Good Old Boat

The sailing magazine for the rest of us!

March/April 2008
Issue 59
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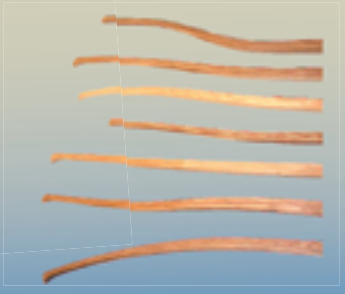

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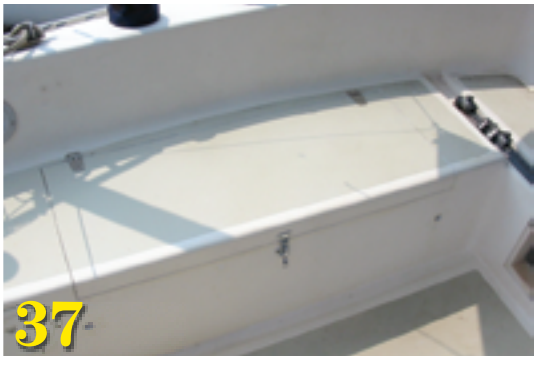
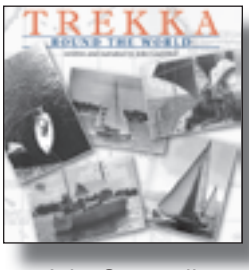
About the cover…
Dave Worfel caught this image of *Seahawk* on Lake Michigan just west of White Lake, Michigan. An Islander 32, *Seahawk* is sailed by Jim and Ann Todd, who occasionally give Dave's Catalina 30 a real workout during impromptu races.

For the love of sailboats

Speaking seriously

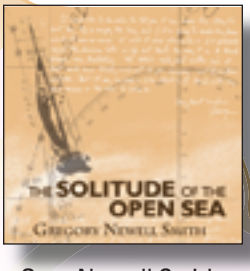


Circumnavigations and other true sailing tales!



John Guzzwell:
Trekka Round the World

Legendary sailor John Guzzwell narrates the adventures he had while circumnavigating in *Trekka*, the 20-foot yawl he built. This is a must-have release for all who now follow in his wake and those who dream of doing so.



Greg Newell Smith:
The Solitude of the Open Sea

In this series of narrative essays, Greg Newell Smith reflects upon the many adventures he had and discoveries he made during his world circumnavigation. *The Solitude of the Open Sea* takes you to the most unexpected places.

Dave and Jaja Martin:
Into the Light

Well-known circumnavigators, Dave and Jaja Martin possess the power to touch your heart and soul. The Martin family's true story of their travels in Iceland and Norway offers an honest look at life aboard in the best and in the worst of times.

Russell Doubleday:
A Year in a Yawl

A Year in a Yawl is a true tale of four young men traveling the Great Circle Route of the eastern United States over 100 years ago. Their youthful enthusiasm and resourcefulness make this a powerful and well-told classic.

Good Old Boat:
Bookends
50 View from Here and Last Tack columns

These musings about sailing and boat ownership from the editorial pages of *Good Old Boat* will entertain you whenever you miss being near your sailboat, as well as any time you're aboard or driving to the marina.

Joshua Slocum:
Sailing Alone Around the World

In 1895 at the age of 51, Joshua Slocum began a three-year circumnavigation aboard *Spray*. The first man to ever successfully complete a solo circumnavigation, he recounted the adventures he had along the way in this classic tale.

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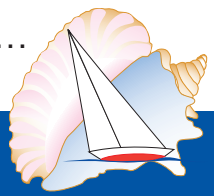

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Good Old Boat

March/April 2008

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Missing persons, murder, sunken vessels, unlikely comrades, and a couple of real sociopaths will frighten and entertain the adult listener of this nautical fiction by Jule Miller. There are plenty of realistic sailing scenes and good nautical detail but not enough to prevent the non-sailor from appreciating the tale. All readers with vivid imaginations will find it difficult to sleep at night while listening to this one. An audiobook for adults only.

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Jack the Ripper in the 1880s. The sinking of the *Lusitania* during World War I. The British Royal family. Modern-day lovers enmeshed in a series of life-threatening events over which they have no control and of which they have even less comprehension. You won't be sure until the very end who the good guys are and what motivates the heroes and villains. Sail along with narrator Jeremy McGeary on this adrenaline-filled thriller by Geoffrey Toye.

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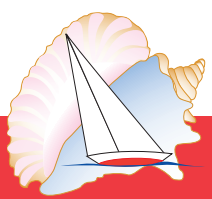

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MMPA

Tuned-in to the elements

Sailing teaches us the joy of merging with nature

by Karen Larson

When sailors are asked what it is about sailing that attracts and holds them, they are likely to talk about freedom, about the vastness of a world that has distant horizons, about travel, and about the joy of being afloat on the interface of sky and sea.

They seldom say that sailing is an outdoor experience, pure and simple, and they are more content when spending time out of doors. That basic view helps explain my enjoyment as a sailor.

When you spend time outdoors, you're tuned-in to the elements around you in a way that you never will be if you're chained to a desk or spend your time traveling by car. In fact, there may be no other outdoor activity that causes the participant to be as aware of the weather around him quite as much as sailing does. People who go aloft in airplanes and hot-air balloons are certainly tuned-in to the weather. But sailors spend more time directly in the elements, sometimes weeks or months at a time.

> **"…sailing is an outdoor experience, pure and simple, and that basic view helps explain my enjoyment as a sailor."**

Aware of the weather

When you're out there and moving along at 5 knots, you can't help but be alert for clues about the weather that will be upon you in an hour, or in a day. You know where the wind is coming from at any moment and are aware of whether it's increasing or decreasing in velocity. You're watching the cloud patterns and cloud cover. You're aware of every riffle of the water, each of which has meaning to any boat with sails up. And your brain is processing all this input, hoping to discern a trend. Is it time to put a reef in or shake one out? …get out the foul-weather gear or shorts? …head out for the next leg of a journey or sit tight?

In the early days of our sailing adventures, Jerry hoped I would become his "weather witch." He was hoping I'd read up on weather and somehow become clairvoyant. I studied and tried to meet this challenge. But I fell short of the goal. There are too many variables: temperature and humidity, jet-stream effect, surface heating, and more. I'm not a meteorologist. With all their training and computer modeling, they can't always predict the next day's weather. Neither can I.

All I can say with certainty after a great deal of time spent in an open cockpit in all kinds of conditions is that if you spend your days outdoors, sometimes you will glory in the beauty of it all … and sometimes you'll remember why mankind built shelters in the first place. You have to accept both kinds of conditions and, because you do, you'll be ever so much more appreciative when conditions are perfect and all's well in the world.

We're on your cover!

We're John Eddy and Jennifer Thien. We've been cruising aboard our 1990 Cabo Rico 38 Pilothouse, *Shamrock*, for almost three years. We were in Brunswick, Georgia, waiting for weather when a friend called us to ask if we knew that we were on the cover of the November 2007 issue of *Good Old Boat*. Quite frankly, we thought she might have been mistaken. But we hiked the two miles to the West Marine to see for ourselves.

We're sure that it's us. Jennifer even had on the same shirt [as in the photo] when we bought the magazine! Thanks for making us famous!

John Eddy and Jennifer Thien
Out cruising

Absolutely gorgeous!

Jay Miranda sent the photo below of a boat he noticed one divine fall day while sailing in Annapolis, Maryland, at the time of the Annapolis Boat Show. Let us hear from you if this is your boat. Maybe we'll make someone else famous. We love hearing "the rest of the story" from fellow sailors.

Editors

Impeller tales

I was cleaning up my home office and noticed the January 2007 issue open to the page about impellers. I also remove my impeller after winterizing. That prolongs its life.

I've had one fail and the vane lodged in the outlet port from the pump. That will overheat an Atomic 4 in a hurry. I was able to limp back to the slip, but it took me three hours to find that vane. As a result of that experience, I don't just have a spare impeller; it's mounted on a spare shaft. And I have the Moyer thumbscrew endplate.

I can't imagine trying to get the snap ring off in order to remove the impeller from the shaft in any kind of a seaway. I bought a spare shaft and I only have to pull the defective one out, find the errant vane, push the new one in, replace the endplate, and we're back in business. Of course it hasn't failed since, but I only use an impeller for two seasons, even if it looks good. Maybe I'll try the Globe and see how long it will go.

And I'm going to get a Baja funnel that separates the water, even though I have a water separator in the fuel line. You can't be too careful.

David Dobbs
Brookfield, Ill.

New Catalina 30 site

I've recently renewed my subscription for our second year and am still enjoying the magazine very much! The previous editions are easily the most dog-eared magazines on my bookshelf.

I am the proud owner of a very early Catalina 30, hull #8. We bought her late last summer and renamed her *Tomorrow's Girl*, after a Steely Dan song. Being a well-loved, but well-used, 1974 boat, she's showing her age in some areas and seems to always be in need of some sort of repair or upgrade. I have started to catalog those little, and some not-so-little, projects to put into a website that I'm currently building <http://www.catalinathirty.com>.

I hope to use the site as a public repository for upgrade and maintenance projects particular to our boats. Although I'm a graphic designer by trade, this is my first kick at a website, so the site will evolve and improve as content submissions and my abilities allow. Please note that I have posted a link to my favorite sailing magazine!

Boyd Godfrey
Garibaldi Highlands, British Columbia

Inspired by carved nameboards

The September 2007 issue had a great article about making your own nameplate or ribbon-board. This was all the motivation I needed to get started. I just finished the ribbon-board. It looks fantastic. I chronicled the project on my website: <http://www.scottssweaters.com/rubicon/maint/RibbonBoard/ribbon_board.htm>.

The article was accompanied by wonderful photographs. I just about wore those pages out flipping through them, making notes in the margins and closely studying the photos.

I have no artistic skills. The best I can draw are pathetic stick people that third-graders laugh at. I couldn't even draw the lettering on the board because I couldn't get the proportions correct. Thus, I cheated: using a digital overhead projector to project the laptop-created design on the board and trace it.

My goal here is to be looking at this thing on my stern one year from now and say, "Gee doesn't that look nice and I don't have to paint/varnish it again."

Scott Fraser
Key West, Fla.

A few words of caution

Just received the January 2008 issue and I have a couple of comments.

Regarding "Nitro-meals," there are microbes that do just fine without oxygen and, in fact, some of them — botulinum, for example — are very nasty. The meals probably are heat-processed or, being European, irradiated. But be very careful that the container isn't damaged. Personally, I'd be a bit nervous about them. Oxygen, by the way, is what causes rancidity, which will happen with or without bacteria . . . same thing that happens when linseed oil cures.

Regarding "Measuring Epoxy," the use of small measuring spoons is a great hint and one which I'm embarrassed to say never occurred to me (a consequence of having been a chemist, with an endless supply of plastic syringes, I guess). One additional note: plain white vinegar is about the best thing for removing drips and smears of epoxy (as long as it hasn't cured). The vinegar kills the amine hardener and will soften and dissolve the epoxy in a couple of minutes and it won't damage anything else. I always keep a quart takeout container half-full when I'm working with epoxy; my brushes, spreaders, roller, and so on go in there as soon as I'm done with them. Makes cleanup lots easier.

Regarding "Keeping your cool," DC muffin fans draw so little current that you can run them on a cheap "battery maintenance" 5-watt solar panel from Harbor Freight or similar vendors. The square fan in the photo draws 0.38 amps at 12 volts, or 4.56 watts. And if the power from the solar panel drops off (like from cloud cover), the DC fan just runs more slowly. I'm going to try one of the really cheap 1.5-watt panels to see if it will drive one. I'll let you know.

Regarding "The Big Boat Rule," a friend who sails the Chesapeake put it succinctly: "Stay the hell out of their way."

On an unrelated subject: A few years back I read a piece in which someone described trying to fix a connection to a solar panel when there was no electric power onboard; something about heating the soldering iron with a propane torch, then scooting up to the panel, hoping the iron didn't cool off too much. Well, Coleman has had a battery-powered "resistance" soldering iron on the market for a few years. I just picked one up and haven't tried it out yet. I'll let you know what I think of it.

Pete Heinlein
Lake Hiawatha, N.J.

Halyard noise suppressor

I am a recent subscriber, and I do not know if this has been suggested before or if anyone has tried it, but I plan to try it next spring.

Use the pennant's halyard on the spreader to "capture" the jib and mainsail halyards. It's simple, free, and convenient. It would work a bit like a Barber hauler and would not require demasting to "install."

Tie a loop with a non-slip knot, near the middle of the pennant's halyard, so it will still run up and down. Run the down-bound sail's halyard through that loop, then run it as usual. Or replace the block on the spreader with a spare, double-sheave block and you can have separate lines for each, if you don't mind all that extra weight aloft! (Repeat as necessary for each halyard.)

Before raising the sail, ease off on the pennant halyard so the sail's halyard runs free. When you drop the sail, leave some slack in the halyard. When you tighten the pennant's halyard, it pulls the sail's halyard far away from the mast.

If you don't use the halyard as a boom lift or it's too short to fasten to a lifeline or stanchion, use a Velcro strap, bungee cord, shoestring, or a solid gold bracelet (not a charm bracelet, they can be noisy) to pull the sail's side of the halyard away from the mast. Or run one end of the pennant's halyard through the deck cleat and tie it to the halyard's shackle.

Or, failing all that, explain to everyone that your "evening wind chimes" scare away the bats.

Rich Winslow
Otsego, Mich.

Large battery bank

I completely agree with Bernard Heise's philosophy of a single, large battery bank (November 2007). Our boat, *Bettie*, has the same — eight 6-volt golf cart batteries — and it has served us well. I think his idea of using an inexpensive gas-powered generator is a good one too; we'll try that on our next, larger boat.

Bob Steadman
Out cruising

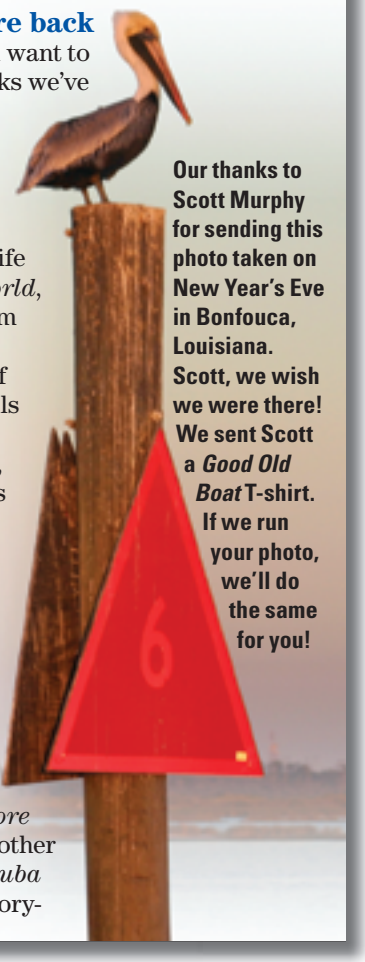
Bob has just released a new cruising DVD: Cruising with *Bettie. It's available at this site: TheSailingChannel.com. It's reviewed in* Good Old Boat's *February newsletter.*

Some good old books are back

I thought your readers would want to know about a number of books we've recently published. They are classic works that have been hard to find for many, many years, and we're excited to make them available again.

We have brought back to life *A New Voyage Round the World*, by explorer and pirate William Dampier. In this book, which was a bestseller at the turn of the 18th century, Dampier tells of his visits to the coasts of the Americas, the Galapagos, and Australia (then known as New Holland), among many other exotic locales. This also is one of earliest first-hand accounts of day-to-day life as a privateer. It's as if we're there with him as he explores the world . . . at a time when maps were still a work in progress!

As huge fans of Richard Henry Dana's *Two Years Before the Mast*, we've published another important work by him, *To Cuba and Back*. With his classic story-



Our thanks to Scott Murphy for sending this photo taken on New Year's Eve in Bonfouca, Louisiana. Scott, we wish we were there! We sent Scott a *Good Old Boat* T-shirt. If we run your photo, we'll do the same for you!

telling style, he tells of life in Cuba in the 19th century and of the beauty, poverty, and a caste system that are still in evidence there today.

A Year with a Whaler, by Walter Noble Burns, is a gem we discovered that has been unavailable since its publication in 1919. As if he were having dinner and perhaps a few drinks with us, he tells about his first — and last — time at sea, a story full of yarns and tragedy, as he comes face to face with nature's power.

All our books will take you away to another place. You can discover more and read excerpts at our website, <http://www.1500Books.com>. You can also check them out at TheSailingChannel.com.

Gavin Caruthers, publisher
1500 Books

Dog paddling

We've noticed a remarkable number of kayaks shared with great pleasure by sailors of the two- and hairy four-legged types. It started with Harvey Hall, who has written a couple of articles for us and at one point enclosed a photo of himself and his dog for use as his author photo (shown at left). Then we heard from Ted Fullerton, the photographer and owner of *Sundog*, which was on the cover of our July 2006 issue. It should come as no surprise that Magnum, *Sundog's* real owner, likes to be ferried around on a kayak, with Ted doing the paddling. Ted notes that he's not alone: Trish Cronan has a golden retriever, named Zephyr, who also rides in style. The photo (above) of the two golden retrievers was taken last summer in Rogue Island, Maine. So by the time Margo Reveil sent yet another photo (at right, intended to accompany her article in our November 2007 issue) it was time to share these fun photos.

Editors

Ice Blink video

In the January 2008 issue we ran an excerpt from Dave and Jaja Martin's excellent cruising book, *Into the Light*, (which Jaja has narrated for us as an audiobook). At the end of the article we mentioned how to buy the book and the audiobook. But there's one thing we overlooked in our deadline rush. One of our longtime subscribers, Gregory Roscoe, has created an incredible DVD featuring the Martin family with a focus on their alternative lifestyle and their cruise to Iceland, Norway, and the Arctic Circle aboard *Driver*, their 33-foot steel sloop. The DVD is available at the Martins' website: <http://www.iceblinksail.com> and at <http://www.TheSailingChannel.com>. It was reviewed in the August 2006 *Good Old Boat* Newsletter.

Editors

Sheboygan is in *Wisconsin*?

Scott Senkbeil, who wrote "Vacuum bagging" in our January 2008 issue lives and works in Sheboygan, Wisconsin. (This town is *not* in Michigan in spite of what we said… but at least we spelled it correctly!) Sorry, Scott.

Editors

More on Cal 30s

I was glad to see Zuzana Prochazka's recent article on the Cal 30 series, as I own a 1966 model and have seen little published info on the boat. I would like to point out a few additional positive aspects of the early Cal 30. We very much enjoy being able to sit at the dinette and see out the large opening portlights. This is usually possible to do only when standing in comparable boats, such as a Catalina 30.

The head and hanging locker on my Cal are on opposite sides to those in the subject boat, it is also worth mentioning that all interior cabinetry is teak and of a very high quality. Also one reason these Cals rarely have deck problems is because, rather than a balsa sandwich, a heavier-

grade solid plywood is used. As these were early days for fiberglass it is all very heavily done. The Cal 30 is not a light boat but a very solid one. My later Cal also has a different engine cover, which is easily lifted off, providing motor access from all sides. This covers the original Atomic 4, which, in my case, still runs well.

Of course there are a few concerns. I would not go offshore without increasing cockpit drainage. Also, trying to go in reverse is like trying to herd cats.

I would be pleased to be in touch with other Series I owners. I can be reached at luddites@shaw.ca.

David Eyles
Sidney, British Columbia

An auxiliary home

When a rampaging wild fire driven by 30 knots of wind sweeps though 3,000 acres of thick forest in four hours and wipes out 254 homes…one of which is yours, containing everything you own (including the back issues of *Good Old Boat*), where do you turn for a place to sleep? Why, to your good old boat of course! And that is exactly what my friend, Steve Madsen, did. For the week following the big Lake Tahoe area Angora fire last summer, his old Pearson Ariel, with a borrowed sleeping bag, was his home.

Here is that same boat pictured on a more pleasant day in Emerald Bay. The island in the background is topped by a stone structure resembling a castle — the tea house of Vikingshome. The large powerboat in the shot is provided by the Nevada casinos for their high rollers. The very large cruise ship that is just rounding the corner of the island is the paddle-wheeled *Dixie* that takes up to 200 tourists for a tour of the bay two, sometimes three, times each day during the summer months.

The shot was taken in November last year. The "fog" was the result of a darkroom accident — the top came off the developing tank during processing and ruined a whole roll of film — except for this one lucky image.

Jim Hildinger
South Lake Tahoe, Calif.

Jeff Williams at the helm of *Gryphon*, his 1986 J/40.

YACHTSHOTS BVI

The slippery J/40

A racing wolf in cruising sheep's clothing

by Phillip Reid

Serious Business would be a good name for this boat, I thought. *Gryphon*, her actual name, is proclaimed on her transom in bold, blood-red letters. OK, a mythical giant raptor also seems a suitable namesake. Lean, sleek, gray and white, with shiny stainless-steel accents — this is not a boat for the faint-of-heart.

Her owners, Jeff and Raine Williams, are easy-going, unassuming folks who love to sail and sail fast. When we met, Raine (pronounced like rain) had just started managing our marina and Jeff was working on the prototype of an independent unmanned submersible for the nearby university. They were living aboard *Gryphon*, while trying to adjust to life ashore again after a six-year circumnavigation. The adjustment was temporary; at about the same time we became good friends, they were able to fix their timetable for departure for the British Virgin Islands, which they are now using as a base for a while before taking off again.

While cruising, Raine and Jeff asked a lot of *Gryphon*, and she delivered more than once in rather boisterous conditions.

Gryphon is a 1986 J/40 (hull #6), designed by Rod Johnstone and built by Tillotson-Pearson in Rhode Island. A breakthrough for Rod and J/Boats, the 40 cracked the cruising market for a company that was already enjoying every success on the racecourse. TPI built 86 of these boats between 1985 and the early 1990s. Though it was intended for performance-minded cruisers, in its first year of production the 40 won its class in the Chicago-Mackinac Race and *Sailing World* named it U.S. Boat of the Year in 1986.

Ignored them all

Full or modified full keels, skeg-hung rudders, heavy displacement, and split rigs all figured in the prevailing conception of the serious cruising boat when Rod Johnstone drew the J/40, ignoring them all. *Gryphon* and her sisters sport fin keels, spade rudders, tall sloop rigs with marked mast bend, hydraulic backstay adjusters, hydraulic vangs, and, for a cruising boat of the time, light displacement. (As an interesting side note: Robert Perry, noted designer of many traditional cruisers, said in a review in *Sailing* magazine, "The J/40 was my favorite boat of 1985." Rod also ignored principal IOR characteristics that, he claimed, made a boat difficult to sail shorthanded.

The bow, stern, draft, and sailplan all depart from IOR conventions. Rod wanted the boat to sail well with mainsail

You're likely to find the *Gryphon's* mascot animal just about anywhere from the V-berth to the anchor chain locker to the nav station or galley, this page. He has also been into mischief in the main saloon on the facing page by removing the engine cover and serving up a bottle of wine on the folding table. Notice the unique placement of the engine and excellent access to it. What a concept!

alone, so he gave it a big main with the mainsheet and mid-cockpit traveler just in front of the wheel. Like Ted Hood at the same time, Rod objected to large genoas for larger cruising boats and drew the boat to sail fast with a jib smaller than most fast boats were flying at the time. Jeff and Raine report that he succeeded. *Gryphon* points decently and keeps up with other boats under main alone. With a main and working jib (Dacron, not laminate) as her standard sail plan (she only flies a main and genny on long downwind legs or when beating in less than 10 knots), Jeff and Raine report out-sailing larger boats. Under main and jib — no chutes — she ran the Indian Ocean from Chagos to Madagascar a full day faster than boats that left at the same time. Jeff reports that he and Raine have enjoyed blowing away big boats, including some cats, in the Virgins.

Moderate displacement

In spite of all that, it's just as easy to distinguish the J/40 from today's performance-oriented boats as it was to set her apart from the IOR boats and traditional heavy cruisers of her own day. You won't see the wide, squarish stern, dagger with bulb keel, or extreme beam of many of today's designs. And, while a light cruiser in her day, her displacement would be considered moderate now. In fact, by today's standards, she is a moderately conservative design. In the opinion of a great many ocean sailors, of course, that's a good thing. It certainly contributes to comfort at sea. On her world cruise, *Gryphon* sailed in company for a while with a Slocum 42, a heavy double-ender.

"Raine and I would get grumpy around 22 knots of wind speed and the Slocum folks would get grumpy around 24 knots," Jeff says. That's not a big difference in comfort. And though she was built to go fast, she was also built tough.

Just after dusk on the Pacific coast of Panama, *Gryphon* collided with a large log floating just under the surface. She was making 6 knots at the time. Both Raine and Jeff knew the log hit the rudder hard. When they got a chance to make repairs, Jeff said she needed only a bit of glass repair to the 1 square inch where the impact occurred and to have the packing gland tightened up.

> **"They are still using the upper bearing, even after sailing around the world."**

The rudder post on the J/40 is a stainless-steel tube about 4 inches in diameter. It turns on a lower bearing mounted into a fiberglass receiver in the exterior hull. Jeff reports that the Harken rudder bearings last most owners 10 to 15 years. They are still using the upper bearing, even after sailing around the world, but the lower one, which sits in water most of the time, has been replaced.

Easily visible

The chainplates are ⅜-inch stainless steel, 4 inches wide. They're conspicuously mounted to the main bulkhead, which is a very good thing in Jeff's opinion: "Once the sealant ages and leaking begins, it's obvious and gets immediate attention. Our chainplates exhibited crevice corrosion at the glorious age of 20 years. We were able to see it and do something about it because of the convenient installation." Because they are exposed, Jeff polished the chainplates to a mirror finish.

Raine and Jeff live in a sensibly laid out, well-appointed interior. Curved companionway steps lead to the U-shaped galley to port or to the starboard aft cabin with a queen-sized quarter berth (the inboard part of which was converted to house battery stowage). Forward of that is the modified nav station with swing-out seat and electronics console. The main saloon is luxurious for four and perfectly comfortable for six. There's an L-shaped settee to port and a straight

YACHTSHOTS BVI

This J/40 is no slouch, and that's just the way owners Jeff and Raine Williams like it. *Gryphon* goes to weather in the Virgin Islands with Raine on the high side.

one to starboard. A large teak folding table fills the space between these settees for dining.

A fiddled side table next to the port settee hides the engine, and there's full maintenance access underneath. The forward cabin includes a V-berth with stowage under, lockers, and another head with shower to port. Jeff says the second head is overkill for two but was nice when cruising with another couple. The molded-in head compartments are white with varnished teak trim. The teak trim throughout the boat is above average.

Curved hand-laid-up laminated doorways and table corners are finished with laminates up to 17 layers thick. Raine likes to varnish (so long as it's interior work), so *Gryphon's* interior, including her teak-and-holly sole, gleams. Art pieces from their world travels hang from the bulkheads. Some J/40s, by the way, were offered with a "Herreshoff interior": white bulkheads, ceilings, cabinetry, and overheads with teak trim.

Teaching diving

Raine and Jeff left corporate jobs and cold weather in the early 1990s to teach scuba diving in the BVI. They didn't know how to sail. The manager of crewed yachts for The Moorings approached them about working as charter crew. They said they didn't know how to sail. The manager told them they could learn on the job. Indeed they did. Both now hold master's licenses. They bought a Whitby 42 to live aboard — a boat that couldn't be more different from *Gryphon*. While they enjoyed the commodious living aboard the Whitby, after gaining some experience cruising the eastern Caribbean between charter crew assignments, they realized she wasn't the boat for them. They fell in love with a J/44 but couldn't afford one and started looking for a 40 instead. They found *Gryphon* in their price range in 1997. She was set up as a weekend cruiser, so fitting her out for their hoped-for circumnavigation would be a serious project.

While working at "real jobs" in Massachusetts, these two sailors got busy on *Gryphon*. With a double income, they could afford to hire out much of the work. They did an epoxy bottom job and replaced the stanchions, bases, lifelines, and standing rigging. They kept the running rigging for part of their circumnavigation, switching it out in New Zealand. They added a swing-out seat for the stand-up chart table and built a fold-down false front panel that hides the electrical panels and provides mounting space for a flat-screen computer monitor and other displays. On a light-displacement boat intended primarily for short-term cruising, stowage was an issue, so they added cabinets in the main saloon and, a year later in New Zealand, in the aft cabin.

A belowdecks autopilot replaced an undersized cockpit model. For navigation and communication, Jeff and Raine added integrated instruments and an SSB radio. For comfort, they added refrigeration, a watermaker, and vacuum insulation for the icebox. To meet the new power needs, they upgraded to new AGM batteries, a high-output alternator, a 1-kilowatt inverter, solar panels mounted on deck, a wind generator, and a separate engine-starting battery. They mounted a radome and antenna on a tubular stainless-steel stern arch. With passage-making in mind, they divided the

> **"Raine and Jeff left corporate jobs and cold weather in the early 1990s to teach scuba diving in the BVI."**

anchor locker with a glass-reinforced panel for improved collision protection, added an inner forestay for a storm sail, a life raft, new hatches and portlights, and storm covers for the portlights. After making it down the U.S. East Coast and into the Caribbean, *Gryphon's* Volvo 2003T began giving them trouble. Before heading for the Panama Canal, they rebuilt it with some friendly expert help from a fellow cruiser.

Some experiences

I asked Raine and Jeff to relate some highlights of their experience with *Gryphon* (much of which has been documented in the pages of *Ocean Navigator* and *Cruising World*, on their website at <http://www.j40.org>, and on the official J/Boats website <http://www.jboats.com>. They said:

"Sailing under the Newport (Rhode Island) Bridge and realizing we wouldn't be coming back…reaching Bermuda for the first time on our own…having the Miraflores lock gates of the Panama Canal open and Pacific water under *Gryphon's* keel for the first time (the dawning realization that the Caribbean was 30,000 miles ahead, not 50 miles behind)… raising the Marquesas after 3,000-plus miles…the America's Cup 2000 in Auckland…island-hopping in Tonga, Vanuatu, and the Solomon Islands…10 days on a deserted island with friends…crossing the (expletive deleted) Indian Ocean, with Jimmy Buffett blasting from the stereo ('I have been a-round the world…' well, almost)…Madagascar…3 weeks of downwind bliss across the Atlantic…seeing Martinique . . . anchoring in Antigua once again.

What to watch out for

Jeff says he can't fault the design or construction of the boat at all. He does caution that when it comes to original fittings and equipment, prospective buyers should not assume that

Continued on Page 71

J/40 and her rivals

Comparisons with the competition

by Ted Brewer

J/40

C&C 40

Santa Cruz 40

Islander P-40

For this comparison I've selected four examples of fast light- and ultra-light-displacement yachts from some of North America's top designers. They are quite different but each would be a delight under sail. A sail aboard any of them in a good breeze would be quite an eye-opener to those who believe heavy displacement is the only way to go to sea.

I recall being with a crew "road testing" one of Rod Johnstone's J/44s. The light touch of the helm, the speed made good to windward, and the feel of the narrow hull and long waterline cutting through the light chop was a joy. The quality of the light and bright interior, finished in L. Francis Herreshoff-style, with beautiful varnished teak trim setting off broad expanses of gleaming white paint, was also a refreshing and handsome change from the all-too-common dark teak interior.

The oldest yacht in this group, the C&C, is moderate when compared with the very light J/40 and the ultra-light Santa Cruz 40. As she was designed years before either one, that could be expected. Nevertheless, she was, in her day, a rather advanced design. The surprise was the Peterson-designed Islander 40. She seems moderate for a competitive 1985 design although she is still undoubtedly an excellent performer.

The things I like about the C&C and the Peterson are their ample draft and high-aspect-ratio fins. Both have good displacement and a high ballast ratio, so their deep fins will provide great stability and make them superb weatherly boats when beating to windward in a stiff breeze. The heavy ballast and deep draft will also make them more forgiving when slightly overloaded for a long voyage, although the draft will limit the areas they can safely explore.

More stability

The J/40 offered a choice of drafts and, while her low-aspect-ratio fin is fine for harbor hopping and coastal cruising, the 6-foot 6-inch option would lower her center of gravity and add to her ultimate stability and her windward ability. The longer fin would be a good choice for blue water, whether the intent is racing or cruising.

Bill Lee has long been a proponent of ultra-light yachts, and his Santa Cruz 40 is no exception. I expect that she is the one yacht in the group that can reach planing speeds, given the proper conditions. Regardless, she has proven to be fast in any weather. Due to her ultra-light displacement, she will also be the corkiest of the group in a seaway and could be very uncomfortable in light weather if there were a big left-over slop and not much wind.

While a terrific downwind sleigh ride and a fun boat for coastal cruising, the Santa Cruz 40 would not be my choice for bluewater voyages. The major problem is that an ultra-light boat is never at her best when overloaded. Bill Lee's creation is at her best when sailing minimally laden and with a lean, sharp crew on a 10-day race to Hawaii.

A J/40 with a 5-foot draft would be a fine choice for coastal cruising, particularly if the cruising were in an area noted for shoal water — the Chesapeake, the Bahamas, and areas of Florida and the Gulf. She will prove comfortable, able, and quite capable of showing her heels to most boats her size. She will also cross oceans, of course, and is far more seaworthy than many boats that have done it before her.

With the deeper draft option, the J/40 is capable of extensive bluewater voyaging if you can resist taking along all the modern and electrical comforts. The J/40 is a yacht, not a floating house. As long as they recognize that fact, true sailors will find her to be an absolute thoroughbred in every way.

Ted Brewer is a contributing editor with Good Old Boat.

	J/40	C&C 40	Santa Cruz 40	Islander P-40
LOA	40' 3"	39' 7"	40' 0"	39' 7"
LWL	34' 0"	31' 6"	36' 0"	30' 10"
Beam	12' 2"	12' 8"	12' 0"	11' 10"
Draft	5' 0" or 6' 6"	7' 0"	7' 0"	7' 2"
Displ.	16,700 lb	17,100 lb	10,500 lb	17,000 lb
Ballast	6,200 lb	7,900 lb	5,000 lb	7,700 lb
LOA/LWL	1.184	1.257	1.110	1.257
Beam/LWL	0.358	0.402	0.333	0.384
Displ./LWL	190	244	100.5	259
Bal./Displ.	0.370	0.462	0.476	0.453
Sail area	786 sq ft	743 sq ft	760 sq ft	734 sq ft
SA/Displ.	19.4	17.9	25.4	17.8
Capsize no.	1.90	1.97	2.20	1.84
Comfort ratio	25.6	26.3	15.8	29.0
Year designed	1985	1972	1982	1985
Designer	Rod Johnstone	C&C	Bill Lee	Doug Peterson

Dealing with potentially lethal gases

by Don Launer

Aboard sailboats there are several toxic or explosive fumes that are potentially lethal and must be detected for the safety of the crew and boat. The most common dangers are from fuels, smoke, carbon monoxide, and propane or natural gas. The consequences from any of these vapors are serious enough to warrant the small investment in a fume detector.

Fuel-vapor detectors

Fuel-vapor detectors alert boaters to the presence of combustible hydro-carbon vapors. In addition to gasoline vapors, they will also detect gaseous cooking fuels, and hydrogen, as well as some solvents and cleaning compounds. The remote detector type has a tiny detector located at a low point in the engine compartment (gasoline and propane fumes are heavier than air) and an alarm unit located where it will most easily be heard: in the cabin or on deck. Some fuel-vapor detectors have the ability to sound an alarm and also activate the bilge blower automatically.

Carbon monoxide (CO) detectors

Every boat that has a cabin and potential sources of carbon monoxide should be equipped with at least one carbon monoxide detector. The American Boat and Yacht Council standards require a CO detector on every new boat with an inboard gasoline engine or generator. Most sailboats have more than one potential source of carbon monoxide. In addition to the gasoline or diesel engine or generator, most boats also have gas-burning devices for cooking and/or heating.

Carbon monoxide results from incomplete combustion and is present in the exhaust of any internal combustion engine or open flame. Carbon monoxide fumes are lighter than gasoline fumes. The inhalation of this colorless, odorless gas can overcome a person quickly. Carbon monoxide is absorbed into the bloodstream 200 times faster than oxygen. Initial symptoms of CO poisoning are dizziness and nausea, which are often mistaken for seasickness. Carbon monoxide poisoning can be fatal in just minutes; so a CO detector should be aboard all recreational boats.

Fume detectors come in a large variety of sizes and options. Some are wall-mounted and self-contained, while others have a control panel with displays, programming, and remote sensors.

Be sure that your detector is designed for marine use. The marine varieties can operate either from a self-contained battery or from the boat's battery and are calibrated to a significantly different standard from the household variety. Your detector should also be UL-listed and able to compute the time-weighted average of the CO concentration, in order to eliminate false alarms.

Some CO detectors have the ability to shut down the generator when CO is detected.

When the engine or generator is running, there's one place a CO monitor will be of no help. That's when a swimmer is in the water near the exhaust when an engine or generator is running. There should never be anyone in the water next to the boat under these circumstances, especially if it is a gasoline engine.

Propane detectors

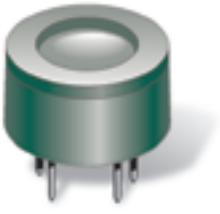
Propane is one of the most convenient and energy-efficient fuels that can be used for cooking or heating aboard. But if there is a leak, it is also one of the most hazardous. Any propane installation should also include a propane detector.

Although self-contained propane detectors are available, it is far better to have a detector of the remote-sensor type. This includes a sensor that is located at a low point within the hull, since propane fumes are heavier than air. Many remote detectors can provide more than one remote sensor and some models, in addition to the alarm, will provide an automatic shutoff at the propane fuel tank.

Natural gas detectors

A small percentage of boaters use compressed natural gas (CNG) for cooking and/or heating. Although more difficult to obtain, it has some inherent safety advantages. Natural gas is primarily methane and, since methane has no odor, an artificial "rotten eggs" odor is added to it to make detecting it easier.

Natural gas is lighter than air and a small leak may go unnoticed, since the gas will escape through hatches or deck vents. However, for those who wish to be on the safe side, and those with diminished smelling ability, a natural-gas detector makes sense.



Sensors for fume detectors measure less than an inch in diameter. They have a limited useful life. That useful lifespan will be shown in the manufacturers' installation/operation instructions. Keep a record of when to replace yours.

Layout and illustrations by Ted Tollefson

Smoke detectors

Just as within a home, a smoke detector is an important warning device that should be located where it can most easily be heard in the sleeping area. Some marine smoke detectors operate on the boat's batteries, while others operate on their own internal 9-volt battery.

Some other types combine more than one fume detector into a single unit, such as a combination smoke and CO detector.

Maintain your system

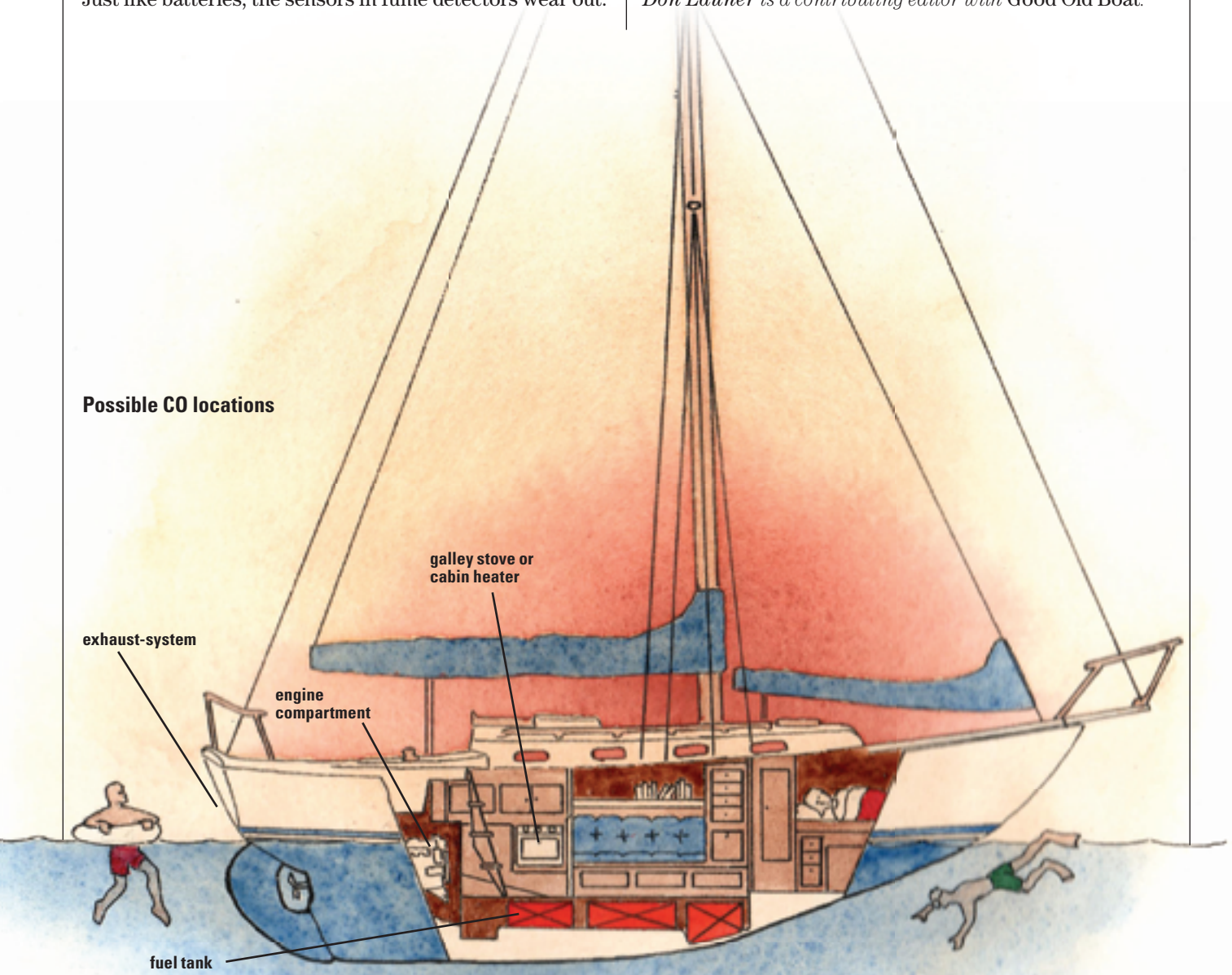
Just like batteries, the sensors in fume detectors wear out. Some detectors have a warning when this happens, but with others it's up to the owner to keep a record of when the sensor should be replaced.

In case of alarm

Whenever a gasoline, propane, or natural gas detector goes off, vacate the boat immediately. Do not make calls from your belowdecks telephone or radio. Do not plug in or unplug any electrical appliances. Do not turn a light switch on or off and, of course, do not light a match.

Don Launer is a contributing editor with Good Old Boat.

Possible CO locations



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What's inside your winches?

All parts except drum, top pawls, and springs are ready for reassembly.

Keep those old primaries clicking nicely

by Jamie Harris

Back in the 1960s and '70s when many of the good old boats we love were built, Barient winches were considered the gold standard for primary sheet winches. Bold chrome-plated bronze drums and heavy-duty top and bottom gears offered owners of Barient-equipped boats a sense of confidence in their sheet handling. The solid reputation of the Barient name was helped by its origins as well as the quality of the gear. Barient was a combination of the names of two of the most famous racing yawls of the 1950s, the beautiful *Baruna* and graceful *Orient*. I still remember seeing a stirring photo of these gallant beauties racing neck-and-neck out of the Golden Gate into the Pacific.

In 2006, before I left on a summer cruise to Hawaii in my 1968 Spencer 35, *Onrust*, I took the drums off my Barient 22 winches to clean and lubricate the top gears and pawls. I sprayed a goodly amount of WD-40 on the bottom gears and left them alone, since taking them out requires removing the winch base from the coaming. (Owners of Lewmar winches will note that Lewmar made a big improvement over Barient on this point — you don't have to remove the base to clean and repack all the moving parts in the bottom gear set of Lewmar winches.)

I suspect my approach is what most people follow, but eventually the bottom gears need love and attention. In the fall, several months after *Onrust* was back in her home berth in California, I noticed that the winches were harder to turn. The accumulated salt and grime of two Pacific crossings had taken a toll. It was time to remove the winches and give them a complete servicing, top to bottom. But the Barient Company is no more and there are no parts lists, service instructions, or manuals.

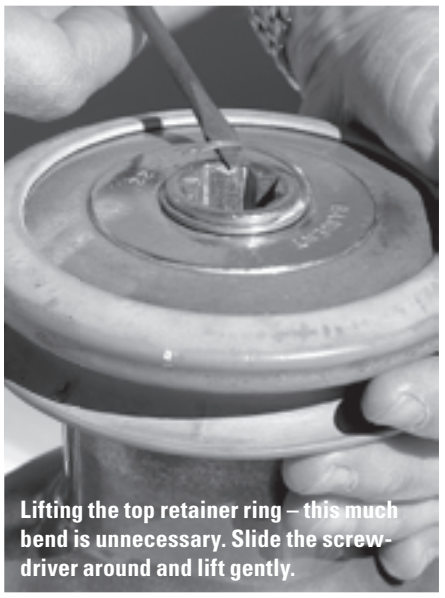
Undaunted, I removed the drums, pulled both winches off the boat, and took them home to inspect and clean. Now restored to *Onrust's* cockpit coaming, they turn smoothly as can be. Even though they are decades old, the drums gleam nicely.

What follows is a step-by-step guide. (For clarity, the photos were taken after the winches were cleaned.) The same approach applies to many winches of other manufacturers, even if the detail of the parts is different.

First, carefully remove the retainer ring that circles the top of the spindle and serves to hold the winch drum on the base. Use a small bladed screwdriver to gently pull the end of the retainer ring out of its groove and then push the screw-

Tools and equipment used

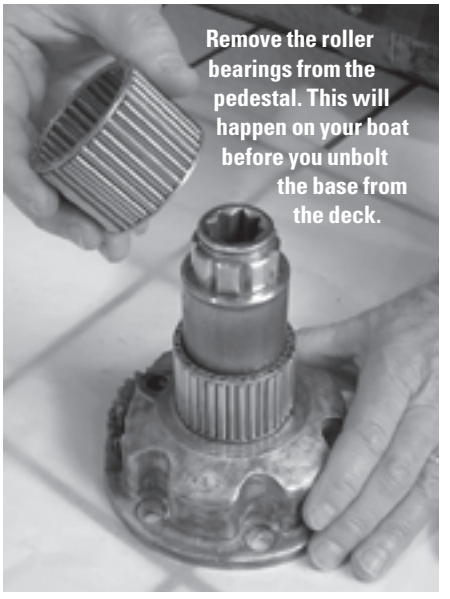
Small screwdriver
Socket wrench for through-deck bolts and nuts
Power drill with rotary wire brush (use with caution)
Kerosene
Old toothbrush
Mallet and 3-inch stainless bolt to drive bottom gear pins
1,500-grit emery paper
Metal polish
Lots of rags!



Lifting the top retainer ring – this much bend is unnecessary. Slide the screwdriver around and lift gently.

Lifting the top plate out. The retainer ring is on the counter.

Lift the drum off with your thumbs over the pawls. The springs have already been removed in this picture.



Remove the roller bearings from the pedestal. This will happen on your boat before you unbolt the base from the deck.

driver around the spindle between the ring and the spindle body, using a finger from your other hand to prevent the ring from sliding. Don't pry so hard that you bend or crimp the ring; you'll need to put it back later. (For clarity in the photo, the ring in the photo is being lifted up higher than necessary.)

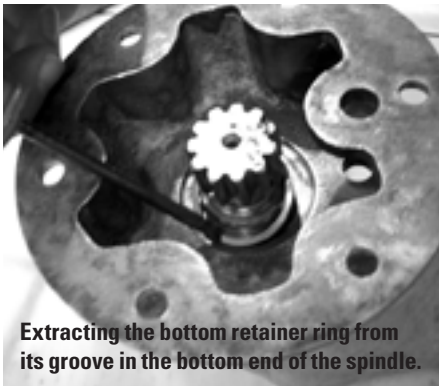
With the retainer ring removed, you can lift the top plate off. You may need to tap one side of it gently with a hammer to raise the opposite edge and then slip the end of a screwdriver under the edge.

With the top plate removed, you can lift the drum off. There are two pawl-and-spring sets in the top of the drum under the top plate, but don't worry. If you lift the drum carefully, nothing will spring out. The pawls are held in their traces by the spring pressure, but it is a good idea to hold your thumbs on top of the pawls as you lift the drum off, using both hands to pull straight up. These steps take place on your boat since the heads of the through-deck bolts are under the drum. Be careful to keep the parts together in a container. Avoid the dreaded "plink, plink, splash."

Next, slide the two stacked roller bearings up off the pedestal.

Put all these greasy parts in a box so you don't lose anything. I'd also suggest taking the pawls and springs out and putting them, along with the retainer rings and top plates, into a small sealable container for small parts. Barient parts are like treasure: hard to find and costly. Now you have left — still bolted to your boat — the winch base containing the spindle and the bottom gears. The spindle is held in place by a second retainer ring at the bottom end, inside the winch base. Get underneath the deck and unbolt the

Bottom gears out, cleaned and polished, pawls re-inserted without springs for illustration.



Extracting the bottom retainer ring from its groove in the bottom end of the spindle.

The spindle is out, cleaned, and polished, shown with the bottom gear at top of the photo.

whole thing. When you lift it off, don't worry; nothing is going to fly out, but nonetheless keep a good grip. Carefully mark the exact alignment of the winch base relative to the bolt holes so you can replace it in *exactly* the same position; what may appear to be a symmetrical set of holes probably is *not*. For the same reason, mark individual winches as port and starboard as well.

Take the whole kit and caboodle to a place where you can work on a solid bench or table with good light and power tools and where your significant other will not complain too much about solvent smells.

Cleaning the top pawls and roller gear barrels is just a matter of soaking them in kerosene or other light solvent and giving them a good brushing with an old toothbrush. You can also rub the flat sides of the pawls with a very fine (I used 1,500-grit) emery paper to polish them up and remove the last remnants of baked-on grease. Examine the pawls and springs carefully. If the springs are rusty or if the pawls show chipping, rust pits, or excessive wear on the tooth ends, they should be replaced. Refer to the sidebar for a source. The roller gear barrels are good quality stainless steel and should be in pretty good condition. A good strong metal polish on the outer drums will make them look a lot better and make you feel as if you've made progress.

Now you're ready to take the spindle and bottom gears out of the winch base. The bottom end of the spindle is held in place with a retainer ring just like the one on the top. Before you try to extract it, it's best to remove the bottom gears. They're held in place by a stainless-steel pin that is their axle. Drive it out from above. Don't use a pointed punch tool or screwdriver for this task; you may damage the end of the pin. I used a 3-inch stainless-steel bolt as a driver with

gentle taps from a mallet.

With the pin removed, the two nested bottom gears slide out easily. The smaller one on top has two more pawls in it that engage the inside of the larger gear ring. Remove and inspect. Clean and polish the pawls and springs just as you did the top ones and put them into your small-parts container.

The bottom gears will need buffing and cleaning. I used a stiff wire brush to clean between the teeth where hardened grease and salt had formed a solid cake that wouldn't yield to the kerosene and toothbrush. (I did the same on the gear teeth at the bottom end of the spindle.) I polished the sides of the gears by rubbing them on the emery paper laid flat on a tabletop. If you do this, use minimal pressure and very fine emery paper so as not to remove any metal or make any change in the clearances; you are merely cleaning.

When you have the bottom gears out, you should be able to easily access the retainer ring on the bottom end of the spindle. Extract it as you did the one on top.

I know I'm the only one who will ever see the base, but I like to know that what's underneath has been cleaned up anyway. I used a rotary wire brush on my power drill (a bench grinder with brass wire brush would have been better) to clean and polish the winch base. Be sure to wear eye protection when doing this work; little bits of the wire brush will fly off. I did this only on the raw metal, not on the machined shaft surface where the roller bearings ride; this surface must be kept free of scratches.

Before reassembling, wash down all parts with lots of hot fresh water and dry them thoroughly. This is to remove all remnants of kerosene and polish before applying new lubricating grease. Reassemble them in reverse order to the teardown, applying a very light coating of top-quality winch lubricant to all gears, the spindle, and inside the shaft. When you reinstall the bottom gears, turn the base over, grease the pin well and drive it up from the bottom. Since doing this job, I have learned that Barient's literature recommends not lubricating the springs and pawls or the ratchet teeth. However, I believe that a little bit of marine equipment grease on the pawl and spring actually makes it easier to reinstall the pawls and doesn't seem to interfere with performance. Don't put a big gob of grease in the pawls, however; they need to flip back and forth across the gear teeth smoothly. A bunch of heavy fresh grease might just immobilize them.

"I know I'm the only one who will ever see the base, but I like to know that what's underneath has been cleaned up anyway."

There is a right way and a wrong way to install the pawl springs. One arm of the spring comes off the spring straight in a tangent from the circle, while one is bent pointing into the circle. The straight tangent side of the spring should rest against the inside of the pawl and the bent arm of the spring should rest against the gear body.

When you re-mount the base on your boat, be sure to use new silicon-bronze bolts and nuts; you do not want stainless-steel bolts tight against the bronze winch base. Apply a thin bead of quality bedding compound around each bolt hole, being careful not to let any get into the bottom gears. I also dabbed some caulk under the head of each bolt so the head would be sealed nicely in its hole in the base.

Voilà! Due to this full service, your Barients should provide several more years of smooth grinding.

An afterword on mounting winches: the older-style winches addressed in this article are meant to be installed on a flat surface. Mine are placed on a molded flat-topped winch pedestal built into the cockpit coaming. If your winches are not on a completely flat surface, think about adding a proper winch pad to level it. Also pay attention to drainage from the base when mounting the winch. Water can enter the spindle from above and, unless there is a way for it to get out, it can puddle in the base of the winch. Good quality washers under the base at each mounting bolt will allow the base to drain.

Jamie Harris, a recovering lawyer who is now an organizational consultant, began sailing in high school with an old wooden Snipe on a Michigan pond. In the 1970s he crewed on a Lapworth 36, racing on San Francisco Bay before purchasing a Gary Mull-designed Ranger 26. Next he sailed a Sparkman & Stephens Yankee 30. After being boatless while raising a family, Jamie and his wife, Martha, purchased the 1968 Spencer 35, Onrust, *(Dutch for "unrest") in 2003.*

Resources

I found Barient-made pawls and springs (and bought a few extra to store away) at Svendsen's Marine Chandlery in Alameda, California, 510-521-8454.

The Barient parts, molds, and an inventory of used Barient parts, were acquired by The Australian Yacht Winch Company, 4-11 Stoddart Road, Prospect, NSW 2149, Australia. The company also advertises a spare parts list on the Internet <http://www.arco-winches.com>.

Losing engine coolant?

Follow this comprehensive checklist

by Rudy and Jill Sechez

Do you find yourself adding coolant to your engine more often than the engine manufacturer suggests? Are you having difficulty figuring out where the coolant is going? Often, the reason for a loss of coolant is obvious. You notice a big puddle of fluid in the drip pan and quickly locate a loose hose connection. Other times, identifying the cause for the ongoing loss of coolant is a time-consuming, frustrating, and unsuccessful event.

Losing coolant may just be an inconvenience, but it might be leading to an engine-destroying sequence of events. Until you know what is causing the loss of fluid, you cannot know which scenario you are facing, so it's important to keep looking for the cause until it is found.

Once the cause of the leak is located, it is usually easily repaired … granted, not always cheaply, but no matter what the cost, a repair is seldom as costly as replacing the engine.

A word of caution: do not remove a pressure cap from a hot, pressurized engine cooling system. The coolant will spray, often resulting in burns or other injuries.

If the loss of coolant occurs following the draining of the cooling system and subsequent replacement of the coolant, the cause may be nothing more than that the system is accepting more coolant as the air is purged from it. Once you are sure that all air has been removed from the system, that's the time to investigate any further loss of coolant.

The first thing to do when losing coolant is to look the engine over while it is not running. If the coolant is leaking externally, it is likely to have left a trail that can be followed back to its source.

> **"Take my word for it, it is easier to locate a leak when your fingers, hair, or clothing are not being wrapped around rapidly moving parts."**

Water intrusion

Since water in the oil can destroy an engine, the second check to make — even if an external leak is found — is to examine the oil for water intrusion. Water in the oil is never to be ignored and usually indicates a blown head gasket, a cracked head, or both.

There are two places to check for water in the oil. First, pull the oil dipstick and look for a milky substance on the stick. Oil is light brown in color or (with use in a diesel engine) black. When water enters the engine's oil system, it will turn milky-looking, a color change that will be easy to recognize.

The second place to check for water in the oil is inside the valve cover. This is an area that often shows the first evidence of water in the oil, even before it shows on the dipstick. If there is an oil fill cap on top of the valve cover, remove it and check underneath for that milky-looking substance. If this visual inspection is inconclusive or if a cap is not present on your engine, remove the valve cover and inspect the inside of the valve cover and the mechanisms under it for the telltale milky mixture.

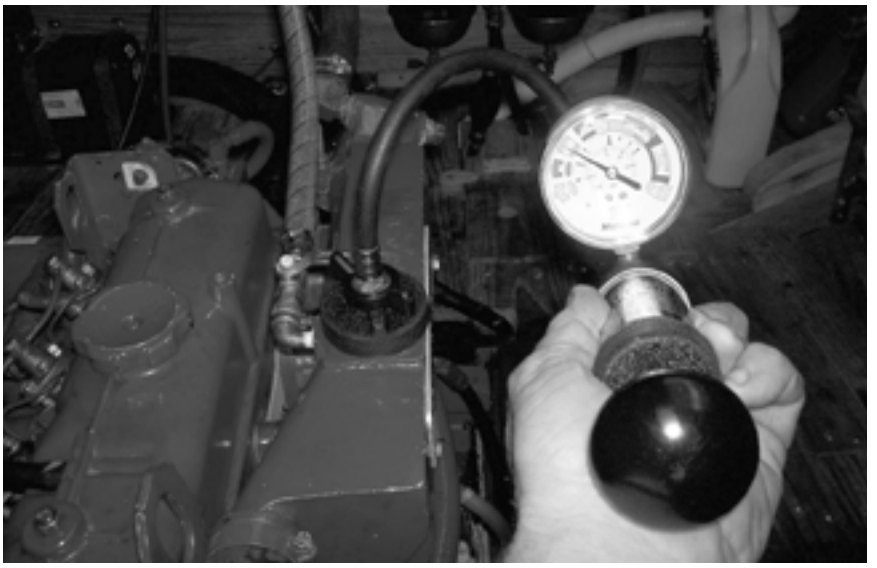
Once you have determined that there is no water in the oil, the third check is to start the engine and look for leaks, continuing to search until the engine is fully warmed up and the cooling system has fully pressurized. If there are any external leaks, they may become evident with the system under pressure. If you can't find any leaks in this way, shut the engine down and look once more after it has cooled.

Be careful when searching for a leak around an engine that is running. In your zeal to find a leak, it is very easy to forget about the parts that are moving. Take my word for it, it is easier to locate a leak when your fingers, hair, or clothing are not being wrapped around rapidly moving parts.

More devious

These are the obvious and easy initial checks to make. These first steps will often locate the source of a leak, but sometimes a leak can be more devious. Even though a cooling system is fairly simple, it does have a few places where a leak can hide.

Check the transmission fluid both for evidence of water and to determine its level. If the fluid level has gone up without the addition of more transmission fluid, suspect water intrusion into the transmission. This can occur when the transmission has a heat exchanger that cools using the engine's coolant. A leak in the heat exchanger will allow



A basic pressure tester with adapters, on facing page. The same tester is hooked up to Rudy and Jill's engine, above.

coolant to drain into the transmission, raising the fluid level, and leading, eventually, to its failure.

Another overlooked cause for coolant loss is an improper antifreeze-to-water ratio. If there is not enough antifreeze in the mixture, the engine's temperature may be high enough to allow the coolant to boil off, which then escapes from around the pressure cap.

Have you done these checks? If the leak persists, now's the time to run down to the auto parts store and buy a cooling-system pressure-test kit. These kits vary in price from $50 to $150. A kit contains an air pump with an integral pressure gauge attached to the coolant fill opening. It will also have, available as additional purchases if not in the kit, several adapters to fit various-sized pressure caps. This kit allows you to pressurize your cooling system without running the engine.

Once you have your pressure-test kit, attach the pump to the coolant fill and pressurize the system to the engine manufacturer's specifications and look for leaks. If no leaks are apparent, leave the system pressurized for several hours, even overnight, and look again both for a drop in pressure and for evidence of leaking coolant. Many times, a small leak will ooze coolant while the engine is running, but the hot engine will evaporate the coolant before it can leave any evidence of a leak. With the engine cold and the cooling system pressurized, a leak can usually be spotted even though you may have to look closely at every little connection and part in the cooling system.

Remove glow plugs

Still no leak evident? Pull the glow plugs and see if any coolant leaked into any of the cylinders. If coolant is present, do not start the engine with this incompressible substance in the cylinder. Any coolant in a cylinder indicates that a blown head gasket or a cracked head allowed the coolant to get sucked into the cylinder and then blown out with the exhaust gases. This is often accompanied with white smoke in the exhaust. The water, over time, will eventually wash off enough oil from the cylinder walls to create major damage to the cylinder wall, rings, and piston… resulting in a most expensive repair.

No water in the cylinders? Replace the glow plugs, reattach the pressure pump — but do not pressurize the system — and start the engine. If the pressure starts to increase (watch the gauge), shut down the engine. This increasing pressure indicates a blown head gasket or cracked head and, if it rises too much, can damage your pump. There should be no transferring of pressure from the pumping pistons to the coolant system.

Still have not found the problem? There are still a few more places to look.

Shut off the raw-water seacock, drain the raw water from the engine

A pressure tester can also be used to check the integrity of a pressure cap. It's a good idea to test any cap purchased for your pressure system. Even brand-new ones can leak.

and transmission's heat exchangers, if present, and disconnect the raw-water hoses from the heat exchanger's ports. Pressurize the engine's freshwater cooling system with the pump and look for coolant leaking from the heat exchanger's raw-water ports. As with the other tests, you may need to leave the system pressurized for several hours in order to find the leak. If the coolant is leaking, there is a hole in the freshwater cooling tubes inside the heat exchanger. This will need to be repaired (at a radiator repair shop) or the heat exchanger will need to be replaced.

ing system's pressure cap should also be tested for the correct pressure. The pressure cap will have its pressure rating marked on its top. This pressure rating needs to match the engine manufacturer's specifications and the cap tested to make sure that it's holding the correct pressure. Too little pressure, and the cap can allow the coolant to boil off, escaping from around the pressure cap. Too much pressure can allow damage to parts of the cooling system not designed for this higher pressure.

> **"Having a cooling system pressure-test kit is extremely helpful for finding leaks and making a leaky cooling system easier to diagnose."**

Heat exchanger removal

If the raw-water ports are located so as to prevent drainage of any leaking coolant, the heat exchangers will have to be removed, after enough time has elapsed for the coolant to leak into them. Rotate them to see if any coolant drains from the raw-water side. If this test is inconclusive or not possible, the heat exchangers can be taken to a radiator repair shop for pressure testing. While the heat exchanger is removed and at the radiator shop, you might as well have them clean it out before reinstalling it.

Keep in mind that after a leak is found, you should run the engine to see if the coolant levels are now back within specifications. It is possible that other leaks are present and also need to be located.

With the pressure-test kit, the cooling system's pressure cap should also be tested for the correct pressure. The pressure cap will have its pressure rating marked on its top. This pressure rating needs to match the engine manufacturer's specifications and the cap tested to make sure that it's holding the correct pressure. Too little pressure, and the cap can allow the coolant to boil off, escaping from around the pressure cap. Too much pressure can allow damage to parts of the cooling system not designed for this higher pressure.

Any new pressure cap should be tested before you install it, as they can be bad right out of the package. If the cap does not measure up, return it to the store for an exchange, but do not forget to pressure test the replacement cap.

If you have chosen not to buy a test kit for this, take the cap to a radiator repair shop and have them test it for you. This is such a simple thing to do that they may not even charge you for this service.

Other leak sources

These are the areas that can cause leaking in the typical diesel engine's freshwater cooling system, but some engines are also connected to other — out of sight, out of mind — appliances. Any item, such as a water heater or cabin heater, that uses the engine's coolant can also be a source of leaks.

To test for leaks, without removing the appliance, remove the coolant supply hoses and cap them off or connect them together. Then run the engine to pressurize the coolant system or use your pressure pump. If the leak stops, the appliance or its connection is the problem. Another option is to remove the appliance and have it pressure tested. Obviously, if the appliance is leaking it will have to be removed, repaired, or replaced.

It is often difficult to determine if a slight drop in pressure is from a leak in the coolant system or because of a poor seal around the coolant fill opening. You can reconnect the pump — after wetting the pump's rubber seal with water-based lubricant, such as spit, water, soap, or K-Y Jelly — to see if the seal can be better established. A soapy solution may also help to determine if this seal is leaking (bubbles will be evident if a leak is present).

A slight reduction in pump pressure, combined with the results of the above tests and tempered with common sense, can lead you to a reasonable conclusion.

If there is no water in the oil or transmission and no transfer of pressure to the cooling system from the pumping pistons, then — even though a leak should not be ignored — the engine can probably be run safely, as long as the coolant level is adequately maintained.

Having a cooling-system pressure-test kit is extremely helpful for finding leaks and making a leaky cooling system easier to diagnose. It also is important to periodically test the pressure cap and to allow for its replacement before its failure causes other problems. A leaky cooling system does not have to be a source of frustration. It can be a source of several satisfying hours spent working with your engine, the result of which will be the resolution of those niggling concerns about your cooling system.

Rudy and Jill Sechez have lived aboard and cruised for 10 years, beginning with a 36-foot wooden cutter they built, and currently with a 34-foot sail-assist troller yacht they designed and built. They finance their cruising by working when funds run low . . . mostly on boat-repair projects. They write for pleasure.

Rig inspection and maintenance

Simple steps to keep your mast standing

by Petrea Heathwood

A STRONG, SEAWORTHY RIG IS AN INTEGRAL PART of any cruising boat, but inspection and maintenance of the rig is often overlooked. This is more likely due to lack of knowledge than intentional neglect. Based on my experience as a professional rigger, I'd like to suggest some practical steps for a rig inspection and maintenance program for the typical sailboat owner. Following these steps should help you determine whether your rig is in good general shape. This discussion is meant as a guide; if you have any doubts about any component of your rig, please seek a professional opinion.

I'll focus on the vast majority of production boats that have aluminum spars and stainless-steel wire rigging, and I'll assume that you leave your mast standing and must do your maintenance tasks on a vertical spar. I'll also assume the rig is correctly specified and constructed with appropriate materials.

Apart from neglect, the main threats to rig integrity are wear and tear, fatigue, corrosion, and UV degradation. I sail in the tropics, so corrosion and sun damage figure more prominently in my experience than for people in higher latitudes. It's important to keep the effects of hot weather in mind if you will be heading south in your good old boat.

Running rigging

Running rigging consists of all the parts of your rig that move, such as halyards and sheets. All running rigging is prone to wear and chafe. Each part should be inspected regularly and the reasons for chafe should be eliminated. Chafe is caused by movement and will occur wherever a line rubs against something. Lines should lead fair and run over adequately sized, well-lubricated sheaves. Get into the habit of checking all visible components whenever you're sailing. Train yourself to notice if anything is amiss: a line leading incorrectly, a twisted block, a sheet caught up, and so on.

End-for-end your lines

To improve the lifespan of running rigging, it's worth end-for-ending each line at least once to even out the wear. This is easy with sheets and furling lines but it's also fairly simple to do the same thing to internal and external halyards and reefing lines.

Use a rug hook to thread the end of a strong cord through the end of the line you'll reverse. Tie it with a secure knot, like a bowline, and then tape the join so it won't catch on anything. If you tape toward the direction of the pull, the overlaps on the tape will cover each other, rather like the way you install roofing material from the bottom up to allow the overlaps to shed water. This helps to prevent the tape from catching as it's pulled through.

Carefully pull the line out, leaving the cord in its place. Swap the cord to the other end of the line and reverse the process. If you have a spliced eye on your halyard, it will have to be re-done at the other end. You'll need some extra length available for this. *(**Note:** Splicing old line is difficult. **–Eds.**)*

Caution: always keep tension on both the line and the cord to prevent them from snagging. This is especially important with halyards as

This sailor is on her first trip up the mast. The line hanging down on her left is the new halyard she is going to fit. She and her husband discussed roles and decided that he would winch her aloft as she wasn't confident that she would be able to haul him aloft.

The cracked locking nut is the sort of thing that can be noticed by regular checks of the lower rigging and deck hardware. On facing page: the bubbling of white paint adjacent to the chainplate, at left, indicates corrosion of the aluminum hull. Kinks in the all-wire halyard, at right, are caused by the wire being compressed on the winch. Also notice the corrosion sites on this spar.

the weight of the heavier line will drag the cord away from you too fast and could cause it to snag somewhere.

All-wire and rope-to-wire spliced halyards

Check wire halyards carefully for meat hooks, or broken strands in the wire. Run a rag along the wire rather than risk injury to your bare hand. It's worth flexing the wire sharply in the wear areas. This will pop any hidden breaks into view. Meat hooks are an indication that the wire needs replacement. The areas most prone to fatigue are:

- where the wire bends over the masthead sheave in the hoisted position;
- right above the swage sleeve; and
- at the apex of the thimble.

If the wire is still supple, it will return to shape when you straighten the bend. If it remains kinked, it has reached the end of its useful life and should be replaced. You can actually feel the difference between "dead" and supple wire.

Rope-to-wire spliced halyards obviously cannot be turned end-for-end, but if the rope is still in good order, it's possible to splice new wire to its tail. Providing they have a little extra length, you can end-for-end all-wire halyards. The end on the winch will have acquired permanent kinks and flat spots from being wound around the winch drum. Because these kinks won't run past the masthead sheave, you'll need to cut back to good wire.

If you can, use proper cable cutters to cut any wire. Alternatively, tape the wire tightly at the point of the cut, hold it in a vice or use Vise-Grips and cut it with a hacksaw, using a fine-toothed blade (about 24 teeth to the inch). Do this away from your deck since fine steel particles from the saw blade will turn to rust spots wherever they fall. Steer clear of bolt cutters, which will mangle the end of the wire. If the wire strands spring apart when the tape is removed and resist being re-formed to shape, the wire is fatigued and should be replaced.

Thread a strong cord into the wire using a hollow splicing fid. Tape it securely into a neat parcel that won't snag on its journey through the mast. Pull the wire through as described previously. The swaged eye will have to be cut off and re-made on the other end of the wire.

To replace the swaged eye, be sure to use the correct type and size of swage sleeve. Sleeves for stainless-steel wire should be copper or tin-plated copper. Sleeves for use with a hydraulic swage press are oval. With a hand swager, the sleeves should be a figure-eight shape. I'd recommend having the swages done with a hydraulic machine to ensure their strength.

Halyard end-fittings vary from the bare end of a rope to spliced- or swaged-on shackles or snapshackles. Now is a good time to check whatever fitting you have. Ensure that it is undamaged and working smoothly. Snapshackles may benefit from a drop of light machine oil applied to the spring mechanism. Be frugal here — you don't want your snapshackle to fly open because it's over-lubricated.

Next the standing rigging

Standing rigging includes all the fixed components, usually 1 x 19 wire, which hold the mast or masts in place. Standing rigging generally fails first at the lower ends, so this is the logical place to begin your inspection. If the lower ends are in good shape, it is normally safe to assume the rest is OK also. This doesn't let you off from inspecting aloft, but unless you are about to set off on an

Inspection equipment

Although you don't need specialized tools, gauges, or equipment, these simple items will make the job easier:

- Strong cord (such as Venetian-blind cord) long enough to reach to the top of the mast and back again
- Plastic fishing spool to which to fasten the end of the cord and use to wind the cord on
- Craft worker's rug hook
- Small hollow splicing fid
- Paper masking tape or PVC electrical tape

You should already have on board:

- Wrenches to fit the rigging screws
- Pliers or Vise-Grips
- Waterproof grease
- WD-40 or other spray lubricant with a small delivery tube fitted to the nozzle
- Light household machine oil, such as sewing machine oil or 3-in-one household oil
- Rags or a roll of toilet paper
- Bosun's chair

extended voyage you don't need to remove each piece of rigging for inspection if the bottom ends are satisfactory.

Working on one piece of rigging at a time, release the lock nuts or pins on the rigging screws (turnbuckles). Mark the rigging screw thread with tape so you can replicate this setting after checking the wire. Turning the barrel or adjusting nut clockwise will loosen the tension. Unscrew them until you can release the wire from the rigging screw. Rigging screws tend to seize if not lubricated regularly so if there is resistance, apply penetrating oil or WD-40 to the threads and allow time for it to work. Caution: do not loosen any piece of rigging completely unless you are certain there is something else holding the mast in its place.

Having visually checked the wire for rusty or broken strands, make a sharp bend at the lower end just above the terminal fitting. This may reveal broken strands hiding just within the end fitting. Straighten the wire again. Supple wire in good condition will return to its former shape; fatigued wire that needs replacement will retain the kink.

Next, inspect the terminal fitting on the wire. It may be a roll-swaged end, Norseman or Sta-Lok fitting, or a spliced or swaged sleeve made around a thimble. Check for rusting cracks in the fitting, uneven wire strands, or (in the case of an eye around a thimble) broken strands of wire at the bottom of the eye.

The rigging-screw assembly should turn freely and the threaded part should be perfectly straight. This is a problem area on trailerable boats since the rigging screws can get caught and bent while raising the mast. Check all clevis pins and replace any that show signs of wear or corrosion.

While the rigging is disconnected, have a look at the chainplate to which it was attached. Signs of trouble here include cracking, rust stains, and elongated clevis-pin holes. Any of these warrant further inspection of the chainplate, both above deck and internally, especially if there have been leaks in this area.

When re-assembling the rigging screw, lubricate the threads with marine grease. A little goes a long way and is only useful where the threaded part contacts the rigging screw barrel. Cotter pins that have been correctly installed can be re-used, but since their cost is infinitesimal in the scheme of things, it's a good idea to replace them with new ones.

Black and red stains

Telltale black and red stains are hard to miss. Black stains emanating from any part of your rigging indicate metal grinding away, usually a working part like the gooseneck or sheave boxes. Rust stains show stainless steel breaking down in some way. Check for cracks in the fitting. Even international brands sometimes use inappropriate grades of stainless in parts of their fittings. Rigging-screw clevis pins are a common culprit. Be wary also of inferior brand-name copies. I've recently seen Asian-sourced copies of a major U.S.-brand rigging screw that failed in less than a year.

Mast and boom

Once you've worked your way around all the rigging, have a close look at the spars. Check that the drain holes at the mast base are not blocked with debris and that the mast base itself is clear of accumulated detritus. If the mast is keel-stepped, remove the mast boot and check the spar for signs of cracking and corrosion.

Aluminum mast and boom sections should be free of corrosion. Corrosion is mostly found where there are dissimilar metals, in this case stainless-steel fittings on aluminum. Once pitting has occurred, it is difficult to repair and beyond the scope of this article. Remedial treatment to prevent worsening of the problem is within the ability of most owners, but major corrosion significantly weakens the spar and should be dealt with professionally.

> "Supple wire in good condition will return to its former shape; fatigued wire that needs replacement will retain the kink."

To prevent further corrosion, remove the offending fitting and brush off the corrosion using a

Is this your mast? There's plenty to check up here with mast steps, three furlers, and other add-ons, such as a radar dome. Facing page: this is an incredibly crowded masthead. How did they fit it all up there?

stainless-steel or brass wire brush. Never use an ordinary steel wire brush; it will shed small particles that will rust and stain your deck. You may need to use a revolving stainless-steel or brass wire brush attached to an electric drill to remove corrosion in areas of pitting. The idea is to get as close to shiny metal as you can. If the fastening holes in the aluminum are enlarged from corrosion, you'll need to rebuild the area. This is usually a job for professionals. If the pitting is minor, re-bed the fitting using either a physical barrier like thin rubber sheeting, Duralac anti-corrosion compound, or a combination of the two. Use Duralac or an equivalent barium chromate paste on the thread of all stainless-steel fastenings.

If you have to remove frozen machine screws, here's a tip: if the fitting has caused corrosion, you will usually find the fastening screws are also seized in place. Instead of forcing them free, which results in damaging the head or breaking the thread, try a generous application of WD-40. Allow time for it to soak in — maybe overnight. If this doesn't work, judiciously applied heat should do the trick.

Depending on the size and position of the fastening, this can be done with the tip of a soldering iron or small butane burner. You need concentrated heat; the idea is to heat the fastening and break it free from the surrounding corrosion. A combination of heat and WD-40 can be very effective. Be careful not to melt internal halyards or concealed electrical wiring. Another tool worth trying is an impact screwdriver. With any of these methods, the first step is to soak with WD-40.

Paint and corrosion

On painted spars it's common to see corrosion under the paint. This appears as chalky bubbles in the paint. The problem will continue until the corrosion is removed. This type of corrosion is usually found in conjunction with fittings of dissimilar metal to the spar or where the aluminum has been inadequately prepared for painting.

The short-term remedy is to scrape the paint away from affected areas. It will look unsightly, but cosmetics are less important than preventing further corrosion. Eventually, the corrosion must be cleaned up, its cause removed, and the spar repainted (see article in *Good Old Boat*, January 2005).

Going aloft

To complete a thorough check of your rig you'll need to go aloft. The options for maintenance aloft range from a basic inspection to removing each piece of rigging to check its condition and attachment point. If you feel the latter is necessary, it's probably better to pull the stick out and do a thorough check at ground level.

The first consideration in going up the mast is who will go up. Obviously, the lightest member of the crew will be easiest to hoist, but there is no point sending your teenager up to check the rig unless he or she knows what to look for. The safety of the rig is the skipper's responsibility, so the skipper should usually be the one to go up.

Your first time?

Climbing a mast can be daunting if you've never done it before. I disagree with the conventional wisdom not to look down. Once you've sorted out the safety aspects and the method you'll use to go aloft, my advice is to take it in small increments, getting used to the height as you go. Use your safety line at every stage so you can't fall if something goes wrong on deck.

Your bosun's chair should be strong and in good condition. Even if it's new, don't assume it's safe. There have been incidents of stitching giving way on new, brand-name chairs. Inspect and test the chair before trusting it. Even in my old faithful bosun's chair, I like to bounce a bit just above deck level before climbing any higher.

Use a conventional cloth-type chair with a solid seat. Soft-bottom wrap-around designs are promoted as having a snug fit, and this is certainly true. While they're light and compact to stow, for extended work aloft these chairs are uncomfortable and restrict circulation to the legs. Worse still are the adapted rock climbers' harnesses used by professional sailors on the pointy end of big racing yachts.

Choose a chair that fits you, neither too small nor too roomy. It should have large tool pockets. Make sure the hoisting point is low enough to allow you to reach the masthead. My own chair has secondary lifting rings at hip height. To get right to the top of a mast, I can cinch these together with a spare line and use it to hoist myself the last few inches.

Going up and down

Climb the mast only when the boat is afloat. Most boatyards ban the practice of climbing the mast of a boat on the hard. A keelboat propped up ashore is defying gravity to begin with, and your weight jerking around aloft can cause it to lose balance.

Since older painted masts are usually chalky, wear overalls or similar gear. Some people like the feel of climbing barefoot, but I protect my feet with shoes and socks.

Attach two halyards to the chair using separate shackles or knots. Don't trust snapshackles for this job. Use a safety line from the chair to the mast at all times. Three to four feet of ¼- or 5⁄16-inch line tied tight round the mast can be slid up or down manually but won't slide down if weight is thrown on it suddenly.

Assign two people you trust to control and keep the halyards taut. The people tailing the halyard must look up at the person in the chair instead of down at what they are doing. Keep the area below clear. Don't allow anyone to stand beneath a person working up a mast.

Once the chair is set up for hoisting, climb in and try it under your weight. I prefer to climb up and have the halyard tailers keep the halyards tight as I go. It can help enormously if they coordinate their pull on the halyard with your upward pull. Alternatively, you can just sit in the chair and have them winch you up if you're not fit. Either way, take it easy; don't overexert yourself. Halfway up the mast is no place to have a heart attack.

At each stop on the way up the mast, keep your safety line attached and have your assistants tie off the halyards. While you are at the top of the mast, your assistants should flake down their halyards, ready for the descent.

When you are ready to come down, the halyards must be untied without losing any tension. It's disconcerting to be dropped even a few inches when the halyards are released.

The primary halyard should take the weight while the secondary halyard is kept slightly slack. The reason for this is friction. As you descend, the halyard is eased out smoothly. It must be released under full control without sticking on the winch. Two turns on the winch is the maximum needed; one is usually enough. Too many turns will cause the halyard to stick, resulting in a series of surprising bounces as you are being lowered.

Doing the job

I check the rig as I climb. It makes the climb easier and seems logical. What to look at depends on the layout of your mast. I'll try to cover a "typical" mast. You're looking for much the same things as you did at deck level: corrosion of dissimilar metals, cracked fittings, seized sheaves, worn pins, stranded wire, and bubbled paint.

"Climbing a mast can be daunting if you've never done it before. I disagree with the conventional wisdom not to look down."

Just above the gooseneck may be a group of sheave or exit boxes for halyards. Check that fastening screws are tight but not seized and that sheaves turn freely and are not worn on one side. If you have mast steps, check their fastenings. Spinnaker or whisker pole tracks should be well secured and not bent or damaged. Slides should run freely.

The attachment points for the lower shrouds will be just below the lower spreaders. Ideally, you will have someone loosen each shroud so you can check the clevis pin and tang for wear.

To service the spreader end, the leather spreader boot, above, will need to be removed and re-sewn. Note how the top forms a funnel to trap moisture and debris. Next time, the leather should be sewn around each wire individually. On the new boat, at right, recently delivered from the factory, the T-balls at the top of the lower shrouds do not line up with the angle of the wire. This will cause premature failure of the wire, as some strands will be taking more load than others.

The bolt holding the tangs should be straight. Check that the nuts are sitting flat and not tilted slightly toward the mast at their top. This would indicate a bent bolt, which needs to be replaced. Caution: when replacing bolts that go through the mast, take care not to dislodge the compression sleeve inside the mast. It will be visible when you remove the nut and tang.

If T-balls are fitted instead of tangs, check the T-ball for cracks and that the receiving plate is sitting snugly against the inner mast wall. Black marks around the rivets here indicate movement, which could be serious.

From this position partway up the mast, check the base of the spreaders for cracks and signs of movement. Move out to the spreader end and remove the spreader boot or covering tape. The cap or upper shrouds should be held to the spreader ends in some way. This could be a wire seizing, or a clamp welded to the end of the spreader arm. Undo the clamp and check for corrosion where the wire meets the aluminum. Apply Duralac paste, if necessary, and re-clamp the spreader end. Replace the boot or tape. If you have intermediate or diagonal shrouds terminating here, undo and check them as described earlier.

Often, the lower spreaders are the site for a steaming or deck light. If it works, leave it alone. If not, now's the time to take it apart and find out why.

As you climb farther up, there may be a second set of spreaders to be dealt with in similar manner to the first. Somewhere between the lower and upper spreaders there may be a fitting for a spinnaker pole topping lift and a tang for an inner forestay or babystay. Check these and lubricate any exit box associated with them.

At the top of the mast, check the pins for the forestay and backstay and the tangs and bolt for the cap shrouds. If you have a furler, check that it is not wearing the wire of the forestay and that its top cap, if any, is in place. By moving spare halyards over the sheaves, you can see if they, or their pins, are worn. Alternatively, poke the sheaves upward with a screwdriver. Movement here indicates a worn sheave hole or pin. Check that the sheave pins are straight. If they're OK, lubricate them with WD-40. I say WD-40 because it comes in an aerosol can. Light machine oil is better but much harder to apply in this situation.

Up at the top there may be all sorts of antennas and lights. Leave them alone unless there is a known problem. Try reaching up to whatever lights you have there just to find out if your bosun's chair makes this possible. Many chairs leave you just short of the top. In that case, you need to cinch yourself up higher on the safety line.

Now you've completed the work, relax and have a look around before preparing for the descent. You will have briefed your deck crew to lower you slowly and steadily. If they are new to this, remind them to look up and watch you as you descend.

Equipment to take aloft

You'll need to take the appropriate tools for your rig but I would suggest:

- Pliers or Vise-Grips
- Flat-bladed screwdriver
- Stanley knife
- WD-40 with a tube on the nozzle
- Adjustable wrenches to fit any rigging screws you need to work on
- Rag or toilet paper roll
- Waterproof grease
- Allen or hex keys needed to fit spreader end fittings
- Duralac

To keep from spreading grease, Duralac, and WD-40 over myself and the equipment, I take along a roll of toilet paper instead of a rag, and I stuff used squares into a separate pocket on the bosun's chair.

The verdict

Once you're safely back on deck, you can be satisfied that you know the condition of your rig from top to bottom. At this point you may still decide to enlist professional help. If you do take that step, the work you've done will help you evaluate the advice of your rigger.

Petrea Heathwood is a yacht rigger and long-term liveaboard cruising skipper. She has been involved with cruising and racing since 1967. She operated her own yacht-rigging business in Brisbane, Australia, before retiring to cruise full time. These days she enjoys gunkholing along the Queensland coast in her Norwalk Island Sharpie 31, Talisman.

Monsun 31

A go-anywhere cruiser from Hallberg-Rassy

by Herb McCormick

Since there is no bridge deck, the lower washboard should be left in place for offshore sailing. The bulwarks provide a feeling of security to those moving about the deck and the high cockpit coamings offer good back support.

Angus Phillips, the long-time outdoor writer for the *Washington Post* and an avid, all-around Chesapeake Bay waterman, is what one might call a serial collector of good old boats. In October, 2006, his personal fleet included an ancient 22-foot wood and fiberglass crabbing boat called *Clarence S*, a Capri 25 racing sloop named *Red Stripe*, a 1964 Boston Whaler known as *Flying Tide*, and a 15-foot 6-inch plywood and glass skiff with the handle *Ida Claire*. Rounding out the collection were a Grumman 17-foot canoe and a 13-foot whitewater kayak, both of which somehow remained nameless.

Was there something missing? Yes, there was: a cruising sailboat.

So when he first cast his eyes upon the "For Sale" sign affixed to the 31-foot *Mongoose 2*, even though it had obviously been neglected for a while and was full of leaves and twigs, his heart went a-twitter. Clearly, the full-keel vessel was robust and had good lines. But…another boat? He made an offer of $13,500 and was actually quite relieved when it was turned down. The boat languished on the market, however, and soon *Mongoose's* owner called with that most fateful of questions: "What will it take to get you in this boat?"

The second offer was a cautious 10 grand, but Angus was still nervous about taking the plunge. So before any cash changed hands, he hired Fred Hecklinger, a local marine surveyor in his hometown of Annapolis, Maryland, who he knew to be a stickler for detail. He practically pleaded with him to find something that might squash the deal. "Don't worry, Angus," said Fred. "I won't be wearing any rose-colored glasses."

On the day of the survey, Fred got to the yard early and had already given the boat a good once-over by the time Angus arrived. Once there, Angus asked Fred what he thought. His answer was short, sweet, and emphatic.

"Buy it!" he said.

> **"…soon *Mongoose's* owner called with that most fateful of questions: 'What will it take to get you in this boat?'"**

Background

What Angus purchased was hull #42 of Hallberg-Rassy's Monsun 31 line, one of 904 units built in a production run that lasted from 1974 to 1982. He promptly renamed it *Mad Will*, after his children, Madeleine and Willy. In terms of numbers sold, the Monsun is the most popular boat ever created

On our test boat, the original wire halyards and winches were replaced by all-rope halyards. Modern low-stretch line shows no penalty in luff tension, and the winches are safer to operate. Note the anchor locker and the retrofitted bow platform. Facing page: the port-side settee, top, can be configured as a double berth. The interior joinery is all mahogany. Perhaps the most distinctive feature of the moderately proportioned Monsun 31 is its windshield, bottom.

by the renowned Swedish builder. But make no mistake: even though the boat needed a lot of work, Angus got a bargain. A surf through the used-boat offerings on the Internet last fall revealed several Monsun 31s on the market, ranging from $19,000 for a listing in Wisconsin, to a pair of ads in Northern California and Chicago, respectively, with asking prices of $38,000.

The Monsun 31 has an excellent pedigree. The late Swedish naval architect Olle Enderlein, who was responsible for many of the early Hallberg-Rassys, was its creator. Enderlein also drew an elongated version of the 31 called the Rasmus 35, one of which is owned by author Jonathan Raban and played a prominent role in his terrific book about his Inside Passage trip from Seattle to Alaska, *Passage to Juneau*.

As a long-range cruiser, however, the Monsun 31 can rest on its own laurels. In a nearly stock model, with the noted addition of a hard-top dodger, Swedish sailor Kurt Bjorkland rounded Cape Horn and completed three-and-a-half circumnavigations in the 1970s and 1980s aboard a staunch Monsun named *Golden Lady*, which is now a museum piece in the south of Sweden. And far-ranging American sailor John Neale — who currently sails an HR 46 called *Mahina Tiare III* that he uses to conduct offshore training clinics and expeditions — previously owned a Monsun 31 of the same name, aboard which he logged tens of thousands of miles rambling across the South Pacific.

Design

The profile of the boat shows a subtle sheer giving way to a classic wine-glass transom, all of which flows nicely with the low-profile coachroof and the signature Hallberg-Rassy windshield just forward of the cockpit — yes, it goes back nearly 35 years — that's fashioned of heat-treated glass in an alloy frame. Overall, the decades have not at all diminished the appeal of the boat's straightforward, but pleasing, lines.

Construction

The Monsun 31 is built like the proverbial brick outhouse, with a solid, massive fiberglass hull laid up to Lloyds' specifications and a deck and cabin trunk fashioned of a composite sandwich of glass and what Hallberg-Rassy described as a "polyvinyl cellular plastic" core. By whatever name, some 30-odd years down the road, the molded decks of hull #42, with integrated non-skid, remain stiff and sturdy.

The hull-to-deck joint is an overlapping fiberglass laminate topped by a pronounced glass bulwark and capped by a substantial teak rail. In fact, there's teak everywhere, from the companionway frame to the hatchboards to the grabrails to the cleats, as well as in the cockpit seats and sole.

All internal bulkheads are glassed to the hull, including the reinforced main bulkhead that serves double-duty as the internal compression point for the deck-stepped mast. The mahogany interior is simply rendered, well crafted, and quite fetching. The cabin sole is no-nonsense fiberglass.

> **"Swedish sailor Kurt Bjorkland rounded Cape Horn and completed three-and-a-half circumnavigations in the 1970s and 1980s aboard a staunch Monsun named *Golden Lady*."**

Below the waterline, the Monsun has a full keel with a cutaway forefoot to improve maneuverability. The three-bladed propeller is nestled in an aperture at the interface of the keel and attached rudder. The internal ballast is iron, while the rudder is a glass-encased bronze casting; the rudder fittings are bronze as well. One potential trouble spot is the rudder's leading edge, which on some boats has fatigued due to wear and aging.

The Monsun is moderately proportioned in terms of waterline length, beam, displacement, and rig. Its displacement/length ratio is 275, heavy enough for ocean work, but not so much as to make it a slug. The sail area/displacement ratio comes in at 15.6, which is hardly high performance, but just about right for offshore sailing.

Accommodations

There's nothing at all surprising about the interior layout of the Monsun 31, which originally came garnished with wall-to-wall carpeting, though Angus jettisoned every last bit soon after buying his boat. The forward cabin houses a 6-foot 7-inch-long V-berth, which serves as a very comfortable double bed once the drop-in insert is installed. There's shelving above and good storage, as well as the water tank, beneath. Just aft is the head compartment, which can be closed off for privacy with a folding door. A hanging locker is opposite the head.

The central cabin features an L-shaped settee to port and a straight settee to starboard, each of which also measures 6 feet 7 inches. The boat originally came with a simple dinette

> **"*Mad Will* was affixed with a hydraulic wheel-steering system on a pedestal that leaked and required constant attention. Angus tired of it quickly and replaced it with a tiller."**

between the two that could drop down to form a second double berth, a piece of furniture that currently resides in the garage. At the base of the companionway, the galley space is to port, an area Angus has yet to address. It is surprisingly small and, by contemporary standards, seems inadequate for a boat of this size. The forward-facing nav station, containing a series of handy built-in drawers, is to starboard. Just aft is a snug single bunk that doubles as the navigator's seat; it would serve as an excellent seaberth when underway.

The engine compartment, behind the companionway, is home to the 23-hp Volvo Penta MD 11C diesel, which represents the single biggest expense Angus has incurred since buying the boat: a $5,500 bill to have the beast pulled and rebuilt.

Deck layout

Starting at the bow, the Monsun 31 sports a staunch teak bowsprit with a pair of anchor rollers and the deck attachment for the forestay, which the previous owner retrofitted with a Profurl headsail-furling system. The good-sized anchor locker is just aft. The boat was originally equipped with wire halyards for the mainsail and the jib. Both are handled by a pair of winches on the mast; Angus replaced them with braided line, a change that also required new masthead sheaves.

Mad Will is still equipped with the standard rotating boom furler for mainsail reefing. Though Angus has experienced no problems with it, the device has been troublesome for other owners, and if one were contemplating any sort of extended offshore work, it would probably be wise to switch to a conventional boom with a fixed gooseneck and jiffy reefing. Selden <http://www.seldenmast.com> is one source for a new Monsun boom.

The deep cockpit is self-draining via a pair of 1½-inch scuppers. *Mad Will* was affixed with a hydraulic wheel-steering system on a pedestal that leaked and required constant attention. Angus tired of it quickly and replaced it with a tiller and an extension, which he greatly prefers and believes is more appropriate on a 31-footer. The mainsheet and traveler are mounted on a beam just forward of the helmsman. The Lewmar 40 primary winches are also an arm's length away, making the boat extremely simple to singlehand.

Performance

Angus invited me for a sail aboard *Mad Will* on a beautiful, but extremely light and shifty, afternoon last fall on Chesapeake Bay. To be honest, I wasn't

Resources

Monsun 31 Owner's Group
<http://www.classic-hrs.com/monsun31.htm>

Hallberg-Rassy Monsun 31 Homepage
<http://www.hallberg-rassy.se/monsun/monsun.shtml>

Forward of the quarter berth is space for a small chart table and drawers, at left, somewhat unusual for a 31-footer. The galley, at right, is minimal. Well, you can't have everything.

expecting much, but when the breeze puffed up into the 6- to 8-knot range, I was very pleasantly surprised. Close-hauled, the Monsun leaned nicely into the breeze and trucked along assuredly. As with most long-keeled craft, once she'd gathered a bit of momentum, the motion was extremely steady and self-perpetuating, as the boat began creating its own apparent breeze. The helm was light and easy, and steering from the cockpit coaming, via the tiller extension, was a true pleasure.

For his part, Angus was equally skeptical on his inaugural shakedown sail. "I was absolutely astonished the first time we took her out," he said. "I didn't think she'd sail a lick. But she moves in mysterious ways."

Off the wind, unfortunately, we really didn't have enough pressure to put the boat through its paces. But given its light-air performance, it's reasonable to believe that the boat would do just fine in moderate- to heavy-air.

The New England PHRF association has assigned the Monsun 31 a rating of 201. For comparison purposes, it's interesting to note other vessels with the same number, a list that includes the C&C 27, the O'Day 27 and 32, the Islander 28, the Chesapeake 32, the Chinook 34, the Ohlson 35 yawl, the Alberg 35, and the Cheoy Lee Luders 36. In performance terms, this would suggest that the Monsun is very much down the middle of the road which, for a small offshore cruiser, is precisely where you'd want it to be.

Summing-up

As Angus readily admits, *Mad Will* is a work in progress. He's ordered a new mainsail for the boat and will be purchasing a new asymmetric cruising chute for downwind sailing. The interior needs a lot of cosmetic work, as well as new cushions and a galley stove. The wiring is a mess, as is the electrical panel, both of which need to be addressed from scratch. He's shopping for an autopilot, a GPS, and VHF radio. For now, he's happy to potter about the Chesapeake, but ultimately he wants to head for New England and Canada. With all the upgrades he's planning, he certainly has the platform to take him there.

He also has the proper attitude. "I really do believe older boats are an incredible bargain," he said. "Ninety percent of people are nervous about working on them. The truth of the matter is, any idiot can. It's just a matter of crawling into dark and dirty corners you'd usually avoid. No one wants to do those jobs. But when you're done, you really know your boat. It's a very satisfying feeling."

When our day of sailing was done, we dropped the sails and Angus started the engine for the return trip to the dock. The Volvo was purring along when the judges for *Sailing World's* Boat of the Year contest came idling up in a big RIB. They'd been sailing the latest Grand Prix racers all day, and they no doubt thought we looked cute and quaint in our ancient 31-footer. But Angus couldn't help himself. "Now here's your Boat of the Year!" he hollered, and they all laughed.

They were out of earshot, however, when he added a postscript: "The year, of course, is 1974." True enough, I suppose, but the Monsun 31 has all the makings of a timeless winner.

Monsun 31

Designer: Olle Enderlein
LOA: 30 feet 9 inches
LWL: 24 feet 8 inches
Beam: 9 feet 5 inches
Draft: 4 feet 7 inches,
Displacement: 9,250 pounds
Ballast: 4,200 pounds
Sail area: 430 square feet (105% jib)
Displ./LWL ratio: 275
SA/Displ. ratio: 15.6

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

Converting the quarter berth

Make your mark, take a deep breath, and begin cutting, at left. The quarter berth at the beginning of the project, below.

A new cockpit locker provides stowage galore

by James Baldwin

Have you ever seen a sailboat with too much cockpit locker stowage space? Neither have I. Unfortunately, the reverse is more typical. A deep cockpit locker handy for stowing everything including spare sails, fenders, water cans, and even the dinghy's outboard motor, is often sacrificed for a spare bunk in the form of the quarter berth.

On a small sailboat in the summer a cramped quarter berth lacking cross ventilation is virtually uninhabitable. In foul weather, the unfortunate inhabitant of this bunk has his face exposed to any sea spray coming through the companionway. Most quarter berths cannot be slept in anyway because they are used as a stowage area for items better stowed elsewhere.

When our friend, Dan Grant, asked us to refurbish *Psyche*, his 1976 Columbia 8.7, one of the improvements was to convert the port quarter berth to a large cockpit locker similar in size to the existing starboard locker. A new hull-to-deck bulkhead, to be located 2 feet aft of the head of the berth, would separate the locker from a new navigation counter with stowage underneath and a radio locker to the side.

First, we removed and discarded an air conditioner and its ducting from the foot of the berth and a refrigeration compressor to the side of it. We also removed a sagging vinyl headliner, along with its disintegrating foam backing. Then we cut away the plywood bunk bottom and side, and peeled moldy carpeting off the hull. With a tape measure, we laid out marks for the position of the forward bulkhead and the top locker lid.

Better access

In order to get maximum access to locker contents, I marked out a locker lid that would be cut out of a seat only slightly longer than the 38-inch-long starboard locker door and full seat width, minus an inch for the hinges.

We used holes from an ⅛-inch drill bit to mark the corners of the lid, which was then cut out from above with a fine-toothed jigsaw. We took care to make the cut as straight as possible because the cut-out section would become the new lid. The cockpit seat I cut through was cored with ½-inch balsa. To seal the cut seat and lid, I used a chisel to remove balsa to a depth of ½ inch along all edges of the cut and filled this void with thickened epoxy.

Now I could work with more elbow room and better ventilation. My wife, who assisted me on this project, made sure the interior of the boat was protected from fiberglass dust by sealing it off with a plastic shower curtain. Next, we cleaned all fiberglass surfaces and thoroughly abraded them with a 36-grit disc on a 7-inch variable-speed sander/polisher. For corners, I used a similar disc on a 4½-inch angle grinder. In really tight spots I used a #60 flap disc on a drill motor to quickly cut through the old paint.

Although we removed the bunk, hull stiffness was maintained by not disturbing the longitudinal hull stringers. I cut away the aft bulkhead of the original quarter berth, except for the area where the bulkhead was bonded to the hull with

The drainage channels and framing are prepared for installation, top left. The drainage channels and framing ready for epoxy and fiberglass, top right. Looking aft from below with the drainage channels sealed in epoxy, at left. Facing page: The finished locker with the lid open, at left, and with lid closed, at right.

fiberglass tabbing. The integrity was maintained by a 3-inch margin which was left undisturbed. Because of the new forward bulkhead, the hull in this area was actually strengthened overall.

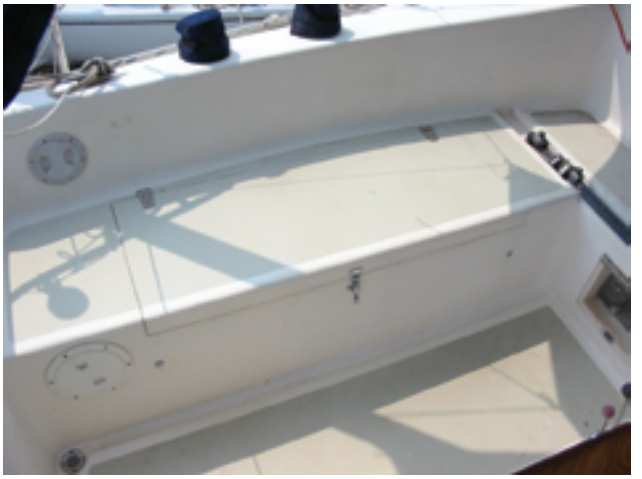
Replaced panel

Originally, there had been an engine access panel between the top of the quarter berth and the engine compartment. We replaced this panel with a larger one to provide better access to the engine and to the diesel tank fittings under the cockpit footwell. As an added bonus there was room to install a second 20-gallon water tank under the footwell behind the fuel tank.

At the aft end of the old bookshelf was a partial bulkhead. I cut the teak trim off this bulkhead and, using a cardboard template, cut a new full bulkhead of ½-inch plywood and sistered it onto the partial old one.

Some lightly built boats may require fitting a wedge-shaped piece of closed-cell foam between the hull and the edge of new bulkheads to spread the load and prevent a hard spot on the hull. The process is described well in the "Scratch and Itch" chapter of Don Casey's book, *This Old Boat*.

However, this Columbia, with its thick hull layup and generous hull stiffeners, required nothing more than roughly fitting the bulkhead to the hull and filling any small gaps with epoxy thickened to a peanut-butter consistency. I applied a fillet on both sides of the joint by squeezing more thickened epoxy from the corner of a plastic sandwich bag and rounded the fillet off with a wooden tongue depressor. Before the epoxy hardened, I laid four layers of progressively wider 4-, 6-, 8-, and 10-inch-wide medium-weight fiberglass cloth saturated with epoxy resin over the joint and brushed out more resin on all exposed bare wood. Marine plywood is generally recommended for this, but because we sealed all sides and edges of the wood in epoxy and because the strength of the materials used was more than enough, we saved some money by using an A/B grade of exterior plywood.



Drainage channels

With the bulkhead in place, I moved on to complete the drainage channels and supports for the locker lid. These channels can be built in several ways. You might imitate the factory method by making a mold, laying up the pieces with fiberglass and glassing them in place. This makes sense when building hundreds of boats. For this job, however, I found it easiest to construct the channels from ½-inch plywood and 1-inch by 2-inch (actually ¾- by 1½-inch) white oak. The channels tapered from 1-inch deep near the cockpit coaming to 8 inches deep where they drained through two holes drilled into the side of the footwell. The lower the drainage holes, the better the channels drain when the boat is heeled. Eight inches was a compromise between good drainage and overly obstructing locker access with channels that are too deep.

The oak and plywood pieces were screwed and glued to the surrounding fiberglass, then strengthened and waterproofed with epoxy fillets, fiberglass cloth, and resin. Using wood that was screwed and glassed in place made the structure immensely strong. It could have been built lighter, but at some point the ultimate strength of the construction would be in question. We don't have to guess if it's strong enough — after giving it the backyard-engineering test of jumping on it, we know it is strong.

The tops of the wood channels were carefully lined up to fit evenly to the bottom of the locker lid, minus ⅛ inch in height. This was later made up by the addition of a rubber gasket to keep water out. The bottom of the locker lid was not perfectly level. I corrected that before the gasket was applied by squeezing out a line of epoxy under the lid where it met the wood channel tops and setting it in place with a thin piece of plastic sheet between the epoxy and wood. After it set up, I lifted the lid off and ground away the hardened epoxy that squeezed out from the high spots, and we had a perfect fit. The lid is attached with two stainless flat hinges and a lockable latch.

The two engine-access panels, notched at the top to accommodate the engine's exhaust-outlet hose, fit in place with barrel bolts for easy removal. Another removable panel made a level bottom to the deepest corner of the locker and protected the wiring and plumbing running through there. We painted the locker with Interlux Pre-Kote primer and Brightside one-part polyurethane.

Navigation station

Back in the saloon, we tackled the new navigation station. In this conversion, merging the old cabinetry to the new navigation station was made easier by using some of the existing shelves and bulkheads and keeping to a similar layout. Outboard from the forward end of the quarter berth and below two shelves was a sliding hide-away panel that was used as a makeshift navigation table. Besides offending the senses, that wood-grained Formica sliding table had to go because it blocked locker space. We replaced it with a mahogany-trimmed, canvas-patterned laminate countertop that can be partly lifted or taken off to reach items in the locker below.

After ripping off more moldy foam-backed vinyl from the hull next to the old bookshelf, I converted this area to a radio locker at the top with counter space below and a

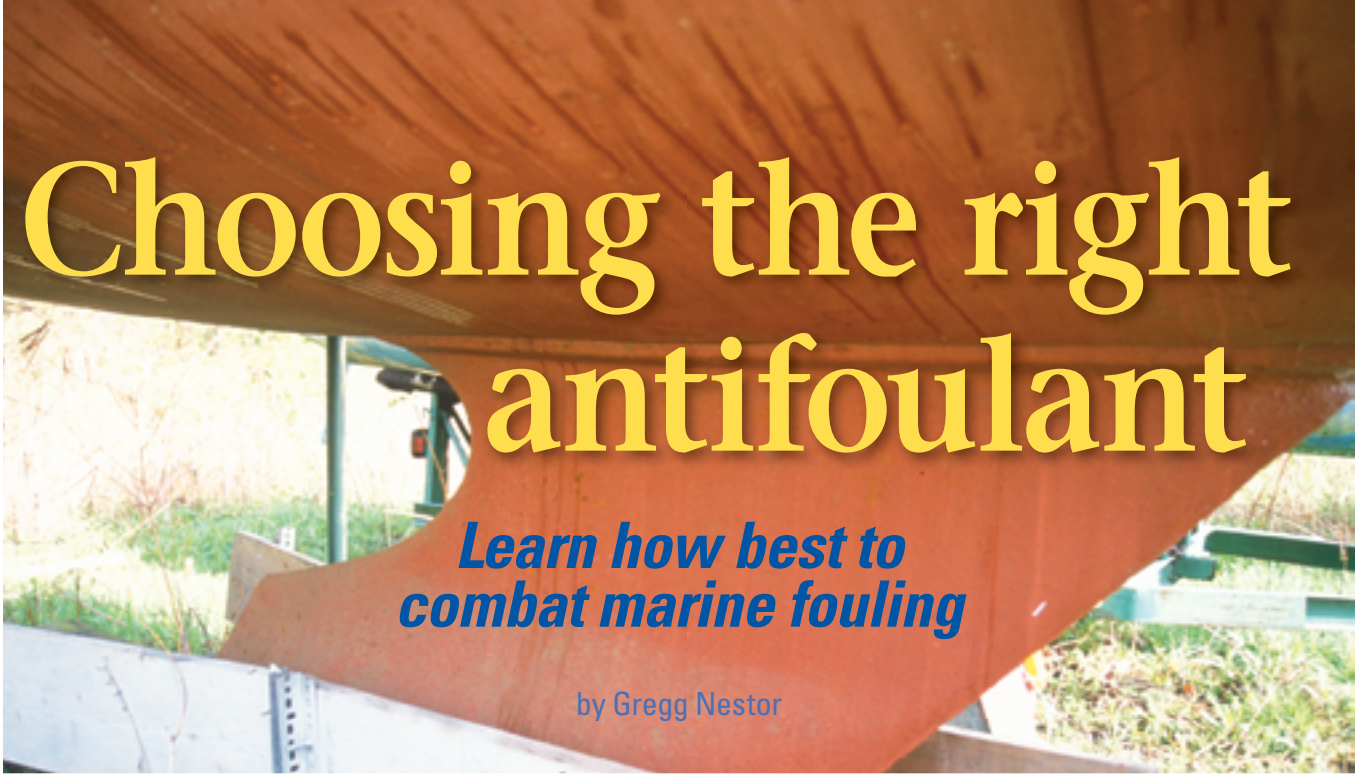
Close-up of the finished navigation station, above left. *Psyche*, the 1976 Columbia 8.7 owned by Daniel Grant, near Savannah, Georgia, above right.

locker beneath. We mounted the VHF here and left space for a future SSB installation. There is adequate space on the aft bulkhead to mount a new GPS or possibly a multi-function radar chartplotter. Since we were in the process of refinishing the entire boat with Honduran mahogany trim and veneer, we used these woods for the navigation station. This included applying veneer to the main bulkhead and other vertical panels with contact cement.

The nav table lifts up to access a huge locker underneath. Below that is the battery locker. The forward vertical panel under the nav table slides up and out of its tracks for easier access when it's necessary to change batteries.

The entire conversion took roughly $390 in materials and 60 hours' labor, not including the varnishing, which took place later as part of an entire interior refinishing. Besides the usefulness of a deep cockpit locker to swallow gear, *Psyche* now has a useable permanent navigation station and extra counter space that extends right through to the galley.

James Baldwin and his wife, Huang Huo-Mei, are currently between voyages, refitting large and small cruising sailboats near their home in Brunswick, Georgia. Their voyages and other boat-project articles are available on their website: <http://www.atomvoyages.com>.



Choosing the right antifoulant

Learn how best to combat marine fouling

by Gregg Nestor

The year was 1625 when William Beale registered the first patent for a toxic underwater paint. It was a mixture of iron powder, cement, and copper. How effective it was is anyone's guess. But one thing's for sure: Bill's paint was the opening shot in the war against marine fouling, which still rages today.

Antifouling paints have come a long way since then. Not only are they more advanced, they are also becoming more ecologically friendly. They come in a variety of formulations, types, and even colors, thus making the selection process a bit involved. Before you head off to the chandlery with checkbook in hand, there are a few preliminaries to consider.

Selection guidelines

There are many variables that directly influence the selection of an antifouling paint. These include freshwater or saltwater use, water temperature, nutrient content, how the boat is used, the length of the sailing season, the material the hull is made of, and if the bottom is currently painted.

Salinity is an issue. Boats that sail in fresh water generally experience different kinds of biological growth from that experienced by their saltwater cousins. Freshwater sailors, for example, don't worry about barnacles or toredo worms. They are, however, extremely aware of slime formation, and Great Lakes sailors are concerned about zebra mussels.

Water temperature also has a direct bearing on fouling. A boat kept in the cold water off the coast of Maine or in Lake Superior will not foul as quickly or extensively as one kept in the warm and sunny waters of Florida and the Gulf Coast.

Waters with a high nutrient content, such as the coastal waters in proximity to highly urbanized/industrialized areas and the lower Great Lakes (which experience significant agricultural runoff), provide an almost unlimited food source for marine organisms. While a variety of bottom paints with a high biocide content will generally perform well in most of these cases, strength isn't always the answer.

Usage matters too. Boats that are regularly used can benefit from a polishing or "soft" antifouling paint. This is a type of antifouling paint that continuously exposes fresh biocide as the boat moves through the water. Boats that spend considerable time at their moorings may possibly be better protected by a "hard" antifouling paint that slowly releases biocide at a controlled rate. Trailersailors, who routinely launch and retrieve their boats, should consider a paint that doesn't lose its effectiveness when exposed to air and can also withstand the routine abrasion of sliding off and on a trailer. A single-season paint may work well for boats

> **"A single-season paint may work well for boats with short sailing seasons, while multi-season paints are more economical for boats that sail year-round."**

Resources

Detailed instructions covering the preparation or removal of antifouling paints, including the preparation of new hulls, plus step-by-step application instructions, and how much paint to buy can be found at:

<http://www.ePaint.com>

<http://www.yachtpaint.com/usa/default.asp>

<http://www.pettitpaint.com/perfect_pick.asp>

<http://www.westmarine.com/webapp/wcs/stores/servlet/westadvisor/10001/-1/10001/AntifoulingPaint.htm>

with short sailing seasons, while multi-season paints are more economical for boats that sail year-round.

Construction material also plays a role. If your boat is fiberglass or even wood, most types of antifouling paints will work equally well. The final choice is often due to economics in this case.

However, if the hull is made of metal, especially aluminum, the field of choice is narrowed considerably. Since copper is the active biocide in most antifouling paints, think: galvanic corrosion. Metal boats require barrier coatings and/or special antifouling paints. The best way to achieve good results with metal boats is to properly prepare the hull prior to applying the antifouling paint. This usually involves degreasing, sanding, fairing, and coating the surface with a suitable primer. Two or more coats of the proper primer will promote good adhesion of the antifouling paint. The application of three to four coats of a copper-free antifoulant, such as Interlux Trilux 33, completes the process.

The last consideration when selecting an antifouling paint has to do with compatibility. On a bare hull, your palette of paints is endless. However, if your boat's bottom is currently painted, your selection is automatically narrowed. This is especially true if you either don't know what the current paint is or don't want to remove it.

Basic ingredients

While formulas may differ between companies and products, modern antifouling paints consist primarily of four basic ingredients: resin, solvent, pigment, and biocide.

It is the resin that gives the product its mechanical properties. It holds the product together, forms the coating film, and controls the release of the biocide. Many resins are used, including tree rosins, alkyds, one-part epoxy esters, vinyl, and Teflon.

The solvent impacts the product's application characteristics, especially its flow and drying speed. It keeps all the product's solids in suspension until it evaporates as the paint dries. Some of the more common solvents include petroleum distillates, alcohol, and water.

Pigments not only add color to antifouling paint, but also affect the product's thickness. In some instances, depending upon what they are, pigments can act as a passive biocide by inhibiting normal metabolic growth. Zinc oxide and, to a greater extent, zinc pyrithione (the active ingredient in many anti-dandruff shampoos) act as "sunscreens," inhibiting algal growth.

Biocides make up the active ingredient that repels, is toxic to, or inhibits marine biological growth. The most common biocide in use today is copper and its oxides, which are not very toxic to marine life. They function more as repellants than as biocidal agents. Less-used materials include zinc compounds and hydrogen peroxide. In one of their formulations, ePaint utilizes an isothiazalone (trademarked by Rohm and Haas as Sea-Nine 211) to combine zinc omadine (pyrithione) and hydrogen peroxide.

Recent technology based on cybutryne (a triazine compound) inhibits photosynthesis. When blended with conventional copper-based antifouling paints, this material increases slime protection. Cybutryne is marketed by Interlux as Biolux and by Pettit and West Marine as Irgarol.

The right paint

Antifouling paint takes two different forms: polishing (soft) or hard. For the most part, their selection can be dovetailed with the type of water and sailboat use.

Polishing types of antifouling paints are of a soft composition and include the traditional sloughing paints, ablatives, and copolymers. Except for the

Guidelines for changing bottom paint formulations

New paint \ Old paint	Polishing-Sloughing	Polishing-Ablative	Polishing-Copolymer	Hard-Epoxy Ester	Hard-Dry Lube (Teflon)	Hard-Vinyl
Polishing-Sloughing	lightly sand and apply	sand well and apply	sand well and apply	sand well and apply	remove completely	sand and apply
Polishing-Ablative	remove completely	lightly sand and apply	sand well and apply	lightly sand and apply	remove completely	sand and apply
Polishing-Copolymer	remove completely	lightly sand and apply	lightly sand and apply	lightly sand and apply	remove completely	sand and apply
Hard-Epoxy Ester	heavily sand and apply	sand and apply	sand and apply	sand and apply	remove completely	sand well and apply
Hard-Dry Lube (Teflon)	remove completely	remove completely	remove completely	remove completely	clean and apply	remove completely
Hard-Vinyl	remove completely	remove completely	remove completely	remove completely	remove completely	sand well and apply

multi-season copolymers, the soft-rosin sloughing paints and the more durable ablatives are single-season products. All are formulated to gently wear away like a bar of soap as the boat moves through the water. This erosion exposes fresh biocide, reduces the thickness of the paint, and sloughs off any biological growth. Through normal action, the paint will eventually disappear altogether, exposing the bare hull. During the paint's active life, the paint should not be scrubbed. Scrubbing will remove not only the paint but also the biocide, reducing the product's lifespan. Polishing paints are depleted by mileage, not by time in the water. They are generally regarded as being maintenance-free. With minor surface preparation, polishing paints will overcoat most existing antifouling paints.

Hard paints include epoxy esters, dry lubricants (Teflon), and vinyl paints. Antifouling paints in this group function by what is termed "contact leaching." Upon contact with water, the binder in the paint begins releasing its biocide at a steady controlled rate. Unlike polishing paints, the active biocides in hard antifouling paints will be depleted with time, not mileage. Once the biocide has been exhausted, the hard paint binder still remains. The typical lifespan of a hard antifouling paint is approximately 12 months when in contact with water. All of the hard antifouling paints produce a very thin film and can be overcoated several times before stripping is required.

Unlike polishing antifouling paints, which are all quite similar, the three types of hard antifouling paints possess distinct differences. Epoxy ester-based hard antifouling paints include some of the best-selling products on the market. They are suitable for fresh and saltwater applications, are reasonably priced, and can overcoat most other products. Dry lubricant (Teflon) paints produce a coating with the lowest drag coefficient available. It's no surprise that this class of hard antifouling paint is favored by racing sailors. Its ultra-thin film is tough and unaffected by air, making it a good choice for trailerable boats. Its antifouling properties aren't the best in saltwater and it can't be overcoated with other paints. Lastly, vinyl-based antifouling paints produce an extremely durable film. It, too, is liked by racing sailors, especially since it can be wet sanded and burnished to a slick racing finish. Unlike Teflon-based paints, vinyl-based products can be overcoated by most anything else; however, they will not overcoat anything but themselves.

"…if your boat's bottom is currently painted, your selection is automatically narrowed… especially if you either don't know what the current paint is or don't want to remove it."

Compatibility

While selecting the right paint for the right job is important, knowing if the new paint is compatible with old paint is critical. Carefully review the compatibility chart in the sidebar on Page 42.

Gregg Nestor, a contributing editor with Good Old Boat, *has had a lifelong interest in all things aquatic. Gregg and his wife, Joyce, cruise Lake Erie aboard their Pearson 28-2 and also trailersail an O'Day 222.*

What's on the market

This is a partial listing of antifouling paints available from the major paint manufacturers. This list is by no means exhaustive.

Polishing, sloughing
- Interlux Bottomkote
- Interlux Bottomkote XXX

Polishing, ablative
- Interlux Fiberglass Bottomkote ACT
- Interlux Trilux 33
- West Marine CPP Plus

ePaint ZO / ZO-HP

ePaint SN-1 / SN-1HP

ePaint 2000

ePaint 21

Polishing, copolymer
- Interlux Micron Extra
- Interlux Micron CSC
- Pettit Ultima SR
- West Marine PCA Gold

Hard, epoxy ester
- Interlux Fiberglass Bottomkote
- Interlux Ultrakote
- Interlux Ultra
- Pettit Vivid
- Pettit Trinidad
- Pettit Trinidad SR
- West Marine Bottom Shield
- West Marine Bottom Pro Gold

Hard, dry lubricant (Teflon)
- Interlux VC17m
- Pettit SR-21
- West Marine FW-21

Hard, vinyl
- VC Offshore

Taming the boom

Keep things under control with off-center vangs

by Bernard Heise

When we reconfigured *Momo*, our Mason 43, for bluewater sailing, we searched for a way to replace our 4:1-purchase vang with something more powerful. We also needed something that could act as a preventer and steady the boom. Eventually we developed a system of dual off-centered vangs that has proven robust, effective, and easy to use. In fact, these vangs turned out to be our most significant modification to the sailboat's rig, greatly enhancing performance and safety.

The typical sailboat features a centered vang, which is secured at the base of the mast and runs at an angle of between 30 and 60 degrees to a position on the boom a few feet from the gooseneck. The vang keeps the boom down and thus controls the twist of the main, particularly when the boat heads off the wind and that function can no longer be fulfilled by the mainsheet and traveler. Older boats like ours often employ a modest 4:1 tackle, which is barely adequate even on small boats. Skippers with deep pockets can install a masculine piece of hydraulic muscle powerful enough to move mountains but which costs more than a new mainsail. New boats increasingly sport rigid mechanical vangs that also support the boom in lieu of the topping lift, although I don't understand why anyone would trade the supple strength of rope for the rigid vulnerability of aluminum extrusions and steel. Judging from manufacturers' warnings and reports I've read from people who use them, rigid vangs seem like a heavy and expensive way to replace a fully functional topping lift with a product that offers, above all, the potential to break.

> "…these vangs turned out to be our most significant modification to the sailboat's rig, greatly enhancing performance and safety."

Any desired position

The virtue of the centered vang lies in pulling the boom down without impinging on its freedom to swing from side to side. The boom can be sheeted to any desired position while the vang's tension remains the same. But such convenience comes at a price. As much as half of the force applied to a centered vang does not actually pull the boom down but, rather, wastes itself driving the boom into the mast and stressing the gooseneck. Little can be done about that: if the boom attachment is moved forward, the downward pull of the vang increases, but leverage is lost; moving the boom attachment aft increases the vang's leverage, but decreases the proportion of force actually used to bring the boom down.

Furthermore, giving the boom the freedom to swing is not necessarily a good thing. With any kind of seaway, particularly in light winds, the boom bounces around with a violence that benefits neither the rig nor the canvas.

And the further the vessel points downwind, the greater danger it faces from an accidental jibe. Inevitably, measures need to be taken to steady the boom. Often, however, such measures are awkward and unsafe. One common recommendation, for instance, is to rig a preventer to the end of the boom, lead it forward to a block on the bow and bring it back to the cockpit. But that is easier said than done, especially after a jibe at night or in heavy weather. Another way to rig a preventer is to change from a centered to an off-centered vang – by releasing the bottom of the vang from its position at the base of the mast and moving it outboard so that the vang constrains the boom. But a vang that always needs to be moved from one place to another is a nuisance.

Vangs on each side

On *Momo* we decided to set up an off-centered vang for each side of the boat, with both sides controlled from the cockpit. Not only are these vangs more effective than a centered vang at pulling down the boom, they also act as preventers and help steady the boom in a seaway. Jibing and tacking are easy and, using the vangs and mainsheet, we can secure the boom in any position we desire within seconds.

Due to the difference in leverage, any tackle that controls the boom from the middle encounters substantially more force than tackle, which controls the boom from the end. Generally speaking, the tackle for an off-centered vang should be at least as strong as that which you might use to rig your boat for mid-boom sheeting. Consider that blocks always fail before lines do and that a multi-part tackle is only as strong as its weakest block. Also pay attention to the size and strength of your boom.

If your boom has a particularly small cross-section, an off-centered vang might not be appropriate. If you have any doubt, try vanging your boom to the leeward rail, using your center vang tackle, and watch for bending. If there is much bending of the boom, you need a stouter spar to make this rig safe.

The vang's attachments to the boom and deck are critical. The forces faced by an off-centered vang, especially the shock loading from a slatting main,

Facing page: We use webbing straps for all of our boom attachments. Made by Grip-Sure Manufacturing in Richmond, B.C., they have a working load of 3,200 pounds, accommodate shifting directions of load, and are easy to inspect and replace. The red lines, led through holes in the boom, keep the straps from sliding back and forth. This page at left: running under triple-reefed main alone off Cape Mendocino, California.

On *Momo* we are equal-opportunity employers. The blocks are from Wichard, Harken, and Schaefer – whatever will do the job for the most reasonable price.

can overwhelm hardware, pull fittings through decks, break stanchions, and lift genoa tracks. This applies not only to a boat like *Momo*, which has a displacement approaching 30,000 pounds and a mainsail of 434 square feet, but to smaller boats as well. Faced with rolling seas and a slatting main, the ill-conceived vang we once installed on our 28-foot Pearson Triton, for instance, tore a hole in the deck.

Webbing attachment

On *Momo* we secured the vangs to the boom with a webbing strap. In fact, ever since a stainless boom attachment for our mainsheet sheared while we were motoring through a windless stretch of sloppy seas, we have used webbing straps for all of our boom attachments. They absorb shock and accommodate shifting directions of loads; they are easy to inspect and replace; and they are light and incredibly strong — the 1-inch-wide straps we use have a working load of 3,200 pounds with a safety factor of 5:1. They are also inexpensive — after asking a boatyard crane operator where he purchased his straps, we went to the same place and discovered that they could custom-make any kind of straps we wanted at very reasonable prices. The 2-foot-long straps we use on the boom were made by Grip-Sure Manufacturing in Richmond, British Columbia, and cost less than $8 each. Compare that to the $40 we might otherwise have spent for a stainless-steel boom bail that, tortured by the stress of an off-center vang, would inevitably fail.

One way to assure the strength of the lower fitting is to secure the vang to the chainplates. But leading the lines fairly can prove difficult, and, for safety reasons I will explain later, we did not want vangs positioned that far forward. On *Momo* we secured the bottom of the vangs to two separate points aft of the chainplates, spreading the load between the midship cleat and a stanchion base. The points are 24 inches apart, and each is reinforced with a 4-inch by 6-inch stainless-steel backing plate.

The vang's tackle should generate sufficient force to pull the boom down in a strong wind. Smaller boats might be well-enough served by a two-block tackle with a 4:1 purchase.

More power

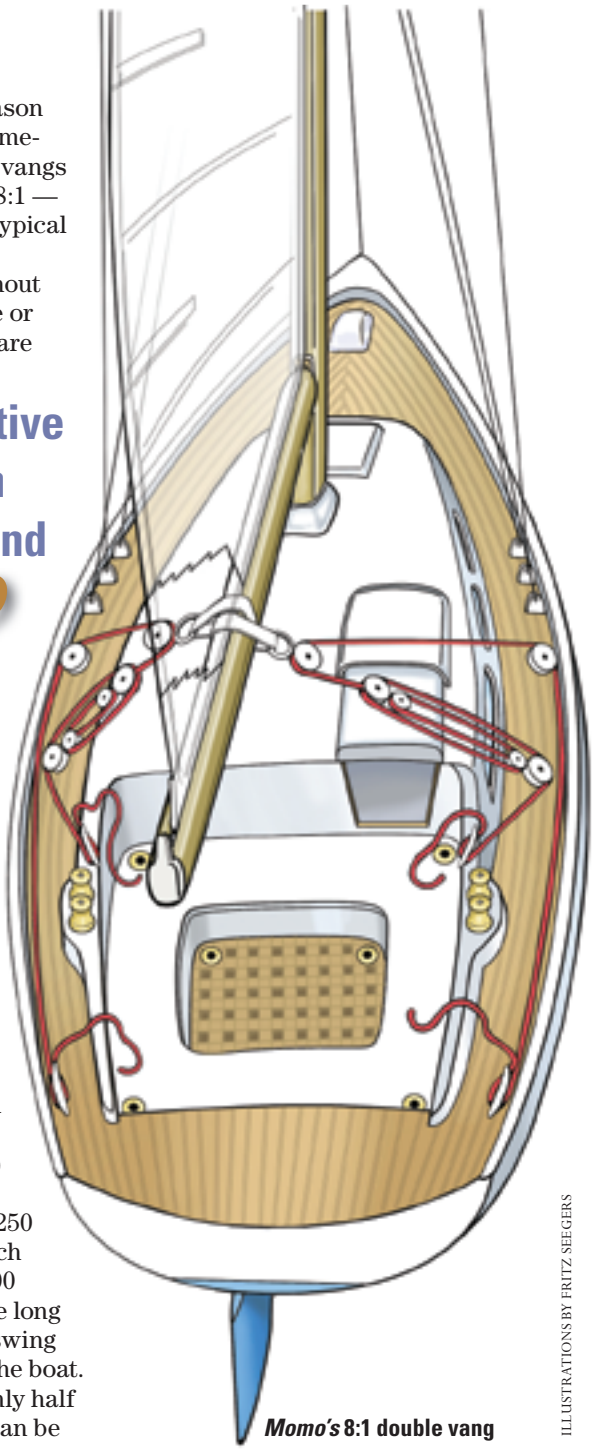
Controlling the sail on our Mason 43, however, requires greater mechanical advantage. Thus the vangs on *Momo* have a purchase of 8:1 — the same as obtained from a typical rigid vang.

To gain such purchase without using excessive lengths of line or numbers of blocks, the vangs are composed of two cascading tackles. The first tackle consists of a line, the standing part of which is fixed to a fiddle block. The hauling part is reeved through a block at the boom, brought down to a block at the midship cleat, and led back to the cockpit, where it can be made fast. By itself, it yields a 2:1 purchase. This part of the vang bears the most load, thus the blocks and line must be sized accordingly.

On our boat, we use 90 mm blocks by Wichard (safe working load of 4,400 pounds) at the boom, Schaefer's 704-5 block (safe working load of 2,250 pounds) at the cleat, and ½-inch line (breaking strength of 8,500 pounds). The line must also be long enough to allow the boom to swing freely to the opposite side of the boat.

The second tackle bears only half the load of the first and thus can be sized somewhat smaller. The standing part of the second tackle is fixed to a fiddle block secured to a stanchion base about 24 inches aft of the midship cleat. The hauling part is then reeved back and forth between the fiddle block that terminates the first tackle, and the fiddle block that is secured at the stanchion base, and

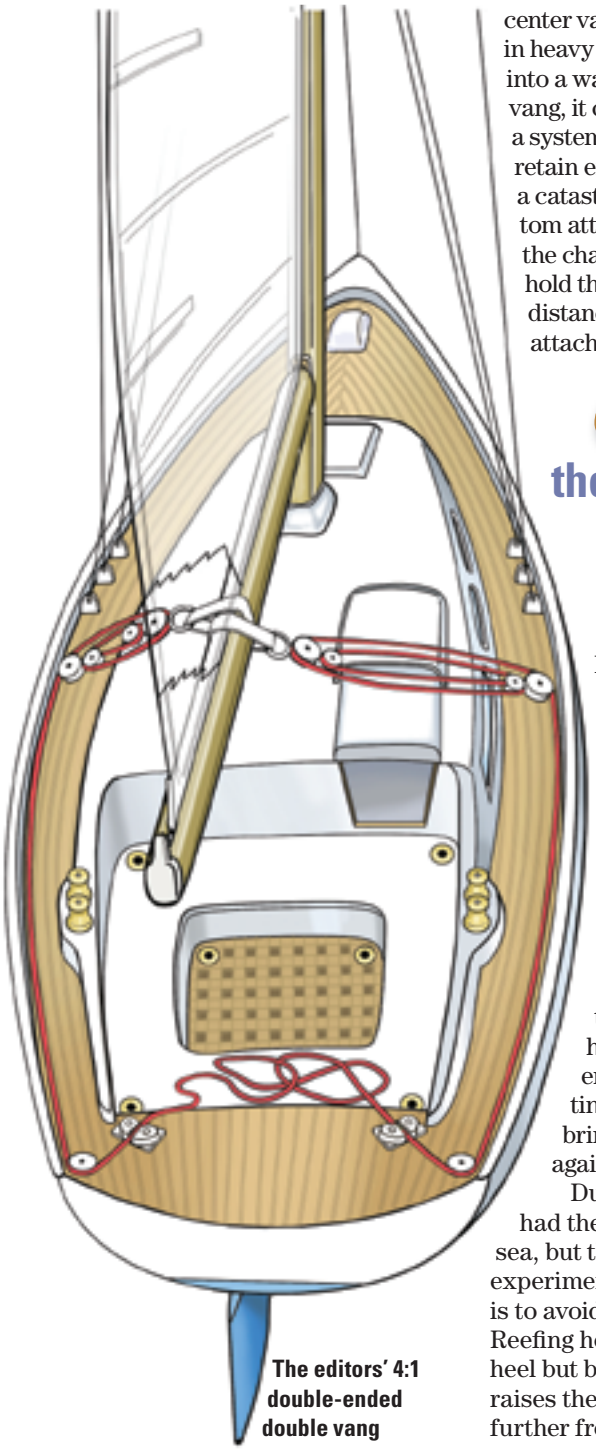
> **"Not only are these vangs more effective than a centered vang at pulling down the boom, they also act as preventers and help steady the boom in a seaway."**



***Momo's* 8:1 double vang**

ILLUSTRATIONS BY FRITZ SEEGERS

finally brought back to the cockpit where it can be made fast. We use Harken's fiddle blocks 1559 and 1560 (safe working loads of 1,800 pounds) and ⅜-inch line (breaking strength of 4,400 pounds). By itself, this second tackle yields a purchase of 4:1. Between them, however, the two tackles yield a purchase of 8:1.



The editors' 4:1 double-ended double vang

Two adjustments

Operating the vang involves two steps. First, you make a gross adjustment using the first tackle. Simply put, you haul on the first tackle until the fiddle block is brought all the way up to the boom. Then you use the second tackle to achieve the desired tension and sail shape.

The only serious danger with an off-center vang involves tripping the boom in heavy seas. If the boom digs deeply into a wave while constrained by the vang, it could very well snap. With a system like ours, the vang should retain enough elasticity to avoid such a catastrophe. Since the vang's bottom attachments are situated aft of the chainplates, it does not actually hold the boom all the way out. The distance between the vang's bottom attachments absorbs shock by allowing the boom to rock back and forth a little bit while under tension. The ropes and the webbing also stretch. Furthermore, the location of the vang's bottom attachments also help us recover from accidental jibes. When the wind catches us aback, the boom swings inward a few feet before being stopped by the vang. In this position, the boat actually feels like it's hove-to. It continues to make enough headway that, by putting the helm hard over, we can bring the stern through the wind again and resume our course.

During gale conditions we've had the boom dip lightly into the sea, but this is not something I like experimenting with. The best thing is to avoid tripping the boom at all. Reefing helps, not only by reducing heel but because each successive reef raises the end of the boom a little further from the deck (this, of course, depends upon the design of the main). Eventually, conditions might require striking the mainsail and flying a trysail without the boom. In the absence of boom gallows, the vangs can center the boom and hold it steady.

Less dangerous

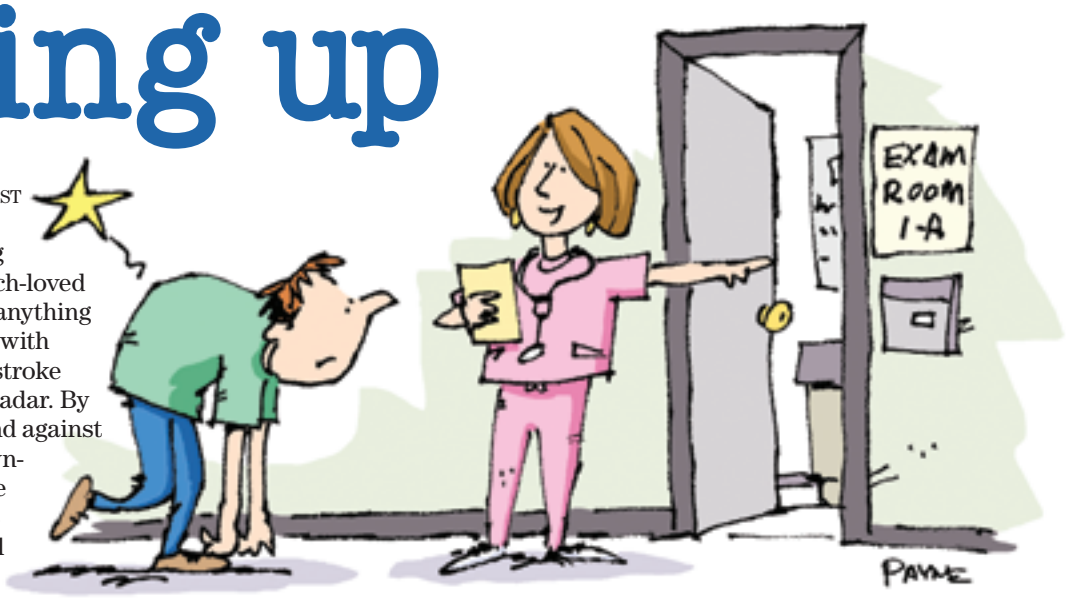
In any event, even if the boom trips in the sea, the rig faces less danger from an off-center vang than from a preventer run forward from the end of boom. Whereas the vang might break the boom, the preventer might generate sufficient torque to bring down the mast.

Building a quality robust vang is not exactly cheap. Our vangs were designed to sustain a safe working load in excess of 3,000 pounds. Based on the catalog of a leading chandlery, the blocks we used retail at around $650, although a little bit of searching can yield significantly lower prices. To that one needs to add the cost of line and other incidentals needed to secure the vang and lead the falls back to the cockpit. Still, compared to other alternatives, a vang like ours is a veritable bargain and much more versatile. A mechanical vang for a boat our size retails at more than $1,800, while setting up a hydraulic vang for a boat our size costs around $2,800. With all the money you save, you can buy yourself something nice — perhaps a little rowing dinghy. And when you stow it on deck, shove it right against the mast, because there won't be a centered vang to get in the way.

> **"…even if the boom trips in the sea, the rig faces less danger from an off-center vang than from a preventer run forward from the end of boom."**

Bernard Heise and his wife, Michelle, lived and cruised aboard a Pearson Triton along the Atlantic Coast before heading south aboard a Mason 43 with their larger family, which currently includes two young daughters, Lola and Jana. So far, they've sailed the waters of Mexico, Hawaii, British Columbia, and Alaska. Their website is <http://www.madeonmomo.com>.

Moving up



ILLUSTRATIONS BY TOM PAYNE

A cautionary tale from one who's been there

by Richard Smith

THE SIRENS CALL WHEN LEAST expected, their soft and gentle songs luring honest sailors away from much-loved boats, turning heads toward anything two feet longer — something with a shinier gelcoat, a new four-stroke outboard, roller furling, and radar. By the time the song is ended, and against all logic, previously happy owners see nothing but woe in the old boat. Moving up seems as inevitable as taxes, as natural as the wind.

I have owned a succession of good boats, 18- to 31-footers, each somewhat larger than its predecessor. I've sailed them, for the most part, in Puget Sound, the San Juan Islands, and the Canadian Gulf Islands. There are some frequently boisterous waters to be crossed in the straits of Juan de Fuca and Georgia, fast currents running through a large tidal range. There are sandy, mud-bottomed coves and supermarkets everywhere. It almost never rains in the summer, and the winds tend to be under 12 knots with some rather spectacular exceptions. These are almost ideal waters for small boats.

The little 18-foot centerboard sloop that I built and began cruising in some 30 years ago, took me to all the places that my current 31-foot keelboat does now — and a few more. I often wonder what life would have been like if I had kept that boat. *Minka* taught me much about these waters in all kinds of weather, summer and winter, weekends and Christmases. She taught me how to share happiness with a host of shipmates in countless secluded anchorages and city centers.

The sirens called

But the sirens turned my head toward a 26-foot Thunderbird, one of Ben Seaborn's best. *Haru Kaze* was a good boat in all respects. She was faster than the barge-like *Minka* and more at home in the short and choppy seas that test a flat-bottomed and rather chubby centerboarder. The Thunderbird is a pretty boat and I fell for her good looks as much as her size and sprightly grace under sail.

But advantages were matched by disadvantages and I discovered the nature of compromise. There was more room in the 26-footer; but, as more roads beget more cars, *Haru Kaze* acquired more things. I learned that more space is easily trumped by carefully organized stowage and thoughtful usage.

The real problem with the Thunderbird was an apparent advantage: more headroom. *Minka's* 4-foot cabin height required that one sat down immediately. The rule was: up in the cockpit, down in the cabin. The Thunderbird's 5-foot headroom was a foot less than my height and, almost unconsciously, I adopted a gorilla-like gait. This led to serious lower back problems that eventually required surgery.

> "The Thunderbird's 5-foot headroom was a foot less than my height and, almost unconsciously, I adopted a gorilla-like gait."

Enough room to stand up straight led me to an Ericson 27 — only a foot longer but a right proper yacht that had an inboard engine and five berths, an enclosed head, and teak all over. But it wasn't long before I missed *Minka's* 6-foot 6-inch ergonomically designed berths when trying to get four feet into the tiny wedge of space in the Ericson's forepeak double.

Homicidal exhaust

The inboard gas engine was a boon in many ways — powerful and certainly quieter than the pinging and panging Seagull. It drove a prop that stayed well immersed in Puget Sound chop and the wakes of powerboats. When she was good, she was very good… but when an exhaust fitting cracked, my crew and I very nearly died of carbon monoxide poisoning one fine afternoon.

The costs, complications, and inherent dangers of inboard engines are not always fully appreciated when one decides to move up. And although the hazards of gasoline fumes in the bilges of sailboats are fast becoming a thing of the past, they've been replaced by an engine that requires more expensive repairs if things go wrong. And the smell of diesel fuel can permeate everything, making it more difficult to keep a small boat sweet.

I usually felt more confident in

rough water in keelboats than I did in the unballasted *Minka*. Waiting out 20-knot days in a good anchorage, however, has its own pleasures. I learned to tell a western grebe from a black brant and admired the spread and drying wings of double-crested cormorants. I explored and fished over rock ledges just outside the mud bays that are good for anchoring but not so good for finding supper. I read a lot and just sat in the cockpit, carving jib cleats (*Minka* had no winches) and watching the world go by.

Wake-up surprise

One thing that I missed in most of my increasingly larger boats was the ability to take the ground and sit bolt upright. *Minka* looked almost surprised sitting there in the morning low surrounded by acres of clams. It's not for everyone, this waking up high and dry, walking about your boat in the fog, scraping the odd barnacle, touching up some bottom paint, picnicking under the bowsprit . . . but I loved it.

The convenience of a smaller boat's anchor tackle is not always fully appreciated as we contemplate the pleasures of owning a larger boat. A 22- or 35-pound Delta or Bruce can be a tussle to raise after an 8½-pound Danforth. A windlass, probably electric and certainly expensive, is some insurance against back strain, but there is still an amount of lifting and tugging when breaking the anchor out after a windy night or two, lifting her over the roller and into secure mounts.

Concerns about wiring and electrical power can team up with the prospect of dragging into harm's way . . . much more daunting in a $30,000 boat than in one costing less than a cheap used car.

I may be the exception, but piling on more and more years of cruising, I find more and more time for messing about with boats. My good wife, Beth, can find other things she'd rather do than head off for the islands one more time on a foggy October morning. Since I often sail singlehanded, this leads me to wonder if, all things considered, it wouldn't make more sense to have a smaller boat.

Sailor talk

I often sail in tandem with my friend, Gary, who owns *Imagine*, a sister ship to *Kuma*, my Ericson Cruising 31. We often talk, as sailors do, of our most recent problems — my leaking take-off from the diesel tank, for instance, which I plugged badly when I traded the Webasto to Gary for a nifty little Dickinson bulkhead-mounted wood stove. It got back at me by delivering small quantities of diesel into the bilge for the past several months. I pump out the sump with a hand pump and cart the vile mixture of oil and water to a recycling center 20 miles away. It's fixed now, but there is a lingering smell of diesel coming from a space between the tank and the fiberglass that holds it in place. There's also fuel under the engine drip pan, but I'm working on it.

Gary can't decide whether to fit a new manual or electric windlass. This leads to the seemingly never-ending anchor-sprit conundrum: wood or steel, one roller or two, what about the second anchor rode and its lead? Mooring cleat or Samson post? What's the best anchor combination? What about making a proper bowsprit, increasing the J dimension, bobstays, and whisker stays?

All these problems, and the talk and lies that surround them, is satisfying in some peculiar way, but inevitably we seem to wind up reminiscing about our old and smaller sailboats. Gary argues for a 24- or 25-footer; I hold out for the pleasures of the 18- to 20-foot sailboat.

"Since I often sail singlehanded, this leads me to wonder if, all things considered, it wouldn't make more sense to have a smaller boat."

Inner-harbor advantage

Rafted up together in Blakely Harbor, having a coffee in *Imagine's* cockpit, I point to the shore and tell my friend how it was to pass between those old bridge abutments over there and get into the inner harbor just before low tide . . . how I'd spend the night on the mud, away from all the proper yachts anchored outside in deep water, worrying about dragging together on a

Continued on Page 77

A Year in a Yawl

The Fourth of July, as celebrated by the crew of the *Gazelle*, was no picnic. This scene was interpreted by *Good Old Boat* artist, Fritz Seegers.

Note: *Enjoy this excerpt from* A Year in a Yawl. *It is a true story of perhaps the first boat to follow the Great Loop Route, circumnavigating the U.S. Eastern Seaboard: down the Mississippi from Lake Michigan and around the outside to the Erie Canal toward home. The year was 1898. Because this book is equally captivating for children or adults, it provides great family entertainment. It was selected for production by* Good Old Boat *as an audiobook because it is a classic favorite of magazine founder Jerry Powlas. First printed at the turn of the previous century, this book has been out of print and reprinted several times. It was written by Russell Doubleday, as related from the log of Kenneth Ransom, the young man who had the dream, built the boat, and made it happen . . . along with a few young friends, all in their teenage years. It was a character-building adventure if ever there was one! This excerpt takes place on the Fourth of July near New Smyrna, Florida. The audiobook version is told beautifully by Geoff Safron of Brainstormers! Radio.* ***–Eds.***

With everything drawing, the *Gazelle* rounded the point which had obscured the view of the inlet, and her crew got the first clear sight of the danger they were so soon to encounter. There flowed the strip of water connecting lagoon with ocean, running out to the parent sea like a mill race, for the tide was on the ebb. When the racing current and the incoming breakers met, there was a crash that could be heard from an incredible distance; spray was hurled high in air, and the watery foes seemed to dash each other to vapor! To the left of the channel was the black dome of the boiler of a wrecked boat, blocking half the passage.

Right through this must the *Gazelle* go. Could she get past the huge, obstructing cylinder of iron? Would she live to get through those terrifying, battling seas? These questions each boy asked himself as the yacht, answering her helm, readily pointed her bowsprit straight for the opening. With "Old Glory" flapping at the peak in honor of Independence Day, she flew swiftly on. A good breeze was blowing and, aided by the swift ebb tide, the good boat was soon in the midst of the fray.

On they sped, with wind and tide aiding, the *Gazelle* simply flying until she was well on her way in the vortex of the racing chute. Just before loomed the huge, round dome of the boiler, and the breakers warred beyond. All was going well when, suddenly, the wind failed and Kenneth, looking up to note the cause, saw the great sand dune that created a barrier to the friendly breeze. The yacht, carried by the tide alone, moved on until she reached the first roller, which struck her fairly forward, twisting her around so that she rolled in the trough of the sea.

The boys realized that if help did not come immediately, they were doomed to destruction, either by being dashed to pieces against the boiler or by being carried broadside into the breakers and then being hammered to fragments. With no wind to give steerage way, they were utterly helpless.

Nearer and nearer the yacht drifted, nearer to encounter the two perils. The national ensign hung at the peak, limp and dispirited. Kenneth, watching it to see if some stray breeze might not straighten out its drooping stripes, wondered if their luck had failed them at last. All was done that could be done — the three youngsters were in the hands of Providence; and the skipper watched "Old Glory," dimly feeling that it was a sort of talisman that would bring rescue.

Nearer and nearer they drifted to the great iron dome; louder and louder sounded the surf. Then, a miracle! The flag moved as if stirred by an invisible hand, the outer corner flapped, the stripes straightened out, and the blue field of the jack stood flat — the succoring breeze had come! It was close work, but the *Gazelle* might yet be saved. If she

excerpt by Russell Doubleday

ILLUSTRATION BY FRITZ SIEGERS

could be got about in time, she would just scrape the boiler and take the breakers head on.

With a warning cry to Arthur, who stood forward, Kenneth threw the helm hard over and the mate let go the jib. Swift and light as a dancer the good boat spun about, filled, and streaked off on the other tack. Just clearing the boiler, she headed into the combing waves that rose high against the blue sky. For an instant she struggled against the rush of flying spume, her canvas drawing bravely; then she forged on, breasting the hill of water. For another instant she was enveloped in foam. Then, shaking herself free, she dashed into the next, and so on to safety. Though drenched from masthead down, she rode the great seas to the rolling billows of outer ocean, and "Old Glory" snapped triumphantly at the peak.

Celebrate!

Beyond the breakers all was plain sailing. The rollers were high and long, but the great hill-like slopes were gradual, and the *Gazelle* coasted up and down them with a lightness and ease that suggested wings.

Why don't we celebrate?" said Frank in an aggrieved tone.

Three rousing cheers and a tiger rang out in response, and several rounds were fired from the ship's miniature cannon, which made up in fuss what it lacked in feathers.

It was good to be sailing on the broad Atlantic, where the sandbars and mosquitoes ceased to trouble. The water traversed was constantly changing. Inland sound succeeded open gulf, and boundless ocean followed inland waters. There was no danger of monotony, for the problems of navigation were constantly arising to the young navigators. Hour after hour the yacht sailed along, rising and falling on the swinging sea. The land was a mere irregular line on the horizon, which disappeared now and then as a rising hill of water hid it from the sight of the crew.

As the sun sank over the distant land, the clouds arose until they formed a black mass that shut out the light and cast a heavy gloom over all.

"We're in for the usual Fourth of July storm, I guess," the captain said, looking rather anxiously at the gathering clouds.

"Can we make harbor before it strikes us?" Arthur inquired.

"We'll try it," Kenneth answered, and suiting the action to the word, he eased his sheets and headed directly for shore.

The force of the wind increased as they drew nearer the shore; they were flying along in company with the scraps of water snatched from the wave crests. The clouds grew heavier and more dense, and the light fainter and fainter, until the boys could no longer make out the marks leading to harbor.

For a few minutes Kenneth held on the same course. Then, as the light drew dimmer and dimmer, and the wind gathered weight every minute, he wondered whether it would be possible to make harbor.

"We'll be on shore in a minute, and I can hardly make out that point now," the skipper said as he looked long into the gloom. "I would rather be out at sea than near an unknown coast with an onshore gale like this blowing. Are you with me, boys?

"Sure!" Arthur and Frank answered together.

The *Gazelle's* helm was put down and she started in her fight to windward. Not until they faced the wind did the boys realize how hard it was blowing. The spray dashed into their faces cut like knives, and the roar was almost deafening. Slowly but steadily the *Gazelle* thrust her way into the wind and away from the thundering breakers.

Soon heaven's pyrotechnics began, and the boys on their wee chip of a boat, on an ocean dashed to foam,

ILLUSTRATION BY FRITZ SEEGERS

The circumnavigation, begun in late fall 1898 in Michigan, was completed in late fall the following year.

were treated to an exhibition of fireworks that overshadowed all the poor efforts of man to do honor to the nation's birthday. It was rather terrifying, but when the thunder ceased and the rain stopped, the air had such a clean, washed smell that the boys were glad to be out in it, though all hands were wet to the skin and the yacht's sails dripped like trees after a heavy rainfall. It was late when harbor was made, and all hands were glad enough when things were shipshape and they could turn in for the night, declaring each one — from captain to cook — that the Fourth had been fitly celebrated.

St. Augustine and beyond

A few days later the *Gazelle* anchored off St. Augustine, that ancient city of the Spaniards and modern winter resort. Now it was deserted by its northern visitors, but it still hummed in a subdued sort of way, unexcited by the prospects of northern dollars. Kenneth and his friends found that, even in summer, the habit of charging three prices still clung to the people of the town, so they made haste to get away.

Straight out to sea the young mariners went, planning to make port at Fernandina, nearly on the line dividing Georgia and Florida. It was a longer run than the captain had anticipated, and it was nearly dark when they came near to "the haven where they would be."

"What do you say, boys?" Kenneth inquired of his companions. "Shall we try for it?"

"It is getting pretty dark," suggested Frank. "Can't see the buoys marking the channel."

"That's right; look at the glass, Art."

"Going down like thunder," reported the mate emphatically.

"Let's try for it," said Arthur.

"I'd rather be in harbor if we are going to have another Fourth of July storm," Frank suggested, changing his ground.

"Well, I'm sorry to go against the judgment of you fellows, but I think that we had better stay outside than run up against a lot of shoals in the dark that we know nothing about."

The captain pronounced his opinion with the air of one who has considered the subject and has finally made up his mind. Though the other two disagreed with Kenneth, they had long ago realized that there must be a head to an expedition like this, and they were willing to abide by the skipper's judgment.

"All right, old man," Frank replied. "Shall I hang out the side lights?"

"Please. Light up the drug store." Frank winced at this ancient joke and went below to fill and trim the red and green lights.

The little 30-foot yacht with her precious freight continued her course out to sea in spite of the falling barometer and the almost absolute surety of a storm to come. It was surely a bold thing to do — many a skipper of a larger craft would have hesitated before going out upon the open ocean in the face of a storm at night when harbor was so close at hand. But Kenneth had absolute confidence both in the vessel he had so thoroughly tested and in the courage of his tried and true companions.

Not until midnight did the storm reach its height; then the "rains descended, and the floods came." The wind blew a fearful gale and the pitch blackness, rent at times by vivid lightning, closed in around the tossing yacht like a mighty hand.

Only those who have passed through one of the sudden storms which arise so frequently in those waters can have any idea of its vicious fury. The wind shrieked and the waves increased in power and volume, until the *Gazelle* sank out of sight behind them or was raised to a dizzy pinnacle from which she coasted down, her bowsprit pointing almost directly to the bottom. The wind-driven rain cut so that it was impossible to face it; and though the boys were clad in oilskins from closely tied sou'westers to bare ankles, the wet penetrated the seams, ran down their necks and drenched them through and through.

All hands were on watch that night; the hatches were battened down tight. They tried their best to keep to wind-

ward, but the tossing of the boat shook them around the narrow cockpit like dice in a box. Conversation was impossible; the wind snatched the words from their mouths and carried them out of hearing instantly. All was dark except for the fitful flash of lightning and the dim radiance of the binnacle lamp in Kenneth's face as he swayed over it to watch his course.

One, two, three hours passed, and the fury of the storm increased. It was a terrible strain on the young mariners,

> "There was a loud crack that the three heard clearly above the howling wind and snarling sea. Something had parted, some vital part had given way."

and each wondered in his inmost heart if they would come out of it alive. Somehow they did not fully believe they would. Battered and bruised, wet, chilled, and utterly weary of buffeting with wave and wind, they clenched their teeth and by sheer force of will kept up their courage.

Broken gaff

"What's that?" Kenneth's voice sounded weak and far off, but the accent was sharp and anxious for all that, and unmistakable.

There was a sharp crack that the three heard clearly above the howling wind and snarling sea. Something had parted, some vital part had given way. The *Gazelle* sailed less surely, she staggered up the steep sea slopes more heavily. Anxiously the three boys looked forward, upward, all around to find the cause. They dared not stand up to investigate; they could only look and long for a lightning flash to reveal the damage.

"There, look!" Frank shouted, and rose halfway to his feet, only to be dashed violently to the deck again.

A flash showed that the main gaff had broken in the middle, and was flapping heavily against the stout canvas of the mainsail.

The three boys stared at each other questioningly, though only an occasional flash of lighting revealed their faces. Each knew that something must be done — that unless the mainsail was lowered very soon it would be torn to tatters by the jagged ends of the broken gaff, or the broken spar banging around with the swaying of the yacht might injure some of the standing rigging and weaken the mainmast stays.

The tempest had not abated in the slightest, the wind still roared a gale, and the rain came down in a steady flood; the "sea rose mountains high."

"Take the stick, Arthur!" Kenneth made a funnel of his hands and roared to the mate. He had conceived a plan to reach the halyards at the foot of the mast and lower the broken stick. Hazardous as the plan was, it must be done.

Kenneth tied a stout line around his body and, taking a turn around a cleat close to the companionway, he gave the end to Frank.

"Pay out slowly, but be sure you keep a turn so that if I should go overboard you'll have me, see?" Kenneth shouted in his friend's ear. The other answered that he understood and grasped the skipper's arm a second, a gesture of devotion and confidence that conveyed a world of meaning.

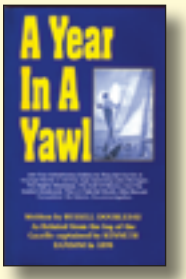
Grasping the windward rail that ran around the roof of the cabin, Kenneth, flat on his face, began the perilous journey. It was scarcely 15 feet, a mere step, but a journey to the North Pole could hardly have been more dangerous. Crawling, creeping, rolling, the boy painfully made his way along. Frequently he was drenched with water and had to hold on to the slender rail with might and main. The wind beat the rain in his face; the motion of the yacht wrenched at his hands as if trying to make him let go. The broken gaff slatted and slapped over his head, threatening to fall and knock him senseless.

At length the plucky boy reached the mast and, shouting to Frank to let go the line, lashed himself securely to it. Arthur brought the boat up into the wind for a moment, though there was imminent danger of being swamped, while Kenneth let go the halyards and the mainsail came down with a run. Frank sheeted home the lowered boom, making it solid in its fore and aft position.

Then came the hardest part of all — furling the mainsail. How it was done Kenneth could scarcely tell. He came within an ace of being dashed overboard 20 times, but he escaped at last to reach the cockpit, safe but utterly exhausted. The *Gazelle*, under headsails and jigger only, rode out the gale. Dawn showed the storm-worn boys the entrance to a safe harbor, into which they thankfully crept, and for half the day they slept the deep, dreamless sleep of utter weariness.

More about this book, its production, and its producer online at <http://www.ayearinayawl.com/Home.html>.

For further reading . . .



Read Russell Doubleday's classic book, *A Year in a Yawl,* or let us read it to you. *Good Old Boat* — in conjunction with actor-producer Geoff Safron of Brainstormers! Radio — has produced this book in unabridged audio format. It can be downloaded as an MP3 file or ordered on CD in two formats: MP3 or audio CD.

Go to <http://www.AudioSeaStories.com> or call 701-952-9433. The book itself is available from the Good Old Bookshelf <http://www.goodoldboat.com/bookshelf.html> or by calling 701-952-9433.

The Capri 30's gentle sheerline gives it a timeless beauty. The large cowl vents on Dorade boxes, plus fairly large opening portlights, provide for above-average ventilation below. Lake Michigan sailor, Jack Klang, takes great pride in the sailing performance of *Hells Bells*, his Capri 30.

Chris-Craft Capri 30

One of just a handful of sailing Chris-Crafts

by Jim Shroeger

The Chris-Craft Capri 30 is a Sparkman & Stephens design built by the Chris-Craft Boat Company for only two years: 1964 and 1965. Not as well-known as the so-called Indian series — Pawnee 26, Cherokee 32, Apache 37, and Comanche 42 — only 60 Capri 30s were built. Probably none of them would have existed had it not been for the involvement of the keen sailor Cornelius Shields, whose NAFI Corporation became a majority stockholder in Chris-Craft in 1960. Other models included the Shields One-Design, and the 35-foot center-cockpit Caribbean motorsailer, the last of the Chris-Craft sailboats in production. The company ceased producing sailboats in 1976.

Design

The Capri 30 sports a gently curving sheerline that rises forward and, to a lesser degree, aft. The low point is about two-thirds of the way aft, the classic treatment. It works naturally with the spoon bow and modest overhangs. The overall effect is a pleasing, seaworthy, and traditional hull form.

The boat is configured with a full keel and a centerboard that is raised and lowered using a winch mounted alongside the companionway ladder. The rudder is large, attached directly to the trailing edge of the keel, and controlled by a tiller mounted in a hooded housing aft of the cockpit.

Shoal draft of 3 feet 9 inches with the board up makes the Capri 30 a great gunkholer. A somewhat generous beam of 9 feet 8 inches gives her form stability to compensate for the shoal draft.

Displacement is fairly heavy, with a displacement-to-waterline length ratio of 335. That, coupled with a fairly small rig (sail area-to-displacement ratio is just 14.7), means the boat is not going to be quick in light winds.

Construction

The Capri 30 was built in the 1960s, when fiberglass boats were still somewhat experimental, and is solid and strong. The reinforced fiberglass hull thickness is ¾ inch at its thinnest and approaches 1¼ inches near the keel. The common practice today is to core the hull with end-grain balsa wood or foam to improve stiffness and reduce weight, but that didn't happen on a wide scale until the 1970s. Decks, however, often were cored with plywood squares or end-grain balsa; the latter was used in the Capri 30.

All chainplates are heavy stainless steel and bolted directly to integrally molded fiberglass knees. The Capri 30 has a 20-gallon galvanized fuel tank plus a 32-gallon freshwater tank. The ballast is lead and the centerboard is steel. The hull-to-deck joint is fastened with stainless-steel screws on 6-inch centers.

On deck

For those working the boat or relaxing at anchor, the Capri 30 will seem spacious. The sidedecks are extra wide and uncluttered. In the cockpit, there are two large lockers, one under each of the bench seats.

Chris-Craft Capri 30

Designer: Sparkman & Stephens
LOA: 30 feet 00 inches
LWL: 25 feet 00 inches
Beam: 9 feet 8 inches
Draft: 3 feet 9 inches, board up
7 feet 2 inches, board down
Displacement: 11,740 pounds
Ballast: 4,000 pounds
Sail area: 476 square feet
Displ./LWL ratio: 335
SA/Displ. ratio: 14.7

The stanchions are stainless steel and firmly attached to the bulwarks. The Capri 30 has 6- to 8-inch bulwarks around the entire deck, capped with a teak toerail that adds a nice finishing touch.

The decks are color-impregnated grey with molded-in non-skid surfaces. The deck joinerwork is mahogany, a wood trim that requires more protection than teak.

All deck hardware is extra-heavy chrome-plated bronze, with two 10-inch mooring cleats forward and two 8-inch cleats aft. The cockpit is self-bailing and constructed of a one-piece reinforced fiberglass unit with molded-in non-skid. The two sheet winches are molded into the cockpit coamings. All fiberglass deck and cockpit components feature molded-in color. *Hells Bells*, our review boat, proved to be an easy boat to work on and a pleasure to sail.

The rig

The original specifications for the Capri 30 show a mast height of 42 feet 11 inches from DWL. She carries a masthead rig with 476 square feet of working sail. The mast is stepped on the coachroof and supported by three sets of shrouds in addition to the forestay and a single backstay. The 14-foot boom has a roller-reefing system and is controlled by a mainsheet that runs to a set of blocks mounted aft of the rear cockpit coaming. With this setup, the mainsheet is out of the way of all cockpit activities.

Sail sizes are: 150 percent genoa, 330 square feet; 100 percent genoa, 226 square feet; working jib, 108 square feet; and the main, 250 square feet.

The standing rigging has a lightning ground system that connects it to two Dynaplates in the hull with the hope that electrical charges will pass to water (ground).

A short sailtrack to control all headsails is located atop the toerail at each side, just forward of the cockpit coaming. *Hells Bells* is set up with a roller-furling headsail. Her owner, Jack Klang, has added a nicely turned-out anchor platform that lends a traditional nautical touch to the bow. The Capri is set up with two #2 bronze sheet winches and one #3 mainsheet winch. It also carries

Hells Bells **has a nicely crafted teak bow platform with anchor rollers, at left; this is a common upgrade as it keeps the anchor from hitting the stem, usually when being retrieved. Note the high, teak-capped bulwarks. Facing page: The dinette, at left, converts to a double berth, though it looks more comfortable as a single. The head, at right, is tight, but adequate, with a vanity, mirror, and some stowage.**

the standard spinnaker setup with pole, topping lift, and halyard. The backstay on his boat is insulated so it can serve as a radio antenna.

Belowdecks

The Capri 30 has the standard 1960s layout with an amidships dinette on the port side. The V-berth was listed as a "private stateroom" by Chris-Craft in a brochure printed in 1964. Quoting from that document, there is a "…lounge berth to starboard with a convertible dinette to port. Large storage lockers under each berth. Berths trimmed in varnished mahogany. Joinerwork of painted plywood with varnish trim. Forepeak rope locker and hanging lockers with high-pressure laminate covered shelves. High-pressure laminate galley countertop with closed locker space under galley. Dish locker varnished, large top-loading insulated icebox, and stainless-steel galley sink. 32-gallon fresh water supply with chrome-plated galley pump fixture. Complete molded headliner with molded-in duct accessible for routing wiring. Full-length floor hatches…"

There are two opening portlights for ventilation port and starboard in the main cabin, two small non-opening ports mid-cabin, and two larger non-opening ports aft in the main cabin, all serving to create an airy atmosphere belowdecks.

In addition to these standard features, *Hells Bells* has received some very nice interior and exterior improvements over the years, thanks to Jack Klang. Jack created a new oak and mahogany sole in the main cabin. He also insulated the V-berth area, installing an ash ceiling to give the forward stateroom a warm and cozy atmosphere. Another improvement included new curtain rods and brackets to give the main cabin a homey touch. The forward hatch was rebuilt from mahogany, as were the cabintop grabrails. Finally, the main cabin is adorned with two cowl-style ventilators mounted on mahogany Dorade boxes.

> **"*Hells Bells* has received some very nice interior and exterior improvements over the years, thanks to Jack Klang."**

The main living area features a whopping 6-foot 3-inch headroom in the main cabin and a respectable 5-foot 11-inch headroom in the forward cabin.

Underway

The Capri 30 was conceived as a family cruiser for coastal adventures. The full keel/centerboard design makes for easy sailing, stable performance, and shoal draft. The large cockpit is a delight for the family sailor as well as for the solo adventurer.

Jack has all running rigging led aft, so boat- and sail-handling chores are easily accomplished from the cockpit. The roller-reefing genoa and jiffy-reefing system for the mainsail make sail changes — particularly sail reductions — a snap.

While *Hells Bells* may not be the fastest horse in the stable, she certainly is one of the more reliable in most weather conditions. Having sailed on this boat frequently, I can honestly say that I feel much more at home on *Hells Bells* than on some of the newer, lighter, and more modern yachts produced lately. The high freeboard (almost 4 feet forward) makes the Ca-

pri a dry cruiser. The full keel assures good tracking but makes tacking a bit of a challenge as she is slow to answer her helm.

Also, maneuvering in harbors is daunting. To compensate, Jack has developed several "fun with ropes maneuvers," which make getting *Hells Bells* out of her berth somewhat more predictable. If you attend a Strictly Sail boat show, stop by the Quantum Sails booth to see one of Jack's popular presentations. He can do amazing things with ropes and boats and shows other sailors how. His full-keel Capri made the development of those skills a necessity.

The original power plant in the Capri 30 was a 30-hp Gray Marine Sea Scout that displaced 91 cubic inches. Due to several incidents and mechanical misadventures, Jack replaced the Gray with a Yanmar diesel several years ago.

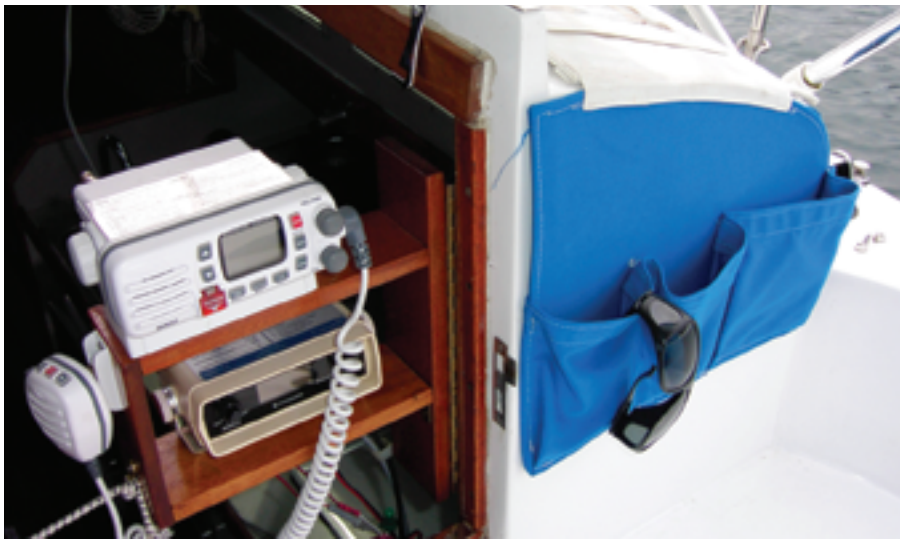
Things to check

As all Capri 30s are more than 40 years old, there are many things to check if you're in a buying mood. The best and probably only way to complete a reliable check of a Capri 30 is to have a professional survey done. Prior to purchase, the surveyor who inspected *Hells Bells* revealed a spongy section in the deck forward, several leaks around portlights and ventilators, and several other small items that were in need of attention. All in all, for a gal going on 42 years old, *Hells Bells* came through a more recent 2007 survey with flying colors!

A cautionary reminder: because of her full keel, always be aware of the Capri 30's slow turning capability. Given a bit of practice, this is a skill that can be mastered.

Conclusion

The Chris-Craft Capri 30 is a sturdily built coastal cruiser that is well suited as a family cruising yacht. As the Capri 30 is approaching its golden anniversary, potential buyers are advised to have a professional survey completed



The cockpit is well laid out by a sailor who likes to have everything close at hand: VHF radio on a swing-in mount, and storage pockets where they're needed.

before assuming ownership of any of these boats. However, do not let age deter you from considering a Capri. They are well built, sound, and have many sailing years left in them.

Capri 30s will bring prices between $12,000 and $20,000, depending on condition and equipment aboard. With only 60 Capri 30s built, the most difficult thing about these boats is finding one for sale.

Jim and Barb Shroeger have spent the last three years renovating Sundew, *their 1978 Watkins 27, for a three-month circumnavigation of Lake Michigan and Green Bay this summer. They will be accompanied by Ellie, their Llewellin setter.*

Hells Bells and her captain

"Hells Bells! *What* has Wells done *now*?" When a World War II Air Corps commander issued this lasting quote, he was referring to Bill Wells, a pilot who was continually in trouble and seldom returned from a combat mission with his plane entirely intact.

For his part, Captain Bill Wells swore that if he actually survived the war he would buy a sailboat and name it after his nickname: *Hells Bells*. He did survive, of course, and that sailboat, a Chris-Craft Capri 30, is now owned by another rather well-known captain, Jack Klang.

In a 60-year sailing career, Jack has cruised more than 25,000 miles on the Great Lakes; he became a licensed captain at the age of 18, and was a successful charter captain and youth cruising charter manager, running charters for six years between Traverse City and Mackinac Island on northern Lake Michigan. During that time he worked with more than 200 youngsters, many of whom have maintained an interest in sailing sports or are now actively racing or cruising.

One achievement that Jack is particularly proud of is the USYRA Rescue Medal, which he was awarded after assisting a boat in distress in high winds and seas. USYRA, the United States Yacht Racing Association, is now known as US Sailing. At the time of the rescue, Jack was captain of a 40-foot charter boat that was just arriving at Suttons Bay Marina, on Michigan's Leelanau Peninsula, when a storm blew up with winds gusting to more than 50 miles per hour. Upon arriving at the marina, he and his crew of four noticed that a Hobie Cat was having difficulty and was soon capsized. Jack turned his vessel back into the storm to rescue the three sailors who had been aboard. In spite of high winds and seas, the rescue was successful.

These days, Jack is the host of boat show seminars on boating safety and sail handling, sponsored by Quantum Sails. He has created a giant floor game that makes it easy to visualize the points of sail, right-of-way, and the common-sense seamanship topics he covers. To this he adds a clever sail-trim and sail-handling demonstration model that also draws crowds.

Jack has authored a book on safe boating and seamanship, which is available at his presentations, and he is creating a DVD that will include all the material in his book plus additional information on docking and line handling. You can find these at <http://www.captainjacksailing.com>.

Boats

Bayfield 29
1983. Rigged as a sloop w/ Profurl RF headsail, staysail in deck storage bag. Wonderfully cared for, freshwater boat all her life. New '05: Navman D/S, repeater, smart battery charger, deck and anchor lights, including new wiring. Radar, AP, VHF, and GPS, dodger, Bimini, Origo alcohol stove, pressurized water, CD player and radio. Completely equipped, ready to sail! Bayfield, Wis. $25,000.

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

Seafarer 30
1980 sloop, always fresh water. '98-'00 upgrades: Yanmar 20-hp diesel (300 hrs), Lewmar opening ports, head, holding tank, upholstery. '04-'06: Xantrex Smartcharger, AC panel, mast wiring, CruisAir AC w/reverse-cycle heat, Harken RF, stove w/oven, heater, batteries, new Bimini, dodger, cockpit screening w/weathercloths, 2 bilge pumps, Dorades, fresh water pump, dedicated battery panel. '07 USCG courtesy certified.
Includes mainsail and 130 jib, Autohelm, VHF, Coldmachine refrig, D/S, WS, microwave, TV, cockpit cushions and table, cradle, misc. $20,000+ in upgrades! Asking $21,900.
Photos and info at <http://picasaweb.google.com/CarolineAndJay/Seafarer>.

Caroline Mitchell
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Home-built 26-footer
Dory-hull lapstrake, bilge keel, raised deck, 6' headroom, under construction but can't finish. Comes with all standing rigging, running rigging, antique bronze ports, cleats, winches, lead ballast, Hood Sails (main and jib). No photos avail. Priced at $2,800 for all.

Russ Hooton
423-320-0203

Tripp Lentsch 29
1963. Hull #7. Rare Tripp-designed classic (see article November '06). Built in fiberglass by DeVries Lentsch. Well maintained and upgraded.
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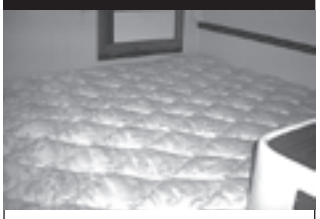

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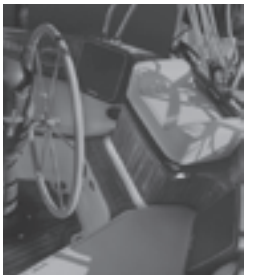

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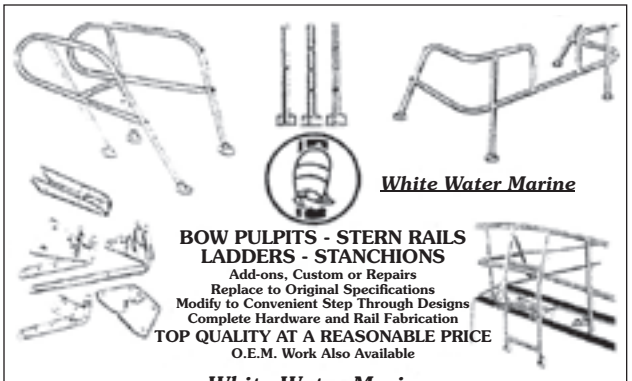

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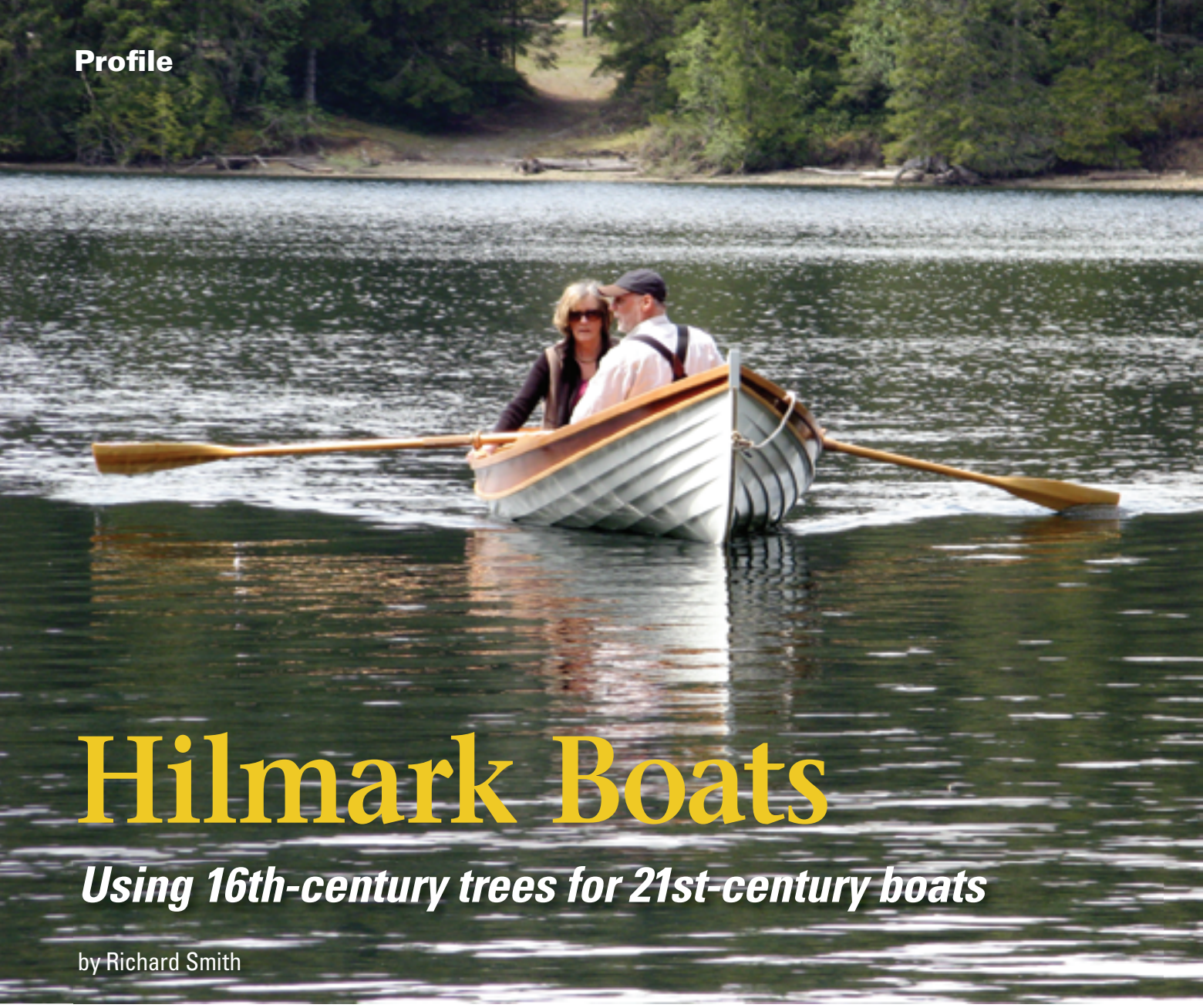

Hilmark Boats

Using 16th-century trees for 21st-century boats

by Richard Smith

Bob Bethea is devoted to his Nonsuch 30, but he calls its clinker-built tender his "heart and soul." The attachment seems almost reverential, so it is not surprising to find that Bob is an Episcopal minister as well as an avid cruising sailor.

We launched the 10½-foot sailing dinghy in Eagle Harbor on Bainbridge Island, Wash., and I stepped in for a trial row. The Shaw & Tenny leather-dressed oars had African mahogany-tipped blades to match the boat's handsome thwarts.

"Do you sail her much?" I asked, pulling away from the dock.

"No," said Bob, "Why should I sail her when I can row?"

I quickly understood what he meant; *Thekla* (Greek for "servant") is an absolute pleasure to row. There is enough weight in her 130 pounds to carry her way with confidence and style through the early morning cat's-paws. All was quiet except for the characteristic poppling sounds of a clinker hull moving through water. It's good to row a boat like this in such a place and take in the extraordinary attention to detail she has built into her. Alaskan yellow cedar frames tuck neatly between the western red cedar sheer strake and Douglas fir clamp. Thwarts are richly patterned African mahogany with yellow cedar knees. Plank is fastened to plank with copper clench nails and copper riveted through frames — the best materials, beautifully crafted.

Uncompromising

Bob needed a tender for his much-loved fiberglass Nonsuch — a tender that would complement the mother ship's no-nonsense, uncompromising integrity and resolute character. He saw Hilmark Boats' Sunshine Tender at the Wooden Boat Festival in Port Townsend, Wash., and knew immediately this was the one. The Sunshine Tender sells for about $12,000.

Hilford Burton came to building wooden boats in a second career that followed on from 43 years and 22,000 hours as a Canadian bush pilot. He had a private license before graduating from high school and subsequently

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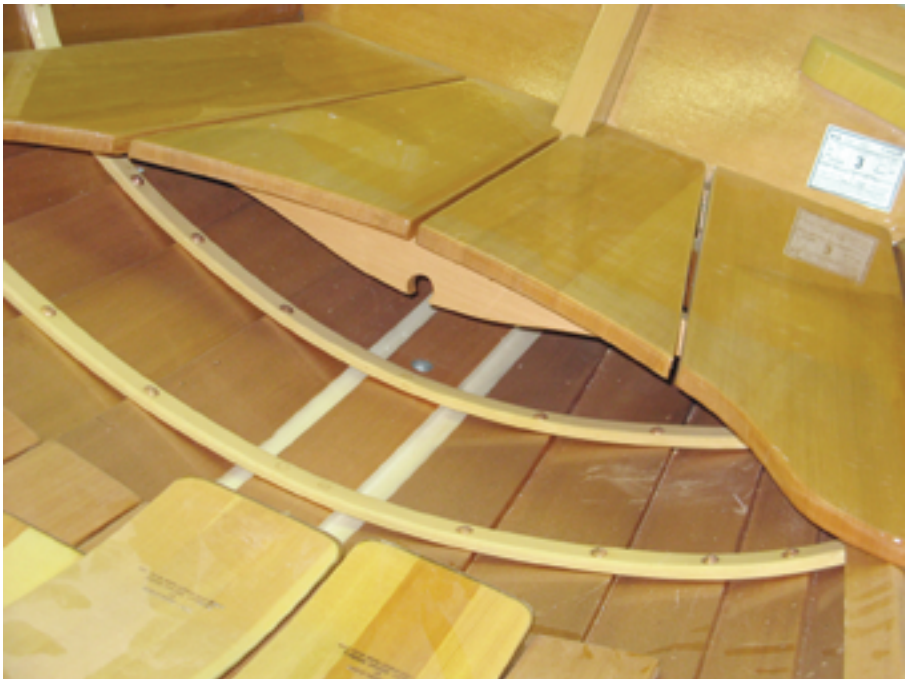


Bush pilot Hilford Burton flew floatplanes such as the De Havilland Beaver, at right, into remote places where he saw and began to appreciate local craft like the Ned Painter-type rowboat hauled up on the dock here in Campbell River, British Columbia, the home of Hilmark boats. Form follows function in a Tyee rowboat, center. Hilford considers a hand-carved Tyee transom, bottom. The Tyee has a lively sheer and proves to be a pleasure to row. Author Richard Smith and his wife, Beth, give the new launch a whirl, facing page.

flew all over Northern Ontario and above the Arctic Circle, back and forth across the Atlantic to the Sudan and back home by way of Hudson Bay. In the course of all this, he grew to admire the boats he landed among — boats that, just like the De Havilland Beaver and Twin Otter floatplanes he flew, made life in remote areas of the planet possible. Native boats and bush aircraft are tried and true, suited to the purposes they serve . . . and beautiful.

Eventually settling on the West Coast of Canada, Hilford found one of these native boats along the shores of Vancouver Island. It was a boat that met the demanding uses of fishermen in the Campbell River area and one that forms the basis of many of the Hilmark wooden boats, such as the Sunshine Tender. Hilford took the lines from a boat that Ned Painter built back in the 1920s. Many Painter boats have been replicated in fiberglass, but Hilford was determined to continue the traditional methods of the boat's original builder.

Old-growth timber

One thing that sets a Hilmark boat apart from most good wooden boats is that Hilford can still obtain old-growth western red and yellow cedar and Douglas fir, the same woods that went into Ned Painter's boats. Hilford knows several "ma-and-pa loggers" who find and mill 500-year-old trees to his specifications. He worries, though, that his short list of British Columbia loggers, with their small-scale sawmills, will find more to do with their time than find good trees for Hilmark Inc.

In addition to being an environmentally responsible practice, the use of old-growth timber has several

Hilford and Brahm aligning thwart risers on a Newfoundland trap skiff from the designs of W.J. Simmons of Duck Trap Woodworking.

advantages for the boatbuilder. It has greater resistance to decay and, being air-dried, is more limber and workable. Hilford even steams yellow cedar frames and persuades them into shape. He has to be quick about it, though, because hot cedar unwinds much faster than white oak when cooling down.

The old-growth quarter-sawn fir thwarts, yellow cedar knees, and breast hooks have an exceedingly tight grain that almost disappears from view under several coats of varnish.

But like any boatbuilder out of another time, Hilford uses modern materials and methods when he's convinced they will produce a better boat. He makes minimal use of epoxy and polyurethane sealants and adhesives, tries new tools occasionally, and will devise new methods of construction as befits a boatbuilder who is largely self-taught. A bush pilot is, by nature and training, practical and romantic, curious and disciplined. He is resourceful, inventive, and respectful of tradition. All of these qualities find a place in the boats of Hilford Burton.

Hilford works alongside his assistant, 25-year-old Brahm Thexton. Brahm's love of boats and enthusiasm radiates through everything he does, from lofting and fastening cedar planks to launching, just as it does with his boss. Brahm tried to apprentice himself to several boatbuilders but Hilford was the only one who responded. They've been together now for three years and it is difficult to imagine Hilmark Boats without both of them.

Involving clients

One of the keys to the company's success is the way they're able to involve their clients in every stage of the design and construction process. Everything that goes into a Hilmark boat is open to scrutiny by the potential owner, and dialogue is encouraged at every turn. Brahm maintains a weblog, accessed from their website, that features day-to-day commentary and progress reports, along with photographs and videos of every stage of the design and building process.

No matter how remote the owner is (and they are as far-flung as Martha's Vineyard and Austria, Orcas Island and Antigua, Texas and Montreal, Miami and Minneapolis, as well as Campbell River), he or she is virtually in the shop observing what's going on, asking questions, suggesting alternatives, musing over color schemes, kibitzing and otherwise entering the process. It's not everyone's cup of tea, but Hilford and Brahm thrive on this kind of open and honest rapport on all matters technical and aesthetic. They love these boats and expect that owners will too.

Before we headed back to Seattle, Hilford insisted that we launch a new 14-foot 3-inch by 4-foot 3-inch Tyee Rowboat. We drove through the forest to a freshwater lake a few minutes outside of town. Hilford backed the trailer behind his pickup down the ramp as he's done hundreds of times until the boat floated off at the end of her tether. Brahm stepped aboard shoeless, all grins, and light as a mosquito, exuding the wonder of anyone who has ever launched a boat he's built.

I watched her settle in the lake, watched the sweep of the sheer climb toward the stem as Brahm turned away from the shore, saw the varnished not-quite-heart-shaped transom and white gloss topsides quiver in the water before she sped away to a nearby island.

I looked over at Hilford, his eyes narrowed to slits, watching Brahm putting her through her paces, and asked what he thought.

"I don't really think," he said, "It's just the way we build 'em."

Richard Smith is a contributing editor with Good Old Boat. *He has owned and built several boats, including an Atkin Red Onion sloop, a 30-foot Alan Pape steel cutter outfitted from a bare hull, an Atalanta 26, five dinghies, and an Ericson Cruising 31.*

The slippery J/40, Continued from Page 14

they are bluewater grade because, in many cases, they aren't. This includes ports and hatches. The boat also has "minimal interior volume" for a cruising boat her size — a tradeoff for her performance — and probably isn't the ideal vessel for a packrat. So, like most production boats, some modification and customization will be necessary to convert a stock boat into a long-distance cruiser.

The hull as well as the deck is balsa-cored to save weight. TPI used end-grain balsa. Jeff reports that he's never discovered any voids and the only rot he's found has been around loose fittings and extended no farther than an inch from the hole. With any balsa-cored hull, buyers and surveyors should look for the same set of problems they're accustomed to with older balsa-cored decks.

Is she for you?

J/40s aren't cheap, but with nice ones going on the market for less than $200,000, even a nicely-equipped and maintained one costs half the price of a comparable new boat. The boats currently offered at Yachtworld.com range from $159,000 for a 1986 to $189,900 for a 1991. There seem to be a handful on the market at any given time, most in the $180,000s. Refits, of course, can add a tremendous amount to the purchase price of a larger cruiser; Jeff and Raine spent about $80,000 on their refit 10 years ago.

"Boats are akin to cars," Jeff says. "You can commute in a Camry, a minivan, an SUV, Mercedes, or Porsche. If you chose the Porsche, you'll love the J/40."

Phillip Reid, and his wife, Andie, sail their 1977 Pearson 28, Miss Bohicket, *out of Wilmington, North Carolina.*

Matching new wood to old

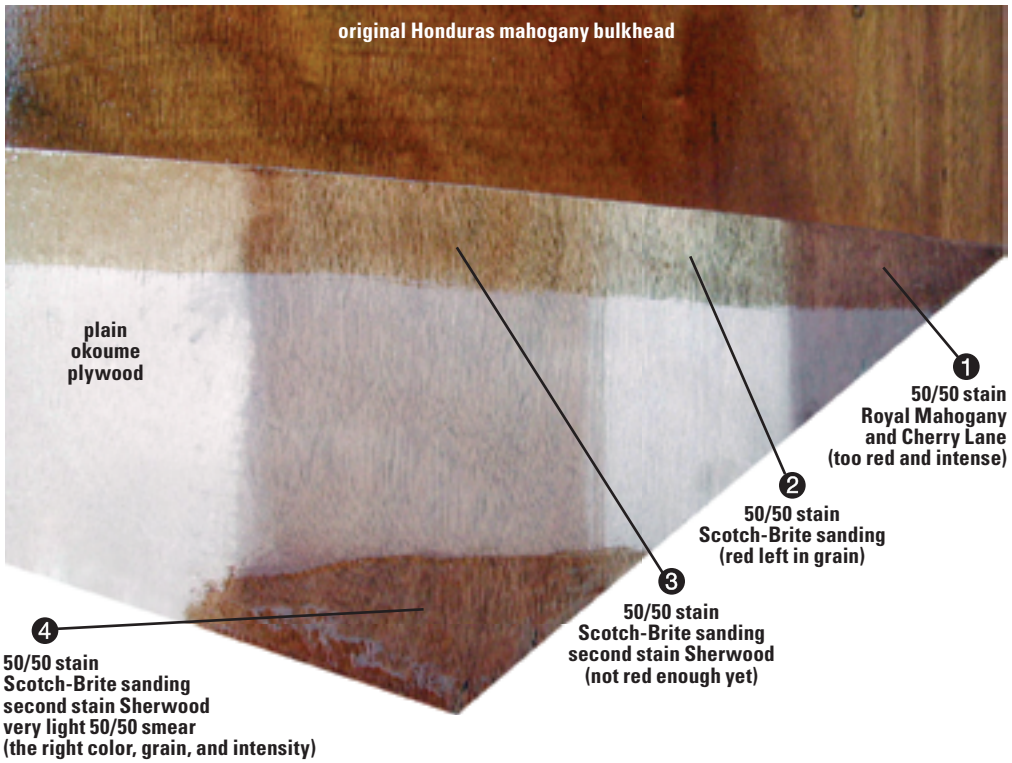
Try staining with the help of Scotch-Brite pads

by Stephen Thompson

Two years ago, I officially became a good old boatowner by purchasing a 1970 Hallberg-Rassy Mistral 33 with the intention of giving it a complete three-year overhaul. The fiberglass hull was in great shape, but the wood in the cabintop, cockpit coaming, and some interior areas had suffered some damage from rotting. It was going to be a great woodworking project. Like many of the other boats from this era, the interior was constructed of a gorgeous red Honduras mahogany that had faded in various degrees, based on location within the boat.

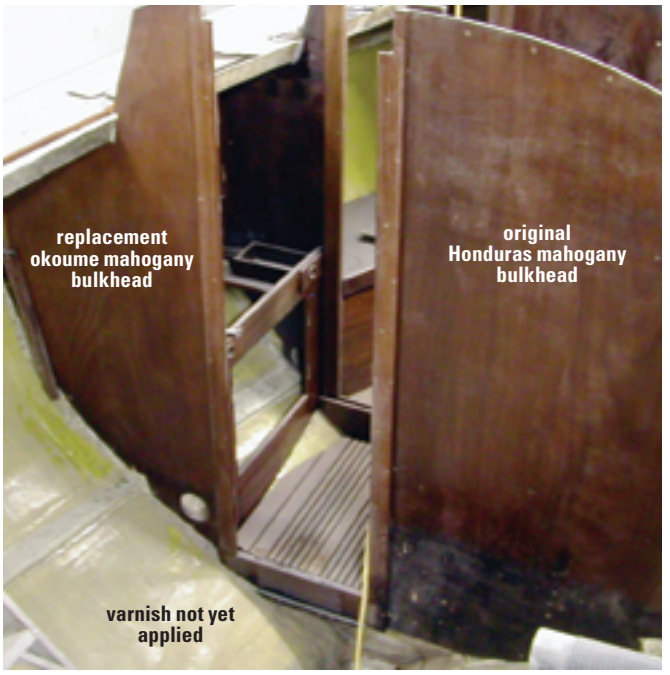
It was my intention to disassemble, refinish, and epoxy the original wood interior back together. However, some pieces were damaged beyond restoration and needed to be replaced. Now I had what must be a very common problem with other good old boaters: how do you replace a single piece of wood and make the mahogany available today (African or Philippine) match what was originally supplied from the old-growth forests (Honduras) of 35 years ago?

I decided to try blending stains in an attempt to make the readily available light-colored okoume plywood match the original boards. I found a number of red mahogany stains, but they didn't match the various shades within my boat. There was not going to be a one-size-fits-all solution to my problem. I began playing around with various red- and brown-colored stains, looking for a matching blend, and found that a combination of Benjamin Moore interior wood stains (four parts Royal Mahogany to one part Cherry Lane) matched the red in the original wood. This stain was easy to work with, could be applied evenly to a large area, and dried fairly quickly. However, the color match was too intense for the entire surface area. I needed to lighten up the stain's intensity in the higher areas of the wood but leave the darker red in the mahogany grain. I tried using 330-grit sandpaper, but it was removing material too fast. Furthermore, if the electric sander was not positioned correctly at all times, edge-loading would make nasty white patches.



I was looking for something finer to sand with when it hit me! Why not use Scotch-Brite pads with my Porter-Cable ¼-inch sheet sander? After all, the size was right.

It took a little more time than sandpaper, but what a result! The thicker and softer Scotch-Brite surface eliminated the edge-loading prob-



Stephen discovered yet another application for one of 3M's most common products: the Scotch-Brite pad. With the ubiquitous "green scrubbie" attached to a Porter-Cable sander, he was able to achieve infinite color control in his staining project. A test strip, below on facing page, and the cabin bulkhead while still under construction, above.

lem and removed the surface of the wood gently enough that I could control the intensity of the stain. I was then able to epoxy the wood as is for many of the millwork replacements, or apply a light-brown stain from Sherwood to the treated surface to match any faded original wood on bulkheads and elsewhere. In this way, I was able to tailor the staining process for any new piece of wood so it would match the existing wood in grain, color, and intensity. I created a test board to determine the process required for each part.

The standard green Scotch-Brite is available at the big-box lumber stores, but industrial distributors such as Acklands-Grainger <http://www.acklandsgrainger.com/> sell it in a variety of grades and sizes that are less-frequently available. The purple Type A Very Fine industrial product worked very well for me. I've enjoyed the ability to match the grain background and the overall color and intensity of each new piece I'm now staining for the interior, and I'm feeling better about using the okoume plywood for the cockpit coaming and bright areas of the cabintop. Even if I make a mistake in staining some of these large boards, I have a method of correcting my work and starting over. The difficulty of matching stains with older existing wood is no longer going to be a problem while refitting the *Vera May*.

Stephen Thompson is a professional mechanical engineer. Having sailed on inland lakes as a boy, he built a small sailing vessel from scratch when he reached 50 years of age. Now he has undertaken the restoration of a 1970 Hallberg-Rassy Mistral 33 in an Edmonton, Alberta, warehouse. He hopes to explore Vancouver Island with a gleaming Vera May.

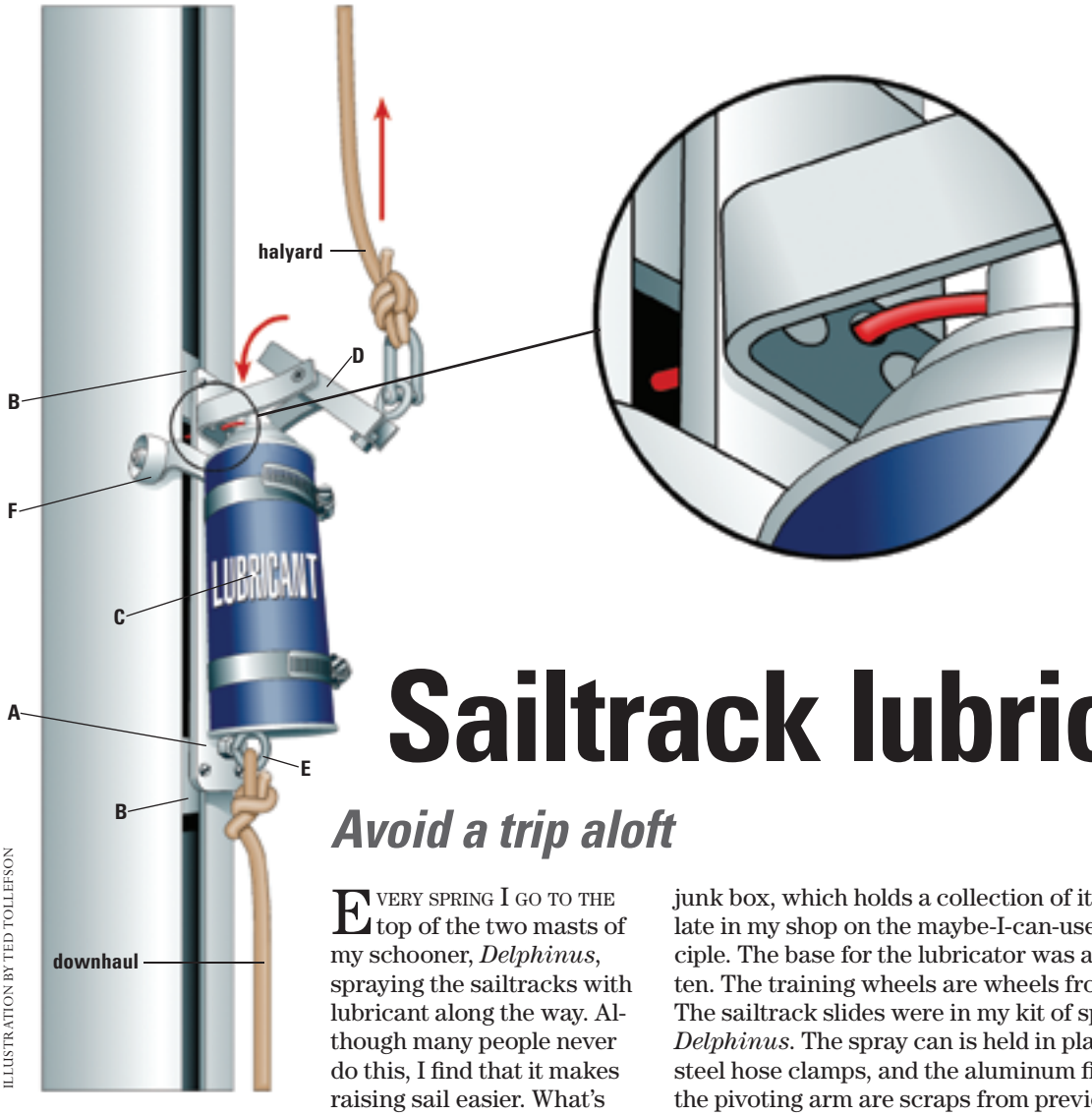


ILLUSTRATION BY TED TOLLEFSON

Sailtrack lubricator

Avoid a trip aloft

by Don Launer

Every spring I go to the top of the two masts of my schooner, *Delphinus*, spraying the sailtracks with lubricant along the way. Although many people never do this, I find that it makes raising sail easier. What's more, when I take my sails down, they drop immediately without the help of downhauling.

Unfortunately, I look forward to this spring job with less enthusiasm every year. Last year, when I was at the top of the mainmast, I looked down at the deck, five stories below me, and thought, "Maybe a guy in his eighties shouldn't be doing this."

When I was back down on deck, I began thinking, "There must be an easier way." My engineering background kicked in. I came up with a device that I thought would work.

Surprisingly, when I finished it (about a three-to-four-hour job) and tried it out, it worked perfectly the first time, with no further modifications or tweaking. My sailtrack lubricator will lubricate the sailtrack all the way to the top of the mast while I stay safely on deck.

The device fits into the sailtrack and can be raised to the top of the mast with the halyard. The halyard also actuates the button on a spray can of lubricant. I use McLube SailKote, which is especially made for this job and seems to do a better job and last much longer than a generic spray can picked up at the local hardware store.

The parts for the lubricator were things I had in my junk box, which holds a collection of items that accumulate in my shop on the maybe-I-can-use-it-someday principle. The base for the lubricator was an old fiberglass batten. The training wheels are wheels from furniture casters. The sailtrack slides were in my kit of spare parts aboard *Delphinus*. The spray can is held in place by two stainless-steel hose clamps, and the aluminum fittings that create the pivoting arm are scraps from previous projects.

Maybe I'm getting lazy, but I don't think I'll miss those yearly trips up the mast any more.

Don Launer, a Good Old Boat *contributing editor, has held a USCG captain's license for more than 20 years. He built his two-masted schooner,* Delphinus, *from a bare hull and sails her on Barnegat Bay in New Jersey.*

How it works

- The fiberglass batten (A) has sailtrack slides on one side (B) and a spray can of lubricant (C) on the other.
- The halyard is fastened to the ring on the end of the pivot-arm (D) which, when pulled upward, activates the button on top of the spray can. The lubricant is sprayed into the sailtrack through the attached nozzle.
- When the pull on the halyard is relaxed, the pivot-arm no longer activates the spray can.
- The device is retrieved with a downhaul line attached to the bottom ring (E).
- Training wheels from old furniture casters (F) keep the device centered on the sailtrack.

A plastic miracle

New "razor" safely removes lettering

by Rich Finzer

If it won't slice skin, it won't scratch gelcoat.

RECENTLY, WHILE ORDERING NEW VINYL LETTERING FOR MY Hunter 34, *Pleiades*, I discovered a truly must-have item for every boater. As I was selecting colors and lettering style with the sign guy, he asked how I was going to remove the old lettering. I mumbled something about a heat gun and an intentionally dulled putty knife.

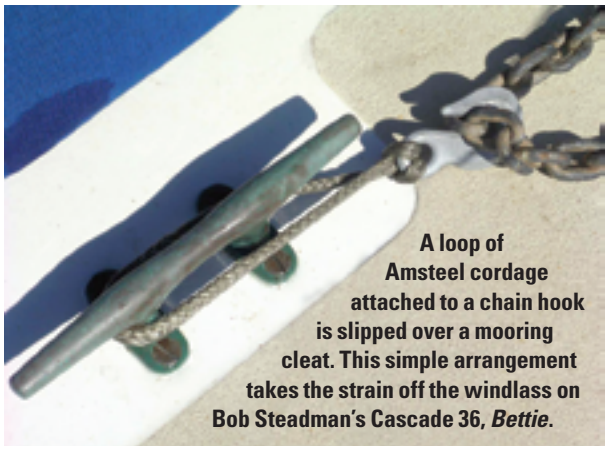
After he freaked out, he explained to me that any metal scraper would ravage my gelcoat. He produced a double-edged plastic "razor blade" called a Scrape Rite. These little marvels are what professional sign makers use to remove old painted and vinyl lettering. He gave me one to try. I learned that these little gizmos are the cat's patoot! (Not having studied feline anatomy, I'm not exactly sure what a patoot is, but apparently all cats have them.)

A couple of days later, when visiting the big blue marine store, I found a package of five of these little guys along with a Lil Gripper blade holder. They will remove old stickers, paint spills, caulking, dead bugs, tree goo, miscellaneous crud…and, of course, vinyl lettering. They will not scratch surfaces, slice your fingers open, or rust. The blades come in a variety of colors.

The sole proviso is that you need to keep them well away from the heat gun until the working surface has had a few moments to cool. The manufacturer will only sell wholesale quantities, but the company website is chockablock with photos and other valuable information. Click on <http://www.scraperite.com> and preserve your digits for the one-finger wave to the next guy who rocks your boat with his wake.

Rich Finzer earned his powerboat operator's license at age 11 and began sailing six years later. He cruises Lake Ontario aboard his Hunter 34, Pleiades. *He supports his sailing addiction as a technical writer and is a frequent contributor to boating magazines.*

Quick and easy



A loop of Amsteel cordage attached to a chain hook is slipped over a mooring cleat. This simple arrangement takes the strain off the windlass on Bob Steadman's Cascade 36, *Bettie*.

Chain hook

Taking up the mooring strain

by Bob Steadman

To take the strain off our windlass, I needed a chain stopper. I found some nice ones on the market, but they were expensive and I had to come up with a good place to mount such a device.

Instead, I use a chain hook that has a grommet of 5/16-inch Amsteel cordage attached to it. The loop of the Amsteel simply hooks over the mooring cleat. This arrangement was cheaper than a traditional chain stopper and I didn't have to mount it on deck.

The Amsteel is very easy to splice. In this case, I did an end-to-end splice to form the grommet.

Three years ago ***Bob Steadman*** *and Kaye Nottbusch left Los Angeles. They went through the Panama Canal and worked north to Boston last summer. Currently, they are in the Rio Dulce, Guatemala, hiding out from hurricanes. Their boat is a custom Cascade 36 that Bob built. It was launched in 1984.*

Moving up, Continued from Page 49

windy night. Gary thinks I must have taken leave of my senses to do a thing like that but we agree that, in one way or another, we had just as much fun — more even — in a smaller boat.

On the other hand, we believe the brain benefits from exercising on very difficult, often mysterious, problems that produce bad smells and uncomfortable nights, sore backs, and demands for lots of money. The brain, we think, may actually stagnate in the less challenging and healthier environment of a boat under 24-feet on deck.

Gary brings on stories of his old Trintella: how snug she was and cozy; how he'd keep warm with just old Pepper, that most wonderful and loyal seadog, and a flowerpot turned upside down on the cook stove. I try to top that with tales of *Minka*, her lack of demands and insatiable appetite for unannounced pleasure and how she asked for so little in return.

He tells me how it was that he could cross the straits in the Merit with all the security of a 30-footer and a good deal more excitement. I argue that if he wants excitement, he should try an 18-footer under the Narrows Bridge with wind and tide opposed.

Centerboard intimacy

I say that the berths on either side of *Minka's* centerboard were longer than our 31-footer's, wider and more comfortable. Nice in there, I'd say, holding hands over the top of that massive trunk with my first mate, hunkered down in mock intimacy.

But it's not all about nostalgia, this talk about simpler times and less responsibility. It's all relative anyway; I worried as much about *Minka's* sudden loss of initial stability in a gust — her flirting with broaching — as with *Kuma's* propensity to back down unpredictably in a narrow channel.

It's about what's essential to a good life with boats, about the time when sailing came first, the time before we heard the harpies sing and got caught up in wanting a bigger boat for the sake of having a bigger boat. Well, there's always a bigger boat, always more things to attach, more things and more circuits. There are all sorts of ways to make a boat seem more like home — safer, more comfortable, more convenient.

And so we stroll down A Dock, my friend and I, admiring everything under 24-feet, rearranging deck hardware, getting Gary's nesting dinghy on board that sweet little Catalina 22, fitting my old box compass and nav box to the cockpit of that Ranger 20. We'd change that nasty bit of graphics on the San Juan 24 over there and wonder if a little anchor 'sprit wouldn't go rather nicely on that little Tanzer.

Maybe it's just about starting all over again.

Richard Smith's bio can be found on Page 70.

Neptune's revenge

Payback for insufficient name expungement

by Mary Kinnunen

From experimental fiction to humble haiku, be it survey, installation tip, insurance claim, jingle, grocery list, living will, love note, or subpoena — words matter. Just ask any writer, reader, or one of the I-can't-believe-they-found-out-about-that elected officials.

Names matter too. Just ask any parent, philanthropist, or one of the I-can't-believe-they-named-her-that boat-owners. After inking the deal for our 1990 Catalina Capri 26, my husband, Jeff, and I stood looking at each other in a happy glow.

Sure, she had a few flaws — a scattering of chipped spots on her forward deck, some cracks around her chainplates, and a leak in the head — stuff hardly worth mentioning. More important was her solid build, the 3.5-foot wing keel good for cruising the coasts of the big lakes, the 9-foot 11-inch beam, and the fact I could stand up straight in her galley. She also sported four self-tailing winches and a roller-furling jib. Furthermore, her mainsail had been replaced in 1998.

She was ready to sail and we were ready to sail her. Too bad we'd need to wait seven months, as it was October and she'd just been hauled out for the winter.

There was something else. Isn't there always?

It wasn't that her name was stupid. In fact, it was rather nice. But its two words, *Ebb Tide*, were wedded to the salty sea and, according to her survey, she'd only sailed fresh water and, with us, would continue to sail the Great Lakes. Jeff and I are can-do Americans who don't spook easily, but we couldn't help but wonder whether our sailing fortunes would be better in an ill-named boat or a renamed boat.

After about five seconds online we found an answer: "Renaming a boat? How bad could that be?" Originally published in the July 1999 edition of *Good Old Boat*, author John Vigor's Interdenominational Denaming Ceremony appealed to us because it rang true.

> "Jeff and I are can-do Americans who don't spook easily, but we couldn't help but wonder whether our sailing fortunes would be better in an ill-named boat or a renamed boat."

(Jeff, a Methodist, and I, a Lutheran, were married by a Unitarian minister, and the ceremony was short.)

Removed old name

As per John's instructions, we began the work of psychic transformation by quietly expunging the old name. We cut it out of paperwork, ground it off steel, and rubbed its ghostly image off fiberglass. We kept finding and expunging, finding and expunging. The previous captain had put her name all over and in the unlikeliest of places. Open a drawer, turn over a cushion, and it's a Jack-in-the-box.

Once satisfied the old name was no more, we buttoned our boat up for winter and began focusing on candidates. *Route 66* gained favor for a while, given that 66 is our hull number. It surprised me how long *Cock-A-Doodle-Do* hung around, daring us to go there. *White Noise*, a classic DeLillo novel, buzzed in the background, while *Jaozi* — a boiled dumpling we developed an addiction to during the year we spent in China — bobbed afresh in our memory. *Leap Year*, in honor of our February 29 marriage, seemed cool. *Great Leap* was too Maoish. But wouldn't *Hummingbird*, the favorite bird of my mother — who last summer went to her great reward — be lovely? Yes it would. I'd found it. Jeff liked it. My sister liked it. Everybody loved it and what an understated but attitude-laden graphic that emerald firebrand would make!

Nah. *Hummingbird* could fly on something sleek like that Block Island

> "...we began the work of psychic transformation by quietly expunging the old name. We cut it out of paperwork, ground it off steel, and rubbed its ghostly image off fiberglass."

40 briefly docked in our marina but not on our beamy Capri, which is more dumpling than wing. And hummers aren't exactly water birds. Then Jeff, a newspaper editor cum college English worker, found the word that put a fine point on our lives at the half century with all those red marks on student papers, the novel I've been working on for a while, our parents aging and dying, our girls nightclubbing in another time zone, and now, a sailboat listed improbably in our assets column.

Revision it was!

Final expungement check

March rolled around and, with the boat in the shop for some work, we made the two-hour drive from home to the marina to polish her up, do a final expungement check, and perform the Denaming Ceremony.

Falling on the ritual scale somewhere between the lemming-like flow of the stadium wave and the compressed singularity of the post-sail cigarette, it's a ceremony perfect for two people who can agree on what role they want to play. In our case, Jeff recited John Vigor's text while I poured a bottle of California Wild Bunch White over the bow. Then we gave the spirits one night to take their salty leave.

We slept fitfully in the motel, but the next morning the boat appeared to have settled into some kind of jittery limbo as we approached her with flexible ruler, painter's tape, vinyl lettering, and burnisher. Maybe she was hung over from the previous day's ceremony. Maybe it was the shop's fluorescent lights. Whatever it was, it was obvious we needed to get on with it.

The hull curves, of course, but the boat was also listing to port in the cradle and her bow was dropping a tad. Finding the right line proved a challenge, but the vantage from the top of the stepladder was a breakthrough and three hours later we were able to stand back to admire our work. We'd gone big and it looked great.

Jeff dumped a bottle of Wild Bunch Red on the anchor locker and around the bowsprit, while I gave thanks, made a polite request for fair winds, and we named her *Revision*. Toward the end of our giddy huddle, John, the marina owner appeared, searching for a forklift, and we heard him ask one of the technicians why the shop "smells like booze." But sometimes you just have to do what's right and we headed to the lift with our heads held high. And now, after a summer on the bay, what a sweet story *Revision's* written. Of course, what else would one expect on a boat with a typewriter font and editor's mark on her side?

Head problems

Well, there was one thing…

We don't need to go into details. Just know that our holding tank had overflowed into the locker off the head …the one in which we stored our foul-weather gear. We split the duties and Jeff left with the bagged micro-fibers for the coin-operated laundry while I tackled my job in a cloud of acrid hopelessness. But a week later, after a deluge of bleach and an avalanche of rags, port lights open, and the tiny fans whirring 24/7, we had reclaimed our neutral, faintly basil-tinged, air…and life aboard was once again just dandy.

Turns out we needed a pumpout. We hadn't gotten one because the holding-tank experience was new to us, but more so because the tank's vent fitting was loose. The vent's seal is now tight and a Head Scorecard is posted above the sink.

And here's my point: a couple weeks after the overflow incident we discovered a messenger from the past deep in the three-ring binder of boat info kept by the previous captain. In all our searching and expunging, we'd just plain missed it. But there it was, plain as the nose on Neptune's face, printed in all caps in blue ballpoint ink on the inside cover of the Jabsco pamphlet — those two little, and oh so salty, words of her name.

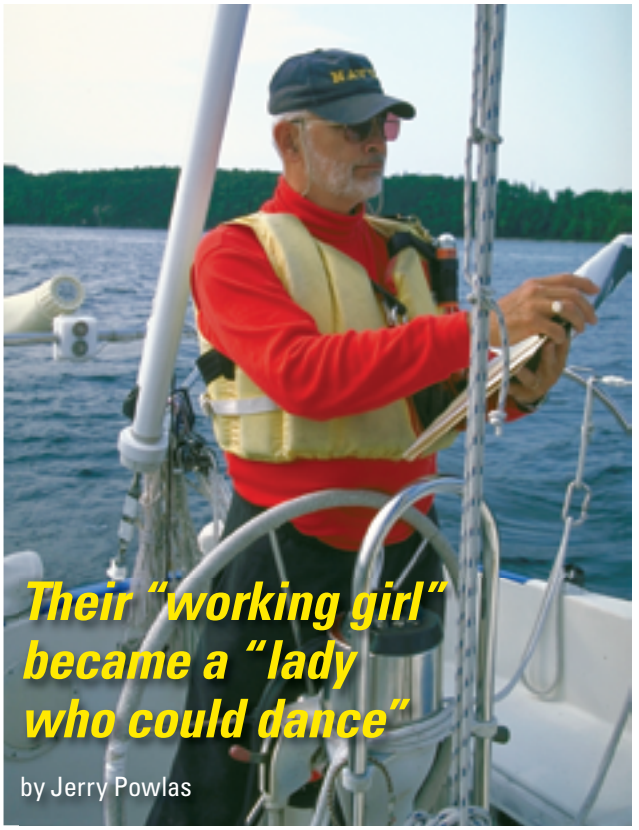
Mary Kinnunen is founder of Marquette Monthly, *a features tabloid for Michigan's central Upper Peninsula. She has had poems and essays published in the literary and popular press. She served on the Rhinelander, Wisconsin, city council and then, as mayor, her greatest achievement was getting the council, on a tie-breaking vote, to adopt volume-based garbage pickup.*


ME 3T

tender love

by Craig Carter

To a good old friend



Their "working girl" became a "lady who could dance"

by Jerry Powlas

We were incredibly lucky when we bought our first "big boat." I'd sailed for many years, but the biggest thing I'd owned was a 20-foot racing dinghy. We chartered a Catalina 30 for our honeymoon and a somewhat larger boat the following year. The Catalina was a nice boat in good condition and sailed well. The next year we got a 33-foot collection of design and maintenance problems that floated only because of a reliable automatic bilge pump. We did a fair amount of repair to the poor thing during our charter and, with the limited impressions formed by these two craft, started looking at boats for sale.

If we'd been asked, we would have said that our search was half-hearted, driven more by curiosity than a determination to own a cruising boat. However, even *we* noticed that our behavior suggested more interest and determination than we were admitting to. We suspected the addiction to boat buying had struck us both, so one could not save the other.

At first I was certain we should have a teak goddess. They are so pretty. I looked at nothing else. I had never been responsible for a half-acre of varnish exposed to the sun, and so had no idea what that might involve. I was so devoted to the type that I walked right past the "working girl" that was to be our beloved companion for at least the next decade and a half. She was no wallflower; more knowledgeable sailors knew her reputation for being fast and easy to sail. I knew none of this. She was just a faded blue boat that looked like many others. I will always marvel at the way fate, and little *Mystic*, worked it out.

Fate wrote the script

If you have good sense, you live life looking forward. Still, when I do look back, it always seems as if fate scripted events, and that perhaps little *Mystic* chose her next crew, rather than the other way around.

Returning from a boatyard, I told Karen, "We've got to stop doing this. All we do is look at boats. This is an addiction." Karen said, "OK, but we have one more appointment scheduled. After that one, we will quit." We never kept that appointment, but there was one more boat nonetheless.

I found the ad in the Saturday paper. You don't find cruising sailboats in that section of the Saturday paper. She was in there with Sunfishes and Lasers and old beach cats. Karen called the number and talked for about an hour. That was about 59 minutes more than Karen likes to spend on the phone. When she hung up, she said I had to call the guy back.

I talked for about an hour too . . . mostly listened, actually. The seller was pretty proud of his boat. When I got off the phone, Karen and I discussed this turn of events like people pretending to be rational adults. Then I called him back and said we would pick him up at 5 a.m. the next day and drive five hours to see the boat. We would sail her and drive back five more hours the same day.

The weather was terrible. There were small-craft warnings. I told the owner we would probably just look at the boat and not go out. He would have none of it. He said we would just use the "working jib," the 110.

Accomplished sailor

We took that chalky blue boat out into what seemed to me like a raging sea. The owner turned out to be a very accomplished sailor. He and *Mystic* took the conditions in stride and, when we were clear of most of the hazards, I got the helm. Suddenly, I forgot the chalky blue topsides and the nearly complete lack of wooden surfaces exposed to the sun. This lady could dance! I had never dreamed that such a craft existed. We returned a few hours later completely impressed with the boat and perhaps equally so with her owner. I reasoned that such a man would not neglect such a craft.

We walked down the dock a bit ahead of him, holding hands. In a few seconds we agreed that we must have this boat. The price dickering took a while. He finally came down $50, and she was ours. I think perhaps she smiled.

In all the years since, the bond has only strengthened. *Mystic* is a lady who goes about her work with grace and enthusiasm. I've considered owning other boats, but I've never considered selling *Mystic*. She will be ours as long as she and I can still sail.

We were lucky.

Window on our world

Ever considered the reasons why you sail?

by Dave Fischer

ILLUSTRATION BY FRITZ SEEGERS

Ask people why they sail and you'll unknowingly peel back layers that are rarely exposed in their everyday lives. And you'll likely not get an answer to your question, but instead provoke a poetic rambling — a sonnet of sorts — sung deep within them about a great many things, and so much more than mere recreational boating.

People say we boat "to get away." But is that what we're doing? Is boating a form of escapism? Or is it, in fact, a return to ourselves? When I'm on the water, I break free. I abound with simple pleasure.

The sailor inhales the breeze as breath. The water exudes unparalleled aromatic qualities, awakening the senses. The sailor's eyes on the horizon see the colors and images that have inspired the most brilliant artistic renderings in history. Sailors are willingly held captive by nature's boundless beauty. And they repeatedly return to it for these moments because, for a sailor, transcendence is always available.

I have been sailing since childhood. I inherited my first boat from my older brother, who had himself received it as a gift from a friend. A sort of twice handed down hand-me-down, the boat was an old 1960s-model catamaran, about 14 feet in length, then called an Aqua Cat. It was an inferior vessel in quality and had lacked consistent care. I took proud ownership of her and spent every summer day crawling her canvas trampoline and wandering Lake Huron's waters along Bois Blanc Island. I cared little for the fact that her pontoons were mismatched (one white, one yellow), that the sails were now polka-dotted with repair tape, or that innumerable repair jobs had left her hulls looking more like papier-mâché than fiberglass. None of these things mattered. Sailing, I discovered, wasn't an exercise of the esthetic, it was a deep and profound experience. It still is.

> "I watched as the first-time sailors aboard realized what I already knew: we are *all* sailors; we all chart life's unknown waterways."

In all conditions

I've been on all types of vessels from Sunfish to schooner. I've sailed in all conditions and on various bodies of water, Great Lakes and not-so-great lakes. Throughout it all I've continued . . . returning to satisfy my sailor's longing.

Sailing is not something I do — it is something I am. We all sail. We all long to return and reconnect to ourselves, to others, and to our world. Sailing reminds me of who I am and where I am.

It minimizes the authority of man-made mandates and corporate deadlines that drown out our lives. It provides a sense of freedom where once we felt paralyzed. It puts our egos in check through bouts of insignificance and it puts our names back on the pages of a book filled with beauty, possibility, and significance. Sailing reminds me that we are all connected and far more similar than we are different.

Last summer, I was chartering — an evening sail with a couple of families — and just as we came about, the setting sun tossed its reflection off the water and distantly lapped at the sandy shoreline where Chicago meets Lake Michigan. I watched as the first-time sailors aboard realized what I already knew: we are *all* sailors; we all chart life's unknown waterways.

Staring off in the distance, one of the women aboard admitted, "I'm not one for religion, and I don't believe in much . . . but there is something beautiful about this moment."

This is why we sail.

If you're not a sailor, consider it. If you *are* a sailor, know that you are not alone in the waking dream you discovered the day you first stepped out on the waters.

Dave Fischer grew up sailing on the Great Lakes, running small boats around the Straits of Mackinac. He has instructed youth sailing in Chicago and chartered evening sails on Lake Michigan. Dave currently resides in Los Angeles, California.

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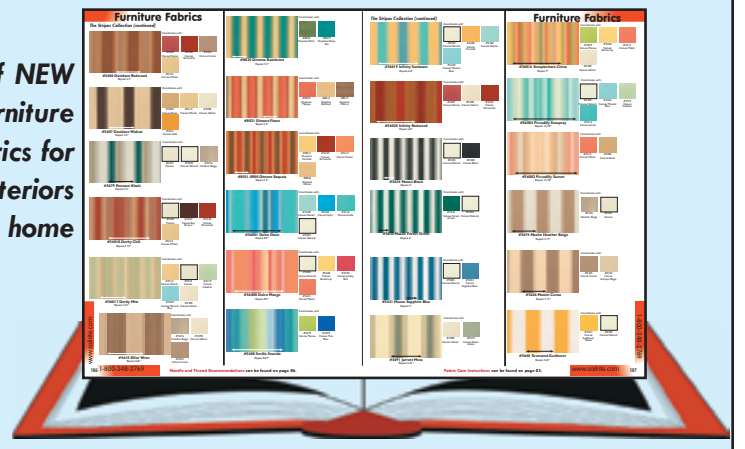

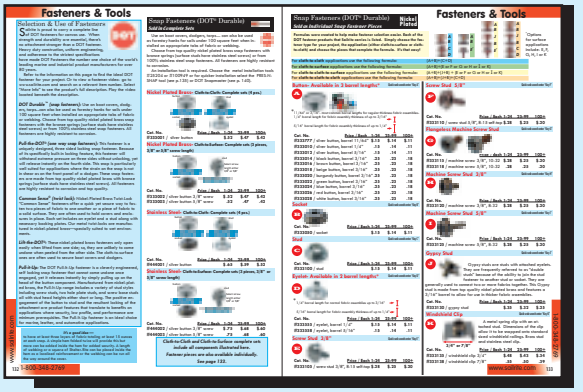

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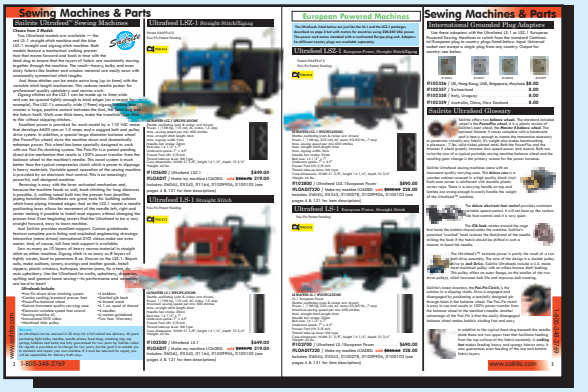

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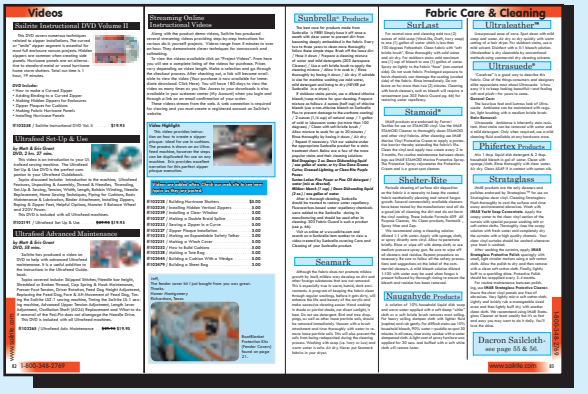

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