GOOD OLD BOAT™

THE SAILING MAGAZINE FOR THE *REST* OF US!

www.goodoldboat.com

Issue 66 May/June 2009

8^{00} (8^{00}_{CDN})

06

0 62825 97035 7

Sailing is one of life's necessities

So is *Good Old Boat*

Thanks for subscribing to *Good Old Boat* magazine.

You and your sailboat have been through a lot together. As economic storm clouds gather, we're here to help you protect the investment you've made in your boat. There's nothing else that $39.95 can buy these days that offers greater value to you and your boat over the long term.

As a subscriber, you're part of a heartfelt community that believes sailing, and sailboats, are worth the effort. Good old boaters are your sailing buddies, and our magazine is your forum. Thanks to your subscription, we can continue to be the "sailing magazine for the rest of us." Don't set sail without *Good Old Boat*.

GOOD OLD BOAT

THE SAILING MAGAZINE FOR THE *REST* OF US!

GOOD OLD BOAT

THE SAILING MAGAZINE FOR THE *REST* OF US!

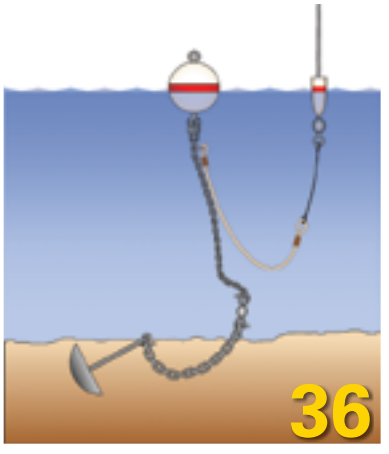
CONTENTS

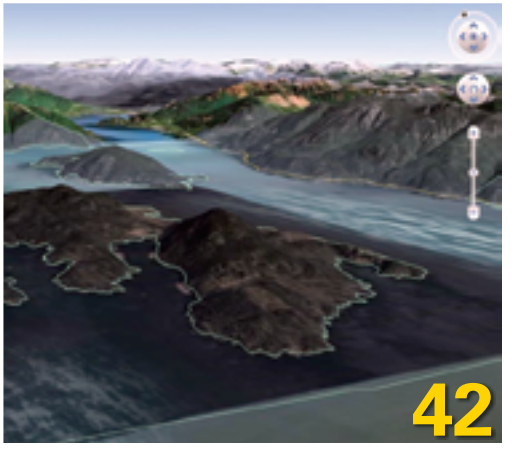
MAY/JUNE 2009

For the love of sailboats

Speaking seriously

More online . . . For more information on the navigational add-ons for Google Earth, go to <http://www.goodoldboat.com/reader_services/more_online/GoogleEarth.php>.





Back Issues from the years 1998-99 on CD from Good Old Boat magazine

A handy resource in PDF format • Perfect for onboard reference • Only $25
Save space and complete your collection!

Premier issue – June 1998
Nigel Calder discusses through-hulls
Marine metals
Cape Dory 30
Atomic 4

September 1998
Lin Pardey on shipboard communication
Wet exhausts/waterlift mufflers
Ericson 35
Nautical photography
Buying a used boat
Sailrite vendor profile
Buying used sails
Birth of the Valiant

November 1998
Profile of Ted Brewer
Buying an older boat (buying, insuring, financing)
Fond memories of *Small Boat Journal*
Niagara 35
Cruising Rule Number 12: Reef early and often
Delamination is not spelled d-o-o-m
Setting up a vang/preventer
Roller furling or bags on deck?

January 1999
Reese Palley on surviving Hurricane Georges
Tanks (building them, restoring them, and more)
Flag etiquette
Boat tenders
Blackwatch 19
Winter aboard? In Canada?
Moyer Marine vendor profile
Allied Boat Company history
Life without a cooler

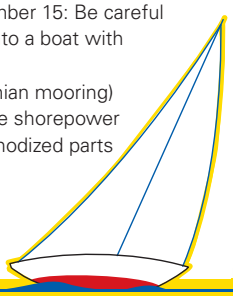
March 1999
Blister repair to a Valiant 32
Fuel and water filters
Albin Vega review
All about oars
Cruising Rule Number 15: Be careful who you get into a boat with
Baba 30
Anchoring (Bahamian mooring)
Don Casey on safe shorepower
Make your own anodized parts

May 1999
Standing rigging
Lin Pardey on the advantages of tillers
Pearson Commander
Affordable boats (partnerships, keeping it simple, purchase criteria)
Bristol Channel Cutter review
Bristol 27 refit
Chip logs and lead lines
Pardeys' flopper stopper
Mildew wars

1st Anniversary issue – July 1999
Cal 20 review
Ted Brewer on steel and aluminum yachts
New sails for old boats
John Vigor's boat naming ceremony
Walker Bay boats
Block Island 40
The sailor's medical bag
Building a wooden mast
How GPS works
Poor man's windlass
Ted Brewer's formulas, Part 1

September 1999
Climbing the mast
Contessa 26 review
Rig it yourself
Replacing your ports
Chafing gear
Nicholson 35
Boat blisters
Lin Pardey on attitude
Make a valve-spring compressor

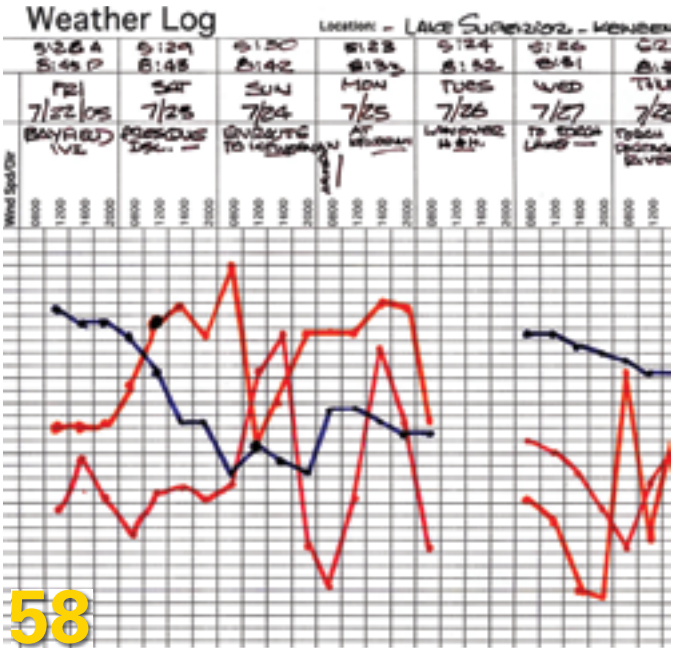
November 1999
Flicka review
Don Casey on repowering, Part 1
History of the Pearson Company
Stuck fasteners
Building a stern rail seat
Pressure cooking aboard
Bayfield boats and Ted Gozzard profile
Building marine sanitation devices
Ted Brewer's formulas, Part 2



Want information on a specific subject? Check out our Articles Search at **http://www.goodoldboat.com/reader_services/articles_search.php** for a complete list!

To order a CD call 701-952-9433 or visit http://www.goodoldboat.com/books_&_gear/back_issue_cds.php

CONTENTS



Just for fun

What's more

About the cover . . .
Photographer Charles Scott captured this moment with a smiling Jill Lamphier aboard the Cal 25, *Voodoo Child*. Jill was racing in a Detroit Yacht Club Thursday night race on the Detroit River. Charles' images from around the world have appeared on previous *Good Old Boat* covers.

Back Issues from the year 2000 on CD
from Good Old Boat magazine

A handy resource in PDF format • Perfect for onboard reference • Only $25
Save space and complete your collection!

January 2000
Don Casey on repowering, Part 2
Bottom paints
Riding sails
Folkboat review
Women sailors
Whisker poles
Heating and cooling your boat
Alberg 30 refit

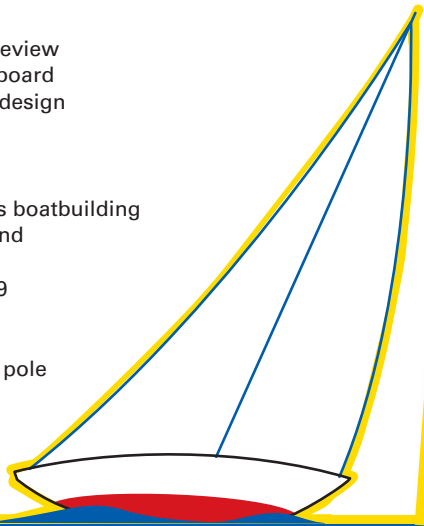
March 2000
Pacific Seacraft 25 review
Marine sealants
Ted Brewer on stability formulas
New swageless fitting
Dave Gerr on fiberglass
Stitch-and-glue dinghy
Allied Seabreeze 35 refit
Tanzer 22
Cooking fuels
Stovetop baking
The Tahiti Ketch/Tahitiana design

May 2000
Morgan 38
Wooden boat advantages
Ted Brewer on the influence of rating rules
Varnishing tips
Pearson 26 refit
Soft versus hard dinghies
Reese Palley's favorite classic designs
Bristol Bronze vendor profile
Pearson Triton review
The reluctant woman sailor
Should you sail with the transmission in or out of gear?

July 2000
Southern Cross 31 review
Conserving water aboard
Ted Brewer on keel design
Buying sails
Anchor windlass
Dan Spurr on the birth of fiberglass boatbuilding
The Cheoy Lee legend
San Juan 24 refit
West Wight Potter 19
Build a windscoop
Rinsing your diesel
Storing the whisker pole

September 2000
Westsail 32 review
Charles Kanter on cruising multihulls
Yacht deliveries (by captain, by truck, or DIY by modifying a trailer)
Allied Seabreeze 35
Marine photography
Wooden boat construction
Through-hulls
Com-Pac 23
Cockpit shade
Salvaging a rusty anchor
Make a folding dinette table

November 2000
Alberg 30 review
Don Launer on the club-footed jib
Lin Pardey on the staysail
Cape Dory Typhoon refit
Ted Brewer on classic design
John Vigor on capsize
Hard dinghy to "RIB" conversion
More on marine photography
Advantages of trailer sailing
Ericson 36
Musical instruments afloat
Companionway hatch improvements



Want information on a specific subject? Check out our Articles Search at **http://www.goodoldboat.com/reader_services/articles_search.php** for a complete list!

To order a CD call 701-952-9433 or visit http://www.goodoldboat.com/books_&_gear/back_issue_cds.php

GOOD OLD BOAT

FOUNDER/EDITOR
Karen Larson
karen@goodoldboat.com
FOUNDER/TECHNICAL EDITOR
Jerry Powlas
jerry@goodoldboat.com
PUBLISHER/ADVERTISING SALES DIRECTOR
Michael Facius
michael@goodoldboat.com • 612-605-8319
BUSINESS ADVISORY BOARD
Bill Hammond, Chair
Jack Culley • Bill Dorn
SENIOR EDITOR
Jeremy McGeary
ASSOCIATE EDITOR
Pat Morris
RESEARCH EDITOR
Dan Spurr
COPY EDITOR
John Vigor
EDITORIAL ASSISTANT
Jenny Mattson
CONTRIBUTING EDITORS
Ted Brewer • Donald Launer
Dave Martin • Gregg Nestor • Paul Ring
Bill Sandifer • Richard Smith
CREATIVE DIRECTOR
Mary Endres
AD PRODUCTION
Elizabeth Whelan
CLASSIFIED ADS AND FINANCIAL MANAGER
Karla Sandness
karla@goodoldboat.com • 701-952-9433
DIRECTOR OF CIRCULATION/RETAIL
Mark Busta
mark@goodoldboat.com • 701-952-9433
WEBMASTER
Jerry Stearns
www.goodoldboat.com
AUDIOBOOK MANAGER
Theresa Meis
www.AudioSeaStories.com

66 – VOLUME 12, NUMBER 3
GOOD OLD BOAT (ISSN 1099-6354; USPS 019327)
PUBLISHED BIMONTHLY BY
Partnership for Excellence, Inc.
EDITORIAL OFFICE:
7340 Niagara Ln. N. • Maple Grove, MN 55311-2655
Phone: 701-952-9433 • Fax: 701-952-9434
BUSINESS OFFICE:
1501 8th Ave. N.W. • Jamestown, ND 58401
Phone: 701-952-9433 • Fax: 701-952-9434
www.goodoldboat.com

Periodicals postage paid at Osseo, MN 55369, and at additional mailing offices.
POSTMASTER, SEND ADDRESS CHANGES TO:
Good Old Boat
8810 27th Street Ct. N.
Lake Elmo, MN 55042-9473

SUBSCRIPTION RATES (1, 2, 3 YEARS):
U.S. AND CANADA – $39.95/$74.95/$110US
OVERSEAS – $49.95/$95.95US

MMPA
Minnesota Magazine & Publications Association

How should we earn our daily bread?

An informal survey for our readers

by Jerry Powlas

TOM WELLS

As the national and world economies started heading south, *Good Old Boat* magazine made some rigging changes to help us weather the storm. Most of these changes have been more significant to our staff than to our readers, which is as it should be.

Our newsstand readers may not know that our subscribers receive two publications from us. They receive a paper-and-ink printed magazine and, in between these printed issues, they also receive a newsletter with different, but complementary, content. The one change that did affect some of our subscribers was that we stopped printing and mailing the newsletter and moved it to an entirely electronic distribution. Only about a third of the newsletters we published were printed and mailed, but these represented the vast majority of the costs involved in producing the newsletter.

We shall leave the print magazine, which you are holding in your hands, very much in its current form: all color, printed on quality paper, and distributed by the postal systems of the world. We prefer this format for the magazine because, quite simply, it may be the only viable format for a reader-oriented magazine. Besides, we like it that way.

What is next as the economic storm gathers force? We continue to ask ourselves what the role of *Good Old Boat* magazine should be in the sailing lives of our readers. What must stay the same to satisfy the reader base that subscribes and, in so doing, provides the vast majority of the income that keeps this magazine running? What might we change to attract more subscribers without losing the base we have now? What should *Good Old Boat* magazine be like, going into the future, so we can remain a strong voice for the things that interest you about your hobby?

“What should *Good Old Boat* magazine be like? . . . How can we help you go sailing?”

We continue to ask ourselves these questions, but maybe we should be asking you. We founded *Good Old Boat* magazine as a reader-oriented publication, which is a unique orientation in this business. The reader pays the fiddler, so the reader calls the tune. We have conducted reader surveys every few years since the magazine started and we meet readers and exchange emails with readers often, so we have some idea of what our readers are thinking, but why not simply ask you all to tell us what you think the tune should be? I thought I’d try that.

What should *Good Old Boat* magazine be like going into the future? What should change? What should stay the same? How can we best serve you, our readers? How can we help you go sailing?

Please email your comments to Jerry Powlas (jerry@goodoldboat.com).

Of boats, engines, sea hoods,

Lake Tahoe's Rubicon Point Lighthouse

The Rubicon Point Lighthouse was in use for only about three years — either side of 1919, depending on which source you consider authentic. At 6,300 feet above sea level, it is at the highest elevation in the nation (for a lighthouse) and is about 200 feet above the surface of Lake Tahoe, where I sail. In the early 1900s, there were no other lights to be seen on the perimeter of the lake. (Now of course, it's like a city — all 74 miles around!)

One of the reasons for the demise of this light was the cost of getting two 300-gallon tanks of acetylene gas up to its remote location. Another was that its elevation caused navigational difficulties for the captains who relied on it.

These days, it's a great place to visit, as it's just off one of the most scenic hiking trails in the entire Lake Tahoe Basin. I took this photo of the lighthouse as part of a Historic American Buildings Survey project. Since then, the park service has put a new roof on it, secured the building from further vandalism, and also provided an excellent information station.

– Jim Hildinger, South Lake Tahoe, Calif.

Who designed the Catalina 38?

Thank you for the interesting article (January 2009). I noted one of the comparison boats was the Catalina 38. My understanding is that this was not a Catalina design, rather a modified Yankee 38, itself an S&S design. Catalina changed the fin-and-skeg original design to a spade rudder — in my opinion a retrograde change.

I have an S&S 34, another fine design from the early 1970s and still produced in Australia.

– Simon Golledge, Bradbury, Calif.

A bug-bite itch cure

The article on first-aid gear (January 2009) neglected the old standby for bug-bite itch: Absorbine Jr.

– Duncan Waterman, Squirrel Cove, British Columbia

Signaling with lasers

Your January 2009 issue had an excellent article, "Signaling for Help." However, I believe the article was remiss in failing to mention another type of visual signaling device, the GreatLand Laser available at <https://www.greatlandlaser.com>. This product is amazing. Its signal can be seen clearly for many miles, it's waterproof, and it can last for hours or days depending on battery size.

It is my understanding that the laser signaling device is not Coast Guard-approved. Nevertheless, the Coasties I've spoken to in Alaska really like it, and they all said they would respond if targeted by its unmistakable signal. The Coast Guard bureaucracy moves slowly, but I trust that one day the laser signaling device will be a USCG-approved signal.

I have a number of the signaling lasers on my boat. I have also equipped all my survival suits with GreatLand lasers. My experimentation has revealed unmistakably clear sightings to the horizon on water, and in excess of 20 miles ground-to-air. I can attest that there is no mistaking when one has been signaled by the signaling laser.

An added benefit of the laser signaling device is that one can signal airplanes many miles away. In fact, it is my understanding that pilots are required to report when they are flashed by a laser.

Though I live in Alaska, and the GreatLand Laser is manufactured in Alaska, I am not connected in any way with GreatLand Laser or any of its personnel or distributors. I have absolutely no pecuniary connection with the product. Perhaps they are more prevalent here in Alaska and that is why I learned about them.

I believe that a signaling laser should be in every boat's arsenal of signaling devices.

– Donald Smith, Anchorage, Alaska

Sailing the Grampian 26

Gregg Nestor's article on the Grampian 26 (March 2009) brought back old memories. In 1970, my friend Don Spears worked for Grampian Marine in Oakville, Ontario. Through his connections, I got to sail on the 23, the 26, and the 30.

The 31-foot full-keel boat that Grampian built was the Classic 31, designed by Peter Van Dine of Annapolis,

and Memory Lane . . .

Maryland. Don and I bought the complete set of Classic 31 tooling with intentions to build ourselves each a boat. Life intervened and we sold the molds to Ancom Marine in Burlington, Ontario, which promptly went bankrupt.

The Sparkman & Stephens boat that Grampian built was called the Classic 37.

– Bob Skene, Oxdrift, Ontario

The makings of an Atomic 4

I recently looked forward to your article on the Atomic 4 (November 2008). As an Atomic 4 owner, I struggled year after year, looking and waiting for parts until someone told me, "Why don't you just go to Moyer Marine?" I looked up nirvana online and saw that they make or rebuild every conceivable part for an Atomic 4 and I have never looked back. I found it unfortunate that your article did not relay this fact.

– James Meyer, Lakeville, Conn.

Loyal to Moyer

We're big fans of Moyer Marine. Don Moyer has been a friend for years. So we didn't mean to leave him out. I guess it didn't occur to us to mention him since we were doing an Atomic 4 history, and Moyer Marine is very much part of the present.

It seems to us that everyone in the *Good Old Boat* community must know about Moyer Marine, but you remind us that we should never make that sort of assumption. For more information on Moyer Marine visit them at <http://www.moyermarine.com> or call 410-810-8920.

– Editors

A trip down Memory Lane

I was delighted to read about the Winslow yawl *Aurora* in the January 2009 issue of *Good Old Boat*. I lived in the neighborhood in which this boat was built and watched enviously as she took shape, since at the time I was sailing a small 18-foot Hustler one-design. Further, I knew the family that bought the boat from her original owner. She was kept at my local yacht club for a while before she went to Maine. I often wondered what happened to her and am delighted that she has survived all these years. As I remember, she had very pretty lines and sailed beautifully around the local harbor. It's nice to know that this is one good old boat that didn't end up as a derelict abandoned in some boatyard.

– R. Nickerson, Weymouth, Mass.

Safe sailing with sea hoods

I really enjoyed your article by Karen Larson on *Diamond in the Rough* (November 2008). The Cal 36 is a beautiful workboat, as Jim Mumper aptly put it. Great work, Jim. I also really like the pale-yellow non-skid decking. I had a similar hue on the first *Tavava* I built. It was a real eye-saver and cool to walk on in bare feet. Love those wide sidedecks.

I would like to comment on the main sliding hatch on *Diamond in the Rough*. One thing missing is a proper hatch cover (also called a turtle or sea hood) for the main hatch to slide into. This sea hood prevents water from coming into the boat from under the sliding hatch when the weather gets snotty. A sea hood would also give Jim a solid place to put a proper handrail for those going forward on the starboard side, even though the three feet or so at the bow would still be missing.

The hatch cover and extra handrail will be especially important when Jim decides to go to the Bahamas and crosses the Gulf Stream. As a veteran of many Gulf Stream crossings, including a scary rough 19-hour stint from West End to Palm Beach singlehanded, I can tell him that these additions would make any sail safer and drier below.

– Wil Compton, Sanibel Island, Fla.

Don't worry, we've got you covered

It just so happens that we have a couple of articles coming up about building sea hoods. Stay tuned!

– Editors

Living up to the standards

I have been an avid reader of *Good Old Boat* for quite some time. However, there often seems to be a missing piece when it comes to repair and maintenance. I would like to offer that the standards promulgated by the American Boat & Yacht Council (ABYC) are a valuable tool when evaluating

Leonard Tyminski sent this photo of the ES 2 (El Segundo 2) buoy off Los Angeles International Airport with a few furry friends.

and executing repairs and upgrades on your boat.

The standards are a series of 68 technical documents covering topics from electrical installations to exhaust and through-hull fittings. These standards are developed by a group of more than 400 volunteers from all aspects of the marine industry: boaters, surveyors, manufacturers, and yard personnel. While the standards were never intended to be a how-to manual for repair and maintenance, they offer what marine experts would consider to be a bare minimum level of safety for installations of many types.

Complying with the standards does not automatically ensure a gold-standard installation; compliance merely ensures it will be safe and reliable. A perfect example is the use of tinned copper wire. ABYC's E-11 AC & DC Electrical Systems on Board Boats does specify type and size of wire along with terminations and support. What ABYC does not specify is the use of a tinned copper wire, which we know inhibits corrosion and is a must in many of our installations.

Like me, I am sure many of us have a great interest in all things relating to our boats. I would encourage you to check out the ABYC and its standards. It's true that we are a membership-driven organization and, while membership may not be for you, you can try the standards free for three days at <http://www.abycinc.org>.

If some projects seem daunting, a web visitor can also find a list of ABYC-certified technicians on our site. Certification ensures that the repair personnel have a working knowledge of the standards.

So check out the site, look through the standards, and consider the ABYC when repairing, upgrading, or purchasing a good old boat. As a good old boater, I would be happy to answer any questions.

– John Adey, Technical Director, ABYC

David Lathrop's photo of the CSY 44, *GoldyLux,* is this issue's editors' pick from our online photo gallery. Send your sailboat photos to jstearns@goodoldboat.com and we'll post them in the gallery. If we publish yours here, we'll send you a good old T-shirt or ball cap.

Cleaning with a high-pressure hose?

I have a question for you. If you use a high-pressure hose — like one at a car wash — on the underside of the hull to wash off slime and algae, can you damage the gelcoat or create blisters?

– John Balber, Pavilion, Wyo.

Use with caution

Most people would probably say no, because this is a common technique used in boatyards at the end of each season. I think that a pressure washer will not damage a sound hull that has no blisters and to which the bottom paint has "normal" adhesion. If the hull has blisters, a high-pressure wash might open at least some of them, or it might not, depending on the exact state of the blisters. If the hull has a buildup of cheap one-season bottom paint, the paint may flake off in chips perhaps as large as the size of your hand. If the bottom has ablative paint, the pressure washer will remove some or all of it. If you have a lead external keel, or perhaps a steel external keel, and the fairing material does not have excellent adhesion, the pressure washer may peel away the fairing material. This will be particularly true in the area of the keel root where the keel joins the hull and where there is often a stress crack between the metal and the glass.

I'm guessing about the steel keel. I've seen all the other things happen.

– Jerry Powlas, Technical Editor

Finding the right new owner

I just want to thank you for the ad you posted for our Javelin 38 on your website's Fixer-uppers page. The boat now has a very competent new owner in Ontario, Canada, and will be reworked to perfection. Thank you very much for your service to the good old boat community. I have been quite surprised at the response and was able to be pretty selective on what buyer I thought was qualified to really finish the project properly.

– Bruce Wigton, Jamestown, R.I.

Fixing up good old boats

The Fixer-uppers page on the *Good Old Boat* website allows anyone with a boat selling for $5,000 or less (including free boats, of course) to post that boat for any length of time at no charge. It is one of our site's most popular pages because some real gems appear on it from time to time. If you haven't visited it lately, have a look: <http://www.goodoldboat.com/resources_for_sailors/fixer-upper_sailboats.php>.

– Editors

Falling in love with the DM 22

Only 135 of the Sparkman & Stephens-designed Douglas McLeod 22, reviewed in your September 2008 issue, were manufactured in the early 1970s. Since the article appeared, we have found four surviving boats — in Michigan, Ohio, Virginia, and Chile. The boat in Chile has a wonderful story: it was Peter Kittle's. Peter was a singlehanded circumnavigator who proved the DM 22 was capable of offshore sailing by sailing one from California to Chile, where he sold it to the University in Valdivia for marine research. Professor Media sailed the boat, which he sold to the current owner, Andres Gomez-Lobo, who keeps it at a marina in Chile.

So, we now have an "official" DM 22 Lovers' Association. We are looking for past or present DM 22 lovers and anyone who may know of these boats for sale or just sitting in a

marina or backyard needing attention. Please contact us at northernenclosure3@yahoo.com or 989-312-0886.

– **Ken and Vicki Barnes,** West Branch, Mich.

Changing impellers

I change my raw-water impeller every year or two, so when I got an overheating alarm mid-season, I assumed the problem was somewhere other than at the water pump. A lengthy inspection revealed little until I pulled out the nearly-new impeller and saw wear marks on the center of the blades. I soon discovered they came from strikes against pieces of a previous impeller's blades that had broken off and jammed in the outflow of the pump housing (and easily overlooked when changing impellers on engines with pumps opening toward the stern). I knew rubber was missing from the previous impeller, but I assumed the missing bits had passed through the entire raw-water system. Wrong. I extracted the bits with angled needle-nosed pliers. My Westerbeke 30B-three was happy again.

– **Bob Brodsky,** Rowley, Mass.

Free heat exchanger, oil cooler testing

Sen-Dure Products Inc. in Fort Lauderdale, Florida, will test any boat's heat exchanger or oil cooler at no charge. Boats with engines by Yanmar, Westerbeke, Cummins, Detroit Diesel, Caterpillar, Atomic 4, Lehman, Mercury, Medalist, Onan, and Perkins, or transmissions by BorgWarner and Twin Disc, are likely to have Sen-Dure heat exchangers or oil coolers. We are offering original factory service or replacement in the hope that sailors will use our service rather than take their coolers to radiator shops which have little experience with marine units.

Evaluation will be made to determine the serviceability of the engine's vital cooling components. Sen-Dure may be able to repair or remanufacture the boat's cooler to original Sen-Dure specifications. For more than 70 years, Sen-Dure Products Inc. has provided heat exchangers and coolers to major engine manufacturers worldwide.

Contact Sen-Dure at 954-973-1260 or <http://www.sen-dure.com>.

– **Ron Schaper,** Sen-Dure Sales Manager, Fort Lauderdale, Fla.

Manning your windlass

Are we all getting old or just lazy? It seems that there is only one manufacturer (Lofrans) making a manual windlass. I have always used a manual windlass and found them reliable and easily used (I am 68). My Valiant 40 had a great SL two-speed #555 windlass which performed well wherever I anchored.

No longer living aboard and sailing offshore, I down-sized to a recent-model Dana 24 and have searched high and low to no avail for a quality manual windlass such as the SL Hyspeed #510 or the great Muir Neptune HM-770.

Simplicity and dependability may no longer be valued as much as ease and pushing a button.

– **Alan Zelina,** Westlake, Ohio

Sailing with the Seatiger windlass

I am a former employee of Simpson Lawrence and have set up manufacture of the complete Seatiger windlass in small batches. I need to tell the world that I am able to supply spares and complete windlasses. Although I have a website, <http://www.slspares.co.uk>, I had a customer this month from South Carolina who stated it took him a year to find SL Spares. He was replacing parts that were *stolen* from his windlass. Another customer from San Diego last August purchased a refurbished windlass. He was replacing a windlass that was stolen while his boat was impounded for anchoring without permission.

– **John McMaster,** SL Spares, Scotland

Send questions and comments to *Good Old Boat*, 7340 Niagara Lane North, Maple Grove, MN 55311-2655, or by email to jerry@goodoldboat.com.

Newport 28

A spritely sailer with plenty of cruising room

by Tom Wells

Capital Yachts called the Newport 28 II an in-house design, but its C&C lineage is evident in its lines and enduring good looks.

On a breezy day in October 2008, Charlie and Elaine Lawson put their 1987 Newport 28 II, *Desirée*, through her paces and then hosted a tour and test sail for this review.

As a former naval aviator and airline pilot, Charlie knows a thing or two about form and function and how movement of air affects performance. When he and Elaine decided it was time to move up from their beloved Columbia 24, they sought a boat that combined efficient use of space with satisfying performance at a reasonable price. After a successful search, they were soon sailing *Desirée* on Missouri's Mark Twain Lake. The boat is competitive in PHRF fleets and comfortable for weekends and short-term cruising . . . all without breaking the bank.

History and design

Lindsey Plastics originally built the Newport line in Santa Ana, California. It commissioned the well-known Canadian firm of Cuthbertson & Cassian to design the Newport 27, which was produced by Lindsey and later by its successor, Enterprise Yachts. When Capital Yachts of Harbor City, California, purchased the molds and the Newport name in 1971, it continued production of the popular 27.

The Newport 28, introduced in 1974, shares the features of C&C designs at that time: the characteristic sheer, scimitar rudder, and swept-back keel. However, George Cuthbertson recalls that only the Newport 27 and 41 were actually designed directly by C&C. The Newport 28 designer is not credited in the sales brochure, and Capital's Newport 28 II price sheet states that the boat was an in-house design.

The Newport 28 is basically an enlargement of the Newport 27 with a higher cabin trunk and improved accommodations. In 1982, Capital Yachts introduced a more efficient fin keel with 5-foot 2-inch draft and combined it with a spade rudder to improve performance. The modified design was dubbed the Newport 28 II, and the remainder of the production run included the underbody modifications. At the end of production in 1987, nearly 1,000 Newport 28 and 28 II hulls had been built.

Construction

The Newport 28 II has a solid fiberglass hull and balsa-cored deck. Capital did

> **“Perhaps the most attractive feature of the Newport 28 II is a well-planned and nicely appointed interior.”**

not use an ounce more material than was necessary, but the basic construction was reasonably sound. The deck lands on an inward-turning flange on the hull and is secured with a bonding agent and through bolts that fasten through an anodized-aluminum toerail. Leaks occur in this joint from time to time and, because the freeboard is low and the rail is often in the water, owners should check it frequently.

Bulkheads were tabbed into the hull to provide torsional stiffness, but one common complaint is that the bulkhead tabbing was sometimes light. The hull twisting that results causes some gelcoat cracking, especially on the deck in transition areas. *Desirée* has some minor gelcoat cracks that are barely noticeable.

The fit and finish of the interior joinerwork can be considered average. Other issues cited by owners include plastic through-hull fittings, poor backing plates on deck hardware, and smallish cockpit scuppers.

On deck

The Newport 28 II has a masthead rig with single spreaders, upper shrouds, and dual lower shrouds. Chainplates are set inboard next to the cabin trunk, allowing room on the sidedecks for crew movement fore and aft. The mast is deck-stepped and supported by an interior compression post neatly incorporated into a bulkhead.

The cabin trunk has a rounded top. Teak grabrails are fitted along its edges but they don't extend forward past the mast. As a result, working on the cabintop requires increased caution. A solid fiberglass hatch over the front of the cabin trunk was standard and translucent hatches over the saloon and the head compartment were popular options. The sliding companionway hatch runs beneath a traveler that provides mid-boom sheeting. Two small opening ports are fitted on each side of the cabin trunk forward, and larger fixed ports aft of them allow plenty of light to enter the saloon on both port and starboard sides.

An adequate anchor-stowage locker fitted in the foredeck is covered with a hatch; an anchor roller also was standard equipment. The original port and starboard cleats were small and many owners have replaced them with larger ones. The bow lacks chocks for docklines, so chafing gear on mooring lines is a must.

The stainless-steel bow and stern pulpits are robust. To improve access to an optional stainless-steel folding stern ladder, the top rail of the stern pulpit is cut in the center and replaced by a lifeline and pelican-hook closure. Single port and starboard lifelines were standard, but most boats were ordered with the optional second lifeline.

The cockpit is adequately sized for a 28-foot boat. It will comfortably seat four adults, although crew have to shift periodically to provide access for line-handling and winch-grinding activities. The standard helm arrangement was a tiller, but the wheel option proved popular. Unfortunately, the space behind the wheel is cramped and the helmsman cannot go forward easily. Since the boat has mid-boom sheeting and the traveler is on the cabin trunk, singlehanding a wheel-steered Newport 28 II is not easy. It's helpful to have crew along who can handle the mainsail.

Accommodations

Perhaps the most attractive feature of the Newport 28 II is a well-planned and nicely appointed interior. The rounded cabintop provides standing headroom of 6 feet 2 inches near the companionway which, while it diminishes quickly outboard and forward, is a pleasant surprise in a boat of this size.

The saloon has settees to port and starboard and a very nice fold-down table mounted on the forward bulkhead. When the table is tdown position, it reveals a clever cabinet that can be used to stow a wide variety of smaller items. Stowage is available above both settees in a combination of lockers and open bays. Each settee can accommodate one person for sleeping. The port settee supposedly converts to a double berth, but it's not really big enough for two people.

Desirée's galley is aft on the port

The T-shaped cockpit, at left, gives the helmsman room to move to the rail port and starboard to check sail trim, but the wheel and pedestal impede movement forward. That makes singlehanding difficult, because the mainsail sheet leads to a traveler on the cabin trunk. Charlie and Elaine Lawson, right, find their Newport 28 II well suited to their style of weekend and short-term cruising.

As on most boats, the V-berth is wide enough at the shoulders, but foot room at the forepeak is tight, at left. The head is compact but has stowage and a handheld shower, at right. The galley, below left, is compact but includes the essentials: sink, icebox, utensil rack, and stovetop. The saloon, below right, is spacious, with stowage outboard of the settees, a bulkhead-mounted table that folds down, and 6-foot 2-inch headroom at the base of the companionway and diminishing outboard and forward.

side. A two-burner propane stove with a cutting-board cover overhangs usable foot room at the aft end of the settee, and a single stainless-steel sink is mounted just to port of the companionway ladder. An insulated icebox is located outboard of the sink. There's not a great deal of usable counter space but, for a 28-foot boat, it's adequate.

The Newport 28 II also was available with a starboard galley option that included a two-burner stove with an oven. This option cut short foot room on the starboard settee berth. To restore it, the builder made a cutout in the forward bulkhead which may have weakened the bulkhead system somewhat, though no major problems have been reported.

At the aft end of the settee on the side opposite the galley, a clever folding seat lifts to reveal a fold-up navigation table. When the navigation table is in the down position, it forms the head of a quarter berth that extends beneath the cockpit seating. This adds a usable berth but, because access to it is poor, many owners use this space for stowage.

The V-berth is more than 6 feet long. With a filler section in place at the aft end, it provides a comfortable double. Foot room at the forward end is tight, but unless both occupants are very tall it won't be an issue. Usable shelf space is installed along the hull above the full length of the berth on both sides.

The head compartment is to port and forward of the main bulkhead. It features an aft-facing marine toilet, a sink mounted against the hull, and adequate room. A foot pump was the standard equipment for servicing the sink and shower on the 28 II, but pressure water and a water heater were popular options. Fresh water capacity is 25 gallons.

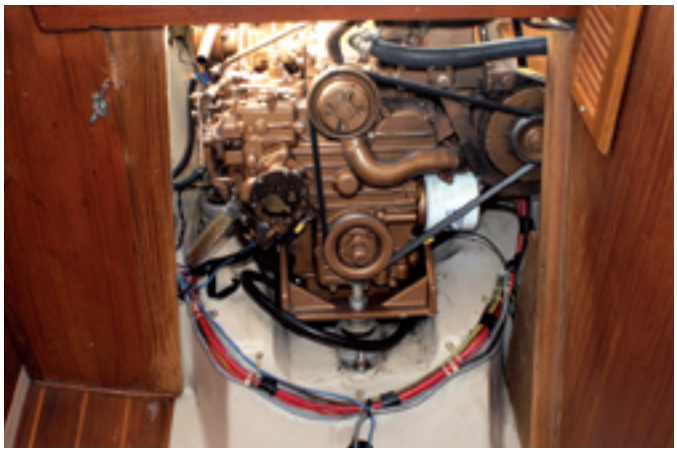
Propulsion

The Universal Atomic 4 gasoline engine powered most of the earlier Newport 28s. Later Newport 28 and 28 II models featured Universal or Yanmar diesels. *Desirée* has a Universal 18 diesel and, according to Charlie Lawson, it's highly reliable. Engine access for maintenance is fair. The engine front and belts can be reached by removing the companionway ladder and a removable hatch in the cockpit provides access to the top. Fuel capacity is 20 gallons, which provides a reasonable range under power for coastal cruising.

Performance

The Universal diesel and standard two-bladed prop move the boat nicely in moderate conditions. Backing under power is good, although some attention is needed to work with the prop-walk, which pulls the stern to port. Once the boat has gained sternway, low engine rpm and very slight helm corrections make it possible to control the boat while backing. Engine noise seems a bit high but is not overly bothersome, unless crew are trying to rest below.

Under sail, the Newport 28 II is nimble and fairly fast. Its average PHRF base rating is around 192, a few seconds quicker than the Newport 28. For



The navigator can communicate with the helm while working at the folding chart table over the head of the starboard quarter berth, at left. Access to the front of the engine is provided behind the companionway ladder, at right, and its top is exposed by a hatch in the cockpit.

comparison, a C&C 27 rates 200 to 204, and a Morgan 28 rates 207.

We sailed *Desirée* in 12- to 14-knot breezes. After some initial tenderness, she becomes quite stiff. The smaller standard mainsail and larger overlapping headsail are characteristic of the 1970s design philosophy, and the arrangement does provide a lot of power.

On the test sail, she sailed to weather comfortably with the wind at approximately 35 degrees apparent, displaying the slight amount of weather helm needed for control. She could be pinched slightly higher but quickly lost drive. Others have reported sailing the Newport 28 II to 30 degrees apparent wind, but straight-line performance and velocity made good (VMG) will both be much better when drive is maintained.

On a beam reach, the boat trimmed well and remained under very good control. The brisk breeze drove the boat at hull speed with little effort. When reaching in lighter breezes, trim for the large headsail is improved by moving the sheet leads outboard. The sheet could be led through a snatch block attached to the aluminum toerail, or a Barber hauler could be rigged to accomplish the same adjustment without changing the primary sheet leads.

The boat behaves well on a run, exhibiting very little tendency to roll, and tracks well. Falling off too deeply may require going wing-and-wing, or poling out the genoa and sailing by the lee, a tactic not advisable in higher wind conditions. Sailing the boat slightly higher and faster provides good VMG and increased safety.

Newport 28 II

Designer: Capital Yachts
LOA: 28 feet 4 inches
LWL: 23 feet 6 inches
Beam: 9 feet 9 inches
Draft (deep): 5 feet 2 inches
Draft (shoal): 4 feet 0 inches
Displacement: 7,000 pounds
Ballast: 2,900 pounds
Sail area: 395 square feet
Disp./LWL ratio: 241
SA/disp. ratio: 17.2
PHRF: 192
Water: 25 gallons
Fuel: 20 gallons
Mast above DWL: 41 feet (approx.)
Engine: Universal 18 diesel

The mainsail on *Desirée* has only one set of reefing points. This works well with the single-line reefing system, but at least two sets of reef points should be fitted for coastal cruising.

Price and availability

With nearly 1,000 hulls produced, several Newport 28 and 28 II models will almost always be for sale at any given time. A check of brokerage listings in early 2009 found at least 10 on the market. Four older Newport 28s were available with prices ranging from $9,900 to $16,900. Five Newport 28 II models were priced from $12,000 to $25,900. A sixth Newport 28 II was offered at an asking price of just $7,900. A survey might reveal defects leading to such a low price but, providing any such problems can be fixed reasonably, the boat may still be a good value.

Conclusions

The Newport 28 II was built to a set of compromises to suit a certain market. It is not an offshore-capable boat, and its construction quality is perhaps less than ideal, but it is nevertheless solid and dependable and has a very accommodating interior and good sailing characteristics. Anyone desiring a smaller coastal cruiser at an affordable price would do well to consider one of these boats. As Charlie and Elaine Lawson will tell you, the Newport 28 II is a good value for the dollar.

Tom Wells and his wife, Sandy, own and sail a 1979 Tartan 37, Higher Porpoise. *They have been sailing together since the 1970s and look forward to cruising upon retirement.*

The case for books

Creating stowage for volumes and tools

by John Lively

An avid reader and hands-on sailor, John Lively took matters into his own skilled hands to provide proper quarters for his essential cruising companions: books and tools.

The only thing I can compare to spending a rainy night reading while rocking at anchor in some distant, seal-haunted cove, is stretching out, book in hand, on the leeward cockpit cushion while my mate is at the helm, steering us to parts unknown. Nothing stokes the imagination and fosters close concentration like the cozy solitude of a small yacht as it heaves on the swell of the sea.

My wife, Ruth, and I sail the length of the New England coast from New Haven, Connecticut, to Vinalhaven, Maine, staying aboard for weeks at a time. Because we're editors and writers by trade, we've no choice but to take a lot of books along with us — books for reference, books for our freelance jobs, books to stir the blood, books to quiet the mind. The problem was finding a good place to put them all.

Our Catalina 36, *Sea Change* (so named because we bought her to launch my retirement in 2006), has a great deal more organized stowage on board than did our first boat, a Jeanneau 34. By organized stowage, I mean drawers, cabinets, and lockers where things can be put away in an orderly fashion and readily retrieved when they're needed. While the Jeanneau had considerable volume for stowage, most of it was tucked away in odd-shaped bins under the settee, under the two double berths, behind the seat cushions, and under several sole plates. Invariably, the item we'd be looking for would have gotten lost in the amorphous amalgam of gear, squashed under bottles of wine, or soaked through and through with bilge water.

A shortage of shelving

Aboard the Catalina, however, most of our clothes, gear, and provisions can be organized rationally, stowed securely, and accessed quickly. Yet, despite the abundance of drawers and cabinets that make this possible, there wasn't enough open shelving on *Sea Change* to hold the essential cruising guides, tide tables, chart books, owner's manuals, and seamanship handbooks. Sobering experience aboard our first boat had taught us that it's a bad practice to store manuals and guides haphazardly where they can't be found fast when the clogged head needs disassembling or when that "isolated" anchorage turns out to be chock-a-block full when you arrive at sunset. So our cruising guides and handbooks filled up the two dedicated bookshelves on board. These are located in the usual space under the midships portlights. We also filled a whole cabinet with the manuals for all the boat's systems and components. This meant that our "non-essential books" wound up being stuffed in drawers beneath our clothes or crammed in lockers already crowded with provisions and cruising gear.

The day after *Sea Change* was finally commissioned, we took her on a three-week shakedown cruise. That was all the time we needed to decide that — for the kind of cruising we wanted to do and for the kind of reading we needed to do — nothing less than a right and proper bookcase would suffice. During this "maiden voyage," a number of other stowage problems came to light as well, the most

notable among these being the need for a serious tool chest and a way to store the dining table against the forward bulkhead without triggering a lumbar event or scarring the woodwork. After a lot of thought and discussion, we figured we could solve all three problems with one not-so-simple project.

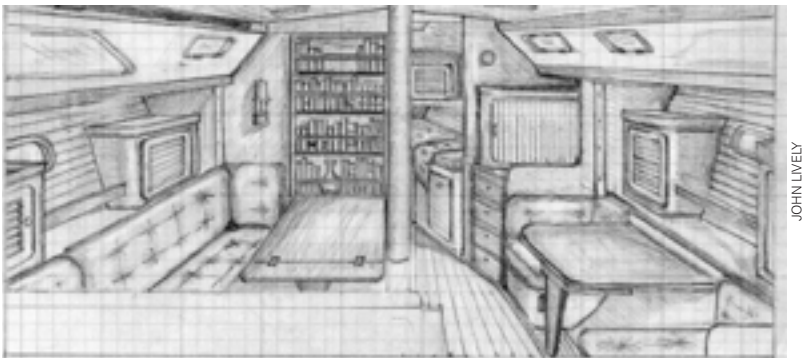
An overage of berths

The brochure for the Catalina 36 Mk II touts berth space for seven adults. Two of those spaces are provided by the dining table, which can be set on cleats level with the port settee and topped by a huge cushion to become a double berth. Executing our not-so-simple solution would eliminate these two spaces and possibly decrease the resale value of our boat. But on reflection, we just couldn't imagine many cruisers who'd want to sacrifice good stowage for the frightening prospect of hosting five other people as cruising companions on a 36-foot sailboat. There are much safer ways to strain the bonds of kin and friendship. So we gave ourselves permission to do away with the capability of converting the port settee into a double berth.

This decision cleared the way for building the visual and functional centerpiece of the saloon. It would be a large sole-to-ceiling cabinet bolted to the forward bulkhead where the original dining table mounted. The upper case would provide secure shelving for up to 50 books and would have a new tabletop hinged to its bottom shelf. The lower cabinet would be devoted to organized stowage for tools and supplies for repair and maintenance.

The basic concept for this kind of bulkhead-mounted table/cabinet is nothing new. Several

Stowed for sea, the saloon table all but disappears, top left. Opened, it reveals the bookcase and, with flap extended, provides generous dining space, top right. John chose oak for its characteristic grain pattern, far left, and left no detail to chance, near left.



JOHN LIVELY

Working from a photograph, John sketched out a piece of furniture to provide the desired storage while making the saloon table easy to stow and deploy, above. Quarter-sawn and flat-sawn planks from the same log differ in both grain pattern and dimensional stability, bottom.

high-end production boats have them, Island Packets and Caliber LRCs (Long Range Cruisers) being two. But the cabinets I've seen have no lower case. Moreover, the upper case in these designs is fairly shallow, about 4 inches or so deep, and meant for storing dishes, glassware, and bottles of rum . . . definitely not for shelving books with their spines facing out. We needed an 8-inch deep bookcase on top with a case of equal depth behind a pair of doors on the bottom. I worried that something this massive would steal needed sitting space from the settee, interfere with normal movement, and crowd the saloon visually. To make sure I wasn't making a mistake, I decided to build a full-size cardboard mockup, put it in place, and see how it looked and "felt."

Testing the concept

Making a cardboard mockup is an essential step to retrofitting anything in the way of joinery on a boat. While it's true most production boats are designed to appeal as broadly as possible within their class, resulting in inevitable compromises, these designs are carefully thought out, especially from an aesthetic standpoint. That makes it important to test the concept of a proposed addition by making a model of it and putting it in place on the boat. I've tested more than a few ideas this way and discovered that once moved from the drawing pad into three-dimensional reality, they were either ugly in the overall scheme of things or ergonomic failures.

Even if the idea proves to be a good one, before I go cutting into premium materials and ordering expensive hardware, I need a precise pattern for each part and component. I begin by taking measurements of the space where the "furniture" will go and then sketch the piece in its setting using a photo of the area, if possible (I used the wide-angle shot from the Catalina brochure). The sketch can be hugely helpful in scaling, proportioning, and harmonizing a proposed addition with its surroundings, and it's worth grinding a pencil or two down to a nub to get it right. The next step is to make plan and elevation drawings, with sectional drawings where necessary. Then I lay out the parts on large, clean, panels of cardboard (mattress cartons work well, if you can find them) and start cutting, using an aluminum straightedge and a sharp utility knife. For curves, I just freehand the cuts on the bandsaw.

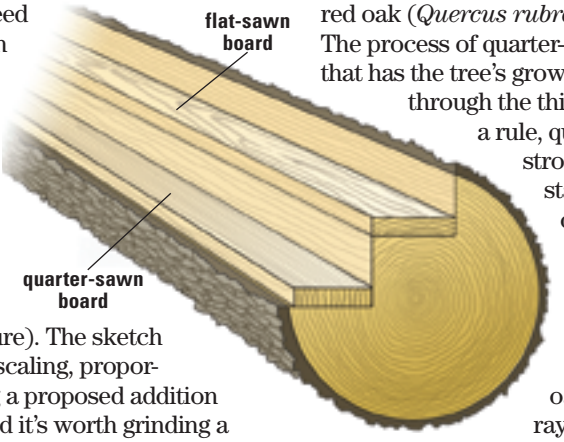


ILLUSTRATION BY FRITZ SEEGERS

Putting it together

Assembly can be more involved. I use wooden laths to stiffen shelves and panels, wooden blocks for brackets to strengthen corners, as well as triangles of plywood for gussets. Hot-melt glue is great for sticking all these elements together and makes fast work of the job.

It's easy to get fussy with models because the neater they are, the likelier they are to give you a reliable sense of what the finished product will be. But this approach can be risky: if you invest too heavily in it, you may resist making appropriate alterations once you've seen it in place. It wasn't easy for me to tear up and remake the model for the base cabinet once I discovered that it was an inch too wide for the lower space and would overlap a bilge board and crowd the settee cushion. I could have just made the correction during actual construction, but I'm glad I remade the model because when I test-fit the whole shebang a second time, I realized the base would look much better if I overlaid the doors on the case rather than setting them inside it as I'd planned at first.

Finally, I was confident that the concept was workable and the piece would be a good fit for the space, so it was time to bring the boards I'd selected into the shop. Using the model as a precise guide, I laid out the parts for the case, doors, and tabletop.

A case for oak, not teak

Boat interiors can become pretty monotonous when finished out with a single species of wood, especially when that wood has fairly uniform, undifferentiated grain characteristics (often called "figure"), as plantation-grown teak typically does. That's one of several reasons I chose quarter-sawn red oak (*Quercus rubra*) for the bookcase project. The process of quarter-sawing yields material that has the tree's growth rings running vertically through the thickness of the board. As a rule, quarter-sawn planks are stronger and more dimensionally stable than flat-sawn boards of the same species. Though quarter-sawn oak has been much prized for its strength and stability, its beauty also is a thing to cherish.

Quarter sawing exposes oak's unique medullary rays, which seem to crawl

across the surface of the wood, giving its figure an active luminescence, which can seem almost holographic in its visual effect. The French-derived word *chatoyant*, "like a cat's eye," describes this enchanting optical quality in certain gemstones and in some woods.

From a woodworking point of view, there's nothing remarkable about how this piece of casework went together. The shelves fit snugly into dadoes in the case sides and are secured with 2-inch #8 screws and Titebond III, a brown, waterproof glue with superior strength and gap-filling ability. The counterbores for the screw heads are plugged. It's important to me to make plugs disappear altogether. I find pieces of scrap whose grain closely matches the wood around the counterbore and cut a plug using a ½-inch cutter — available at Lee Valley Tools — that puts a 2-degree taper on the plug so that, when it's driven home, it wedges itself seamlessly into the hole.

Solid-wood panels

The door frames are grooved to accept the 5⁄16-inch-thick solid-wood panels, and the frame members are joined up using 8 mm separate tenons. I use a slot mortiser to cut mating mortises on both rails and stiles. Because I keep a lot of wood on hand that's planed to 8 mm (and to other standard tenon thicknesses, as well), all I have to do before assembly is cut the tenon stock to width and length, apply the glue, insert the tenons into their mortises, insert the panel into its grooves, and pull the whole assembly together in a pair of sash clamps. Compared to traditional mortise-and-tenon joinery, using separate tenons can provide equally precise alignment for frame members, save time and material, and make for a connection that is at least as strong (some would argue stronger).

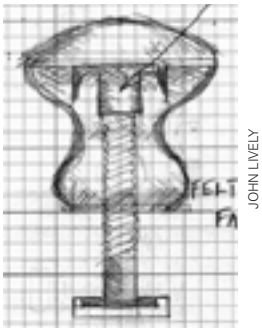
Because boatbuilders don't generally install conventional bookcases on board, it's hard to find proven ways to keep books from falling over sideways when the boat heels and to prevent them from tumbling out of the case altogether when the boat hobby-horses into a head sea.

Packing the shelves full end-to-end is one solution for the side-to-side problem, but it's not a realistic one since it means bringing exactly the number of books aboard to fill out the shelves. The fore-and-aft problem could be solved with the usual fiddle bar, but then the books are locked in unless the shelf above them is high enough for the biggest hardcover book to clear the bar. This was not a good choice for us since it makes for an unacceptable waste of space. My challenge was to make adjustable, lock-in-place bookends to address the first problem and flexible restraints across the face of the cabinet for the other.

The same brass barrel bolt locks the table leg in both its stowed position and its deployed position (page 15). Flush-fitting ring pulls add a shipshape touch.

> **"For the front of the case, I considered using removable fiddle bars or bungees, but the idea of using leather straps popped into my head."**

Locking bookends



JOHN LIVELY

Woodworkers lie in bed at night figuring out how to make jigs and fixtures for various machine and router operations. The slide-and-lock system is a commonplace feature on many jigs, and I decided to try it for bookends. Basically it involves routing a T-slot along the length of the shelf. The slot engages a T-bolt that's threaded into a T-nut embedded in a knob atop the base of the bookend. Once the T-bolt and slot are lubricated with a candle butt, the bookend slides easily from side to side and locks in place where needed with a twist of the knob.

For the front of the case, I considered using removable fiddle bars or bungees, but concluded these were either impractical or inelegant. Then one night the idea of using leather straps popped into my head. I got out of bed, searched online for leather suppliers, and found that leather and leather-working tools for small projects can be bought inexpensively. I ordered a 5-pound bag of "strap leather strips" from Leather Unlimited for $6, along with 50 leather fasteners known as "Chicago screws," which are commonly used on gun slings and binocular straps. I also bought a cheap set of leather punches to make clean holes for the fasteners. To fix the straps to the sides of the case, I fashioned some hardware from solid-brass door hinges. It's interesting what you can do with only a hacksaw and a couple of files.

Leather straps hold the books in the shelves while adjustable stops maintain order athwartships, above left. The lower unit holds tools and spares, above right. Shallow tool drawers reveal their contents at a glance, below right.

I tensioned the straps just until they were taut but still had enough flex to allow even the taller books to be withdrawn easily. After two years of stretching from use and wear, the straps have had to be re-tightened only once (I punched new holes on the back side and reset the screws).

The tabletop puzzle

The original tabletop stowed against the bulkhead with its bottom edge resting on a cleat about 11 inches off the sole and its top edge, secured by a thumb bolt, just shy of the overhead. Dismounting it and setting it up in a seaway was something of a wrestling match, and getting around it to take your seat required a lot of ungainly sideways scooting on your backside. This little problem was happily (and accidentally) solved as a result of mounting the new tabletop to the bookcase at eating height.

But hinging the table at a fixed position 28 inches above the sole presented a major problem of its own. In order for it to clear the overhead when stowed vertically against the case, the new table would need to be at least 16 inches shorter than the original (recall that its stowage cleat was 11 inches above the sole). However, I was able to keep the overall loss of length to only 8 inches (the depth of the bookcase) by hinging a folding leaf to the end edge of the tabletop. Because the leaf is 2 inches narrower than the rest of the table, it nests neatly inside the case when the top is folded up and stowed.

Resources

Lee Valley Tools
Supplier of plug cutter and other hardware and tools
<http://www.leevalleytools.com>; 800-871-8158

Leather Unlimited
Leather supplies
<http://www.leatherunltd.com>; 800-993-2889

The card-table hinges I used have a positive stop at 180 degrees. I used three of them to make sure the leaf would stand up to heavy conversation. With the table deployed and the leaf folded back, we don't feel so bad about asking Ruth's mother to scooch around the L-shape to take the far seat.

Where's my wrench?

Which is worse: not *having* the tool you need or not being able to *find* one you have? It's a moot question because the net result is the same, though losing track of a tool is definitely more irksome. This is a frustration I share with many of the cruisers we've met. The five-drawer chest I made holds almost twice as many tools as I could cram in our previous plastic toolbox, the biggest one I could find that would fit in the cockpit locker. Where possible, I partitioned the drawers to accommodate individual tools or sets of tools. Because the drawers are shallow, only one tool deep, everything is visible at a glance and nothing gets lost. The chest itself is a separate case with leather handles, so it can be removed if need be.

The drawer sides are grooved and slide on battens let into the sides of the case. This method eliminates drawer dividers (as in the chest below the tool box) and saves considerable space. The drawer fronts are too narrow for mounting hardware, so I bored holes in them large enough for a fat finger. On a mindless whim I used ash for the tool chest, which is a choice I regret. But it is behind closed doors.

Who took the rigging tape?

The answer to this question was always the same. I did. Only I forgot where I had put it or something else had been stuffed in on top of it. This story applied to myriad things: sealants, glue, fasteners, wire, spare parts, rigging hardware, hose clamps, cable ties, and tape of every kind.

In my basement woodshop, tools and supplies are well enough organized that I can find what I need in the dark (not that I have ever needed to). On a sailboat, having ready access to your tools and supplies is often a more urgent proposition.

On our first boat a few years back, a nasty jibe sheared the clevis pin on the traveler. The preventer saved us from disaster, and we could have kept sailing had I been able to locate the spare shackle we had on board. As it was, we doused the main, secured the boom, and motored home. But if we'd been cruising instead of daysailing, not being able to replace that piece of broken hardware could have been one of those little mishaps that sets off a chain of ever-worsening consequences. On *Sea Change*, I was determined that we'd have the spares and supplies we would most likely need and would store them securely and rationally.

Instead of regular drawers, I opted for lidded boxes that work like drawers. Boxes can be carried around a pitching boat with less danger of the contents spilling out, and they're less liable to get jammed in the case because some item wedges itself against the shelf above. This can really happen.

Double-espresso morning

From start to finish, this project took about a month to complete, excluding design and drawing time. It was a double-espresso morning when finally I loaded it into my truck and drove off to the marina. Because the cabinet consisted of two units, getting them on board and through the companionway was fairly easy. Once they were in position, I attached the upper case to the lower with a pair of 5/16 bolts. Then I fixed the entire cabinet to the bulkhead, using four ¼ x 20 bolts in each unit. Each bolt engages a barrel nut embedded in a shelf, which makes for a very secure connection. The tabletop is installed using a brass ¾-inch continuous hinge, and is at least as sturdy and as stable as the original table. The Phillips bolt heads are dressed with finishing washers and are visible in the head, except for those that hide behind the mirror.

Made as boxes, the lower unit's lower drawers can be carried without their contents spilling, at left. John relaxes in the knowledge that the boat's library, tools, and odds and ends are secure and readily accessible, below.

We've sailed for two long seasons with these improvements on board. At anchor, after dinner, Ruth knits, or reads, or works away on her laptop sitting at a small table in the starboard nook. I stretch out on the port settee, wedged between the seatback cushion and the side of the bookcase, where I can read comfortably. (This works even on a port tack if the table is down.) Sitting here with a dram of bourbon at hand, a nor'easter howling outside, and a bridle snubber on the bow cleats, I can fully plumb the wisdom of L. Francis Herreshoff:

"The cabin of a small yacht is truly a wonderful thing; not only will it shelter you from the tempest, but from the other troubles of life, it is a safe retreat."

John Lively was for many years editor-in-chief at The Taunton Press. *He and his wife, Ruth, spend as much time as possible aboard* Sea Change, *trying to stretch New England's sailing season past five months. Otherwise, they are traveling or he's making custom furniture in his home shop.*

A hatch from scratch

Light and air stream belowdecks once the dam of procrastination is breached

by Chuck Baier

Sometimes, the simple solution to a problem is not easy to contemplate. Although *Sea Trek*, our Mariner 40 ketch, is a great cruising vessel, she had a few features we wanted to change. One drawback she had was a lack of good ventilation below. With six opening ports, we thought this would not be a problem, but the 10-inch-high bulwarks around the deck block them from the breeze. The only deck hatch is forward over the V-berth. This is fine for sleeping but not great for airflow through the main cabin. We added strategically placed solar vents and cabin fans, but in the tropical areas we usually cruise, it was still not enough.

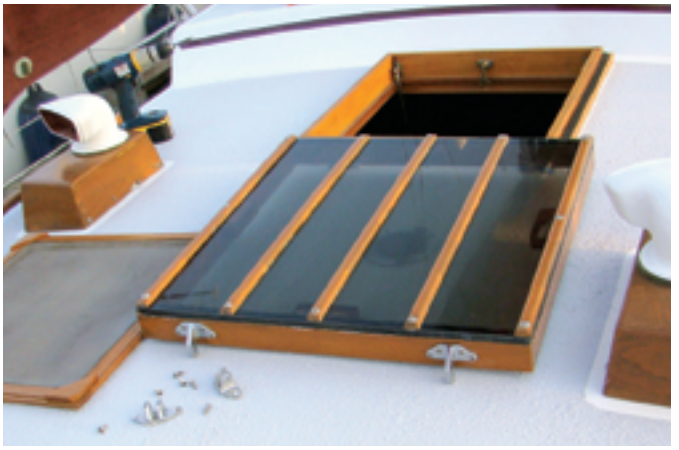
Our main saloon is very open and spacious. A center hatch would be the perfect solution to make it more airy. It should have been an easy project, but I was intimidated. Since I'm not an experienced woodworker, I sought professional help. For some reason, we couldn't get a carpenter to come to the boat even to look at or estimate the job for us. Some were willing to give us an exorbitant estimate based on my measurements, sight unseen. This went on for six years.

A skilled friend helps out

One day, I was reconnected with an old friend who is a very good woodworker and had all the necessary tools and skills. When he offered to help make it happen, I was delighted. *Sea Trek* is a very traditional-looking vessel. Off-the-shelf hatches would not do. The new addition had to match the forward hatch as closely as possible. Since that hatch was teak, this one needed to be the same. It also needed to be strong enough to withstand heavy breaking seas and take the weight of someone walking on it.

The actual hatch size was to be 24 x 24 inches. We found a piece of teak at a local wood shop that was ¾ inch x 10 inches x 9 feet. The cost was just under $200, including some finish planing. Since we wanted the hatch to open in both directions, we designed it with two sets of hinges with removable pins. We also had to be able to dog it down in both positions, so we needed two sets of latches. A good strong pair of hatch supports to allow us to hold it open in any position rounded out the hardware. The total cost for the hardware was about $95. The final piece would be the polycarbonate top for the

With much trepidation, Chuck Baier cuts a big hole in *Sea Trek*'s deck, below left, while the executive officer protects her domain with the vacuum, below right. The end result was well worth the effort, above.



finished cover. We chose the dark smoked shade to match the forward hatch and decided on ½-inch material. This was slightly thicker than the forward hatch but, in its central location on the deck, it was going to be walked on and needed to be strong. Purchased locally, the polycarbonate cost $81.

A low profile

The design incorporated two finished pieces. One, the hatch surround, was to be 24 inches square and only 3½ inches deep, which would give it a low profile on the deck and fit flush with the headliner inside the cabin. Around it, we fitted a strip frame that would sit above the deck to position the hatch frame at the right depth on the inside. It also provided an overlap on the deck for thorough bedding — the potential for deck leaks is always a concern in a project of this nature. We screwed and epoxied all the pieces together and countersunk and bunged the screws. To trim the hatch inside the cabin, we needed a 1½-inch finishing frame that would attach to the bottom of the hatch.

The second piece was the hatch lid, which had to overlap the main frame so water couldn't work its way under it. We decided to allow the lid to sit on the strip frame that would rest on the deck. This gave a nice appearance when the hatch was closed and would match the forward hatch. The hatch frame stood 2½ inches above the deck. The lid was 3 inches tall. When closed, the entire finished hatch stands just 3¾ inches off the deck, due to the overlap.

We flush-mounted the polycarbonate to the top, countersinking all the fasteners for a finished look, and used a polysulfide sealant to make it watertight. (***Note:*** *LifeSeal is a better choice with plastics* –***Eds.***) Next we added five ¾-inch-wide strips of teak across the lid. Their purpose is both decorative and functional: they hide some of the fasteners in the polycarbonate and keep it from getting too scratched when we have to walk on it. We decided that, to provide greater strength, all corners would be overlapped, not mitered.

Marking for the big cut

The most important step was to install the hatch in the right location. I had designed it to fit nicely between two teak crossbeams on the headliner. Using the frame as a template, we drew out the inside area with a pencil on the interior headliner. Before going any further, we checked to be sure the template we had just marked was truly square. Next we checked to be sure the interior finishing frame would fit clear of any obstructions.

The project's pieces come together. The hatch surround, lid, and screen are assembled, above left. Fastener holes for the hinges get a dose of sealant, above right, before the fasteners are installed, below left. Once he had installed the hinges, Chuck could fit the hatch support stays to the lid, below right.

As a finishing touch, Chuck installs the dogging latches, forward and aft.

I rechecked each of these items about 10 times. Once I was satisfied that this was the spot, I drilled a ¼-inch hole through the headliner and deck at each corner. Now I was committed. We took the main section on deck and lined it up with the four holes I had drilled. Once I was satisfied with the positioning, I drew another outline using the frame as a template. This time I used the outside dimensions. Once again, we checked everything to be sure it was square. Then we checked it again . . . and again . . . and again.

The next part was scarier still. I was about to cut a 2-foot-square hole in the middle of my cabintop. I asked myself if I had totally lost my mind. We had to do this in the neatest fashion possible — the executive officer was already making threats about the consequences if one ounce of fiberglass dust got into the cabin. We practically eliminated that problem by taping plastic trash bags to the headliner outside the area where we were working. Just to be sure, the exec stood by below with a vacuum running. I was concerned that wires for the cabin lights might run through the area I was cutting, so I set the saw blade to cut through the deck only.

Taking the plunge

It was do or die. When I get to this point in a project I go a little crazy. This is major surgery. I ask myself over and over if I could have missed something. Was one small calculation off? Finally, we disconnected the power inside the cabin and

fired up the power saw. Even though I used a good carbide blade, *Sea Trek* was not giving up this section of her deck willingly. Finally the cuts on all four sides were finished. Because the power saw's blade is curved, the cuts did not go all the way to the corners. I had to finish them with my saber saw, also with a carbide blade.

We removed the section of the deck, exposing the headliner. No wiring was present. (In hindsight, I might have cut out the headliner first, to make sure.) With that, I adjusted the blade of the power saw and cut through the headliner. I now had a perfect 2-foot-square hole in the deck. I was sure that torrential rains would begin immediately and last for days.

I had decided not to use fasteners to attach the hatch to the deck. Because the deck works to some extent and I wanted the hatch to work with it, I elected instead to use a liquid fastener we commonly know as 3M 5200, choosing the mahogany color because it was closest to the color of the teak. After carefully taping off the deck and the frame around the hatch, I applied generous amounts of 5200 under the lip and where the frame went through the deck. Next I positioned the lid (without the hardware) on top of the frame. I placed a 5-gallon bucket of water on top of that to add just enough weight to the whole thing so the frame would be seated solidly in the 5200 but without squeezing it all out. The messy part — cleaning off the excess — followed. She sat like that for a week. I wanted the new hatch to be absolutely undisturbed until the 5200 had completely cured.

The finishing touches

One week later, the finishing work began. Before we attached the hardware, we did the required varnishing. We fitted the interior headliner frame and, since we wanted a screen to keep out the bugs, we worked on that. We built a simple wooden frame to fit inside the opening. Along the length of the inside of the hatch frame at one end, we attached a ¾-inch strip to support one end of the screen's frame. The other end of the screen rests on two small 1½-inch strips attached so they can be turned to allow the screen frame to drop right out. I added some molding above the screen frame so it could not be pushed or blown out of the open hatch. Finally, we could attach all the hardware.

> **"I now had a perfect 2-foot-square hole in the deck. I was sure that torrential rains would begin immediately and last for days."**

Building a hatch of this type is not a project to enter into lightly, but for anyone willing to tackle it, the rewards are wonderful. The design must be well planned, because the modification must not rob the deck of any of its structural integrity. A mistake could be costly.

Our total cost for materials was about $400, not counting the sweat equity. On the other side of the ledger, the satisfaction derived from such a project cannot be calculated. The benefits more than surpassed our expectations. The difference this hatch has made to our comfort below and in the overall appearance to the boat was well worth the effort — and the wait.

Sea Trek's interior is even brighter than before and the air circulation is vastly improved. How do I know that? These days, if we're not careful, we have to chase all over the cabin every piece of paper we put down.

Chuck Baier and his wife, Susan Landry, lived aboard and extensively cruised Sea Trek *for 17 years on the U.S. East and Gulf Coasts and in the Western Caribbean. They recently, reluctantly, sold her, but are mending their broken hearts by working on* Beach House*, their new-to-them Mariner 34, in Beaufort, South Carolina.*

A new cabin

Economical recycling of throwaway mahogany

by Richard Toyne

My partner, Magali, and I have attempted to carry out the improvements and modifications to *Sigfrid*, our 34-foot 6-inch steel ketch, in a logical progression, but the choice of the "next project" has often been influenced by the facilities and materials at hand.

This was definitely the case with the cabin sole in the galley and chart-table area. While it plainly needed replacing, it was not high on our list of priorities — until a local building company offered us some old mahogany banisters that were being thrown away.

The boards were extremely weathered but were 1½-inch thick. We had a local woodworking shop split them in half edgeways and put them through a thickness planer, and ended up with a supply of ⅝-inch-thick planks. One face of this machined lumber was perfectly clean, but the other still showed evidence of years of exposure to the elements, with small splits, fissures, and gray areas. Because of this, we decided that the wood could not be relied upon for any sort of structural work, but it could be ideal for a cabin sole if we laid out the planks with their good sides upward.

Although they were large, the mahogany boards unfortunately had a lot of holes where old fastenings had been. After carefully measuring up the available good lumber and the size of the sole we intended to replace, we figured we would make the most efficient use of it by cutting it into planks 3⅛-inch wide.

The finished cabin sole, above, was made out of boards prepared from weathered mahogany bannister rails rescued from a building site, below right. It replaced the original sole, which had been pieced together from various bits of plywood, below left.

Cutting to a jig

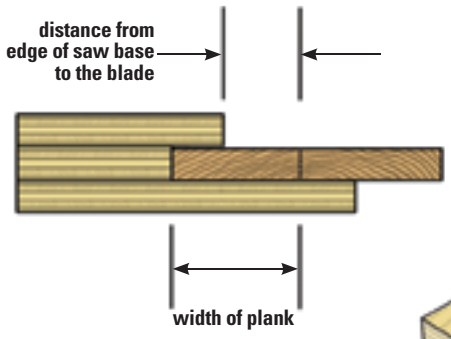
Instead of returning the lumber to the machine shop to have the boards cut to width, we decided to do the job ourselves using a hand-held circular saw. This saved money and allowed us to select exactly which pieces of the mahogany board we would use. It did mean, however, that we needed to construct a jig to ensure that our finished planks were straight, parallel, and all the same size.

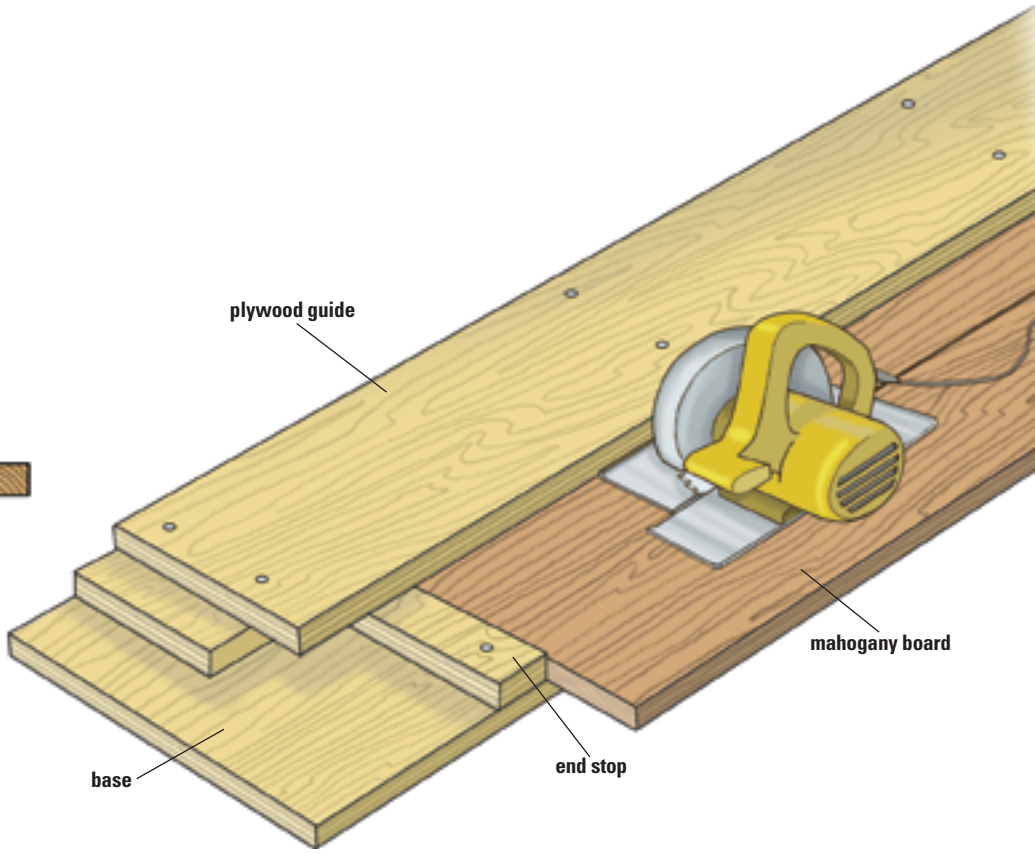
We made the jig from four pieces of plywood. One strip, 8 feet long and about 15 inches wide, formed the base. We nailed a second, narrower strip, slightly thicker than our mahogany boards, on top of that, positioned to leave about 6 inches of the base showing along one side. With a small scrap of plywood nailed across one end of the exposed piece of the base to make an end stop, this formed a sort of ledge on which to place the mahogany boards.

The final step was to add a fourth piece of plywood, 8 feet long again and about 8 inches wide, to serve as a guide for the saw. In use, the edge of the saw slides along the edge of this piece of plywood, ensuring that the saw follows a perfectly straight and repeatable line. The position of this plywood guide governs the width of the finished planks.

To align the guide correctly, we drew the width of a plank onto one of the mahogany boards and placed the board on the jig, with the newly marked-out plank against the second strip of ply. We measured the distance from the saw blade to

sole





Cut with a hand-held circular saw while held in the plywood jig, the boards came out straight, parallel, and uniform.

ILLUSTRATION BY FRITZ SEEGERS

the edge of the saw's base that would run along the guide. We then laid the plywood guide on top of the jig, carefully positioning it so its edge was parallel to the line marked on the mahogany and the distance from the line to the edge of the plywood matched the distance from the edge of the saw to the blade.

By holding the mahogany boards firmly in place against the second strip of ply, and making the cut with the edge of the saw running along the guide, we were able to cut all the planks to exactly the same width.

Biscuits and glue

As we had many other jobs to complete on *Sigfrid* before we would be able to go off sailing in the summer, we did not want this project to consume too much of our time. With this in mind, to keep the construction as simple as possible, we would plane the edges of the boards until they fitted together, and then glue them up using jointing biscuits.

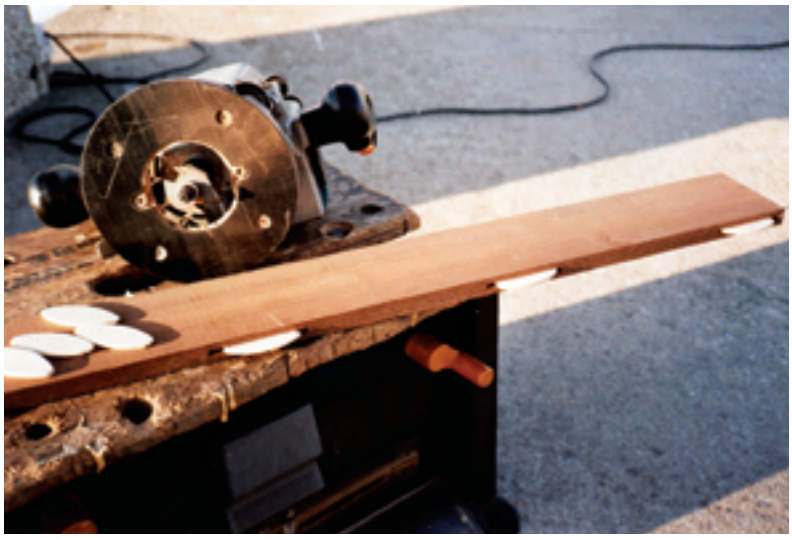
Jointing biscuits are small, lozenge-shaped pieces of compressed plywood sold in packets at building-supply stores. They fit into matching grooves cut into the edges of the boards being joined. When used with a dedicated biscuit-jointer, they offer an extremely quick and efficient method of assembling wooden structures.

For a one-off job, however, which does not justify the expense of a specialized tool, the grooves can be cut with a router fitted with a biscuit-joining bit.

Preparing the lumber

In simple construction like this, the only really challenging woodwork is preparing the lumber, particularly when using hand tools. Ideally, all the planks should be perfectly straight with absolutely square edges so that, when laid down side by side, they fit tightly together and create a level surface. Unfortunately, this is a lot harder to achieve than it sounds, which is why a technique that I was shown in high-school woodworking class came in very useful — see "A perfect fit" on page 27.

Once we had prepared the boards, we could cut the rebate joints for the biscuits. We set the router to cut the rebate in the middle of the edge, and



One of the boards, with the biscuits dry-fitted into the grooves, rests on the workbox next to the router, which is fitted with a biscuit-jointing bit, below.

The sole boards were glued up with a one-part polyurethane glue and sandwiched between stout pieces of lumber to keep them flat, top right. (The photo was taken once the glue was dry and after the long clamps that squeezed the boards tightly together had been removed.) Crosswise battens screwed to the underside of one of the lift-out hatches strengthen it and help hold it in place, middle right. The finished sole is made up of five pieces, bottom right.

always worked from the good side of the lumber to ensure that the boards would be flush once they were glued together. We placed the biscuits about 8 inches apart, a spacing we arrived at based on the number in the packet rather than any sort of formula. In practice it seems to have given a durable result.

Once we had cut the rebate joints, we did a "dry fit" of the boards, inserting the biscuits and clamping the planks together. This firstly showed us we had not made any mistakes, but it also allowed us to devise an effective clamping system before we applied any glue. We ended up sandwiching our boards between stout pieces of lumber to make sure they would not end up bowed by the pressure of the clamps squeezing the joints shut.

Once we were satisfied with the dry fit, we dismantled the boards, applied glue to them, and reassembled them.

Shaping the cabin sole

The square boards now needed to be cut to fit the shape of the boat. We simply drew around the old boards that we were replacing, correcting the shape in the areas that needed improving. If we'd been starting from scratch, the simplest method at this stage would have been to make a template from stiff cardboard, thin plywood, or some similar material. As well as making sure that we didn't make a mistake shaping the new sole boards, making a template would have let us ensure we could get the boards in and out of the boat.

With the boards shaped up, the final step in the construction was to screw battens of the same lumber across the underside of each one, crosswise to the direction of the main planks. These battens strengthen the sole board and can be arranged to locate it in its fore-and-aft position.

The actual shape and design of the cabin sole is unique to each boat. In *Sigfrid*, this area is now made up of five pieces: the sole itself, which we split into three sections so it's easy to get in and out, and two lift-out hatches.

As the center section of the sole goes into the boat first, the crosswise battens under it project out by about 1 inch on each side. This helps to distribute the load between all three boards and reduces any flexing or bounce between them.

Inlaid lifting rings

We fitted the hatches with brass lifting rings inlaid into the boards. We achieved a good fit and a neat result here by using another a simple wood-working technique.

We laid each brass lifting ring face down on the hatch in its correct position and scribed around it with a knife, rather than a pencil. The cuts made by the knife blade perfectly defined the shape of the lifting ring. They also made fine grooves in the

> **“In construction like this, the only really challenging woodwork is preparing the lumber . . . a technique that I was shown in high-school woodworking class came in very useful.”**

wood surface and we later used these marks to locate the blade of the chisel.

We next chopped out the recess for the ring, staying about 1/16-inch inside the scribed lines. The last step was to take a wide chisel to trim the recess to shape. For the final cuts, we fitted the tip of the chisel into the grooves scribed around the lifting ring, ensuring a perfect fit.

To complete our new cabin sole, and to bring out the luster of the reclaimed mahogany, we sanded it thoroughly and gave it three coats of International’s satin varnish.

Richard Toyne and his partner, Magali Bellenger, have been exploring the Western Mediterranean in Sigfrid, *a 34-foot-6-inch steel ketch, since 2000. They finance their voyages by carpentry work, writing for magazines, and by the sale of handmade jewelry.*

A perfect fit

When working without the aid of a shopful of woodworking machines, use this technique to ensure two boards will fit together perfectly.

To begin with, plane the plank edges as accurately as possible. If at this stage you lay the boards out edge-to-edge, any slight discrepancy or deviation from true will be immediately apparent, and the fit will usually be disappointing.

The trick to creating a tight joint is to “fold” adjoining planks as if they were the pages of a book and put them in the vice with their mating edges uppermost. You now carefully plane the two boards as if they were one thicker piece of lumber. When you remove them from the vice and “unfold” them, you will find that any slight deviations from square have been automatically mirrored in the two boards, and therefore will cancel each other out. For a further refinement, you can make one or two final passes with the plane across the center region of the boards. This makes the edges very slightly dished, ensuring that when you glue the boards together, the joints at the ends will be perfectly tight.

While two boards that will be adjacent are “folded” together and held in the vice, Richard planes them as if they were one.

The first 10,000 miles

Lessons learned by a would-be circumnavigator

by Paul Denton

Choosing and equipping your voyaging boat is all about compromise. Among other considerations, you have to balance initial costs, operating costs, weight, storage, and function (both for the boat itself and for each of its systems). Over the last several years, we have rehabbed our boat, planned a circumnavigation, and set out on the voyage. After a year under way and 10,000 miles under the keel (a mere beginning in the world of bluewater voyaging), I have a few comments about how some of those decisions worked out.

Five years ago I met an adventurous and salty lady. We put together a partnership, which flowered into a marriage. Over a period of three years, we got my boat ready and simplified our land lives and finances. We set out around the world: Cape Cod to North Carolina, Bermuda, Panama (a non-stop straight shot), Galapagos, French Polynesia from the Marquesas to the Societies, Rarotonga in the Cook Islands, Niue (the Rock), the Kingdom of Tonga, Fiji, and, finally, the Bay of Islands in northern New Zealand. All this in one year.

What a ride! None of the things that keep would-be cruisers up at night happened: no pirates, no rogue waves, no hurricanes, no freighter collisions, no heart attacks or broken legs, no shark attacks, and nobody fell overboard. The sailing was fun and the destinations were fantastic — all as advertised. The boat and equipment have performed more or less as we hoped and expected. But we have learned a few lessons along the way.

First decision: the boat

When we decided to circumnavigate, I already had a Whitby 42 ketch. *Blue Stocking* was built in 1982 and was showing her age. We wondered whether we should fix her up and sell her and then buy something more ideally suited, or whether we should simply fix her up for the journey. All boats, new or old, have disadvantages and problems. We decided, given the constraints of time and money, to stay with the familiar disadvantages and problems rather than buy a new set.

We hauled *Blue Stocking* out and began a two-year rehab. This involved, among many other things, removing the engine and rig for rebuilding; building a temporary shelter (two winters); rebuilding the engine; stripping and painting the masts and replacing the rigging wire and fittings; body work and painting the topsides, house, and deck; installation of new equipment; and putting it all back together, launching, and shaking down.

I'm not that worried about appearance or resale value — at her age she is not worth that much (in dollars) and, as a result, I have not put as much time into interior cosmetics as many boatowners do in reconditioning a boat for a voyage. I kept the focus as much as possible on function. During the coldest part of the two New England winters we worked indoors, mainly on building four new sails and a Jordan series drogue.

Living with limitations

We did successfully correct most of *Blue Stocking*'s problems in the rehab but, of course, the disadvantages of a particular design are hard to eliminate. The Whitby was built for comfort and capacity so *BS* (my nickname for the old girl) is not especially weatherly, and that didn't change. She has a full keel with a cut-away forefoot and a

keel-hung rudder with an aperture prop. I would happily trade a foot of draft for a balanced skeg-hung rudder: *Blue Stocking* often needs a lot of steering force under sail and she is absurdly unpredictable in reverse under power. I avoid marinas anyway, but I just about need tugboats for docking and maneuvering close in. This can be frustrating and embarrassing.

The ketch rig, at least on this boat, has never impressed me, although it was a big selling point when I bought her. I'd much prefer a cutter. About the only time I use the mizzen is upwind or on a reach in a lot of wind (over 25 knots, say). Then, I drop the main entirely and sail on jib and jigger. In most other circumstances, the mizzen seems mostly to add weather helm and heeling moment but not much effective velocity.

The mizzen mast is useful for a lot of things: radome, wind generator if we had one, mizzen staysail if we had one. But the extra rigging is a bit of a pain; the shrouds make moving about on the after part of the boat tricky.

In general, I have found it difficult to set up the sailplan to minimize weather helm, especially once she starts to round up due to wave action. We use a block and tackle from the boom to the side rail as a vang/preventer downwind. The tail of the tackle runs to the cockpit so the preventer can be eased in a controlled way during an intentional jibe or if we are taken aback. This has worked pretty well.

The Dutchman boom brake we installed was way too fussy and we gave up on it.

Abundant benefits

Overall, *Blue Stocking*'s advantages — comfort, seakindliness, and capacity — have greatly outweighed her limitations and rehabbing her was a good choice. Most boats do fine in the long downwind tradewind passages. But *BS* really showed her stuff on the long upwind slog from Fiji to New Zealand. We did that 1,200-mile run in eight-and-a-half days, with apparent winds over 30 knots at least a third of the time.

Taking everything apart and putting it all back together during the rehab was invaluable, both for developing knowledge and confidence for future repairs and modifications as well as for predicting what tools and parts would be especially helpful to have on board during the voyage.

We started out with a pretty good under-deck autopilot and an antiquated windvane unit that someone had given us and I installed at the last minute. It was worth what we paid for it and we left it behind in North Carolina. The autopilot was amazingly effective; it got us almost all the way to Rarotonga. However, three of us had to hand-steer for the last three days or so of that passage when the electric drive arm bit the dust. (Eight hours a day of hand-steering for several days is not an overwhelming burden, but it's no walk in the park either.)

> **"You want the boat to handle routine steering on her own almost all of the time."**

Self-steering is key

Don't leave home without self-steering gear. You are going to want the boat to handle routine steering on her own almost all of the time. That is the overwhelming consensus among the voyagers I've talked to out here. An electronic autopilot is very nice to have, but these can and do break down. A functioning and effective windvane self-steering mechanism is a crucial ingredient in pleasant voyaging. I am speaking as one who has not yet achieved this ideal. When they work, windvanes are quiet, use no energy, and are easy to maintain and repair, compared with the black-box electronics of a modern autopilot.

The boat at the quay next to us in Rarotonga had a Hydrovane unit for sale. We bought it (on approval, fortunately) and were able to install it using the existing transom brackets (from another brand entirely) which I hadn't removed. You would think that with this set of happy coincidences, the darned thing would at least work, but it didn't. I met up with the seller in Tonga and gave it back with my thanks. With repairs and improvements, the autopilot has been working pretty well some of the time, but after the 1,200-mile bash

Snapshots mark highlights of the first 10,000 miles, facing page. This page: The Sailomat self-steering system, *Blue Stocking*'s third, would get its sea trial on the second 10,000 miles, at right.

The sewing machine used when making the sails also proved useful during the voyage.

to windward from Fiji to New Zealand, I didn't want to rely on it entirely.

In January 2008, I bought a used Sailomat in Opua, New Zealand. After a lot of adjustment I got it working pretty well, but always with much baby-sitting and always with a lot of yawing, even after I contrived a way to adjust the vane from the center cockpit.

I wish I had nailed this problem down before I set out. My sense is that most voyaging boats have both systems — autopilot and windvane. The autopilot works most of the time and is a lot more convenient unless it breaks down. The windvane hangs there as a backup system and when it is needed the crew may not have the experience to get it to function effectively. Of course, if the autopilot fails a long way from port, they will get a chance to figure it out.

Safety issues

Volumes have been written on the topic of safety, but I will make one observation about harnesses and jacklines. The conventional wisdom is to use flat webbing jacklines because they do not roll underfoot. Webbing, like all fabric, is vulnerable to UV breakdown and becomes gradually and unpredictably weaker as it lies in the sun month after month. We decided to use ordinary ½-inch double braid, reasoning that the inner core alone is adequate to the loads and that the outer core helps protect the inner core from UV breakdown. Regardless, jacklines, should be renewed on a regular basis and stowed between passages.

Maybe a sheathed material for flat jacklines is available, but I've never seen it. There are already lots of lines underfoot on *BS* so I couldn't see that one more made much of a difference. As much as possible, it's a good idea to keep the jacklines near the centerline and the tethers short so that being thrown over the side is less likely. The big problem with harnesses, of course, is that you ought to use them more or less all the time, and most of us don't want to do that. I use them (and encourage the crew to use them) all the time at night and most of the time when I am out of the cockpit. The more you use them, the easier they are to use. A short extra tether is handy for transfers from jackline to jackline (if your setup makes that necessary) in really hairy conditions.

New sails for the voyage

Blue Stocking is a ketch. She has five working sails, which when we started the refit were already 20 years old. That may be good enough for casual cruising, but we wanted to start with new sails for a circumnavigation. I had more time and energy than money, so I decided to build a sail from a Sailrite kit and see how it went. It was time-consuming, but I found the work pleasant and it saved about half the price of professionally built sails. Encouraged, I ended up building the working jib, the mainsail, the staysail, and the mizzen.

I built two sails in each of two winters, while it was too cold to do much else on the boat. They have stood up pretty well with no major failures. I made the main with full-length battens, which has been nice in many ways — a lot less flogging for one thing. But the battens hit the lower shrouds, even with the boom only halfway out. Naturally, there is chafe-through at these points. I haven't figured out the best way to deal with this. I tried sewing some hard plastic wear strips on the outside of the batten pockets but they tore off after a few hours. After consultation and reading, I decided to put chafe strips of 2-inch-wide Spectra webbing on both sides of the batten pockets where the chafe damage is obvious.

It has also been hard to keep the Dutchman track slides fastened to the sail, especially the upper ones which are in use whether the sail is reefed or not. They are fairly cheap, though, and easy to replace. The Dutchman track-and-slide system and the Dutchman sail-flaking system were, in general, excellent choices, although they do require some regular maintenance. It's very comforting to be able to pull the main down for reefing or dousing without having to round up into the wind, something that can be a hairy business in a seaway. A manufactured track-and-slide system (there are several out there) can make this possible, if not easy.

Making an entire suit of sails for a 40-footer is not going to be most people's choice for a winter activity. Still, I would encourage sailors to get a good machine and build a small sail or a

few canvas projects. This will give you the skills, tools, and confidence to do many sail and canvas repairs. It will also enable you to talk more intelligently and effectively with sailmakers. In remote places, you may know more than the sail repairer does. With tact, that can make for a good collaboration and a better end result for the repair.

Solving water worries

It was a last-minute decision, but I conjured up a homemade watermaker from generic parts following instructions from a *Good Old Boat* article (January 2003). It works great: 25 gallons an hour for less than $2,000. If you're thinking about buying and installing a commercial watermaker, consider making your own. Apart from a little desk time figuring out the right combination of parts to use for your boat, it's really pretty much the same work as installing a commercial one.

I set mine up in the garage and tested it part by part before installing it on *Blue Stocking*. That way, I was pretty sure it would work. The best thing about home-brewed is that, if it breaks down, all the parts are generic and available in any city in the world.

You can do without a watermaker, but it is nice not to have to pay for water of questionable quality and you don't burden the supplies of islands that have little to spare. We've met some cruisers who enjoy catching fresh water the way others enjoy catching fish, but I don't share their enthusiasm. It's nice not feeling compelled to hassle crewmembers about how much water they use. I thought I might be nuts when I took on this project, but it turned out to be an excellent decision.

Food matters

Another *Good Old Boat* article we used to our great benefit was the one on canning meat (July 2003 or January 2006). We canned about 90 pounds, and it was wonderful to have on board. You are not allowed to bring canned meat (homemade or otherwise) into New Zealand or Australia, so don't can too much if you're going there.

> **"I conjured up a homemade watermaker from generic parts following instructions from a *Good Old Boat* article."**

Generating electricity

We would have liked to have put on a wind generator and solar panels. I finally decided, though, that it made more economic sense to put a second alternator on the engine. *Blue Stocking* has four 6-volt batteries (Trojans) for 425 amp-hours, plus a separate small starting battery. The two alternators can bulk-charge at 150 amps without breaking a sweat, and I can even run the watermaker (which draws a hefty 65 amps to deliver its 25 gallons per hour . . . commercial ones are admittedly more efficient) and still be putting 100 amps or so into the batteries. I have had good success with ordinary (non-marine) high-capacity alternators. They are about one-third the price. (Gas engines require ignition-protected marine alternators. This is not an issue for diesels.)

Blue Stocking does not have a genset but has a 2,000-watt inverter, which seems to work fine for the microwave and even the toaster oven. I probably would *not* have put these appliances on a boat, but *BS* came with them, and they are handy. Even without them, I would have an inverter on board for power tools. As far as I can see, the only reason for a genset on a voyaging boat is if you want to use air conditioning away from the marina.

Battery health

The key to happy batteries and short charging times seems to be to start charging as soon as you get down to 50 percent and don't try to charge over 80 percent. This means having a large enough battery bank to meet your energy budget without dipping below 50 percent very often.

Whatever you decide to use for your energy needs, consider getting a modern battery monitor (mine is a Link 10) and learn what it can do. It will take most of the guesswork out of battery charging and increase the life and effectiveness of your charging system's components.

Components of *Blue Stocking*'s home-brewed watermaker occupy a locker under the chart table, near right. With the door closed, all that shows is the silver high-pressure gauge, far right.

Clean fuel is essential to a diesel engine's reliability. A grit filter helps keep it clean and a vacuum gauge monitors the condition of the filter.

Living aboard at anchor, I need to run the engine about an hour a day if the refrigerator is running. At sea with the autopilot, the SSB, the radar, running lights, and that pesky computer all running much of the time, charge time can be two hours or even a little more. Often we have needed the engine for propulsion while under way and then the charging is essentially free. (Most voyagers seem to motor between 20 and 40 percent of their hours under way.)

I bought a used towable generator at a swap meet and couldn't wait to see if I could get some free amps while sailing. It didn't develop enough voltage under any conditions to charge the battery at all, perhaps because it was homemade.

Fuel and filters

I carry 200 gallons of fuel in three tanks (tankage is a great feature of the Whitby) and use just over half a gallon an hour for charging or motorsailing. It seems to me slightly unseamanlike to carry jerry jugs of diesel on deck, but it is definitely the current fashion. I'm glad I don't have to do it.

I installed a 100-micron cleanable grit filter in front of the usual Racor primary filters. This seems to have minimized filter clogs. I have lots of valves and filters and pumps to give me choices in moving fuel around, including the option of pre-filtering or polishing it as I transfer it from the storage tanks to the one I usually feed the engine with. Ideally, that tank never receives fuel directly from the outside, but I haven't always achieved the ideal and fuel, as delivered, often seems to have some grit or water in it. I have found that the Racor's vacuum gauge is among the most important instruments on the boat. I check it regularly when under way, especially at the beginning of voyages, when there has been a lot of pitching, and before a tricky maneuver, like going through a reef pass.

If you keep an eye on that gauge, you are less likely to be surprised by a filter clog and the engine croaking when you need it the most. As you know, almost all diesel-engine problems are fuel problems. Get clean fuel, free of air, to the injector pump and all will be well. For my next boat, or next refit, I will put in a small (say, 15-gallon) day tank with a drainable sump and nice big cleaning ports. I will feed it daily from the main tanks through the polishing system. Then I can be certain that the fuel to the engine will be clean, clean, clean.

Communications

I just love my Pactor, a system for sending email through the SSB radio. I have a ham general license. (Since the FCC got rid of the code requirement in 2007 there's no excuse not to have one now. The theory test is pretty basic — you ought to know this stuff anyway even if you have a marine SSB.)

With a general license, you can use Winlink, which is free and has shore stations all over the world. It seemed to me at first that the coverage in the Pacific was pretty thin, but the stations are outstanding — the two in New Zealand particularly so — and I always was able to connect from Cape Cod to New Zealand, although a few times it took some persistence.

If you are not a ham, you can use Sailmail, which is not free but pretty cheap. Sailmail uses the same hardware and software as Winlink but with different shore stations. People who have it seem to like it. It takes a little while to get your SSB — ham or marine — tuned up, but if you use it regularly you'll get the knack. We were often part of the informal SSB nets that voyagers use while on passage. The harder the passage is, it seems, the more you appreciate the net. A key element in the success of your SSB radio is the antenna tuner. *Blue Stocking* came with a separate automatic tuner made by SGC and it seems to work flawlessly. Satphones are great if you have the budget. Iridium seems to be the choice for ordinary mom-and-pop boats.

In port, more and more places have WiFi. I'm a half mile from town at anchor as I write this and have 24-hour Internet service on the boat for about $25 a month. This requires an external WiFi card and antenna, but they were pretty cheap. In population centers where there's no WiFi, you can usually find Internet cafes. Security is a big issue, however, when using these. I can use Skype, which is almost free, to call all over the world from the boat when I have WiFi, but sometimes the calls are a little comical: "Can you hear me now?"

The essential computer

As on most other voyaging boats, the laptop is essential equipment on *Blue Stocking* for communications, Internet, and charting . . . not to mention writing articles like this. Mine is a 5-year-old Toshiba. I have all the critical files

backed up in several forms, but it's going to be a serious setback when (not if) the hard drive crashes. When that time comes, I'll try to find a model that can boot from an external hard drive, something this one cannot do.

So far, I've managed to keep the computer dry, but this is a matter of concern and constant vigilance. I know from experience that a few drops on the keyboard can be fatal. Some cruisers keep a fully-loaded backup laptop in a vacuum-packed bag. Without that, I am prepared to be knocked back into the 19th century for a few weeks (or months, depending on the state of the kitty). Some supposedly waterproof laptops do exist, but you have to wonder if they really are entirely waterproof. Besides, they cost more than twice the minimum cost of the entry-level laptop (a basic laptop is all most cruisers need for ordinary voyaging).

I consumed an inordinate amount of time on problems with connections between accessories like the GPS and the Pactor modem and the computer. The current generation of laptops tends not to have serial inputs, so you need to use serial/USB converters. Several of these have failed on *BS*. If you need to use one of these, have a spare or two on board since they are hard to find "in the field." As with all marine electronics, the plug connections to the laptop are a constant source of problems. Spray-on TV contact cleaner seems to be helpful for resolving some of these issues.

Anchoring gear

We put a lot of money and energy into *Blue Stocking*'s ground tackle . . . and even more would have been justified. We installed a new electric anchor windlass and bought 260 feet (a half barrel) of new chain. We bought a Spade anchor for use as a primary and carry the old CQR (in our experience the Spade has been better, even though it is lighter) and two Fortress anchors, one of which is really large and is stored disassembled.

I recommend Wichard HD shackles for the anchor chain. They are the only ones I have found with pins small enough to shackle on to the middle of the chain while having a tensile strength greater than the chain. I installed a Wichard U-bolt on the outside of the hull so I can have a snubber shackled to the boat and to the chain, with no possibility of chafe.

One big skill and set of equipment that I think is nearly essential for cruising in the tropics is scuba. Even though they're careful, most cruisers eventually get their chain and/or anchor caught among the coral heads. Sometimes the gear can be extricated by persistence from the surface or by free-diving, but sometimes scuba will be the only real solution.

I don't have scuba gear or recent certification (this is on my wish list), but I do have a Sea-Breathe 12-volt electric hookah. It has been invaluable for bottom scrubbing (which I do about every other month) and for underwater repairs and inspections. It is only good down to 20 feet, though, and many anchorages in the Pacific are a lot deeper than that.

A laptop computer has almost become essential equipment today for navigation, communications, and, for Paul, writing.

Crew fitness

One final note about preparation for voyaging. Physical strength is your best asset at sea. Just about anyone at any age can double his or her physical strength in a few weeks with a simple weight-training program. This is not to be confused with body-building — just toning. Do it. You won't regret it. The less strength you have to begin with, the more important this suggestion is for you. With increased toning, and with the judicious use of sailing gloves, you'll be amazed at how much more you can do on the boat — with or without tools.

With luck, *Blue Stocking* will continue from New Zealand and, if the fates allow, we will cross her wake somewhere near Bermuda in the next few years to complete our first circumnavigation. The best thing about the voyaging life (aside from the amazing people you meet) are the things you learn . . . about sailing and about yourself.

Paul Denton is a life coach, freelance writer, and full-time voyager. We last reached him in Simons Town, South Africa, from where Blue Stocking *was about to leave on her homeward journey.*

To eliminate chafe, Paul shackles one end of the anchor-chain snubber to the chain, using a high-tensile stainless-steel shackle, and the other to a U-bolt on the bow.

Fathers and sons

They are shipmates of a higher order

by Don Launer

In this photo taken in 1965, Don's son Tom, at age 10, takes his father for a row on the Delaware River in Don's father's rowboat.

Father-and-son relationships come in as many variations as there are fathers and sons. Looking back at my own father, I remember him as somewhat reserved and not all that demonstrative, something that was characteristic of fathers of his era. But he did give me a gift that has lasted and flourished ever since I was 8 years old: sailing.

My father wasn't a great sailor, but he wanted to be. On vacations, he would sign on as crew on a Delaware Bay oyster schooner, an occupation far removed from his regular job in finance. I have a picture, taken on one of those vacations in August 1913, of him and the rest of the crew aboard an old wooden schooner, when he was still a bachelor. You can tell which one's my dad: he's the only one wearing a tie.

One summer, he decided to learn to sail. He took a book out of the library, pored over its contents for several weeks, then announced to the family that the next weekend he would take my brother and me sailing. He would be the skipper. I was 8 years old.

We lived in Westfield, New Jersey, one of New York City's many bedroom communities. When that Saturday came around, our mother packed a lunch and made lemonade for us to take on our sailing adventure. The auto trip down to Barnegat Bay, an intracoastal bay on the New Jersey shore, took about two hours on the two-lane highway.

A challenging first sail

At Seaside Park, we rented a small gaff-rigged sneakbox, loaded our lunch on board, and pushed off. The weather promised a challenging sail for neophyte sailors, with winds gusting to 20 knots, but we didn't know any better. Our father did well for a while, but somewhere in the middle of the bay, sailing reality overwhelmed book learning and we executed — or were executed by — an accidental jibe that turned the boat over. This was not a problem for my brother and me, since we were water rats. But we were concerned about our "old" father; he must have been in his late 30s. Eventually, after we had lost our lunch, thermos, and most of our clothes, a powerboat offered to tow us to shore. We fastened a line to our bow cleat; they took up the slack and increased power. We didn't move an inch. That was my introduction to the amazing holding power of a properly set anchor — ours. It had fallen out of the cockpit when we turned over.

It was a bedraggled crew of would-be sailors that arrived home that night. Our father saw mother in the kitchen and told us, "If we sneak in the front door, we can get upstairs before your mother sees us." It didn't work. But I had been introduced to sailing and I was a goner.

Father to grandson

It wasn't that many years later when I was the father, and now, decades later, our son, Tom, the younger of our two children, has turned 53 years of age. My wife and I were both 30 when he was born. You do the math; I don't even want to think about it.

Tom and I have been sailing together since he was about 3 or 4 years old. In those early days, he hung on to the mast of our Sailfish board-boat until, in time, we managed to afford "real" sailboats.

Over the years, we sailed together as the Sailfish gave way to a 17-footer, a Rhodes 22, a 26-foot Essex, and, finally, a 32-foot Ted Brewer-designed schooner (39 feet overall). During that period, Tom and I have sailed together in the British Virgin Islands, the Bahamas, the Florida Keys, the Carolinas, Virginia, Delaware, Maryland, Chesapeake Bay, coastal New Jersey, Long Island Sound, and the Hudson River to the head of navigation at Troy, New York.

I could never have asked for a better shipmate. A few times in every lifetime we find someone who is on the same wavelength as we are. In those special relationships, sometimes we find that

an economy of talking can be far more eloquent than constant chatter. Tom and I have that sort of relationship.

Let me give you a "for instance." One day last summer, Tom joined me and two other guests for a sail. As the day progressed, the wind increased. At one point, Tom left the cockpit and went forward up to the foremast and looked my way. I nodded my head and came up into the wind as he dropped the gaff foresail. I then immediately fell off again, continuing under jib and main. The whole maneuver took about 30 seconds, and not a word was said . . . nor was one necessary. "How did you both know when to do that?" one of our guests asked.

Experience earns respect

Tom works in the control room at NBC-TV where "The Nightly News with Brian Williams" originates. A few years ago, he set up a bareboat charter in the BVIs on an Endeavour 51 with several of his NBC colleagues as crew. Some of them had never been sailing before.

As they left Road Town, Tortola, heading for Norman Island, Tom showed the new crew how to raise the mainsail. Of course, it took 10 times longer than normal but, once they had it up, the crew settled back for a leisurely sail. It was at this point that Tom looked up Sir Francis Drake Channel and saw a line of whitecaps several miles away. A squall line was coming down the channel.

"Take the mainsail down. Now!" he said. There were reluctant groans among the crew. "We just got it up," they protested.

"Now!" Tom said. As soon as the sail was lowered and furled, the squall hit, heeling the 51-footer over about 20 degrees under bare poles. "It was wonderful," Tom reflected later, "because for the rest of the week they did everything I asked without question."

> **"... when Tom and I are sailing together, we are more than shipmates, we are father and son."**

Tom is the only other person I would trust to take out our schooner, *Delphinus*, without me, and he's my favorite crew to have aboard. But when Tom and I are sailing together, we are more than shipmates, we are father and son.

Don Launer is a Good Old Boat *contributing editor. For more about Don, see his bio on Page 37.*

Mooring Buoy Pickup 101

Pick up a mooring with grace and élan

by Don Launer

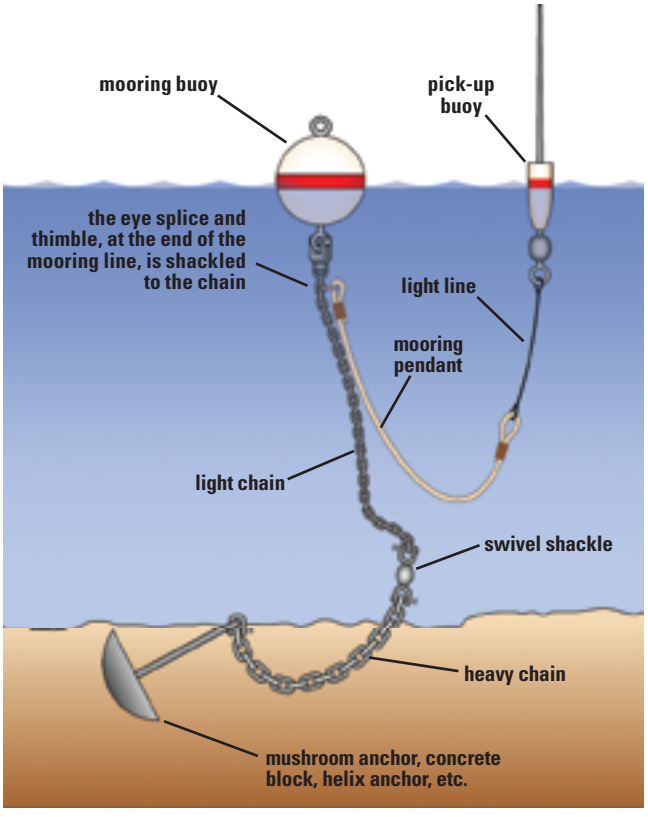
A mooring-and-buoy system consists of an anchor, a length of chain, and a mooring buoy that both holds up the chain and marks the location of the mooring. The anchor may be a mushroom anchor, a block of concrete, a helix anchor, or simply an old engine block. The size of boat the mooring can safely handle depends on the size of the chain as well as the size and type of anchor it's attached to.

The buoy normally has a ring on top so it can be easily picked up with a boathook, but many moorings will also have a rope mooring line, or pendant, attached to the chain, with another small buoy at the end of this line to facilitate snagging it with the boathook. Sometimes this small pick-up buoy will have a vertical fiberglass whip, 4 to 6 feet tall, so the pendant can be brought aboard without the need for a boathook.

Picking up a mooring buoy is not always easy, especially in a strong wind, if a rapid tidal current is flowing, or when you're sailing alone. If you don't catch hold of the mooring on the first try, it's usually not a problem. Ignore the critical gaze of sailors on nearby boats and act as though it were a practice run.

If you plan to pick up a mooring in an unfamiliar location, first check with the yacht club, marina, or harbormaster to be sure that the mooring is adequate for your boat. You don't want to pull an undersized mooring out of the bottom. Sometimes the maximum boat size will be marked on the buoy itself.

Well-managed mooring buoys are pulled up and inspected annually and worn or corroded parts are replaced. The frequency of inspection required in salt water is much greater than in fresh water. If weed growth on a mooring buoy appears excessive, it's a good indication that the mooring hasn't been serviced in a long time.



Anatomy of a mooring with mooring pendant and pick-up buoy.

> **"If the mooring buoy has no mooring line attached, you should have a mooring line already fastened to a bow cleat."**

Picking up a mooring

The most basic method of picking up a mooring is by using a boathook to either pick up the mooring line or, if there is no mooring line or pendant, to snag the ring on top of the buoy. In all but the smallest of boats, you should know when you're doing the pickup not to try to hang on to the mooring ring with the boathook if the boat is swept away from the buoy. When this happens, you'll probably be unable to release the hook from the buoy and the boathook will either break or be ripped from your hands.

If the mooring buoy has no mooring line attached, you should have a mooring line already fastened to a bow cleat and be prepared to connect this line as quickly as possible to the buoy's ring.

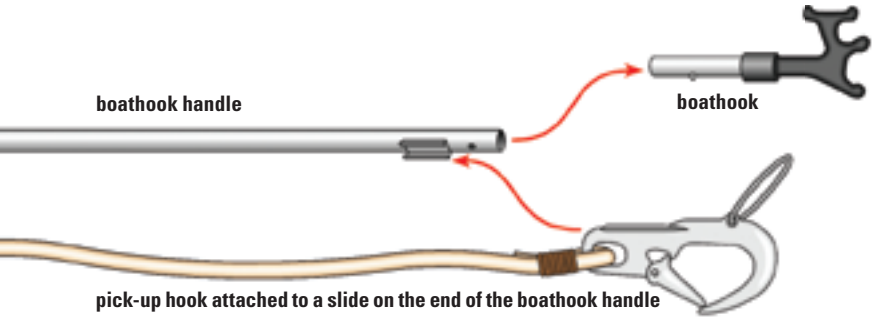
Communicate with signals

During the last stages of the approach the buoy will be lost from the view of the helmsman, so the pick-up crew should use signals to guide the helmsman's actions. It's of vital importance that the boat not run over the buoy's pick-up line. To prevent an unfortunate incident with propeller and mooring line, the pick-up crew must be able to communicate with the helmsman.

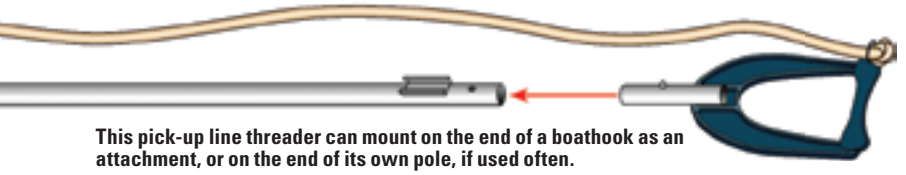
Hand signals are much more effective than shouting. Every crew that works together seems to develop its own set of signals. Whatever those signals are on your boat, all aboard should understand and use them.

After the buoy becomes invisible to the helmsman, the pick-up crew should point at it with an outstretched arm so the helmsman will know where it is and can maneuver accordingly. When it's time for the helmsman to put the boat's transmission in neutral, the pick-up crew should give him a specific signal. This might be a slashing motion across the

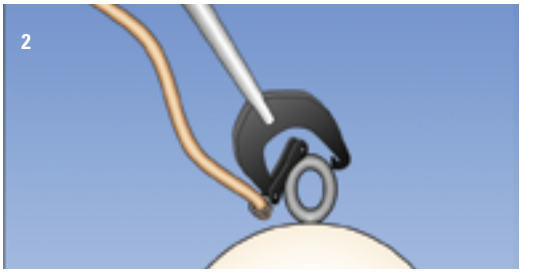
LAYOUT AND ILLUSTRATIONS BY TED TOLLEFSON

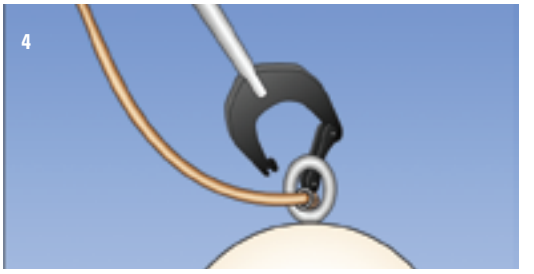


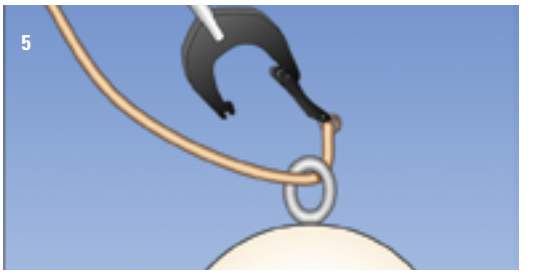
pick-up hook attached to a slide on the end of the boathook handle

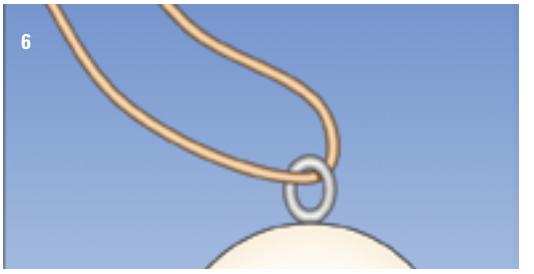


This pick-up line threader can mount on the end of a boathook as an attachment, or on the end of its own pole, if used often.









To use the pick-up line threader, right, first fasten one end of the line to a bow cleat and the other to the threader. Push the flat surface of the threader against the ring on the buoy and withdraw. Pull the pick-up line aboard and cleat it off on board.

throat indicating, "Cut," or a raised clenched fist, as used by the military, police, and heavy-equipment operators. A palm held backward often means, "Go into reverse."

The solo sailor

Picking up a mooring presents special problems when you're single-handed. It's usually impractical to pick up the mooring from the bow because you lose sight of the buoy from the helm during the final approach. By the time you reach the bow, the boat will have fallen off, leaving the mooring out of reach. A far better way for the solo sailor is to fasten a long mooring line to a bow cleat and lead it back to the cockpit, outside of the shrouds and the lifelines. Now you can complete the pickup without making a mad dash to the bow. Once the boat is attached to the mooring, you can shorten the pick-up line and properly fasten it to the mooring chain.

Special equipment

Things are a bit more difficult when there is no mooring pendant or pick-up buoy. Fortunately, several handy inventions are available to assist in the pickup. These are especially useful for the solo sailor or when sailing with a novice crew.

In one method, a snap hook at the end of a mooring line attaches to a slide at the end of the boathook. When the hook is snapped onto the mooring buoy's ring, the hook and mooring line slide off the boathook track and the boathook handle can be pulled away smoothly.

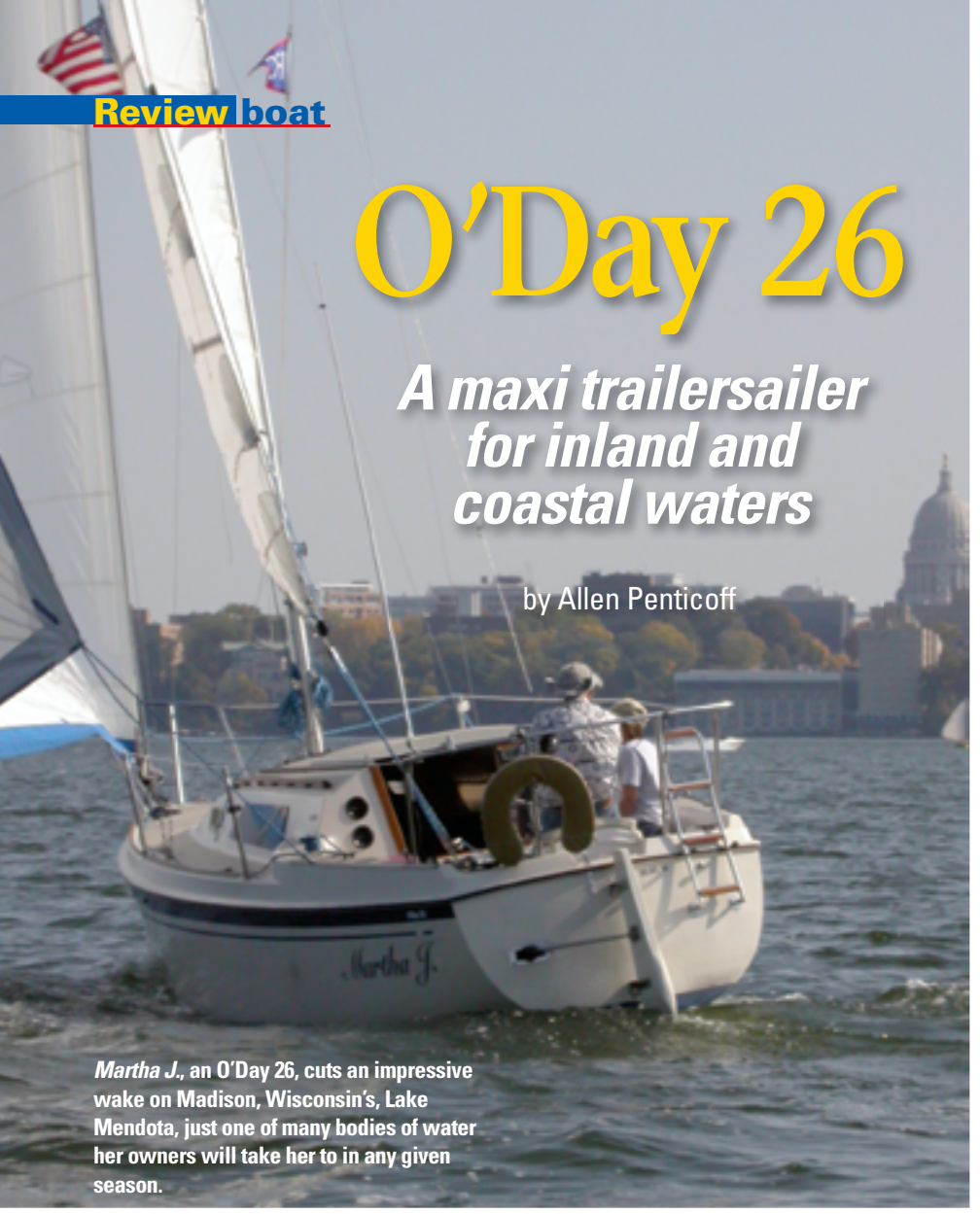
Another ingenious device actually threads the mooring line through the ring at the top of the mooring buoy with one simple motion, pushing the line through one side of the ring and retrieving it on the other side. When leaving the mooring later, you can let go one end of the line and pull it through the ring, thus eliminating the need to pull up the mooring buoy.

Don Launer, a Good Old Boat *contributing editor, has held a USCG captain's license for more than 20 years and has sailed the East Coast from Canada to the Caribbean. He built his two-masted schooner,* Delphinus, *from a bare hull.*

O'Day 26

A maxi trailersailer for inland and coastal waters

by Allen Penticoff



Martha J., an O'Day 26, cuts an impressive wake on Madison, Wisconsin's, Lake Mendota, just one of many bodies of water her owners will take her to in any given season.

The O'Day 26 is one of the last models in a long line that originated with George O'Day, the 1960 Olympic Gold Medal sailor and boatbuilder. Among the 76 models bearing his name is the 16-foot 9-inch Daysailer, a pioneering fiberglass sailboat that helped bring sailing to the masses. His lasting contribution to the world of sailing may be that his designs were all well found, modern yet conservative, and marketed to the public in a way that assured the company would survive. Some of the greatest runs of sailboats rolled out the O'Day factory doors, so we find them plying the waters everywhere. (See May 2002 *Good Old Boat* for a profile of George O'Day.)

By the time the O'Day 26 came along in 1984, George O'Day was pretty much out of the picture (he died at age 64 in 1987). He'd sold the company to Bangor Punta that, in turn, sold it in 1983 to Lear Siegler. In production between 1984 and 1986, the O'Day 26 is not to be confused with the 1960s-era O'Day 26 which was a Phillip Rhodes design, or the Gary Mull-designed Ranger 26 built for Ranger by O'Day and sold through its dealer network.

Rather, the later O'Day 26 is a slightly extended version of the O'Day 25, the production of which ended with the arrival of the 26. It was designed by C. Raymond Hunt Associates, with John Deknatel serving as the chief designer and assisted by Winn Willard, Peter Boyce, and John Kiley. It takes a sharp eye to tell the 25 and the 26 apart as most of the differences between them are in sail area, ballast, minor window changes, and a little lengthening. Approximately 87 were built. Our test boat, owned by Bill and Martha Siegworth of Beloit, Wisconsin, was marketed as a 25th Anniversary model (1959-1984) but sold as a 1985.

Whether left in a slip, at a mooring, or towed on a trailer each time out, the O'Day 26 provides a spacious platform for coastal and inland-lake sailing. The Siegworths often tow their *Martha J.* to Lake Mendota at Madison, Wisconsin. At other times, they take her on extended vacations of a week or more to places as far afield as Bayfield, Wisconsin; Grand Traverse Bay, Michigan; and Kentucky Lake.

Design

The O'Day 26 has a subtle sheer and a modest reverse transom which, combined with a straight bow angle and rakish cabin trunk, make it a fine boat to look at. Despite the substantial freeboard needed to provide standing headroom and reasonable accommodations in the cabin, the O'Day 26 does not come off as being overly boxy. The road-legal 8-foot beam and firm bilges provide good initial stability as well as plenty of storage space.

While the builder's brochure hints that a fixed-keel version of the 26 was available, it appears none were ever built. The 26 has a 6-foot 8-inch-long lead-ballasted stub keel with a weighted centerboard, a configuration it shares with the O'Day 23 and 25. The boat carries 1,850 pounds of ballast and draws 2 feet 6 inches with the board up, 6 feet with it down. Overall displacement is 4,800 pounds, making this one of the largest trailerable sailboats available.

Whereas most O'Day 26s have tiller steering and an outboard motor on a transom bracket, the Siegworths' boat has the Edson wheel steering and inboard Yanmar diesel options. The rudder on all versions is outboard.

Construction

The hull is fabricated of solid hand-laid fiberglass while the deck is of balsa-cored sandwich construction. The deck is bonded to the hull with adhesive and mechanically fastened, with an aluminum-and-rubber rubrail capping the joint. A molded-fiberglass inner liner forms the berth flats and cabin sole.

A few teak details on deck give the O'Day 26 a touch of class without creating a maintenance chore. Bill added some wood by fabricating a

> **“A few teak details on deck give the O’Day 26 a touch of class without creating a maintenance chore.”**

beautiful teak rim for the wheel and a mahogany instrument holder. He also installed an aftermarket teak cockpit table. Teak grabrails along the cabin trunk make for good holding while going forward along the wide side-decks. The commodious cockpit has 6-foot 8-inch x 19-inch seats and a wide bridgedeck. The large companionway was originally fitted with solid-wood hatchboards, but on the *Martha J.*, they have been replaced by three tinted Lexan panels to admit more light below.

On deck

In the cockpit, a 24-inch-long locker on the port side provides storage. (On outboard-motor models, the gas tank goes here.) Aft on the starboard side is a handy 18-inch insulated beverage cooler that drains to the cockpit scupper. Forward of the cooler is a 35-inch-long locker that, on models with inboard engines, opens to the engine below and provides access to the shaft packing gland. This locker becomes home to fenders, lines, brushes, and assorted boat maintenance items. Working on the engine through this locker would necessitate emptying it of all the stored items and crawling in. Another large access panel to port in the area of the quarter berth makes overall access to the engine quite good.

Single lifelines and bow and stern pulpits keep people where they need to be — on the boat. When they’re off the boat, a long swim ladder gets them back aboard. An anchor locker forward accommodates a Danforth-type anchor and adequate rode and chain for coastal cruising. *Martha J.* has two small stainless-steel bow rollers for anchoring and chocks with good-sized cleats for tying off lines. The toerail is a raised section of the deck molding capped with a teak strip that ends at the bow chocks. A large tinted hatch mounted on the forward end of the cabin trunk lets in plenty of air. Two opening port-lights with screens ventilate the head areas and large dark-plastic Euro-style windows mounted flush on each side of the cabin trunk pass plenty of light into the saloon. Molded non-skid in an easy-on-the-eyes almond color provides secure footing.

Accommodations

After descending the three wide teak steps into the cabin you find yourself with 5 feet 6½ inches of headroom that slopes lower going forward. The overhead is molded fiberglass with a pebbled texture to its surface. At your feet is a teak-and-holly floorboard which lifts out for access to the shallow bilge. Behind the companionway ladder is the electrical panel and a small storage area. To starboard is a stainless sink and icebox combo. The self-draining icebox is a substantial 23 inches x 24 inches and 20 inches deep and is well lit by an overhead fixture. Also to starboard is a Plexiglas-fronted locker and a hinged panel that swings down to reveal the cookstove. The original equipment was a small alcohol stove that the Siegworths swapped

For its size, the O’Day 26 has a large, well-equipped foredeck and a roomy anchor locker. *Martha J.* has twin anchor rollers and roller furling on the jib, above. Bill Siegworth dressed up *Martha J.* with a custom teak steering wheel, instrument panel, and drink holder, at right.

Aboard *Martha J.*, the cooking is done on a portable butane stove. It rests on a panel that folds down to expand the small galley work area, at left. The dinette table mounts on the main bulkhead. Fully opened, it seats four, at right. The starboard leaf folds back to allow passage forward.

out for a Kenyon butane stove. Water tankage is 15 gallons. The Siegworths have added an electric pressure pump.

Panels throughout the cabin are a teak-pattern laminate over plywood that gives the interior an air of quality and attention to detail. The original dark blue uncut-corduroy upholstery has held up well. The starboard settee is 5 feet 9 inches x 29 inches while the settee to port is 5 feet 8 inches x 30 inches and slides out to become a comfy 44-inch-wide berth. The port berth gains some sleeping length as it abuts the 6-foot 6-inch x 35-inch quarter berth. Storage abounds under both saloon settees and both have an upholstered back support that runs along the bottom edge of the fiddled bookshelf storage just below the sidedecks.

In the saloon, the table hinges down from the main bulkhead, and can be left half-folded to allow passage forward.

Original equipment included a chemical toilet in the head, but the Siegworths exchanged it for a composting toilet. The head has a privacy door, a vanity sink, and a storage area opposite to starboard. The V-berth forward is 6 feet wide, 5 feet 8 inches deep, and has a removable insert. In the cabin areas, the hull is lined with beige upholstery fabric.

Rig

The masthead rig is robust for a trailerable boat. The deck-stepped mast has a single set of spreaders, forestay, backstay, upper shrouds, and a single pair of lower shrouds.

Mast-mounted halyard winches did not come from the factory, but are often added. The mainsheet tackle includes a Harken traveler on the bridge deck, mid-boom blocks, and a cam cleat. *Martha J.* has roller furling on the jib and the Siegworths added the Dutchman sail-containment system to a new full-battened mainsail. Sail area is 278 square feet, giving the O'Day 26 a generous sail area/displacement ratio of 17.3. A large genoa is often carried and the boat sails quite well under genoa alone.

O'Day 26

Designer: C. Raymond Hunt Associates
LOA: 25 feet 8½ inches
LWL: 21 feet 7 inches
Beam: 8 feet 0 inches
Draft board up: 2 feet 6 inches
Draft board down: 6 feet 0 inches
Displacement: 4,800 pounds (outboard model w/o motor)
Ballast: 1,850 pounds
Sail area: 278 square feet
Displacement/LWL ratio: 222
Sail area/displacement ratio: 17.3
PHRF rating: 240-246

With a gin-pole, a trailer-mounted winch, and some innovations in temporary rigging, the Siegworths easily rig their O'Day in less than an hour — with minimal detachment of rigging. They transport the boom and mainsail on deck, leaving the cabin clean. The O'Day 26 can be launched at any ramp where there's enough water to float it off the trailer. Bill says 4 feet at 30 feet from the water's edge is minimum and 5 feet is good. The Siegworths' boat, with trailer and gear, tips the scales at 7,700 pounds, which means they need a large vehicle for towing.

Let's go sailing

I've sailed this boat many times with the Siegworths and with its previous owner. In fact, I've spent a lot of time on this boat and have often said, "I have dibs if you sell her." For people who need to trailer their boat and still want the amenities of a "yacht," few fit the bill like the O'Day 26. It has shoal-draft capabilities that will get it within wading distance of most shores and beaches, yet it's heavy enough to take a bit of a pounding when the wind pipes up and the waves get steep. It makes its 6-knot theoretical hull speed and then some. In a good blow, it'll top 7 knots. Under power, the 1-cylinder 8-hp Yanmar 1GM diesel with its two-bladed fixed prop pushes the boat over

7 knots as well. At lower cruising rpm it's very economical — the Siegworths and previous owners have gone whole seasons and burned only a couple of gallons of diesel. The boat is rated for a 15-hp outboard that would be more than adequate power. The diesel option has a 14-gallon aluminum fuel tank below the cockpit.

Steering is modestly precise; the long keel stub provides good tracking, but does inhibit turning agility some. Coming about is a leisurely process. When the wind blows, weather helm is not pronounced as long as adequate headsails are carried and the main reefed. Even when a gust makes the boat suddenly over-canvassed, it remains controllable and has little tendency to round up, owing in part to its rather large rudder.

The centerboard is raised and lowered by means of a lightly loaded line in the cockpit footwell and can be easily adjusted to help balance the boat. Both owners I've sailed with often have not put it down — and it doesn't really seem to affect handling much, although the one who is a racer says it helps with balance and other owners say it's helpful in a blow.

The O'Day 26 is relatively stiff, though attention to weight trim is necessary to obtain top performance. Under genoa alone, the boat balances well on all points of sail.

The O'Day 26 is first and foremost a cruising boat. While light-air performance is adequate, it takes a bit of a breeze to really get it going. I've found it has a pleasant motion during most inland-lake sailing, but at times on Lake Michigan it's been unable to blast through steep chop and the ride could get sloppy and uncomfortable. I would not consider this a "Lake Michigan boat" on any but the better days.

The New England PHRF ratings are 246 for the inboard version and 240 for the outboard model. For comparison, the Ericson 25 trailersailer rates 235 and the MacGregor 26 rates 222.

The V-berth is wider than it is long, so tall people will have their feet pinched at the bow.

Conclusion

The O'Day 26 is truly an "average" cruising sailboat in all aspects of performance and handling.

With the small production run of 87 or so, O'Day 26s may be a bit hard to find but are well worth the search. Owning a trailerable boat of this size lets you enjoy the comfort and features of a keelboat while avoiding the cost of keeping it in a marina. You can also expand your sailing adventures to many faraway places.

Problem areas are few. A close inspection of the deck for core decay is necessary on any balsa-cored deck, and the usual chainplate areas should be examined too, but the O'Day 26 is not known for any inherent weakness in the deck. Hull blistering is reported infrequently. Some owners feel the stock tiller is weak and bendy and have upgraded to stiffer aftermarket tillers. Corrosion of the cylinder-head exhaust port caused by the raw-water cooling system is not uncommon with the 1GM diesel, and requires replacing the cylinder head.

An Internet search found prices ranging from a fixer-upper at $3,500 to a high of $15,900, though most are between $7,000 and $9,000, depending on condition and equipment.

In general, it's worth buying the more expensive, doted on, always-well-maintained boat than the cheap fixer-upper. Most well-cared-for machines, be they airplanes, boats, or cars, seem to have a good karma that carries on to the next owner, ensuring good times and few hassles, while the poorly cared-for seem to endlessly suffer from one problem after another.

Allen Penticoff is a freelance writer, sailor, and longtime aviator. He has trailersailed on every Great Lake and on many inland waters and has had keelboat adventures on fresh and salt water. He presently owns three sailboats: an American 14.5, a MacGregor 26D, and a 1955 Beister 42-foot steel cutter that he's restoring.

Resources

<http://www.odayowners.com>
<http://www.iheartodays.com>
<http://www.drmarine.com>
<http://www.goodoldboat.com/resources_for_sailors/owners_associations.php>
<http://oday26.googlepages.com>

Google Earth afloat

Navigation catches up with science fiction

by Alex Morton

While anchored at Gambier Island, British Columbia, Alex Morton obtained an eagle's-eye perspective of his surroundings from Google Earth.

A dream is coming true far faster than I ever would have imagined. It's foggy, and I'm anchored in Gambier Island's Halkett Bay on the coast of British Columbia in soup so thick I'm unable to even make out the shoreline. For all I can see, I could as easily be on Lake Superior, yet I'm sitting aboard *Haiku*, marveling at just how unlost I am.

On the navigation table in front of me is the marine equivalent of a device from Douglas Adams' *The Hitchhiker's Guide to the Galaxy*. The little gadget employed in Douglas Adams' books was a portable device that contained all the knowledge of the universe. Internet users know that this fictional device is fast becoming a reality, and it's certainly becoming true for boaters.

I've booted up Google Earth on the laptop, and it allows me to see a marker on the planet that shows my exact location. Also on the screen are little icons I can click on to view all kinds of information, including the logbook of someone who's anchored here before. This part of the dream is already a reality.

In the morning, before I haul the anchor, I'll be using an add-on navigation program for planning my day. It works directly with Google Earth to display specific marine information, including underwater obstructions, lighthouses and beacons, channel markers, and much more. With my GPS adding its two cents for tracking, it feels as if I'm cruising with a science-fiction version of navigation.

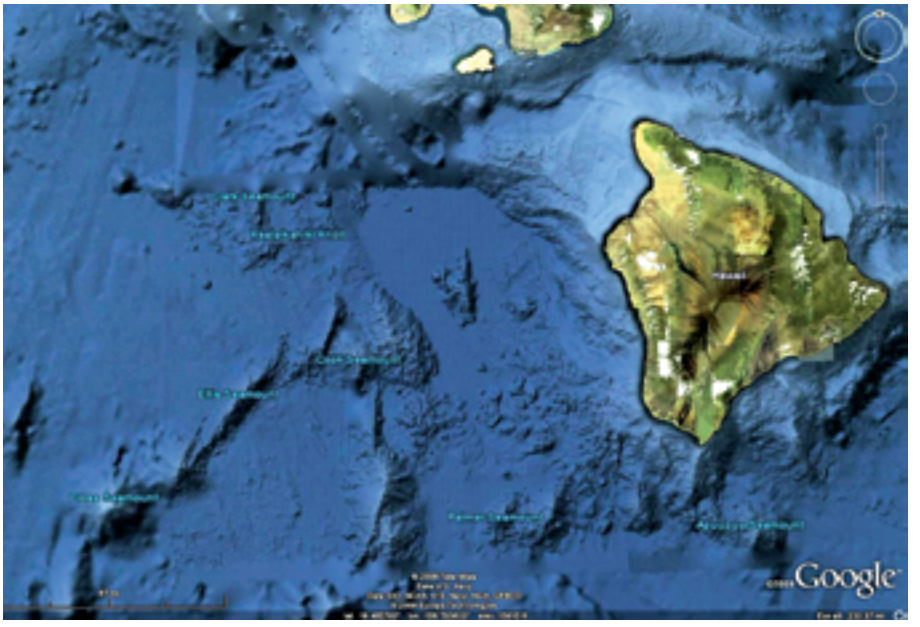
So far, this part of the dream is true only for limited regions of the globe. Currently, two add-on products are available that combine conventional digital charts with Google Earth as well as adding additional dynamic features, such as weather, wind, and wave heights.

Managed with less

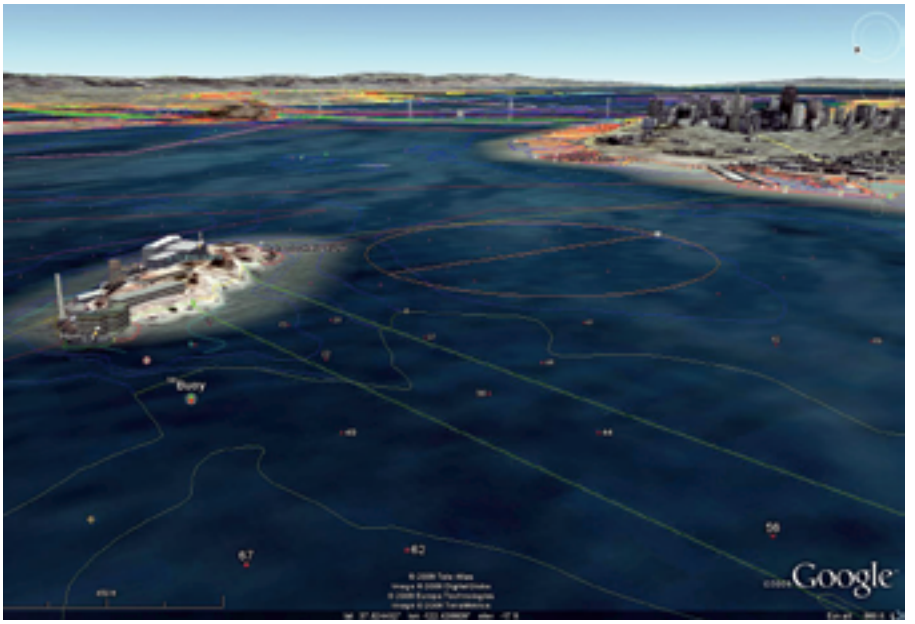
It's true that I could easily manage with a lot less. For years, I found my way along the coast of British Columbia with paper charts, a couple of compasses, the cruising guide, a tide chart, and a lot of luck. I also had Loran, but since it would occasionally tell me that I was cruising somewhere in the Rockies, I never staked my life on it.

A lot can be said for traditional navigation methods, but there's also something intriguing about a navigation system that allows you to see exactly where you are on the globe. And that's where Google Earth comes in. As Google Earth and its add-ons develop, a navigation tool will eventually emerge that will let you see where you're sailing while also providing all the traditional information of digital and paper charts — and a whole lot more.

Google Earth is available free to anyone with a high-speed Internet connection. It displays the entire globe as a satellite image, lets you move it around as if it were a basketball in your hands, and allows you to zoom in on anything you're interested in seeing. You can actually view your house or the slip where your boat is docked. You won't



A recent enhancement of the Google Earth experience is Google Ocean, which provides a representation of the ocean floor. This view shows seamounts near Hawaii.



If San Francisco Bay were wreathed in fog, Google Earth would still give you a clear view of Alcatraz and the Golden Gate Bridge.

necessarily see your boat, however, because the satellite photo could have been taken at any time from a few days to a few years ago.

You can choose to have borders and place names appear. You can click to view local information, the sites of famous shipwrecks, Joshua Slocum's route, and any number of other layers of videos, photos, and much more.

If you haven't previously used Google Earth, you'll need to go to the website (see Resources, this page) and follow the simple instructions for installing the software. If you're using an iPhone or an iPod Touch, the download is available either from the iTunes Store or by tapping on the App Store icon and searching for Google Earth.

Not for navigation

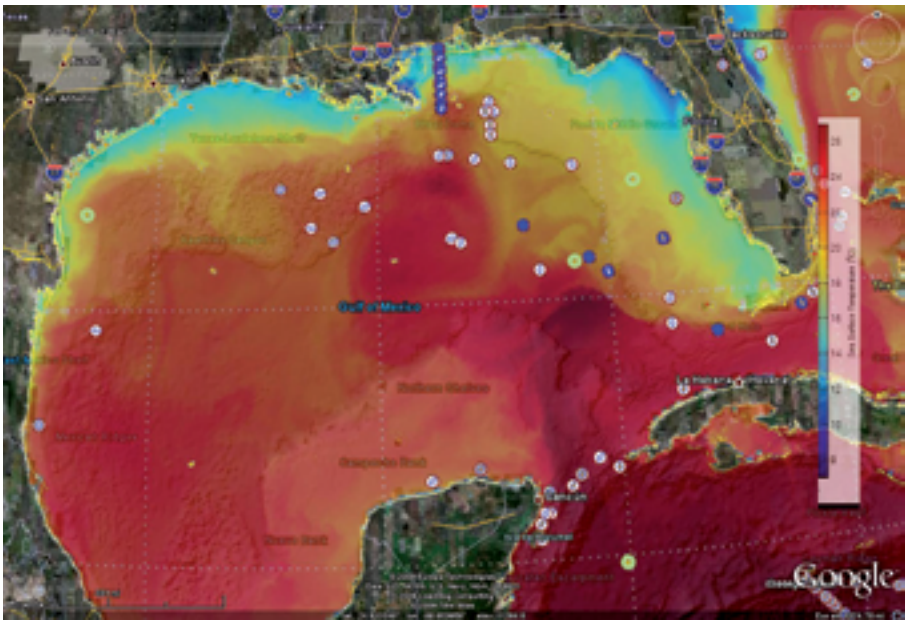
By itself, Google Earth is still far from being a marine navigation tool, but it nevertheless provides boaters with much valuable information. It organizes everything in layers that the user can turn on and off at will — layers that include place names, restaurants, historic sites, geographic features, information on marinas, and photos and videos of local attractions in the area being viewed, as well as street-level views of some of the world's major cities.

Google Earth also allows me to change perspective and swivel from a bird's-eye view to something more closely approximating a head-on view. That gives me a much more easily understood presentation of my surroundings.

Thousands of boaters have made their logbooks openly available on Google Earth. You can pick up advice on the best restaurant in the port of Kusadasi in Turkey or anchoring tips on your favorite lake in Wisconsin. You can also follow the adventures of those who update their logbooks at sea, complete with photos, videos, hair-raising stories, and hilarious episodes.

Those who post their logbooks out of range of the Internet do so by email over SSB and ham radio from virtually anywhere via a special form letter that automatically plugs text and photos into their online logbook and marks their position on Google Earth.

The easiest way to get a look at this is to go to the Sailblog website (see Resources, below), and select "Track blogs with Google Earth" on the home page. If you've already installed the Google Earth software on your computer, you'll automatically be logged on to Google Earth and the overlay will be installed. Suddenly, Google Earth will be filled with markers all over the planet indicating the positions of various cruisers. Click on one, and you'll be handed the keys to the logbook, unless the captain has chosen to limit access. For the cruising sailor, this means having a master pilot book for the world, filled with anecdotes, photos, local lore, advice on dealing with local port authorities, and even the occasional horror story. While the logbooks may not yet replace local cruising guides, they do provide up-to-the minute information



Google Earth provides a variety of information in different layers. Among those shown in this view of the Gulf of Mexico are interstate highways and sea-surface temperatures.

Resources

Google Earth
<http://earth.google.com>

Sailblogs
Where cruising sailors post their logbooks
<http://www.sailblogs.com>

and tips and they're well worth a look for their entertainment value alone.

Must be online

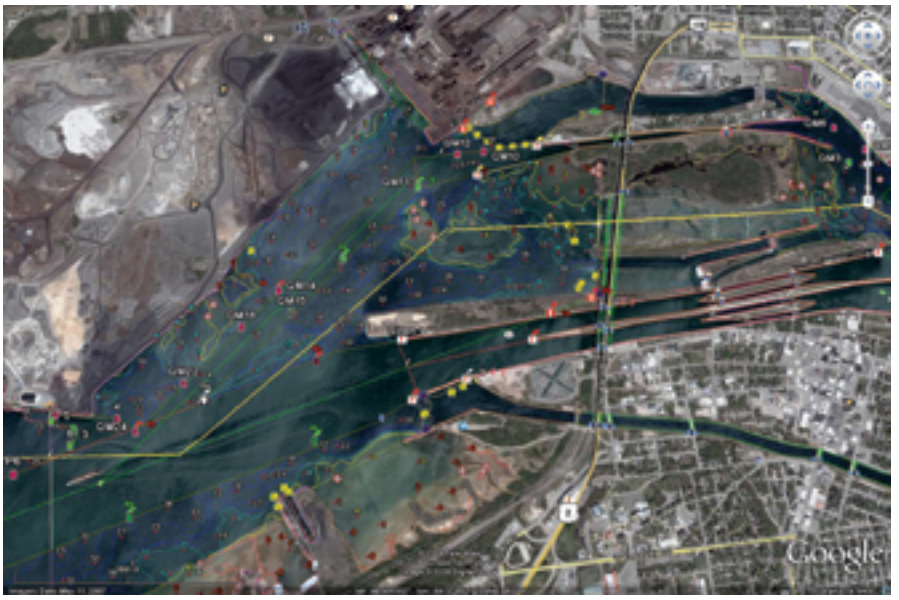
A major limitation of Google Earth is that to use it in its entirety, you need to be online. As cell phone companies expand their high-speed Internet service, it's gradually becoming possible to use Google Earth live for coastal and lake cruising. As well, most marinas now offer wireless Internet access.

Even if you are out of range of an Internet connection, you can still use Google Earth, albeit in limited form. Before you leave on your voyage, simply log on to the Internet and visit the areas you'd like to view when you're offline. The imagery you've viewed will be saved on your computer and ready for you to use later without having to connect up.

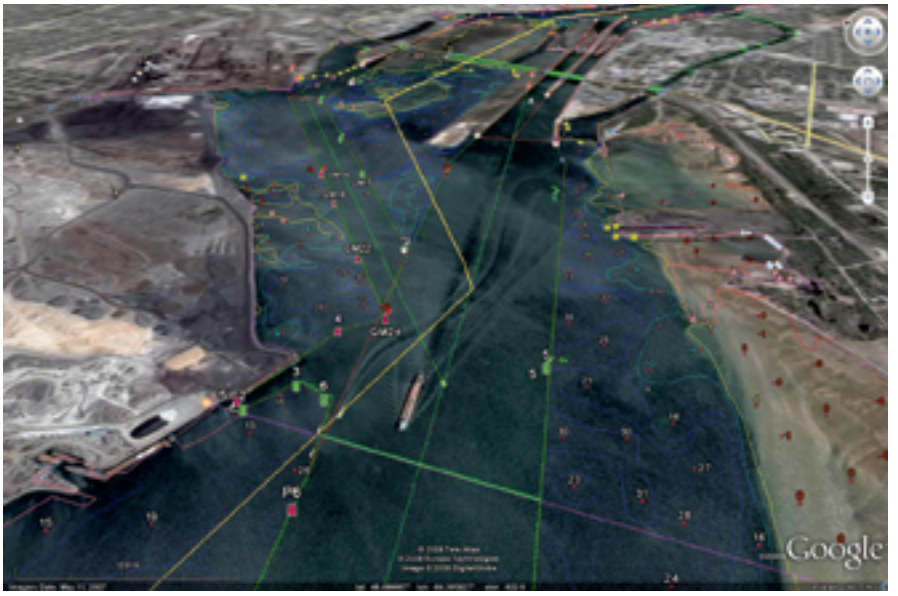
Of course, there are features you won't have when using Google Earth offline. For example, current weather conditions and forecasts, wave height, wind speeds and directions, and any other information that's dynamic will not be available.

Google also allows you to switch from earth view to sky view in your location. With Google Sky as your guide you have all the names and positions of the constellations and planets. With it, you can zoom deep into space, seeking other galaxies and gathering the information available in hotspots along the way.

In addition, Google has recently introduced Google Ocean, a combination of global measurement of water depths and special-interest ocean layers. As additional government and research organization information becomes available, Google has announced that it will continue to improve the 3D bottom model just as it currently updates satellite imagery in land areas.



This view of Sault Ste. Marie Locks from 15,000 feet shows depths and navigation markers.



Changing the angle of view horizontally and vertically provides a different perspective.

Back on board

The tide is on its way out, and I'm getting ready to weigh anchor and get under way. There's a 6-knot breeze in Howe Sound to carry me out to the Strait of Georgia, and 4 or 5 more knots for the run up the coast to Secret Cove. With a little luck, I might see an orca or two along the way.

I'm essentially a very traditional navigator, believing strongly that the most important instruments are your eyes, ears, and intuition. Aside from those elementals, though, navigation is continually evolving, and that change is only for the good. From the astrolabe to the sextant, Loran to GPS, and paper charts to digital, the tools of navigation have changed their form regularly and dramatically.

I suspect that nothing has contributed more to the safety of boaters than the increasing accuracy, reliability, and thoroughness of modern navigation systems. With the advent of Google Earth and its enhancements, marine navigation is about to take a leap forward and, with it, safer boating will move forward too.

Alex Morton has had a career as a high-tech executive and has sailed the coast of British Columbia for years on his 27-foot Ericson sloop, Haiku. *He writes regularly for magazines, and is working on his latest book,* Somewhere Else. *He and his wife split their time between Lions Bay, British Columbia, and the Greek island of Ikaria. Read Alex's sailing "Reflections" pieces at <http://www.sailblogs.com/member/voyageswithrosie>.*

More online . . . For more information on the navigational add-ons for Google Earth, go to <http://www.goodoldboat.com/reader_services/more_online/GoogleEarth.php>.

A treasured memory

A father and son bond deeply playing pirate

by Jeff Carlton

A tattered remnant of canvas bears the secret to where an intrepid father-and-son crew buried a hoard of treasured belongings.

In 1995, my son and I towed our daysailer from Birmingham, Alabama, to Bahia Honda State Park, Florida, for a week of cruising in the Keys. The more I worked on *Truth*, our 13-foot 6-inch mahogany Blue Jay, to prepare her for camp cruising, the more excited Kyle became. One day I overheard my 12-year-old first mate tell a buddy, "Oh yeah, we're gonna be pirates, kill people, and bury the treasure!"

After I stopped laughing, I realized that we could accomplish part of his plan. So, with the help of family and friends, we gathered treasure to bury on one of the islands and made a pact to go back and "discover" it when Kyle has a son or a daughter fit for the voyage. In the end, our treasure chest (a sealed PVC pipe) included Kyle's rookie baseball card collection, my boyhood knife, various rings, and an assortment of time-capsulesque notes and clippings. Kyle's grandfather even threw in a piece-o'-eight (his salvaged back molar, containing a huge gold filling).

> **"We retrieved our time capsule and the shovel, selected a spot, and buried our treasure."**

Upon arrival at Bahia Honda, we stowed the pipe and a small shovel under the unbelievable amount of gear in *Truth's* bow and set sail for Key West. We planned our original course along the inside path north of the Keys, with the idea that it would be safer to stay away from the open ocean. After 15 hours and a long night, during which we became absolutely lost among the many small identical-looking islands, we finally made it back to the park, dejected and ready to give up. Fortunately, a day of snorkeling and rest helped us regain our confidence. The next morning we took off again, this time down the outside of the island chain since this promised much simpler navigation.

Driven ashore

On our second day out, the perfect weather suddenly gave way to a violent storm that drove us ashore on a small island. Fearing for our lives, we sought shelter under a low-hanging tree. Even in the summer heat, the unrelenting rain was bone-shaking cold. At Kyle's suggestion, we snuggled up against a rock wall to take advantage of the warmth still remaining in the stone. That got our blood flowing again. The next morning, we knew we would survive . . . and that *this* was the place we had been looking for.

We retrieved our time capsule and the shovel, selected a spot, dug a hole as deep as "the distance from foot to knee of a 12-year-old boy," and buried our treasure. After making careful notes of landmarks and triangulated bearings, we packed our gear and sailed away. By sunset we had made it safely to the Key West bridge and were excited that such a crowd had gathered on it to welcome us. It was some time later that we learned of the local ritual of daily celebrating sunset at that very bridge.

Sadly, we lost our treasure log and beloved sloop in my 1996 Hurricane Divorce. Devastating as that was, Kyle and I still have our memories — and we still have our map. At Kyle's insistence, we had created it from the log as soon as we returned home. Now that it has aged for more than a decade, we look on our ink-on-ragged-canvas treasure map as a work of art. It depicts an un-named land mass, a compass rose, a kid-coded key ("take 41 12-year-old steps directly . . . "), and an "X" to mark the spot.

Our treasure map also bears a curse promising the wrath of God, Dad, and Lad on person or persons who tamper in any way with our belongings.

Prospects for recovery

Kyle has now finished college and has a degree in geology. He recently told me that our cruise changed the course of his life. He is now married and positioned to have a sailor of his own someday and is excited about the prospect of raising him or her on the true sea tales that belong to our family.

He looks forward ecstatically to the time, someday in the future, when his little sailor will have the sea legs to go back with us on another boat, to retrace our course, to use our map . . . and to bring home our treasure.

If it's gone, yon pirates beware! We will pick up your nefarious trail and we will sail every river, cove, and ocean for as long as it takes to bring justice to you and our family's riches home once more!

Jeff Carlton and his wife, Cheri, sail Sea Fever, *their Pacific Seacraft, on Lake Guntersville in Alabama.*

Fear and uncertainty

Advice from one of America's best-known cruising authors

by Hal Roth

When I'm way out on the water in a small boat and a storm swoops down and the yacht starts hopping around, all sorts of crazy things flash through my mind. Will the hull crack open? Will the bulkheads give way? Will the mast come down? And what about the rudder? Oh dear, there are so many things that could go wrong.

Yet in my heart of hearts, I know the hull is strong, the bulkheads are firmly in place, and the mast and rigging are in good order. I'm aware that the boat was properly designed and built, and I've tried hard to keep her in good condition. Certainly the boat has come through lots of storms during her career. No doubt there will be more. She won't sink. The crew won't be lost.

Yet sometimes I have funny little feelings . . .

My dictionary defines fear as a state of agitation and anxiety caused by the presence of danger. Everybody knows that when you're far out at sea and a fierce storm is raging, it's a nervous time. It's the moment when you hope the yacht will survive and that you've taken the best and most sensible measures against the wind and seas.

We all know that the worst time for a new sailor is when he (or she) faces the first storm. The shiny world suddenly becomes dark and gray. The boat makes novel and unexpected sounds and motions. Our new sailor soon discovers that he has to hang on when he moves around the boat and that his steps must be small and cautious. Because of this, a degree of uncertainty and a measure of slowness creep into everything.

Experience is key

For the people on board, experience is everything. After dealing with a dozen Force 8 to 10 problems at sea, the skipper simply accepts storms as part of the game. He uses the most suitable storm tactics, knows about ample sea room, keeps a safe distance from shipping lanes, and shows a bright light at night. Some sailors use illegal strobe lights because a high-intensity flashing light is more easily seen. Dinghies and loose gear on deck are doubly tied down to keep them quiet.

If the yacht is in reasonable order below, the first thing is to rest and be quiet. If the boat is essentially stopped, or running off before the storm, there's certainly no need for everyone to stay awake. Or to be bleating over the radio about the perilous state of affairs.

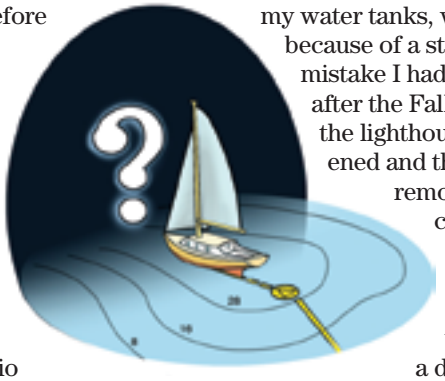
A storm may last for three days. On the first you may think you're going to

die. On the second, you realize that the yacht hasn't yet capsized and the bilge is dry. The mast is still up and maybe the boat will make it. On the third, you're standing at the stove trying to concoct something good to eat. On the fourth day, the easy winds are back, you're on course, sunning yourself in the cockpit, and thinking about the sailing life and how good it is.

A tale of two cruises

A few years back, Margaret and I were at the Kettenberg boatyard on Shelter Island in San Diego preparing for a Pacific trip. While a welder was repairing our stern pulpit, we were putting on stores, checking that we had the right charts, and dealing with a dozen small jobs.

We met a number of boatowners who were headed to Mexico and points south. In fact, two sailboats were leaving the next day. Both were 38-footers with couples as crew, and both were headed to the Marquesas Islands in French Polynesia, almost 3,000 miles to the southwest. On the afternoon before they left, we all had a little party at the boatyard, and we hoisted signal flags that spelled out, "I wish you a pleasant voyage."



The two boats set off next morning, in light winds. Someone in the yard kept in radio contact and told us that on the second day the two yachts still had trifling winds. After three days, one boat had logged only 190 miles, the other 235.

The 190-mile couple was feeling the blues, and their radio messages were filled with gloom and doom. "We're so discouraged," they said, "We'll never get there." The next day it was, "Little wind and a big swell." Then the slower boat said, "At this rate we may run out of food." Apparently they were not pushing their boat very hard. Meanwhile, the faster boat had picked up the northeast trade wind and was zipping along at 140 miles per day. Soon their radio signals began to get faint and crackly.

After eight days at sea, the couple on the slower boat still had not found the trade wind. The two sailors lost their nerve. They returned to San Diego, avoided their sailing friends, and quietly put their boat up for sale.

The second boat arrived in French Polynesia after a 28-day voyage and sent back a series of glorious postcards.

What was the difference between the two boats? The crew of the slower boat was simply scared. The couple had lost all their self-confidence. It was fear and uncertainty on every side.

"The wind will never come," they said. "Nobody's around to help us. What if one of us gets sick?" The intrepid sailors that we had met two weeks earlier had become pathetic whiners. The gray world of fear had triumphed.

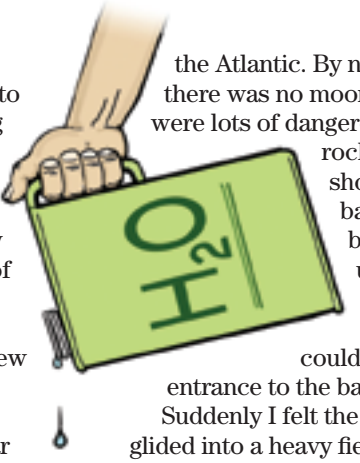
Self-imposed danger

I like to think myself a hero, but I've had my moments. During one of my east-about solo trips round the world, I stopped at East Falkland Island off the coast of Argentina. I wanted to fill my water tanks, which were empty because of a stupid plumbing mistake I had made. It was just after the Falklands War when all the lighthouses had been darkened and the navigational buoys removed. I went into a complicated little bay on the north side of Choiseul Sound on the east coast where the British Army had a dock and a small base.

The military people kindly filled my water tanks and gave me a paper sack with three or four loaves of fresh bread.

It was already late in the day and I began to worry about sailing before dark. There was a trifling northwest wind, so I put up the mainsail and cast off. I had sailed half a mile or so when a launch with four or five men came alongside. I stopped my boat by heading into the wind and letting the mainsheet run out and asked for instructions for making my way out to sea. The officer in charge talked on and on. Finally we traded salutes and the launch sped away.

I sailed south from the bay into Choiseul Sound and turned east toward the Atlantic. By now it was dark; there was no moon. I knew there were lots of dangerous, kelp-covered rocks in the area. I should have gone back to the army base and anchored until morning, but when I looked behind me I could no longer see the entrance to the bay.



Suddenly I felt the yacht slow as we glided into a heavy field of kelp that swished along the sides of the hull. I knew that kelp will grow upward from rocks 60 feet deep or as little as 3 feet. My keel needed a little over 8 feet.

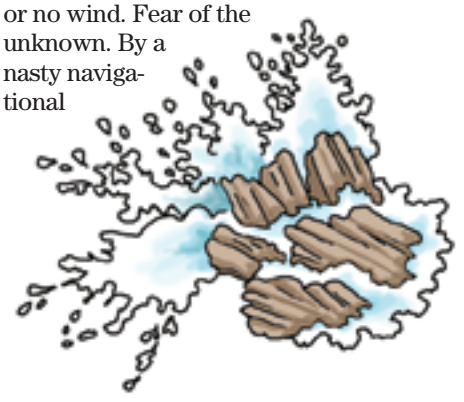
Though the weather was cold and I was wearing a heavy three-layer Musto outfit, I could feel sweat running down my back. I was scared — terrified — that I had turned east too soon and that I would pile up on rocks I couldn't see. I eased a little south from the compass course I had laid out. I was absolutely scared to death and afraid that, by my bumbling, I had jeopardized the entire voyage and maybe my life.

The bottom was too rocky and uneven to anchor so I kept going slowly with just the mainsail up. Never was I so relieved when an hour later, the depth sounder moved from 4 fathoms to depths off the scale. The land was behind me. I was safe at sea.

Why had I been scared? Why was I a victim of fear? By my stupidity and lack of sensible action, I had allowed myself to become locked into a quicksand of darkness and danger, a situation I should have predicted and avoided.

Reasons for fear

Fear can be brought on by a fierce storm or by more quiet and subtle things. Desperation because of too little or no wind. Fear of the unknown. By a nasty navigational



ILLUSTRATIONS BY FRITZ SEEGERS

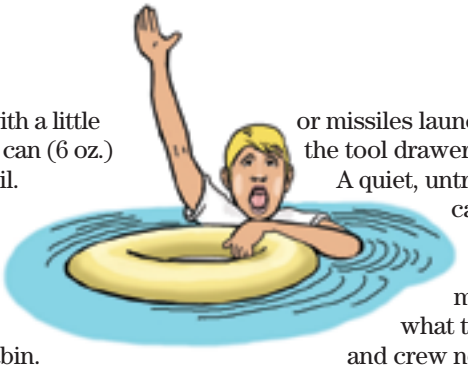
problem. By sickness or an accident on board. Something wrong with the boat. A crewman who has become irrational. A dozen reasons.

When you feel the pain of fear, what can you do? Each of us is different, of course, and it depends on the problem and your reactions. Maybe the weather is stormy and you've decided to stop the boat. After a careful look in all directions, at the sails and their furling, a check of the water depth, and wind and sea conditions, you go below, leaving a lookout if necessary. As soon as you're in the cabin, you or someone in the crew notes the ship's position on the chart and the time and conditions in the logbook. By now your oilskins are partially or fully off and you may think about a light feeding. The thought of food may be revolting. Yet you know you should eat and drink a little something to keep up your strength.

My favorite is dry crackers with a little chicken or tuna from a small can (6 oz.) packed in spring water, not oil.

Safety lies below

During severe weather, the best place for everyone except the lookout or helmsman is below in the cabin. During the days before leaving the harbor, you, one of the crew, or yard workers, presumably screwed down all the floorboards. There are restraints (fiddles or strings) on all the shelves, and the pots and pans and loose things in the galley are tucked away after each meal. Each drawer should have a generous toggle or strong hardware to keep it closed, and under-seat lockers should have their toggles in place. Even the chart table lid should have a positive closing latch of some kind. In a storm, the motion can be severe, and it's not the time to upset the crew with flying books, a toppled potful of hot soup, or missiles launched from the tool drawer.



A quiet, untroubled cabin can mean peace of mind — just what the captain and crew need when they're upset and a bit nervous from the antics of a violent storm.

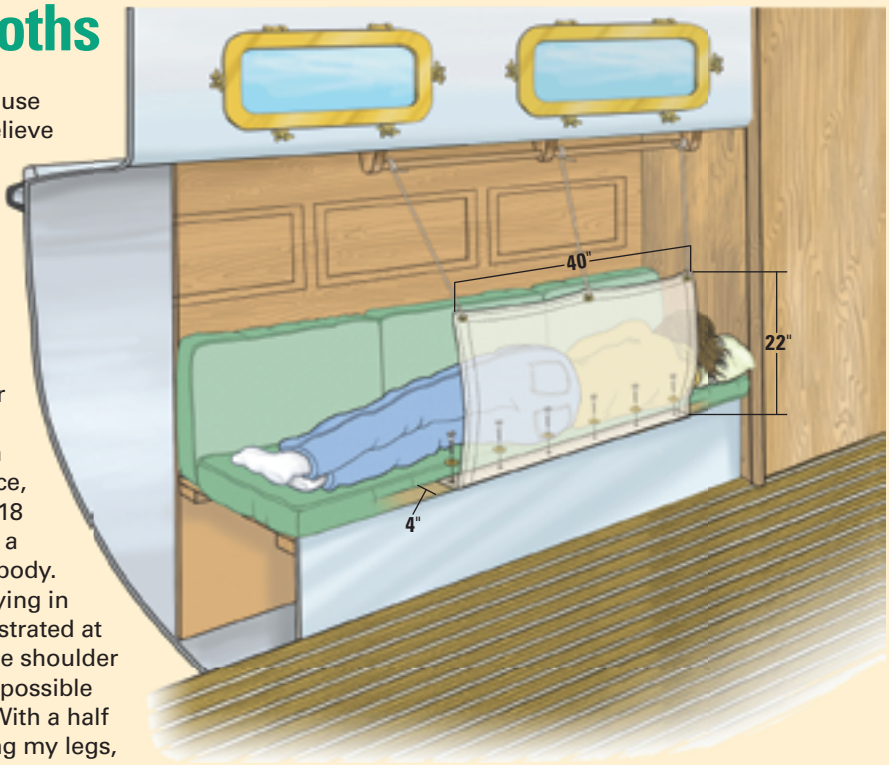
Except for perhaps a lookout on deck, I've learned that during a severe storm the best place for everyone is in his bunk — safe and dry — behind a strong leecloth. Speaking for myself, I try to relax in a narrow world that seems secure and less noisy, a private place where I can rest and collect my thoughts. I find that if my hair is on fire with worry, it's a good time to sort things out. When I'm relaxed and at ease, fear and tension tend to disappear. If I can doze or sleep a little, all the better. If I'm slept out, I read a thriller (*The Day of the Jackal*) or try an easy crossword puzzle.

A survival state of mind

Let's talk about the mental aspects of fear. Naval experts have long known that a sailor's state of mind in a survival situation is vital. During the early days of World War II, German submarines sank hundreds of British ships in the North Atlantic. The crews had to take to the lifeboats, often in appalling conditions. It was amazing how some sailors died almost at once while others resolutely clung to life for weeks and were rescued. Survival wasn't tied to body size or age, because many big, husky young men died the first or second day. Survival seemed more related to pluck, spirit, stoutheartedness, determination, and the will not to give up.

In other words, fight fear with resolve and determination. As Don Whilldin writes: "Enforce a positive attitude, avoid despair like the plague, and don't allow doubt and resignation to set into your crew. Not even for one second."

The case for leecloths



I have strong feelings about berths because sailors spend a lot of time in them. I believe that each person should have his own bunk and it should be comfortable and snug but not overly restrictive. Ideally it should have a little shelf with a fiddle or a drawer for a few personal items, a reading light, and — depending on the weather — a suitable sheet and maybe a blanket or two.

The best berth in my current 35-footer doubles as a cabin settee and is adjustable in width with bolt-type locks at each end. For use as a comfortable sitting place, the seats are 12 inches wide; as a berth, 18 inches wide. Sometimes it helps to have a couple of extra pillows to fit around my body.

We've had comfort and good luck staying in berths with simple leecloths like that illustrated at right. Note that the leecloths run from the shoulder to the thigh. If a leecloth is longer, it's impossible to climb in and out of the berth quickly. With a half or three-quarter length, I can sit up, swing my legs, and put my feet on the cabin sole.

I urge sailors to use leecloths every time you turn in — even in dead calms — because you never know when the boat will roll and throw you out. Also, you can relax and sleep better when you know you're secure in your berth, not half hanging on. Depending on its height, a leecloth can help protect you from flying objects — books, galley pots, and the contents of a drawer or locker that has somehow opened.

Simple and secure

Each berth should have a leecloth that will keep the occupant in place no matter what the boat does. My leecloths measure 40 inches by 26 inches, with the long dimension reaching from my shoulder to my thigh. I fasten the bottom 4 inches of the long dimension of the leecloth to the wooden frame underneath the berth cushion with six long screws set through fender washers. This means that the cloth extends roughly 20 inches above the cushion, depending on its thickness.

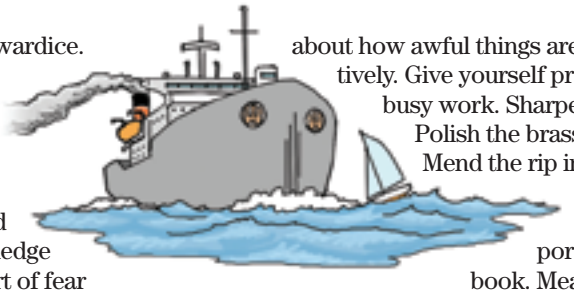
The dimensions of a leecloth and the way it's secured in place are not important, just so it keeps the occupant firmly in place when the yacht rolls to leeward. Choose a higher cloth rather than a lower one.

The leecloth has a 5/16-inch diameter rope sewn around the edges, and three grommets spaced along the top (at each corner and in the middle). Short 3/16-inch-diameter lines extend upward from the grommets to a strong grabrail along the sides of the cabin. I pull the leecloth sharply upward and clove-hitch the lines in place. When I don't want the leecloths, I tuck them under the cushions; however they can be pulled out and tied up quickly. A canvas expert can make two or three of these cloths in a few hours.

On other yachts, I've slept against leeboards made of 5/16-inch or 3/8-inch plywood, but they were unsatisfactory because the wood was too hard, too low, too splintery, and too hot in the tropics. The boards were hinged and fitted under the cushions, but they made the seats lumpy.

I despair of writing about leecloths and apologize for beating this subject to death, but I've read dozens of accounts — some by extremely experienced small-boat sailors — of people who have been thrown out of their berths in rough weather and suffered terrible injuries — a broken nose, a smashed arm, a fractured leg. Such injuries are doubly serious at sea because medical care is usually not available and is certainly not convenient.

I don't understand why all sailors don't make something similar to what I've described and use leecloths for all sleeping areas as a matter of course.



Fear is not cowardice. Fear has more to do with uncertainty and irresoluteness, which are based on unknowns and the lack of knowledge of a situation. Part of fear is anxiety and being afraid. The remedy for the sickness caused by these close-knit words is to find out what you're afraid of and try to remedy it.

Is the boat going to sink? No, I trust her. Are you going to be run down by a giant merchant ship? Stick your head out of the main hatch and look around. If you see no ships, you can cross that one off for the moment. Is the vessel going to be swamped by big seas? Not if you've selected the best storm plan. Are you going to run into rocks? No, because your position shows that you're 112 miles from land. And so on.

> **"The cure for fear is to shine a clear, bright light across the cobwebs in your head."**

Stay busy, stay positive

I believe if you knew that the storm was going to last for 14 more hours, that you would have to go out on deck twice during that time to deal with a loose sail, and that tomorrow the wind and seas would be down, you could go to sleep without worry. I'm convinced that if you know all sides of a situation, you can handle it.

So when you're at sea and nervous about the weather and other problems, pull yourself together. Try not to think about how awful things are. Think positively. Give yourself projects and busy work. Sharpen your knife. Polish the brass barometer. Mend the rip in your shirt. Read about your next port in the pilot book. Measure the length of each piece of spare running rigging and label the coils . . .

If you have a crewman who is terrified of standing watch at night, don't mock him or tell him how cowardly he is. This will only further embarrass and isolate him from you and the others in the crew. Put him on watch during the day or ask him to peel the potatoes for dinner.

Remember that, if you weren't worried before, you shouldn't be worried now. According to statistics from the U.K. Department of Transport, it's 10 times safer to travel by sea than to cross the road.

A rational view

When I was a boy of 10 or 11 in our house in Cleveland, my grandfather would sometimes send me down to the basement on cold winter nights. I was told to turn down the gas flame under the hot-water tank and to put a few shovelfuls of small lumps of coal ("slack") on the fire and reduce the draft to bank the furnace for the night.

I did as I was told but I was terrified by the darkness of the dimly-lit basement, particularly the coal bin, which I was certain was full of hidden horrors. I was so scared I felt sure my bones were rattling.

I told my grandfather about this, so he took my hand and together we went down the steps to the basement. There he turned a powerful flashlight into all the dark corners, including the coal bin. Under the clear, bright light, all I saw were concrete walls, the laundry tubs, and the workbench.

"Have you seen anything bad or spooky?" asked my grandfather.

"No, nothing at all."

"Do you feel safe now?"

"Yes, grandfather."

"Will you be able to handle these jobs at night on your own?"

"Yes, grandfather."

Together we turned down the flame under the water heater and banked the furnace. My grandfather had taught me that the cure for dread and fear is to shine a clear, bright light across the cobwebs in your head. I was never scared to do my little jobs in the basement again.

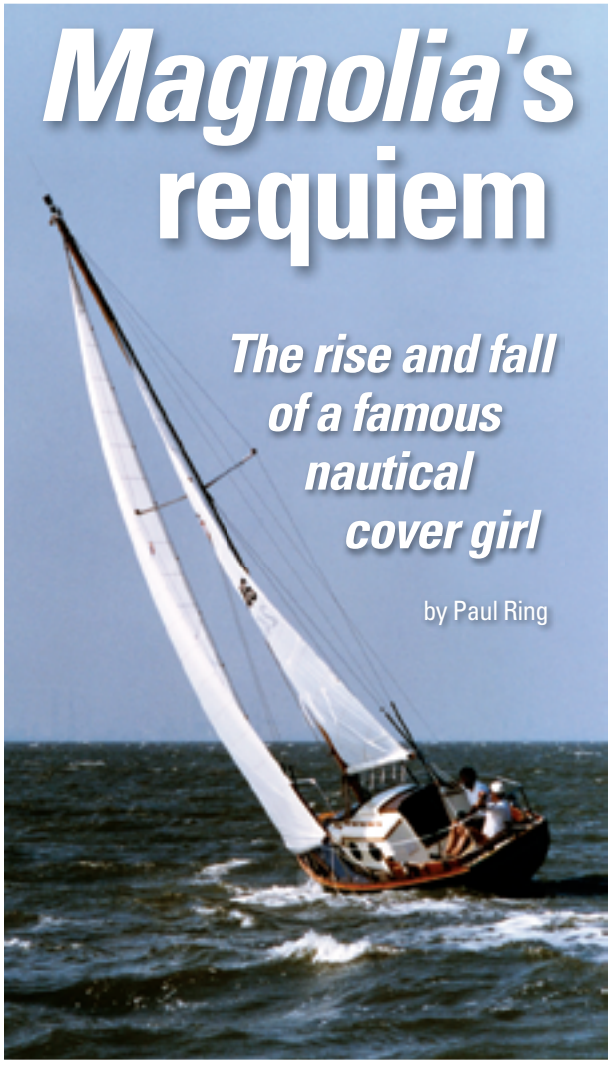
Postscript

In four decades of sailing, Hal Roth cruised around the world with his wife, Margaret, twice raced around it in the singlehanded BOC Challenge, and wrote several books about their adventures. The material in this article was extracted with permission from his final book: *Handling Storms at Sea: The Five Secrets of Heavy Weather Sailing*, published earlier this year by International Marine. *Good Old Boat* ran a profile of Hal and Margaret Roth, an extraordinary cruising couple, in May 2005. Hal lost his battle with lung cancer in October 2008. We all miss him.

Magnolia's requiem

The rise and fall of a famous nautical cover girl

by Paul Ring



In her prime, ***Magnolia*** took her owner, Paul Ring, on many cruises, and even won some silver racing on Mobile Bay.

Some consider it absurd to anthropomorphize inanimate objects, but those of us who mess about in boats know differently. After all, we give our boats names and call them "she." Very few other objects are thought of this way, perhaps a few trains, some very special airplanes and, rarely, an automobile. But all boats — some more than others — are eligible for a name and to be called "she." This derives from ancient custom. Before the steel, aluminum, and fiberglass ages came upon us, boats were made from living things: trees or perhaps reeds.

That's *part* of it, but in my view, it's a long way from *all* of it, for we give boats names even when they are made from steel, aluminum, or fiberglass. I think the answer is "soul," passed on to the boat from the designer, the builder, the sailor, the restorer. And the difference between boats and other objets d'art, such as sculptures and paintings, is that we trust in boats to preserve our souls when we venture on the perfidious sea.

When I first saw *Magnolia*, I felt I saw the "soul" that her designer, G. Taylor Newell, had given her. She had beautiful, graceful lines with moderate overhangs and was just a little more slender than most. Although small, she looked like a go-anywhere boat. She was called *AnTeak* then, an apparent reference to her age and all the brightwork that glistened in the sunlight that June afternoon.

A willing buyer

I had answered a classified ad in the *Mobile Press/Register* that offered for sale a 1970 Cheoy Lee Offshore 27, also known as a Newell Cadet.

Paul and his stepson, Mark, aboard the newly acquired ***AnTeak***. They were getting ready to sail her from Ocean Springs, Mississippi, to Fairhope, Alabama, where, in time, Paul would transform her into ***Magnolia***.

This brought me to the small-craft harbor in Ocean Springs, Mississippi, where she lay.

The owner met us at the boat. What a showman. He gave us a tour of the boat, all the while keeping up a distracting patter about how reluctant he was to part with her, how he just might change his mind, someone else was very interested, and so on. For my part, I was the ideal buyer: overeager.

I was familiar with Cheoy Lee sailboats through acquaintance with two owners during my days of sailing out of the Washington Sailing Marina in Alexandria, Virginia. Both owners extolled the virtues of their boats. All the teak woodwork and dragon carvings below were certainly impressive. A couple of years earlier, I had also taken the opportunity to visit the Cheoy Lee Shipyard while on R&R in Hong Kong. I still have a strong visual memory of what must have been 15 or more Chinese craftsmen all working on board a 35-foot boat at the same time. We also had a Cheoy Lee dealer in town where, from time to time, I drooled over the various models he had on display, all of which were a little out of reach financially.

A fever for boats

I had been "on the beach" for more than four years, ever since selling my Westerly Centaur during my late wife's illness. *Catatonia* had brought us to our new home in Fairhope, Alabama, from Long Island, New York, where I had spent the last tour of my Marine Corps career. And now, four years later, I had a 14-year-old stepson with whom to share sailing and help quench my boat fever.

The brightwork and boat lust combined to blind me to some faults that varnish couldn't fix, and I probably paid too much.

But before the afternoon was out, a deal was struck and *AnTeak* was mine.

A week later, Mark and I returned to sail her home, and sail her home we did — all the way. After motoring out of the Ocean Springs harbor, we raised sail about noon in moderate air. We sailed through the afternoon and into the night. Finally about midnight, near Dauphin Island, the wind dropped to near nothing, prompting even a lad with a new sailboat to turn on the engine. But pressing the starter button brought only a click from the solenoid: the running lights had consumed all the electricity in the only and tired old battery the boat had. Through the night, we coaxed all we could out of the light breeze, tacking back and forth toward the Dauphin Island Bridge, which was tantalizingly close but so unapproachable. However, dawn brought a zephyr from a new direction, which slowly grew into a fair breeze and carried us home to Fairhope.

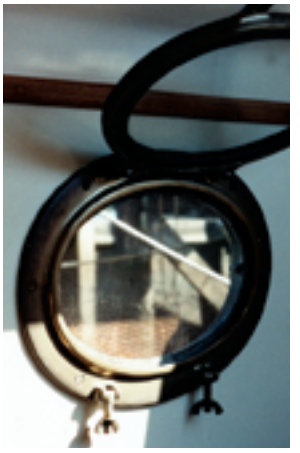
Unwilling to enter the city marina without an engine, we anchored off and swam ashore. Several telephone calls later, we had my car battery in a borrowed skiff and carried it out to *AnTeak*. (That name had to go.) After finally tying up in our new slip and returning the battery to my car, Mark and I headed home for a nap.

Getting to know her

During the year that followed, we daysailed and learned more about *AnTeak*. I liked the way she sailed: not a hare but neither a tortoise. She handled well but with just a little more weather helm than I liked. However, I attributed that flaw to tired, old, bagged-out sails. With reduced sail, she handled heavy weather well but liked to get the crew wet. Maybe offshore, out of the short, steep chop of Mobile Bay, she would be a bit drier . . . Meanwhile, more and more barnacles attached themselves to her bottom.

"... my foot went through the closed companionway hatch ... perhaps a portent of what was yet to be revealed."

After Paul's ministrations, *Magnolia* cut a rather different profile than in her former incarnation. The name reflects her colors — green hull and creamy-white cabin trunk.



Part of *Magnolia*'s makeover was a new teak deck, in process at left, and bronze opening ports to replace fixed windows, at right.

After stepping through the teak companionway hatch, Paul used its parts as patterns for constructing a new one, then built the sea hood to keep the sea on the outside.

A year later, I arranged for her to be hauled, put on a scrounged Cape Dory 25 cradle, and carried by trailer to my driveway. While I was guiding the foot of the mast, my foot went through the closed companionway hatch. This was perhaps a portent of what was yet to be revealed.

The first chore was to scrape off all the barnacles, two wheelbarrow loads of them. The removed barnacles revealed hundreds of blisters. Repairing those would be job number one. This was a process I knew nothing about, but before I was done, through research, I became somewhat of an expert.

Teak over fiberglass

The next project was to repair the teak deck. Cheoy Lee sailboats were offered with teak decks as an option, which were laid over perfectly serviceable fiberglass decks that had a molded-in non-skid texture. The ⅜-inch-thick teak planks were attached to the fiberglass decks with ⁵⁄₃₂-inch-diameter brass machine screws which were counter-sunk and covered with ⅜-inch-diameter teak plugs. Between the teak planks and the fiberglass was a "black gunk" which squeezed up between the planks to form the traditional black seam. This system had two weaknesses: the planks were too thin to allow for thick enough plugs, which wore and popped out, and the machine screws holding down the planks pierced the top layer of fiberglass. When

the teak plugs wore through, water would migrate down the machine screws and into the deck core. Where this occurred, delamination resulted. Fortunately, the core was solid wood of some Asian variety that was highly rot-resistant.

After carefully examining the deck on *AnTeak*, I decided that repairs were impossible and that I would have to remove the teak completely. I pried out the plugs and laboriously removed the machine screws. When I pulled up the planks, the "black gunk" remained. I scraped and scraped to remove the bulk of it. Several gallons of mineral spirits and many rolls of paper towels removed the rest.

Leak-free teak decks

Fortunately, I had recently purchased a book, *The Gougeon Brothers on Boat Construction*. While it was devoted to cold-molded wooden-boat construction, one chapter covered laying teak decks over plywood sub-decks. I thought their method would apply just as well to laying teak decks over fiberglass. I contacted Jim Watson at Gougeon Brothers. He agreed and provided valuable advice.

After repairing the deck delamination by injecting epoxy resin into holes drilled almost, but not quite, through the deck and then forcing the layers together with a car jack pushing up from the inside against a piece of plywood, I began to lay the new deck.

I bought the teak I needed already milled to the correct thickness and width, along with some wider pieces from which to make a king plank and other trim pieces. The Gougeon Brothers process avoided the pitfalls inherent in the Cheoy Lee installation: my new deck was to be laid in epoxy resin thickened with colloidal silica and graphite powder. The graphite provided the color for the traditional black seams between the planks. I still screwed down the decking, as the Cheoy Lee people had done. However, I used the screws only to hold the curved planks in place temporarily until the epoxy cured, after which I removed them. I then counter-bored the holes in the planks to ⅜-inch diameter, and epoxied teak plugs into them.

To solve the warm-beer problem, Paul built an efficient icebox (and extra lockers) where the head had been. Although it's in the forward cabin, it's conveniently adjacent to the galley counter.

Once *Magnolia* had her name, Paul carved her name board on days when the weather was too inclement for other work.

The epoxy also filled the screw holes in the underlying fiberglass deck. In this way, the watertight integrity of the fiberglass deck was restored, which would prevent future delamination. Because I had a full-time job, I was left with only those evenings and weekends when the weather was favorable to work on the deck. That, combined with my inexperience, made the job last for more than a year. But the new deck was so beautiful it fueled my desire to create a showboat.

With blisters repaired and a new teak deck, what next? Remember that companionway hatch that I stepped through? When I was removing it from the boat, it fell into its component parts, leaving me with a basketful of patterns. I liked the style of the original, so I copied it, except that I assembled and coated it with epoxy resin, followed by several coats of varnish. When I was fitting the new hatch to the boat, it became obvious that a boarding sea would be able to squirt under the forward edge of the hatch and enter the cabin below. A sea hood became the next project. I did my best to have it look as though it were original to the boat.

Making her ocean-ready

I didn't know which ocean I was going to cross with this boat, but I was determined to make her seaworthy in keeping with the first rule of sailing: keep the ocean on the outside of the boat. I thought the large "windows" in the doghouse were vulnerable. I could have made shutters for them, as I had done with my previous boat, but as they didn't open, and ventilation was an issue, I decided that bronze opening ports were the answer.

After some searching, I found what I wanted at New Found Metals in Port Townsend, Washington. I glassed in the old openings, cut new holes, and installed the ports. I was exceptionally pleased with how they looked: their shape and size perfectly complemented the stepped doghouse, adding much to the appearance of the boat.

In keeping with the "world cruising" theme, I wanted better anchor stowage and a deployment system. I thought about a bow-roller system, but discarded it in favor of an anchor locker. It would leave my foredeck clean while keeping the anchors readily available for emergency deployment. The original rope locker was large enough to convert to an anchor locker by making an opening with a lid, reinforcing the bulkhead between the locker and the forward cabin, and building a "floor."

But I had just laid a new teak deck; now I was going to cut a big hole in it. I thought about a little rum for courage but was afraid I wouldn't be able to cut straight. Taking that first plunge with my sabre saw was sort of like going off a high dive. But all went well, and I was able to use the cutout for the lid. When finished, the locker held my CQR and Fortress, although one anchor and rode had to be piled on top of the other. The CQR was old reliable, so it stayed on top with the Fortress available below for special situations or when two anchors were needed.

AnTeak's bow pulpit was a little lopsided, perhaps from careless docking, and she had no stern pulpit so, after very careful measuring, I made drawings. Using those, Tops-in-Quality made both. The company name said it all.

I now had to deal with the hot-beer problem. The original icebox was tucked under the starboard cockpit seat at the foot of the settee. It had a front-opening door on the inside and a top-opening hatch on the outside. The leaking outside hatch had caused the insulation to become saturated and the inside woodwork to rot. After tearing the whole mess out, I decided to build in drawers where the icebox had been and to build a new high-efficiency box where the head was located. The head would be moved to the hanging locker, which was pretty much a superfluous space.

I made the inner box from plywood covered on the inside with fiberglass and epoxy. I then layered the outside with three inches of urethane foam and in turn covered it with fiberglass and epoxy to form a vapor barrier. I built the outer cabinet to match the existing woodwork, and included a small storage cabinet. The thickness of the insulation made the box a little small, but it held ice so well that the beer was always cold.

"We guessed the boat was a little overweight for the trailer, which was why we were doing this early, early, on a Sunday."

She finds her name

While these projects were going on, I worked at repairing hull and cabin dings and fairing the hull by filling low spots with low-density epoxy putty and "long boarding" after it cured. The hull, now mottled with fairing putty, attracted the attention of a couple of young entrepreneurs who knocked on the door one day and offered to paint the boat — both hull and cabin — with Awlgrip at a very reasonable price. My plan had been to roll and tip the finish. With all I had in the project, however, I was apprehensive about whether I could achieve the best possible finish using that method. Their portfolio of previous work and glowing references convinced me to employ them.

We had been discussing colors for a long time. I knew white would be most forgiving, but I wanted something uniquely beautiful. The colors and the boat's new name dawned almost simultaneously: *Magnolia*. The hull would be the dark-green leaf of the magnolia tree and the cabin the creamy white of the blossom. The colors were perfect and the paint job was magnificent.

When it was too cold or rainy, I had been carving a teak name board to grace *Magnolia*'s transom (see article, September 2007). It would be the crowning touch just before launching.

A Sunday delivery

When it was time to move the boat to the boatyard, a home-builder friend lent me his truck and the trailer he used to haul a tractor to job sites. He and his father helped me jack up the cradle (which I had essentially rebuilt, as the old one had gradually rotted out from under the boat) and we backed the trailer underneath. We guessed the boat was a little overweight for the trailer, which was why we were doing this early, early, on a Sunday. We figured this would allow us to drive slowly and cautiously without having to worry about the church traffic later in the morning. When it came time to pull out of the driveway, Steve said, "You drive. If this thing falls off the trailer, I don't want to be behind the wheel." His full-sized Chevy pickup groaned a little — and braking had to be planned for — but we made it to Eastern Shore Marine, a mile and a half away. There we parked the trailer near the Travelift to await Monday morning.

After all the care that Paul and her subsequent owner put into her, *Magnolia* fell victim to Hurricane Ivan in 2004. She was damaged beyond repair.

Launching was uneventful, and we proceeded cautiously across the creek to Fairhope Yacht Club. I entered my slip at dead slow with my hand trembling slightly on the tiller. When it came time to stop, the transmission wouldn't go into reverse. I called out (screamed?) to my wife, "Fend us off!" This she did as valiantly as she could, although she mashed a finger between boat and dock. But we nevertheless collided lightly with a piling, putting a pretty significant scratch in my new paint job.

I learned later that I had installed the prop-shaft zinc such that fore-and-aft movement in the prop shaft was impossible. A couple of days later, one of my painters touched up the white gash in the paint, making the wound almost invisible. A Band-Aid took care of the injured finger.

And then, the engine

During the following winter a "blue norther" found its way to lower Alabama and caught me by surprise. A freeze plug

on *Magnolia*'s old Volvo MD1 popped. I reinstalled it with high hopes, but after running the engine, I found the crankcase oil had turned a milky gray — a sure indication of water intrusion. I hoped for a leaking head gasket, but feared a cracked block. My fears were well founded. However, I wasn't terribly disappointed: the engine was the only system on *Magnolia* that I hadn't restored or renewed. Besides, the tired old thumper had been putting out only about half of its original seven horsepower.

I decided to replace it with a Yanmar 1GM10, a single-cylinder, 9-hp, raw-water-cooled diesel engine.

Installing the new engine involved removing and replacing the engine beds, a new waterlift exhaust system, a new prop shaft, and a right-handed propeller to replace the Volvo's left-handed prop. I benefited from the excellent installation instructions provided by the Yanmar owner's manual and was soon out for a sea trial. The difference was miraculous. The new engine was smoother, quieter and, most important, had the potential to drive the boat at hull speed. Plus, I now had the presumed reliability of a new engine. *Magnolia* was now truly ready for serious cruising.

Fame finds *Magnolia*

A funny thing happened during the engine replacement project. One afternoon, the phone rang. The caller identified himself as being with International Marine Publishing. International Marine was in the final stages of releasing a new book to be called *This Old Boat*, by an author named Don Casey. "*This Old Boat*," I thought, wondering if they were aware of a TV show of similar name starring Bob Vila and Norm Abram. Whatever the reason for the name of the book, International Marine was engaged in developing the artwork for the dust jacket and they wondered whether I, by chance, had any before and after pictures of *Magnolia*. Well, yes, I did . . . before pictures that is. My Minolta and I could certainly produce the after shots.

"Refit complete, I felt *Magnolia* was ready to go cruising . . . she wasn't just a pretty face."

They liked the pictures, which they expressed by sending money. Soon afterward, the book came out, was a success, and *Magnolia* became a "sea-lebrity." I enjoyed flipping through the West Marine catalog and seeing pictures of my boat in the book section. During subsequent cruises, when *Magnolia* was recognized from time-to-time, I would be accosted as though I were Don Casey — whom I have never met — and would have to explain how my boat was selected to be on the cover of his book. I had to add that, no, I didn't know Bob Vila either. All of this was great fun and I felt that *Magnolia*'s beauty contributed greatly to the success of the book. (But I must add that Don Casey's work between the covers lived up to the promise of the wrapping.)

I was so excited by the prospect of *Magnolia* becoming a "cover boat" that I failed to ask how they heard of her. I presume it came about because of the articles I wrote describing *Magnolia*'s resurrection that appeared in *Cruising World*, *Better Boat*, and *Boatbuilder* magazines.

Al Roth, to whom Paul had sold her, stands dejected next to *Magnolia* where Hurricane Ivan deposited her.

A couple of years later, International Marine again called, asking for more photos of *Magnolia*. They were coming out with another book, called *Sailboat Refinishing*, again by Don Casey. They reviewed the photos and again sent money, but this time poor *Magnolia* was relegated to the back cover. This time, I never heard from sailors, "Oh, I saw your boat on the back cover of *Sailboat Refinishing*." I guess having a photo on the back cover is sort of like having your name in the last page of Section D of the newspaper, but at least it didn't end up in the bottom of the birdcage.

Her refit complete, I felt *Magnolia* was ready to go cruising. Her new sea hood, companionway hatch, and bronze ports made her as tight as a submarine and with new sails and engine she wasn't just a pretty face. Her shakedown cruise was confined to Mobile Bay and the Mississippi Sound as far as Gulfport, via Petit Bois Island, and included a stop in Ocean Springs to show her off to her former owner.

Testing bluewater mettle

The shakedown cruise having revealed no problems in *Magnolia*, I decided to let her live up to being an Offshore 27 and planned a crossing directly from Mobile Bay to the Dry Tortugas. I intended to make this 424-nautical-mile crossing alone; however, when I talked about it over a couple of beers with my good friend Richard Phillips, he persuaded me to take him along. Richard had limited small-boat sailing experience, but his experience as a merchant seaman made him a reliable watchstander. Besides, he was good company and a fair cook.

The crossing was uneventful and pleasant: two days of sailing

in a just-right breeze followed by two days of light-air motor-sailing in balmy April weather. The Tillerpilot took care of the steering chores while we lolled about in the cockpit, keeping watch in turn and observing sunset with a ration of grog. Other than inshore fishermen and other small craft, we sighted only four ships.

We put the anchor down at about 1000 on the fifth day. By noon the flag over the fort was standing straight out, flapping and snapping. We had arrived just ahead of a sharp, late-season cold front with enough wind in it to bring a dozen sailboats and eight shrimpers into the shelter of the anchorage. The persistent wind kept us hunkered down for three days, during which time we seemingly examined every brick in Fort Jefferson. Although the wind continued to blow, growing boredom and the depletion of certain essential supplies convinced us to set sail for Key West.

A fast passage

As we motored out Northwest Channel, wind and seas kept our speed below two knots, but we knew when we turned the corner to pick up our course for Key West, the wind would be just aft of the beam, promising fast sailing. We raised the reefed main, followed by the working jib, just as we made the turn, and *Magnolia* took off. It immediately became evident that we were overpowered. As we rolled off the occasional larger waves, the boom dipped in the water. We rounded up and dropped the main and fell off on jib alone. The effect was to bring the lee rail up but with undiminished speed — hull speed plus.

We had planned our late-afternoon departure from Dry Tortugas to bring us to Key West's Northwest Channel at first light, so we could safely find our way in. However, our great speed gave us an 0330 arrival at the sea buoy. By this time, the wind had moderated somewhat — down to 12 to 14 knots, making it possible to fry up some breakfast while hove-to waiting for daylight.

This was *Magnolia*'s first real test at sea, and she behaved beautifully. In following years, while cruising (usually singlehanded) the Gulf Coast from New Orleans to Key West and the Dry Tortugas again, and to the Abacos in the Bahamas, *Magnolia* met the challenge of heavy weather, usually associated with thunderstorms, on several occasions. Each time, my confidence in her grew. She was indeed a go-anywhere boat. We also enjoyed sailing her in Mobile Bay regattas. She wasn't a thoroughbred, but with a fair PHRF rating of 267, she earned some silver.

Passing on her stewardship

Magnolia did, however, have one drawback: she was small. It was not just that she was only 27 feet long (actually 26 feet 9 inches). With a beam of 7 feet 9 inches and fine ends, she was one of the smallest 27-footers I have ever come across. And now that I had a new first mate and regular cruising partner, *Magnolia* was downright cramped. With extremely mixed emotions, I offered her for sale.

> **"I poured sweat, blood, and a lot of soul into her."**

The "For Sale" sign had not been hanging from the lifelines for long when Al Roth telephoned me. A protracted interview revealed that Al had the qualities I considered necessary to become *Magnolia*'s new owner and caretaker. He respected the large part of myself that I had put into her; the increments of soul I had added during my stewardship.

Initially, Al moved her to a marina on the other side of Mobile Bay. I would hear from him from time to time. Sometimes it would be a question about some system on the boat. At other times he would tell me about some improvement he had made, such as installing refrigeration, as he added bits of *his* soul to *Magnolia*. A year or so later, he moved her to the marina at the Pensacola Naval Air Station. I continued to hear from him as he shared cruising adventures. On one occasion, he invited me for a sail to demonstrate to him how I flew the spinnaker single-handed. Approaching thunderstorms cut short our sail before getting the chute up, but I nevertheless had a great day, enjoying both sailing *Magnolia* and Al's company. I looked forward to future sails. It was as though I had retained visitation rights. However, another sail was not to be.

After the storm

A few days after Hurricane Ivan paid a visit on September 16, 2004 (my birthday), a very dejected, long-faced Al knocked on my door. I hadn't thought that much about *Magnolia* being jeopardized by the storm, because the Naval Air Station marina was so well protected, but Al related that *Magnolia*, along with the entire marina — docks, boats, everything — had been washed by the storm surge to the shore north of the marina. As he talked, Al brought out photos he had taken, which, with his permission are included here. As I looked at the pictures, I felt a wrenching. The damage was beyond being reasonably repaired: her rudder had been torn off, her entire bow had been sheared off as though cut away by a madman with a chainsaw, her mast lay across the hull, her hull-to-deck joint was badly damaged. I doubted that *Magnolia* would sail again.

After Al left, I reflected upon the years she had been part of my life: the three years she was dry-docked in my driveway as I poured sweat, treasure, a little blood, and a lot of soul into her; the pride and joy I'd felt when she was launched, all shipshape and shining; and the more than 11,000 miles of sea that slid under her keel as she carried me safely from port to port along the Gulf Coast and across the Gulf of Mexico, as well as to the Bahamas and back. *This Old Boat's* cover girl is gone. She had indeed been a good old boat. She is missed. What happens to the souls of dead boats?

Paul Ring is a contributing editor with Good Old Boat. *He has sailed, repaired, modified, restored, and built boats for the past 42 years, and currently sails his Nonsuch 260 with first mate, Barbara Brown, on Mobile Bay.*

Postscript: Magnolia *lives on in photographs in the new, revised and expanded, second edition of* This Old Boat, *published in April of this year by International Marine.* ***– Editors.***

Logging the weather

Use your own observations to refine the local forecast

by Michael Facius

A big part of guessing what the weather will do is knowing what it has just done. Reading Gord May's excellent article, "Weather Basics," in the November 2005 issue, prompted me to write about what we do on *Callisto* that helps us understand what the forecasters are predicting for our region and refine it for our locality.

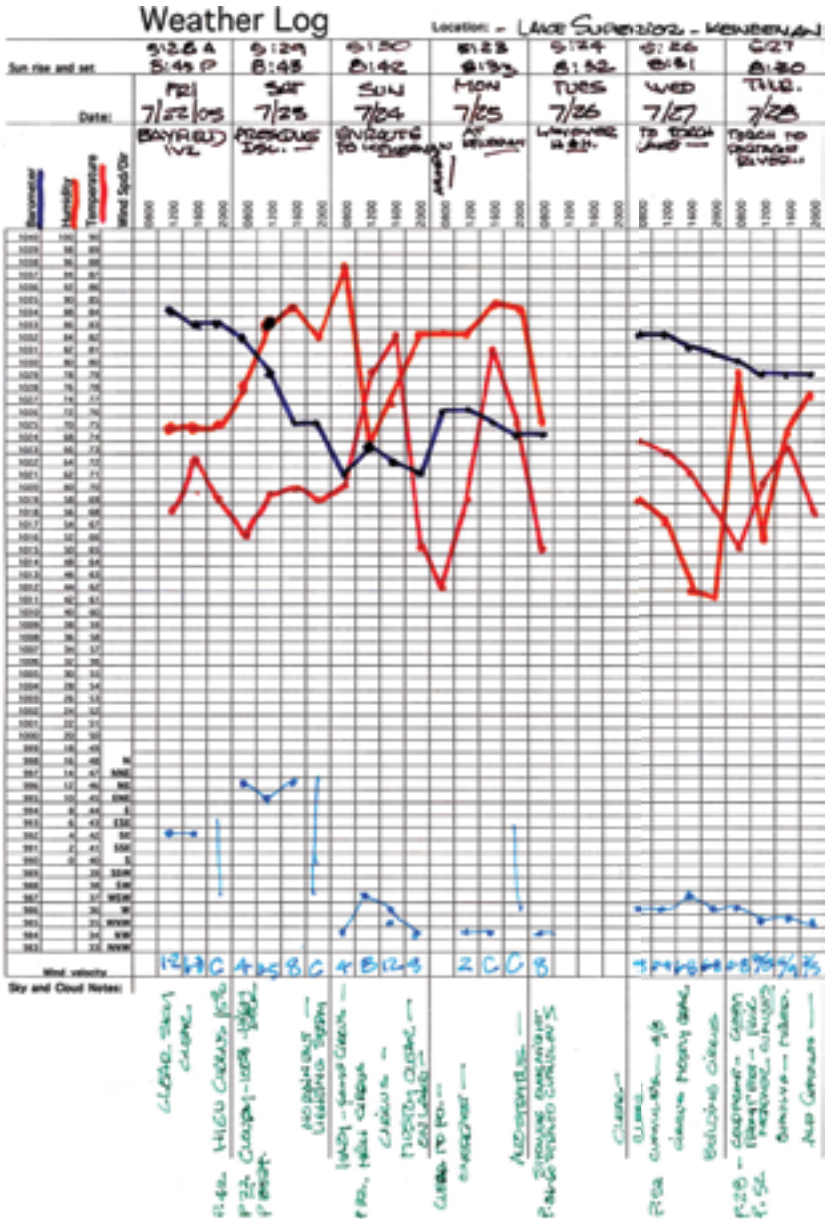
Keeping track of several elements of the weather provides clues about what may happen next. I monitor key features and record my readings on a simple spreadsheet chart. Using that information, I apply my basic weather knowledge to predict what the weather might do.

My tools for predicting the weather only cost a few dollars. Professional forecasters have hundreds of thousands of dollars' worth of tools, radar, satellite images, computer modeling programs, and a network of weather stations with staffs to help them. Even with all that, given how many times the weather turns out differently from what the experts forecast, predicting the weather could arguably be considered as much art as science.

Forecast area

One of the big issues in weather forecasting is the region covered by the forecast. The professional looks at all the data and predicts what could happen over quite a large area, which might require a statement like: "The probability is 40 percent that it will rain today." We, though, are only concerned with the few square miles in which we will be sailing during the forecast period. Of course, if we are going to be on a passage, we would be interested in the sea state, which is a wide-area issue and consequently affected by the larger weather picture. But what most coastal cruisers want to know is: Will it rain? How hard is the wind going to blow and from what direction? Is the weather going to get better or worse? Am I going to get a good night's sleep in this anchorage or will I be up all night watching the sky and making sure we don't get any wind shifts that might pull my anchor out?

Although using them brings no guarantees, a few measuring devices, a simple spreadsheet chart, and a good weather book



Michael created the blank form for his weather log in a spreadsheet program. He tracks each feature with a different color marker and notes the corresponding visual observations, such as cloud type and precipitation, at the bottom of the chart beneath the wind data.

can do much to help you predict what might happen on your little part of the planet in the next few hours.

Significant features

My chart provides a timeline in four-hour increments and is designed to track five significant weather features. You can make a similar grid with any spreadsheet program, and you'll need four colored markers.

On my chart, I track barometric pressure, temperature, relative humidity, wind direction and velocity, and sky state. I record the temperature mostly for my own interest, since it really doesn't help predict what might happen. I take readings every four hours, beginning at 0800 and finishing at 2000, and mark each feature in its own color so I can trace its patterns quickly and easily.

Even taking as few as four readings a day requires discipline, because I am always doing something else when it's time to take my readings. I have a watch with four alarms that I set to give me an audible reminder at each of the reading times: 0800, 1200, 1600, and 2000.

I recently started using a Kestrel 3500, a wonderful weather instrument that will measure and store all those readings until I can either write them down or, as I often do, speak them into a voice recorder. I have found that having a small inexpensive voice recorder on board is handy for taking bearings, reviewing inventories, recording weather observations, and noting things I need to remember later.

Signs of change

Simply stated, if any one or a combination of the features I track makes a significant change in a four-hour period, a weather change is likely to occur soon. If the barometer drops 6 or more millibars, for instance, I will expect to see lower clouds and an increased probability of wet and windy weather. If the relative humidity also increases and the lower wind is at right angles to the upper wind, as indicated by the direction of travel of the upper-level clouds relative to the direction of the surface wind, I expect the weather will deteriorate. Read Gord May's article or the book *Instant Weather Forecasting*, by Alan Watts, to see what combinations to look for and what the results might be.

Clouds provide important clues. Learning to distinguish the different types and the heights at which they form will help you understand what is happening in the atmosphere. Observing surface winds and upper winds can also tell you a lot about what you might expect in the next few hours. Learn about the "crossed winds rule."

A rising or falling barometer signifies what kind of weather system is approaching or has passed by. By observing barometric pressure trends and the cloud types and wind-direction changes that accompany them, you can determine if the weather will improve or deteriorate.

With practice, you can at least forecast the likelihood of rain in your area within the next eight to 12 hours, or the approach of severe weather, and even predict with confidence that the sun will rise and set at your location.

Weather forecasting is not easy, but with a little knowledge, some practice, a few simple tools, and discipline, you can make predictions as reliable as those made by the weather gurus on the radio — and a whole lot more satisfying when they prove to be accurate.

Michael Facius is Good Old Boat*'s advertising manager and sails a 1979 C&C 30,* Callisto, *out of Bayfield, Wisconsin, on Lake Superior. He and his wife, Patty, began sailing in 1986 with an O'Day 20.*

Adjustable hatch support

Custom woodwork at a price you can't beat

by Gregg Nestor

Having never given the subject much thought, I assumed that all overhead hatches were fitted with some sort of locking or adjustable support to keep them open. Not so.

Lewmar, Bomar, and other hatch manufacturers routinely incorporate adjustable supports into their products. Some boat manufacturers, though, make their own hatches, usually of opaque fiberglass and often conforming to the shape of the coachroof. Sometimes these hatches lack an adjustable support. Two of my neighboring boats fall into this category. One is a Cal 27, the other a Newport 28.

While the owner of the Cal 27 uses a wooden spoon commandeered from his galley to keep his forward hatch open, Ted, the skipper of the Newport 28, fabricated a custom adjustable hatch support for less than a dollar.

Like most sailors, Ted is resourceful and thrifty. A few minutes of Dumpster diving produced an 18-inch piece of 1 x 4 pine. He took a few quick measurements off the hatch, then used a coping saw to rough-cut a saw-tooth pattern in the wood scrap. After a little fitting and a little more trimming with the coping saw, he achieved the desired configuration. Once Ted was satisfied that the support was properly notched to accommodate the lips, flange, and gasket of the hatch and opening, he sanded it and applied a couple of coats of varnish.

Using his custom support, Ted can prop open his hatch at three different levels. Spacing the saw-teeth closer together would allow that number to increase to four or maybe five without any loss in strength. Ted attributes all of his cost to the varnish. Purchasing wood for the project would raise the cost by a small amount, depending on the species and quality chosen. By the way, the time from project conception to completion (excluding varnish drying time) was a mere 42 minutes.

Gregg Nestor is a contributing editor with Good Old Boat. *He and his wife, Joyce, cruise Lake Erie aboard their Pearson 28-2 and also trailersail an O'Day 222. His third book,* The Trailer Sailer Owner's Manual: Buy-Outfit-Trail-Maintain, *published by Paradise Cay Publications, was recently released and is now available.*

A scrap of wood became a variable ventilation system.

Cable Cuffs

A new way to get a grip on deck clutter

by Jim Shroeger

"OK, Sam, slap the cuffs on her." This line from an old B-rated cops-and-robbers movie could have a new life as good advice on how to keep your boat safe and organized while she's docked.

The cuffs are Cable Cuffs, a patented device designed to organize and store extension cords. Cable Cuffs are adjustable: squeeze a Cable Cuff tight to securely hold any number of items; press a release lever to disengage it. The devices can be used one-handed, making them very convenient aboard a sailboat.

In addition to storing extension cords, Cable Cuffs also lend themselves to keeping shorepower cables or water hoses tidy while your boat is tied to a dock.

Cable Cuffs are available in three sizes. The small size is just right for holding the shorepower cord against the lifeline, keeping it off the deck and reducing tripping hazards and deck clutter. The medium size will accommodate shorepower cords used by larger sailboats and will also work for water hoses or for holding a single power cord against a stanchion, bow pulpit, or stern pulpit. The large size can be used to secure a combination of any of the above items to lifelines, stanchions, or pulpits.

You can also use Cable Cuffs when under way. For example, use the the large size to keep the shorepower cable neatly coiled when stowed and the medium size to secure coiled lines of a variety of sizes. Actually, the number of possible uses for the Cable Cuffs is limited only by your imagination.

Another positive feature of Cable Cuffs is that they are easy to remove and store when you're ready to head out on your next sailing adventure.

These versatile little gadgets are priced very reasonably. We found ours at our local Home Depot, where the small cuffs cost us only 99 cents, the medium size $1.48, and the large size set us back $1.95 each. Cable Cuffs should also be available at other big-box stores, hardware stores, and tool outlets.

Cable Cuffs come in three sizes (all of them inexpensive) and make quick work of organizing a variety of onboard gear. The large Cable Cuff, at left, holds a coil of line while the small one, below, clips a cord to a lifeline to keep it from being underfoot on deck.

Jim Shroeger is a retired schoolteacher and administrator. He owned and ran a residential construction business simultaneously with his school career. His special love is woodworking, which has come in handy with a series of boats to maintain. He and his wife, Barb, currently own Sundew, *a 1978 Watkins 27, which they cruise between Traverse City, Michigan, and the Cheneaux Islands, 200 miles to the north.*

Boats

Tartan 34
1969 freshwater boat. Hull #18. New mast and Harken RF, all halyards internal. Must sell! Fully equipped and ready to sail. Many extras. In Sheboygan, WI. $24,000.
Bob Eckert
reckert12@wi.rr.com
414-760-1569

Victoria 18
SOLD!
1983 trailer, 98 4-hp Mercury OB. All very good cond. LOA 18'5", cockpit 6' long; beam 5'6"; displ 1,250 lb; fixed keel; 550-lb ballast; 2' draft. Standard rigging w/main, jib, genoa. Trinidad blue SR antifouling paint '06. Additional equipment. Ready to sail. Well maintained, attractive trailersailer. Feature boat in *Good Old Boat* July '03. Cover of *Good Old Boat* July '05. On trailer in Knoxville, TN. $2,500.
Joe Dodd
jwdodd@charter.net

Rhodes New Weekender 39
1946 wooden hull, sheathed epoxy/fiberglass, aluminum mast and boom, diesel engine, head, pressure water, furling jib and main, sleeps 4. Hull good cond. Seakindly. In Staten Island, NY. $35,000.
Mary Jorgenson
m.jorgenson@verizon.net
718-967-9147

Cape Dory 25
1975 classic full-keel coastal cruiser. Newer main, RF 135 genoa, and spinnaker. Nissan 8-hp elec start '00. 4 berths, pedestal table, hanging locker, marine head, swim ladder, cockpit cushions. VHF, depth, speed, compass. See Nov. '07 article in *Good Old Boat*. In CT. $5,500.
Herb Kaehler
203-259-9672

Lazyjack 32
1980 Ted Hermann. 596 hrs on new Volvo 20/20, heat pump/AC, refrig/freezer, H/C pressure water, RF genoa, club-footed staysail, new foresail, mainsail, new sail covers '08 Bimini, much more. Sister ship to Don Launer's *Delphinus* in *Good Old Boat* Jan. '06. In Lanoka Harbor, NJ. $35,000.
Hank Toft
hctoft@comcast.net
609-693-0468

Pearson 35
1969 sloop rig. 3GM-30F Yanmar diesel, Avon dinghy on davits. Too much equipment to list. Email for equipment list and pictures. In NJ. $25,000.
Paul Lucier
svpp10@gmail.com
732-232-3283

Annapolis 30
1963 Philip Rhodes design. Draws 4.5' full keel. Decent, sailable cond, but a project boat. 4 sails including spinnaker, 4 anchors. Sleeps 4 comfortably. Tiller Pilot, GPS/plotter/sounder, Walker Bay 8 dinghy, new head. In a slip at Hobcaw Creek Docks, Mount Pleasant, SC. Has a wonderful history, check website for details. $11,000.
Keith Phillips
keith@mudstuffing.com
828-279-0572
http://classicsailboat.image-sense.com

Grampian 34
1974 cruising sailboat, solid fiberglass hull. Bottom freshly painted. In process of being refurbished. Owner passed away, widow must sell. Great family project. Needs new engine. Avon dinghy. Located NH seacoast. $3,000.
Terry Sherlock
sherlock.terry@gmail.com

Douglas 32
1974. Drastically rebuilt/upgraded since '03: new engine '06, fuel tank, holding tank, HW tank, refrig, AP, cushions, charger, Dinghy-Tow, 110V panel/wiring. Classic Ted Brewer design. Single owner. Sails beautifully, exc in heavy weather. Freshwater use only but a capable offshore yacht. Extremely well built, above average teakwork below. RF main and genoa, storm jib. Toronto. $34,900 CDN. Details: http://www.odcanada.org/site/zephyrrefit.pdf. Photos: http://www.odcanada.org/site/zephyrslideshow.pdf
Jeff Solway
Jeff.solway@rogers.com
647-271-4562

Stonehorse 28'3"
1985. 23-foot sloop-rigged Edey and Duff fiberglass small cruiser. Easy to singlehand. Sails, mast, and running rigging checked and upgraded '08. Westerbeke 10-hp diesel, standard electronics. Cabin features V-berth, head, galley, stowage, Charlie Noble stove for cabin heat. Cabin redone in Herreshoff design w/new cushions. Full documentation from factory. Motivated: moving to CA! Located near Annapolis, MD. $19,500.
G. Russell Zink
rzink@aol.com
703 963-6346

Pearson 30
1971. Turnkey. Harken RF and traveler, 2-speed winches, new: Raymarine D/S, Autohelm, VHF, batteries, and lifelines. '06 survey. Dry glass w/good sails and rigging. Interior updated and clean. Dodger. Good-running Palmer w/new carb and good compression. Freshwater boat currently in Northport, MI. Priced to sell at $10,500. Photos available.
Clifford Hale
cliffshale@comcast.net
517-230-2357

Vancouver 25
1983. Taiwan-built pocket world cruiser w/beautiful lines. In good functional cond. 7,400-lb, full keel, Yanmar 2GM, Bruce and CQR anchors on twin bow roller, tiller, good sails, Profurl, full standing headroom in cabin, enclosed head, pressure water, cabin heater, comfortable double berth plus 2 singles, 6 opening bronze ports, Autohelm, boom gallows. Recent standing rigging. Set up for singlehanding. In Deale, MD. $18,000.
Giles Morris
Giles.Morris@gmail.com
703-470-3180
www.zzzdocs.com/Boats/Dolphin.aspx

Contessa 26
1973 sloop (J.J. Taylor). Handsome good old boat in good cond. A few dings on hull. Near-new Doyle sails (main/furling jib) lightly used. Dutchman system, drifter. Autohelm 3000,

Datamarine instruments with new transducer. Cabin newly painted, clean, dry, cozy, near new cushions and foam, new head '03, new water tank '06. On North Channel, Blind River, ON. $9,500 CDN.

Donald Chambers
captnemo@ku.edu
785-843-5805

Flicka 20
1981 teak and bronze beauty. 8-hp OB, mooring, dinghy, bottom painted. Second owner. In Long Island, NY. $17,500.

Ken Deering
ltkd@aol.com
516-376-8888

Cape Dory Dinghy CD 10
Restored Cape Dory sailing dinghy complete with oars, all sailing gear, mast-boom bag, launching cart, and new flotation. New mahogany gunwales, transom board, and rear seat support. Sail very good cond; been checked by a sailmaker. A great boat for young and old to row or sail. Green Bay, WI. $2,450.

James Widen
painter6501@yahoo.com
920-499-4397

Lancer 25
1975. All new: running and standing rigging, FB main, electrical panel and head. Nissan 4-stroke 6-hp. Standing headroom, extra jib, 130 furler, all lines led aft. Fantastic weekender and great starter. Well cared for by same family for past 16 yrs. Moved up and need to sell. Trailer needs inspection. In Buffalo, NY. $4,000 OBO.

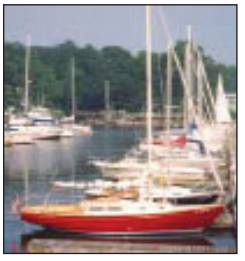
Paul Weil
weilpaul@yahoo.com
716-875-6896

Albin Vega 27
1973. Bristol! Complete restoration and refit '03-'05. Beta Marine 13.5-hp diesel engine installed '05 w/25 hrs. All sails new or lightly used: 2 mains w/reefs, furling jib (Furlex), working jib. Harken reefing system. All new: head, battery charger, alcohol stove, interior and exterior cushions, 110 panel wiring, and radio/CD player. Seakindly and seaworthy yacht built to sail the world. Draft 3'10", beam 8'1", displ 5,070 lb. In Harbor Island Marina, Solomons, MD. $12,500 Firm.

Allen Whiteside
awcpamba@verizon.net
540-898-5198

Captiva 27
1987. Sloop-rigged, two owners. Exc sailing boat, good cond. 18-hp Yanmar inboard diesel, tandem-axle trailer, 3'7" draft, 6 opening ports, 6'2" headroom, 155 genoa new '02. Bought larger boat, motivated to sell. Pengilly, MN. $16,500.

Gary Miller
smiller7616@yahoo.com
218-247-7842



Tripp Lentsch 29
1963. Hull #7. Rare Tripp-designed classic (see Nov. '06 *GOB*). Built in fiberglass by DeVries Lentsch. Well maintained and upgraded. Awlgrip red hull. Awlgrip/polyurethane deck. 4 berths. D/S, radar, Autohelm, new VHF. ST winches, RF jib. All sails, including drifter and spinnaker w/pole. Holding tank, Atomic 4. Very able and attractive cruiser. In CT. $20,500.

Ed Holahan
203-367-3598

Tartan 27
1975. Venerable Sparkman & Stephens design. Sail-away cond. We've upgraded to a larger vessel. Well-loved and maintained w/numerous recent upgrades. Since '01, new North Sails main, RF, lifelines, gas tank, centerboard cable, ports, running and standing rigging, and more. Cruised extensively around Cape Cod. $10,500.

Sue Haley
withal@comcast.net
508-255-8569

Real Estate

SW Florida's sailing playground
Sail Charlotte Harbor and the Gulf of Mexico from your backyard! Waterfront homes, residential lots, and investment properties.

Roger Richmond
Broker Associate
Century 21 Sunbelt Realty
bugattiboy@comcast.net
www.flhomesbestkeptsecret.com

Misc

Business Opportunity
Full-sized, totally automatic, 9-needle, single-head embroidery machine (Brother BAS-416) w/ top-of-the-line software and computer. Everything you need to start your own embroidery business. Startup help and advice included. $20,000 value. Will trade for sailboat. A coastal cruiser or bluewater capable vessel. Will consider any 25-foot vessel or larger.

William Shields
wshields@comcast.net
302-999-1094

Products

Products, cont.

Products, cont.

TUFNOL BLOCKS

JUST LIKE THE ONES YOUR BOAT HAD WHEN SHE WAS NEW!

STOCKED BY
R&W
Traditional Rigging & Outfitting

Download our full catalogue at:
www.rwrope.com
866-577-5505
mainstay@csolve.net

PortVisor™

Clear shields protect against rain and sun

- Keep ports open in rain
- Air out cabin & head
- Add functionality & style
- Keep visibility; block UV

UV-resistant Lexan with bronze tint

Easy installation … no drilling

Sizes for many opening ports

www.SEAWORTHYGOODS.com
941-448-9173

---

greenboatstuff.com

Environmentally Friendly Boating Supplies

- Antifouling Paint
- Sunscreen
- Clothing & Linens
- Bags & Buckets
- Cleaning Supplies
- Rope & Cordage
- Fueling Systems
- Galley Gear
- Personal Care Items
- Hardware
- And Much, Much More

VISIT OUR WEBSITE TODAY!
www.greenboatstuff.com
or call us toll free at
(866) 535-1610

Get Ready with www.cruisingsupplies.com
Food, Gear, and Other Supplies
Can't find what you're looking for?
Call Us and we'll help!
866-400-2204
Cruising-Supplies.com

Small ad, small prices:

• standing and running rigging •
• lifelines • furling gear • winches •
• line • windlasses • travelers •
• wire and terminals • blocks •
• vangs • clutches • etc. •

Problem solving is our specialty. We're a rigging shop specializing in discount mail order. Free catalog.

Rigging Only
Phone: 508-992-0434
Email: sail@riggingonly.com
Web: riggingonly.com

Questus Marine, Inc.

Made and assembled in the USA

The original self-leveling backstay radar mount

Mast/pole option also available

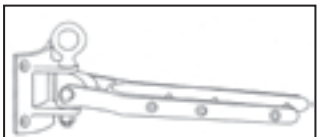
Read the *Practical Sailor* review at
www.QuestusMarine.com
(781) 639-1900 toll free: 800-Radar 66

STA-LOK®

Self-fit mechanical rigging terminals available at quality rigging shops everywhere. Call for information on a rigger near you.

800-458-1074 • 305-758-1074
brooks@sailingservices.com

sailing services, inc.
USA Distributor



Don't ruin your sails with the bleeding rust of stainless steel. **Bristol Bronze** makes a wide variety of all Bronze Goosenecks.

For a complete catalog send $6 to:

BRISTOL BRONZE
Box 101, Tiverton, RI 02878
401-625-5224
www.bristolbronze.com

LED INDICATORS
illuminated sectors depict specific navigation lights:
CURRENT SENSORS
provide flashing indication of burned-out navigation light bulbs
PANELS
intuitive switching of navigation lights, 10 configurations available

www.navlightindicators.com

Boatbuilding

THAI TEAK MARINE CO.,LTD.

ESTABLISHED 1972

MANUFACTURER OF TEAK YACHT FITTINGS

COMPETITIVE PRICES
QUALITY GUARANTEED
FREE CATALOG

ORDER DIRECT
FAX: 0-11-662-933-1296
www.thaiteakmarine.com

NO BAIL-OUT NEEDED!

Your boat will float and won't add to the national debt when you build it yourself. Glen-L's proven plans and fullsize patterns make economical sense. Order the Catalog CD of over 300 boats you can build. Order online, by mail or phone today:

Glen-L Marine
9152 Rosecrans Ave./GB
Bellflower, CA 90706
888-700-5007 (toll-free)
www.Glen-L.com/offer9

---

www.epoxyproducts.com/marine.html
603-435-7199

RAKA EPOXY AND FIBERGLASS

We have several types of epoxy resins for coating, gluing, and composite construction. A huge selection of fiberglass in knitted biaxials, triaxials, woven materials, carbon, and kevlar, and all with the lowest prices anywhere. Call us, and we ship your order the same day.

772-489-4070

INTERNET CATALOG
www.raka.com

noahs

The Build it/Fix it Warehouse

Marine Plywood, Epoxy, Fiberglass, Varnish, Core, Caulking Canoe, Kayak & Dinghy Kits

Order online @
www.noahsmarine.com
Free Catalog!

(800) 524-7517
noahs@noahsmarine.com

Consignment

Boaters' Resale Shop of Texas

We Buy, Sell, Consign and ebay
Used Boat Equipment and Small Boats
Worldwide Shipping
713-614-8884
www.boatersresaleshopoftexas.com

Minney's Yacht Surplus
minneysyachtsurplus.com
949-548-4192
1000s of Good Used Propellers & Sails

Cushions/Bedding

Custom-fitted to your V-berth, aft cabin or dinette, this one-piece ultra-plush quilted pad promises a good night's sleep and will change the way your back feels in the morning.

Toll Free 888-989-6503
www.tuftedtopper.com

BARGAIN BEDDING
Boat Mattresses
Custom-made mattresses
Economical prices

Call us toll free: 888-288-5195
Email: info@bargainbeddinginc.com
www.bargainbeddinginc.com

Boat Deliveries

CROSS COUNTRY BOAT TRANSPORT

Specialized boat handling to 55 feet

Licensed • Insured • Storage
651-437-2454

Websites

By-The-Sea
An Online Boating Magazine
Boatbuilders • Restorers
Plans • Kits • Supplies
Old boat brokers • Classifieds
www.by-the-sea.com

Services

Where skilled craftsmen produce top quality results at competitive shop rates

Bingham Boat Works LTD.

We can build and repair your fiberglass and wood projects

906-225-1427
906-225-0050
Fax 906-225-0604
BoatsWeDo@aol.com

Boating Direct
Formerly **Rapid Response Marine**
Serving the Southeastern New England Boating Community

Marine Electronics & Equipment Sales & Installation

781-740-1418
www.boatingdirect.net

INTERNATIONAL MEDICAL INSURANCE FOR CRUISERS

- $5,000,000 of coverage
- 4700 US hospital network
- Direct billing clinics in 90 countries

1-800-507-0545
www.medexplan.com

Sails/Canvas

So Easy to Install, Even a Motor Boat Owner Can Do It!

ALADO NAUTICA USA
Jib reefing/roller furling system

- World Renowned Quality
- Marine Aluminum Alloy
- Factory Direct Pricing – SAVE!!!
- Easy One-Man Installation (no special tools, no swaging, no need to go aloft)
- Lifetime Warranty

Shop and compare – No other maker comes close to giving you so much Quality and Value for **SO LITTLE $$$.**
Prices start as low as – $645.

Give us a call or visit our website. You will be GLAD you did!

Ph: 1-866-795-9293
www.aladous.com

ATLANTIC SAIL TRADERS
BUY • SELL • TRADE • NEW • USED SAILS
Cash For Your Surplus Sails

- Huge Inventory of Used Sails
- Top Quality Custom-Made New Sails
- Canvas, Repairs, Alterations
- Roller Furling Systems, Line
- ALL AT DISCOUNT PRICES
- 100% SATISFACTION GUARANTEED

1-800-WIND-800
(941) 351-6023 • FAX (941) 957-1391
1818 MANGO AVENUE
SARASOTA, FL 34234
Serving Sailors Worldwide Since 1985
Visit our website for our up-to-date inventory database
Web: atlanticsailtraders.com

Sail Care *20 Years Of Service To Sailors*
Over 100,000 Sails Cleaned
Call For Catalog (800) 433-7245
www.SailCare.com

CHUTESCOOP

EASY TAKEDOWNS EVERYTIME
The best in spinnaker control.
Safe & easy to use.
Made in the USA.
1-800-367-9046
garyshaw75@aol.com
www.chutescoop.com

Second Wind Sails
Fort Lauderdale

Used Sails
Buy Sell Trade
secondwindsails.com
800-273-8398

Your online source for quality pre-owned sails!

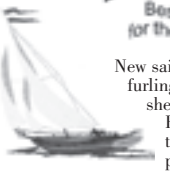
North Sail Outlet
Certified Pre-Owned Sails
www.northsailoutlet.com
1-800-SAIL-123. ext.948

New & Used Sails
Buy • Sell • Trade
Discount Sunbrella
Wholesale plus Outfitting Pkgs
Furling Packages

Porpoise Sailing Services
"Git The Grin"

7060 15th Street East, #14
Sarasota, FL 34243
Phone: 800-507-0119 • Fax: 941-758-2979
www.porpoisesailing.com

National Sail Supply
Best sails for the money



New sails, used sails, furling gear, off the shelf or custom - But always at the lowest price - Try us!

Sailing doesn't have to be expensive
Phone 800 611-3823
Fax 813 200-1385
E-mail:NewSails@nationalsail.com
www.nationalsail.com

Advertising Deadlines

Issue	Deadline
July 2009	May 1, 2009
Sept. 2009	July 1, 2009
Nov. 2009	Sept. 1, 2009
Jan. 2010	Oct. 30, 2009

Good old classifieds

Restoration

Long Beach Boat Company
Long Beach, Maryland
Atomic 4s overhauled and ready for purchase or will overhaul yours.
• Small boat building & restoration •
• Older engines repair and parts •
• Large boat restorations also •
Bruce Gay
410-586-8255

Remove 30 coats of varnish and paint in 20 seconds.
No Chemicals
No Sanders
Lead Safe
www.silentpaintremover.com
Ph# 585-924-8070

Paint Stripper That Works!

Restoration made easy

Star 10 Inc
www.starten.com
800-726-4319

Clear Penetrating Epoxy Sealer
"The Ultimate Wood Sealer"
*Stops rot and mold.
*Strengthens soft wood.
Oak and Teak Epoxy Glue
*Made for Oily and Acidic Wood.
BRISTOL FINISH
Back to Nature
Safer Paint Stripper
Star Distributing
Restoration & Refinishing Products
www.star-distributing.com
(866) 345 3658 * We Ship Daily * Dealers Wanted

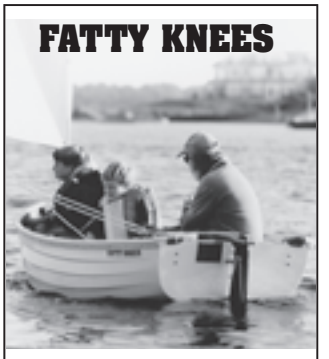
Advertise your business in "the sailing magazine for the rest of us!"
Visit our website for more info
www.GoodOldBoat.com

Books/Video

Seven Seas
The Complete Store for the Compleat Sailor
Expert rigging and service at catalog prices
We've moved to Lake Minnetonka!
600 West Lake St., Excelsior, MN 55331
(Shorewood Yacht Club)
952-470-0099

DVD & Bonus Audio CD
$19.95 + $4.95 S&H (US)
dancingwiththewind.net
and www.The SailingChannel.TV

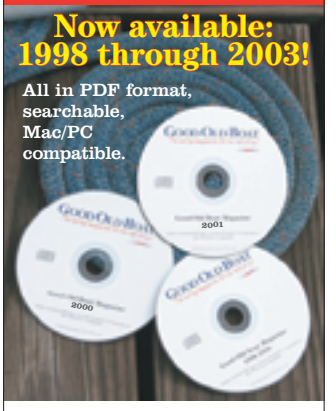
Boats



Great fun begins with a great dinghy!
Fatty Knees 7', 8' and 9' models, easy to row and simple to sail and, most importantly, great fun.
Edey & Duff, Ltd., Dept. K
128 Aucoot Rd., Mattapoisett, MA 02739 (508) 758-2591
www.fattyknees.com

Clothing

Back issue CDs



1998-99 • 2000 • 2001 • 2002 • 2003
Buy any CD for $25.00
No shipping charge • No sales tax

Call to order:
701-952-9433
or visit:
www.goodoldboat.com

Everything you wanted to know about . . .

Classified ads	Subscriber	Non-subscriber
Text (web only)	*free*	$40
Photo and text (web only)	$20	$60
Text only (magazine and web)	$35	$75
Photo and text (magazine and web)	$55	$95

- Total word limit: 75 words.
- Web ads remain posted for approximately 90 days.
- Send email text to: classifieds@goodoldboat.com
- Or by post to: Good Old Boat, 1501 8th Ave. N.W., Jamestown, ND 58401.
- Photos may be emailed as jpgs or sent by post for scanning at *Good Old Boat*.
- Payment is made in advance by check or credit card.
- For full details, go to: <http://www.goodoldboat.com/resources_for_sailors/sailing_classifieds/> or call 701-952-9433.

Display classified ads (boxed product and service ads)
- $40 per column inch, sold in half-inch increments.
- May not exceed 3 inches.
- Column width is 1⅝ inches.
- Subscribers may have a $40 discount once each year.
- Artwork to be scanned is an additional $20 (one-time scanning charge).
- Classified display advertisers are invoiced following publication of the issue containing their ads.

Advertisers!
Are you getting the inside scoop?
Sign up to receive our
Advertiser Newsletter
(emailed 6 times a year)

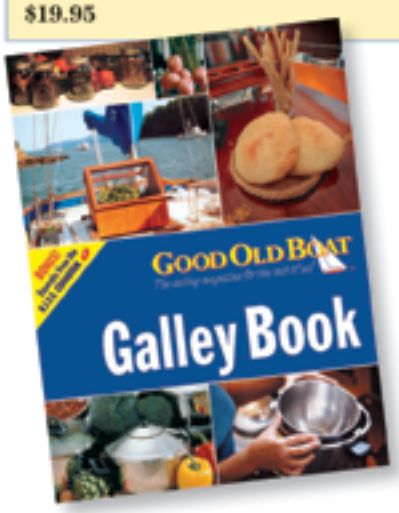
- Helpful ideas for your advertising campaign
- Issue preview for planning
- and much more!

www.goodoldboat.com

Classified ad pages are now full color! Send us your new color ad or let us help you create one.
See our media kit online for submission guidelines

HOIST THE SAILS IN OUR GOOD OLD BOAT GEAR!

Galley Book on CD
This is no recipe book, it's a collection of articles on CD from past issues with galley tips, tricks and information about stoves, fuel, provisioning and more!
$19.95



Back Issue CDs
Complete issues of our magazine in PDF format. 5 CDs available: 1998-99, 2000, 2001, 2002, and 2003!
$25.00 ea

T-shirt by Tom Payne
100% cotton, high-quality fabric in serene green.
Sizes: S, M, L, XL, XXL
$20.00

Denim Ball Cap
Our classic logo on a sturdy denim cap.
$16.75

Half-zip Fleece Sweatshirt
Available in blue (as shown) and red.
Sizes: S, M, L, XL, XXL, XXXL (sizes run large!)
$35.25

Denim Shirt
Summer-weight, long-sleeved.
Sizes: S, M, L, XL, XXL
$32.50

Boat Parts T-shirt
Off-white, 100% cotton, high-quality fabric.
Sizes: M, L, XL, XXL
$19.00

Fleece Vest
Available in red (as shown) and blue.
Sizes: S, M, L, XL, XXL (sizes run large!)
$26.75

To order call 701-952-9433 or visit http://www.goodoldboat.com/books_&_gear/clothing.php

Online services just for subscribers

As part of our website redesign in early 2008 (you have been to <http://www.goodoldboat.com> to look around, haven't you?) we added a couple of special gee-whiz computer extras for those who like to do things online.

- If you have wondered about your **subscription status** (usually right after you've thrown away that label sheet that came with the last issue), you can now check the status of your subscription anytime you'd like at <http://www.goodoldboat.com/subscription_services/subscription_status.php>.

- What's more, you can now **post your own classified ad** at <http://www.goodoldboat.com/reader_services/classified_ad_submission.php>.

Subscribers, do you receive your Good Old Boat newsletter

One of the extras we create for our good old subscribers is our bi-monthly Good Old Boat Newsletter. But we've learned that some of our readers don't receive it. It's an informal and fun addition to your magazine issues which you can receive via email. Heck, we even podcast it for you so you can listen while you drive (or sail)!

What's there? Lots of Mail Buoy letters and news from the Good Old Boat headquarters, other short articles and bits of sailing news, the annual index of the articles which have appeared in the magazine issues, and much more.

We don't want you to miss it! If you're not receiving your newsletter every other month (between issues of Good Old Boat), please get in touch: Karla@goodoldboat.com or 701-952-9433.

ORDER FORM *for Clothing*

The Good Old Boat Store
7340 Niagara Lane North
Maple Grove,
MN 55311-2655
Ph: 701-952-9433
Fax: 701-952-9434

NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
SHIP TO *(if different than above)* _____
ADDRESS _____
CITY/STATE/ZIP _____
DAYTIME TELEPHONE _____

QTY	PRODUCT DESCRIPTION	SIZE	COLOR	PRICE	TOTAL

Prepayment is required. Payment MUST be in U.S. funds payable on a U.S. bank, VISA, MASTERCARD, CHECKS or MONEY ORDERS.

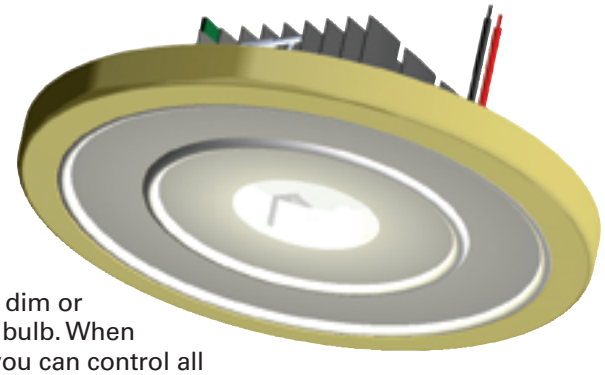
CARD NUMBER ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ EXPIRES ___/___ MONTH YEAR

Card Verfication Code Number (last three digits on the back of your card): _ _ _

SUBTOTAL	
Shipping *	
TOTAL	

* Our standard shipping is $6.00 whether you order 1 or 100 items!

A personal touch on your ambience



Control your lighting with a single touch — yours. SCAD Technologies LLC has just introduced a line of state-of-the-art lighting fixtures with amazing capabilities. Available first from Sailor's Solutions, the Doubloon comes in three versions, and here are a few of the things they can do: touch the fixture rim with one finger and the white LEDs come on; touch it with three fingers and the red LEDs light up; touch it with two fingers and the light turns off; swipe your finger around the fixture, like you do on your iPod, and the LED will dim or brighten, from a very low glow to the equivalent of a 20-watt bulb. When you install several of these fixtures in your saloon or galley, you can control all of them with just one finger. That means you can dim the entire area with one swipe or turn them all on or off. The Doubloon line will be released in June at prices from $80 to $140. For more information visit <http://www.sailorssolutions.com>, call 631-754-1945, or email nick@sailorssolutions.com.

Keep your iD close

Should you need help in an emergency ashore, at sea, or even in a foreign port, it would be nice to know that the people coming to your aid will know what to do. They will if you have iD, a USB flash drive that can store all of your essential personal information such as your emergency contacts, medical conditions, current medications, allergies, and known reactions to drugs. Even critical-care documents such as DNR and living wills can be included on the device. This item is not specific to the sailing world but we think it's a great, inexpensive solution to an issue that affects all of us. Police, fire, rescue, and ambulance personnel can use iD at the scene of an accident to gain immediate access to all of your specific medical needs, even when you can't respond. You control what data you want to include on the drive so you can protect your private information. These iD flash drives are available for $29.95 each or two for $49.95. For more information visit <http://www.identificationdevices.net>, call 866-955-0535, or email cowens@identificationdevices.net.

Measure the depth of your epoxy

When you're fixing up your boat before launch, you need lots of materials, but how much? With the new wet-film thickness gauge from Progressive Epoxy Polymers, you can tell exactly how much resin or epoxy you've applied to the surface of your boat (and how much you'll need to finish the project). This very simple measuring tool helps you determine the depth of the resin, epoxy, or any wet coating you have applied to a surface. When you know what thickness you need to apply, you can then determine how much material you will need to complete your project based on its square footage. Paul Oman of Progressive Epoxy Polymers tells us these gauges have been around a long time for the people who need them regularly, but this is a new thing for us "do-it-yourselfers." You can purchase yours from <http://www.epoxyproducts.com> (search for "plastic gauge" in the Order Online section). The cost is $4.50 including postage. For more information visit <http://www.epoxyproducts.com/marine.html>, call 603-435-7199, or email info@epoxyproducts.com.

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

Winter romance

Filled with boat love, her heart sang loud

by Lori Eidsmoe

The smell, if I didn't love it, would have made me sick. Diesel fuel, tar, salt water . . . and dreams. I couldn't get enough. I stopped and inhaled deeply as soon as I stepped out of the rental car. The cold made my nose burn and I shivered, reaching for my jacket in the back seat. I should have known better; it was January after all.

We had flown over half the country to get to this place; the potential of our future rested in this small marina. I looked over at the shape that had to be her. Her normally glistening white sides were pink in the sunrise. This was her; the name was right, even though it was peeling off: *Aurora*.

She looked different on those rusted blue metal legs. I couldn't help myself; I had to caress her smooth side. I walked up to her and whispered to her, as much as to myself, how beautiful she was. I don't think she believed me. She may have been beautiful once, but she had been forgotten. Her makeup was faded, her raiment in tatters, but her silhouette was still sharp and gorgeous. My hand was cold against her hull as I cooed to her, telling her she would be stunning once again. She was so big, I wondered if we had it in us to take on such a large responsibility.

Questions and promises

I could have stayed right there and caressed her all day, but I wanted to know more about her; who she really was. Who was she on the inside? I climbed the ladder and stood on her deck looking around. I could see others under winter shelters; my dejected enchantress was naked and cold standing there on the land, out of her element. I walked around her deck touching the peeling wood, the worn ropes, the wires and metal, the tall slender mast. I sat in the cockpit and talked to her about warm beaches and windy days. If the January wind hadn't been so cold I could have sworn I was there already. Would she be ready and willing to make the voyage again, with different people this time and to different places?

I was ready go below and look around inside. I went down the steps, from what had become bright daylight into the dimness of her interior. The rear cabin was large; a queen-sized bed, a private head, and some shelves. Her headliner was coming off and the portlight was cracked. But I could already see pillows and a quilt on the bunk, books lining the shelves, and feel a gentle rocking helping us drift off to sleep. I stooped and went through the walkway to the main cabin.

New cushions, peeling paint

Her main cabin had it all: galley, navigation station, settee, saloon table, and another head. To warm them, I sat on my cold hands on the settee. The soft cushions were new. I blew fog into the air from my breath and noticed the curled veneer, the peeling paint, the bad repair by the settee. How much work was it going to take? Hundreds of hours, perhaps?

I spent the rest of the day trying to warm my hands while peeking into every drawer, every cranny, every cupboard. I could paint there, fix that, and clean this. It could be done. She would be on the water again, proud of herself, standing tall and elegant. Her canvas would be new, her stainless steel polished, and her woodwork glistening with new varnish. It was a big job, but the size of the task didn't really matter. I closed my eyes and breathed in deep. I could smell the ocean in her, the passages she'd make, and the scents of ports yet to be explored.

I can't wait.

Lori Eidsmoe and her husband, Michael, are currently landlocked in Colorado, to where they moved their beloved Aurora, *a Kelly-Peterson 44, to work on her refit. When the refit is done, her final overland move will be to the San Juan Islands, where she will remain until they leave to cruise full time.*

40 Years: Tried and Tested


Jaime making sail repairs while anchored off coast


Bob testing his new sail


Angie cutting sail material


Richard using his Sailrite sewing machine


Enjoying a completed dodger

Ultrafeed LSZ-1

For 40 years, we have relied on your input and experience

to help us test and refine quality products like the Ultrafeed LSZ-1. Our passion drives us to make progressive product improvements and provide you with the resources and support you need to achieve greater independence on the water.

Call For Your FREE 2009 Catalog

Or Shop Online at www.sailrite.com

Sailrite

Churubusco, IN 260.693.2242 - 1.800.348.2769 (toll free) - Annapolis, MD 410.263.6732