By the third roll, the boom was dragging in the troughs, pulling against the preventer. We were really flying, but not at all comfortable . . . not with the wild motion or the anxiety of watching the boom dip into the troughs on the roll. I was pleased to realize that I was not crazy after all.

"Well, we're not doing this again anytime soon," I said and off I went to the mast. In less than two minutes, the trysail was drawing and the roll had ceased. *Entr'acte* accelerated and found her groove. We continue to agree that eliminating the boom is one of the most positive moves you can make in severe conditions.

No matter which reefing system you employ, reefing is a process and is not automatic. To tuck a reef into a mainsail when it's blowing 12 to 15 knots is rather easy and good sport. You feel like a real sailor! Between 15 and 20 knots, it can be a bit of a challenge and now you feel like a hero, especially if you are Mrs. America doing the reefing while Mr. America is asleep down below. Beyond 25 knots, that third reef can be a real bear in the seas and wild motion that accompany such wind. It isn't fun anymore; what was once good sport is now downright dangerous, particularly at night. On my watch, I can have the trysail raised and drawing and be into a cup of coffee far faster than I can set up a third reef in the mainsail.

Be Walter Mitty for a moment and imagine setting that deep reef in 30 knots and above. In 30- to 40-knot winds I would never *ever* have the mainsail raised — no matter how many reefs — especially if the wind is aft.

Enter the trysail

The trysail offers several distinct advantages over a deeply reefed mainsail.

First – It is a simple solution and fast. Down main. Up try. Done! This is an over-simplification to be sure, but if you have the proper setup and are proactive, it really is simple. Designed specifically as a heavy-wind sail, it is well up to the task and saves your precious mainsail and rig from needless extreme wear and tear.

Second – The mainsail's vast amount of wet sailcloth is rolled up tight and lashed to the boom. Securely out of the way, it does not collect water that could destabilize the boat.

Third – It removes the boom from the equation. This makes it very different from a "Swedish mainsail," which is basically a storm mainsail that looks like a regular mainsail but is much smaller, has no battens, is cut to have some draft, and needs the boom to function properly.

Fourth – The trysail provides a safe option of setting a substitute mainsail without the constant fear of an accidental gybe that can dismast your boat.

Fifth – With the trysail set, you can carry on with much less worry. If you desire to heave-to, just furl your headsail, put down the helm, and allow the boat to settle in.

Trysail construction

The Sailrite book, *Stormsails: Their Design & Construction*, states that because the trysail is so small, it need not be made out of inordinately heavy cloth. It recommends using the same weight cloth as your mainsail. It is a very simple sail, basically a small triangle cut flat with very little draft; a bit more reinforcement at the head, tack, and clew; and extra tabling along the luff, leech, and foot. You could easily make a trysail yourself if you have a machine capable of sewing multiple layers of sailcloth.

The shape of the triangle is what is unique. The odd shape is designed to keep the center of effort low and close to the mast to reduce heel and not induce excessive weather helm. With no belly in the sail, in very strong gusts the wind just slides off the sides of the sail, lessening the chance of a knockdown.

Entr'acte's first trysail was 7.5-ounce cloth and served admirably for years. Upon replacing it, we took

The trysail lives on deck hanked on to its own dedicated sail track and ready to hoist at a moment's notice, at left. When they need it, Ed and Ellen hoist the trysail directly from the bag, at right. The sheet is marked and pre-trimmed to prevent the sail from flogging wildly.

the advice of the Pardeys and had the new one made from storm-orange material for better visibility in large seas. This was a great move. However, storm orange comes only in 9-ounce and 12-ounce weights. Thus, *Entr'acte*'s new 9-ounce trysail is quite heavy relative to the size of the boat. When new, it was quite stiff and repacking it after use was like wrestling with sheet metal. Eventually, as it softened, it became more compliant.

I have heard discussions about incorporating reef points in the trysail. On the surface it seems like a good idea, but I cannot imagine going to the mast in terrific storm conditions, lowering the sail, tying in a reef, and hoisting the sail again. The moment that sail comes down you immediately lose whatever benefit and safety it provides. If you are hove-to under trysail, the moment you lower the sail to reef it, you will no longer be hove-to but lying a-hull, absolutely the most dangerous position to be in under those conditions. I say that if your trysail is sized properly to your boat, there should be no need to reduce sail further.

Trysail track

The trysail must have its own dedicated sail track and sheets. Period. Having to remove the mainsail slugs from the track and feed trysail slugs into that same track in heavy weather is a needless complication. The sail should live on deck in an easy-to-open bag, its slides attached to its own track, and ready to hoist directly from the bag, like a parachute. We have violated this rule twice over the years and both times we have paid the price.

Sail track is sold in 6-foot lengths. It is absolutely vital that these sections meet perfectly to eliminate any possibility of snags when hoisting the trysail. This is difficult to achieve and especially so when installing the track from a bosun's chair. To ensure a fair run, the sections should be welded together, all the joints ground smooth and polished off site, and the track installed as one continuous length.

The trysail track runs parallel to the mainsail track and is typically fastened to the mast with either stainless-steel pop rivets or tapped machine screws. The track should begin about a foot above the coachroof and extend to a point just below the spreaders. The track and fastenings should be installed with appropriate bedding compound.

Be advised that the standard pop-rivet tool is hopelessly inadequate for the installation of even one stainless-steel rivet! The appropriate tool can be rented cheaply from most tool rental companies. Avoid aluminum rivets as they will eventually corrode and fail — at an inopportune time. If using machine screws, make certain that the screw heads do not jam against the sail slides.

Sheeting arrangements

When we first took delivery of our trysail, I asked the sailmaker how to lead the sheets. He replied, ". . . attach the clew to the boom and use your mainsheet or . . ." (I love this one!) ". . . just tie the sheet to a handrail someplace." I pictured our beautiful newly cut teak handrails, through-bolted as they were, being mercilessly jerked and attacked by a wildly flailing sheet. Even with my lack of experience at the time, I knew better than that.

We tried the clew-to-the-boom idea and it almost cost me my life. One dark night in a Gulf Stream squall, we hove-to under trysail and for safety lashed the boom down into the gallows. All seemed well enough until a ferocious gust hit, knocking *Entr'acte* well past 50 degrees. The sudden force of the wind against the sail caused the boom to stretch the lashings, leap from

Resources

Stormsails: Their Design & Construction by Jim Grant is part of the Sailmaker's Library from Sailrite. www.sailrite.com

After Fifty Thousand Miles
by Hal Roth

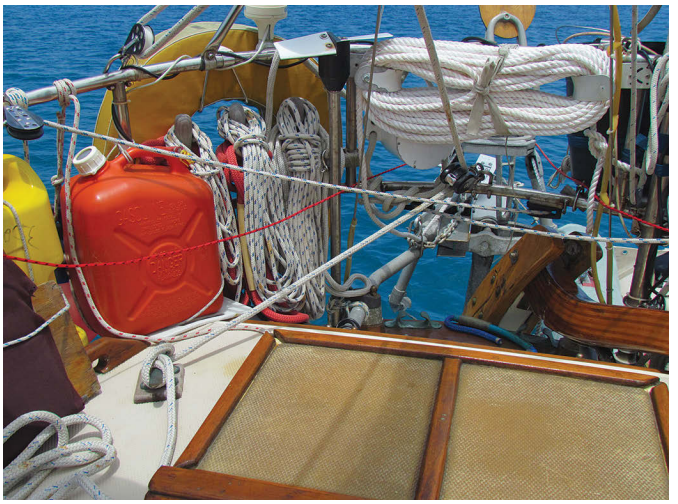
How To Sail Around the World
by Hal Roth

Storm Tactics
by Lin and Larry Pardey (book and DVD)

For storm avoidance

A Sea Vagabond's World
by Bernard Moitessier

Mariner's Weather Handbook
by Steve and Linda Dashew
(This is the finest weather book we have ever read.)



The block for the single trysail sheet used for centerline sheeting is mounted on the center of *Entr'Acte's* stern rail, at left. The sheet leads through the block to a dedicated trysail cleat. The sheet is marked for "pre-trimming" the sail so it doesn't flog wildly while it's being hoisted. Blocks on either quarter are used for sheeting the trysail off centerline (to a dedicated cleat), at right, and also for a spinnaker.

the gallows, and travel just far enough to slam me on the side of the head, driving me down to leeward.

It was one of those "movie moments." *She reached for me, I reached for her. Our fingers brushed just out of reach and, as the lightening flashed, our eyes locked and I was gone!* The starboard lifelines saved me, but it was a drop of 4 feet to those lines and an extremely painful experience. I had two cracked ribs, but remained on board.

The trysail should *never* be attached to the boom. In these conditions, the boom should never be under load.

On *Entr'acte* we employ two sheeting arrangements, depending on our heading and conditions: one at the centerline and another on either quarter. Centerline sheeting requires only a single sheet and allows the boat to be sailed on either tack. Sheeting to the quarter requires one sheet for each tack but offers better sail control when far off the wind. For heaving-to, we have used both, depending on conditions and how *Entr'acte* was behaving at the time.

We added an extra cleat on the cabintop and coaming dedicated to the trysail sheet. The sail lives in the bag, hanked on. The sheet is stowed on a pinrail at the stern pushpit next to a permanently mounted block. To raise the try, we lead the sheet through the block and cleat it at a pre-marked position. We then carry the other end up to the bag, unzip the bag, and attach the sheet to the clew with a bowline, drop the main, switch the halyard from the mainsail to the try (the most difficult part), and hoist the try. Because it has already been "pretrimmed," there is no flogging. We make all final trim and course adjustments from the safety of the cockpit.

Flying a trysail

Experience has led us to conclude that a trysail is not a "survival sail." Rather, it is, or should be, a fundamental part of a cruising boat's sail system. We employ it regularly as an alternative to deep reefing. It is not at all unusual to see *Entr'acte* sailing along between thunder squalls under trysail and full genoa. When the next squall approaches we simply roll in the genoa, scoot along under trysail and, when the big wind has passed, unfurl the genoa and carry on until the next go-round. It looks kind of dumb, but it works. If we had used this procedure that day in Fiji, we would never have been knocked down and thus would have had no opening paragraph for this article.

Where does the trysail fit into our reefing program? *Entr'acte*'s mainsail carries three sets of reef points and they are used as follows:

The first reef – We tie this in when the wind gets to 12 knots to keep the steering gear happy. If we are hand-steering, we wait until 15 knots.

The second reef – This usually goes in at 20 knots. Whenever the second reef is tied in, we watch the conditions carefully. If all seems stable, we leave well enough alone. If we are thinking about this reef and night is approaching, however, or we think we might want a further sail reduction, up goes the trysail and that's that. That day in Fiji was at the end of the season and the trip was short. We let down our guard and paid for it. Lesson learned.

The third reef – This is our emergency get-home reef in case, say, an upper shroud let go, the mast broke above the spreaders, and we need a mainsail to make safe harbor. We have also used this reef when running dead downwind wing-and-wing in the trades.

The trysail can be easily hoisted in any wind, on any point of sail, and in any conditions — but you must be proactive. Remember the old adage on reefing: "If you are thinking about reefing, it is past the time to do it."

Hoisting a trysail is easy. Getting the mainsail down in heavy wind is the problem, especially if you're running dead downwind and the sail has full-length battens. Wait too long and you have a tough, sometimes dangerous, fight. Hoist your trysail as part of a sailing plan, not as a matter of survival. Ellen and I are "set it and forget it" people. We like to implement a solution early and relax knowing that the hard work is done. We save the heroics for when we must perform them.

We are not racers. We are "mom and pop" trying to sail our little plastic boat to the best of our abilities. We like to have *Entr'acte* sail well and to

When sheeted on the centerline, the trysail sets a little higher on the mast to obtain optimum sail shape. Ed and Ellen set the sail in this position in moderate wind conditions. The boom can be lashed securely either in the center notch of the gallows or to either side, depending on the requirements at the time.

make smart passages, but the safety of the vessel and the crew comes first, comfort of the crew comes next. Our goal is to arrive, to arrive safely, and to arrive well-rested — ready to party! All other considerations and tactics are subordinated to these goals.

The name of the game is *plan ahead.* Anticipate conditions and set up for them in advance. If employed properly, the trysail takes a tremendous load off of your mainsail, your rig, and you.

Ed Zacko is a Good Old Boat *contributing editor. He and Ellen met while playing in the orchestra of a Broadway musical. They built their Nor'Sea 27,* Entr'acte, *from a bare hull and since 1980 have made four transatlantic and one transpacific crossing.* Entr'acte *is now based in Seville, Spain, where Ellen and Ed are happily sailing in and around the Mediterranean and playing in the jazz clubs of Spain, France, and Morocco. When not on board* Entr'acte, *they heave-to in Phoenix, Arizona, where they maintain a busy concert schedule throughout the Southwest U.S. Follow them on www.enezacko.com.*

BY JIM NORRIS

Reach

Obscure tools take the gymnastics out of routine jobs

We have owned our Pearson 386, *Lakota*, for more than 20 years. She is a lovely and reliable good old boat that has served us very well on cruises throughout Long Island Sound and beyond. She is powered by a Perkins 4-108 configured as a V-drive.

A V-drive has pluses and minuses when compared with a direct drive. In the minus column for the V-drive are two maintenance jobs that require the arms of an orangutan and the flexibility of Plastic Man. Fortunately, these two hurdles can be cleared with two "friends in low places" (with apologies to Garth Brooks).

The first job concerns the far-away stuffing box that's concealed beneath the engine block. To make this adjustment, one must be prone on the cabin sole, cheek pressed against the transmission's shaft coupling, and have one arm stretched as far as possible while gripping an adjustable wrench with a sawed-off handle in an attempt to turn the nuts. Even if the locknut and packing gland *can* be reached, there likely is no swing room for the wrench. Thus stuffing box adjustments are often hit or miss at best.

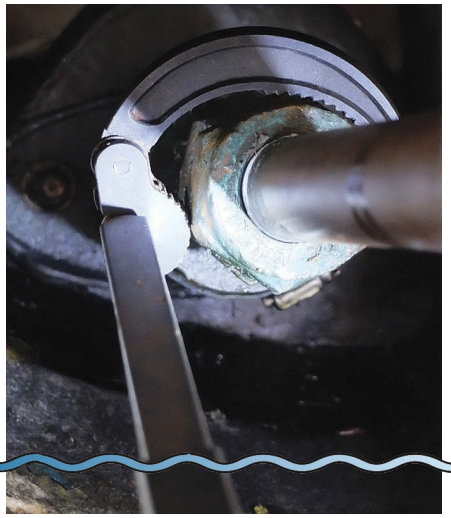
The second is the secluded accessory belt that hides belowdecks and is reached by way of the cockpit locker. Correct accessory-belt tension has become more critical with the trend toward high-output alternators for charging large banks of house batteries. If the belt is too loose, it will slip and screech during startup when the alternator must achieve maximum output. If the belt is too tight, it can destroy the freshwater pump's bearings.

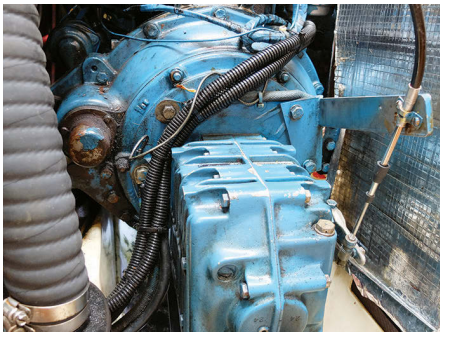
Both problems can be avoided when the belt tension is right, but this involves squeezing into a tight space designed for neither man nor beast and groping around various obstacles to reach the alternator's two locking nuts. Then, after loosening the nuts and with the previous adjustment lost, the sagging belt must be retightened with a lever such as a hammer handle. When it is approximately tensioned, the locknuts must then be retightened. This is very simple to do if you happen to have a third arm or you have the world's smallest leprechaun as a helper.

Two simple tools, a basin wrench and a belt-tensioning jack, top left, are Jim's "friends in low places" that enable him to deal with two maintenance demons that lurk in impossible places under and behind his V-drive-equipped engine. Armed with these tools, top right, he has a fair chance when reaching under the engine block to adjust the stuffing box or when setting the accessory-belt tension. The belt-tensioning jack holds the present setting while Jim makes the adjustment, above. In addition, it provides a valuable extra hand where there is no room for a human one.

As someone who is not too mechanically inclined, I have stumbled onto a couple of tools that have made these two jobs entirely doable. What is it they say about necessity being the mother of invention?

To adjust the stuffing box I use a basin wrench. Not one of the tiny ones found in big box home-improvement





the out-of-reach

stores but the large jaw-type wrench found in plumbing-supply stores. This tool has a 2½- to 3-inch spring-loaded jaw that can be turned at a right angle to the arm that telescopes to 16 inches. The arm is square in cross-section so a wrench can be applied. This $30 friend reaches where no arm can and can be turned in very little space. It takes care of the stuffing box nicely.

For adjusting the accessory belt I have discovered a tool called a belt-tensioning jack. This turnbuckle-type tool has convex brackets on both ends that conform to the belt pulleys. It is spring-loaded and can be expanded to fit before putting it in place. Once it's in place, the current belt adjustment is not lost because the jack can be tightened to hold that tension prior to loosening the locknuts. The turnbuckle can then be turned with a wrench to make the adjustment to the belt tension, and the tensioning jack holds that adjustment until the locknuts are retightened. It is available on the Internet for about $25.

These two new friends have transformed two jobs from mission impossible to jobs well done.

Jim Norris is a retired newspaper operations executive. He and his wife, Loy, are originally Midwesterners from Nebraska and South Dakota who became interested in sailing after relocating to Long Island, New York, in 1985. As corporate nomads from the upper Midwest, they decided Lakota *would be a fitting name for the Pearson 386 they have owned for 22 years. They enjoy cruising and daysailing out of Centerport Harbor on Long Island Sound. They find sailing an excellent retirement hobby.*

The spring-loaded jaw of the basin wrench can grip an out-of-reach stuffing box, above left, and can be turned in a tight space where there is little or no room for a standard wrench. When extended, the 16-inch arm pokes out from under the engine, above center, to a space where there is room to turn it, above right. The arm's square cross section offers the option of using a mechanic's wrench to gain the leverage needed to turn a stubborn nut.

Laminated

Easy on the eye, exacting in the making

BY CONNIE MCBRIDE

While constructing a forward stateroom for a customer, my husband, Dave, was given mostly free rein to design and build what he thought would look best. The owner's only request was that the berth have a rounded corner. Because of the substantial amount of time involved, Dave postponed that part of the project until the rest of the designing, planning, and building was nearly finished. Only then did he tackle the problem of how to bend a 1¼-inch-thick piece of sapele 7 inches high nearly 90 degrees around the corner of the berth.

Laminating in a mold

Dave decided to build the corner by curving and laminating thin pieces of wood. He bought flat-sawn sapele for the grain pattern and had it milled into a dozen 3/32-inch-thick slices. Since he wanted the corner to be 1¼ inch thick, and knowing the layers of epoxy between each laminate would add thickness, he planned on using 12 pieces.

In order to bend these pieces, Dave first built a jig. He patterned the inside curve of the corner on a piece of ¼-inch pattern-stock plywood. Using *The Gougeon Brothers on Boat Construction* as a guide, he adjusted this curve for springback, based on the number and thickness of the laminates. To this curve he added 1¼ inch for the outside curve. He cut on both of these lines, creating a flat plywood equivalent of the shape he wanted. He transferred one of these lines to a 2 x 6 and cut along that line.

Five pieces of 2 x 6 were needed to make the jig wide enough to accommodate the corner's 7-inch height. Dave glued them with Gorilla Glue, and screwed them together to form the base, or outside, of the mold.

He repeated this process with another five pieces of 2 x 6 to form the mold's inside curve. To align the two halves of the mold, he used threaded rods with washers and nuts at the corners.

A critical test

Dave would eventually use the rods to clamp the sapele pieces together while the epoxy cured, but first he tested a couple of the sapele strips to ensure that they could bend to the shape of the jig. He placed the test pieces in the mold and slowly clamped down the top, prepared to stop if he heard fibers break with a quiet snap. When the test pieces did not shatter or break, he knew he could bend them without having to soak or steam them first.

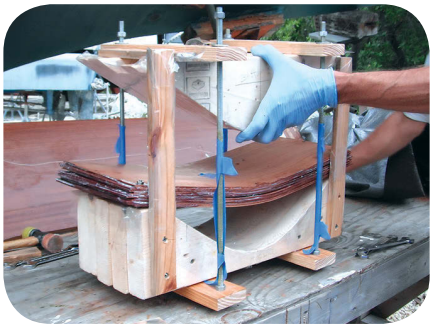
Once Dave was sure the wood would conform to the curve, he prepared the rest of the strips. He drilled a bolt hole in one corner of each piece of sapele to keep the pieces in the stack aligned as they bent. This alignment end would be cut off later. He bolted the pieces together, placed them in the jig and — as he had done in the test run — slowly tightened the top of the mold using the threaded rod at the corners. It took several days to bend the wooden strips to the point where the two halves of the mold met. Once he had achieved that, he left them in the mold while he worked on other parts of the project.

Glue, stack, and compress

After about a week we were ready to laminate the bent pieces. While the strips were still in the mold, Dave

The finished corner, top of page, belies the thought and labor that went into making it. First, Dave had to build a mold, at left, and use it to pre-bend the sapele strips, center, before he tried to epoxy them together. The gluing process took the form of an assembly line, at right.

wooden corners


Coated with epoxy, stacked in order, and held together with a bolt, at left, the sapele pieces are ready for the mold. With the pieces in the mold, Dave fitted the top of the mold in place, center, and kept the sapele in alignment with a mallet as he drew the mold closed, at right.

marked several alignment lines on the edges of the sapele strips and continued these lines onto the side of the mold. We used these lines later to verify the positions of the strips in the mold. We marked the mold and each strip with an "A" and a "B" to ensure they would not be put in backward.

Once everything was ready, we assembled epoxy, colloidal silica, gloves, respirators, mixing pots and stir sticks, mallet, chip brushes, rollers, and tape. With the sapele pieces removed, we covered the mold in packing tape and the threaded rod in blue tape to act as mold release. We removed the bolt holding the strips together and started an assembly line. We coated one side of a piece with epoxy thickened with colloidal silica, then flipped it over on top of the previous piece and coated the other side. This continued until all 12 pieces were coated and stacked in order, held in rough alignment with the bolt.

Resources

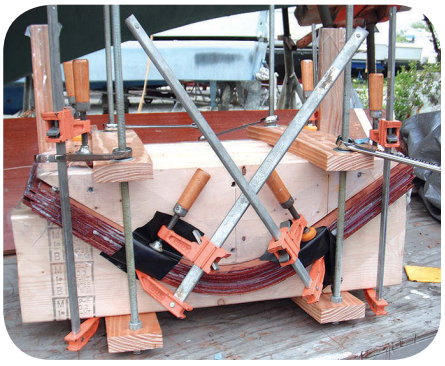
The Gougeon Brothers on Boat Construction is available as a book from Amazon and other outlets or as a free pdf download from the Gougeon Brothers website:
www.westsystem.com/ss/use-guides

Sources for sapele and other hardwoods
www.woodvendors.com
www.buckwoodcraft.com

We inserted the pieces into the jig, verifying that the A and B ends were correctly placed. Then, with a wrench on the four nuts at the corners of the jig, we applied equal pressure to the top of the mold, using a mallet to adjust the alignment of the sapele pieces as necessary. Where more pressure was required on the edges even after the mold was completely tightened, Dave used clamps to ensure that each strip was in contact with the strips above and below it.

Dave allowed several days for the epoxy to completely cure before removing the wood from the jig. He shaped the curved wood to the desired dimensions and assembled the corner of the bed, completing the most challenging part of the project.

Connie McBride and her husband, Dave — after 15 years, 3 kids, and 20,000 miles — are still sailing simply aboard their 34-foot Creekmore, Eurisko, *currently on a return meander to the Caribbean. To see more of their tips and DIY projects, go to www.simplysailingonline.com.*



Dave tightened the mold all the way down and used clamps to ensure the edges of the pieces were tight together, top right. After the epoxy had cured, he opened the mold, middle right. With the finished corner in place, at right, the cabin needed only minor touches for the job to be complete.

The Lazarus dinghy

In need of an inexpensive tender for his new liveaboard accommodations, Robert resurrected an old fiberglass dinghy that had been entombed as a planter, above. It was generally sound except for a few thin areas. Cleaned up, patched, and painted, it serves its new master well, at top.

After pushing up daisies, a whole new life

BY ROBERT NEEFUS

I recently moved aboard a 30-foot trawler yacht and needed a dinghy for shore excursions. It had to be small to fit on what passes for a boat deck on my trawler. After looking at new craft on the Internet and the usual marine stores and balking at paying $500 or more (usually more) for a new boat, I stumbled across an old fiberglass dinghy that had been buried in the front yard of an apartment building and used as a planter for better than 10 years. This looked like a less expensive way of getting into what I saw as an experiment in ship-to-shore transport in my, new to me, river environment.

I suspected there might not be a bottom in the dinghy/planter. The only way to find out was to dig it out and take a look. After obtaining permission from the property owner to take the boat for free, I started the excavation. The firm adobe soil of the Sacramento River Delta made it harder to extract than I expected, but the job was done in a couple of hours.

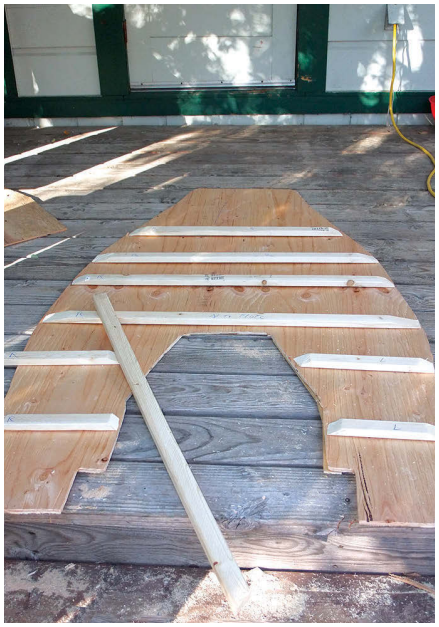
On disinterring it, I was pleasantly surprised to find only wear holes from too many drags up a beach or gravel shore. It fit into the back of my little pickup truck so off it went to a friend's backyard for a refit.

A thorough pressure washing made the extent of its required repairs obvious. Luckily, it could be repaired with resin, glass, a little putty, and elbow grease. The top edge or gunwale of the hull was missing any kind of caprail that would protect it from damage, make it easier to handle, or save users from harm.

Patch, paint, and protect

The first order of business was to repair all the holes. Using standard techniques with polyester resin and fiberglass, I patched the holes in the bottom. Starting on the inside, I sanded the rough parts away and laid in several layers of glass and resin. I finished each patch from the outside of the hull with a layer or two and sanded both sides reasonably smooth. Once the 14 holes in the bottom were patched, it was a simple matter of painting it with outdoor latex house paint.

The caprail required some thought, and I am not a talented woodworker. I bought eight lengths of ¼-inch batten. Using existing screw holes in the hull's top edge, I screwed one piece inside to one piece outside, using 3M 5200 as glue. Permanence is good! One by one, I added three more layers of batten to the outer rail, gluing, screwing, and clamping along the rail and letting it set for a day or two before going after



A friend made a floor for the dinghy, at left and above left, and a seat. After repairing the holes, Robert painted the boat inside and out and fitted a gunwale guard of wood, foam, and fire hose. The result is a serviceable rowboat with a new lease on life, at right.

another layer. The thin and flexible quality of the battens allowed me to bend them to compound curves, though not to a level that steaming could have done. However, a home-built steamer would have cost too much! The tension in the wood bent around the gunwale helps stiffen the whole boat so it holds its shape.

With the gunwale rail in place, I used penetrating epoxy on the wood to help set the shape. When all was cured and dry, I covered the wooden rail with old fire hose over regular foam pipe insulation from the hardware store. I used contact cement and staples to hold it to the rail. The staples had to be driven with a pneumatic stapler. Luckily, I already owned a compressor, so I only had to purchase an inexpensive pneumatic stapler from everyone's favorite cheap hardware store.

My friend fabricated a deck and seat from plywood and pine and fitted it to the interior of the boat. I painted it well with latex house paint. After installing it, we reloaded the boat into my pickup and took it down to the marina for launching.

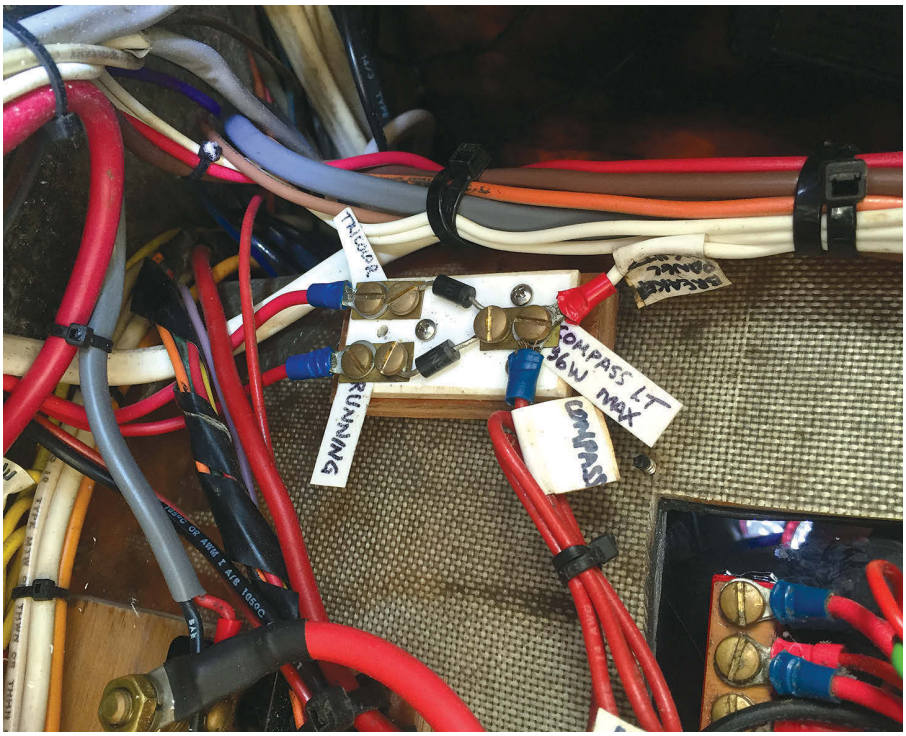
I spent about $150 dollars on materials and it took about three weeks of hit-and-miss time to get the job done. I could not be happier with how it turned out and it will serve me well for the next few years. By that time, I may have saved enough money for one of the new Cadillac models of small dinghy.

Robert Neefus learned to sail at 14, raced to Tahiti at 17, and returned to Tahiti in his own boat 36 years later. He currently operates a ferry for the state of California.

Automating a compass

Diodes overcome a dearth of switches

BY JOHN CHURCHILL



Under sail, John uses the masthead tricolor running light, but when motoring he must use the deck-level lights. The compass light is wired into both circuits so it turns on with either.

I recently replaced the fragile and outdated original plastic circuit breaker panel on *Nurdle*, my 1979 Bristol 35.5. As part of this project, I added some more circuits and separated a few circuits that had previously been combined. As a result, I had to be selective in my use of the limited number of circuit breakers available to me on the new panel.

One of the circuits on the old panel had been for the compass light. I had installed a tricolor running light at the masthead in addition to the existing deck-level running lights. I could free up a circuit breaker for the tricolor by making the compass light illumination automatic, but I wanted it to turn on with whichever set of running lights I was using — the deck-level lights or the tricolor. I am not aware of any commercially available devices that achieve this, so I made my own.

Dual-diode device

The solution was to control the current by using diodes, which are small electronic devices that conduct current in one direction only. They are available in a wide variety of voltage and amperage capacities. This current-blocking feature is not free, however, as there is typically a 0.6-volt drop across the diode. While this decrease in voltage is somewhat problematic when used in battery-charging or other critical circuits, it would make little difference for a small incandescent bulb used to illuminate a compass.

I placed small diodes in the circuit from the tricolor and deck lights to the compass light. This arrangement allows current to flow from either breaker to the compass light, but prevents it from flowing the opposite way and energizing the other circuit.

For a non-conductive mount, I used a piece of ¼-inch scrap acrylic about 2 inches by 3 inches. Into that, I drilled and tapped three pairs of holes for ⅜-inch 10 x 32 brass machine screws.

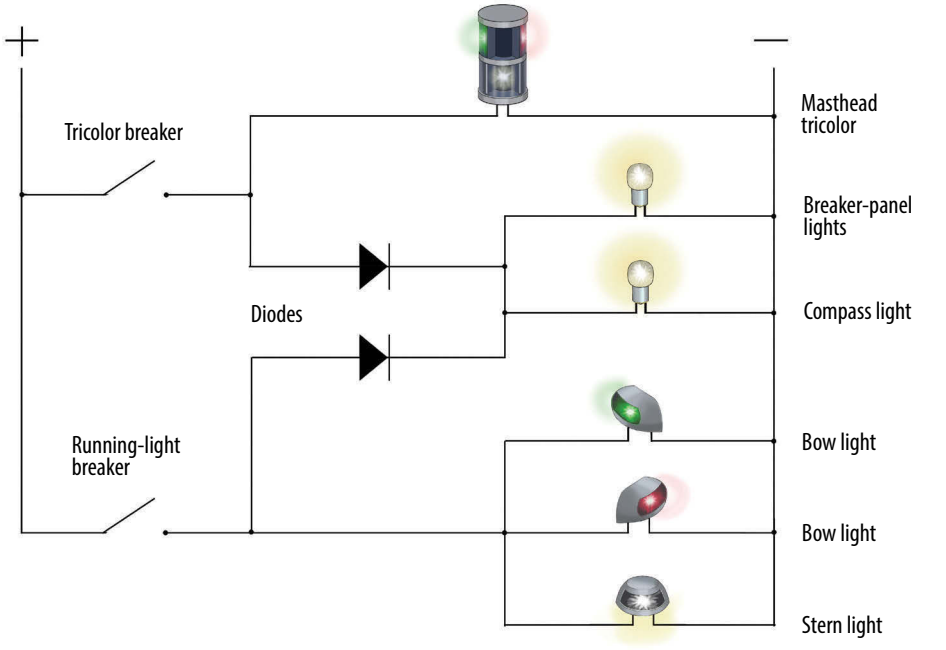


ILLUSTRATION BY FRITZ SEEGERS

light

(I happened to have binding head screws on hand that are typically used for electrical connections, although round or pan head screws would have been fine). I connected each pair of screws with a small strip of brass to create paired terminals, which allowed me to connect the diodes separately from the circuit wires.

I sourced the 3-amp barrel diodes from Radio Shack ($1.99 for two, part number 276-1141). The diodes allow a load of about 35 watts at nominal 12 volts, are good for up to 50 volts, and have stiff and substantial leads that are easily contoured around the terminal without soldering. This is an important feature as diodes are easily damaged by the heat needed for soldering. As on most diodes, a painted stripe identifies the cathode.

I wired the cathode (downstream) ends of the diodes together at one terminal and the anodes separately at the other two, then used the other screws of each pair for the wires to complete the circuit. The wire feeding the compass light goes to the cathode terminal. Having a second screw allowed me to connect the wires without disturbing the diodes.

I screwed the device to a small block of plywood into which I had cut recesses for the tips of the machine screws that stick out the back of the acrylic. The plywood was easy to glue to the bulkhead behind the panel and allowed me easy access to connect the wires. As an extra, I even connected my breaker-panel backlighting to the device.

With the device installed, the compass light illuminates when I throw a single switch to turn on either the tricolor or the deck-level running lights.

John Churchill grew up in Indiana as a boat-crazy kid. He built a raft at age 6, sailed Snipes as a teenager, and worked his way toward salt water and bigger boats as an adult. He has sailed a Cape Dory 26 singlehanded to Bermuda and back and a Bristol Channel Cutter transatlantic with his father. Now in Florida, John races and daysails Nurdle, *a former repo Bristol 35.5, while rehabbing her for extended cruising after he retires.*

An anchor light

Wired to a solar panel, it knows when it's dark

BY CLIFF MOORE

Wouldn't it be nice if someone sold an automatic switch for a masthead anchor light? There may be one for sale, probably online. But it's easy enough to make your own using a mechanical relay for a switch. What I had in mind was something to handle those times when the boat is anchored for more than a night with no one aboard. I've spent as long as a week ashore in a rented house with the boat anchored but not at a mooring, and Colregs requires an anchor light visible at 2 miles.

My boat has 80 watts of regulated solar panels. That keeps the house battery in good shape. But even after replacing the old anchor light, which pulled 1 amp, and replacing it with an LED pulling .33 amp, there is still a drain if it runs during daylight hours. A few cloudy days could make a difference to the battery's charge if I kept the anchor light burning night and day.

Radio Shack sells just such a relay, Model #275-241, SPDT micromini, rated at 1 amp. It's about the size of a marble. The default state can be "on" or "off" depending on how it's wired. It's necessary to choose "on" for default so that internal resistance within the relay disappears as it relays current from the battery to the anchor LED. Radio Shack used to carry something similar with a maximum rating of 10 amps, but not anymore. No matter. One amp is plenty for an LED masthead light drawing 4 watts.

The relay turns the masthead anchor light on whenever the controlling current falls below a certain value. This happens when the light fades enough that the low voltage from the solar panels (6 volts or less) tells the relay that the controlling current is "off," at which point it reverts to its default position. Default in this case means that current passes from the house battery to the masthead anchor light.

Wiring the relay

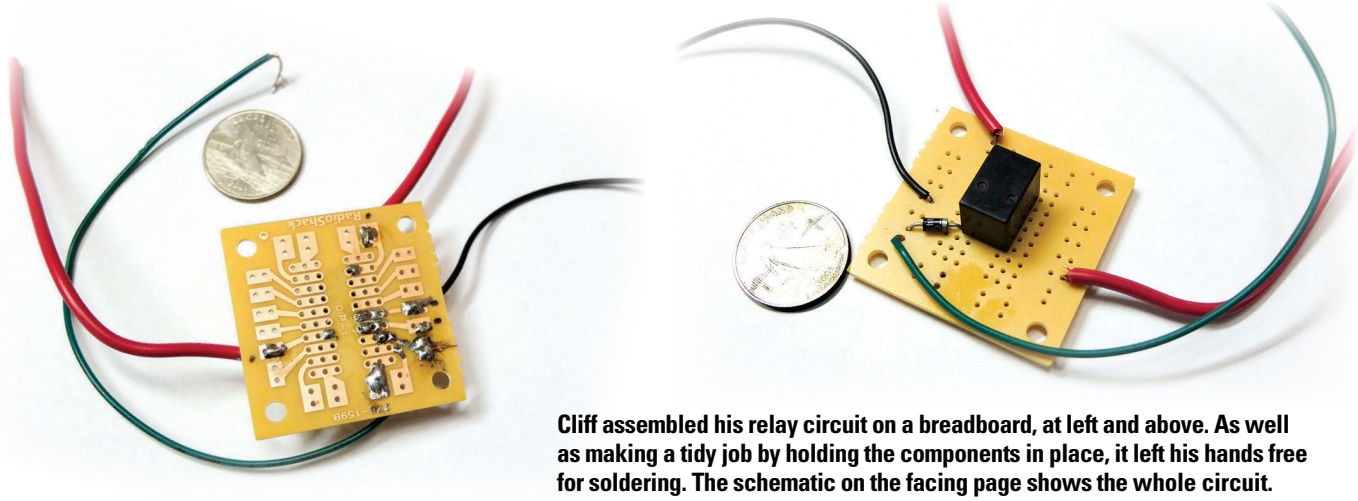
The relay has a total of five pins: a row of three and a row of two. Only four of the pins will be used. Viewed from upside down, the row of three is along the top; the two-pin couple on the right is the coil. Either of that pair of pins is hot (+), a green wire in my case, and the other is connected to ground (-). The circuit needs a diode to keep from back-feeding the solar panels at night. I used a 1-amp diode.

I prefer to lead all the wires to a barrier strip at the solar regulator. That way, if the relay blows out, it's easier to bypass it if necessary. I ran a #16 green wire from the barrier strip directly to an inline 1-amp fuse, then to the diode, then to one of the two pins on the relay energizing the coil that toggles between "off" and "on."

Diodes are polarized: the end of the diode away from the gray ring is the anode and goes to the hot wire. The end with the gray ring (cathode) goes to whatever is being protected, in this case the relay. The relay pulls 37.5mA in standby ("off"). During the day, when the panels are charging the batteries, the 80-watt charging current will more than offset the 37.5mA drain on the batteries.

The pin at the far left of that row of three is connected to a red #18 wire, then to the barrier strip, then to the anchor-light switch at the panel. One of the final pair of pins, the one at the far right of the bottom pair, feeds the anchor light. That wire is red as well, as it hardly matters which goes to the anchor light and which goes to the panel once you've wired them correctly. Either way works.

The ground from the anchor light returns to the (-) at the battery, as usual, bypassing the relay. It's best to check it all out with an ammeter before soldering the final wires, but it's going to be one or the other of the pins remaining. You'll see as you toggle between battery on and battery off that resistance through the red wires goes



Cliff assembled his relay circuit on a breadboard, at left and above. As well as making a tidy job by holding the components in place, it left his hands free for soldering. The schematic on the facing page shows the whole circuit.

on auto

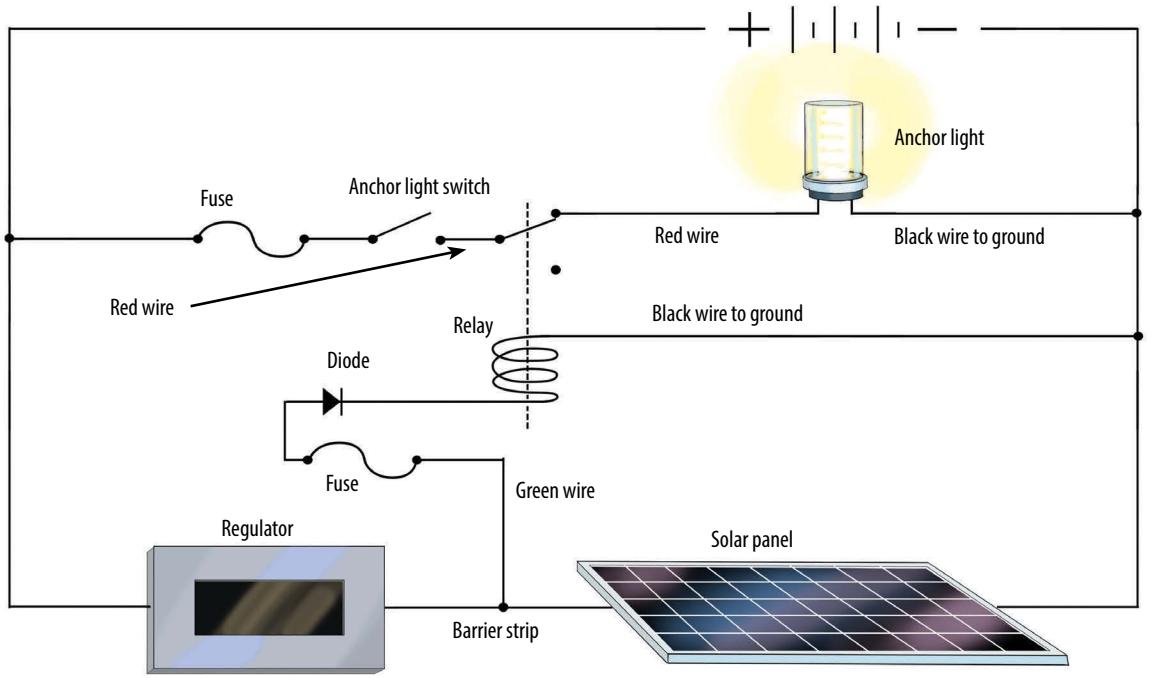


ILLUSTRATION BY FRITZ SEEGERS

from 1 (open) to 0 (closed circuit). This is what you want.

Radio Shack sells a breadboard just the right size to hold the relay and diode. Look for Model # 276-159, Dual Printed Circuit Board. They give you two breadboards, so if you screw one up (it happens) you have the second.

I pushed the pins at the base of the relay through the breadboard from the plain side, so the pins poke through the copper-foil side of the breadboard for soldering. The diode is also on the plain side, as are the wires. The entire thing fits inside a plastic box the size of a pack of cigarettes, protected and out of the way.

Summary

Only four #18 wires lead to and from the relay: green from the solar panel, black to ground, red from the anchor light switch and fuse, and red to the masthead anchor light. Wires from the barrier strip, should be at least #16 or, better yet, #14.

Generally, when building a prototype for a project of this nature, I've found it very helpful to use a rechargeable 12-volt computer battery in place of the house battery as a simulated power source for determining which pin is default "on" or "off."

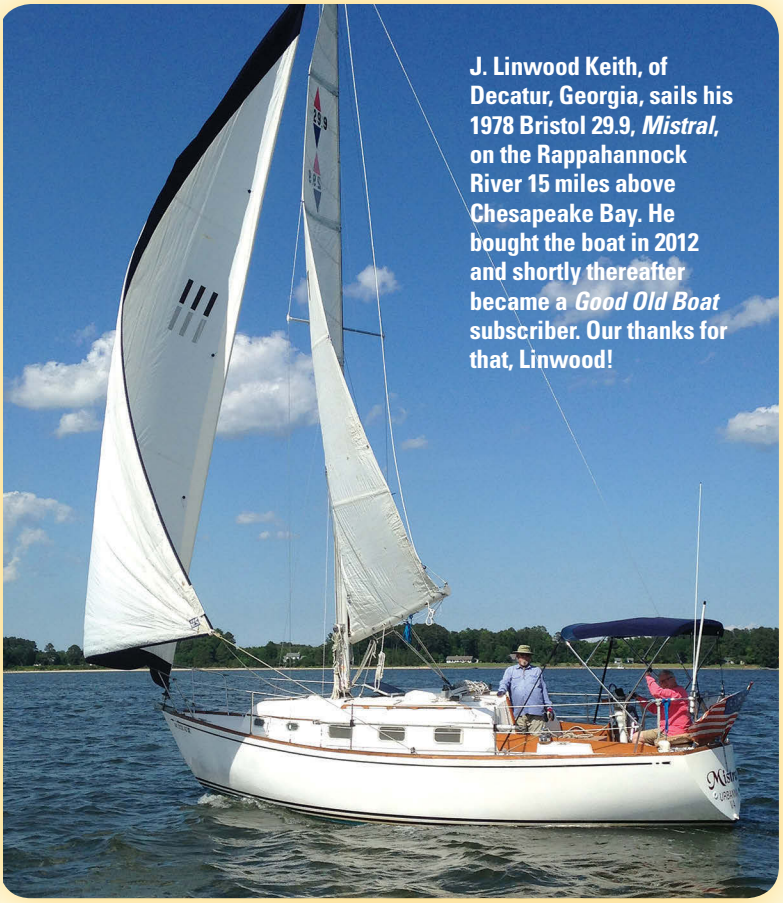
The relay should cost about $5 and the diode maybe a quarter. The breadboard was about $3 for a pack of two and a four-wire barrier strip goes for a few dollars.

Normally, the solar panels generate enough current even on a cloudy day that the relay will be "off." Come sunset, the relay goes "on" and the anchor light goes on. The same relay could just as easily control a masthead tri-color running light (under sail only) provided it pulls less than 1 amp, but I haven't found that necessary.

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 a 26-foot AMF Paceship 26 he acquired and rebuilt after Hurricane Bob trashed it in 1991. Cliff lives in New Jersey where he is the editor of a community newspaper.*

Readers' favorite boat

Kevin Casey says Vintage Marina in Oxnard, near California's Channel Islands, is a hot spot for good old boats. This photo proves it. He says: "Just on my dock we have eight early 1970s Ericsons, including my '70 E29, *Máirin*." He concludes: "While you're shoveling snow we're out sailing." Did he have to remind us?



J. Linwood Keith, of Decatur, Georgia, sails his 1978 Bristol 29.9, *Mistral*, on the Rappahannock River 15 miles above Chesapeake Bay. He bought the boat in 2012 and shortly thereafter became a *Good Old Boat* subscriber. Our thanks for that, Linwood!

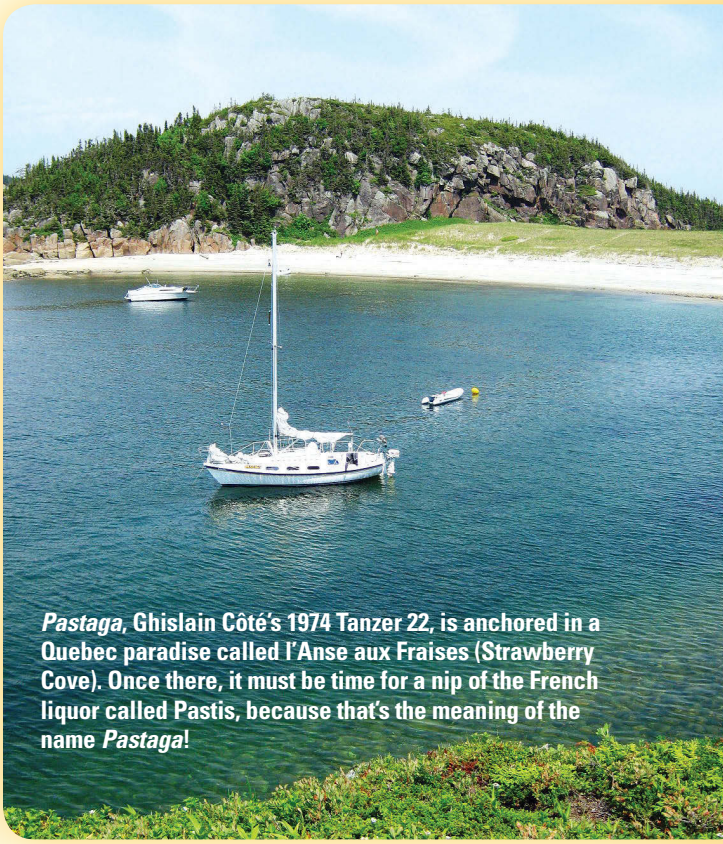
Rodger Rohrs says, "I've been a *Good Old Boat* subscriber since I first saw a copy at the local West Marine. Here's *Caliente*, our 1973 C&C 39, at her home dock in Lorain, Ohio, on Lake Erie, while we prepared her for winter haulout," at right.

While sailing near the south end of Vancouver Island, Ken Pfister has been smitten by this classic beauty he sees there regularly, below. She is the 60-foot schooner, *Statia*, a privately owned vessel that sails out of Cadboro Bay on Vancouver Island.

pictures

Heidi, **a Cascade 29, owned and restored by Seamus and Barbara Holley was in the perfect place to take in this rainbow at Tomahawk Bay on the Columbia River, above. Seamus told the story of *Heidi*'s discovery and purchase a year ago in the January 2015 issue of *Good Old Boat*.**

Cherie Calabrese shot this photo of Pamela Hall, at left, crewing aboard *Crazy Cakes*, a Cape Dory Intrepid 9 Meter, while sailing with club members of the Shoreline Sailing Club in Westbrook, Connecticut.



Pastaga, **Ghislain Côté's 1974 Tanzer 22, is anchored in a Quebec paradise called l'Anse aux Fraises (Strawberry Cove). Once there, it must be time for a nip of the French liquor called Pastis, because that's the meaning of the name *Pastaga*!**

Sidetrack**, a 1985 Passport 42, is the platform of choice for Gary and Deva Wilson when crabbing in the Puget Sound area of Washington. Their granddaughter Ashley was helping this time at Eagle Island. They also get plenty of "help" from a pair of miniature dachshunds.**

Irresistible Bluenose

BY PETER THELIN

He was "through with boats" until …

In 2003, I sold my Catfisher 28, *Bullfrog*, and moved ashore with my soon-to-be wife, Sue. After 15 years as a liveaboard, living ashore was all very nice, but I soon found myself missing the sound of waves lapping against a hull, the prismatic sunlight off the water, and the gentle rocking of a keelboat. I'm a serial boat fixer and, though I'd told Sue I was through with boats, soon found myself absently trolling the classifieds for something cheap, yet interesting. California's regional sailing magazine, *Latitude 38*, had an ad stating that the Encinal Yacht Club in Alameda was selling donated boats to raise money for their junior sailing program. I scurried right over, eager to snag a great deal on a dog-eared J/24 or weathered Merit 25. I never dreamed I'd find a rare Bluenose 23 tied to their dock.

I'd seen the sleek little blue boat plying the waters of the Oakland Estuary for many years. I was told it was probably the only one in the bay area. I had always been enthralled by its beautifully classic lines. At the yacht club, this Bluenose had been like a barn swallow among common starlings. Now, her once magnificent blue paint was faded, bearing decades of little gouges. Her sailcover was weathered and threadbare, the varnish was peeling, and the teak trim was splintered and sprung. Even though she looked a bit forlorn, $1,500 seemed like a steal for a Bluenose, and a few days later Sue and I sailed her the few hundred yards to a new slip at Alameda Marina.

A Canadian classic

The Bluenose 23 was designed in 1946 by William Roué, the naval architect responsible for Canada's famous big schooner, *Bluenose*. The original Bluenose 23 was a wooden design, an open, long, low, and narrow racer with a cutaway keel and attached rudder. In the mid-'60s George McVay of Nova Scotia took a mold from a wooden Bluenose 23 hull and made a fiberglass version fitted with a small cuddy cabin. She measured 23 feet 6 inches long with a beam of 6 feet and drew 3 feet 8 inches. The fiberglass Bluenose has a total displacement of 2,000 pounds with 800 to 900 pounds of it ballast.

In its home waters, the Bluenose is a popular class racer. Knockaboutsloops, a website for lovers of small boats, lists it among the most beautiful fiberglass boats ever built. One was even on display at Casino Nova Scotia in Halifax. My Bluenose is hull number 199.

Ask any of my friends: I go through old cars faster than shoes, usually turning interesting mechanic's specials into dependable classics. I do the same with boats. I thought my new Bluenose deserved a first-class restoration.

I began by removing all the woodwork so I could refinish it at home in the garage. This included the louvered companionway doors and teak cockpit coamings that were secured by dozens of large stubborn bronze screws. I also unscrewed the teak toerails that were sprung and badly cracked. I had the boat hauled at Svendsen's Boat Works in Alameda, a yard famous for being the U.S. home of the Folkboat revival. There are usually a few gorgeous Knarrs around for added inspiration. These are, in my opinion, the most beautiful boats ever made.

Before her restoration, *Newt* was a little down at heel, main picture, but after Peter and Sue smothered her with love and fresh paint, she glowed, upper left, even when down on her lines under the launching party.

The dirty work

Bundled up in our Tyvek bunny suits, goggles, and respirators, Sue and I power sanded (in the wet) the boat down to the bare fiberglass. This took a few days and included the arduous task of sanding off the many different-colored layers of old bottom paint. The kindly folks of the Island Yacht Club in the building just behind our work site took pity on us and invited us in for a couple of steaks and beer. We appreciated their kindness and joined the club for a short time. I can't stress how hard Sue, who was a neophyte to the boating world, worked to remove the old paint. Is it any wonder that I married her?

After filling and fairing countless scratches and gouges, I hand-rolled the primer. The folks at the chandlery suggested adding a light blue pigment to indicate coverage of the second coat. Next, I rolled on an epoxy barrier bottom coat. Finally, we masked everything in preparation for the finishing paint.

I've tried my hand at painting before: dinghies, houses, bicycles, chairs, and fine art. I've even sprayed a couple of cars, so painting a boat hull didn't seem like too daunting a task. The problem was that *Newt* was to be dark blue and I hadn't tried rolling and/or brushing a dark color before. After a few attempts at hand-rolling the Awlgrip navy blue, it became obvious that this was an art requiring a skill I didn't have time to develop. Every brushstroke and change in paint viscosity was immediately apparent. I eventually came to my senses and asked Svendsen's to spray it. The resulting mirror finish was worth every penny. I could have literally shaved in the resulting reflection. I can take some comfort that I did at least manage to get the boot stripe right.

At this point, it was time to cut off the compounding yard bill and get the boat back in the water. I motored *Newt* back to her slip where I would paint the deck. This I successfully rolled and brushed in Interlux Brightside white. Next, I taped out sections of the deck and cockpit for the non-skid, which was Interlux Brightside Bristol Beige with Intergrip Non Skid Paint Additive mixed in. The non-skid had to be effective, remember, because Bluenose 23s don't have lifelines.

Peter and Sue's labors impressed members of the Island Yacht Club (behind *Newt*), top above, who invited them up for steaks and beer. Almost done! The new red bottom really set off the blue hull, above.

The shiny bits

With all the glossy new paint, it was time to reattach the freshly sanded and varnished wood. MacBeath Hardwood in Berkeley supplied the teak for the toerails and Svendsen's supplied the countless bronze and stainless-steel screws. After all the hard work and new paint, I just had to replace all the shiny bits too. This included finding a magnificent pair of bronze Barlow #16 winches and, while I knew I would have to continually polish them till the end of time, they are spectacular to look at.

The Bluenose is delicate, as are many of its details, like the little backstay adjuster and tiny scuppers in the teak toerails, at top. The beige deck, varnished teak, and white cabin trunk are a traditional palette, middle, and the polished bronze Barlow winch is the ultimate deck jewel, above.

The area belowdecks on a Bluenose 23 is torturously tight and only fit for sails and children. *Newt*'s is now clean and reasonably bright with a little new fuse panel and the smallest 12-volt battery I could find.

Slender, tender, and swift

I was warned by a club sailor that the Bluenose (*Newt* was a regular fixture of their Friday night beer can races) is a very tender boat with minimal self-draining capabilities. I can second that.

It takes forever to empty the cockpit after a washdown and four adults will cause it to backfill. I was advised not to take her out "the gate," except in very light conditions.

Newt tends to sail on her ear in our windy San Francisco conditions, so the Oakland Estuary seemed to suit her better. Still, when conditions are right she's as nimble as a cat with just fingertips on the tiller.

Auxiliary power is always an issue with long overhanging sterns like that on the Bluenose. *Newt* came with deck fittings for a bronze outboard motor bracket that hung off the stern. But when it's mounted there, you simply can't reach the motor controls from the cockpit. I came across a picture of another Bluenose in Nova Scotia with the bracket mounted on the side and, after a little surgery, this pretty much solved the problem. I've since seen the same thing on an Ericson 32 Scorpion, and the beautiful Rustler 24s utilize expensive-looking side-mounted motor brackets too.

I tried a Nissan 5-horsepower outboard on *Newt* but it proved to be too heavy, putting her down at the stern while under power. Besides, it just looked too big. After a furious bidding war on eBay, I managed to win a British Seagull that turned out to be the perfect size and looked period perfect too.

When I was finally finished (is a boat ever finished?), we invited a few friends over for a christening party. I loaded up the boat and took everyone for a spin around the estuary . . . but a Bluenose seems really crowded with more than two aboard.

Sue has a boat lettering side business — AlphaBoatGraphics — and did an absolutely exquisite job stylizing the name and applying it to *Newt*'s tiny transom. The harbormasters at Alameda Marina said *Newt* was the most beautiful boat in the estuary and that she elicited questions and comments daily.

Resources

The Bluenose Class Association website carries information about the boats and activities: www.nsbluenoseclass.com

Eye candy for those who like small classic sailboats: knockaboutsloops.blogspot.com

Specifications and application guidance for paint systems
Interlux: www.yachtpaint.com/usa
Awlgrip: www.awlgrip.com

The outboard is mounted on a side bracket, top left, so it can be reached from the helm (and doesn't hide Sue's artful lettering on the transom), top right. *Newt*'s rebirth was a worthy champagne moment, facing page.

Back to the future

As much of an honor as it was owning *Newt*, I ended up selling her in 2005 to help purchase a floating home. I couldn't afford both.

I ran an ad in *Latitude 38* and got a call from Southern California. The original owner had seen the ad and wanted to buy her back. He had another Bluenose 23 (in black), but wanted one for his lady friend as well. They showed up with the same trailer that had carried *Newt* up the coast 25 years earlier. They were extremely happy with the restoration. Sad as I was to sell her, I knew *Newt* was going to a happy home and to conditions more suitable to her sensitive sensibilities.

Peter Thelin was raised in the Northeast before moving to San Francisco to work for the federal government. A master optician, he runs the Lawrence Livermore National Laboratory Optical Shop. He has owned, restored, and lived on a number of boats before settling into a floating home.

The art and science

A veteran cruiser's 12 steps to a well-fed crew

BY MARCIE CONNELLY LYNN

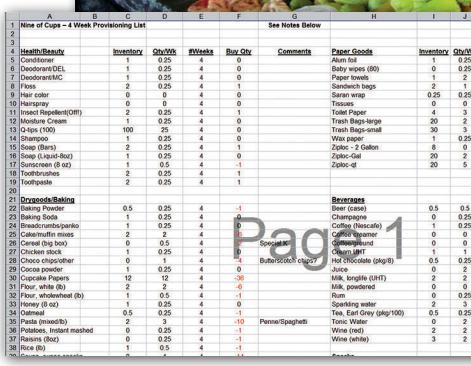
Provisioning your boat can be as easy as taking a short walk to the grocery store to stock up for a couple of days on the lake or as complicated as procuring everything you anticipate needing for the next three to six months. And it's not just about food. Other important aspects to consider are transportation (or lack thereof), the size of the fridge/freezer (or lack thereof), stowage space (or lack thereof) and what's available (or not) at the local grocery store. Provisioning can sometimes be quite a challenge. Like anything, the more often you do it and the more tools you have at hand, the easier it becomes.

Our first passages were short . . . a week was about the longest time we were at sea as we crossed the Gulf of Mexico from Texas to Florida. We'd gone camping and backpacking in the past, so a week's advance planning wasn't difficult. I made a list and we were fine . . . except that we ran out of snacks. Then, as we hopped along the Florida coast and up the U.S. East Coast, we never had to travel very far before another grocery store was within reach. We found, however, that we really enjoyed staying in less crowded, more remote anchorages for longer periods. As our requirements for having more food aboard grew, so did the need for planning. We started provisioning for two to four weeks. It wasn't that hard once we had the basics aboard, but we still ran out of things from time to time.

As the sailing passages got longer and supermarkets farther apart, I became smarter about planning what and how much to purchase. I have compiled my experiences into a dozen tips to help organize the entire provisioning process.

1 Create a spreadsheet

I use an Excel spreadsheet for making our provisioning list if I need to provision for more than a couple of days. The first time I did this it was cumbersome, because every little thing needed to go on the list, from salt and onions to condiments and Band-Aids. The positive side of using a spreadsheet is



	A	B	C	D	E	F	G	H	I	J
1	Nine of Cups – 4 Week Provisioning List						See Notes Below			
2										
3										
4	Health/Beauty	Inventory	Qty/Wk	#Weeks	Buy Qty	Comments	Paper Goods	Inventory	Qty/Wk	
5	Conditioner	1	0.25	4	0		Alum foil	1	0.25	
6	Deodorant/DEL	1	0.25	4	0		Baby wipes (80)	0	0.25	
7	Deodorant/MC	1	0.25	4	0		Paper towels	1	2	
8	Floss	2	0.25	4	1		Sandwich bags	2	1	
9	Hair color	0	0	4	0		Saran wrap	0.25	0.25	
10	Hairspray	0	0	4	0		Tissues	0	0	
11	Insect Repellent(Off!)	2	0.25	4	1		Toilet Paper	4	3	
12	Moisture Cream	1	0.25	4	0		Trash Bags-large	20	2	
13	Q-tips (100)	100	25	4	0		Trash Bags-small	30	3	
14	Shampoo	1	0.25	4	0		Wax paper	1	0.25	
15	Soap (Bars)	2	0.25	4	1		Ziploc - 2 Gallon	8	0	
16	Soap (Liquid-8oz)	1	0.25	4	0		Ziploc-Gal	20	2	
17	Sunscreen (8 oz)	1	0.5	4	-1		Ziploc-qt	20	5	
18	Toothbrushes	2	0.25	4	1					
19	Toothpaste	2	0.25	4	1					
20										
21	Drygoods/Baking						Beverages			
22	Baking Powder	0.5	0.25	4	-1		Beer (case)	0.5	0.5	
23	Baking Soda	1	0.25	4	0		Champagne	0	0.25	
24	Breadcrumbs/panko	1	0.25	4	0		Coffee (Nescafe)	1	0.25	
25	Cake/muffin mixes	2	2	4	0		Coffee Creamer	0	0	
26	Cereal (big box)	0	0.5	4	0	Special K	Coffee-Ground	0	0	
27	Chicken stock	1	0.25	4	0		Cream UHT	1	1	
28	Choco chips/other	0	1	4	-4	Butterscotch chips?	Hot Chocolate (pkg/8)	0.5	0.25	
29	Cocoa powder	1	0.25	4	0		Juice	0	2	
30	Cupcake Papers	12	12	4	-36		Milk, longlife (UHT)	2	2	
31	Flour, white (lb)	2	2	4	-6		Milk, powdered	0	0	
32	Flour, wholewheat (lb)	1	0.5	4	-1		Rum	0	0.25	
33	Honey (8 oz)	1	0.25	4	0		Sparkling water	2	3	
34	Oatmeal	0.5	0.25	4	-1		Tea, Earl Grey (pkg/100)	0.5	0.5	
35	Pasta (mixed/lb)	2	3	4	-10	Penne/Spaghetti	Tonic Water	0	2	
36	Potatoes, Instant mashed	0	0.25	4	-1		Wine (red)	2	2	
37	Raisins (8oz)	0	0.25	4	-1		Wine (white)	3	2	
38	Rice (lb)	1	0.5	4	-1					

# of provisioning

that, once created, it's always there and easy to modify. (See below for a snapshot of the spreadsheet and "More Online," page 42, for a link to the entire spreadsheet.)

I created a column for entering our current inventory on hand, a column for what I estimated we would need per week, and a column for the number of weeks for which we were provisioning. The "buy" quantity is automatically calculated, for example: C - (D x E) = F. I formatted column F so that minus quantities — those we need to buy — print in red, making them easy to see. It's not rocket science. Once it's completed, I print out the spreadsheet and use it as my master shopping list.

Now that we have iPads aboard, I started looking at possible apps for provisioning, but I've yet to find one that fits the bill. Instead, we have imported our spreadsheet into Apple's Numbers. Now, if I can't print, I can take my iPad shopping with me. Usually though, that printed spreadsheet list is my shopping bible.

I keep spreadsheets on file as a reference for future trips and adjust them at the end of each trip to reflect what I had too much of, what I might have liked more of, and what I ran out of (never TP, I hope). I typically have a 7-day, 30-day, and 60-day provisioning list with "need" quantities all filled in. I do an inventory, fill in the on-hand quantities and voilà! A new shopping list is ready.

2 Inventory first

As close to provisioning day as possible, I take an accurate inventory of what's on board and check for out-of-date and obvious no-use items. If out-of-date items look OK, I move them from the storage bins in the bilge to the food lockers near the galley, so they'll be used first. While taking inventory, it's easy to straighten up and place similar items together so they're easier to find at sea. I discard dried-up drink mixes, caked spices, and bulging cans. No-use items, like the canned curried veggies I thought we'd love, just take up space. I give or throw them away.

3 Plan in advance

I do basic meal planning to get an idea of how much of each item on my list I'll need. If I'm provisioning for 30 days, that's 30 breakfasts, 30 lunches, 30 dinners, and 30+ snacks.

Fresh markets the world over, from Sydney, top of facing page, to Rodrigues Island in the Indian Ocean and Port Vila, Vanuatu, offer prolific and bewildering choices of vegetables, fruits, and other delights that never make their way onto a provisioning spreadsheet, at left, because . . . who would know what to name them? Once she's brought her "freshies" on board, Marcie stows them in hammocks, top of page, where they are in plain view.

In Tasmania, David bought apples at an "honesty stand," at left. The market in Port Louis, Mauritius, in the Indian Ocean, offered a variety of familiar vegetables, below. Marcie and David pressure can meats, at bottom, because they don't have refrigeration on *Nine of Cups*.

For instance, we eat lots of pasta, so I assume we'll have a pasta meal of some sort at least twice a week for about four weeks. That's eight pasta meals. We get two meals from a typical 1-pound package of pasta, so I'll need four packages to cover eight meals. What else goes with the pasta? Tomato sauce, canned tomatoes, spices, grated Parmesan, meat, mushrooms, canned or fresh veggies? It sounds tedious, but after a while we typically repeat some menus every 7 to 10 days, so the ingredients list becomes very predictable.

4 Buy what's available

I modify my "needs" list depending on where we are and where we'll be shopping. Many items readily available in the U.S. cannot be had in Mexico, the Caribbean, or South America, so the list changes to reflect the specific veggies, fruits, canned items, and so forth I can find. I always do a reconnaissance of the local supermarket(s), butchers, and fresh markets to see what's available, what's not, best deals, and best quality. Then I make my list accordingly. I call this the hunting phase. Gathering comes next.

Sometimes, I wind up searching for new recipes or asking locals for suggestions so I can use what's locally available. What, exactly, do you do with breadfruit or chayote?

5 Canning food

Since we do not use a freezer on board, I do a lot of pressure canning before longer passages. When I make the meat I know exactly what we're eating . . . no extra salt or additives. It's precooked, making meal prep while at sea (or when I'm lazy) very easy. A final advantage is that pressure-canned foods last for more than a year. Some cruisers we know pressure can entire meals, but I prefer the flexibility of just having the basic precooked ingredients at hand.

Beyond meats, I also can fruits and veggies that are in abundance. In southern Chile, blackberries grow wild everywhere. I picked and canned them and we enjoyed blackberry crumble throughout our South Pacific passage to New Zealand. I did the same with apples when they were in season.

Several other preserving methods, such as drying or pickling, are worth considering, but canning has worked and continues to work best for me.

6 Long-life items

In addition to canned and dry goods, several long-life items are available. We like milk, not milk powder, in our morning coffee, so we stock UHT milk. Unopened, it lasts for months and we find no discernible difference in taste. UHT cream and long-life juices are also available. Some soft tortilla-type products have a long shelf life (more than 3 months) and are great for wraps once the bread runs out. Tinned butter is available, as are yogurt mixes. Be sure to check the use-by date before purchasing these items.

7 Last-minute shopping

I prefer to buy "freshies" the morning we leave, if possible, and try to buy fruits, veggies, and eggs that have never been refrigerated. I buy the freshest, healthiest-looking produce I can

David found a vacant space in the aft cabin that proved ideal for storing consumable ballast, at right. A long job lies ahead at the Puerto Lucia Yacht Club in La Libertad, Ecuador, bottom right.

find. We store lots of fresh produce in hammocks or hanging baskets.

Other than in the U.S., eggs are rarely refrigerated. They're always available just sitting at room temperature on a store shelf. I store eggs that have never been refrigerated in a crate and turn them every other day to keep the yolks from sticking to the shell. They can last for months with no pre-treatment at all as long as they are turned frequently. Save your egg cartons, by the way; they come in handy in many fresh markets where eggs are sold individually.

Some folks we know grow their own herbs and bean sprouts on board. We do not, but it seems viable if there's a way of securing them when at sea. My favorite long-storage veggies that don't require refrigeration are winter squashes (such as butternut), cabbage, potatoes, and onions. Apples last a long time and oranges are good, too, if you can keep them cool.

8 Over-provision

Arrival delays due to weather and wind are the norm, rather than the exception, on longer passages. If we estimate 14 days between shopping trips, I provision for 21 or even 30 days. Extra is OK in my book, unless it's freshies that will spoil if they are not used.

Running out of provisions at sea could be catastrophic, but it's also a bummer to be short on food when we're in an idyllic anchorage and just don't want to go back to civilization. I tend to over-provision on items that will keep and that we can use in port or on our next passage. I also over-provision on snack items when we're planning overnight trips. Night watches often require intense noshing.

9 Medical supplies

From antibiotics to Band-Aids and daily vitamins, I've created a separate list of off-the-shelf as well as prescription drugs and I track our inventory of these items with care. Running short of cooking spray is inconvenient; being without a medication can be a serious issue.

10 Consumable items

I went through the boat one day and made a list of every non-food and non-boat part that we use regularly. Toilet paper topped the list. Then came dish detergent and laundry detergent, bug spray, sunscreen, paper towels, AA batteries, printer paper . . . the list was quite long and varied. I added these items to the spreadsheet with my guesstimates of what was necessary to keep in stock.

11 Banish pests

Keeping roaches and other undesirable critters off the boat is difficult enough without giving them a free ride aboard with our provisions. If we're buying from a local fresh market or any place that

The New World Grocery in Labasa, Fiji, carries the weight with a delivery service by wheelbarrow, far left. David found the melons at a streetside market in Savusavu, Fiji, irresistible, near left.

seems a bit dodgy, we dip all freshies in water before bringing them aboard. In a pristine anchorage, we usually dip them in salt water from the dinghy. Otherwise, we tote a bucket to the wharf and immerse them in water there.

We leave all dry and canned goods, especially anything packed in bags or boxes, either in the dinghy or on the dock until we've carefully inspected each item. We remove plastic and cardboard overwraps, which are great places for bugs to hide, and only then do the provisions move aboard. We find it beneficial to get rid of all extra packaging before we leave anyway, since it reduces the amount of trash we have to carry on board.

12 Label and stow

Beyond planning, buying, hauling, and checking for stowaway critters, I always keep in mind where and how I'm going to stow what I bought.

We don't have an elaborate system for stowing provisions. We've purchased plastic crates and hammocks and tiered hanging baskets. We use every available nook and cranny, but I try to use the same locations each time so I remember what's where. I originally made a map of where everything was stowed, but that went out with the next high tide.

I mark the tops of all cans with the contents and the use-by date with an indelible marker before stowing, making it much easier to sort outdated cans and locate what I want in a hurry.

Some folks swear by vacuum packers. We found this process to be a hassle and expensive, so I now stock up on Zip-Loc bags and use them instead for packaging dry goods such as flour, rice, sugar, and pasta. Zip-Locs not only keep the contents fresh but can also be opened for easy access and resealed, and they can be washed and re-used for something else.

We found an area under some drawers in the aft cabin that was essentially wasted space. David lined the sides with felt fabric and this became our wine locker. We stow wine bottles in socks . . . white for white wine and colored socks for reds. We like to keep the wine locker topped up . . . it's important to keep the boat in trim!

Tricks of pro provisioners

We try new or unfamiliar items at least once before buying them in large quantities. We've been pleasantly surprised and, conversely, thoroughly disappointed in the past by some products we've purchased . . . we do not recommend canned Brussels sprouts.

If I see something I haven't seen in a long time and I'd like to have it, I buy it immediately. It might not be there the next time or I might not return to the same store.

Provisioning can be exhausting! When going away for a weekend it might be a one-stop affair on the way to the boat, but provisioning for a month or more takes time. If I can avoid doing my provisioning all at once, I do. Ideally, I prefer to break it up into three shopping trips: one for basics and canned goods; one trip for freshies, dairy products, and eggs; and a final trip for all the other stuff I thought of, forgot to buy, or used up since we started the provisioning process. Much depends on the period for which I'm provisioning, what transportation is available, and how much room is left in the lockers.

It's rare for us to have a car at our disposal. We sometimes rent or borrow a car, bum a ride, or use public transportation, but more often than not, we walk. We suggest investing in good backpacks, sturdy plastic tote bags, and a trolley cart for hauling purchases back to the boat.

*Marcie Connelly Lynn and her husband, **David**, have lived aboard their 1986 Liberty 458 cutter,* Nine of Cups, *since 2000 when they sold up and sailed off. They have since put more than 85,000 miles under her keel and visited 36 countries on five continents. They completed their first circumnavigation at Cape Town in 2015 and are currently in the Caribbean en route to the U.S.A. Read about their travels on their daily blog at www.justalittlefurther.com.*

More online . . .
Marcie's complete provisioning spreadsheet is available as a free download as an Excel file. Go to www.audioseastories.com and click on "Free for Sailors."

While there, also check the ebooks section where you'll find three ebooks by David Lynn and Marcie Connelly Lynn.

Bringing *Wind Wanderer* up to snuff

She looked the part . . . but now she also walks the walk

BY VIC HANKINS

We bought our CT 54 from a couple who had been cruising on her for a few years, always with at least another couple as crew. This is not unusual for a full-keel heavy-displacement boat of 30 tons and close to 65 feet overall from bowsprit to the furthest edge of the dinghy on the davits. (That's the way the Panama Canal Authority measures it and some marinas now do the same.)

We'd hunted far and wide for a boat we could call home for this chapter of our lives, fully expecting to find a Vagabond 47 or similar with an aura of faraway places and a piratey feel. We hadn't planned to buy a small ship! But we bought our CT 54 when we'd run out of steam and just wanted to get on with it. Since she was already doing what we wanted her to, taking her on had to be easier than turning a dock queen into a bluewater cruiser from scratch.

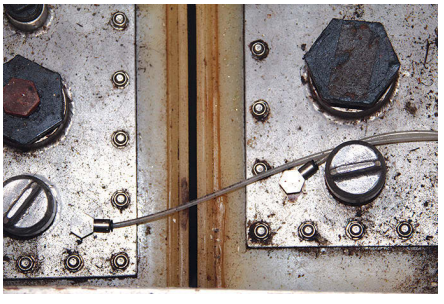
We took over from the previous owners in the Cayman Islands . . . in hurricane season. We planned to sail to San Blas for the season and then make

Vic and Sandy Hankins bought *Wind Wanderer* to sail her to their home in Australia. They did that . . . and kept on going . . . but not before completing a lengthy list of improvements.

As well as making prodigious use of the sewing machine, Sandy, at left, stripped the exterior teak and recoated it with a teak oil sealer. The bowsprit housing for the anchor rollers was flawed, so Vic's friend Tom built a new, more robust one, at right, with Delrin rollers.

our way across the Pacific back home once again to Australia. Within days, we realized we had much more to do to the boat before Sandy and I would be able to handle her. This called for a radical change of plan.

An old sailing buddy who lives on the Sassafras River, at the top of Chesapeake Bay, suggested bringing any boat we bought there if it needed work. We'd never dreamed of actually doing that, but never was an offer more welcome. Tom Lemm joined us in the Caymans and we headed for the west end of Cuba and on to Key West. The transmission failed a day into the trip so we had sails only. We sure needed



A Hart Tank Tender with its tiny tubing replaced wooden dipsticks for measuring the contents of the water and fuel tanks.

the extra pair of hands, not to mention Tom's experience having done half a circumnavigation in his own boat before putting an engine in it.

By the time we reached the Sassafras River, our list had grown dramatically. Not only had we repaired the transmission on the way, but the freshwater pump on the Lehman diesel engine had failed, too, and we repaired that in the friendly town of Southport, North Carolina. A large stainless-steel bracket on the boom holding three bails for the mainsheet also let go one night in 20 knots. Even without an engine we managed to turn into the wind and wrestle the sail down. So much for just taking over a boat that was already in use as a cruiser!

Our couple of months to tackle a few jobs turned into eight months. The list grew daily, but each decision brought us a step closer to having a home on the water that could take us anywhere. Naïveté is pricey, but we'd made a start and I must give enormous credit to the guys on Cruisers Forum for their input. They're an amazingly friendly, helpful resource and we soon discovered which ones genuinely knew what they were talking about.

The list

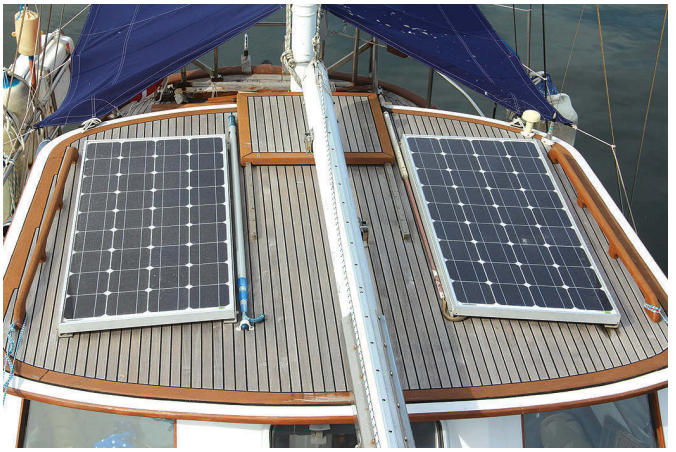
The original list was short, just five items. Unfortunately, each item had several sub-categories. And then of course there were the "extras" we discovered along the way.

Ground tackle – Make a new, stronger, through-bowsprit stainless-steel fabrication for the anchor. The existing one flexed and jammed the links whenever the chain came in at an angle. We ran aground discovering that in North Sound in the Cayman Islands just after the anchor had broken free. A subsection was the chain locker. A chain mountain would quickly stop chain from going down the chain pipe. This meant that Sandy would be on the helm trying to prevent 30 tons of boat from hitting anything while I dashed below to knock over the mountain and back up again to get the rest of the chain in.

Tanks – The previous owner told us with great pride that they'd replaced the old tanks with polyethylene. But all four fuel tanks leaked diesel from the outlet connections and we couldn't use one of the two water tanks because it had a split top seam. The fuel lines had been disconnected as "too complicated." Instead, the previous owners had pumped diesel from each tank with a small transfer pump. This was hooked up to the battery bank with crocodile clips, and tubing snaked across the saloon floor into the tank that fed the engine and generator.

Solar panels – We quickly found ourselves having to run the generator for 2 to 3 hours, morning and evening, to keep the relatively new Trojans charged. The davits and cockpit dodger were going to start earning their keep!

Davits – There was no way to climb from the dinghy back onto the deck 7 feet above the water at the transom without serious gymnastic skills.



One goal was to reduce the need to run the engine and generator to maintain battery charge. Vic's solution was solar panels, two mounted on the roof of the hard dodger, at left, and another across the dinghy davits, at right. The new dinghy was another essential purchase.

Sails – Even with lazy-jacks and an attached sailcover, the mainsail was a nightmare in a blow. The boom is 6 feet off the deck; the only way to reach it was to climb the ratlines and from there it was still a hazardous stretch over to the boom. It was manageable at anchor but a disaster waiting to happen if anything went wrong at sea. A drastic change was needed here. We later found out that, even with crew, the previous owners motored this boat more than they sailed.

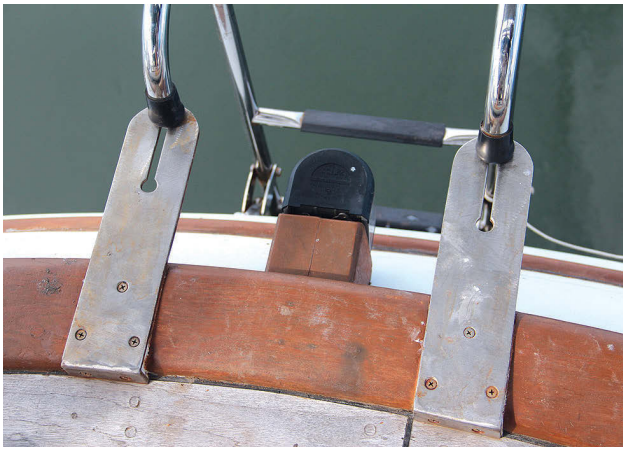
So, there you have it: just five little jobs to turn what we thought was a cruising sailboat into a bluewater cruiser that would work for a sailing couple.

Attacking the list

Once we were secured at Tom's home on the Sassafras River, the work began. A bonus was that we got to experience life in a small Maryland town complete with autumn colors and long wispy V formations of Canada geese overhead.

Ground tackle – While Tom built a new, heavier-gauge stainless-steel structure complete with new Delrin rollers and a split stainless-steel pipe to create a smooth, round entry, I concentrated on the rest of the ground tackle. The rusty chain needed re-galvanizing. A company in Baltimore said they could hot dip it and I could save time and money if I could first remove all the old rust. It's amazing what a few miles of quiet dirt road can do for 280 feet of rusty chain dragged behind a pickup. Well, OK, some of the road was tarred.

After the Cayman experience I had no confidence in the 65-pound CQR. I was keen to get a new-generation Rocna-type anchor, but most have a rollover bar that can't fit under a bowsprit without major surgery. In the end the decision was easy. I found a cheap secondhand 105-pound CQR and figured the 60-percent increase would do the trick. It has. Now we don't drag. If we've ever moved, the continent has moved with us!



The chain locker had lost a deflector board, which caused the chain to pile up and jam at the chain pipe outlet instead of falling to the deepest part. Our reason for galvanizing the chain was because the rust kept it from sliding on itself. In the end, we fitted a 4-inch PVC down pipe at an angle, reinforced it with fiberglass, and secured it so the chain was able to fall and pile up properly.

Davits – We tackled the other end of the boat next. That was partly triggered by the Annapolis Sailboat Show. The dinghy that came with our boat was a wreck and boat show specials certainly help stretch the budget. The most bang for our buck was a Mercury Oceanrunner 330 RIB.

The problem of getting back on board once the dinghy was hooked to the davit lines was solved easily.

***Wind Wanderer*'s transom design, above, made climbing out of the dinghy a little tricky. Vic had custom brackets made to accommodate a folding boarding ladder.**

Handling the mainsail and mizzen was a bit much for a couple, so Vic fitted behind-the-mast furling systems. They came in many boxes, far left, and though a labor to install, eventually proved their worth, at left.

There was already a gate in the middle of the pushpit rail. We mounted two heavy-duty stainless-steel tangs with keyhole slots on the teak caprail to hold a folding boarding ladder. Large round head bolts on the ladder's arms slide into slotted deck fittings. When extended, it reaches to the dinghy and, once I've got the dinghy hooked on, I can clamber back on board. I then have to unhook the ladder because the rising dinghy would catch it, but that is a simple process.

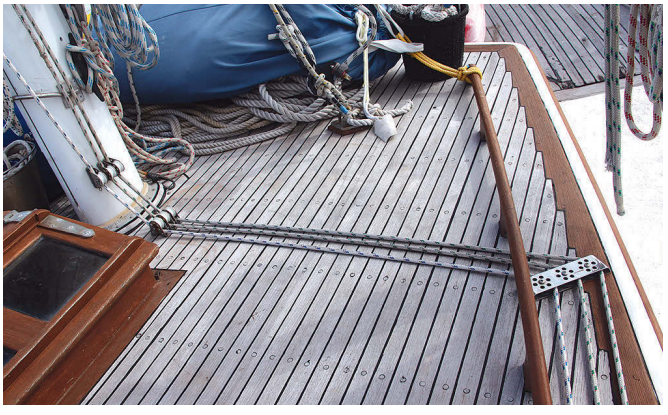
Because of the transom's profile, the two legs that hold the ladder away from the boat need to be rigid and at the correct angle, so we had to weld them. I also replaced the black rubber feet that wear through very quickly with white nylon plumbing tee pieces. A simple clip-on safety line ensures that I never drop the ladder overboard.

Solar panels – Our objective was to get as much solar power as we could without making *Wind Wanderer* look like an aircraft carrier. I should first confess that I understand electronics about as much as voodoo. Both require a high priest.

Our davits are too small for two panels of the types most commonly used and big enough to make just one panel feel like a wasted opportunity. I eventually found a 320-watt panel on eBay that was an ideal fit, but designed for domestic and commercial use with a much higher voltage output. This was a serendipitous discovery. The davits and boat had already been wired for a solar panel, but with a smaller gauge wire than we'd normally need if we didn't want to lose most of the panel's output by the time it got to the battery bank. The high-volt panel meant we could use the existing wire without that loss, according to the high priests. We just needed to buy the right controller, a TriStar MPPT, and it would work. We did, and it does.

The next location for solar panels was the top of the cockpit hard dodger. Again eBay came up with two 140-watt panels that would fit on either side of the sliding hatch. We mounted them on aluminum L sections. In this instance, there was no previous wiring, so we could pick the correct gauge for the current and distance. Of course, having shelled out for a top-quality controller, I figured I'd be able to use it for these panels too. The priests said no. So we shook the piggy bank again and bought another smaller, cheaper controller that would do the job.

So we now have 600 watts of solar power feeding a 1,125-ampere-hour battery bank of 10 Trojans wired to deliver 12 volts, and yes, we did end up replacing the supposedly 2-year-old bank of batteries because they'd been hammered. We now only need to run the generator on rainy days or at night for an hour and a half on passages when the autopilot, navigation lights, chart plotter, radar, AIS, refrigeration, and probably a movie are sucking the life out of the batteries.



The hardest part of the mainsail furling installation was leading the outhaul and furling lines back to the cockpit. After many attempts at reducing friction and chafe, they ended up with an arrangement that was reliable and easy to use.

Tanks – I spent days in the bilge tracking and then drawing the maze of disconnected fuel lines and trying to determine exactly where the tanks were leaking diesel. I learned that makers of polyethylene tanks use an "available to industry only" product called EM 69. Eventually, I managed to track down the manufacturer and buy a couple of tubes. I drained the tanks two at a time, removed the fittings, cleaned everything with acetone, and sealed them back in with the EM 69. To date we have had no more leaks. I also used this to seal the split water tank, which I was able to access after I'd taken out all the batteries that had to be replaced.

The fuel system was a maze of valves and filters with a potential leak point at every connection. We simplified it so that each tank had a valve and fed into a common line. All the filters had to go. They were a South African brand and elements were not available anywhere. We replaced them with two

While the refit emphasized rig and mechanical systems, creature comforts were not ignored. Sandy updated the head compartments, at left, and the soft furnishings, at right. Vic's wintertime installation of the Facnor system necessitated an occasional thawing out, below.

Racors, one port and one starboard. Now fuel can be supplied from any tank simply by opening its outlet and return valves. The fuel gauges were brought into the 21st century too. Out went the notched sticks and, after much deliberation, we installed a Hart Tank Tender. Easy to install, no electronics, and we can monitor all of our four diesel tanks and two water tanks on the same gauge.

Sails – This broke my heart. The sails, lazy-jacks, and sailbags were all in good condition, but they simply were not manageable for a couple of oldies who did not want to rely on an ever-changing stream of backpackers for crew. After a ton of research, we decided the only system we could afford was behind-the-mast roller furling. If we'd had a bigger piggy bank, I'd have chosen one of the modern in-boom furling systems, but they were way out of reach.

After the haggling was done, we ended up with the Facnor system. I liked the fact it was designed as an install-it-yourself product, came from a company that is a supplier to the French entries in major ocean races, and was neat-looking with everything furling into an aluminum housing. I was assured their system could handle the size we needed.

Eventually all 14 boxes arrived, eight for the main and six for the mizzen. The old sails came off and I spent hours up the masts removing the old Battcar tracks and installing the new system. I don't have a head for heights at the best

of times, but in winter it was deadly. Every few hours they'd lower me down and shove a mug of hot coffee into my cramping hands to thaw me out.

The instructions had been translated from French, probably by someone in China, into an approximation of English, but we eventually had everything installed. Mack Sails supplied the new mainsail and mizzen and they fitted perfectly. We ran the outhaul and furling lines back to the cockpit, which is much easier said than done and in fact took a full week.

I would love to be able to say it was a success from the start, but it wasn't. I can't count the number of times I caught myself muttering, "The French really should stick to food and wine . . . ," usually with some choice adjectives. Two years and 20,000 miles later, however, we had a properly working system. Numerous outhaul lines chafed through as we slowly moved, realigned, reengineered, redesigned, and reinforced blocks, brackets, bolts, and tracks.

The upside is that it has enabled just the two of us to sail a 30-ton ketch around this little blue planet. I believe, in spite of their reassurances, that the Facnor system was stretched beyond its limits on a boat of this size.

Just five little projects . . .

That would be the case if we don't mention that Sandy replaced all the basins with beauties from Mexico complete with mosaic and tiling around them. She stripped the peeling Cetol from all the outside teak and recoated it with a teak oil sealer. And she made new curtains and cushion covers. Then there was the new name on the teak nameboard and a new exhaust system for the main engine.

Eventually it was all done and we set sail. We could not believe what we'd had to do to make an already outfitted cruising boat into a truly capable bluewater cruiser. As we near the completion of a circumnavigation in early 2016, I guess we must have got it mostly right. In hindsight, it's been worth every bit of the work it took to prepare our boat for cruising.

Vic Hankins has messed around in boats since childhood in South Africa. He migrated to Australia in 1977 where he owned a number of boats. Sandy grew up in Australia with big dreams but no boating experience other than a bad Hobie Cat capsize. Together they decided there was just enough time to add a sailing chapter to their lives before Father Time pulls the pin. At press time, Wind Wanderer *was in Luderitz, Namibia, preparing to cross the Atlantic and close the loop.*

BARRACUDA'S last breakout

BY CYNDI PERKINS

A sailing legend puts a wayward boat's demise in perspective

"Holding onto anger is like drinking poison and expecting the other person to die." –Buddha

In June 2013, at about the time the remains of a century-old Lake Superior shipwreck, the freighter *Henry B. Smith*, were discovered 30 miles off the coast of Marquette, Michigan, a smaller but no less noble vessel joined the vast underwater graveyard, just across the Canadian border.

My first sailboat, the 1974 28-foot Morgan Out Island, *Barracuda*, was cut loose and scuttled after she reportedly broke up while being hauled from Isle Royale National Park by a Thunder Bay-based towing company. Unlike the 525-foot *Smith*, which sank with all 25 hands on November 10, 1913, *Barracuda* met her demise on a settled summer day with little fanfare and no loss of life.

We'd sold the Morgan to a longtime friend in the late 1990s when we acquired our 32-foot Down East, *Chip Ahoy*. *Barracuda*'s sinking was the crowning degradation at the end of a long line of inexplicable indignities and neglect, from an unpumped head that overflowed into the cabin to a once-distinctive tan hull besmirched by a DIY white paint job that obliterated her name.

Even after a few years had passed since *Barracuda*'s final passage, I was still so disgusted and angry over the witless destruction of the boat that taught me to sail that I could barely stand to look at her abuser. It was time to get over it. To let go of the ending, I needed to go back to the beginning.

We found *Barracuda* at Port Superior Marina. In that friendly boatyard in Bayfield, Wisconsin, I'd heard, but was never able to verify, that she had been briefly owned by Gerry Spiess, Minnesota's singlehanded-sailing legend. He's known for his record-setting 54-day trip from Norfolk, Virginia, to England in his 10-foot *Yankee Girl*, a plywood craft constructed in 1977 in his garage at White Bear Lake, Minnesota. The 3,800-mile voyage is detailed in his best-selling book, *Alone Against the Atlantic*.

Trading yarns

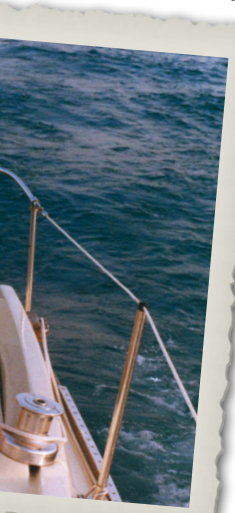
I tracked Gerry down through his friend and fellow author

Even when Cyndi and her husband, Scott (standing on the right), far left, owned her, *Barracuda* was rebellious, though she taught Cyndi to sail, near left. A previous owner had been Gerry Speiss, above and below left, who was famous for sailing east across the Atlantic in his homebuilt 10-foot plywood boat. His wife, Sally, sent the photos of Gerry and of *Barracuda* in her unmistakable tan livery, at right.

Marlin Bree, who chronicled Gerry's second epic passage, across the Pacific, this time in *Broken Seas*. Marlin passed along my phone number to Gerry after solicitously ensuring that I was on the up-and-up.

Several weeks later, Gerry surprised me — and himself — by accidentally dialing my number instead of Marlin's. I was so starstruck I could barely remember to ask questions.

"My energy level is down," Gerry said, noting that his wife Sally usually does the talking for him. Because of Parkinson's disease, he hadn't been out sailing for a couple of years. He dismissed my offer to call back at a better time; few sailors will pass up an opportunity for boat talk.



"She was a good boat. She was a nice size," he told me, recalling her tan hull and topsides. "We bought her in 1988, in Lorain, near Cleveland. We sailed her back to Bayfield and eventually sold her to a doctor from Washburn (near Bayfield)." And so I learned that the steel-hulled lake freighter and fiberglass sailboat had something else in common: they had both come to Lake Superior from Lorain.

Because it was "a busy time," Gerry and Sally didn't get to sail *Barracuda* often or far; the delivery passage was their longest journey. "That's about all I can tell you," he concluded.

That's when the interview shifted. I think — I hope — Gerry got a kick out of my *Barracuda* stories. His kind, active listening opened a stream-of-consciousness vein that flowed like an inlet at full-moon tide. I found myself telling him about my "firsts" aboard *Barracuda*, including my introduction to Isle Royale National Park, negotiating Chippewa Harbor's tricky S-shaped entry by spotlight at three in the morning, and the first time I attempted to use the galley's alcohol stove.

"How do I light it?" I asked my husband, Scott. "You don't," he said.

I told him how we stared at the smelter stack in Gay, Michigan, for hours one blustery July afternoon on the south shore of the Keweenaw Peninsula. Our speed averaged 2 knots, as I insisted we motor against the wind in order to get back into the Portage Canal that leads to our home.

"I came from a powerboating family so I didn't know anything about sailing," I explained. "And I had to be to work in the morning. Do you remember the sewing-machine sound that engine made?"

"The Atomic 4 ran fine for us. It smoked the first time we ran it but no incidents after that," Gerry said.

A rebellious boat

I told him how I'd felt *sure* even before it was confirmed that *the* Gerry Spiess had owned *Barracuda* due to her cocky, indomitable rebel spirit. She endured rough seas far better than I did and despite our best piloting efforts in tight situations, she tended to stubbornly head toward the docks where the fanciest yachts were berthed, as if prepared to ram.

I told him how, after we sold her, she broke loose twice, once while anchored at Michigan's Lac La Belle, where she

A long, long time ago . . . Cyndi enjoyed the sun and the view from *Barracuda*'s foredeck.

drifted toward an impeccably restored wooden Chris-Craft runabout, but was corralled before any damage occurred. The spring before her final voyage, she dragged from her anchorage in the Sandy Bottom Cove near Dollar Bay, Michigan, where she'd been left in the ice all winter. The intrepid *Barracuda* managed to thread her way out a narrow, winding path of shoals, submerged piers, and rip-rap, a seemingly impossible feat, as noted by the sheriff's department patrol officer who found her free-floating, with nary a scratch, near Julio's Boatyard.

Barracuda's need to go to sea was echoed by her owner, who could talk of nothing the entire winter of 2012 beyond a long-awaited return to Isle Royale in June 2013. The notion that all might be lost, including common sense, never arose. He's worked on fishing boats in Kodiak, Alaska. He's saved lives with his boat-tending and navigating skills. And one doesn't travel to "the Rock," as locals call the Isle Royale community of Rock Harbor and Isle Royale itself, without a well-tended, well-equipped vessel and crew — some rocks on the Rock are named for the locals who collided with them.

I told Gerry what little I know of how *Barracuda* drifted onto the unforgiving rocks in a snug cove on the southwestern shore. The details are as hazy as the reasons why a sailor who had taken the dinghy to shore would simply head back home to the mainland on the Isle Royale passenger ferry when he couldn't find his boat in the fog . . . leaving the search to others.

"He thinks the boat went out of the cove onto the lake and then drifted back in," I said. "It sounds ridiculous. But she always did have a mind of her own."

"Huh," Gerry said, "That's quite a story."

There's no making sense of it, but there is a certain peace in knowing that *Barracuda* sleeps 600 feet below, perhaps "sitting upright and largely intact" like the *Smith*, that other vessel that came from Lorain to meet her fate on the greatest lake of all.

"She's resting in a good place," said Gerry.

Aye. She is. I'm grateful to the sailing great who brought a spunky Morgan to Lake Superior and decades later helped shape her a proper eulogy.

The wave of funny, happy, uplifting memories summoned by our conversation has led to closure, compassion, and forgiveness. In time, perhaps a longtime friendship can be salvaged.

Cyndi Perkins, a longtime Lake Superior sailor, has completed two America's Great Circle Loops with her husband, Scott, aboard their 32-foot Down East sailboat, Chip Ahoy. *The longtime nautical writer's first novel,* More Than You Think You Know *(Beating Windward Press), debuts in 2016.*

Resources

A scan of the original brochure for the Morgan OI 28 can be found at the owners group website: www.sailgaroupa.com/morgan_out_island_Links.htm

Anchoring once and for all

Eliminate fire drills with a drag-proof system

BY ROGER HUGHES

When I was new to boating, many, many years ago, I quickly learned it was far better to anchor securely than to stumble about on deck at 3 a.m. on a blustery, rainy, dead-black night while trying to haul in and reset a dragging anchor. I soon devised a drag-proof method of anchoring. Years later, I still use the same system on *Britannia*, my 45-foot schooner.

The normal tactic to avoid dragging is to lay out a good length of rode — about five or six times the depth — but this doesn't guarantee that a single anchor won't drag. If you have to haul in about six times a 40-foot depth in order to re-set the anchor (especially in the conditions described above), that's an awful lot of rode and effort.

The main objective with any anchor is to keep it flat on the bottom where it has the best chance of digging in, even if it was not doing so at the beginning. An age-old method was to weight the chain about halfway along the rode with what is generically called a kellet, which offers no actual holding power by itself but works by keeping the rode low and allowing it to bounce so tugs on the rode can't as easily pull the anchor out. One commercially available kellet is made in New Zealand. Called an Anchor Buddy, it's a heavy casting with a roller in the middle that lets it down the chain or line. At one time, a special snatch-block chain roller was available that rolled down the chain to the bottom with a heavy weight attached, but I haven't seen those in years.

Two-anchor technique

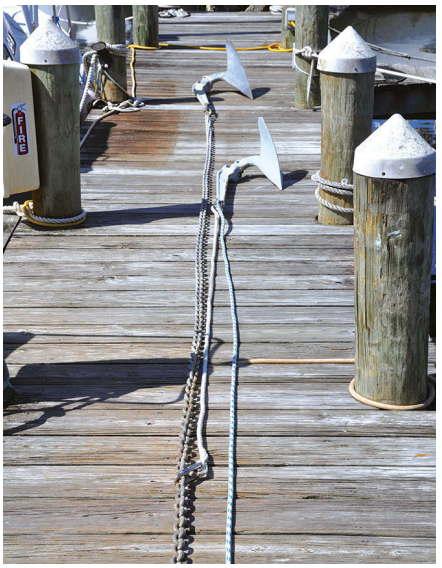
I devised my own, dare I say, more sophisticated method using a second anchor. I've found this to be drag-proof even in the most severe conditions.

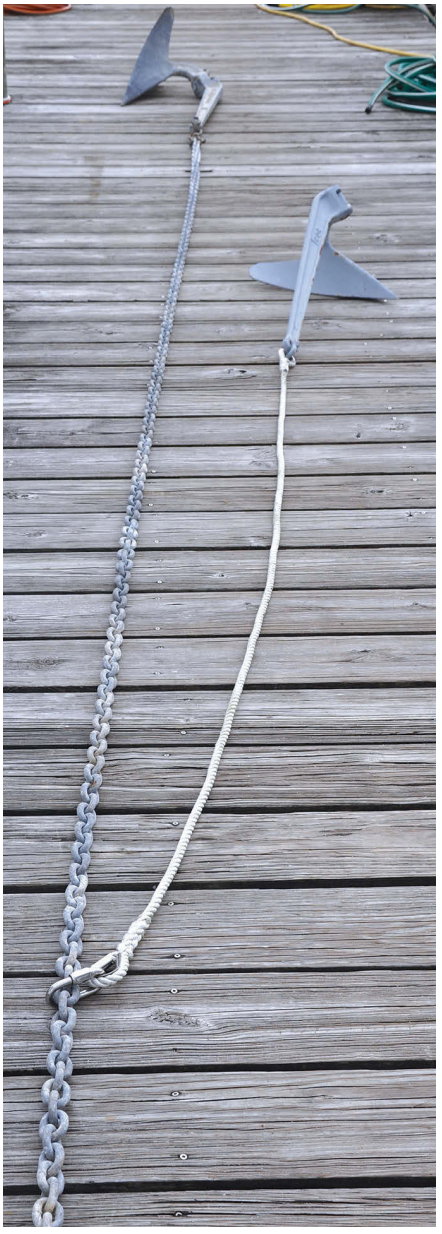
I firmly believe a main bower anchor should be as heavy as the anchorman can reasonably handle, irrespective of boat size — within reason of course. It is possible that the modern anchors we have seen over recent years don't need to be as heavy as the old styles, but for me, heavier is better.

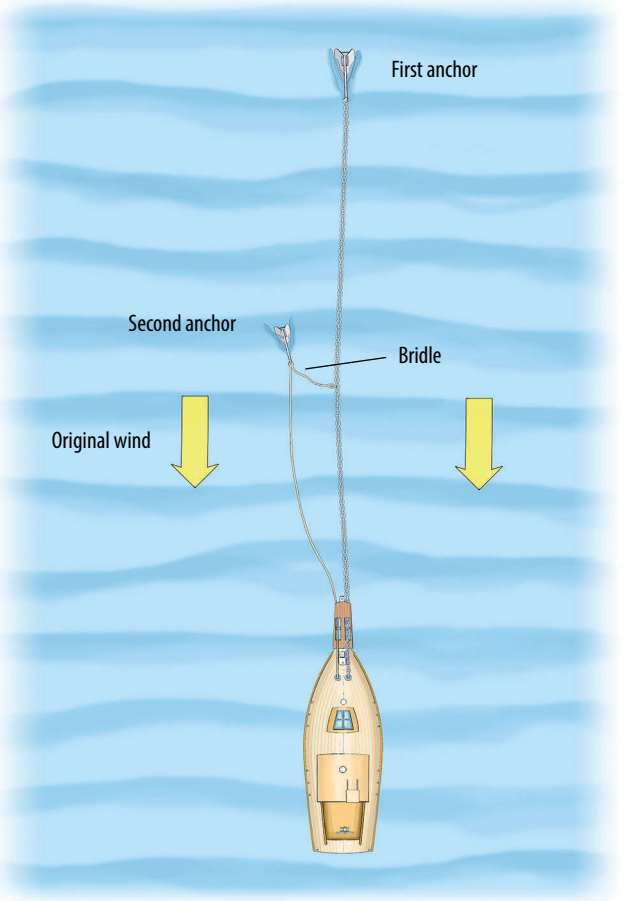
I have two CQRs on twin rollers on either side of my bowsprit. One is a 65-pounder; the other weighs in at a mere 35 pounds. I wish I had two 65-pounders, this being the heaviest I can manage. The 65-pound bower is on 325 feet of ⅜-inch chain. The "little anchor" has no chain or rope rode attached to it at all.

I made up a strong rope bridle with stainless-steel thimbles spliced and

***Britannia* always lies to two anchors, at top. Her main anchor is on a chain rode, at right, to which Roger attaches the second anchor by means of a rope bridle.**







whipped at each end and keep it permanently in place ready for use. One end of the bridle is permanently shackled to the shank of the 35-pound CQR even when it rests in its roller. The other end then passes around the end of the bowsprit and up the roller of the main anchor and is shackled to an eye on the bowsprit.

On my boat the bridle is 5 feet long, but the idea is to make it as short as possible, so the length will vary according to different bow arrangements. On a boat with only one bow roller, a second anchor can be shackled directly to the chain with a very short bridle.

Anchoring the boat

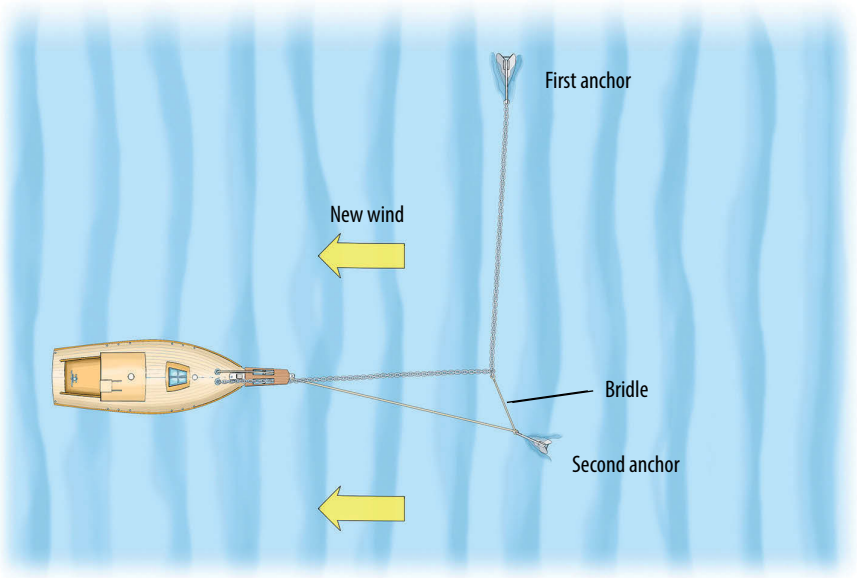
After letting go the main anchor and paying out scope, usually about three times the depth, I let the boat fall back with the wind, or drive it backward, until the chain comes up and it feels as though the anchor has snubbed in. I then shackle the rope bridle through a link in the chain, the other end already being attached to the shank of the 35-pound anchor. At the same time, I bend a good length of strong line to this second anchor. This needs to be at least as long as the length of chain I intend to let out.

I push this second anchor overboard, where it hangs by the bridle on the chain. Then I back the boat while letting out more chain, along with the line attached to the second anchor. I usually let out two or three times the depth, then snub in the second anchor using the line. I now have the main anchor dug into the bottom, a good length of chain, and the second anchor attached to it (a total of 100 pounds of anchors), followed by the same length of chain and a line up to the boat.

All this might sound like a bit of a rigamarole, but it really isn't if you organize it properly. I can anchor with this method almost as quickly as any boat with a single anchor, but I have a lot more peace of mind when the wind pipes up. My boat weighs more than 20 tons and has above-average windage, what with three roller-furled sails, a square sail yard, and a large cockpit enclosure.

The system can be adapted to any boat with two anchors — and who does not have two anchors? If you

The main anchor sets first, at top, and Roger then deploys the second anchor, which is on its own rode but connected to the main rode by the bridle. The connection is made with a quick link, at left.



Once the main anchor is snubbed in, Roger attaches the second anchor to the rode with the bridle, then lets out the rest of the needed scope, facing page. If the wind changes, at left, the boat swings until the load comes on the second anchor. If that anchor drags, the boat will swing until the load is again on the first anchor.

ILLUSTRATIONS BY FRITZ SEEGERS

use a chain and rope rode, the bridle should be shackled to the last few links of the chain.

The benefits

If for any reason — whether wind or tide — the load on the boat becomes strong enough (always at around 3 a.m., of course), the rode will straighten out until the bridle becomes taut and tries to lift the second anchor. If this anchor is well bedded, it will resist the pull of the chain that's trying to lift it off the bottom. It acts instead as a spring, dampening the effect of the tightening rode and ensuring that the chain to the first anchor will remain lying flat on the bottom.

If the wind shifts or the tide turns, the boat will initially swing to the second anchor. If the pull of the wind or sea is sufficient, it will drag the chain around and the second anchor with it. When that happens, the second anchor will bed in once again. If the second anchor should fail to grip, the whole rode will straighten out in the new direction. This has never happened to us because the second anchor always beds in long before the chain straightens out.

Weighing anchor is only a bit more trouble than you would normally have with or without a windlass. To retrieve the anchors, I wind in the rode — along with the line on the second anchor — until I can haul the second anchor through its bow roller with its rope rode. (Absent a second bow roller, this anchor would be brought on deck by hand.) I then unshackle the bridle from the main chain. At this point, the boat is still anchored by the first anchor and I can take a breather if I like. I then bring up the main anchor in the normal way.

For me, the main point of doing all this is that the anchor has never dragged on any boat I have anchored using this system. I wonder how many people can say that? I have adopted a policy of always — and I mean always — anchoring with this method overnight.

In rough conditions it's very comforting to know we are lying to two anchors on two separate rodes. Who has not worried just a little, on a wild night, if the chain will break or the single anchor let go? I would much sooner have the trouble of laying and recovering this lot when I am ready than the worry of dragging and all the associated problems and dangers.

This system is easier and quicker than trying to lay two separate anchors, say at 90 degrees to each other. There is no need for maneuvering, as in laying two anchors in different positions, and no chance of the rodes tangling if the boat swings.

The proof is in the holding

We were anchored by this method in Cala Portinatx, a beautiful cove in northern Ibiza, Balearic Islands, in the Mediterranean. A mistral had been forecast, but it came in the night much stronger than anticipated and the bay was soon awash with boats dragging their anchors and heading for the rocky shore. It was mayhem — but not for us. My only concern was keeping watch in case other boats crashed into us.

One boat did come toward us, the terrified occupants unable to reset their anchor or motor against the wind. I heaved them a line and attached it to our aft cleats and they drifted astern. Then a second boat scudded by and we did the same. All three of us remained like this through a very blustery night during which a substantial motor cruiser was driven up a sandy beach by the frantic occupants. Two boats were completely wrecked on the rocks and one person lost his life.

It is certainly worth anchoring well, even in a flat calm and a good forecast, because you never know when old Neptune might change his mind.

Roger Hughes has been sailing for nearly half a century as a professional skipper, charterer, restorer, and occasional imbiber aboard lots of boats, including square-riggers. His latest project is refurbishing Britannia*, a once rundown Down East 45, and re-rigging her as a brigantine schooner with a unique roller-furling square sail (November 2015) on the foremast and a few other "inventions," like his over-the-top blocks (January 2015) and a hot tub in the owner's head. Roger's website is www.schooner-britannia.com.*

Resources

Anchor Buddy
www.anchorbuddy.co.nz

***Good Old Boat* articles on kellets**
Guardian Angel, September 2002
Anchor Sentinels 101, May 2007
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Weightless water

Ferry it from shore to ship without lifting a drop

BY LINUS WILSON

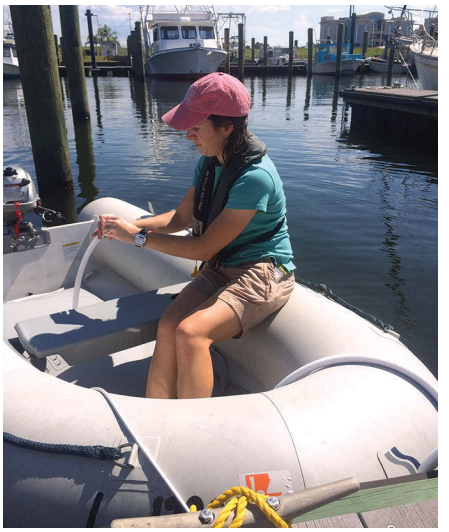
When you're on the hook, you fill your dinghy with four basic commodities in addition to passengers: trash, diesel, gas, and water. Water is the heaviest of the four. Fresh water weighs 8 pounds per gallon. (Diesel and gas weigh only about 7 and 6 pounds per gallon, respectively.) Try carrying and lifting a 40-pound jerry can one-handed up and down ladders on and off a pitching dinghy several feet below the dock or your stern and you will soon wish your partner had studied to be a chiropractor. Forget about having one hand for the boat while carrying one of those blue bricks. The best my wife and I can do once a full 5-gallon jug is on board is just scoot it along the deck.

While in the Cruisers' Republic of Marathon, Florida, where more than 200 boats swing on balls during the winter months, I met a genius. He was 3 feet below me, filling up a water bladder from the potable water hose. I ran to the local marine store and shamelessly copied his idea. For the rest of the season, which we spent mostly at anchor or on a mooring ball, I never once threw out my back hauling water.

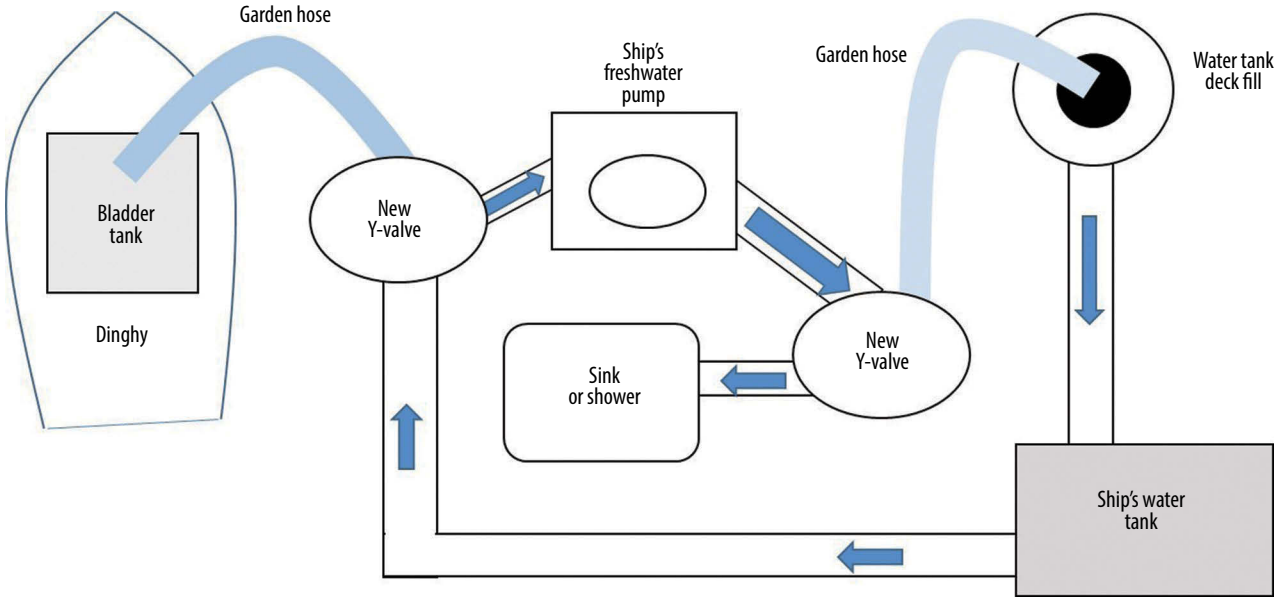
Put off by RO

The supposed alternative to lugging water jugs are reverse-osmosis (RO) desalinators, better known as watermakers. These devices are crazy expensive even by marine standards. The smallest-capacity new watermaker costs $4,000 and higher-capacity units can easily go for $10,000. In January 2003, *Good Old Boat* ran an article by Guy Stevens on making your own watermaker. (*See also Randy Baker's "How to Make a Watermaker," parts 1 and 2, May and July 2010 and Don Launer's "Watermakers 101" in March 2011* ***–Eds***.) Applying the greatest of frugality and do-it-yourself spirit, Guy could only build a 120-volt system for $2,500!

Beside the expense, watermakers are tricky to install and maintain. They involve lift pumps, pre-filters, brine outtakes, seawater through-hulls, high-pressure pumps, pickling, membranes, cleaning chemicals, and on and on. It sounds like a recipe for troubleshooting your days away in paradise. And they suck energy. You have to have massive solar panels, more generator run time, or spend more hours running your engine just to keep your watermaker humming.



To fill up, at top, Janna connects the public water hose to the garden hose fitting on the dinghy bladder. When done, she secures the garden hose plug, above, so no water can spill on the ride back to the boat.



In contrast, for less than a tenth the cost of a new watermaker, a dinghy bladder can add 40 gallons per trip to your tanks — the equivalent of eight 5-gallon jugs — and is virtually maintenance- and breakdown-free. It takes only a few amps to fill your tanks and no heavy lifting is involved.

A bladder alternative

First, you need a bladder tank. The bladder we chose holds 40 gallons and comes with a ⅝-inch inside-diameter (ID) barb and a 1½-inch fitting, both of which you install yourself. For the purposes of your dinghy bladder you want to install only the ⅝-inch fitting. Then you need a length of drinking-water-safe hose with a female garden hose adapter attached so you can use the closest public water spigot ashore in your anchorage or mooring field.

Use a flathead screwdriver to twist on a few hose clamps and you're done with the dinghy tank. Buy a cap for the hose adapter, too, so you don't lose any precious fresh water on your bumpy dinghy ride back to the mother ship.

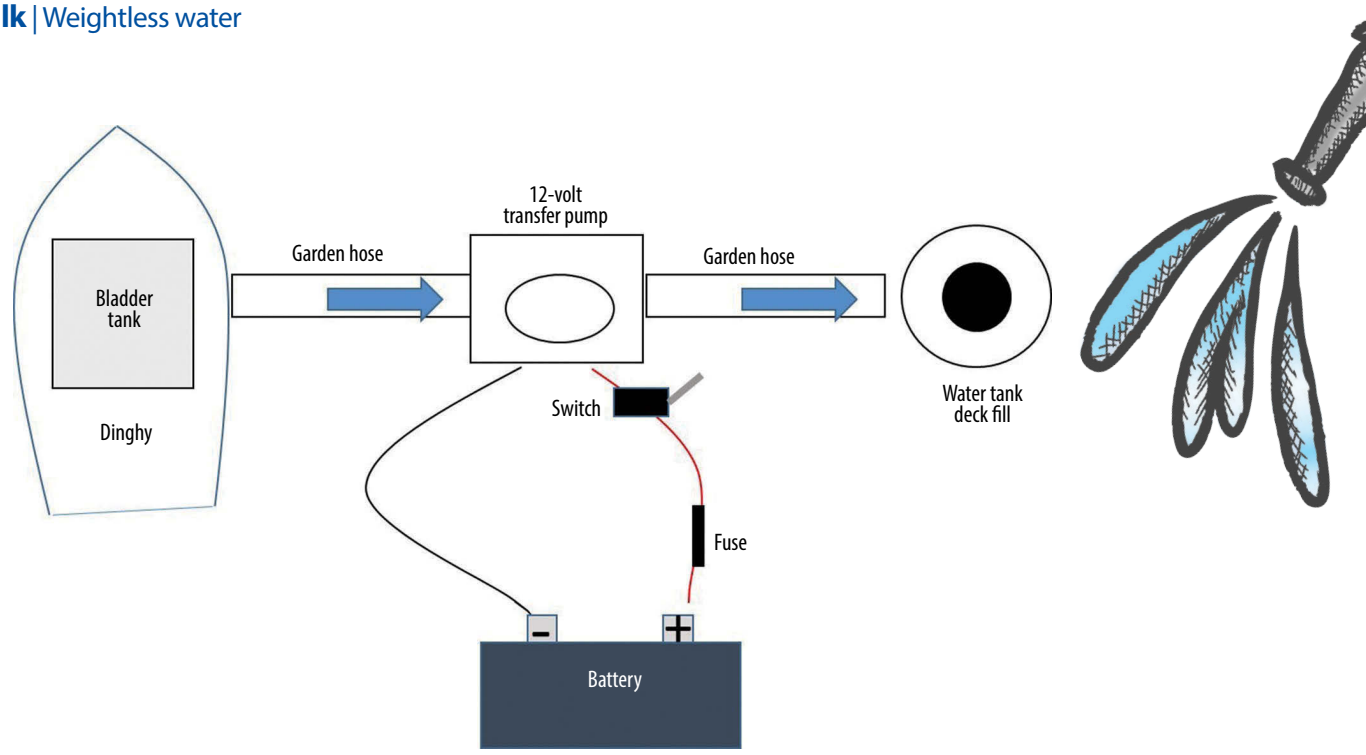
Forty gallons of fresh water weighs 320 pounds. Need I mention that it's a good idea to make sure your dinghy can hold you and the water before filling the tank? Almost all inflatable dinghies on which you can fit an outboard have a capacity of more than 500 pounds. We started with an 8.5-foot roll-up dinghy with a slatted floor that claimed to have about a 600-pound capacity. We eventually traded up to a rigid inflatable boat (RIB) of a similar size that had a capacity of 750 pounds.

Hard dinghies tend to have less capacity. Be careful if you have one. My wife is old-school and wanted a hard dinghy she could row. It had a capacity of only 400-pounds. If we used that dinghy for water runs, we could only half fill the bladder. That being said, our boat and our dinghies were much smaller than other boats that we saw on our Bahamas cruise. An extra 300 pounds was a proverbial drop in the tender for most other boaters. Bladders are available with capacities from 15 to 40 gallons, so smaller tenders still can use a bladder safely.

Dinghy bladder teeing into the boat's 12-volt pump

Parts	Cost
Flexible water tank – 39.6 gallons with ⅝-inch barb fitting	$119.99
50-foot drinking-water-safe garden hose	$37.99
¾-inch female garden hose fitting to ⅝-inch-ID barb fitting	$4.59
¾-inch garden hose plug	$2.69
2 feet of ⅝-inch freshwater hose	$3.66
8 stainless-steel hose clamps	$12.72
2 Y-valves (3-way valves) with 1½-inch barbed fittings	$109.98
1 foot of ½-inch freshwater hose	$2.07
2 female garden hose fittings to ½-inch-ID barb fittings	$9.18
Total	$302.87

With the dinghy tied to the boat's stern, a garden hose connects the bladder to the 12-volt pump (not pictured) that transfers the water into the ship's water tanks.



Dinghy bladder with new 12-volt pump

Parts	Cost
Flexible water tank – 39.6 gallons with ⅝-inch barb fitting	$119.99
50-foot drinking-water-safe garden hose	$37.99
¾-inch female garden hose fitting to ⅝-inch-ID barb fitting	$4.59
¾-inch garden hose plug	$2.69
2 feet of ⅝-inch freshwater hose	$3.66
4 stainless-steel hose clamps	$6.36
12-volt washdown pump	$139.99
12-volt battery clip adapters with 60-inch cord	$24.99
¾-inch male garden hose fitting to ¾-inch-ID barb fittings	$2.99
1 foot of ¾-inch freshwater hose	$3.09
2 packs of 3 AWG 14-16 heat-shrink butt connectors (need 4)	$4.89
Inline fuse case	$4.29
Fuse pack of 5 (need 1)	$2.59
On/off switch	$7.99
3-pack #10 ring terminals (need 2)	$3.99
Total	$370.09

From bladder to tank

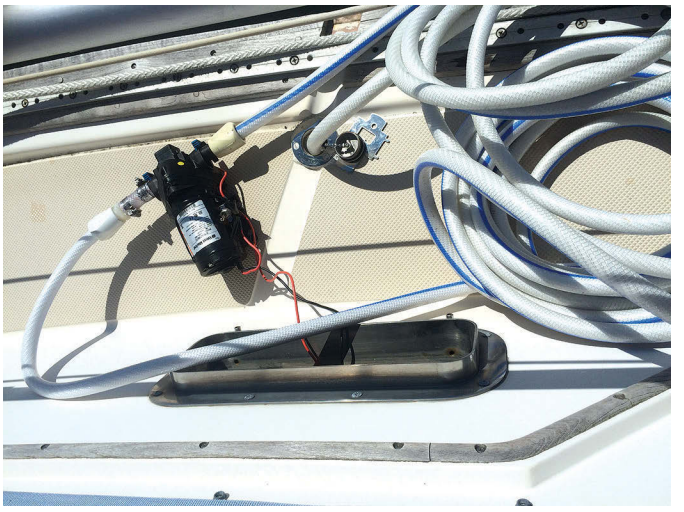
Once you have all that heavy water in the dinghy you need to get it out of the bladder and into the tank or tanks in your boat. I'm pretty sure that if you attached a halyard to the grommet on the bladder, it would rip the tank apart before you could hoist it off the floor of the tender.

Instead, you need to pump it out. To do this, you have two options: you can use your existing electric freshwater pump or you can buy a washdown pump for the express purpose of decanting from the bladder into your tanks.

To use the freshwater pump, you'll need to install a 3-way valve on each side of it, one to the intake so you can attach a drinking-water-safe hose from the bladder and another to the outlet so you can run a hose to the water tank's deck fill (see the diagram on page 57). I did not do this because our freshwater pump is in the dirty and cramped engine compartment. I also worried about spraying water on the engine. Nevertheless, at about $300 this is the less-expensive setup based on my estimates. I assumed in both setups that the boat already had one drinking-water-safe garden hose.

For only about $70 more, you can buy an electric run-dry washdown pump with ¾-inch garden hose fittings (see the diagram above). You save a little money in this setup because you

All that's needed to install the fitting in the bladder tank is a screwdriver and scissors. Instructions are printed on the tank.



don't need two 3-way valves. Attach two drinking-water-safe garden hoses to the new water pump. One hose goes from the bladder tank in the dinghy to the pump's intake and the other from the pump's outlet to the deck fill for your water tank. (Don't use this pump for saltwater washdowns or you'll contaminate your freshwater tank!)

If your batteries are not too hard to get to, you can make this pump portable by connecting it with alligator clips. That is what I use on my boat. I take out the pump once or twice a week when I need to top off the water tank and clip it into a battery close to a porthole and the main water tank. Adding a switch, which I taped to the pump, avoids scary sparks when clipping on the second alligator clip.

You could also permanently mount the new pump on your boat and buy the appropriate hose fittings, which are not in the estimates but run between $30 to $100 for each of the inlet and outlet fittings. You also will have to run ½-inch-ID freshwater hose inside your boat to and from wherever the new pump is mounted to the inlet and outlet fittings on deck.

The basic setup is a bladder with a garden hose attachment, two fresh-water-safe garden hoses to stretch from the dinghy in the water to the pump and from the pump to your water deck fill, and an electric (run dry) marine pump.

The barb fitting is easy to install in the bladder tank, above left. The smaller fitting is a pre-installed vent. Linus uses a 12-volt washdown pump to which he has attached two male garden hose fittings, above right. He connects the hose on the intake side to the bladder tank and the one on the outlet goes to the deck fill. (With the rather long discharge hose he can reach water fills all over the boat.) After the pump sucks air, Janna dumps the remaining gallon or two from the bladder into the deck fill, at left. If the bladder contains more water than is needed to top off the tanks, they can use the excess to wash down the deck, fill a jerry can, or simply leave it in the dinghy until it's needed.

Once you have those three elements, you can make the pump and fittings portable or permanent, whatever suits you and your boat.

Once all the hoses are connected, turn on your pump and let it do the work until it starts sucking a lot of air or your boat's water tank is over-flowing. When the air-to-water ratio gets too high, it's easy enough to lift the bladder with the last gallon or two in it from the dinghy and dump it into the deck fill.

It's as simple as that. You don't need to clutter your decks with eight water jugs for a 40-gallon capacity. You can store your new bladder, pump, and extra hose in the space of one 5-gallon water jug. When your neighbors are waiting for parts for their watermakers or hauling heavy blue jugs, you can be slicing coconuts.

Linus Wilson, his wife, Janna, and their daughter Sophie, age 5, sail on Contango, *a 1988 Island Packet 31. You can read about their cruises in that and smaller craft in* Slow Boat to the Bahamas, *due out from New Street Communications in 2016 in print and on Kindle, or see what they are up to at www.slowboatsailing.com.*

Bay Hen 21

A cat-rigged unballasted sharpie for gunkholing

BY ALLEN PENTICOFF

John and Julie Mohr of Seymour, Indiana, own a 1992 Bay Hen 21 named *Orca*. John, a cartographer, was looking for a simple boat to sail on nearby Lake Monroe when he found this boat listed on an eBay charity consignment sale. He went to have a look at it and found that, although the black hull was oxidized from 15 years of sitting outside, the sail, cushions, and canvas were in like-new condition stored inside the cabin. His was the winning bid, so he trailered it home and began to polish the hull.

As John and Julie eventually expect to sail her in the Pacific Northwest, they wanted an appropriate name for the boat, so they christened her *Orca*. After sailing her for a season without an outboard motor and doing little to her, John began replacing lines, cleaning teak, and otherwise spiffing her up.

John began sailing as a youth on a Y-Flyer his father had built from a kit. Later, in Seattle, he built two sailing kayaks as well. He is now also restoring an O'Day 25 in the boatyard at the Lake Monroe Sailing Association, where he keeps *Orca* on her trailer ready to go sailing at a moment's notice.

Design and construction

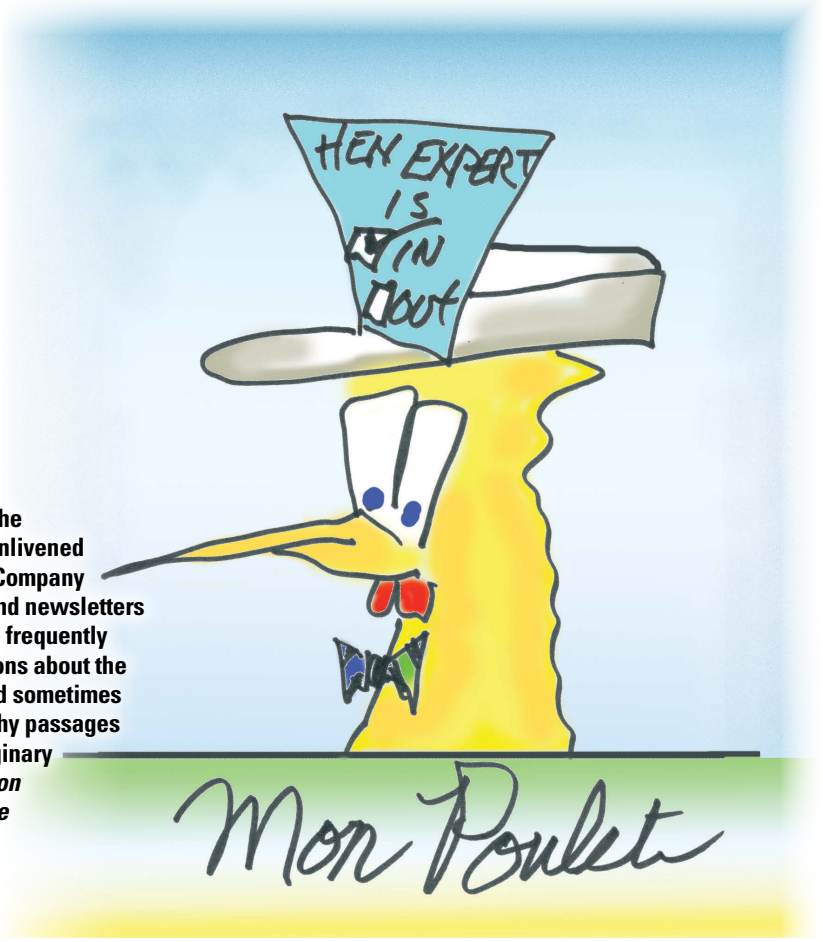
Designer-builder Reuben Trane studied filmmaking at Columbia University, earning an MFA and making three films before forming Florida Bay Boat Company in 1981 to build boats of his own design. Those designs all had "hen" in their model name. He began production of the Peep Hen (14), Mud Hen (17), and Marsh Hen (also 17) in 1981. All the Hens are very beamy sharpie hulls for sailing in the thinnest of waters and are cat-rigged with gaff-headed sails.

The Bay Hen 21, however, started out life as the Lightfoot built by Bob Johnson, who founded Island Packet Yachts. After acquiring the tooling and starting production of the Bay Hen 21 in 1984, Reuben designed the deck to emulate some of the Atkin-designed sharpies. He changed the rig and the rudder and replaced the centerboard with twin bilgeboards. He also added a motor well in the cockpit.

In 1988, Reuben's wife, Cheryl, died. Now a "Mr. Mom," and having just started building the Florida Bay Coaster series of steel power cruisers, Reuben decided to proceed with the cruisers and license the tooling for the Hens to others: Mirage Fiberglass, from 1988 to 1991; Custom Fiberglass, 1992 to 1997; Sovereign America, 1997; and Nimble Boats, 1998 to 2003. The molds were scrapped after they were passed on to Marine Concepts. Reuben's Florida Bay Boat Company built approximately 100 Bay Hens, while other builders are estimated to have produced another 100.

Reuben's goal was to have a more comfortable boat than a West Wight Potter 15, so he designed the cabin and the cockpit to fit his 6-foot 5-inch stature, even in the Peep Hen micro-cruiser. He also favors a cat rig for singlehanding, even if it doesn't point as well as a sloop rig. The ability to tack by simply putting the helm over makes sailing in narrow channels more manageable.

Her black hull and tanbark sail make *Orca*, John and Julie Mohr's Bay Hen 21, instantly recognizable on Indiana's Lake Monroe.



Mon Poulet, the Hen Expert, enlivened Florida Boat Company advertising and newsletters by answering frequently asked questions about the Hen boats and sometimes quoting lengthy passages from the imaginary handbook, *Mon Poulet's Guide to Henning*.

While the earlier Hens may have fit Reuben a little better than the longer and less beamy Bay Hen, the sailing principles remained much the same. The Bay Hen, with its plumb bow, canoe stern, relatively flat sheer, green or black topsides and tan deck, low freeboard, hidden motor and rudder, free-standing rig, and tanbark sail is an attractive boat with clean lines. Personally, I find it most charming with the Bimini up as well.

The Bay Hen is constructed of solid fiberglass using knitted fabrics — no woven roving — and resins with low-profile additives to prevent print-through. The bottom of the hull and the deck are cored with Divinycell. Reuben describes the hull-to-deck joint as a "coffee can with a flange." It's formed with a slurry of resin and microballoons with no mechanical fasteners and is tabbed on the inside with fiberglass. There is no interior pan or liner but the inside surfaces of the hull and deck are finished. The two bilgeboard trunks are outboard, leaving the center of the cabin open.

On deck

A prominent feature in the cockpit is the well for the outboard motor aft of the footwell, where the motor is right at hand and largely hidden from view from a distance. The literature says the motor can retract, but the tiller is in the way. An outboard motor will fit in the large starboard locker; there is also a port locker and a fuel tank space. The footwell is not self-draining. A Whale hand pump is used to clear water while under way and a pipe-plug allows the cockpit to drain when the boat is on a trailer. Above the canoe stern there is a short afterdeck with cleats and chocks. Access to storage in the stern is through a hatch behind the motor well.

The cockpit seats are a whopping 6 feet 9 inches long and quite wide,

The bridge deck is essential as the cockpit is not self-draining, at left. Red control lines for the bilgeboards are visible both sides. The seats are long enough to lie down on and secure inside the high seatbacks, at right. In its well, the outboard motor is within easy reach.

Clockwise from top left: A cleat and a pair of chocks adorn the aft deck that encloses the canoe stern. The bowsprit can carry an anchor but the sidedecks provide only a narrow path to the foredeck. The canvas "summer enclosure" that converts the cockpit into additional living space also makes it a pleasant place for sleeping, especially with the cockpit floorboards filling the footwell to seat level.

garnering a PNI (Penticoff Napability Index) rating of 5. However, due to the narrow beam, the seats are a bit close together for comfortable bracing while heeled and the edges of the seats are quite sharp. The narrow coamings are not comfortable for sitting on, but are OK as seatbacks with a cushion covering the sharp upper edge. Control lines for the two bilge boards lead to the cockpit. A single synthetic board closes the companionway.

The deckhouse is high relative to the rest of the boat but teak handrails and companionway slides improve the look and add functionality. There is a large hatch in the foredeck, but getting there along the narrow sidedeck with no lifelines is a bit precarious. A short wooden bowsprit holds the anchor and a chain pipe feeds the anchor rode into and out of a locker in the bow. The rubrail is rubber with a jaunty rope edging. Because *Orca* has no electrical system, John uses navigation lights sold for kayaks and inflatables when sailing after dark.

A full cockpit-covering Bimini and a breezy "summer enclosure" were options on all Hens and are found on many of them, *Orca* included. In a small boat like this, you are expected to live outside in the cockpit. On the Bay Hen, the cockpit footwell floorboards can be used to fill the gap between the seats and transform the area to a large outdoor sleeping space inside the tent-like enclosure, which has removable roll-up curtains and screens that can be installed while the Bay Hen is afloat.

> "The Bay Hen is designed for a particular mission — to sail in the gunkiest of gunkholes. It will sail where the turtles live."

John prefers to sail with the Bimini down unless it's called for by sun or rain. When he sails with the Bimini up and no curtains, the cockpit is shaded and cool but his view of the sail is limited.

Rig

The basic Bay Hen has a tall deck-stepped tabernacle that allows the unstayed mast to be lowered over the 18-foot-long boom for trailering (or to scoot under a bridge) with both resting on a permanent gallows at the stern. The loose-footed mainsail is laced to the mast, which is a tapered aluminum tube.

One person can easily raise the mast and pin it in place, but Bay Hen owners have found that sailing loads are a bit much for the tabernacle, causing it to crack. Rather than overbuild the tabernacle, the builders of the Bay Hen installed pad-eyes so shrouds and a forestay of inexpensive ⅜-inch line can be attached to take some of the load off it. *Orca* also has a temporary bobstay to carry the forestay load to the towing eye on the bow.

John has also rigged Orca with single-line reefing, which he says he uses "as though it were a jibsheet" to frequently reduce sail. Another way to quickly de-power the rig in a squall is to "scandalize" the sail by lowering the gaff. For a small simple-to-sail boat, the Bay Hen has a lot of line — four lines lead to the cockpit where they are tied off to horn cleats. The boom is end-sheeted to the top of the rudder stock with a cleat on the tiller.

Cabin

On first impression, the cabin appears spacious but, with no furniture to speak of, somewhat startling. Two large

As interiors go, that in the Bay Hen 21 is spare, but the slide-out galley counter with a "sink," at left, makes it more luxurious than the average tent. The bilgeboard trunks port and starboard define the main cabin, at right, and provide backrests for sitting athwartships.

folding cushions make a full double berth on the cabin sole between the bilgeboards. Two can sleep inside and two outside under the "downpour-proof Bimini." Seating in the cabin is on the berth cushions under more than adequate headroom. A small galley surface slides under the bridge deck. Four opening ports are fitted in the cabin sides (bronze in early boats, plastic later).

In addition to the usual "pile-it-on-the-berths" storage, there is some storage space between the hull and the bilgeboard trunks. John stows items in stuff bags he hangs on eyes mounted on a board on the port side.

Under sail

The Bay Hen is designed for a particular mission — to sail in the gunkiest of gunkholes. It will sail where the turtles live, yet can stand up to a stiff breeze with the sail properly reefed. John sails in conditions when others head back to shore and has only felt on the edge a time or two. When storms come, he heads for a creek or marsh to tie off to a tree, where he's so well protected it's the next thing to being on dry land. With the easily lowered mast, he can duck under fixed bridges and go where the bass boats go.

When you step aboard the Bay Hen, it feels a bit tippy due to its light weight and narrow beam. However, under sail in light to moderate conditions, it has enough form stability that crew location is not all that critical.

The bilgeboards should be tacked when sailing to windward. Fully down they draw 3 feet 6 inches, which John then uses as his "depth finder." Raising them is quite easy, but pulling on the pendants can cause water to come out. Also, water can shoot out in a stream at higher speeds. I found the tiller a bit too high when sitting on the cockpit seat, but it was OK when sitting on the coaming . . . except sitting on the coaming is not comfortable.

Water gurgles in the motor well and, particularly while motoring, a little will splash out onto the the helmsman's leg. Under sail, the balanced rudder has a good feel and the Bay Hen tacks quickly because it is essentially sitting on top of the water like a canoe. The helm is light when the sail is properly trimmed to the point that, with the tiller

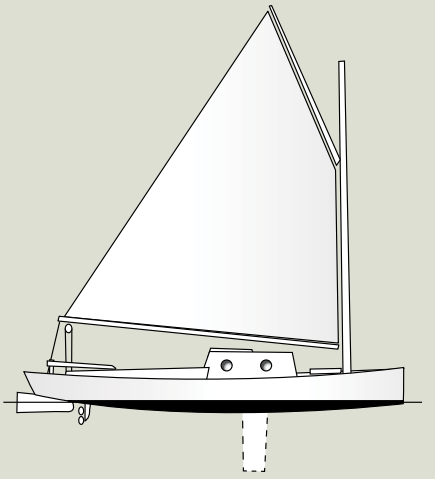
Comments from an owner of the Bay Hen 21

The gaff rig is fun to play around with and is fairly forgiving. My boat has an offset centerboard, which works well. The boat sails fairly flat but it's a catboat, so reef early and often as the wind picks up — jiffy reefing helps.

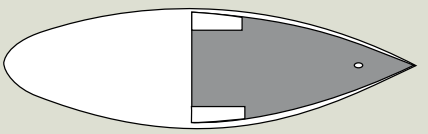
For a 30-year-old boat, ours is still in good shape. It can sail in shallow water, is easy to beach, and very easy to rig. I can have it rigged and ready to go in about 10 minutes. The "summer cabin" is great for camping out on the water. It is not self-righting, and the cockpit is not self-bailing.

–**Jodi Herzog**, Pensacola, Florida

Bay Hen 21



Designer	Bob Johnson and Reuben Trane
LOA:	21 feet 0 inches
LWL:	18 feet 3inches
Beam:	6 feet 3 inches
Draft boards up:	9 inches
Draft boards down:	3 feet 6 inches
Displacement:	900 pounds
Ballast:	none
Sail area:	175 square feet
Sail area/disp. ratio:	30.0
Disp./LWL ratio:	66



The tabernacle, at left, allows the mast to be quickly lowered, even for slipping under low bridges. Lazy-jacks tame the gaff when the sail is lowered, center. The gaff rig is easy to handle, at right, and the sail's two sets of reef points are needed when the breeze is up.

fixed in position, the heading can be adjusted with the mainsheet. As one would expect with a sharpie hull, it pounds in a chop and can have a quick motion unless heeled a bit to get the chine down. It accelerates well due to its light weight and minimal resistance. I liked being able to steer the boat while dragging my feet in the water — that's low freeboard! Passengers and crew can do likewise to cool off on a hot summer day.

John says that *Orca* can surf in the right conditions but she also moves in a whisper of air. I found she was not directionally stable, but that was easily corrected with the rudder.

Most of the Bay Hen's draft consists of the propeller and rudder protruding below the nearly flat hull. Unfortunately, the motor does not tilt up easily and the rudder not at all. However, with just 9 inches of draft, she will float in a puddle, sail in 12 inches of water, and go to windward in 18. I don't doubt that some Bay Hens are outfitted with oars rather than an outboard.

When approaching a dock, some planning is needed as there is not much of a place for crew to stand while preparing to hop onto a dock with lines. It may be best to send crew to the bow through the forehatch, because the sidedecks are narrow and there are no lifelines or shrouds to hang on to.

Conclusion

The Bay Hen 21 is one of those boats that has a strong following among a certain set of sailors who find the traditional appearance, shoal draft, and ease of setup and trailering very appealing. I live near a river that is big enough to sail on but for many low fixed bridges. The Bay Hen would be an ideal boat for it.

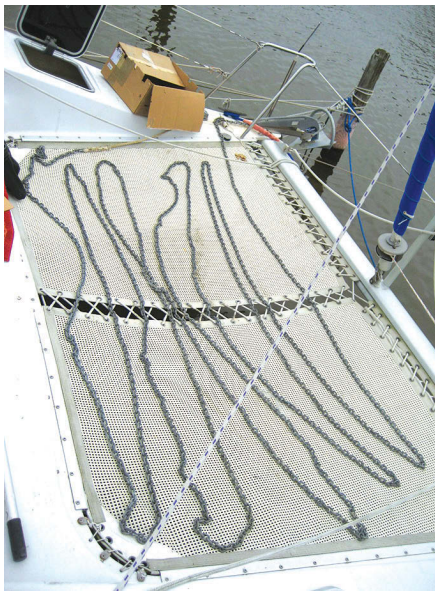
It is not a very fast boat. John jokes about it, saying, "I think it has a PHRF of 900." Although it has the sail area/displacement ratio of a ULDB, it was never intended to go fast or to sea. While he does enter *Orca* in some local races for fun, John's usually last across the line.

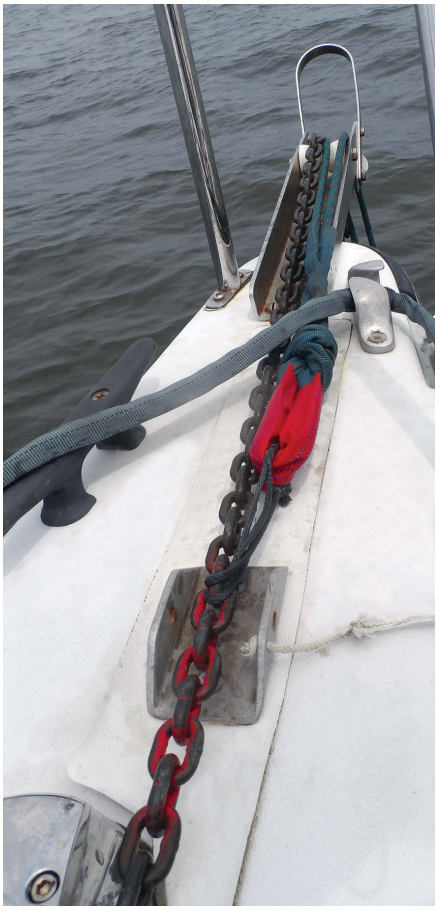
Other than the problem with the tabernacle, there is little to go wrong on a Bay Hen since they were built with good-quality materials and craftsmanship. It's important to remove the drain plug when storing the boat outside on land, although water will drain through the motor well before it overtops the bridge deck. And the motor well seems to be a place where missing things go, according to John.

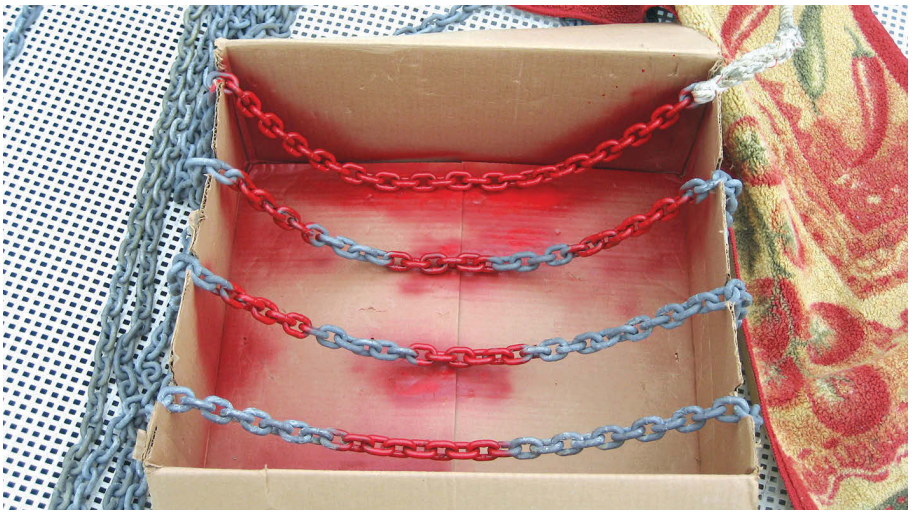
Most Bay Hens seem to sell in the $7,500 price range and, if the enclosure is missing, John says a replacement will cost about $2,500. Several are usually listed on www.sailingtexas.com. The various Hens have an ardent following, and some information can be found at www.peephens.org.

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

Marking anchor chain







***Shoal Survivor*'s trampoline presents a convenient surface for Drew to lay out and measure his anchor chain for marking, top left. A discarded cardboard box protects the trampoline from overspray, top right, and is easy to dispose of afterward. Notches in the sides of the box prevent the chain from slipping. After 100 nights of anchoring in sand and mud, the first mark is well-worn but still very functional, above.**

A cardboard box is an instant spray-painting booth

BY DREW FRYE

Proper anchoring depends on knowing how much rode is out. Fiber rode can be measured by arm span (fathoms) and chain can be measured by counting time if it's being powered down by the windlass, but a backup method helps when we lose track or forget.

Chain or rope can be marked by inserting bits of cloth or other materials, but my windlass, a Lewmar V700, hates them all, jamming or shearing them off. It is said the strips can be felt in the dark, but the notion of running my hand along the chain in the dark, on a heaving deck, and in close proximity to a chain gypsy is unacceptable; a wave once threw me against a turning gypsy and only a tough leather glove prevented the loss of a finger. Plastic pop-in markers work, but they also pop out if enough mud comes up with the chain.

Paint seemed the most obvious choice to me. But how could I mark 100 feet of chain on deck without making a mess?

1. Flake out the chain in even loops. In my case, 10-foot lengths fit neatly across the trampoline on my catamaran.
2. Pick marking points and temporarily mark them with tape. I chose 25, 50, 75, and 100 feet.
3. Collect a box from the Dumpster, notch it as needed, and paint away. Two coats of Rustoleum Stops Rust spray hold up nicely.
4. Leave the chain hanging in the box until the paint is completely dry.

I painted the chain on the deck in a light breeze with little risk of creating a mess with overspray. I was told it would wear off in no time, but I get a few hundred nights (more in mud, fewer in sand) out of each coating and, when renewing it is so simple, I'm satisfied with the trade-off.

Drew Frye cruises Chesapeake Bay and the mid-Atlantic coast aboard his 34-foot catamaran, Shoal Survivor, *searching for out-of-the-way corners known only by locals. A chemical engineer by training, 40-year climber and 30-year sailor by inclination, he brings a mix of experiences to solving and writing about boating problems.*

A slick slot for sail slugs

Cleaning the mainsail track made easy

BY MICHAEL FACIUS

Some time ago, Don Launer came up with a great device for lubricating the mainsail slot (see "Sailtrack Lubricator," March 2008) but I have always thought there must be an easier way. Last spring, as this task presented itself once again, the inspiration came.

The mainsail slot on our mast uses the round barrel-type slugs, so cleaning it requires something about ½ inch in diameter. While handling one of many short spare lines I keep on the boat, I noticed that a simple overhand knot was just about ½ inch in diameter. After making that discovery, I found some very large pipe cleaners we had for another project and wrapped them around the line in the spaces between several knots. A bowline on the top and another on the bottom made attachment points for the halyard and a downhaul line for controlling the up and down motion I needed.

Next, I soaked the whole thing with Sail Kote and ran it up and down the mast several times. The result was a clean and well-lubricated sail slot.

Michael Facius is Good Old Boat's *publisher and advertising director. He and his wife, Patty, have been sailing since 1986, beginning with an O'Day 20, and currently sail their 1979 C&C 30,* Callisto, *out of Bayfield, Wisconsin, on Lake Superior.*

Sport-Brella

A cockpit shelter that gets around a dodger-defeating boom

BY TIM SHEIE

Our San Juan 7.7 has a large mainsail and a low-sweeping boom that prevents the use of a dodger, but we've come up with a versatile alternative. We discovered the Sport-Brella in use by someone at the beach and I guessed that it would be just the right size to offer some shelter over the cockpit — and it was perfect.

We lay it along the toerail or stern rail to block out intense western sunsets, provide a little shade for lunch in the cockpit on hot days, or over the companionway for shade and shelter from the rain. It has multiple attachment points for bungee cords to secure it against sudden gusts and the center pole extends far enough into the cockpit to give it the perfect angle. It's easy to stow when it's not in use, or we can take it with us when the party moves to the beach.

Sport-Brellas are available from Amazon, and probably other vendors, at prices that range from $40 to $60. There's even an XL version that's bigger than the one we use.

Tim Sheie comes from a family of longtime Norwegian sailors and boatbuilders. Moving from a Sunfish, he found himself collaborating with fellow teachers/partners on rejuvenating Restauration*, a San Juan 7.7, which now happily cruises and races around the Apostle Islands of Lake Superior.*

Disguising a speaker

A salad bowl was the dressing it needed

BY JIM SHROEGER

When we purchased *Sundew*, our Watkins 27, she needed love in many areas, (see "*Sundew* Returns to Bloom," May 2013). What she did have, though, was a great stereo system. Two 12-inch Standard speakers were mounted on the main cabin bulkheads. I'm listening to them as I write this article.

What was not so great was the reverse side of one of the speakers protruded through the bulkhead in the head. The back of the speaker was as ugly as melted snow in March. After many years of putting up with, or simply ignoring, the speaker eyesore, my wife, Barb, suggested that we embark on a head beautification program by doing something with the speaker's ugly backside. But what to do?

The solution was simple and took only five hours to fabricate and install. Barb found a wooden salad bowl at our local Walmart. That, plus several shop-made wire covers, worked to conceal the "ugly" speaker and the wire leading to it.

First, I sanded a flat surface on the rim of the salad bowl to receive the adhesive I would use to attach it to the bulkhead. Next, I covered the electrical connections and speaker wire with two wooden U-shaped wire covers that I made.

I glued the bowl and the wire covers to the bulkhead with Liquid Nails. (I used the formulation designed for use on fiberglass simply because I use it for a plethora of jobs on *Sundew*.) Several coats of varnish finished the job and forever vanquished the eyesore in the head.

Speaker? What speaker? top left. Jim had already glued his cover over it and couldn't take a "before" photo, but the founding editors have a similar protruding speaker back on their C&C 30, also in the head, above. Luckily for them, it's in a locker and not in plain view on the bulkhead, and the unsightly speaker and wire that Jim so expertly covered on *Sundew* are less obvious.

Jim Shroeger began sailing more than 50 years ago in Jet 14s and progressed through a series of small to medium-sized daysailers including a Star. In the early 1970s, he and his wife, Barbara, and their two kids began their summer family cruises on the Great Lakes, which he and Barb continue to this day in Sundew, *a Watkins 27.*

Versatile sprayer

For good old boaters with limited water capacity, Lunatec's new Aquabot sprayer provides a way to rinse dishes without emptying the tank. This manual pump can come with its own bottle but also fits on some standard water bottles made for hikers. For years, we've used a half-gallon yard weed sprayer to rinse dishes in our galley, but this small water-bottle-sized sprayer is even more compact — especially important for trailerable boats. The device offers mist, stream, and shower spray patterns with plenty of power to rinse your dishes quite nicely.

The Aquabot is available with or without the bottles for prices ranging from $20 to $27 from lunatecgear.com. For a good laugh, click on the link to a demonstration video on the Aquabot page.

- by Karen Larson

Identify and illuminate

Forespar has re-tooled its combination steaming and deck light to use new low-current LEDs. At the same time, the deck light's bulb assembly has been greatly improved with a new prismatic reflector that enhances deck illumination. The new ML-2 LED Combination Deck and Steaming light meets Coast Guard requirements for yachts up to 65 feet. The rugged composite fixture is easy to install on your mast and has a simple three-wire lead. The steaming light draws 0.08 amp and the deck light draws 0.36 amp. The suggested retail price is $159 at www.forespar.com. (Defender is selling this fixture for $125.)

- by Michael Facius

Magnify charts and check courses

Weems & Plath, manufacturer and seller of fine nautical instruments, has created an optical-grade crystal-glass magnifier that features a compass rose, making it a very useful tool for navigators working on paper nautical charts. The scratch-resistant crystal is more durable than acrylic, and with 4x magnification enlarges small print with crystal clarity for any task. Packaged in an attractive felt-lined box, it makes a great gift and would be a welcome accessory on any desk or chart table. The suggested retail price is $40 from www.weems-plath.com.

- by Michael Facius

To be featured on this page, items must be new products. If you would like your product featured here, please send an email to Michael Facius, michael@goodoldboat.com, or call him at 612-605-8319. By the way, readers, if you contact a marine supplier mentioned here or elsewhere in our magazine, please remember to tell them that *Good Old Boat* sent you.

Jim Luce sent us this photo of tightly-reefed *Encore*, John Michael's C&C 30, beating her way toward the weather mark in a Nyack Boat Club Sunday afternoon race on the Hudson River. Send your high-resolution sailboat photos to our webmaster, jstearns@goodoldboat.com, and we'll post them on our website. If we publish yours here, we'll send you a Good Old Boat T-shirt or cap.

continued from page 9

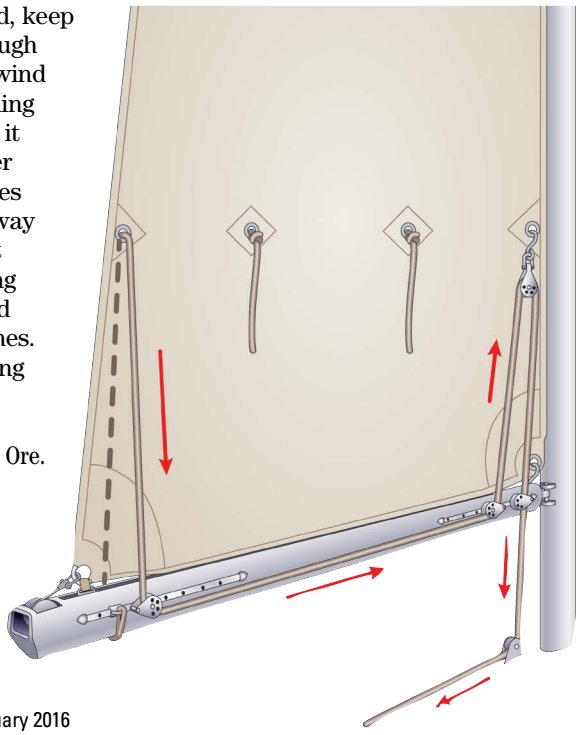
Mainsail Reefing 101

Thanks for running Don Launer's article on reefing (November 2015). His passing is a great loss, as you have written. I have two issues with the article, however, that your readers may want to note.

First, the drawing of the reefed sail is incorrect. Reef points go under the foot boltrope, not under the boom. Second, I disagree with Don's suggestion that one should go "head to wind" to reef. That is asking for trouble. As the wind pipes up, you don't want to lose control of the boat. So, unless you are fully off the wind, keep sailing with the jib and luff the main enough to make reefing easier. Turning into the wind is especially troublesome if you are running before the wind and waves. Turning into it may be a dangerous or difficult maneuver as the wind increases, and certainly leaves you floundering into the waves with no way on. But, you can't luff up. Nonetheless, it is possible, with care, to reef a main going downwind, as long as you are careful and have sufficient leverage on the reefing lines. The folks at Attainable Adventure Cruising (www.morganscloud.com) have a good article on this issue.

–Terry Thatcher, Portland, Ore.

Editor's note: *When the foot of the sail is secured by a boltrope in the boom groove, as was the case in that particular illustration, you have no choice but to tie the reef points around the boom.*



Eggs on board

I enjoyed your piece, "Sailing With Ice" (November 2015). I've never done any more than daysailing, but have done a fair amount of trailer camping, which presents some of the same challenges. With regard to keeping eggs, I found years ago that I could extend the shelf life of eggs (refrigerated or not) quite a bit by (a) buying them as fresh as possible and (b) wiping them down with oil as soon as I got them home. Eggs tend to dry out through the shells; after long enough, they get decidedly gummy even though they're not spoiled. The oil will almost eliminate that. I've always used a neutral culinary oil like canola, but it doesn't seem to me that it would matter much if you used mineral oil. I don't recommend olive oil because the taste will get into the eggs.

–Peter Heinlein,
(soon to relocate to coastal Virginia)

Careful there . . .

This is how it starts, today an icebox, tomorrow a refrigerator. Great article, "Sailing With Ice," (November 2015). Great magazine.

–Vern Hobbs, Cape Canaveral, Fla

The ship's log

I appreciated your article on keeping a log. I have been doing so for several years and find them useful to remind me of when certain things occurred or what I had written down that I absolutely positively needed to do before I even thought about getting on the boat again. I will admit my logs are somewhat less involved than the logs described in the article. My entries tend to be something like:

"August 1. Arrived at boat 0800. Ran into commodore and a few other skippers. Drank coffee until 1000. Visited head. Ran into several people interested in sailing. Drank more coffee. Visited head again. Got under way at 1130. Sailed to Millers Rock (1.5 nautical miles up the lake). Returned to marina. Arrived at 1400. Didn't fall off boat or smash into dock. Excellent sail."

I doubt that my logs would ever win a Pulitzer or be considered for a movie deal. However, in the dead of winter when it's too cold to even think about standing on the deck, it's fun to pull them out and relive my not falling off the boat or smashing into the dock.

–Norman Stringfield, Del Rio, Tenn.

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Jim Todd
616-676-2415
Todd75block@yahoo.com

Presto Gauntlet sharpie 34
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Chris Lamond
305-407-6751
lamond_chris@yahoo.com

Pacific Seacraft 34
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Karl Westman
917-969-6682
soulcaptainmusic@gmail.com

C&C Landfall 42
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Bill Byam
843-842-4410, 302-381-0346
byam@udel.edu

CS 33
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Steve Smith
647-294-9599
stevesmit@gmail.com

Bill Boyd Catboat 23
1979. 23' x 10' x 27" draft (5' CB down), 6,000 lb. Wm. Garden design. Pretty, roomy, heavily built, stable, environmentally friendly with lots of character. Will go about anywhere. Folding mast, new sailcover, good sail. New cushions, Porta Potty, new canvas cockpit cover. Triple-axle King trailer. Electric Yacht IB. She's a joy to sail! Williamson, IA. $12,000.

Ford Brockman
fsbrockman@hotmail.com

Irwin 37
1980 Mk III. Cutter-rigged, center-cockpit beauty. Totally rebuilt and outfitted into a floating work of art. Deck re-cored, hull re-epoxied, and equipment updated. Ideal sailer/cruiser w/shoal draft (4' to 7'). Large tankage, reliable 50-hp Perkins 4-108 diesel. 3 solar panels, windmill, stack-pack, and new sails. Lying Penetong, ON. Full inventory list and more photos available. $95,000.

Wayne Dowswell
705-326-1592
awdowswell@gmail.com

Camper & Nicholsons 8.80m
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Kenneth Clark
dianakenclark@gmail.com

Pearson 365
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Edmund Woiszwillo
508-888-7833, 508-274-3105
boreas117@comcast.net

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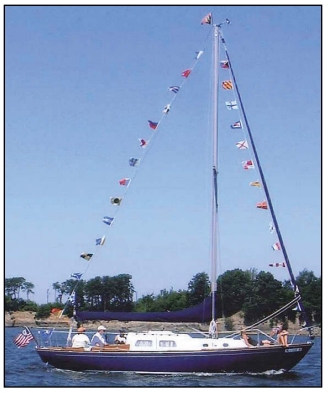
David Post
410-639-7547
muskat388@gmail.com

Herreshoff Scout cat ketch 18
1978 sailboat or motor launch (shown). Stable daysailer or camp cruiser with new custom 5-hp Mercury OB. Custom varnished motor cover, new varnished seats, rigging/sails in exc cond. Spars refinished, decks repainted, custom Bimini and forward dodger. Aluminum tandem-axle trailer with tongue extension, new tires and bearings. Has been across the country twice. Ludington, MI. $9,500.

Richard Hubbard
231-425-3362
rhubstuff@gmail.com

Cape Dory 28
1979. Well maintained w/Harken RF, Doyle sails, Garhauer mid-boom traveller, '01 Yanmar 2GM diesel, tiller AP. New: bottom and non-skid paint, prop, interior cushions, VHF, depth. All bronze ports and hardware. Clean, sailaway cond. Crystal River, FL. $21,500.

Kevin Mulligan
352-220-6560
kmulligan@yahoo.com



Alberg 30
1966. Harken RF jib, Harken mainsheet traveler, Anderson #2 self-tailing cockpit winches, new toilet in head, new thru-hull fittings, all new deep blue cabin cushions, electric fuel pump and upgraded fuel filter on reliable Atomic 4. Main beam rebuilt. Full survey '12. All necessary docklines included. Danforth anchor w/chain and 200' rode, winch handles, and more sailing gear. Sailaway cond. Matching 9' Dyer Dink also available. Annapolis, MD. $14,500.

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William Winslow
631-325-1138
wcwinslow@aol.com

Cheoy Lee Luders 36
1970. One owner. Spent most of her life cruising Chesapeake Bay. Teak decks replaced '92. New fuel tanks, 40-hp Yanmar '02, 3 coats Awlgrip, RF jib and genoa, rarely used spinnaker. On the hard and under cover outside Chestertown, MD. More info on Yacht World. $42,500.

John Menocal
john@annapolisyachtsales.com

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Jedediah Smith
206-769-1465
or.house@gmail.com
http://oceantrekker.net/cal29

Irwin 41
1983 center-cockpit staysail ketch. Original owner. 13'4" beam, 6'6" draft. Sleeps 6. Two heads w/ showers. Exc cond. Many recent upgrades. Dealer-installed chairs in saloon. Owner's cabin aft w/queen berth and private head w/shower. 3 new sails '05. New upholstery '09, burgundy paint '10, canvas '13. 200 gal water, 100 gal fuel. Very comfortable cruiser easily handled by 2 people. On Lake Ontario, Rochester, NY. $70,000.

John North
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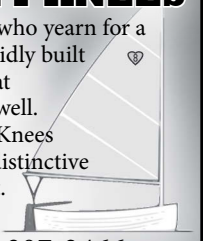
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Slither me timbers!

A sailor and a snake give each other the shivers

BY SHIRLEY CARTER

Shortly after *Speedwell* had been relaunched following a few weeks on the hard at Young's Boatyard in Jones Creek, just off the Patapsco River in Chesapeake Bay, I was anchored in a quiet spot nearby, re-rigging the sail before crossing to the Eastern Shore.

One morning, I decided to give the deck a quick wash-down. I lifted the bucket from its place at the stern, planning to lower it over the side to fill it with water. Imagine my horror when I discovered a large and ominously patterned snake coiled up in what it had assumed to be a secluded spot under said bucket. We both reacted in shock. The snake slithered to a new refuge a short way away; I simply froze. I frantically tried to retrieve mental images of all the deadly venomous snakes I had ever seen in life or in pictures. Was it about to blind me with a well-aimed shot of venomous spit or would it prefer a direct strike? On the other hand, it didn't look very aggressive and I had to admit that it was actually rather pretty. A delicate forked tongue flickered curiously about and a sharp, beady black eye observed me warily.

I replaced the bucket and the snake obligingly returned to its previous lair. What to do? It seemed content to stay where it was. I went below to fetch my camera, thinking that, if I had a picture of it, the medics would know which anti-venom to administer if things turned out badly. I carefully lifted the bucket again. This time the snake stayed where it was and I was able to get a good photo of it. I kept an eye on it as I pondered. Once before, in Brazil, I had managed to remove a much smaller snake by covering it with an inverted plastic bowl and sliding a thin chopping board underneath. Then, we were tied to a dock and it was possible to carry it ashore like that and release it in the bush.

With the bucket safely back in place, I searched about and found a bowl that looked big enough, removed the bucket carefully, and plopped the inverted plastic bowl on top of the coiled snake. It did not like that and started striking the sides of the bowl in an excited and desperate effort to escape. The bowl was transparent enough for me to watch it. I put a heavy pot on top of the bowl to hold it down and went below with my camera, hoping to identify the poor thing. It was a hot day. I worried that it might get overheated in its personal greenhouse.

As luck would have it, I had recently succumbed and bought a prepaid phone that gave me Internet access. By Googling "Chesapeake snakes," I quickly found an image that exactly matched my invader. It was an eastern garter snake and supposedly harmless. I felt a bit more confident about trying to maneuver it overboard.

The snake was in an awkward spot. There was no room for me to simply slide it over the side and back into the water. I had to assume that it must be a good swimmer. How else could it have come aboard? Nervously, I tried to slide a thin sheet of stiff plastic under both snake and bowl. Whoops! Oh no! It managed to squeeze out and sped along the sidedeck. It was nearly 4 feet long, I estimated. I watched fearfully, terrified that it might find its way below and take up permanent residence. But — happy day — it chose to escape back into the creek through one of the scuppers and swam sinuously off. My relief was exquisite.

Shirley Carter *sailed away from Cape Town, South Africa, in March 2002 on* Speedwell of Hong Kong, *a 25-foot Laurent Giles Vertue, a wooden boat built in 1952. Two years later, she fiberglassed the hull and converted* Speedwell *to a junk rig. Shirley lives aboard and cruises singlehanded. Her travels have taken her up and down the coasts of North and South America.*

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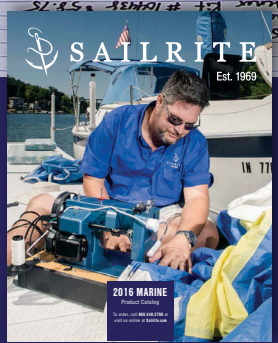

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